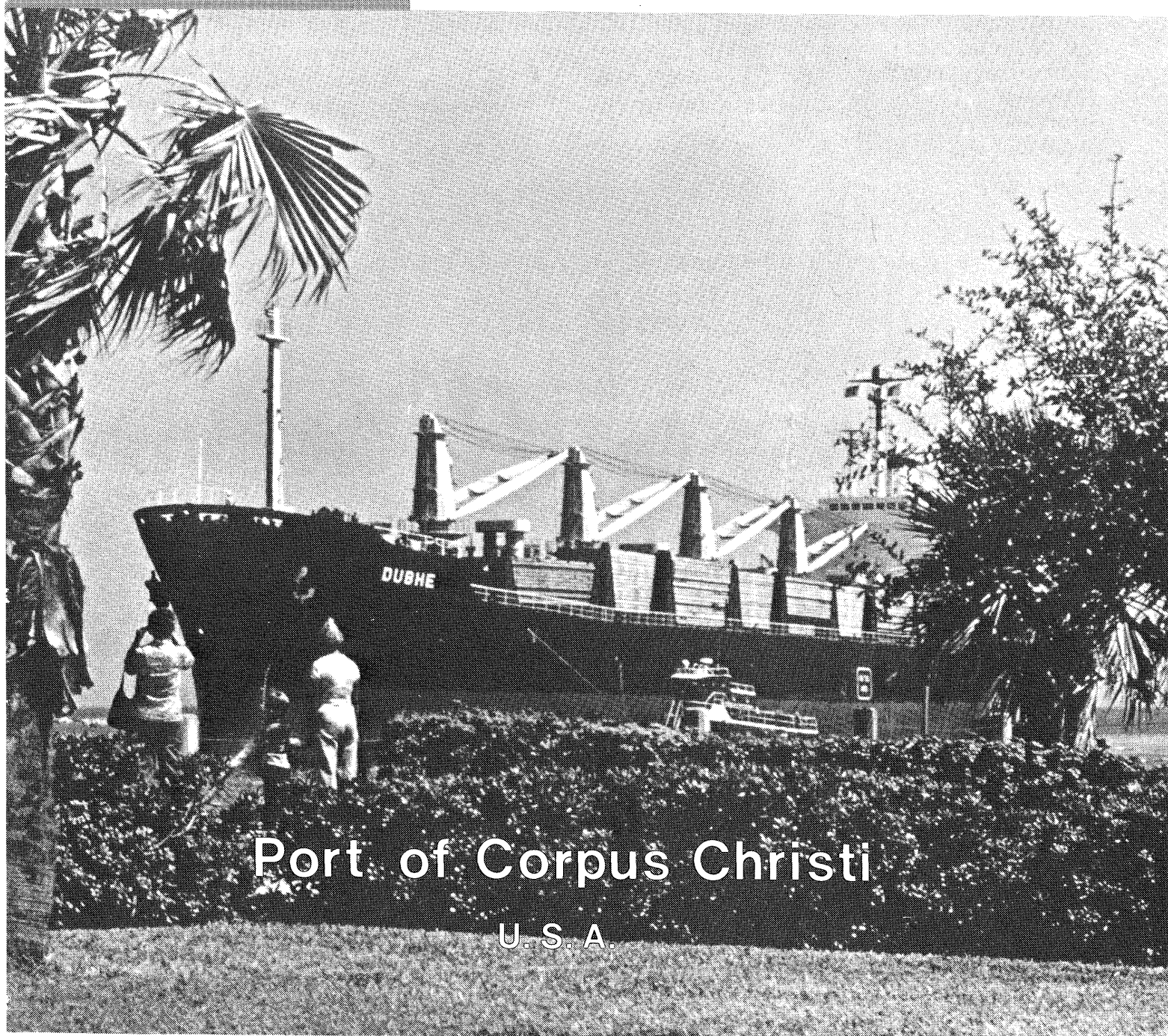


PORTS *and* HARBORS

September, 1980 Vol. 25, No. 9



Port of Corpus Christi

U. S. A.

IAPH Conference Nagoya May 1981

The Publisher: The International Association of Ports and Harbors

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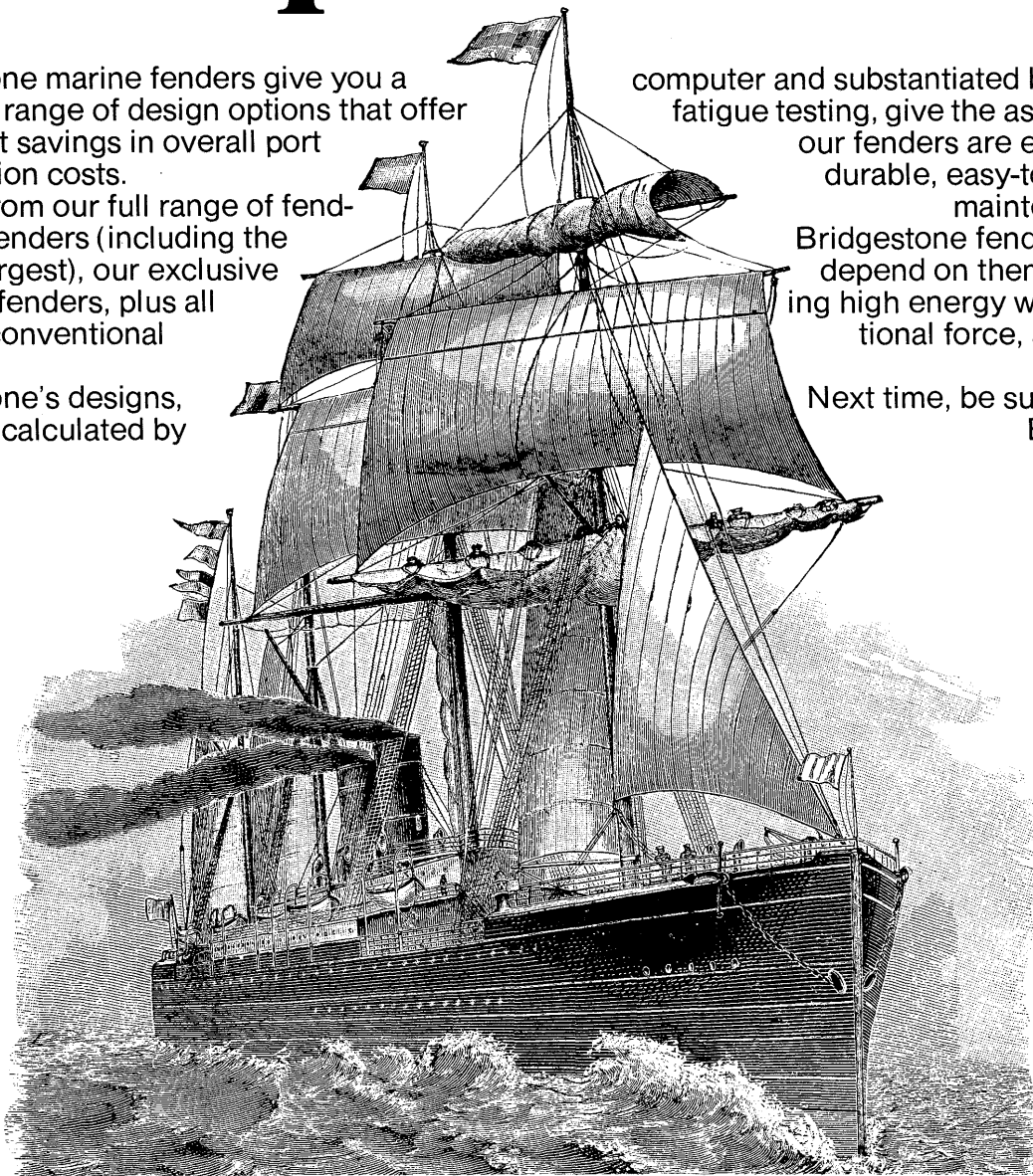
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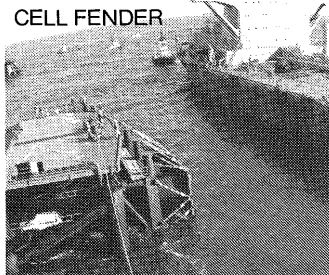
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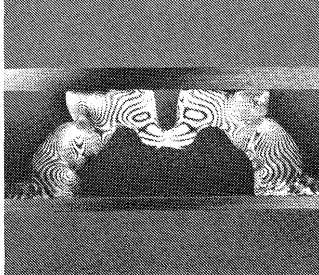
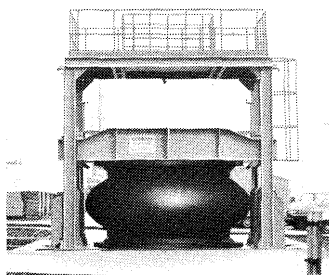
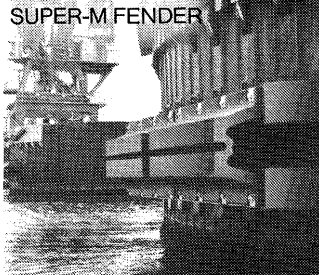
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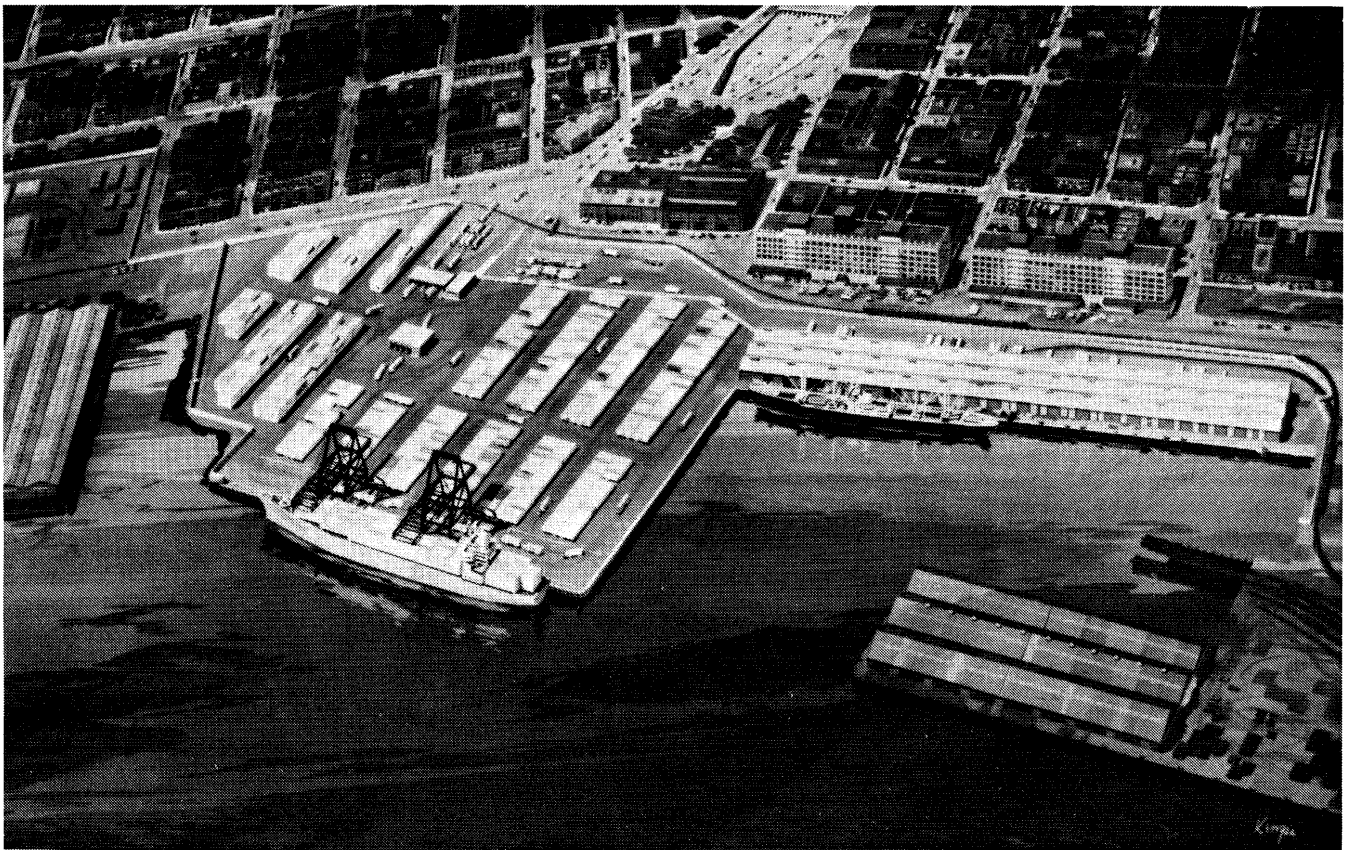
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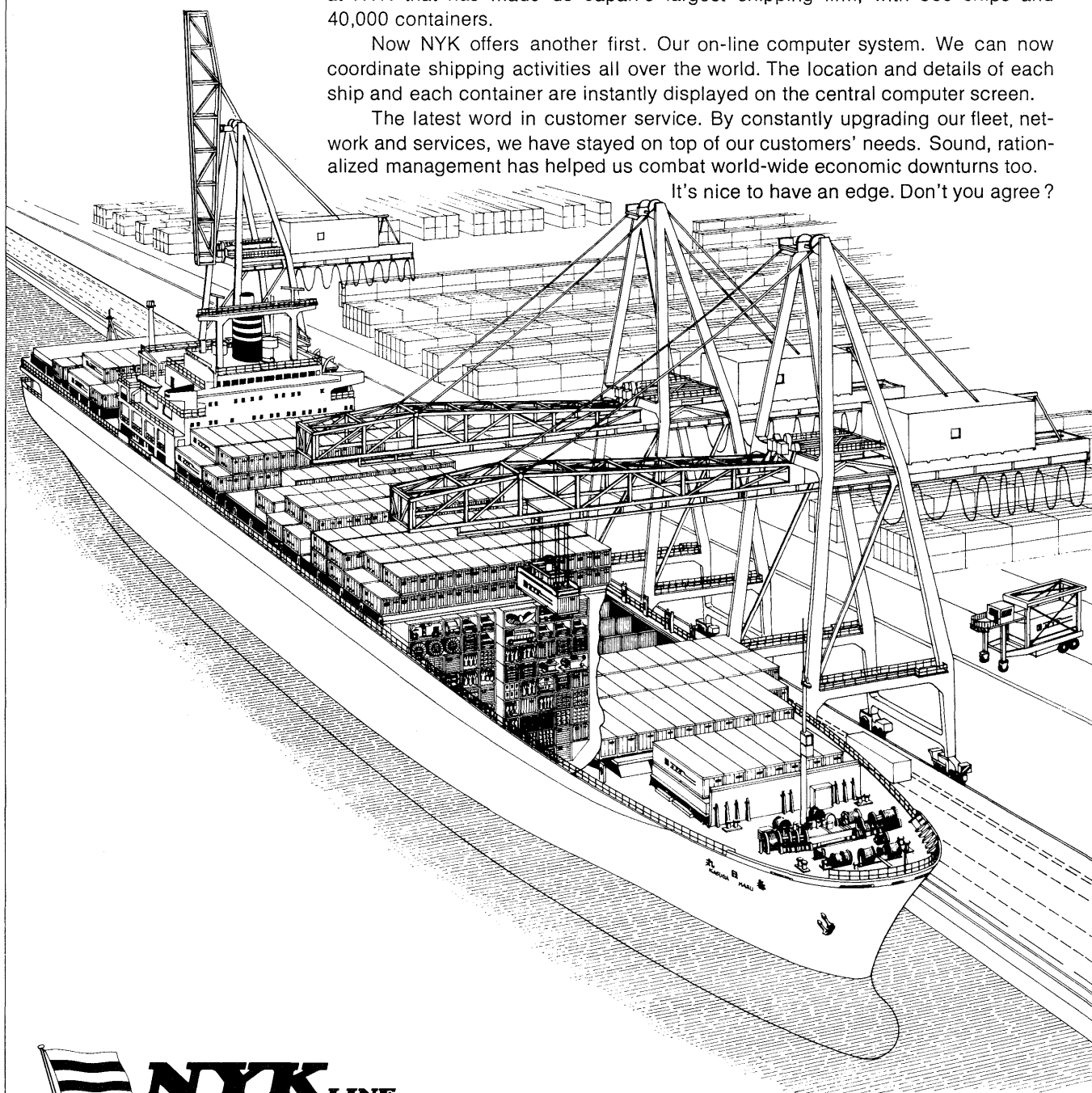
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Non-Autonomous French Ports
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The Cover: Port of Corpus Christi: With the Harbor entrance at the city's front door, the busy channel is an attraction for residents and visitors

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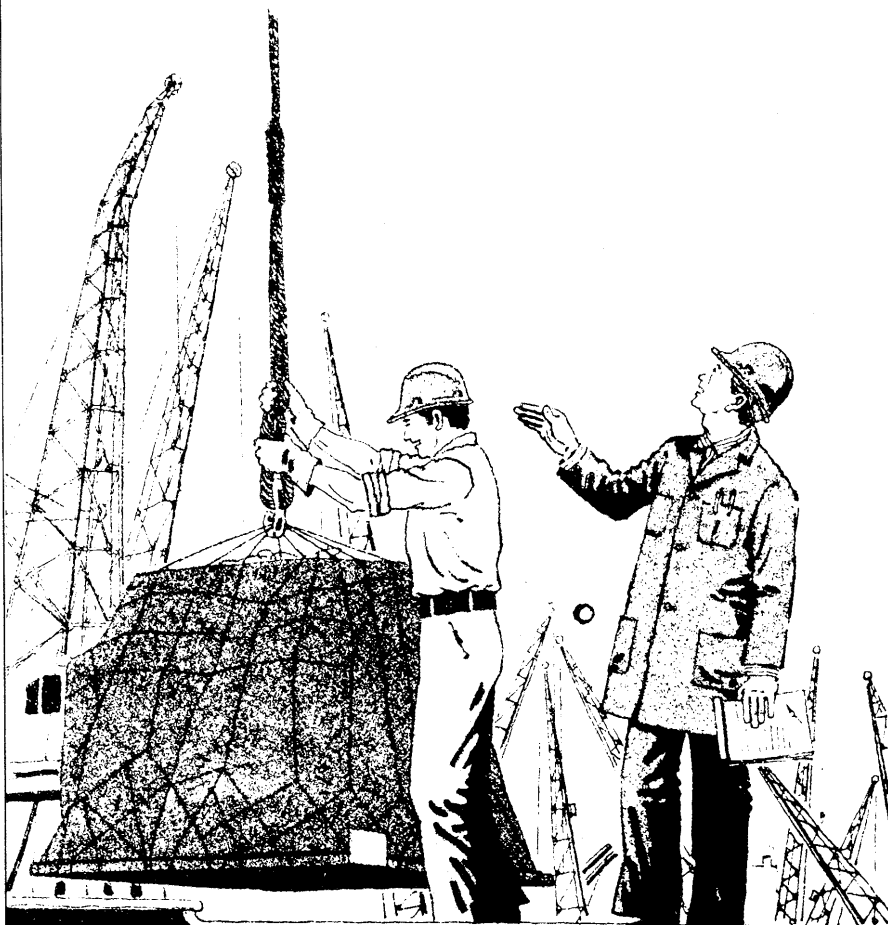
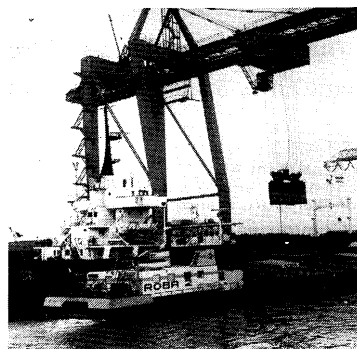
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IAPH announcements and news

Presidential campaign letter sent to non-member ports

In past years, it has been a tradition for the Association President to take the lead in the membership campaign.

Mr. Paul Bastard, our President, like his predecessor Mr. G.W. Altwater, has given great thought to the campaign efforts successfully led by the Membership Committee under the chairmanship of Mr. Davidson of Clyde Port Authority.

Along the lines agreed at the recent meeting in Australia, Mr. Davidson drafted the Presidential campaign letter with emphasis on the newly adopted "Temporary Membership" category. The draft letter was sent to President Bastard for his signature and the President, in turn, prepared a French version of the letter for those members from French-speaking countries. Then the both signed letters with the updated IAPH brochures were dispatched from Tokyo Head Office to some 200 carefully selected non-member ports.

Presidential letter

As President of the IAPH I wrote to you last August informing you of the work of the Association and inviting you to consider joining us. I am sorry that you have not yet felt able to come to a positive decision.

In order to encourage new members to join the Association, and appreciating that many ports will wish to find out more about the Association before becoming full members, the Executive Committee at the recent meeting in Brisbane agreed to introduce as a trial measure a "temporary membership status" which would be applicable for twelve months from the date of admission on payment of a reduced membership due of US\$350 at the time of submission of application.

Temporary members will receive all publications of the Association similar to regular members and will be able to attend the 12th Biennial Conference to be held at Nagoya, Japan in May 1981 with all the privileges of a regular member except, of course, the right to vote.

I do hope that this will encourage you to consider again the many advantages of joining IAPH which is the only international body which brings all the ports of the world together.

I look forward to hearing from you.

Still places available for new applications to IAPH Bursary 1980 ! — 7 bursaries remain —

Last December through "Ports and Harbors", the availability of 10 bursaries was announced by the Committee on International Port Development and all IAPH members from developing ports were invited to apply.

By July, 1980, however, only 3 out of 10 bursaries has been awarded to the following individuals.

1. Mr. J. K. Enyame of Ghana Ports Authority participated in the training course conducted by the Port of Singa-

pore Authority in May, 1980.

2. Mr. A. W. Odera, Kenya Ports Authority also participated in the training course conducted by the Port of Singapore Authority in May, 1980.

3. Mr. Henry A. Akinlawon, National Cargo Handling Co., Ltd., Nigeria will participate in Diploma Port & Shipping Administration Maritime Studies of UWIST (Institute of Science and Technology, The Academic & Register, Cardiff, UK in October, this year).

The reports of the above recipients of the bursary will be published in the journal, when received, after completion of their training courses.

Mr. J. K. Stuart, Chairman of the Committee, comments in his recent report submitted to the Executive Committee, that the overall response to date has been disappointing.

To emphasize the fact that there is still a chance for those who have not yet applied, we reproduce hereunder the conditions of entry.

Conditions for entry:

1. The object of the Scheme is to provide financial assistance towards the cost of sending selected applicants on approved training courses overseas. Approved training courses are, for instance, those available in developed ports as set out in the International Survey of Port Training Facilities and Requirements published by the Committee on International Port Development and distributed to all IAPH Members.
2. Subject to the availability of funds, up to 10 bursaries not exceeding US\$3,000 each will be awarded to approved applicants from any developing port in all developing countries in membership of IAPH.
3. Applicants, must have been employed in an IAPH member port for at least three years, should not be older than 50 years of age, and must already be employed in a junior or middle management capacity. After completion, the application form, which may be obtained from the Secretary General of IAPH, must be sent to the Chairman of the Committee on International Port Development. The form must include a statement confirming the suitability of the applicant for the course he wishes to attend and indicating the benefit both the port and applicant seek to achieve from the course. The statement should also indicate the applicant's potential for future promotion.
4. The application form must be accompanied by a letter from the developed port confirming its willingness to provide the required training and specifying the date of commencement and duration of the course.
5. The Bursary Scheme will be open, subject to the availability of funds, throughout 1980 and during 1981 up to the commencement of the 12th Conference. Applications may be forwarded to the Chairman of the Committee on International Port Development at any time

during 1980 and will be considered by him. The decision of the Chairman of the Committee on International Port Development will be final. The decision will be notified to the applicant, his Chief Executive, the Chief Executive of the developed port in which the training is to take place and the President of IAPH who will authorize the Secretary General of IAPH to disburse the necessary funds from the Technical Assistance Fund in due course. Fees payable to the host port authority will be remitted direct and the balance of the bursary after travel costs will be deposited with the host port for the applicants use. The host port/applicant will be required to account for expenditure and to reimburse the Technical Assistance Fund any monies not spent out of the bursary award.

6. After completion of the course, successful applicants will be required to prepare a brief report indicating how they propose to apply the training to their present employment. The report, which must be sent to the Chairman of the Committee on International Port Development within one month of the completion of the course, will be published at the discretion of the Chairman of the Committee on International Port Development, in "Ports and Harbors" magazine. Successful applicants will also be required to obtain and forward with their own report a letter from the developed port giving their opinion of how he has carried out the course and the benefits he has derived from it.

Application Form for International Association of Ports and Harbors' Bursary

For completion by applicant personally

1. Name of Applicant Age
2. Port Authority
3. Present Appointment Date Appointed
4. Educational Qualifications
(Please also indicate whether you are fluent in the English, French or Spanish?)
5. Professional/Technical Qualifications
6. Career History
7. Previous Overseas Courses attended
8. Course for which application being made
(Specify nature of Course, duration and location of host port/college)
9. Applicant's reasons for selecting required Course
10. Amount of Bursary for which application is made
(Particulars of costs should be given in support of the application)

Travel Costs
Course Fees
Accommodation and other costs

Total _____

11. State any other source from which finance for undertaking course will also be obtained and the amount of finance already obtained. (e.g. employing port authority, government, international aid organisations such as UNCTAD, etc.)

APPLICANT'S SIGNATURE

DATE

Form to be returned with evidence of acceptance by host port/college for specified course to:

Mr. J.K. Stuart, Chairman, IAPH Committee on International Port Development, c/o British Transport Docks Board, Melbury House, Melbury Terrace, London NW1 6JY England.

Panel of judges appointed for Award Scheme 1980

Mr. J.K. Stuart, Chairman of the Committee on International Port Development informed the Secretary General by telex on July 21st, that at the Committee's recent meeting held in Cyprus, it was agreed that the following members should be appointed to serve on the panel of judges for the treatise competition under the Award Scheme 1980.

- Mr. J. K. Stuart, Managing Director, British Transport Docks Board, UK
- Mr. Claude Mandray, Directeur General, Port of Roenun Authority, France
- Mr. Sven Ullman, General Manager, Port of Gothenburg, Sweden
- Mr. J. D. Mturi, Dy. Managing Director, Kenya Ports Authority, Kenya
- Mr. Joseph Bayada, General Manager, Cyprus Ports Authority
- Mr. Eric Williamson, Chief of UNCTAD's Ports Section

As of August 31, 1980, a month before the closing date, 16 entries were received so far at the Tokyo Head Office. They are from:

- Mr. U. O. Kalu, Nigerian Ports Authority
- Mr. Victor Ike Uche Dunkwu, Nigerian Ports Authority
- Mr. G. N. Mbah, Nigerian Ports Authority
- Mr. Efiog E. Odiong, Nigerian Ports Authority
- Mr. Ibok E. Nsa, Nigerian Ports Authority
- Mr. Hyacinth I. Ofoha, Nigerian Ports Authority
- Mr. Charles A. Okeke, Nigerian Ports Authority
- Mr. Kolli Venkata Rao, Vesakhapatnam, India
- Mr. Surendra Kumar, New Mangalore Port Trust, India
- Mr. Hilarius Opiyo, Kenya Ports Authority
- Mr. Eli Tilles, Israel Ports Authority
- Mr. Carlos Canamero G., Port of Callao, Peru
- Mr. Farid Ahmed, Chittagong Port Authority, Bangladesh
- Mr. Nurul Islam Majumder, Chittagong Port Authority
- Mr. Md. Ghulam Rasul, Chittagong Port Authority
- Mr. I.O. Ibiam, Nigerian Ports Authority

The first prize for the winning entry will be a silver medal from the IAPH and US\$750 in cash and the invitation including travelling costs and hotel accommodation to attend the 12th Biennial Conference of IAPH, May 1981 in Nagoya, Japan, and the winner's name will be announced when the judges complete their task of selecting prize winners this autumn.

CLPPI and COLS examine Legal Aspects of Vessel Traffic Management

The Committee on Legal Protection of Port Interests (CLPPI) chaired by Mr. Andre Pages (Bordeaux, France) jointly with the Committee on Large Ships (COLS), chairman of which is Mr. J. M. Wallace (Sydney, Australia) are preparing a document dealing with the "Legal Aspects of Vessel Traffic Management". This is following from the agreement they reached together at the meeting held in Gold Coast, Australia, in April, this year.

It is the intention of these committees to prepare a reasoned document on the views of IAPH members for consideration at Nagoya in May, 1981. For this purpose, the Secretary General initially circulated the paper to all Regular Members on July 15th, and then to the Board members on July 22nd, inviting their comments. Mr. Pages requested the Board members to respond with their comments on a national basis if possible.

It was indicated that the responses should be sent to Head Office by 15th October, 1980.

The Committee paper now under circulation is as follows.

International Association of Ports and Harbors Committee on Legal Protection of Port Interests (CLPPI) Legal Aspects of Vessel Traffic Management

CLPPI has given preliminary attention to legal aspects of vessels traffic management in accordance with its continuing brief to consider, where appropriate, the legal implications of the technical matters under consideration by IAPH Committees. Technical aspects in this case are currently being examined by COLS.

Control procedures have been looked at from the viewpoints of port requirements and ship and equipment requirements respectively. At this stage however, CLPPI has posed a series of questions, the answers to which should be derived from discussions between representatives of the port interests involved. The questions are as follows:—

(a) Control relating to the vessel and its equipment

- (i) At what stage during a vessel's arrival at or departure from a port should control be exercised?
- (ii) Which authority initiates the control procedures and who are the controllers?
- (iii) Under what legislation is the control exercised?
- (iv) Of what validity from a port viewpoint are certificates issued by Classification Societies, Insurance Companies?

(b) Control in the interest of a receiving port

Control or lack of it, by a receiving port has an effect not only on the port and the ship in question but on all other port users, port industries and the port environment. The admission, for example, of a sub-standard ship can result in damage to port installations or a marine accident with consequential detrimental effects on all.

- (i) Should control therefore be exercised systematically in respect of all vessels or only with regard to declared sub-standard ships before entry into port waters and in the event, by which "officers" under

what regulations?

- (ii) Where control is exercised negatively, i.e. by barring entry say, to a sub-standard ship, what provisions, if any, can be made to permit necessary ship repairs to be carried out? Is there the possibility of designating holding-areas?

(c) Eviction of undesirable vessels from the port

- (i) Do international regulation exist, perhaps incorporated into national legislation which permit the declaration of a maximum stay in port by an undesirable vessel. A vessel, for example which may be a pecuniary embarrassment to a port authority. Are there nation regulations or local by-laws which would allow such action?

- (ii) Do legal provisions exist for a port authority to take active steps to free a berth which is occupied over an extended period by a sub-standard ship or a vessel whose owner may be insolvent?

- (iii) Do legal provisions exist for a port authority to take possession of an abandoned vessel and dispose of it, perhaps for reparation purposes, by selling, or if necessary, by sinking?

(d) Wreck Removal

- (i) Does the Port Authority have recourse against the owner of a wreck for salvage or removal, carried out for the purposes of securing safe navigation in the port waters without having the prior authority of the owner to do so?

- (ii) How can the Port Authority, in carrying out a wreck removal, or salvage operation, without express permission from the owner to do so, avail itself of the dispensation of limitation of liability, as if it were the owner?

(e) Means for combatting disaster situations

Serious maritime disasters can happen in a port or its waters (collisions, explosions, fires on board vessels, causing the blockage of channels, pollution, widespread damage, or the partial or total paralysis of the port).

- (i) Does the Port Authority have at its disposal the means with which to deal with such events from technical, (service craft), financial (means of covering costs) and legal (means for prosecuting those responsible and, if possible, for obtaining compensation) points of view?

- (ii) If the necessary technical means are not available locally, which are the nearest locations from which they could come and what are the time factors involved?

- (iii) Is it, or is it not a question as to what should be the main preoccupation of Port Authorities? And should not a special study be carried out, first within the IAPH, itself, for action, in due course within regional organizations, if these exist, or within the UN Agencies. What should be the objectives (technical, financial, legal)?

(f) Ports of Refuge

From time to time vessels suffer serious accidents in

the open sea which give rise to the need to seek the shelter of a refuge port, to save the lives of their passengers and crew, to save their cargo, to avoid polluting the environment and to carry out their repairs.

It is a fact, however, that the reception of such vessels can seriously disadvantage a Port in so far as they may become total losses and wrecks, be abandoned wrecks, cause pollution, within port waters. Recompense to the Ports can be grossly inadequate because of the limitation of shipowner's liability.

The following questions need to be asked:—

- (i) Is it a generally held view that the admission of such vessels in difficulties must not be refused?
- (ii) Do there exist nearby, or within the port waters of IAPH member ports, areas where such vessels could be accommodated, without risk to the Port Authority, the port users and the environment?
- (iii) Would it be more appropriate to construct such reception areas in isolated areas?
- (iv) What are the technical, financial and administrative problems posed by these questions and how is it proposed they should be resolved?

IAPH Questionnaire on "IMCO World Maritime Day"; IMCO Secretary-General appreciates

In support of "IMCO World Maritime Day", which is being set to be celebrated in the last week of September, the IAPH Questionnaire on World Maritime Day was sent to all IAPH members on July 1, 1980 by the Secretary-General. The questionnaire was formulated to gather the data about the maritime events celebrated by each port or port related industries, and the members' position toward the IMCO World Maritime Day.

Mr. C. P. Srivastava, Secretary-General of IMCO, in his letter of July 14, 1980 to Dr. Hajime Sato, expressed his thanks for IAPH action in support of the World Maritime Day and stated that IMCO and IAPH have a fundamental interest in and commitment to event taking place in port areas, assuring IMCO readiness to discuss and examine with IAPH possible themes which highlights the common interests of both organizations.

IAPH Questionnaire, closing date set on August 15, is as follows:—

IAPH QUESTIONNAIRE ON "WORLD MARITIME DAY"
To be replied to IAPH Head Office
by August 15, 1980

Part One (for fact finding)

Question 1: Do you have, in your port, any annual/seasonal/periodical event aimed at promotion of port/maritime affairs, except those commercially organized ones? If so, please tell me about it.

- a: Name of Event:
- b: Date:
- c: Organizer/s involved:
- d: Outline of events to be conducted:

Question 2: Do you have, in your community (town, city, county, prefecture, state), any similar event, in addition to (1)? If so, please tell

me about it.

- a: Name of Event:
- b: Date:
- c: Organizer/s involved:
- d: Outline of events to be conducted:

(This question is intended to identify the distinction between "Port's Own Event" and "Port Related Community/Industry's Event". Many of "Port Days" or "Open House" are considered to be mixture of (1) and (2).)

Question 3: Do you have, in your country, any nationally organized events aimed at promotion of port/maritime affairs? If so, please tell me about them.

- a: Name of Event:
- b: Date:
- c: Organizer/s involved:
- d: Outline of events to be conducted:

Part Two (for additional fact finding)

Question 1: Do you think that your governmental agency responsible for port affairs is/will be taking part in the celebration of the "IMCO World Maritime Day"?

If so, tell me briefly about their activities as well as any involvement of your Port in the picture.

If not, do you think it possible for YOU to plant the idea/concept of the "IMCO World Maritime Day" among those responsible bodies?

Part Three (for comments or proposals as an IAPH Member)

Do you support the "IMCO World Maritime Day"? If so, what do you suggest IAPH for its action? If not, can you give me any specific reason for it?

IAPH action for UN's Int'l Year of Disabled Persons

As reported in the July-August joint issue, IAPH, in response to the UN appeal for the International Year of Disabled Persons (IYDP 1981), is going to express its willingness and determinedness to support IYDP by adopting a resolution at an ad-hoc meeting of Regular Members by correspondence to be held towards the end of September this year.

With authorization given by IAPH President and Vice-Presidents, the matter was referred to by Dr. J. Bax, Chairman of IAPH Committee on Community Relations, in May. The Committee drafted a resolution in support of IYDP, with an unanimous consent of the Committee members, and further referred it for scrutiny by Mr. P. J. Falvey, IAPH Chairman of Legal Counselors and General Counsel/Assistant Executive Director of the Port Authority of NY & NJ.

The resolution (draft) reads as follows:—

HAVING taken cognizance of the Plan of Action adopted by the United Nations General Assembly regarding the International Year for Disabled Persons (1981)

HAVING studied the various recommendations

contained in the Plan of Action document and especially the one dealing with measures to be taken to facilitate, to the extent practicable, the accessibility of ships, terminal buildings and facilities of ports to be used by passengers

- RECOGNIZING** that ports play an important role in international passenger transport and
- CONSIDERING** that our organization's aims include the "development and fostering of good relations among all ports and harbors of the world" and the promotion of the best possible use of ports and their facilities and
- RECOGNIZING** that ports are key factors in the proper socio-economic functions of the areas they serve and also
- RECOGNIZING** that our member ports are sensitive to the needs of all the people they serve, in particular to those with which the disabled are often confronted; therefore

Be It Resolved on this _____ day of _____, 1980 at its meeting by correspondence of all Regular Members, as provided for in the Constitution and By-Laws, that the Association whole heartedly supports the spirit underlying the recommendations of the United Nations for the International Year of Disabled Persons and

Be It Further Resolved that the Association urges all its members to strive towards the implementation of the recommendations as to practicable measures to be taken and appeals to all organizations, institutes and companies working in the field of passenger movement within their territories to do likewise.

IAPH delegates to ESCAP Joint Meeting of Shipping, Shippers and Ports

By the good offices and kind intervention work exerted by Mr. A. S. Mayne, Mr. R. W. Carr, Mr. J. M. Wallace and Mr. Wong, Hung-Khim, Executive Committee Members in the Asian Region, the following gentlemen were registered to the ESCAP secretariat as the delegates of IAPH to attend the forthcoming ESCAP Joint Meeting of Shipping, Shippers and Ports to be held on September 3, 1980 in Bangkok.

- Mr. A. S. Mayne, 1st Vice-President/Chairman, Port of Melbourne Authority
- Mr. K. W. Chan, Sabah Ports Authority
- Mr. Mohd Azaman Bin Mohd Aris, Traffic Manager, Johore Port Authority
- Mr. D. K. Jain, Joint Secretary (Ports), Ministry of Shipping & Transport and
- Mr. Philip Forrest, Managing Director, Sharjah Port Authority (or someone from the Authority), as an Observer.

Japanese business circles support IAPH Nagoya Conference

On June 17, 1980, at Hotel Okura, Tokyo, the first meeting of the "IAPH 12th Conference & 25th Anniversary Promotion Council" was held and resolved that the Council, recognizing the importance of the 12th Conference, where port representatives from all over the world gather, and realizing that the event would enhance the future development of Japanese ports and the promotion of the world trade, would fully support the Conference.

The meeting was organized in response to the appeal for support addressed to the port related industries by Mr. Toru Akiyama, President of the IAPH Foundation, and by Mr. Yoshiaki Nakaya, Governor of Aichi Prefecture & President of the Organizing Committee for the 12th IAPH Conference.

At the meeting, Chairman Yoshihiro Inayama stated that the role played by the ports and harbors in the economic development of Japan was so great that without their existence the national economic development would be retarded. Mr. Inayama is the Chairman of the Board of Nippon Steel Corporation and the President of the Federation of Economic Organization (known as Keidanren).

Present at the meeting, among others, were the representatives of:—

- Overseas Coastal Area Development Institute of Japan
 - Federation of Economic Organizations
 - The Japan Iron & Steel Federation
 - Petroleum Association of Japan
 - Japan Maritime Development Association
 - The Japanese Shipowners' Association
 - The Japan Warehousing Association Inc.
 - Japan Maritime Foundation
 - The Japan Gas Association
 - The Japan Association for Preventing Marine Accidents
 - Japan Civil Engineering Contractors' Association
 - The Japan Port and Harbor Association
 - The Shipbuilders' Association of Japan
 - The Japan Harbor Transportation Association
 - The Japan Work-Vessels Association
 - Japan Association for Wave Dissipating and Foot Protection Blocks
 - Japan Automobile Manufacturers Association, Inc.
 - The Cargo Handling Mechanization Association
 - The Federation of Electric Power Companies
 - Japan Dredging and Reclamation Engineering Association
 - The Japan Electrical Manufacturers' Association
 - The Japan Society of Industrial Machinery Manufacturers
 - Japan Shipbuilding Industry Foundation
 - The Cement Association of Japan
 - Tokyo Bankers Association
 - Regional Banks Association of Japan
 - The Trust Company Association of Japan
 - Japan Foreign Trade Council, Inc.
 - Communication Industries Association of Japan
 - Japan Paper Association
 - The Marine and Fire Insurance Association of Japan
- (See also photos on next page.)

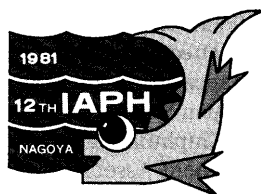


Mr. Yoshiaki Nakaya, Governor of Aichi Prefecture, who is the host of the 12th Nagoya Conference delivering a speech at the inaugural meeting of the IAPH Conference Promotion Council (standing in the center).



At the reception in commemoration of the establishment of the Promotion Council at a Tokyo hotel, from left Messrs. Sato, IAPH Secretary General; Yoshimura, Director General, Bureau of Ports and Harbors, Ministry of Transport; Hanamura, Vice-President of Federation of Economic Organization; Akiyama, IAPH Foundation President; Inayama, President of Federation of Economic Organization; Arita, President, Japan Maritime Development Association; Kohmura, Conference Chairman of the 12th Nagoya Conference and Kuroda, former President of the Japan Port and Harbor Association.

Symbol Mark of The Nagoya Conference



Nagoya has been prosperous for many years as a large castle town. Mounted on the roof top of its castle are a pair of fabulous golden sea animals "Shachi", which glitter brightly in the sunlight. The citizens hold a strong sense of loving attachment to them. The symbol for the 12th IAPH Conference on Nagoya expresses a warm welcome to port related people with a golden "Shachi" cresting the seas joining North & South America, Europe & Africa and Asia & Oceania.

Revised version of IAPH brochure completed

As a link of the membership campaign, the Association has published a brochure outlining its activities and membership dues system. With the guidance and cooperation by Mr. J. P. Davidson, Chairman of the Membership Committee, the new edition of the brochure has been compiled and copies were sent to all members of IAPH who are requested to make the best use of them in introducing IAPH to non-members.

The new version includes, among other things, the information on how to apply to the newly adopted "Temporary Membership" and pictures of Officers and Committee Chairmen as well as the Head Office staff.

Mr. J.P. Davidson honored

Mr. James P. Davidson, IAPH Executive Member, Chairman of IAPH Membership Committee, Chairman of the Clyde Port Authority and British Ports Association, was appointed Commander of the Order of the British Empire, according to the information supplied by the Clyde Port Authority.

He was the first General Manager of the Authority when it was formed at the beginning of 1966. He joined the Board two years later and became Managing Director in 1974 assuming the Deputy Chairmanship as well in 1976.

Membership Notes:

New Members

Regular Members

Georgia Ports Authority

P. O. Box 2406, Savannah, Georgia 31402, USA

Phone: (912) 964-1721

Telex : 810-784-5634

(Mr. George J. Nichols, Executive Director)

Department of Transportation, Harbors Division State of Hawaii

79 S. Nimitz Highway, Honolulu, Hawaii 96812

Phone: (808) 543-2570

(Mr. James B. McCormick, Deputy Director)

Sri Lanka Ports Authority

No. 19, Church Street, Colombo 1, Sri Lanka P. O. Box 595

Phone: 21231

Cable : "PORTSLANKA"

(Mr. Wimal Amarasekera, Chairman & Chief Executive)

Associate Members

Davy International Projects Ltd. (Class A)

(Davy McKee Group of Companies)

Powergas House, 8 Baker Street, London, W1M 1DA, England

Ishikawajima-Harima Heavy Industries Co., Ltd. (Class A)

2-1, 2-chome, Ohtemachi, Chiyoda-ku, Tokyo 100, Japan

Phone: (03) 244-5584

Talex : IHICO J-22232/J-22388

Cable : IHICO TOKYO

(Mr. Katsunori Yamamoto, Senior Manager, Public Relations Dept., Planning & Administration Div. Plant Export Sales)

Supplementary Details of the Gold Coast Meetings —

Reports to Chairman, Executive Committee of IAPH from Chairmen, Internal & Technical Committees of IAPH

1. FINANCE COMMITTEE (April 18, 1980)

J. den Toom
Chairman

Members present were:—

Mr. J. den Toom	— Chairman	(Netherlands)
Mr. A. J. Field	— Vice-Chairman	(Australia)
Mr. A. B. M. Tukur	— Member	(Nigeria)
Mr. H. K. Wong	— Member	(Singapore)
Mr. R. G. Wilson	— Member	(U. S. A.)
Mr. J. S. Kyandih	—	(representing Mr. Mturi)

Also present were Dr. Sato, Mr. Akiyama and several guests.

Mr. den Toom welcomed all present and thanked Dr. Sato and his staff for a fine presentation of accounts.

There were no comments on the Settlement of Account (1979). Notice was taken of the Response to Temporary Levy 1979 which turned out satisfactory. Also the Settlement of Account of the Special Port Development Technical Assistance Fund was approved with thanks to the contributors of Special Dues.

Mr. den Toom made four points relating to the Financial Forecast on Page 78 of the Secretary-General's Report to the I.A.P.H.:—

1. The dues for 1981 were decided on in France and incorporate a 10% increase. All calculations used to obtain the forecasted figures for the years 1982 and 1986 were based on these dues. No rise in dues was considered.
2. The same figure was used each year for advertising when in fact it is going down, due to difficult economic circumstances and to the fact that some companies dislike the cheaper paper of "Ports and Harbors".
3. 5% inflation appears to be a very conservative estimate.
4. At the end of the forecast the carry-over for the year 1986 has dropped considerably compared to previous years.

It was moved by Mr. Field that the following recommendation be made to the Executive Committee:—

"At the Nagoya Conference membership dues be reviewed for the years 1982 and 1983 on the basis of a maximum increase of 10% in each of these two years."

The Committee unanimously agreed to this motion.

Mr. Tozzoli suggested to the Committee that perhaps they should try and establish what reserve should be carried over in the funds from year to year, and suggested 20%.

After discussion, it was noted by the Chairman and agreed to by the Committee that a reserve of approximately 40% of the total expenditure be aimed at for each year.

Mr. Akiyama suggested that the Finance Committee make a recommendation to the Executive Committee to make The International Association of Ports and Harbors independent from the International Association of Ports and Harbors Head Office Maintenance Foundation. This means the implementation of Article 11 of the "Agree-

ment" of 11th May, 1973. Upon the Executive Committee's agreement, voting by all members on this proposal would be carried out through the mail with the aim to have the termination take effect from 1 January, 1982.

This proposal was accepted and it was suggested that an explanation of what was happening should be attached to the voting form.

Mr. Tozzoli queried whether any of the "Foundation Proper" expenses were going to carry over to the I.A.P.H. when they became independent.

Mr. Akiyama replied that these costs would all revert to the Foundation and that there was no difference between the costs on Page 75 and those on Page 78 except for inflation.

Mr. Field queried the figure shown against "Ports and Harbors".

Mr. Akiyama replied that the publication costs were down by 30% which was mainly due to the quality of materials used for this publication.

Mr. Akiyama said that he felt that in relation to the "Termination Agreement" if it was accepted that the last page should be signed by the President, President Elect and Secretary General on the I.A.P.H. side and by the President of the Foundation, the Director General and the Chairman of the Foundation Council on the I.A.P.H. Head Office Maintenance Foundation side.

The Finance Committee accepted gratefully that at the termination of the "Agreement" all the negative financial results of the years 1973-1981 will not have to be paid back by the I.A.P.H. On the contrary: The Foundation will even donate 30 million Yen to the I.A.P.H. to help the independency. The date of termination of the "Agreement" will be 1 January, 1982. From that date on, I.A.P.H. will be independent again. It was suggested by Mr. Akiyama that he make a draft of the "Termination Agreement" wherein it is mentioned the donation of 30 million Yen and the fact that the I.A.P.H. will not bear the financial losses for the years 1973 to 1981.

2. MEMBERSHIP COMMITTEE (April 21, 1980)

H. L. Tjon A. Ten
Acting Chairman

Those present were:—

Mr. H. L. Tjon A. Ten	— Vice Chairman	(Suriname)
Mr. J. B. Willie	— Member	(Malaysia)
Mr. F. M. Wilson	— Member	(Australia)

Also present as observers were:—

Mr. F. Kohmura	Mr. S. Mayne
Captain A. T. Young	Mrs. Tatsuta
Mr. Ito	Mr. Nakamura
Mr. Okawa	

Mr. Tjon A. Ten reminded those present at the meeting that a decision had been made at the Deauville Conference

for a membership campaign to be started to enrol new members. He informed the meeting that since this date 196 letters had been forwarded to candidate ports and 22 letters to ex-member ports. Mr. Tjon A. Ten advised that there had been an increase of 19 membership units, taking it from 500 to 510 shared by 207 regular members representing 69 countries. He said he was glad to report that I.A.P.H. has been able to enrol two new members, Egypt and Mauritius, but unfortunately lost four members, namely Angola, Algeria, Spain and Turkey, which he felt was possibly due to the language barrier.

Mr. Willie inquired whether an approach had been made to the People's Republic of China and countries in the China region for membership.

Mr. Tjon A. Ten replied that I.A.P.H. would wait until an approach had been made to it from these countries.

Mr. Wilson informed the meeting that he had sent a number of letters to ports in the Pacific Region, and Darwin had been the only port to show any interest in becoming a member.

It was decided, after a suggestion by Mr. Mayne, that a recommendation be made to the Executive Committee that ½ unit membership be offered to small ports who move under 100,000 tonnes of cargo.

Mr. Kohmura inquired whether all ports in Brazil had been approached to become members of I.A.P.H. as he was aware of a couple of ports who did not know of the existence of I.A.P.H.

Mr. Tjon A. Ten replied that he would look into whether all the ports in Brazil were run by the head office located in Rio de Janeiro or whether some were independent and had not as yet been contacted. The head office of the secretariat in Japan had forwarded all information to Rio de Janeiro only.

Mr. Mayne suggested that if members of I.A.P.H. were attending port-orientated meetings around the world then perhaps they could try and have a segment set aside to put forward the advantages of being a member of I.A.P.H. and explain what the organization was about.

Mr. Kohmura queried whether oil companies in the Middle East who have constructed ports for the export of their oil alone could be approached to become members.

Mr. Tjon A. Ten replied that this would be looked into, but advised Mr. Kohmura that it would only be possible for them to become Associate Members and not Regular Members.

Mr. Wilson put forward that it be suggested to the Executive Committee that a re-evaluation be undertaken of the I.A.P.H. publicity documents by public relation consultants and perhaps they can be improved on.

As there was no further business the meeting was closed.

3. CONSTITUTION AND BY-LAWS COMMITTEE (April 19, 1980)

J. H. W. Cavey
Chairman

MEMBERS PRESENT:

Mr. J. H. W. Cavey	— Chairman	(Canada)
Mr. S. Ullman	— Vice Chairman	(Sweden)
Mr. J. H. McJunkin	—	(U. S. A.)
Mr. A. Pages	—	(France)

Mr. J. F. Stewart	—	(New Zealand)
Mr. G. Tsuboi	—	(Japan)
Mr. H. K. Wong	—	(Singapore)
Mr. J. H. Zeuthen	—	(Denmark)
Mr. L. E. Still Jnr.	— Vice Chairman	(U. S. A.)
	Legal Counsellors	

OBSERVERS:

Mr. T. Akiyama
Mr. E. Andersen
Mr. F. Kohmura
Mr. A. S. Mayne
Mr. A. J. Tozzoli
Mr. S. Okawa
Dr. H. Sato
Mr. R. Kondoh

The Committee considered initially the question of the position of Taiwan members with respect to relations with the People's Republic of China as prospective members, in the context of our consultative status with the United Nations Organizations, such as IMCO, and our forthcoming conferences on the Pacific rim. A draft resolution was submitted to the meeting proposing a listing in the Membership Directory of all Chinese ports under the national designation "China" or as they might prefer under sub-headings "Insular" or "Mainland", but it appeared desirable to leave the question of the recognition or national definition of our Taiwan port members for discussion between them and our Secretary-General Emeritus, Mr. Akiyama and the Secretary-General's office.

The present By-Laws — Section 15 — do not provide for a mandatory designation of a representative of the forthcoming host Port as an Honorary Vice-President, and thus ex-officio Member of the Executive Committee. The Committee was in complete agreement that the By-Laws, Section 15, should be revised to provide for this.

It was suggested that there would be considerable merit in having a joint meeting of the Executive Committee and the Board of Directors, with a view to eliminating the need for two separate meetings of the Executive Committee and the Board of Directors at a conference. It was suggested that the objective of giving all Directors an opportunity to involve themselves in the detailed consideration of the executive work could be achieved by inviting Directors to attend the initial Executive Committee meeting. The point was raised, that particularly at the closing of the conference, the meeting of the new Board of Directors was too perfunctory. The By-Laws do not require such arrangements, and this matter is simply referred to the Executive Committee for consideration and whatever direction may be considered necessary.

A proposal was submitted for the election of four Executive Committee members from each region, with the President's power of appointment reduced to two Members rather than the present five. This is designed to increase the input of the Board of Directors into the Executive Committee and thus to strengthen the direction of the directors elected by the membership as a whole. Again we were of divided views on this matter.

It was pointed out that By-Laws 13 and 14 are unclear on the voting rights of officers and members of the Executive Committee at meetings of the Board of Directors and that this should be clarified to ensure that all members of the Executive Committee have full voting rights at both

Exco and Directors meetings.

The provision allowing only shared votes among directors from countries entitled to multiple directorships was examined by the direction of the Executive Committee at its last meeting in Le Havre. Currently, the By-Laws now allow voting only on the basis of one country — one vote, at Directors meetings. Four countries at this time are entitled to multiple directorships — Japan, United States, Australia, Canada. The Committee is divided on this question.

To Committee has been pleased to address itself to these questions, some on its own initiative and some at the suggestion of others, including the Executive Committee. We will be pleased to receive any further direction on these matters which the Executive Committee might wish to give.

4. COMMITTEE ON COMMUNITY RELATIONS (April 18, 1980)

F. M. Wilson
Acting Chairman

MEMBERS PRESENT:

Mr. F. M. Wilson	Deputy-Chairman	(Australia)
Mr. R. N. Hayes		(Ireland)
Mr. R. T. Lorimer		(New Zealand)
Mr. L. Padman		(Australia)
Mr. F. M. Williams		(New Zealand)
Mr. J. H. Zeuthen		(Denmark)

OBSERVERS PRESENT:

Mr. E. Anderson
Mr. R. Kondoh
Mr. A. S. Mayne
Mr. T. Nakamura
Mr. B. E. Nutter
Dr. H. Sato
Mr. A. J. Tozzoli

PLANNING:

There are obviously two major problems — one in the planning and the other on the operation side. As regards planning, something should be done to make the public more aware of short term planning. It is preferable not to make long term plans available to the public as this could lead to confusion and bring about an unfavourable public image.

Recreational areas will have to be provided within the port areas, even if it means developing valuable waterfront land. If these recreational lands were made available, the public could use the parklands for recreation as well as view what was going on in the port.

OPERATIONS:

On the operational side, there is merit in trying to make known the cost of activities such as dredging. Ports must involve the local authorities and municipalities.

PUBLIC RELATIONS:

Regular publications should be issued, not necessarily glossy ones, but they should be regularly issued and have as wide a circulation as possible. Open Day or Open Week is of

great benefit too, and in great demand by the public, and is certainly an educational way of keeping them informed. This could also be supported by exercises such as trips for school children, etc. School children are the coming generation and they are the ones the Port Authorities would be dealing with in the future. The education of school children is an excellent step forward in these exercises.

Some ports around the world have carried out some really interesting and worthwhile exercises in community relations, and perhaps a selection of these ports could be made available and data collected for a general submission which would be of value to every other port in the world on how certain common problems had been dealt with and overcome.

It is recommended that International Maritime Day should be changed from March to September, firstly because of the more clement weather in the northern hemisphere in the autumn, and secondly it would then coincide with the National Port Day held in the United States every September.

Appreciation should be shown to Mr. Bax for his offer to edit special material submitted by port authorities to the Ports and Harbors Magazine. He would naturally depend on all ports to keep him informed of current local events.

FINANCIAL:

The Committee suggests that some nominated ports in various parts of the world — the European, African, American and Asiatic regions — could be asked to make a study of the direct financial impact on individual communities in relation to every tonne of cargo shipped from their port.

Mr. Tozzoli has agreed to mail several copies to Mr. Bax of an information kit which had recently been put out in the United States on this matter. Committee members would study this in relation to their own ports and prepare a format that can be used universally to demonstrate just how much money is injected into the community by the existence of a port.

5. COMMITTEE ON CONTAINERIZATION, BARGE CARRIERS & RO-RO VESSELS (April 19, 1980)

R. T. Lorimer
Chairman

1. CONTAINER HANDLING STATISTICAL RETURN

The Chairman confirmed that the response to the recently improved format for the Container Handling Statistical Return was proving successful and greater participation by ports in submitting this important information was occurring.

2. SAFETY PROCEDURES IN CONTAINER TERMINALS

Here the Report restated the position following the 11th Conference, and your Committee is of the opinion that some additional measures should be taken to ensure that this Basic Code was distributed on the widest base possible. The Chairman was asked to prepare a suitable advice to all members which would give greater publicity in this matter.

3. SECURITY IN CONTAINER TERMINALS

The study undertaken by the United States Department of Transportation on Port Security has now been completed and published. Limited copies of this document will be made available to members of I.A.P.H. who are interested in the study and work associated with improved security. The Chairman undertook to advise Mr. R. Crandall of the number of copies to be set aside.

4. BRIDGE CLEARANCE SURVEY

The Chairman reported that a good response was being received to the Committee's questionnaire which had been circulated last September to all regular members. It is proposed that the results be evaluated and put into a report format for the 12th Conference to be held in Nagoya.

5. STANDARDIZATION OF PORT TRAFFIC FIGURES

The Chairman in his report conveyed to the Meeting the proposal put forward by the President that the work of the Committee could be expanded to undertake the collection of statistical information on port traffic figures on a standardized basis. The Committee considered at length the implications of undertaking this work and has decided to refer the matter to a Sub-Committee comprising Mr. R. T. Lorimer (Chairman) and Messrs. B. E. Nutter and R. N. Hayes for further consideration.

The Committee was advised that agreement was likely to be reached shortly in Europe amongst the E. E. C. community to establish a standard basis for port traffic details and it could well be that after a study of such a move the collection of information on a similar basis could be followed by I.A.P.H. member ports. The Sub-Committee is to monitor this situation and to discuss the matter further with the President.

6. NOISE LEVEL ON STRADDLE CARRIERS

This item had been included in our Agenda because of information received that several countries were considering the introduction of regulations which would require the noise levels on van carriers to be restricted to 85 dB(A). Naturally the ports using this type of machine would be eventually affected if countries gradually followed this limitation. The Committee felt that we should make a contact with some of the principal suppliers of van carriers and enquire what steps they were taking to meet the possible new requirements both for existing and new machines.

7. REPRESENTATION AT 4TH INTERNATIONAL CONFERENCE ON MARITIME TRANSPORT "RO-RO 80" MONTE CARLO 15/17 APRIL 1980

The Chairman reported that a representative from the Port of Le Havre would be attending this Conference and act on behalf of the Association. In due course the Committee looks forward to the receipt of relevant information and the proceedings of the Meeting.

8. PROGRESS REPORT — STANDARDIZATION — RO-SHIP TO SHORE CONNECTION

This long standing item is still under consideration and the report dealt with the current position following the advice that I.S.O. drafts were being prepared and it was hoped that these could be finalised and issued in the course of the next year.

9. COMMITTEE PARTICIPATION IN 12TH CONFERENCE NAGOYA 1981

The Chairman sought the views of the Committee on a number of suggestions which might be considered as being suitable for the Working or Technical sessions of the 12th Conference in Nagoya.

Our attention was also drawn to the Report in the Secretary General's Report to the I.A.P.H. Executive Committee and to the proposals outlined on Pages 85-95 of that Report. At this stage, and until those ideas have been progressed further, the Containerization Committee has made no positive recommendations on the format of the working sessions but is keen to assist in the preparation or presentation of subjects or technical papers suitable for this particular Conference.

10. GENERAL

i) Ro-Ro Performance Information

Here the Committee reviewed the position on the need and practicability of submitting some performance information on Ro-Ro activities for comparative purposes. However the situation does not seem to have changed since the 11th Conference and it was decided that the justification for such an exercise could not be sustained.

ii) Barge Carrier Activities

The Chairman raised this item because he felt that the Association should be updated on trends in this type of transportation. It was agreed that he should contact some of the principal operators with a view to inquiring as to any changes or other trends occurring in this shipping system.

iii) Standardization of Container Sizes

It was agreed that the Committee should draw the attention of the Executive and the membership to proposals which were being seriously considered to depart from the common I.S.O. sizes for containers. Whilst many of the systems now operating accommodated containers of a greater height than 8 feet standard, the Committee's concern would mainly be if there were any moves to increase the width of boxes and that if proposals appear to be materializing then we should make submissions to the appropriate authorities in an attempt to restrict such moves.

iv) Terminal Layout

The Committee is interested in pursuing its study of terminal layouts and the potential throughputs obtainable from varying sizes of the back-up areas at terminals, taking into account the type of equipment and method of operation adopted. Mr. Nutter agreed to submit some information on this subject.

11. COMMITTEE REPRESENTATION

The Chairman advised that two resignations had been received; one from Mr. W. Bowey from the United Kingdom and the second from Mr. N. Vickruck from Canada. It was desirable that these vacancies be filled and the Chairman undertook to discuss replacements with the President at this session of meeting in Australia.

6. COMMITTEE ON LEGAL PROTECTION OF PORT INTERESTS (April 21, 1980)

A. Pages
Chairman

Mr. A. Pages — Chairman
Mr. A. J. Smith — Vice-Chairman
Mr. E. Andersen
Mr. J. S. Kyandih
Mr. J. F. Stewart

OBSERVERS PRESENT:

Mr. R. Kondoh
Mr. D. Orr
Mr. G. Tsuboi
Dr. C. van Krimpen
Mr. F. M. Williams
Capt. A. T. Young

Points which deserve to be stressed:

1. It is impossible to sum up the matters and conclusions of the two reports worked out by the CLPPI, and submitted to the Executive Committee, in the report of its meeting of 21 April, 1980.
2. Generally speaking, the two reports were endorsed by the members of the CLPPI, with the addition of the following very valuable contributions:
 - Ports may compete within themselves, on the technical point of view. They must not compete on the ground of security measures that they must impose on themselves and on the ships;
 - Their action, as regards safety, must be developed on different grounds:
 - consideration of international regulations of IMCO
 - consideration of national legislation
 - enforcement of these regulations.
3. Articles 2.5 of the report of the CLPPI to the Executive Committee are accepted as the basis of its further activities, in conjunction with COLS. As regards the removal of wrecks, it is pointed out that:
 - such an issue ought to be taken into account by COLS from the technical point of view;
 - the dissemination, in certain parts of the world, of "technical task forces" would be of great assistance to ports (of developing countries, as well as of industrial countries) when facing a major accident: grounding of a vessel which blocks the access to a port, collision, oil spill, or liquid chemical products entailing extended pollutions, etc.

ORGANIZATION OF WORK ABOARD SHIPS NUMBER OF CREW

Following the shipping crisis and the dramatic rise in costs, many shipping companies, all over the world, are re-considering the organization of work aboard ships.

Drastic cuts in the number of crew members are anticipated.

Federal Republic of Germany

In agreement with its seamen's unions, the Hapag Lloyd

has initiated an experiment of reduction of the crew of four of its container vessels to 18 persons.

During the calls of these vessels, six additional workers are assigned to their maintenance.

A further reduction in the number of crew to 12 members is under consideration.

Japan

A study is underway to reduce the number of crew to 18 persons on board ultra-modernized vessels (instead of 25 to 30).

Norway

An experiment has been conducted on board small ore carriers, to reduce the number of their crew to 13 persons (instead of 17).

Sweden

An experiment is underway on six ro-ro vessels of the Broström group (12,200 DWT), with a reduction of the number of staff to 16.

China (Province of Formosa)

The container carrier vessel Ever-Light (1,800 boxes, 202.6 meters long, 28,900 DWT, 23 knots), was commissioned on 25 January. It could be manned by a crew reduced to 16 persons.

7. COMMITTEE ON INTERNATIONAL PORT DEVELOPMENT (Paper presentation)

J. K. Stuart
Chairman

1. Membership of the Committee

Since the 11th Conference at Deauville, France, the Committee has lost the valued services of Mr. John Gituma, following his transfer from the Kenya Ports Authority to the Ministry of Information and Broadcasting, Dr. F. A. F. Scheurleer, who has resigned from his position as Managing Director, Port of Rotterdam and Mr. N. Vickruck who has ceased to hold his position as Harbor Commissioner. Drs. P. Y. Ten Avre, Head of Third World Assistance, Port of Rotterdam has joined the Committee as the replacement for Dr. Scheurleer.

2. Work of the Committee Since the 11th Conference

In addition to the important task given to the Committee at the 11th Conference in connection with the Sister Ports Scheme, the initial work of the Committee in the first months of the two year period was concentrated upon the administrative work related to on-going schemes established in previous years. The situation in respect of these areas of the Committee's functions can be summarized as below.

The Award Scheme Competition

The Committee has considered revised conditions for entry and prizes for the Award Scheme Competition which again is on the theme of "How to improve your port's efficiency". The revised Conditions which incorporate provision for entries in several languages were duly forwarded to IAPH Head Office for approval and circulation to all Members. The Award Scheme Poster designed to advertise the Competition was also revised. Circulation of the Poster and Conditions was carried out by inclusion in "Ports and Harbors".

The 1978 Competition attracted an encouraging number

of entries but of varying quality. It is to be hoped that the 1980 entries are of at least equal number and, as care has been taken to highlight the need for entrants to quantify the improvements in efficiency that they suggest, of a generally higher quality.

I have presented for consideration to Head Office my suggestions for the composition of the panel of judges who will commence their task of selecting prize winners this autumn. I hope that the quality of entry is such that the panel's task will prove difficult. The results will, as in 1979, be decided in time for Head Office to arrange for the First Prize winner to attend the 12th Conference.

The Bursary Scheme

In accordance with the financial support available, there are 10 Bursaries to be awarded to applicants before the next Conference. To date, the Committee has revised the application forms and conditions and these have been submitted to Head Office. The availability of the Bursaries has subsequently been announced in "Ports and Harbors".

By December 1979 1 Bursary had been awarded but the successful applicant was unable in the event, through illness, to travel to Singapore to attend his training course. This bursary has, with the consent of Head Office, been held over for a suitable course in 1980. While there have been a number of other enquiries from individuals and some provisional approaches from port authorities seeking bursaries, none have yet led to the approval of specific candidates. The overall response to date has therefore been somewhat disappointing and the next few months will reveal whether a real demand exists for the Scheme. The response by IAPH Members to the appeal for donations to the Special Technical Assistance Fund has, it is understood, been encouraging, but the extent to which these funds can be used effectively to promote further training of personnel in developing ports rests ultimately on there being a demand by those IAPH Members in the developing nations. Among those ports responding to the appeal was the Port of Rouen who have offered training facilities in lieu of a monetary donation. This offer has been accepted and the existence of a special bursary publicized in "Ports and Harbors". I am not yet aware whether any response from developing ports has been forthcoming.

The Committee will be keeping under review the operation of the Bursary Scheme and, in the light of demand, will be making recommendations to Head Office.

3. The Sister Ports Scheme

As the Executive Committee will be aware, the CIPD has formed from within its own Membership a working group to progress the establishment of the Sister Ports Scheme, approved at the 11th Conference. Since the Deauville Conference the main efforts of the Committee have been in seeking to establish that the Sister Ports Scheme is likely to produce sufficient support from Developed Ports willing to offer assistance and demand for such a relationship by ports in developing nations. Information on the Scheme was prepared and this has been circulated by Head Office to all Members. In response to this circular and individual efforts by Members of the Working Group on the Sister Ports Scheme, it is now clear that there is sufficient interest in the concept for the Scheme to be progressed. The first meeting of the Committee's Working Group was held in Rotterdam on 27th/28th November and a plan of action for

the forthcoming months was agreed. As a means of obtaining sufficient information on facilities being offered or requested by ports interested in establishing Sister Port relationships, a questionnaire has been formulated for circulation to all Members. It is also envisaged that approaches will be made to non-IAPH Members and close liaison will be maintained with the Membership Committee on contacts established.

The questionnaire will be used for matching offers/requests from ports and co-ordination of this exercise will be undertaken by the Working Group Secretary, Drs. P. Y. Ten Arve of Port of Rotterdam. It is, however, fully understood that the Sister Ports Scheme is supplementary to any activities by individual IAPH Members in pursuing Sister Port type relationships with other ports with whom they may already have strong links through trade or historical connections.

Matching of offers/requests will be carried out by means of informing the "donor" port of requests for sister port relationships and by use of the information given in the questionnaire on types of assistance required and the requesting port's response on the way in which costs can be met. It will be for the "donor" port to decide whether a sister port relationship is possible. Details of arrangements between sister ports on finance, etc. will be a matter for them to discuss.

The Committee's Working Group will meet again in Cyprus on 25-27 June 1980 to review progress.

4. Other Matters

(a) The World Bank

Contact has been maintained with the World Bank and through the assistance of Mr. Carmichael of that organization — who attended the Deauville Conference — information on the activities of his organization and the methods the Bank uses for progressing port development loans, has been prepared for publication in "Ports and Harbors". In the light of the reactions of members of IAPH to the article, further contact will be made with the World Bank to pursue the question of co-operation on matters of mutual interest.

(b) PIANC

Following liaison with PIANC undertaken by Mr. Ullman, when Chairman of the Committee, further contacts have taken place with PIANC's specialist Committee to ascertain whether there is scope for co-operation between the two organizations. PIANC are undertaking the preparation of a port handbook on maintenance and certain Members of the CIPD have been requested to examine whether they have material which could be of assistance.

(c) Survey of Port Training, Advisory Facilities and Requirements

The third edition of this document was produced in May 1979. Since then action has been taken to publish in "Ports and Harbors" supplementary details of courses available at port authorities.

5. UNCTAD

In my capacity as Liaison Officer to UNCTAD I have maintained contact with Mr. Williamson — who is also an advisor to the CIPD. Information on developments within UNCTAD has been forwarded for publication in "Ports and Harbors". UNCTAD's extensive role in training is of direct relevance to the aims of the Committee in

promoting the training of port personnel in developing countries and I am hopeful that the co-operation between IAPH, the CIPD and UNCTAD will continue to be of benefit.

6. The Committee's Work Prior to the 12th Conference

A committee meeting is planned for 25-27 June in Cyprus when it is hoped that attendance will be sufficient to enable a full discussion to take place on the aims of the Committee prior to and following the 12th Conference. The two major schemes — the Bursary and the Award Scheme Competition will be reviewed together with progress on the Sister Ports Concept. I am hopeful that the discussion in Cyprus will enable me to put forward to the 12th Conference some additional proposals for the Committee to undertake in the period 1981-83.

8. COMMITTEE ON LARGE SHIPS (April 17-19, 1980)

J. M. Wallace
Chairman

PRESENT:

Mr. John M. Wallace (Chairman)
Dr. Chris van Krimpen
Mr. D. Orr
Mr. F. Spoke
Mr. J. Valera
Mr. J. Lannou (representing Mr. J. Dubois)
Mr. J. Edmondson
Mr. N. Matthews
Mr. G. Thebaud
Capt. A. Young
Mr. P. Horscroft
Mr. A. Smith
Mr. G. Monks
Mr. K. Okubo
Mr. S. Ullman (representing Mr. L. Arwidson)

The Committee considered revision papers prepared by the various members and the attachments are amendments agreed upon.

It was decided that Mr. Wallace would arrange for the preparation of a document, incorporating the amendments, in a form suitable for printing by the IAPH Secretariat.

It will be necessary for the document to reach the Secretariat by 31st December, 1980.

RE-ARRANGEMENT OF CHAPTERS

1. Introduction
 - The Committee
 - Intention of Report
 - To Whom Addressed
 - Terms of Reference
2. Ships Characteristics and Manoeuvrability
3. Pilots and Pilotage
4. Ships Harbor Navigation Rules
5. Vessel Traffic Services in Port Areas
(including Port Entry Approval)
6. Civil Work
7. Terminal Provisions and Safe Practices
8. Tugs and Support Boats
9. Port Harbour Appraisal
10. Aids to Navigation
11. Crisis Management
12. Accident Analysis

13. Security
14. Conventions List
15. Harbor Forum
16. Disposal of Waste

Note: Technical Audit has been deleted.

SECTION I SHIP CHARACTERISTICS & MANOEUVRABILITY

Table 1 Distribution of Ships

Mr. Lannou will prepare a new Table 1 which will include the actual number of ships in the various categories. There will also be a better introduction to Table 1 prepared.

Table 2

In the Ballasted column of Table 2, produce under "Draught" the maximum draught figure instead of the minimum and maximum figures produced previously.

Re-arrange columns "Projected Rudder Area Loaded" and "Rudder Ratio loaded" so that they appear under heading "Loaded".

Page 18

After table on Page 18, the following amended paragraph is to be inserted:

"From these studies, it would be very interesting to draw conclusions as for the minimal depth of waterways and the values of the underkeel clearance. Unfortunately, as stated previously, movements of the ship due to the swell and heel angle caused by wind forces can also increase the draught, so that in actual navigating conditions all these phenomena are superimposed, each situation being a particular case. Therefore it would not be very realistic to give general rules to determine the minimal depth of waterways; in some cases lower percentages other than that generally used are sometimes adopted because of the special circumstances pertaining to the port but, as a general rule, the following values are accepted:

15% of the draught for offshore areas where heavy and long swells are experienced

10% of the draught for sheltered waterways or channels.

Following page 18 and the details of the Esso Osaka trials, Messrs. Thebaud and Young are to prepare a paragraph indicating that it is necessary to take the result of the tests on the Esso Osaka as not necessarily being applicable in all port conditions.

SECTION II PORT ENTRY VESSEL APPRAISAL

It was agreed that this section be incorporated in Section VIII — Vessel Traffic Service in Port Areas.

SECTION III PORT/HARBOR APPRAISAL

3. 1. 1. Jean-Pierre Lannou is to re-write para 3. 1. 1. to include a reference to the need for a Port User's Consultative Committee to give advice to the relevant port authority on development works.
3. 1. 3. 2nd Line delete "state precisely" and insert in lieu "estimate"
3. 1. 4. 2. Last line para 6 delete the word "Metre/s" and insert in lieu "M/S"
- Last para, Line 2 delete "programme" and insert "schedule"
3. 1. 4. 4. 2. Add after last line "storm moorings"

3. 1. 4. 5. 1. Line 3 delete "2.4" and insert "3. 2. 4."
Para 2

SECTION IV AIDS TO NAVIGATION

Page 1

4. 1. 2. Delete word "radio" and insert "electronic" in lieu.

4. 1. 4. 1. Delete word "sail" and insert "navigate" in lieu.

4. 2. 2. Delete word "encountering" and insert "being hampered by" in lieu.

4. 2. 2. Add phrase "and areas of danger or hazard" at end of sentence.

4. 2. 2. Delete the whole paragraph and insert in lieu from text supplied by Mr. Ullman, as follows: — "Although the prime uses for radar are collision avoidance and short range coastal navigation, it is also often used for making landfall. In places where the landfall is flat and featureless, radar beacons can be useful for locating a particular point. The sites for these beacons have to be carefully chosen to ensure that racon response is free of land clutter."

Page 2

4. 2. 3. Add new sentence to end of paragraph as follows:— "Lighthouses may be floodlit in certain instances."

4. 2. 4. Add word "nearly" between "ships" and "always". Add phrase "and/or mooring boats between words "tugs" and "in".

4. 3. Delete last two paragraphs and insert the following in lieu (from text supplied by Mr. Ullman to all present):

"The most important use for racons is for identifying selected navigational marks but they are also useful for marking dangers. However their proliferation must be avoided due to risk of saturating radar displays.

"NEW DANGER" buoys should be kept available for emergency use."

4. 3. Insert words "in clear visibility" after "route" at end of first line.

4. 4. Add new line at end of paragraph, as follows: "Gas may also be used as a reserve source."

Page 3

4. 5. 1. Delete paragraph 2 and insert the following in lieu (from text supplied to meeting by Mr. Ullman):—

"It may be useful to reinforce these general aids by one or two lights near the port entrance and sometimes by short range radio beacons (up to 25 miles). A racon may also be useful but unless it is very carefully sited it can prove to be a hazard rather than a help."

4. 5. 1. Delete words "giant buoy" and insert words "large navigation buoy" in lieu.

4. 5. 2. WAITING AREA. The Chairman, Mr. Wallace, is to decide whether the term "waiting area" is to be retained or changed to "holding area".

4. 5. 2. Delete word "system" after "vessel traffic service".

Para 2

Line 2

Page 4

4. 5. 5.

4. 6. 2.

Delete word "hereunder" at end of Line 2.

Mr. Ullman supplied text to be added to this paragraph which will not read as follows:

"Useful for landfall and for coastwise passages particularly by homing methods, but the accuracy of a fix using MF/DF receivers is often low, due to poor calibration of the D/F receivers carried on board together with poor operational practices. However, the latest D/F receivers are capable of providing much improved instrumental accuracy."

4. 6. 3.

Line 3

Delete all words after "identifying" and insert the following:

"Selected Navigation Marks. In limited areas they can also be used for the identification of important points on the coastline that is featureless. Another secondary use is for drawing attention to new or special dangers."

Page 5

Table at top of page Delete entry relating to "IALA & IMCO" from this table.

4. 6. 6. 2. Delete after "Omega is" on Line 5 to end of sentence and replace with "0.5nm at 100nm from the correction station."

Lines 5 & 6

Page 6

4. 6. 7.

Line 2

4. 6. 8.

Para 2

Line 2

4. 6. 9.

Line 4

Page 10

Annexure 1. Mr. Matthews is to check whether the entry for "LORAN A" is to remain in the tabulation.

SECTION V SHIP/HARBOR NAVIGATION RULES

Page 2

Line 1

5. 2. 1. 1.

Para 2

Line 3

Delete "are" and insert "is" in lieu.

Channel Dimensions and Layouts

Delete "lesser standards" and insert in lieu

Parameters which may be less than those optimum dimensions".

Critical Channels

Change "navigational aids" to "aids to navigation"

Page 3

5. 2. 1. 2. 1. General

Line 1 Delete "approach". Insert word "entrance" in lieu.

Page 4

5. 2. 2. 2. Delete from Lines 1, 2 and 3 the phrase:

sub para (a) "at a safe distance from concentrations of population and"

Page 5

5. 2. 2. 5. Anchor Watch

Line 1 Delete word "anchor" after "bridge".

5. 2. 2. 6. Port Being used as a Haven of Refuge

Para 1 Delete "of" after "requirement". Insert "for"
 Line 1 in lieu.
 Para 3 After the phrase "prevailing weather condi-
 Line 4 tions" insert the following:—
 "and ease of accessibility for the services nec-
 essary to alleviate the distress."

Page 6
 5. 2. 5 Testing Procedures for Ships Equipment prior
 to Port Entry and Departure.

Para 2 This paragraph was discussed and it was de-
 Line 7 cided that Arthur Young and John Edmondson
 should revise it.
 Also John Edmondson, Jean-Pierre Lannou,
 Geoff Monks and Chris van Krimpen were
 asked to try and get together a check list
 which could reasonably be put into the docu-
 ment.

Para 10
 5. 2. 8. 2 Delete "navigation" and replace by words
 Line 7 "harbor traffic".

SECTION VI PILOTS AND PILOTAGE

Page 2
 6. 2. 6 Delete "uninterrupted" and insert "satisfac-
 tory in lieu.

6. 3. Pilot Training

Page 3
 6. 3. 1. In the last sentence the word "initial" should
 Line 11 be inserted before "training period".

In addition, Captain Edmondson will prepare
 a sentence for inclusion in 6. 3. 1. which will
 explain the need to have longer training
 periods for vessels of VLCC type.

6. 4. Enrichment of Pilot Skills

6. 4. 2. —
 Line 1 Delete word "several" and insert "many" in
 lieu.

Line 2 Delete word "schools" and insert words
 "training centres" in lieu.

Captain Edmondson is to prepare a draft para-
 graph for inclusion in 6. 4. in relation to the
 types of training centres available throughout
 the world for the training of pilots.

6. 4. 3 Captain Edmondson is to re-write para 6. 4. 3.
 to clarify the term "sounding trips" and the
 meaning of "putting observers on the bridge."

6. 5 Prevention of the One-Man Error

Para 3 The words "information centre" are to be
 Line 9 deleted and the phrase "harbor information/
 control organization" inserted in lieu.

Para 2 An oblique stroke should be inserted between
 Line 5 the words "information" and "control".

6. 5. 2. 1. The phrase "with any of the navigational
 equipment and how it" is to be deleted and
 replaced with the word "which".

6. 6. Pilot role in control of tugs and other craft

Captain Edmondson is to prepare a sentence
 to go after the words "assisting craft" in Line
 5 of the second paragraph to introduce the
 thought of various communication channels
 specifically for the ship operation.

6. 7 Port practice and policies

Captain Edmondson is to prepare a short para-
 graph dealing with the various types of pilots

to be used throughout the world particularly
 relating to very large crude carriers.

Mr. Matthews is to put a sentence into Section
 IV in relation to the need to take into account
 pilots' views on navigation aids.

6. 7. 1. This paragraph is to be changed to read as
 follows:—

"In some ports where there is not already one
 coordinating body it may be advisable to have
 a port marine liaison committee made up of
 representatives of organizations charged with
 the establishment, maintenance and protec-
 tion of the port's aids to navigation, vessel
 traffic management system and port facilities.
 In addition, the Committee should also in-
 clude representatives of other services neces-
 sary for the safe movement of vessels within
 the port area. This Committee would advise
 on matters such as but not limited to:"

SECTION VII TUGS AND SUPPORT BOATS

Mr. S. Ullman is to become Primary Author for this Sec-
 tion, assisted by Messrs. Chris van Krimpen and Ridel as
 Secondary Authors.

SECTION VIII VESSEL TRAFFIC SERVICES IN PORT AREAS

The title of this Section has been changed from "Vessel
 Traffic Management" in Port Areas. Wherever there is
 a term "VTMS" shown in the text, it should now be
 amended to read "VTS".

Dr. Chris van Krimpen is to prepare an additional sub-
 section which will describe a less sophisticated system than
 that already described in Section VIII. He is also to include
 definitions of some of the major items of terminology used
 in this Section.

Page 1

Line 7 Insert words "in some countries" between
 "and" and "to"

Line 15 Delete "(possible)"

Page 2

8. 2. 2. Delete "conditions"

Line 8

Page 4

8. 2. 3. Change title to read as follows:—
 "Admittance into the traffic system"

Page 5

Subtitle The subtitle "Explicit Admittance (Interactive
 Admittance)" is to be changed to read:—

"Approved admittance to the traffic system"
 Also, wherever the term "Explicit admittance"
 appears in the text of this Section, it should
 be changed to read "Approved admittance".

Para 1

Line 7 Delete "sailing" insert "movement" in lieu.

Para 2

Line 4 Delete "(Captains Room)"

Subtitle

The subtitle "Implicit Admittance (listening
 Admittance)" is to be changed to read:—

"Assumed admittance to the traffic system"
 Also, wherever the term "Implicit admittance"
 appears in the text of this Section, it should
 be changed to read "assumed admittance".

Page 6 Subtitle	Add the words "to the traffic system" to the title to read in full as follows:— "Unrestricted admittance to the traffic system"	para Line 2 Page 23	Change "mandatory" to "compulsory" Chris van Krimpen is to include four additional references here.
Page 7 Last Line	After last word "conditions" and words "such as:"	SECTION IX CIVIL WORK	
Page 8 Line 6 Line 15	Delete Delete "police" and insert "immigration" in lieu	9. 1. Para 5	<u>Design of port works</u> Has been re-drafted and now reads as follows:— "There may be certain operational limitations if the port is subject to heavy swells and to strong currents. Swells with an amplitude of 3 meters or more can increase the difficulty of pilots boarding vessels. In some circumstances helicopters can be used to place pilots on board ships of suitable design, but this practice is not yet widespread. Similarly, heavy swells inhibit the use of tugs due to the stresses imposed on and the increased risk of breaking of towing lines. Swells of the order of 1.5-2.0m can also affect the mooring of vessels due to the inability of mooring party to operate. Strong currents could mean vessels may have to wait for slack water to berth."
Page 11 8. 3.	Change title from "Guiding Vessels" to read "Vessel Guidance" Also, Chris van Krimpen is to include in this Section the comment by Mr. Louis Ribadeau Dumas.	9. 2. 1. Lines 8, 9 & 10 Line 10 9. 2. 2.	Delete sentence: "Radius of each anchorage berth should not be less than one half of a nautical mile." Change word "system" to "service". Add new sub-section after 9. 2. 1. to be numbered 9. 2. 2. as follows: "As an example for the criteria for offshore waiting or cargo handling areas, the law for ports and harbours in Japan provides the following standard guidelines: (Table supplied by Mr. Okubo to be inserted here) 9. 2. 2. Will now be numbered 9. 2. 3. 9. 2. 3. Will now be numbered 9. 2. 4. 9. 2. 4. Will now be numbered 9. 2. 5. 9. 2. 4. Change title by adding word "Anchor" before (now 9.2.5.) "Watchman" line 1 Change "anchorage" to "anchor" 9. 3. 1. 3. Messrs. Wallace and Lannou are to re-draft this paragraph. Para 3 9. 3. 2. 2. As it may not always be possible for the diameter of the turning basin to be twice the vessel length, Mr. Wallace is to re-draft this paragraph. Last para
Page 13 Line 5	of subheading "Major Activities" Delete "or threatening"	SECTION X TERMINAL PROVISIONS AND SAFE PRACTICES	
Page 14 Line 2	of subheading "Major Activities" delete words "non-moored" and add "underway" after "vessels"	Page 3 3. 1. 1.	Last paragraph, currently on page 4, should be brought up in final draft to appear on same page as the rest of 3. 1. 1. Mr. Ullman is also to provide the source of the information contained in 3. 1. 1.
Line 3	of subheading "Major Activities" delete "both" and "(see figure 5-4)"	3. 1. 2. Line 3	Change "10%" to "7%"
Line 4	of subheading "Major Activities" delete "(see figure 4-1)"	3. 1. 4. Line 2 3. 1. 4. Line 5	Change "30%" to "35%" Change "40%" to "45%"
Page 15 Line 7 Line 20	delete "ea." insert "approx." in lieu Change to read as follows: "— Sensor data (Radio position fixing, closed circuit TV)"		
Page 16 Last Line	Under heading "Traffic Supervision" now reads: "— Controlling VTMS Nav aids, signals and marks."		
Page 17	Insert at end of sub-section 8. 6 and immediately before sub-section 8. 7 the reference "See Section XVI"		
8. 7. Line 1 Page 18 8. 8.	Insert word "to" between "is" and "generate" <u>Equipment</u> Jean-Pierre Lannou is to write a paragraph in relation to VHF and give to Chris van Krimpen for inclusion in this part of Section VIII.		
Page 20 8. 9. Line 1	<u>Remote Pilotage</u> Delete "management" at end of line. Insert words "the management of" before "vessel"		
Last 3 lines Page 21	Delete Lines 1 and 2 to read as follows:— "Before deciding on buying equipment the following factors must be considered:" Insert as new Line 5: ". volume of traffic" Insert as new Line 11: ". meteorological conditions"		
2nd last			

Page 5

3. 4.

Line 2

Page 6

4. 1. 3.

Delete phrase "for example on fire"
Change word "warped" to "moved"

New paragraph. Meeting decided Mr. Ullman and Mr. Thebaud should write this, which they did, as follows:—

"To ensure the safety of shipboard and jetty personnel in the event of fire (or a similar accident requiring quick escape) it is necessary to provide sufficient and adequate permanent structures, like ramps or bridges, to enable quick escape to shore."

Page 14.

4. 11. 4. 2.

Line 1

Appendix 1

Change Line 1 from "(see also Section XVII)" to "(see also Section XVI)"
Under sub-heading "General" add fifth item:

Page 1

"— ship stowage plan or information on location of cargo in the ship"

Appendix 3

is to be placed in as a reference only and not in full as is the case at present.

Appendix 4

Instead of the "Ship/Shore Check List" included in the draft at present, it was agreed that the ship/shore check list set by IMCO will be included. Mr. Smith is to arrange to forward this to Mr. Wallace who will have it incorporated in Section 10.

SECTION XI HARBOR FORUM

Page 1

11. 1.

General

Captain Young is going to stiffen up this paragraph to ensure that the role of port authorities becomes more dominant rather than that of the present discussing and co-ordinating role presently indicated by the text.

Page 3

(d) Emergency Services Line 4 of this sub-heading changed by inserting words "local fire brigade" after "Pilotage Authority,"

11. 4.

Page 5

Under (f)

Latest Techniques and Technology

Change "Standardization" to "Standard"
Add:

"(k) I.E.C. (International Electronic Commission)
1-5 rue de Varembe
1211 Geneva 20
SWITZERLAND"

same address as for ISO (f).

Pages 4 & 5

Delete all reference to what the listed organizations do.

SECTION XII CONVENTIONS LIST

Page 1

Page 5

Line 2 of
title

Delete paragraph 3.

Delete "1960 and 1972"

Mr. Wallace is to check with Mr. Alex Smith just prior to printing of the book

that the Conventions List is still up-to-date.

SECTION XIII TECHNICAL AUDIT

It was agreed to delete this section from the report.

SECTION XIV SECURITY

The Committee felt there was a need to increase the section dealing with special security arrangements and Messrs. Smith and Lannou will liaise in relation to this matter.

SECTION XV DISPOSAL OF WASTE PRODUCTS

Para 1

Introduction is to be amended to read as follows:—

"More and more it is essential for shipboard waste disposal reception facilities to be provided at ports as progressively more stringent legislation prohibits or limits dumping at sea. In addition, consideration is to be given by the appropriate authority for waste disposal system to provide for adequate treatment of this shipboard waste. Waste materials and fluids are the normal residues of ship operations and include the mixed wastes evolved during tank cleaning processes."

In relation to other paragraphs which may be affected by the change of the first paragraph above, Phil Horscroft is to adjust this.

SECTION XVI CRISIS MANAGEMENT IN PORTS

Page 6

Line 26

Delete word "arithmetic" and insert "mathematical" in lieu.

Chris van Krimpen is to draft a new paragraph to be inserted before last paragraph on Page 6.

Also, he is to re-write this Section where required with a view to including the suggestions made by Mr. L. Ribadeau Dumas and the comments which came from the Meeting on 19.4.80.

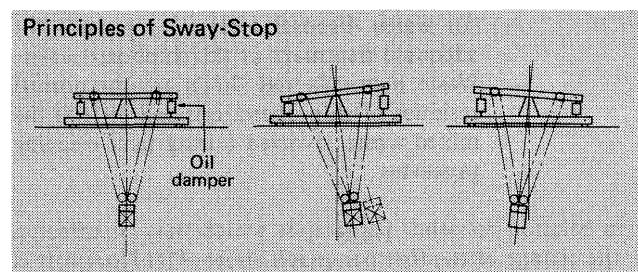
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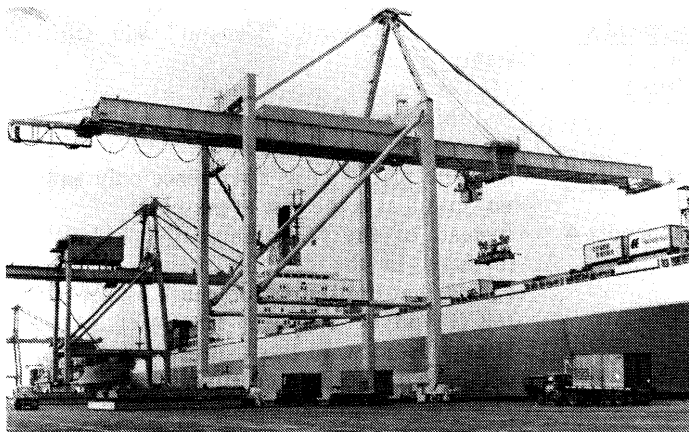
reliable hardware and software on the market, and integrates them into the world's most efficient container terminal systems.

QUAY CONTAINER HANDLING SYSTEM

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- High Response Sway-Stop System



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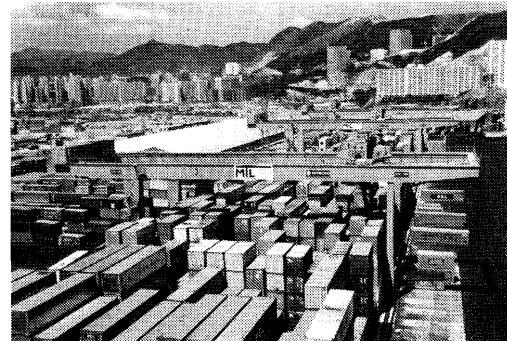


Quay Crane

YARD CONTAINER HANDLING SYSTEM

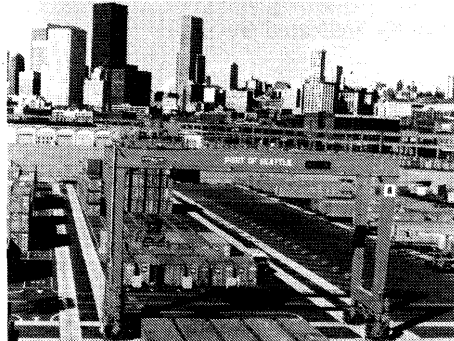
- Automatic Crane Positioning System
- Automatic Container Chucking System

FOR HIGH EFFICIENCY



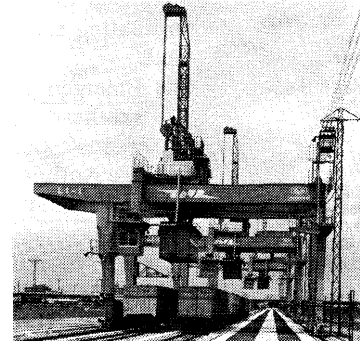
Rail-Mounted Transfer Crane

FOR HIGH MOBILITY



Rubber-Tired Transfer Crane

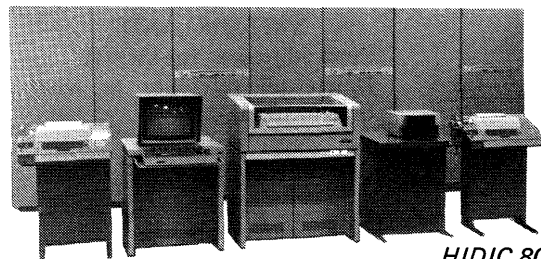
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Open forum: Port releases:

Dredging in the United States: Problems associated with the London Convention

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Since 1972, when the international London Convention on the Dumping of Wastes at Sea* was first offered for signing, 42 nations** have ratified the Convention. A great many other nations, which have never ratified the Convention officially, observe it nonetheless. The terms of the Convention went into effect in 1975.

The London Convention, as it is popularly known, was developed at a time when awareness of and concern about the environment and the effects of pollution were increasing worldwide, and particularly in the United States.

The London Convention is designed to prevent pollution of the marine environment caused by the dumping of toxic waste materials into the world's oceans and seas. To this end, parties to the Convention have agreed to prohibit the marine dumping of high-level radioactive wastes (as defined by the International Atomic Energy Agency) and materials (in any form) produced for biological and chemical warfare. Additionally, wastes found to contain more than trace amounts of organohalogen compounds (such as polychlorinated biphenyls — PCBs), mercury, cadmium, persistent plastics and other persistent synthetic materials, or oil and hydraulic fluids are prohibited from being disposed in the ocean.

When PCBs, mercury, cadmium, etc., are found in less than trace amounts (not defined by the Convention), waste material may be ocean dumped provided a special permit is issued by an appropriate government agency. In addition, wastes containing significant amounts (again, not defined by the Convention) of arsenic, lead, copper, zinc, organosilicon compounds, cyanides, fluorides, pesticides or radioactive material not otherwise prohibited, acids or alkalines, or scrap metals and other bulky wastes also require a special permit to be ocean dumped.

What requirements are imposed and how the Convention's terms are defined by a nation can have enormous impact on dredging activities, as ports in the United States have been discovering in the last few years.

Dredging is essential to maintaining the navigability and, thereby, the economic vitality of ports in the U.S. Three hundred and fifty (350) million cubic yards a year are removed from the waterways of the more than 100 ports serving this nation. In New York harbor, for example, the natural depth of the channel is 18–19 feet while vessels using the Port Authority's facilities at Port Newark/Eliza-

beth and in Brooklyn require as much as 35 to 45 feet. An average of 10 million cubic yards is dredged annually from the waterways of the New York metropolitan region.

Traditionally, many ports in the United States have disposed of dredged materials at sea because of the relatively low cost, especially when compared to land based alternatives. In the New York/New Jersey area, the cost of ocean disposal averages about \$2.00 a cubic yard, while the cheapest estimates for land disposal are at least two to ten times that. And while debate continues about possible harmful ecological effects from ocean disposal of dredged materials (as distinct from sludge, toxics or other wastes), there is, as yet, no definitive agreement among the scientific community that ocean disposal of dredged materials is harmful to human health, especially in light of equally serious and unanswered questions about the potentially harmful effects of land disposal.

But as a result of the London Convention and related domestic legislation, ports in the United States recently are finding it increasingly difficult and more expensive to get necessary government approvals to dredge port facilities. Greater restrictions are being placed on ocean disposal of dredged materials, often in the name of upholding the London Convention.

In 1972, the U.S. Congress passed the Marine Protection, Research and Sanctuaries Act (more commonly known as the Ocean Dumping Act) which established a number of criteria and tests to be considered before the U.S. Army Corps of Engineers could issue a permit to a dredging applicant to dispose of material in the ocean at sites designated by another Federal agency — the Environmental Protection Agency (EPA). The Act also gave EPA the authority to disapprove a Corps permit on environmental grounds and established a waiver procedure whereby a permit could be issued, notwithstanding EPA's disapproval. In 1974, Congress amended the Ocean Dumping Act to ensure it would fulfill the United States' obligations under the London Convention. In conformance with the requirements of the Ocean Dumping Act, the Corps of Engineers and the EPA issued regulations in 1977 specifying the various criteria and tests that would have to be satisfied in order to dispose of dredged material in the ocean.

As a result, any U.S. port that wishes to dredge its facilities must pass a complicated set of bioassay and bioaccumulation tests. A bioassay test is designed to assess the immediate impact of dredge disposal on the environment by measuring mortality differences in sensitive marine organisms exposed to the dredged material and organisms exposed to clean sediment. A bioaccumulation test is supposed to indicate longer-term environmental impacts by measuring the uptake of various constituents found in the dredged material in sensitive marine organisms compared to uptake by these organisms in clean sediments.

* See REFERENCE-I below.

** See REFERENCE-II below.

Although bioaccumulation testing has been required since February 1979, questions still persist whether the existing testing methods actually can demonstrate that concentrations found in the tissues of marine organisms result from ocean disposal of dredged materials.

Various environmental groups in the United States, notably the National Wildlife Federation (NWF), maintain that these tests and strict interpretation of their results to limit ocean disposal of dredged material is required by the London Convention.

A further major difficulty in getting the required Corps of Engineers ocean disposal permit is the requirement that, even if an applicant to dredge passes the bioassay and bioaccumulation tests, the applicant still must examine alternatives to ocean disposal (such as land-based disposal) and demonstrate that these alternatives are more environmentally harmful than ocean disposal. Under present regulations governing this analysis, almost no weight is given to differential costs of alternative disposal sites and methods as a factor to be considered in deciding whether to permit an applicant to ocean dispose.

The tests and analyses described above are subject to review not only by the Corps of Engineers and the Environmental Protection Agency but also by two Federal fisheries agencies and a number of state environmental agencies. By practice, although not required by law, the Corps of Engineers will not issue a permit if serious objections are raised by the Federal fisheries agencies.

As a result of all these tests and reviews, the permit procedure has become drawnout and expensive, full of bureaucratic delays and uncertainties for the applicant. The process of getting a permit now often takes more than a year and costs more than \$20,000. The problem is the most serious in the New York region where permits for six major facilities, including two of The Port Authority of New York and New Jersey, were held up for over a year. A prime example of the difficulties involved in getting a permit is the Port Authority's experience in trying to dredge its passenger ship terminal in time to receive three major luxury liners scheduled to call during April and May 1980. It took the Port Authority over fifteen months to get the needed approval to dredge, which was received only one month short of the time the Queen Elizabeth II was scheduled to call.

Other ports around the United States have experienced similar problems. The efforts of the Port of Lake Charles (Louisiana) to dredge the Calcasieu Pass to the Gulf of Mexico have been held up by a lawsuit brought by environmentalists charging that the dredging would violate the terms of the London Convention by stirring up mercury and other toxics on the bottom of the Gulf.

While needed permits for the most part eventually do get issued, largely in recognition of the enormous economic benefits generated directly and indirectly by U.S. ports, the amount of time, effort and money required has led to great concern among the U.S. ports. As a result, the American Association of Port Authorities (AAPA) has organized a Dredging Committee which is dealing actively with these issues. Over the course of the past year, the committee has testified on a number of occasions before the U.S. Congress, suggested amendments to the Ocean Dumping Act, commented at length on Federal regulations covering dredging, and monitored international meetings covering the London Convention.

And the IAPH, in recognition of the desirability of

developing a better understanding of port dredging practices and the impact of the London Convention, authorized the formation of an Ad Hoc Dredging Committee at the last Executive Board meeting in Brisbane, Australia, in April 1980. The Committee is in the process of forming and, as one of its first activities, will distribute a questionnaire on dredging practices to all IAPH regular members.

REFERENCE-I

Convention on the prevention of marine pollution by dumping of wastes and other matter

THE CONTRACTING PARTIES TO THIS CONVENTION,

RECOGNIZING that the marine environment and the living organisms which it supports are of vital importance to humanity, and all people have an interest in assuring that it is so managed that its quality and resources are not impaired;

RECOGNIZING that the capacity of the sea to assimilate wastes and render them harmless, and its ability to regenerate natural resources, is not unlimited;

RECOGNIZING that States have, in accordance with the Charter of the United Nations and the principles of international law, the sovereign right to exploit their own resources pursuant to their own environmental policies, and the responsibility to ensure that activities within their jurisdiction or control do not cause damage to the environment of other States or of areas beyond the limits of national jurisdiction;

RECALLING Resolution 2749 (XXV) of the General Assembly of the United Nations on the principles governing the sea-bed and the ocean floor and the subsoil thereof, beyond the limits of national jurisdiction;

NOTING that marine pollution originates in many sources, such as dumping and discharges through the atmosphere, rivers, estuaries, outfalls and pipelines, and that it is important that States use the best practicable means to prevent such pollution and develop products and processes which will reduce the amount of harmful wastes to be disposed of;

BEING CONVINCED that international action to control the pollution of the sea by dumping can and must be taken without delay but that this action should not preclude discussion of measures to control other sources of marine pollution as soon as possible; and

WISHING to improve protection of the marine environment by encouraging States with a common interest in particular geographical areas to enter into appropriate agreements supplementary to this Convention;

HAVE AGREED as follows;

ARTICLE I

Contracting Parties shall individually and collectively promote the effective control of all sources of pollution of the marine environment, and pledge themselves especially to take all practicable steps to prevent the pollution of the sea by the dumping of waste and other matter that is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

ARTICLE II

Contracting Parties shall, as provided for in the following Articles, take effective measures individually, according to their scientific, technical and economic capabilities, and collectively, to prevent marine pollution caused by dumping and shall harmonize their policies in this regard.

ARTICLE III

For the purposes of this Convention;

1. (a) "Dumping" means:
 - (i) any deliberate disposal at sea of wastes or other matter from vessels, aircraft, platforms or other man-made structures at sea;
 - (ii) any deliberate disposal at sea of vessels, aircraft, platforms or other man-made structures at sea.
- (b) "Dumping" does not include:
 - (i) the disposal at sea of wastes or other matter incidental to, or derived from the normal operations of vessels, aircraft, platforms, or other man-made structures at sea and their equipment, other than wastes or other matter transported by or to vessels, aircraft, platforms or other man-made structures at sea, operating for the purpose of disposal of such matter or derived from the treatment of such wastes or other matter on such vessels, aircraft, platforms or structures;
 - (ii) placement of matter for a purpose other than the mere disposal thereof, provided that such placement is not contrary to the aims of this Convention.
- (c) The disposal of wastes or other matter directly arising from, or related to the exploration, exploitation and associated off-shore processing of sea-bed mineral resources will not be covered by the provisions of this Convention.
2. "Vessels and aircraft" means waterborne or airborne craft of any type whatsoever. This expression includes air cushioned craft and floating craft, whether self-propelled or not.
3. "Sea" means all marine waters other than the internal waters of States.
4. "Wastes or other matter" means material and substance of any kind, form or description.
5. "Special permit" means permission granted specifically on application in advance and in accordance with Annex II and Annex III.
6. "General permit" means permission granted in advance and in accordance with Annex III.
7. "The Organization" means the Organization designated by the Contracting Parties in accordance with Article XIV (2).

ARTICLE IV

1. In accordance with the provisions of this Convention Contracting Parties shall prohibit the dumping of any wastes or other matter in whatever form or condition except as otherwise specified below:
 - (a) the dumping of wastes or other matter listed in Annex I is prohibited;
 - (b) the dumping of wastes or other matter listed in Annex II requires a prior special permit;
 - (c) the dumping of all other wastes or matter requires a prior general permit.

2. Any permit shall be issued only after careful consideration of all the factors set forth in Annex III, including prior studies of the characteristics of the dumping site, as set forth in Sections B and C of that Annex.
3. No provision of this Convention is to be interpreted as preventing a Contracting Party from prohibiting, insofar as that Party is concerned, the dumping of wastes or other matter not mentioned in Annex I. That Party shall notify such measures to the Organization.

ARTICLE V

1. The provisions of Article IV shall not apply when it is necessary to secure the safety of human life or of vessels, aircraft, platforms or other man-made structures at sea in cases of force majeure caused by stress of weather, or in any case which constitutes a danger to human life or a real threat to vessels, aircraft, platforms or other man-made structures at sea, if dumping appears to be the only way of averting the threat and if there is every probability that the damage consequent upon such dumping will be less than would otherwise occur. Such dumping shall be so conducted as to minimize the likelihood of damage to human or marine life and shall be reported forthwith to the Organization.
2. A Contracting Party may issue a special permit as an exception to Article IV(1)(a), in emergencies, posing unacceptable risk relating to human health and admitting no other feasible solution. Before doing so the Party shall consult any other country or countries that are likely to be affected and the Organization which, after consulting other Parties, and international organizations as appropriate, shall, in accordance with Article XIV promptly recommend to the Party the most appropriate procedures to adopt. The Party shall follow these recommendations to the maximum extent feasible consistent with the time within which action must be taken and with the general obligation to avoid damage to the marine environment and shall inform the Organization of the action it takes. The Parties pledge themselves to assist one another in such situations.
3. Any Contracting Party may waive its rights under paragraph (2) at the time of, or subsequent to ratification of, or accession to this Convention.

ARTICLE VI

1. Each Contracting Party shall designate an appropriate authority or authorities to:
 - (a) issue special permits which shall be required prior to, and for, the dumping of matter listed in Annex II and in the circumstances provided for in Article V(2);
 - (b) issue general permits which shall be required prior to, and for, the dumping of all other matter;
 - (c) keep records of the nature and quantities of all matter permitted to be dumped and the location, time and method of dumping;
 - (d) monitor individually, or in collaboration with other Parties and competent international organizations, the condition of the seas for the purposes of this Convention.
2. The appropriate authority or authorities of a Contracting Party shall issue prior special or general permits in accordance with paragraph (1) in respect of matter intended for dumping:
 - (a) loaded in its territory;

- (b) loaded by a vessel or aircraft registered in its territory or flying its flag, when the loading occurs in the territory of a State not party to this Convention.
- 3. In issuing permits under sub-paragraphs (1)(a) and (b) above, the appropriate authority or authorities shall comply with Annex III, together with such additional criteria, measures and requirements as they may consider relevant.
- 4. Each Contracting Party, directly or through a Secretariat established under a regional agreement, shall report to the Organization, and where appropriate to other Parties, the information specified in sub-paragraphs (c) and (d) of paragraph (1) above, and the criteria, measures and requirements it adopts in accordance with paragraph (3) above. The procedure to be followed and the nature of such reports shall be agreed by the Parties in consultation.

ARTICLE VII

- 1. Each Contracting Party shall apply the measures required to implement the present Convention to all:
 - (a) vessels and aircraft registered in its territory or flying its flag;
 - (b) vessels and aircraft loading in its territory or territorial seas matter which is to be dumped;
 - (c) vessels and aircraft and fixed or floating platforms under its jurisdiction believed to be engaged in dumping.
- 2. Each Party shall take in its territory appropriate measures to prevent and punish conduct in contravention of the provisions of this Convention.
- 3. The Parties agree to co-operate in the development of procedures for the effective application of this Convention particularly on the high seas, including procedures for the reporting of vessels and aircraft observed dumping in contravention of the Convention.
- 4. This Convention shall not apply to those vessels and aircraft entitled to sovereign immunity under international law. However, each Party shall ensure by the adoption of appropriate measures that such vessels and aircraft owned or operated by it act in a manner consistent with the object and purpose of this Convention, and shall inform the Organization accordingly.
- 5. Nothing in this Convention shall affect the right of each Party to adopt other measures, in accordance with the principles of international law, to prevent dumping at sea.

ARTICLE VIII

In order to further the objectives of this Convention, the Contracting Parties with common interests to protect in the marine environment in a given geographical area shall endeavour, taking into account characteristic regional features, to enter into regional agreements consistent with this Convention for the prevention of pollution, especially by dumping. The Contracting Parties to the present Convention shall endeavour to act consistently with the objectives and provisions of such regional agreements, which shall be notified to them by the Organization. Contracting Parties shall seek to co-operate with the Parties to regional agreements in order to develop harmonized procedures to be followed by Contracting Parties to the different conventions concerned. Special attention shall be given to cooperation in the field of monitoring and scientific re-

search.

ARTICLE IX

The Contracting Parties shall promote, through collaboration within the Organization and other international bodies, support for those Parties which request it for:

- (a) the training of scientific and technical personnel;
- (b) the supply of necessary equipment and facilities for research and monitoring;
- (c) the disposal and treatment of waste and other measures to prevent or mitigate pollution caused by dumping;

preferably within the countries concerned, so furthering the aims and purposes of this Convention.

ARTICLE X

In accordance with the principles of international law regarding State responsibility for damage to the environment of other States or to any other area of the environment, caused by dumping of wastes and other matter of all kinds, the Contracting Parties undertake to develop procedures for the assessment of liability and the settlement of disputes regarding dumping.

ARTICLE XI

The Contracting Parties shall at their first consultative meeting consider procedures for the settlement of disputes concerning the interpretation and application of this Convention.

ARTICLE XII

The Contracting Parties pledge themselves to promote, within the competent specialized agencies and other international bodies, measures to protect the marine environment against pollution caused by:

- (a) hydrocarbons, including oil, and their wastes;
- (b) other noxious or hazardous matter transported by vessels for purposes other than dumping;
- (c) wastes generated in the course of operation of vessels, aircraft, platforms and other man-made structures at sea;
- (d) radio-active pollutants from all sources, including vessels;
- (e) agents of chemical and biological warfare;
- (f) wastes or other matter directly arising from, or related to the exploration, exploitation and associated off-shore processing of sea-bed mineral resources.

The Parties will also promote, within the appropriate international organization, the codification of signals to be used by vessels engaged in dumping.

ARTICLE XIII

Nothing in this Convention shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to Resolution 2750 C(XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction. The Contracting Parties agree to consult at a meeting to be convened by the Organization after the Law of the Sea Conference, and in any case not later than 1976, with a view to defining the nature and extent of the right and the responsibility of a coastal State to apply the Convention

in a zone adjacent to its coast.

ARTICLE XIV

1. The Government of the United Kingdom of Great Britain and Northern Ireland as a depositary shall call a meeting of the Contracting Parties not later than three months after the entry into force of this Convention to decide on organizational matters.
2. The Contracting Parties shall designate a competent Organization existing at the time of that meeting to be responsible for Secretariat duties in relation to this Convention. Any Party to this Convention not being a member of this Organization shall make an appropriate contribution to the expenses incurred by the Organization in performing these duties.
3. The Secretariat duties of the Organization shall include:
 - (a) the convening of consultative meetings of the Contracting Parties not less frequently than once every two years and of special meetings of the Parties at any time on the request of two-thirds of the Parties;
 - (b) preparing and assisting, in consultation with the Contracting Parties and appropriate International Organizations, in the development and implementation of procedures referred to in sub-paragraph (4)(e) of this Article;
 - (c) considering enquiries by, and information from the Contracting Parties, consulting with them and with the appropriate International Organizations, and providing recommendations to the Parties on questions related to, but not specifically covered by the Convention;
 - (d) conveying to the Parties concerned all notifications received by the Organization in accordance with Articles IV(3), V(1) and (2), VI(4), XV, XX and XXI.

Prior to the designation of the Organization these functions shall, as necessary, be performed by the depositary, who for this purpose shall be the Government of the United Kingdom of Great Britain and Northern Ireland.

4. Consultative or special meetings of the Contracting Parties shall keep under continuing review the implementation of this Convention and may, *inter alia*:
 - (a) review and adopt amendments to this Convention and its Annexes in accordance with Article XV;
 - (b) invite the appropriate scientific body or bodies to collaborate with and to advise the Parties or the Organization on any scientific or technical aspect relevant to this Convention, including particularly the content of the Annexes;
 - (c) receive and consider reports made pursuant to Article VI(4);
 - (d) promote co-operation with and between regional organizations concerned with the prevention of marine pollution;
 - (e) develop or adopt, in consultation with appropriate International Organizations, procedures referred to in Article V(2), including basic criteria for determining exceptional and emergency situations, and procedures for consultative advice and the safe disposal of matter in such circumstances, including the designation of appropriate dumping areas, and recommend accordingly;
 - (f) consider any additional action that may be required.
5. The Contracting Parties at their first consultative meet-

ing shall establish rules of procedure as necessary.

ARTICLE XV

1. (a) At meetings of the Contracting Parties called in accordance with Article XIV amendments to this Convention may be adopted by a two-thirds majority of those present. An amendment shall enter into force for the Parties which have accepted it on the sixtieth day after two-thirds of the Parties shall have deposited an instrument of acceptance of the amendment with the Organization. Thereafter the amendment shall enter into force for any other Party 30 days after that Party deposits its instrument of acceptance of the amendment.
(b) The Organization shall inform all Contracting Parties of any request made for a special meeting under Article XIV and of any amendments adopted at meetings of the Parties and of the date on which each such amendment enters into force for each Party.
2. Amendments to the Annexes will be based on scientific or technical considerations. Amendments to the Annexes approved by a two-thirds majority of those present at a meeting called in accordance with Article XIV shall enter into force for each Contracting Party immediately on notification of its acceptance to the Organization and 100 days after approval by the meeting for all other Parties except for those which before the end of the 100 days make a declaration that they are not able to accept the amendment at that time. Parties should endeavour to signify their acceptance of an amendment to the Organization as soon as possible after approval at a meeting. A Party may at any time substitute an acceptance for a previous declaration of objection and the amendment previously objected to shall thereupon enter into force for that Party.
3. An acceptance or declaration of objection under this Article shall be made by the deposit of an instrument with the Organization. The Organization shall notify all Contracting Parties of the receipt of such instruments.
4. Prior to the designation of the Organization, the Secretariat functions herein attributed to it, shall be performed temporarily by the Government of the United Kingdom of Great Britain and Northern Ireland, as one of the depositaries of this Convention.

ARTICLE XVI

This Convention shall be open for signature by any State at London, Mexico City, Moscow and Washington from 29 December 1972 until 31 December 1973.

ARTICLE XVII

This Convention shall be subject to ratification. The instruments of ratification shall be deposited with the Governments of Mexico, the Union of Soviet Socialist Republics, the United Kingdom of Great Britain and Northern Ireland, and the United States of America.

ARTICLE XVIII

After 31 December 1973, this Convention shall be open for accession by any State. The instruments of accession shall be deposited with the Governments of Mexico, the Union of Soviet Socialist Republics, the United Kingdom of Great Britain and Northern Ireland, and the United States of America.

ARTICLE XIX

1. This Convention shall enter into force on the thirtieth day following the date of deposit of the fifteenth instrument of ratification or accession.
2. For each Contracting Party ratifying or acceding to the Convention after the deposit of the fifteenth instrument of ratification or accession, the Convention shall enter into force on the thirtieth day after deposit by such Party of its instrument of ratification or accession.

ARTICLE XX

The depositaries shall inform Contracting Parties:

- (a) of signatures to this Convention and of the deposit of instruments of ratification, accession or withdrawal, in accordance with Articles XVI, XVII, XVIII and XXI, and
- (b) of the date on which this Convention will enter into force, in accordance with Article XIX.

ARTICLE XXI

Any Contracting Party may withdraw from this Convention by giving six months' notice in writing to a depositary, which shall promptly inform all Parties of such notice.

ARTICLE XXII

The original of this Convention of which the English, French, Russian and Spanish texts are equally authentic, shall be deposited with the Governments of Mexico, the Union of Soviet Socialist Republics, the United Kingdom of Great Britain and Northern Ireland and the United States of America who shall send certified copies thereof to all States.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized thereto by their respective Governments have signed the present Convention*.

DONE in quadruplicate at London, Mexico City, Moscow and Washington, this twenty-ninth day of December, 1972.

*Signatures omitted.

ANNEX I

1. Organohalogen compounds.
2. Mercury and mercury compounds.
3. Cadmium and cadmium compounds.
4. Persistent plastics and other persistent synthetic materials, for example, netting and ropes, which may float or may remain in suspension in the sea in such a manner as to interfere materially with fishing, navigation or other legitimate uses of the sea.
5. Crude oil, fuel oil, heavy diesel oil, and lubricating oils, hydraulic fluids, and any mixtures containing any of these, taken on board for the purpose of dumping.
6. High-level radio-active wastes or other high-level radio-active matter, defined on public health, biological or other grounds, by the competent international body in this field, at present the International Atomic Energy Agency, as unsuitable for dumping at sea.
7. Materials in Whatever form (e.g. solids, liquids, semi-liquids, gases or in a living state) produced for biological and chemical warfare.
8. The preceding paragraphs of this Annex do not apply to substances which are rapidly rendered harmless by physical, chemical or biological processes in the sea provided they do not:
 - (i) make edible marine organisms unpalatable, or

(ii) endanger human health or that of domestic animals. The consultative procedure provided for under Article XIV should be followed by a Party if there is doubt about the harmlessness of the substance.

9. This Annex does not apply to wastes or other materials (e.g. sewage sludges and dredged spoils) containing the matters referred to in paragraphs 1-5 above as trace contaminants. Such wastes shall be subject to the provisions of Annexes II and III as appropriate.

ANNEX II

The following substances and materials requiring special care are listed for the purposes of Article VI(1)(a).

- A. Wastes containing significant amounts of the matters listed below:

arsenic lead copper zinc organosilicon compounds	} and their compounds
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cyanides
fluorides
pesticides and their by-products not covered in Annex I.

- B. In the issue of permits for the dumping of large quantities of acids and alkalis, consideration shall be given to the possible presence in such wastes of the substances listed in paragraph A and to the following additional substances:

beryllium chromium nickel vanadium	} and their compounds
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- C. Containers, scrap metal and other bulky wastes liable to sink to the sea bottom which may present a serious obstacle to fishing or navigation.

- D. Radio-active wastes or other radio-active matter not included in Annex I. In the issue of permits for the dumping of this matter, the Contracting Parties should take full account of the recommendations of the competent international body in this field, at present the International Atomic Energy Agency.

ANNEX III

Provisions to be considered in establishing criteria governing the issue of permits for the dumping of matter at sea, taking into account Article IV(2), include:

A—Characteristics and composition of the matter

1. Total amount and average composition of matter dumped (e.g. per year).
2. Form, e.g. solid, sludge, liquid, or gaseous.
3. Properties: physical (e.g. solubility and density), chemical and biochemical (e.g. oxygen demand, nutrients) and biological (e.g. presence of viruses, bacteria, yeasts, parasites).
4. Toxicity.
5. Persistence: physical, chemical and biological.
6. Accumulation and biotransformation in biological materials or sediments.
7. Susceptibility to physical, chemical and biochemical changes and interaction in the aquatic environment with other dissolved organic and inorganic materials.
8. Probability of production of taints or other changes reducing marketability of resources (fish, shellfish, etc.)

B—Characteristics of dumping site and method of deposit

1. Location (e.g. co-ordinates of the dumping area, depth

and distance from the coast), location in relation to other areas (e.g. amenity areas, spawning, nursery and fishing areas and exploitable resources).

2. Rate of disposal per specific period (e.g. quantity per day, per week, per month).
3. Methods of packaging and containment, if any.
4. Initial dilution achieved by proposed method of release.
5. Dispersal characteristics (e.g. effects of currents, tides and wind on horizontal transport and vertical mixing).
6. Water characteristics (e.g. temperature, pH, salinity, stratification, oxygen indices of pollution – dissolved oxygen (DO), chemical oxygen demand (COD), biochemical oxygen demand (BOD) – nitrogen present in organic and mineral form including ammonia, suspended matter, other nutrients and productivity).
7. Bottom characteristics (e.g. topography, geochemical and geological characteristics and biological productivity).
8. Existence and effects of other dumpings which have been made in the dumping area (e.g. heavy metal background reading and organic carbon content).
9. In issuing a permit for dumping, Contracting Parties should consider whether an adequate scientific basis exists for assessing the consequences of such dumping, as outlined in this Annex, taking into account seasonal variations.

C—General considerations and conditions

1. Possible effects on amenities (e.g. presence of floating or stranded material, turbidity, objectionable odour, discolouration and foaming).
2. Possible effects on marine life, fish and shellfish culture, fish stocks and fisheries, seaweed harvesting and culture.
3. Possible effects on other uses of the sea (e.g. impairment of water quality for industrial use, underwater corrosion of structures, interference with ship operations from floating materials, interference with fishing or navigation through deposit of waste or solid objects on the sea floor and protection of areas of special importance for scientific or conservation purposes).
4. The practical availability of alternative land-based methods of treatment, disposal or elimination, or of treatment to render the matter less harmful for dumping at sea.

TECHNICAL MEMORANDUM OF AGREEMENT OF THE CONFERENCE

The Conference agreed, on the advice of the Technical Working Party, that for a period of five years from the date when the present Convention comes into effect, wastes containing small quantities of inorganic compounds of mercury and cadmium, solidified by integration into concrete, may be approximately classified as wastes containing these substances as trace contaminants as mentioned in paragraph 9 of Annex I to the Convention but in these circumstances such wastes may be dumped only in depths of not less than 3500 metres in conditions which would cause no harm to the marine environment and its living resources. When the Convention comes into effect, this method of disposal, which will be used for not longer than five years, will be subject to the relevant provisions of Article XIV (4).

REFERENCE-II

(IMCO Document: LDC IV/2, 28 September 1979)

List of Governments which have implemented Articles XVII or XVIII of the Convention

	<u>Date of ratification or accession</u>	<u>Date of entry into force</u>
Afghanistan	2 April 1975	30 August 1975
Byelorussian SSR	29 January 1976	28 February 1976
Canada	13 November 1975	14 December 1975
Cape Verde	26 May 1977	25 June 1977
Cuba	1 December 1975	1 January 1976
Chile	4 August 1977	3 September 1977
Denmark	23 October 1974	30 August 1975
Dominican Republic	7 December 1973	30 August 1975
Finland	3 May 1979	2 June 1979
France	14 February 1977	16 March 1977
German Democratic Republic	20 August 1976	19 September 1976
Germany, Federal Republic of	8 November 1977	8 December 1977
Guatemala	14 July 1975	30 August 1975
Haiti	28 August 1975	27 September 1975
Hungary	5 February 1976	6 March 1976
Iceland	24 May 1973	30 August 1975
Jordan	11 November 1973	30 August 1975
Kenya	17 December 1975	16 January 1976
Libyan Arab Jamahiriya	22 November 1976	22 December 1976
Mexico	7 April 1975	30 August 1975
Monaco	16 May 1977	15 June 1977
Morocco	18 February 1977	20 March 1977
Netherlands	2 December 1977	2 January 1978
New Zealand	30 April 1975	30 August 1975
Nigeria	19 March 1976	18 April 1976
Norway	4 April 1974	30 August 1975
Panama	31 July 1975	30 August 1975
Philippines	10 August 1973	30 August 1975
Poland	23 January 1979	22 February 1979
Portugal	14 April 1978	14 May 1979
South Africa	7 August 1978	6 September 1978
Spain	31 July 1974	30 August 1975
Sweden	21 February 1974	30 August 1975
Switzerland	31 July 1979	30 August 1979
Tunisia	13 April 1976	13 May 1976
Ukrainian SSR	5 February 1976	6 March 1976
United Arab Emirates	9 August 1974	30 August 1975
USSR	15 December 1975	14 January 1976
United Kingdom	17 November 1975	17 December 1975
United States	29 April 1974	30 August 1975
Yugoslavia	25 June 1976	25 July 1976
Zaire	16 September 1975	16 October 1975

International maritime information:

World port news:

ESCAP Calendar

DIVISION FOR SHIPPING, PORTS AND INLAND
WATERWAYS—Tentative Calendar of Meeting 1980-1981

Date	Venue	Activity
September		
1	Bangkok	Fourth Meeting of Chief Executives of National Shippers' Organizations
2	Bangkok	Third Meeting of Chief Executives of National Shipowners' Associations and Representatives of Ports and Customs Authorities
3	Bangkok	Joint Meeting of Chief Executives of National Shippers' Organizations, Shipowners' Association and Representatives of Ports and Customs Authorities
8-17	Bangkok	Third Workshop on Economic Statistics of Shipping
September	Kuala Lumpur	Third Mid-Management Policy Workshop on Port Training
September	China	Workshop on Planning of Shipping Services
22-10 Oct.	Paris	Seminar on Port Construction
November		
1-16	Hong Kong	Study Tour of Chief Executives of Tokyo, USA National Shippers' Organizations
5-15	Yokohama/ Kobe	Port Seminar
24-29	Madras	Country-level Workshop on Shippers' Co-operation
December		
1-6	Calcutta	Country-level Workshop on Shippers' Co-operation
16-22	Bangkok	Committee on Shipping, and Transport and Communications (Fourth session)
February 1981		
February	Hong Kong/ Korea/Japan	Meeting of Experts of Shipbuilding and Shiprepair
9-20	Hong Kong	Training of Trainers (SUCOP)

ICHCA Today

Mr. P. Finlay, Secretary-General of ICHCA contributed to the journal a paper describing the present situation of ICHCA. The paper is reproduced below:

THE INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION

The International Cargo Handling Co-ordination Association — better known by its acronym ICHCA — was founded in 1952 with one specific object in mind: to increase efficiency and economy in the handling and movement of goods from origin to destination by all modes of

transport and at every stage of the transport chain. To achieve this object, two processes are used: information is collected from all available sources and disseminated for the benefit of the Association's members, and information is exchanged between those members. The first process is continuous, and involves both the printed word and the actual experience of those engaged in the handling of goods, whether they be producers, manufacturers or transporters. The second process — exchange of information — is, by comparison, intermittent and is mainly effected in the framework of technical seminars and meetings, and technical conferences at national and international level at which papers on a variety of handling-orientated topics are presented and discussed. The two processes are supplemented by national and international studies, often initiated in response to members' queries or requests.

The membership of ICHCA matches the universality of cargo handling, covering as it does more than 90 countries and territories and comprising every type of organisation and individual connected with the many phases of the transport of goods — from producer and manufacturer to user. In a number of countries members have established National or Regional Sections to deal with matters of local interest and concern, while the Western Pacific Council of ICHCA represents countries bordering the Pacific and Indian Oceans. There are four forms of membership: corporate membership for companies and corporate bodies; private membership for individuals with personal cargo handling or transport interests; student membership for bona fide students in the fields of cargo handling and transportation; and library membership for educational institutions.

The structure of this world-wide association is streamlined for efficiency and economy. The Central Office, located in London, is the focal point acting as the principal clearing-house and co-ordinator for the flow of information, backed up by the National and Regional Sections working at more local levels. The Council and the Executive Board, both of international composition, administer ICHCA, reporting to the Biennial General Assembly of members. The Technical Advisory Sub-Committee (TASC), composed of representatives from ICHCA National Sections, was formed in 1973 to monitor — by research and periodic reports — technical matters which concern the Association and are considered to be of particular interest to the members.

The services which ICHCA provides are varied and wide-ranging and geared to meet the members' needs. Enquiries regarding particular problems or trends in the transportation field are part of the daily routine; the more complex topics may often necessitate consultation internationally with National Sections or specific individuals with the requisite expertise, and may ultimately form the subject of a full-scale published survey. At the Central Office, the international information services cover all aspects of cargo handling — technical, economic and legal; another feature

is the unique retrieval system which enables information to be extracted rapidly.

With the growing complexity of international trade it is essential that those connected with the movement of goods should keep abreast of international regulations. This vital need is met by the fact that ICHCA has consultative status with such international regulatory bodies as UNCTAD, the ILO, IMCO and ISO, as well as reciprocal arrangements with many other entities both national and international. Thus ICHCA members can get early warning of new regulations and have the opportunity of participating — through the Association — in the preliminary discussions. This is a service whose value may not perhaps be immediately apparent, but its impact on forward planning by manufacturer and transporter could be significant.

An integral part of ICHCA's services to members consists of high quality technical publications. From time to time the Association publishes surveys of equipment or methods current in the cargo handling field. This intermittent service is extremely valuable since the elements of a survey are drawn from world-wide sources and distil the experience of a wide spectrum of the transport field. The object of an ICHCA survey is to provide, in readily accessible form, information on topics expected to set trends for the future or which require in-depth examination. "Transportation and Handling of Meat and Meat Products" (1976) examined this specialised transport area in view of the paucity of specific information available. "Pre-Slinging and Strapping of Cargo" (1977) dealt with the low cost methods of unitising cargo and evoked considerable interest, particularly in the developing countries. "Ro-Ro Shore and Ship Ramp Characteristics" (1978) brought together for the first time details of over 1,000 ramps in ports and on ships throughout the world. The data, initially intended to assist the ISO, have proved so extensive that users include ship operators, naval architects, equipment manufacturers, technical managers and shipyards. The most recent book in this series, a technical survey on "Intermediate Bulk Containers" (1979), examines aspects of the movement of goods by this method. Two other studies based on work by the Technical Advisory Sub-Committee (TASC), have also been published. "Condensation in Containers" (1974) soon became known as the standard work on this important subject and was recommended by the International Union of Marine Insurance as required reading. "Cargo Security in Transport Systems" (1976) dealt with pilferage, and the incidence and prevention of major theft. Work in hand includes a survey of container securing systems and the handling of steel products.

Another series of publications extends still further the services which ICHCA provides its members; these are the briefing pamphlets produced by the Associations' United Kingdom National Section. Aimed not at top management or those with experience but rather at supervisory and training personnel, the series is intended to provide basic reference material on the particular subject covered in each booklet, with the accent on safety and efficiency, and could thus be of considerable help in some developing countries where the over-riding need is the optimum use of the facilities available. Two such booklets have been published so far and more are planned. "Bulk in ISO Containers" (1978) covers the techniques of handling bulk liquids and solids in general purpose ISO containers. "Ship-

board Handling of Unitised Cargo" (1978) describes the basic techniques to be adopted when handling cargo in conventional cargo vessels. The next pamphlet in the series will deal with cargo pavements.

A facet of ICHCA's work which is not widely known is the Association's interest in training in cargo handling. In the United Kingdom, for example, training courses for Corporate members' nominated supervisors have been run for the past eleven years. The courses include a short period of attachment to the staff of ICHCA members overseas, and thus form a very practical type of service to members. From this necessarily brief account it will be seen that part of ICHCA's activities lies in the maritime sector; in that sector the port has a key role and hence the work of ICHCA will be of interest to IAPH and collaboration would be mutually beneficial since both organisations are involved in the world-wide transportation of goods.

ICHCA Council elects as chairman Commandant Bernard Couvert

At its recent meeting in Tel-Aviv, the Council of the International Cargo Handling Co-ordination Association (ICHCA) elected as its Chairman; Commandant Bernard Couvert of France. A dynamic personality with the sea in his veins, Bernard Couvert had a distinguished career in the French Navy during World War II. In 1948 he joined the French Line as a sea-going officer and later served with the Chargeurs Delmas Vieljeux.

Posted to the Paris head office of Delmas Vieljeux in 1955, Bernard Couvert established a port operations department after the company's merger with Chargeurs Reunis. He spent most of 1977 and 1978 in Nigeria where he helped to create the Nigerian Shipping Line — of which he became Managing Director — and planned the Lagos Container Terminal Company. He retired from Delmas Vieljeux in 1979.

Bernard Couvert has been a member of ICHCA since 1976 and is Chairman of the Association's French National Committee.

1983 ICHCA Biennial to be held in Bordeaux

Following the proposal made by Mr. Pierre DEBAYLES, Director General of the Port of Bordeaux Authority, which had been requested by the Board of Directors, the Executive Bureau of I.C.H.C.A. (International Cargo Handling Co-ordination Association) decided during its latest meeting in Tel-Aviv, to hold the 1983 Congress in Bordeaux (from the 23rd to 26th May).

I.C.H.C.A. which regroups — on a worldwide basis — the management of the major companies concerned by the problems of handling, organize this type of Congress once every two years.

In 1981, the I.C.H.C.A. Congress will take place from the 7 to 10th June in Edmonton (Alberta, Canada).

The principal theme listed for the 1983 Bordeaux Symposium is: "The role and importance of a port in regional development". The choice of Bordeaux — a town which was born of and developed with its port — could not be more appropriate. As for the container terminal of Le Verdon — delegates at the Congress will, of course, have the opportunity of visiting it — it has become the essential tool of trade for Greater South West France for its overseas trading.

Maritime fraud: International trading community plans self-regulatory measures

The International Chamber of Commerce has in recent months become the center of international efforts to free international maritime trade of fraudulent practices. Ship-owners, charterers, agents and forwarders, bankers, insurers, port authorities and other major trading interests have joined in their efforts to find the best ways to help prevent and suppress maritime fraud.

A statement was approved by the Sea Transport Commission of the ICC, representing all these major interests, and adopted by the Council of the ICC and its 137th session, on June 10 1980.

In this statement, the ICC sets out the problem, states its intention to meet its responsibilities to its members and to the international trading community at large, and defines the needs to prevent and suppress maritime fraud.

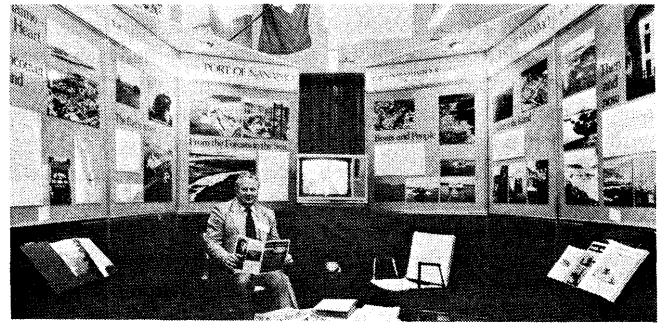
The statement also outlines an overall work programme, part of which has already been set into motion.

The main features of this anti-fraud programme are:

- Publication of an ICC guide on the Prevention of Maritime Fraud (available in early fall 1980),
- Organization of seminars, conferences, meeting on fraud prevention in any country/region that seeks such an event (seminars have already been held in the Middle East, with great success),
- Setting up of an "International Maritime Bureau" to act as a world center to collect, collate and disseminate to interested parties all relevant information to avoid being involved in fraud situations. The Bureau would also suggest and advise the parties involved in the remedial action with respect to specific incidents. The Executive Board of the ICC, meeting on June 9th 1980, has approved the creation of a task force to put forward recommendations on the setting up of the Bureau. This task force will report back to the Executive Board in September '80. The Council of the ICC, meeting on November 2nd in Lisbon, Portugal, will then be asked to give its final approval to the overall antifraud programme. Providing a positive decision is reached by the ICC Council, the target date for commencement of operations of the Bureau has been set up for January 1st, 1981.
- Full cooperation with national, regional and international bodies, and in particular with the United Nations Intergovernmental Maritime Consultative Organization (IMCO),
- Monitoring developments and examining further practical fraud prevention and control measures.

The ICC has made a full presentation of the programme to the Council of IMCO at its 44th session in June 1980. The Council of IMCO decided to establish and ad hoc Working Group, open to all Member Governments of IMCO with the participation of all organizations interested in this issue. This working group has been requested to "...make recommendations to the Council as to the action IMCO should take in this matter" and report to the 46th session of the Council, May/June 1981.

Nanaimo attracts at Port Show



Bob Chase, Manager of Marketing and Public Relations for the Nanaimo Harbour Commission, reports a lot of interest shown in the NHC's display at the recent Vancouver Port Show. The display incorporated a slide show with soundtrack about the Port of Nanaimo and a display of photographs and information on the history of the port and its present place in the transportation industry. As an adjunct to the Port Show, and International Transportation Seminar was held.

Brazilian ports news in brief

- According to Minister Eliseu Resende, of Transportation, Brazil may have in 1984 a waterway between the city of São Paulo and Belém (State of Pará), with small segments of paved roads in between.
- Commercial movement in Brazilian ports increased by 13.7% in 1979, as compared with the previous year. The ports handled 232,740 million tons in 1979, against 205,822 million in 1978.
- For the first time, the Port of Santos surpasses the 20 million ton mark of cargo handled in one year; the total handled in 1979 was 20,963,685 tons, 6.4% above the total of 1978.
- The four ports administered by Cia. Docas do Rio de Janeiro — Ports of Angra dos Reis, Forno, Niterói and Rio de Janeiro — handled last year 48,709,478 tons, 13.2% more than in 1978.
- Commemorating the Day of Opening of Brazilian Ports (28th of January of 1808), Cia. Docas do Rio de Janeiro installed the first mooring bollard at the pier of the Sepetiba Port; this port will soon be in operation, linked to the hinterland by a modern railway net, receiving coal for steel mills and vapour coal for steel and cement mills.
- Cia. Docas do Rio de Janeiro got a financing of about 2.3 billion cruzeiros from the Bank of Development of the State of Rio de Janeiro, for the purchase of cargo handling equipment for the Port of Sepetiba.

Mr. Alan T. Johnson heads IAGLP

The Port of Duluth's director of international marketing and sales, Alan T. Johnson, is the new president of the International Association of Great Lakes Ports (IAGLP).

Mr. Johnson, elected during the association's 20th annual meeting held recently in Hamilton, Ontario, succeeds Fred Rose, trade development director at the Port of Hamilton.

Formed in 1960, the IAGLP represents 16 United States and five Canadian ports and consists of two sections, one for each country.

Foreign-trade-zone in the U.S.

Foreign trade zone activity has jumped dramatically in the United States in recent years. So far, some 58 zones have been authorized. Thirty-five zones are currently in operation. Altogether, the U.S. Foreign-Trade Zones Board has approved zones for 52 port communities. Just 10 years ago, there were only 10 zones.

The Foreign-Trade Zone Board, which consists of the secretaries of Commerce (who is chairman), Treasury, and the Army, was created under the Foreign-Trade Zones Act of 1934, as amended, and is authorized, subject to the conditions and restrictions of the act, "to grant to corporations the privilege of establishing, operating, and maintaining foreign-trade zones in or adjacent to ports of entry under the jurisdiction of the United States." Some \$2 billion worth of goods arrived in the zones in 1979, compared to \$800 million in 1978 and \$600 million in 1977, according to the Department of Commerce.

ICHCA-USA announces New York conference in October to explore new intermodal containerization trends

A three-day conference and seminar that will probe industry trends in intermodal transportation and up-date events in cargo containerization world-wide has been scheduled by ICHCA-USA in New York City this Fall.

Described by organization president John J. Farrell, Jr. as a gathering of specialists in all modes of transport, harbor development, marine facility planning and cargo and trade operations among others, it will be held in New York Hilton on October 27-29, 1980, he said.

"This is the first broad-based conference in the United States in recent years to bring together for vigorous discussion and information exchange many of the most knowledgeable and innovative leaders in the transport and handling of high value general cargoes. As such, it will provide a highly detailed and comprehensive inquiry into the major technological advances and cargo system programs that will dominate the field of containerization and international trade in coming decades," said Mr. Farrell.

The subject of intermodalism will be explored in terms of new technology, economic aspects and institutional constraints. There will also be a panel discussion by ocean, rail, truck and airline speakers on current problems and future prospects for intermodal cargo traffic, Mr. Farrell said.

Marine terminal development will be covered from the perspective of various operations, the concepts and problems of planning facilities and trends in future design among others, he added.

The program will cover a total of 15 sessions and range over subjects as varied as container standards and maintenance problems through ship company pooling of equipment and impact of inland transportation deregulation.

New York-New Jersey Port dominates U.S. ports

In 1979 the New York-New Jersey Port was the nation's leading port in trade with 86, or 49.7 percent of the 173

nations of the world in terms of value of oceanborne general cargo trade. This indicator provides an additional yardstick by which to compare the relative position of the various ports, supplementing such traditional yardsticks as tonnage, value, competitive shares, value per ton, and frequency of sailings.

The port's total general cargo trade in 1979 was very good, ranking with 1974 and 1968 as the highest tonnage years since World War II. Last year's 16,276,977 tons was particularly significant because the 1979 cargo imports at the bi-state port totalled 10,275,097 tons, ranking the port first in imports among all the ports in the nation.

Under the "value per ton" criterion, the port's oceanborne general cargo trade is also very high. In fact, this is another of the New York-New Jersey Port's top-ranking indicators that makes it a leader. With a total value of \$35.2 billion in cargo imported and exported, the average value per ton moving via the bi-state port in 1979 was \$2,164, up 5.4 percent from 1978. This was more than 2.4 times the United States average of \$896 per ton and 30 percent more than that of the second ranking port, Baltimore.

Still another economic indicator that has become important in studying comparative port activities in this country is called "first place commodity rankings," which measures the breadth of a port's commodity mix by determining which port leads the nation in each of the 211 export and 206 import commodities as defined by the Bureau of the Census.

The New York-New Jersey Port is the leader in both export and import commodity mixes this year and has been every year since the "first place commodity rankings" were first compiled. In 1979, the bi-state port's first place ranking was attributable to the handling of 66, which was 31.3 percent, of the nation's general cargo export commodities. The import commodities handled through the port totalled 84, which represented 40.8 percent of the nation's general cargo import commodities.

Soros Associates receives First Prize for engineering excellence from the New York Association of Consulting Engineers

At Porto Trombetas, 700 miles upstream from the mouth of the Amazon, 50,000 dwt class carriers began loading bauxite cargo during 1979. The facility includes a new type of shiploader developed and patented by Soros Associates, known as the "Linear Shiploader"; its 8,000 tons per hour capacity makes it the world's largest bauxite loader.

Soros Associates planned the port installation as an integrated system. Stockpiling, reclaiming, and shiploading operations are electronically controlled and coordinated. Due to the remoteness of the site all machinery was designed for ease of operation and simplicity of maintenance.

To cope with the unique construction problems of this remote location, Soros designed all components with maximum prefabrication and minimum field assembly. Structures and machinery were delivered in the largest units compatible with the capacities of the available construction equipment.

Maritime Day 1980—Port of New York & New Jersey

National Maritime Day was observed on the waters of the New York-New Jersey Harbor for the first time, as 400 members of the maritime industry participated in a noon-time cruise on the Hudson River.

A lone midshipman blew taps from the stern of a sightseeing vessel as memorial wreaths were cast into the waters of Lower New York Bay during the Maritime Day voyage. The ceremonial wreaths, in memory of merchant seafarers who died or lost their lives at sea, were carried by distinguished sponsors from all segments of the maritime industry.

Maritime Day is observed annually on May 22 in commemoration of the departure from Savannah, Georgia on that date in 1819 of the S.S. Savannah on the first transatlantic voyage by any steamship. It recognizes the importance of the merchant marine industry to the American economy in linking this country with its overseas trading partners.

World Trade Week, being observed this year from May 18 to 24, emphasizes the importance of exports and imports to the United States, and highlights their significance to our relations with other nations.

National Maritime Day, 1980

By the President of the United States of America

A Proclamation

Throughout the history of the United States, trade and shipping have made a vital contribution to the Nation's growth and economic vitality. Today, the American Merchant Marine continues to aid the development of American enterprise and to foster the well-being of all American citizens by linking U.S. industries, farms and markets with our overseas trading partners.

In addition, our Merchant Marine has shown valor and dedication in providing logistic support to United States military forces in times of national emergency.

In recognition of the importance of the American Merchant Marine, and in commemoration of the departure from Savannah, Georgia, on May 22, 1819, of the S.S. Savannah on the first transatlantic voyage by any steamship, the Congress of the United States, by joint resolution of May 20, 1933 (48 Stat. 73, 36 U.S.C. 145), designated May 22 of each year as National Maritime Day and requested the President to issue annually a proclamation calling appropriate observances.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do urge the people of the United States to honor our American Merchant Marine on May 22, 1980, by displaying the flag of the United States at their homes and other suitable places, and I call upon all ships under the American flag to dress ship on the day.

IN WITNESS WHEREOF, I have hereunto set my hand this thirteenth day of March, in the year of our Lord nineteen hundred and eighty, and of the Independence of the United States of America the two hundred and fourth.



The sightseeing boat CIRCLE LINE XVI, shown here passing Miss Liberty, was chosen this year to host Maritime Day 1980 ceremonies.

President Carter praises Port of Oakland for its dynamic development



President Carter is shown on the deck of the Port of Oakland fireboat on a waterborne tour of the Port's extensive container facilities with Walter A. Abernathy (right), Executive Director, Port of Oakland, Oakland Mayor Lionel J. Wilson (to the President's right), Thomas L. Berkley (next to the Mayor), President of the Oakland Board of Port Commissioners, Mrs. Carter and Mrs. Berkley.

During a tour of the container shipping facilities at the Port of Oakland recently, President Carter praised the port for its "dramatic growth in export shipping," citing trade statistics that indicate a 39 percent growth in exports from the Bay Area — primarily the Port of Oakland — in the first quarter of this year compared to 1979.

Standing on the deck of the Port's fireboat, during a 35-minute waterborne tour in pleasant, sunny weather, the President said, "It is exciting to see what has happened in this tremendous, fast-growing, dynamic, beautiful area."

Port Industry Leader Lauded



A distinguished career in both the U.S. Navy and the port industry was recognized recently upon the retirement from his second career of Captain Thomas R. Eddy (2nd, right) as Port of Richmond director. Among those on hand at a dinner in his honor were representatives of the California Marine Affairs and Navigation Conference (from left) including treasurer and dredging chairman Frank C. Boerger and C-MANC president Fred DiPietro, Port of Redwood City manager. Richmond Mayor Thomas Corcoran (center), and Port of Long Beach board executive secretary Travis Montgomery (right), took part in the event at which Eddy's many accomplishments were cited.

President Carter noted that Oakland has the second largest containerport in the country and the sixth largest in

the world, and it has "been in the forefront in developing this means by which American products can be transported efficiently and quickly to foreign markets."

He said his trade bill would mean immense potential for increased trade in the Pacific.

Increasing maritime cargo traffic during first trimester of 1980: Port of Antwerp

During the first trimester of 1980 more than 21.7 million tons of cargo have been handled in the port of Antwerp.

In the January-March period of this year 4 millions of cargo more (+23%) have been loaded or unloaded than in the corresponding period of 1979. It should be beared in mind, however, that due to severe winter conditions the results of the first trimester of 1979 were below average.

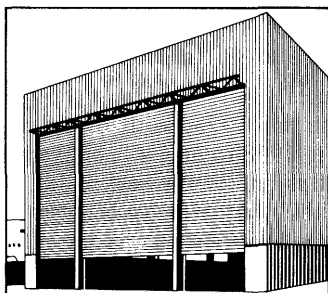
In the period mentioned 4,495 seagoing vessels called at the port (+374), the total G.R.T. of which increased by 11.7% over last year. They carried 12.2 million tons of incoming cargo (+20.2%) and 9.5 million tons of outgoing cargo (+26.7%).

A breakdown reveals that especially the traffic of bulk goods (+33.2%) assumed a large proportion of the overall increase. In all 14.63 million tons of bulk goods were

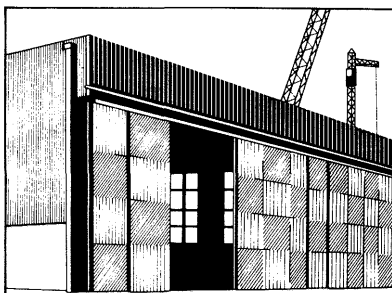
Matex manufactures and installs industrial doors

rolling doors – sliding doors – overhead doors – folding doors

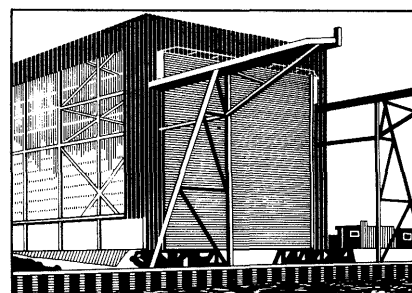
Matex also manufactures outside doors:



rolling door 27,3 meters wide and 17 meters high, on the premises of B.V. Scheepswerf & Machinefabriek de Merwede, in Hardinxveld-Giessendam.



sliding door 40 meters wide and 10 meters high, at Nieuwe Noord-nederlandse Scheepswerven in Groningen.



rolling door 18 meters wide and 18 meters high with small doors above the rail for gantry installation, without gale strut, at Scheepswerf Jac, den Breejen & Zn, Hardinxveld-Giessendam.

Matex designs, manufactures and mounts the most exceptional door constructions.

Please enquire without obligation.

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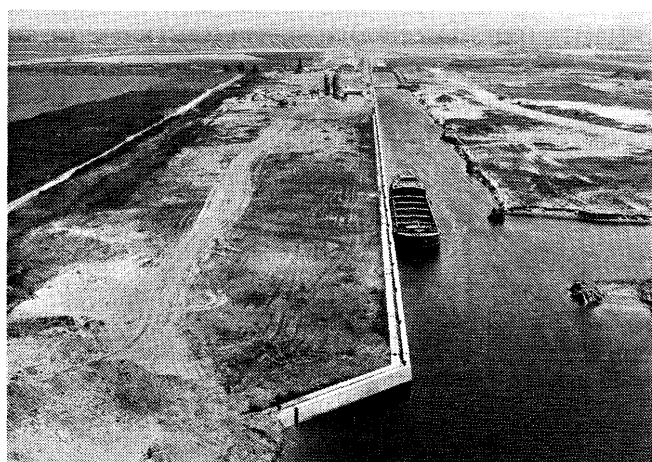
Factory:
Vonderweg - 7468 DC Enter (Ov.)
tel. 05478-1875



Antwerp—Churchill Dock—container operations.



Antwerp—Luithagen: new physical distribution and storage center set up near Northern docks.



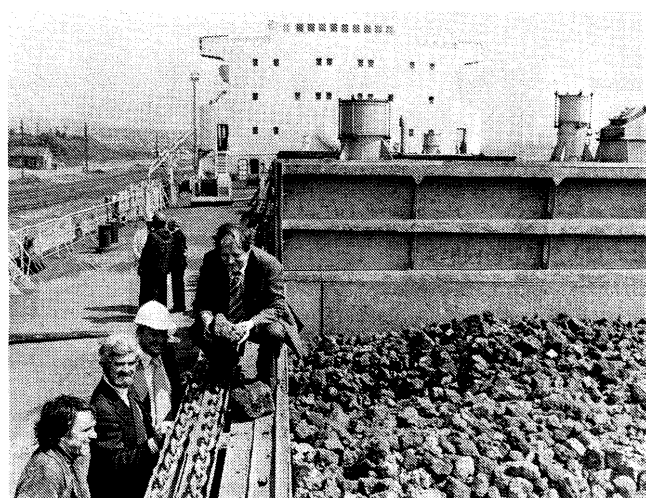
Antwerp—New Delwaide dock, to be completed next year, destined for container and bulk traffic.

handled in Antwerp.

Traffic of oil and derivatives accounted for 4.28 million tons and the ore traffic for 4.07 million tons of the total. Traffic of coal is further increasing (+59.4%) while the grain traffic has made a remarkable recuperation (+92%).

Total general cargo amounted to 7.12 million tons which

Barry Docks-BTDB



Part of a consignment of export coke, the largest ever to be shipped from the UK, is seen here being loaded aboard a vessel at Barry Docks. It took only three days to load the 10,300 tonnes of coal by means of the coke-loading conveyor installed at Barry by the British Transport Docks Board, which is capable of handling up to 300 tonnes an hour. This particular consignment came from Cwm Coke Ovens, and was destined for Brazil, and Barry will be the sole port from which coke exports will be shipped to Austria, Hungary, Switzerland and Sweden.

represents a 6.2% increase over the first three months of 1979. 1.46 million tons of general cargo were containerized.

454,000 tons of cargo were shipped via roll-on/roll-off.

Port of Le Havre news

• 1979 traffic up 15% to 88.1 million tons

The trading figures for 1979 show a very marked improvement on those for 1978. With overall traffic rising 15% from 76.7MT in 1978 to 88.1MT, bunkering included, the year stands out as one of the best so far, close to the record of 1973 (89MT), but with the bonus of a considerable correction to the old imbalance in the different types of traffic. The fall in oil from 77.5MT in 1973 to 67.9MT in 1979 (imports and exports combined) is an illustration of how successful the diversification programme has been.

The trade in general cargo, all bulks excluded, is one of particular importance, owing to its beneficial effect on the French economy in general and its value in creating new jobs, and we are therefore particularly pleased to report a rise of 11.7% in 1979, with 7.6MT against 6.8MT the previous year.

Le Havre retained its position as France's leading container port, with a total throughput of 450,809 TEUs, compared with 395,248 in 1978. The traffic was evenly split between exports and imports, standing at 2.2MT outwards (up 10.8%) and 2MT inwards (up 27%).

Ro-Ro traffic, at 1.9MT, showed a rise of 12.3%, while conventionally packaged traffic dropped 4.7% to 1.4MT.

● Container traffic in 1979

Le Havre is by far the biggest container port in France and 1979 proved to be another good year, with the throughput of boxes (which form part of the general cargo trade) increasing by 17.9%. Altogether 450,809 TEUs were handled during the year, compared with 395,248 in 1978, the traffic being evenly balanced, with 225,219 containers coming in and 225,590 going out. The same was true of the actual tonnage involved, imports standing at 2MT (up 26.2%) and exports at 2.2MT (up 10.8%).

● 37.8 million tonnes at Havre-Antifer traffic in 1979

37.8 million tonnes were discharged at Havre-Antifer in 1979, compared with 33.3 MT in 1978, showing an increase of 13.5%. 252 vessels docked during the year, or 42% more than the previous year's total of 178. The percentage of vessels discharging only part of their loads was also well up, rising from 64% in 1978 to 73.5% in 1979, due almost entirely to the use of Antifer as a dispersal port. The introduction of floating fenders has for the last two years made it possible to tie up a small vessel alongside a large one and tranship cargoes direct from one to the other. Three such transhipments were carried out in 1978 and 26 in 1979, the amount of crude involved going up from 275,000 tonnes to 2,950,000 tonnes.

Traffic at Antifer is gradually increasing year by year. It stood at 19MT in 1976 (following the opening of the port in April), 28.9 MT in 1977, 33.3 MT in 1978 and 37.8 MT in 1979.

Le Havre and Osaka sign agreement to become sister-ports

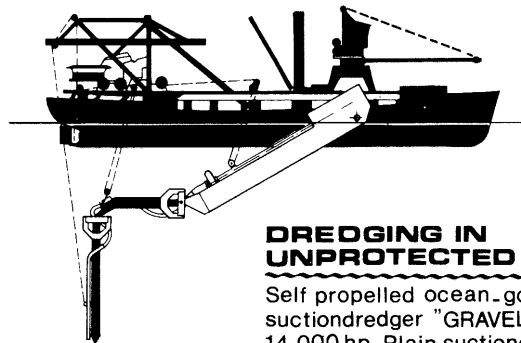
(Port of Le Havre Authority, Tokyo Office)

A 4-man delegation from the Port of Le Havre Authority consisting of Mr. F. Le Chevalier, Chairman of the Board, Mr. J. Dubois, Director-General, Mr. R. Pelicant, Director of International Relations and Mr. J.P. Bonon, Vice-President of Le Havre Chambre of Commerce, who had been visiting Osaka, Japan from July 14th, to attend the signing ceremony for the linking of Le Havre and Osaka as sister ports, left Japan on the evening of July 17th having completed all the scheduled programme.

The signing ceremony was held from 1 p.m. on July 15th at the Official Residence of the Mayor of Osaka at Nakanoshima Park, that day being the 113rd anniversary of the opening of Osaka Port. The ceremony was attended by 10 French members including Mr. de la Chevalerie, French Ambassador to Japan, Mr. Monnin, Far East Representative of Port of Le Havre in Tokyo, while from Osaka, there were altogether 18 members headed by Mayor Ohshima and Mr. Fujioka, President of Osaka City Council.

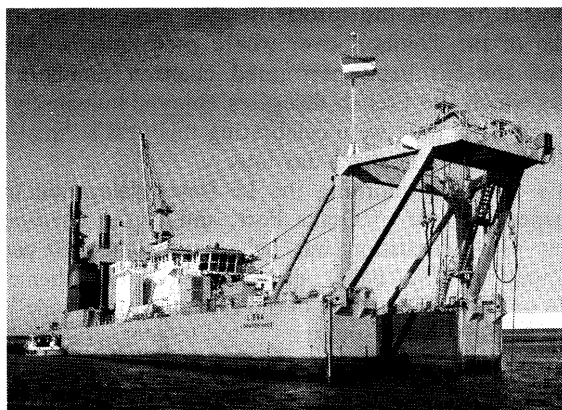
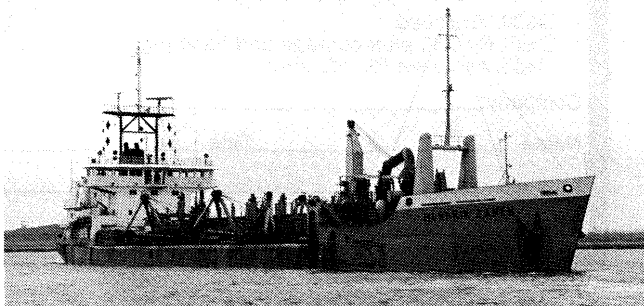
The ceremony started with the introduction of the respective members of the both delegations and then the declaration of the sister-ports agreement was made in French by Mr. Dubois, Director-General of Le Havre and in Japanese by Mr. Takama, Director General, Port of Osaka. Then Mr. Le Chevalier representing Le Havre and Mayor Ohshima representing Osaka signed the agreement and the promised to have closer ties between their two ports to

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French delegation at the signing ceremony on July 15, 1980 in Osaka.

increase their friendly relations and mutual prosperity.

Mr. de la Chevalerie, French Ambassador to Japan, delivered an address of congratulations and ended his speech wishing "the continuing prosperities of the two ports". In commemoration of the event, Mayor Ohshima presented "Bunraku-dolls" to the Le Havre delegation who in turn presented by Mr. Le Chevalier water paintings to the Osaka delegation, thus the ceremony dispersed in a most friendly mood.

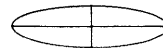
In parallel with this celebration, a host of attractions were staged. In the morning of July 15th when the 113rd anniversary of the opening of Osaka Port was held, there was a performance by Claude Ciari, French born guitarist in Osaka. To further raise the atmosphere, a French Trade Fair in the style of "marché au puces" with some 80 boutiques and stores participating, was unfolded. One of the highlights was the special floating stage set up in the middle of the Tosabori river where rock musician Michel Fourot and his band performed chanson numbers and dances which the French delegates enjoyed immensely and they felt as if they were celebrating this year's "quatorze-juillet" festival in Osaka, a day late.

The following morning the Le Havre delegation made an inspection tour of Osaka Port, and in the afternoon a 3-hour panel discussion was held with some 100 people participating. The panel discussion on the theme of "Role of Port of Le Havre in the Japan-Europe Trade" was led by the following panelists.

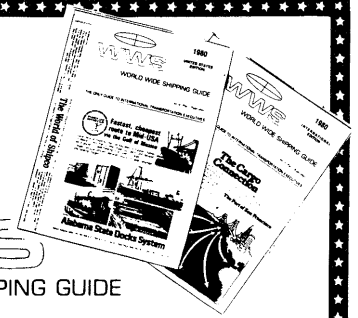
1. Mr. Yusuke Fukada, Dy. General Manager, Public Relations Dept., Japan Air Lines: "Important Matters in International Exchange"
2. Mr. D. Souchon, Dy. Consul-General in charge of commercial affairs, French Consulate-General in Osaka: "Japan-France Trade from the French point of view"
3. Mr. Tetsuo Kato, Dy. Director, Business Library, JETRO (Japan External Trade Organization) in Osaka: "Japan-France Trade from the Japanese point of view"
4. Mr. J. Dubois, Director General, Port of Le Havre made a speech on the "World Trade Center" now under construction in Le Havre, and Mr. J.P. Bonon, Vice-President, Le Havre Chamber of Commerce: "The present condition of the Port of Le Havre and policies for its promotion."

(English translation of the original Japanese by Kimiko Takeda, IAPH)

1980 Edition



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Northern extension of Bremerhaven Container Terminal taking shape



Only a few months after the order was placed to construct the northern extension of the Bremerhaven Container Terminal the first outlines of the new facility are already to be seen on the reclaimed site.

The extra 630 m of quay length, approx. 600,000 sq.m. of additional storage area, new rail tracks connecting with the Bremerhaven-Speckenbüttel marshalling yards, new customs clearance facilities and improved road access to the autobahn are designed to cater for the continuing increase in container traffic.

This development underlines the importance of losing no time in expanding the Bremerhaven Container Terminal. In this connection, the Bremer Lagerhausgesellschaft expects the first berth on the northern extension to start operation as early as the summer of 1982 and final completion to be one year later.

George W. Altwater named Port of Rotterdam's American Representative

George W. Altwater, former Executive Director of the Port of Houston Authority, immediate past President of the International Association of Ports and Harbors, has been nominated as the American Representative of the Port of Rotterdam in the U.S. Mr. Altwater's appointment was announced at Rotterdam's City Hall by Mayor André van der Louw. It marks the opening of the first overseas office for the port of Rotterdam.

His nomination underlines Rotterdam's efforts to promote its port by experts in specific target areas. George Altwater will act as the Port of Rotterdam's Trade Development Officer to facilitate and develop new business. As Industrial Development Consultant he will assist Rotterdam in locating new industries to settle in the port area.

The port of Rotterdam, last year, handled over 293.1 million tons of seagoing cargo, an increase of 11.2 per cent. The first quarter of this year showed a further increase of 7 percent. Rotterdam has embarked on an investment program, costing well over 500 million US dollars, to attract more cargo and new industrial settlements.

1979—a good year for Port of Rotterdam

Rotterdam has every reason to look back with satisfaction upon the achievements of its port: 1979 was quite a good year. It had to handle freight flows totalling 293.2 million tonnes. This was 29.7 million tonnes (11.2 percent) more than in 1978 when 263.5 million tonnes were handled here.

The 1979 results fall only six million tonnes short of the results obtained in the unique record year of 1973.

The biggest contribution to the steep increase was made by the crude oil sector, which rose from 118.5 million tonnes in 1978 to 139.3 million in 1979.

A striking aspect of this is that crude oil departures (transhipments) recovered sharply in 1979, showing an increase by 62.7 per cent to 20.5 million tonnes.

Crude oil arrivals totalled 119.3 million tonnes in 1979 (12.6 per cent up).

The activities in the oil derivatives sector also increased substantially, showing a 15.5 per cent rise in volume to 34.2 million tonnes.

The growth in ore transhipments, which was remarkable already in 1978, continued unabated in 1979. Arrivals and departures by sea totalled 39.2 million tonnes.

Coal transhipments, which began to recover as early as in 1979, rose by 9.3 per cent to 9.4 million tonnes in 1979.

Transhipments of other bulk, including grains and fertilisers, dropped slightly (2.7 per cent) from 36.9 million tonnes in 1978 to 35.9 million tonnes in 1979.

The conventional general cargo sector also showed a less favourable picture. The loss in volume here amounted to 13.3 per cent; transhipments fell to 11.7 million tonnes from 13.5 million in 1978.

Arrivals declined by 4.7 per cent to 6.1 million tonnes and departures by sea totalled 5.6 million tonnes (a 21.1 per cent drop).

An analysis of these figures shows that the decline in arrivals may be attributed entirely to the strikes which hit the port of Rotterdam in the autumn of 1979.

The container sector was again marked by steady growth. In 1978 1.1 million containers were handled in the port of Rotterdam; in 1979 this number rose by nine per cent to about 1.2 million.

The loss at sea of the lash-ship 'München' affected the number of lash-ship sailings from Rotterdam, which dropped. Lash-ship transports fell by 33.6 per cent in 1979 and accounted for only 1.4 million tonnes of freight.

Ro-ro transports totalled 3.9 million tonnes, nearly 7.8 per cent more than in 1978.

Port of Helsingborg in profile

The development of Helsingborg — located on the southwest coast of Sweden and in the very centre of Scandinavia — into a major port is in no small way due to its geographical situation. Over the past decade both harbour and services have constantly expanded and improved, to the benefit of the transport sector and those active in it.

Helsingborg is a general cargo port. Dry cargo dominates and Helsingborg handles more such cargo than any other Swedish port. The aim is to strengthen the port's status as a major transshipment port for the whole of Scandinavia.

An Expensive Port Becomes Economic

The port has a pioneering spirit. Stevedoring was reorganized in 1967 and since then continuous administrative and technical improvements have followed. By means of rationalization, once an expensive general cargo port has turned into an efficient one with up-to-date cargo handling facilities at low costs. The next step is to build a completely new harbour to serve the modern tonnage and, in general, to obtain sufficient capacity to handle the ever-growing cargo volume. The new harbour project — the West Harbour — is under way in the Sound, between the existing North and South Harbours. When the new facility is completed the needs will be covered up to the year 2000. Cost of the project, at current prices, is 250 MSEK.

High Activity

Port of Helsingborg is a hive of activity. Ferries arrive and sail every four minutes, carrying a daily average of 45,000 passengers and 4,000 cars. Two semi-container ships are being loaded in the Ocean Harbour while a Johnson Line vessel sails after having discharged a shipment of coffee. A German ferry is putting in at the Sound Terminal, built in 1975 exclusively for RoRo traffic.

A brand new tanker attracts great attention at the South Harbour while at the Skane Terminal a container ship is being loaded with 45-ton container cranes and transtainers.

Heavy Liner Traffic

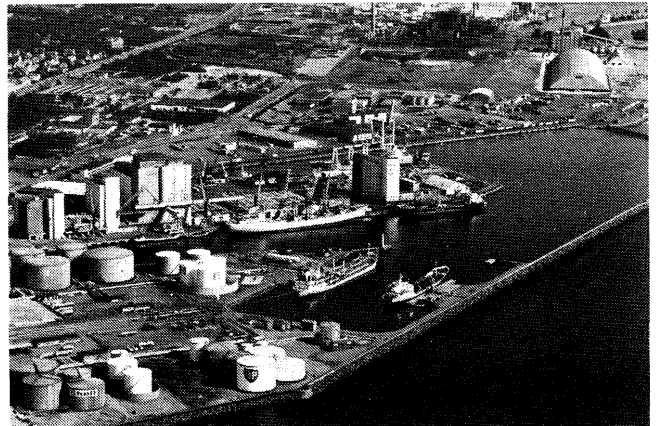
In recent years Port Director Sven Linde has witnessed a tremendous growth in the liner traffic at Helsingborg:

"Helsingborg is today the basis for Broström's Israel trade. This has to some extent helped us to become the number one port for fruit in Scandinavia. Ferrymasters have made a similar move by directing Danish cargo through Helsingborg. The Scandinavian East Africa Line uses Helsingborg as an import and export centre for all Nordic cargo. The American Seatrain Line, with direct traffic to the USA, has opened up a new container route to Libya via Bremerhaven and La Spézia.

"The expansion of Tor Line's service between Helsingborg and Great Britain has led to opening of an agency office of their own at the South Harbour."

Ferry Services to Six Countries

Ferry Lines are of great importance to the Port of Helsingborg. This applies not only to passenger traffic but also, and in an even greater measure, to cargo. The port has regular ferry services to and from three ports in Denmark,



The South Harbour comprises the Tanker Terminal (front), a section for bulk and general cargo (middle) and finally the Container Terminal (far end). The latter is the next largest container harbour in Scandinavia.

four in England, and three in Finland. There are also ferry links with Rotterdam, Travemünde/Lübeck, and Drammen in Norway.

The liner services combined with the excellent feeder and ferry lines beyond Scandinavia, have done a lot to spur agents, shipbrokers, and forwarding agents to make further investments in Helsingborg.

Transport the Biggest Activity

The fact that the group responsible for the private project decided on Helsingborg is highly logical: shipping, forwarding, transportation, and cargo handling are the city's biggest industries. The rapid development of the port now in progress will in no way make it harder to find lessees — rather the contrary.

Stress on Service

"But we're also concentrating on port management," says Mr. Linde. "Our repair service for containers is highly appreciated. Helsingborg is the only port in Sweden with such a service. We can also repair trailers, and many customers entrust all their engine overhaul jobs to us. And the well established forwarding agents are getting ready for further expansions . . ."

New 35,000 sq. metre Warehouse

The large private warehouse and office project, due for completion in 1980 at a cost of around 80 MSEK is being built adjacent to the port.

Project manager is Arne Johansson of the Conor Group, who explains the decision for investment in Helsingborg.

"Helsingborg is a very important port for the whole of Scandinavia, and it's developing rapidly. When you get an opportunity to build on a site comfortably close to the wharfs and has a motorway from the E4/E6 directly con-

(Continued on next page bottom)

Newcastle Moves into the 80s

**By Mr. J.M. Wallace,
President, Maritime Services Board
of N.S.W.**

The Port of Newcastle is the key to greatness for the whole of the Hunter Valley Region in the present decade and the Maritime Services Board is undertaking a heavy investment to upgrade the port facilities to ensure that Newcastle and the Region continue to prosper during the 1980s.

Apart from the harbour deepening program which was inaugurated on 30 November 1977, there is the proposal for the new coal loader for Kooragang Island. The loader is expected to be in operation by the end of 1985, by which time the existing coal loaders are expected to be handling 25 million tonnes of coal annually for export. The 10.7 million tonnes of coal exported in 1978/79 accounted for half the total tonnage of goods passing through the port during the year.

In the same period, nearly a million tonnes of wheat, half a million tonnes of iron and steel and 200,000 tonnes of rutile and zircon were exported through the Port.

Larger ships are needed to carry ever-increasing tonnages efficiently in the face of rising costs and these vessels require better and deeper harbour facilities. The Board has contracted WestHam Dredging Co. Pty. Ltd. to take the harbour depth from 11 metres to 12.5 metres this year.

In the following 18 months, a channel 15.2 metres deep will be dredged from the harbour entrance for seven kilometres to the Port Waratah Coal Services Pty. Ltd. Steelworks Channel coal loader and the BHP steelworks. This depth will allow ships up to 120,000 tonnes dwt to load coal at the port.

During the past two and a half years, WestHam has moved about seven million cubic metres of sand, silt and clay and 735,000 cubic metres of rock.

Rock blasting is proceeding along the centre of the channel and the northern section of the job is almost complete.

May different types of dredging equipment and vessels are engaged on this mighty undertaking.

Two of the vessels, the 480-tonne self-elevating drilling platforms W.H. Sirius and W.H. Supply, were built in Newcastle and remain the fastest self-elevating platforms of their type in the world.

With the gathering momentum of aluminium production, the need for highly specialised wharfage and storage for the discharge of alumina and petroleum coke is obvious. In response to this need, the Maritime Services Board has

(Continued from page 42)

nected to the warehouses and shipping terminals, and a railway line right beside the buildings, then you seize your chance."

"We've also borne in mind the fact that Helsingborg is well situated for air freight services. It's only about one hour's ride from the big airports at Copenhagen/Kastrup and Malmö/Sturup, and it is still closer to Helsingborg/Ångelholm."

reached an advanced stage of planning a \$10 million bulk berth on Kooragang Island, working in co-ordination with the three smelting companies — Alcan, Alumax and Pechiney.

The new bulk alumina unloading berth will be completed by early 1983.

The project involves construction of storage facilities by the smelting companies who will lease land from the Board to accommodate raw material silos near the wharf.

Specialised pneumatic unloaders are being provided by the companies to ensure the least possible pollution of the environment throughout the working life of the facility.

The powder-fine alumina will be pneumatically unloaded from ships onto covered conveyors which will take it to transit storage silos, then to road and rail trucks for transport to the smelters.

In addition to the thousands of uses to which the finished aluminium will be put in industry, homes, offices and farms throughout Australia, export of aluminium ingots will probably top half a million tonnes by the 1985/86 financial year.

A development project by Sawmillers' Exporters Pty. Ltd. is now in the final stages of construction for woodchip export and will be in operation this year.

The Maritime Services Board, as the port authority for the State of New South Wales, is proud to be associated with the planning and development which has taken place in the Hunter Region in the past and looks like continuing throughout the 1980s.

In accepting the challenge of meeting the Region's commercial needs while filling its expanding role in the growing economy of the State, the Board has undertaken one of the most ambitious harbour-deepening projects ever carried out anywhere in the world.

This project involved the Board's contractor, WestHam, in the design and construction of specialised equipment to achieve the most difficult rock-drilling operation it has ever faced.

The Maritime Services Board believes its initiatives in planned development will ensure the port facilities are capable of meeting the Hunter Valley Region's needs for the 80s and far beyond.

NCB commences constructing 3rd container berth: Port of Nagoya

In addition to the Kinjo Pier container terminal, construction work has just begun on the 3rd Berth for the West-4 Section NCB (Nagoya Container Berth) Container Terminal, the Port of Nagoya's model container base.

Due to the recent increase in the volume of container cargo handled, and the opening up of new routes to Western Australia, the Red Sea and the Persian Gulf, more and more ships are entering the port. The number of ships waiting outside the port to enter is increasing as well. The construction of the 3rd Berth should help us adjust to these changes at the port site. The 3rd Berth will be 35,000 DWT, 250 meters long and 12 meters deep, and one section should be open for use from 1983.

Present and Future Development of Port EDPS in the Port of Nagoya-1

Contents

1. Introduction
2. The Navigational Traffic Control System
 - (1) Transmission Route for Information on Ship Movements in the Port
 - (2) Outline of the System
3. Prospects for the Future Development of the Port EDPS

I. Introduction

The Nagoya Port Authority's navigational traffic control system — the first such system introduced in Japan — began operations in January 1979. It is a centralized control system for ship movements in the Port of Nagoya. Through an on-line linkage between the central computer and nine terminals located in four marine affairs sections, the system makes it possible to find instantly the availability of berths or the movements of ships in the port.

A port is a link between the land and the sea, and for it to effectively play its role of terminal, we must promote

- a) construction and expansion of port facilities (hardware) and
- b) efficient use and operation of port facilities through modernization (software)

in a well-balanced fashion. In comparison to the construction and expansion of port facilities that have been taking place since the 1960's it was pointed out that modernization of their use and operation was lagging behind. The development of a port *electronic data processing system (EDPS)* was thought necessary to keep pace with modernization in physical distribution brought about through technological innovations in the field of transportation (e.g., container ships). Thus it was sought to promote the efficient use of port facilities including greater speed in processing large quantities of cargo and lower terminal costs.

At the 1971 Montreal Conference of the International Association of Ports and Harbors the theme of "Ports and Computerization" was dealt with, with reports on port EDPS in the ports of London and Seattle, among others.

A committee was established by the Port of Nagoya in 1974, the Nagoya Port EDPS Study Committee, chaired by Fumio Kohmura, Executive Vice President of the Port Authority. Representatives from the industry and concerned government agencies, together with scientific experts, met in this committee to study the development of a port EDPS.

The Port of Nagoya, as other ports, functions as a terminal at which a great number of people go about their business in ways that are very complexly interrelated. As "Rome was not built in a day," the development of a port EDPS is more easily said than done. To deal with this complexity we proceeded to break down the total port EDPS into two subsystems, the ship EDPS and the cargo EDPS, shown in Figure 1.

Thus, with the support of those concerned, Japan's first

port EDPS went into operation in January 1979.

II. The Navigational Traffic Control System

1. Transmission Route for Information on Ship Movements in the Port

Table 1 shows the major points in a ship's itinerary as it enters and eventually leaves the port. As will be seen, the information relating to traffic in the port is transmitted to a great number of different offices, but with the exception of information transmission and processing by the shipping company it is transmitted nonautomatically, by telephone and handwritten memos. This leads to the duplication of work and a consequent loss of time and money.

For a ship to enter the Port of Nagoya it must first come in from the Pacific Ocean through the Irako Channel past Kamishima Island into Ise Bay. It then passes the high tide breakwater and enters the port (see Figure 2). When the port authorities receive a report that the ship has passed by Kamishima Island, they put the workers and the loading or discharging machinery in the port on standby. When they receive information that the ship has passed the high tide breakwater, they instruct the appropriate branches to go into action. The information that the ship has passed Kamishima Island and the high tide breakwater is therefore very important for achieving the smooth loading or discharging of cargo.

Employees of the Port Authority are placed at signal stations on Kamishima Island and the high tide breakwater, while other Port Authority employees supervise passing ships, perform harbor services and mobilize tugboats by wireless telegraph and telephone. The navigational traffic control system was put into operation as a temporary measure for port authorities to have a good grasp of information on navigational traffic so that the further systemization of the Port Authority would form the basis of development of the future Port EDPS.

(To be concluded in the next issue)

Figure 1. Outline of the Port EDPS

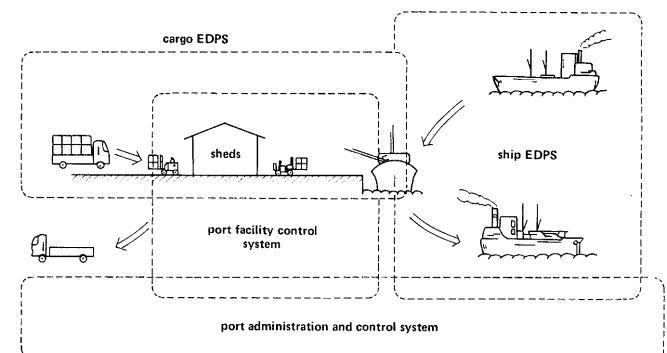
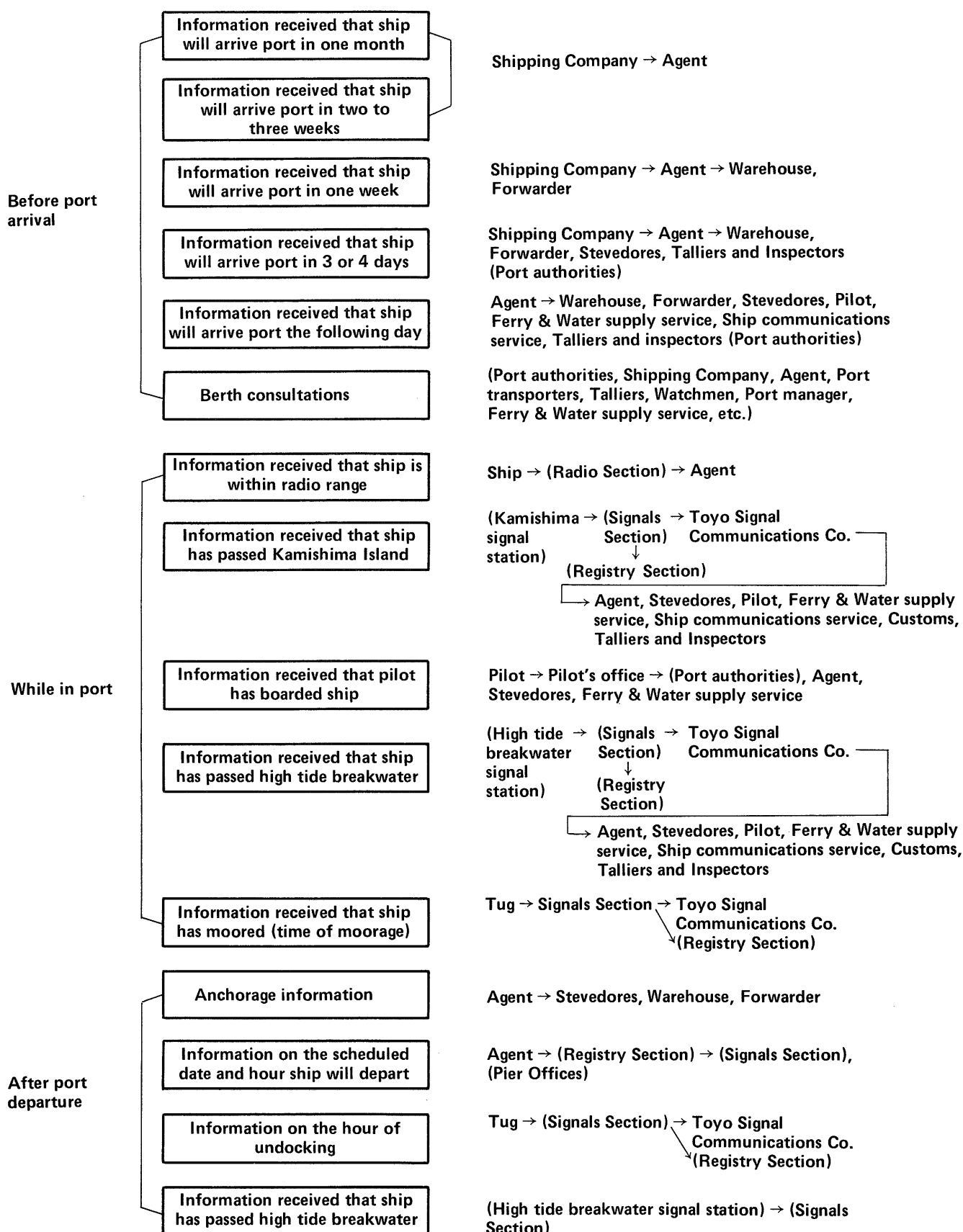
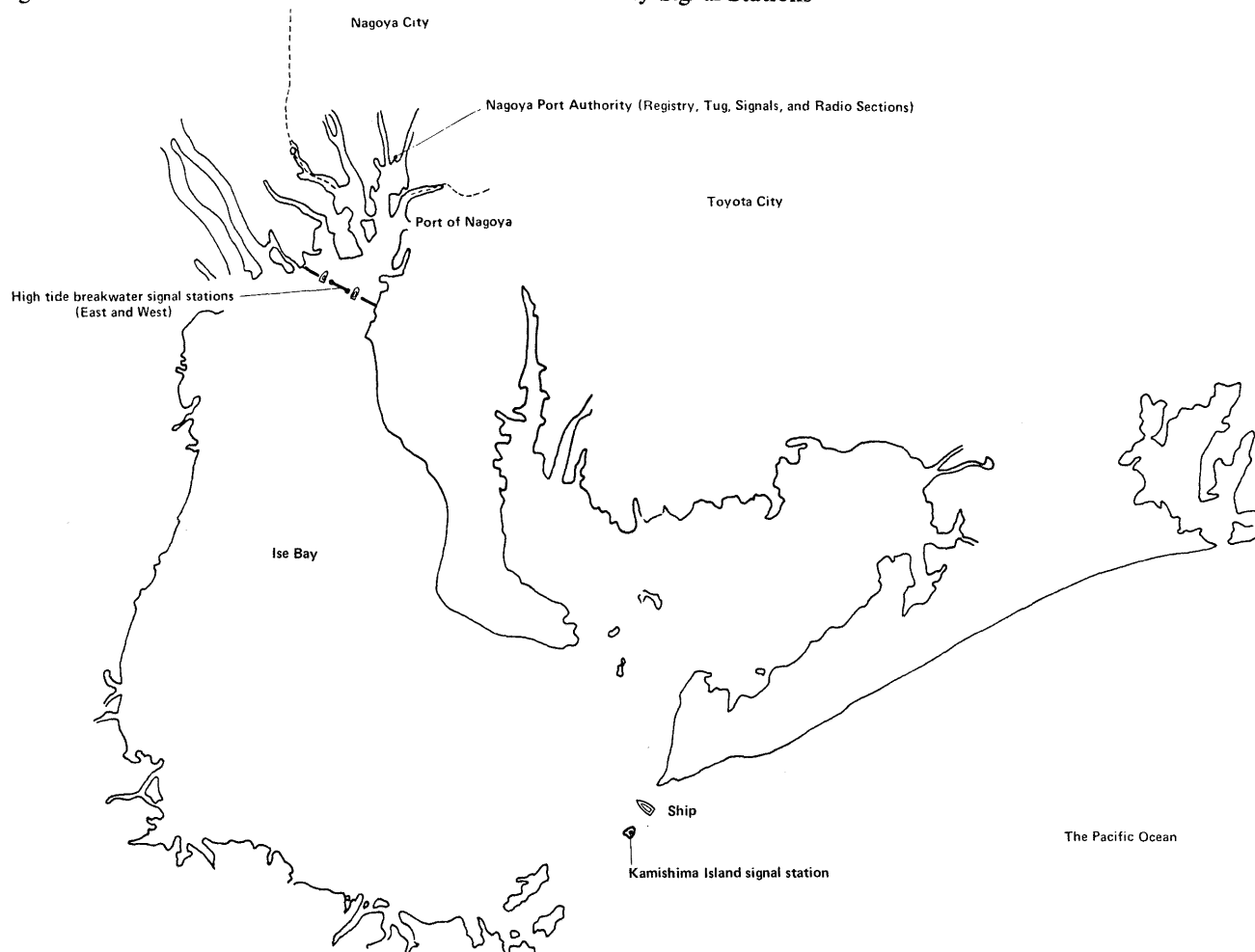


Table 1. Transmission Routes for Navigational Traffic Information



Note: The items within parentheses are branches of the Nagoya Port Authority.

Figure 2. Port Entrance Route and Location of Port Authority Signal Stations

ADB approves \$54 million loan for 2nd Incheon Port development project

The Asian Development Bank recently approved a \$54 million loan from its ordinary capital resources to the Republic of Korea for the Second Incheon Port Development Project.

The Project, which is the first phase of an 11-year (1980-90) three-phase development of Incheon Port recommended in a recently-completed Bank-financed feasibility study, will increase the annual cargo handling capacity of the Inner Harbor by more than 3.6 million tons by the end of 1983, the anticipated date of completion of the Project. This would enable the Port to handle the projected growth of general cargo through 1987, and that of dry bulk and scrap metal cargo through 1991.

The total cost of the Project is estimated at \$103 million, of which the \$54 million to be financed by the Bank loan is the foreign exchange component. The loan, at an interest rate of 8.1 per cent, will be repaid over 24 years, including a grace period of four years.

This is the Bank's second loan for the development of Incheon Port. The first loan of \$16.3 million was approved in June 1973 and was completed in 1978.

Another record year for Port Kelang

The volume of cargo handled at Port Kelang in 1979 reached an all time high of 6.59 m tonnes. This was a 12.5% increase over the 5.86 m tonnes handled in 1978.

The upward trend for containerised cargo continued during the year. A 20.4% increase was registered in the volume of containerised cargo handled, which hit the one million mark at 1.07 m tonnes. Containerised cargo for 1978 was 889,613 tonnes.

16% of the cargo handled at Port Kelang was containerised.

Containerised cargo consisted of rubber, frozen goods, timber, chemical, machinery and component parts, plastic and household goods.

A total of 117,281 TEUs were handled at the terminal. 73% of the boxes were FCL boxes and 27% LCLs. In terms of export and import boxes, 59,513 TEUs were import boxes and 57,768 export TEUs.

Exports through the port totalled 3,082,097 tonnes which formed 47% of the total tonnage handled. Imports were 3,514,828 tonnes. Although imports exceeded exports by 432,731 tonnes, the high prices enjoyed by 3 of the country's major primary commodities rubber, timber and palm oil — boosted export earnings. Exports through Port Kelang were valued at \$5,620 m, while value of imports was

\$5,401 m. Out of the total export cargo of 3,082,097 tonnes, 2,226,812 tonnes or 72% were dry cargo and 855,285 tonnes (28%) were liquid cargo.

A total of 3,816 vessels, totalling 30 m g.r.t. moved through the port. There was a decrease of some 27 ships compared to 1978. However, the average tonnage handled per ship had increased. In 1978 average tonnage handled per ship was 1,523 tonnes. This had increased to 1,729 tonnes in 1979.

Port Kelang is forecasted to handle a total of 6.93 m tonnes of cargo in 1980, of which 3.29 m tonnes will be export cargo and 3.64 m tonnes imports.

The number of TEUs is expected to be in the region of 134,458.

4,179 ships are forecasted to call at Port Kelang of which 450 will be container vessels.

U.S. visitor praises Auckland Harbour Board planning

The structure and planning activities of the Auckland Harbour Board will be used as a model by Cityside Incorporated, an organisation funded by the U.S. Federal Government to investigate redevelopment of the older waterfront areas of the city of Wilmington, Delaware, U.S.A.

The Port of Auckland was recently visited by Mrs. Sally O'Byrne of Cityside Incorporated as part of a study of waterfront and harbour activities. She was impressed with the Auckland Harbour Board's planning and concern for orderly development and controls.

"The fact that you have a Harbour Board that is separate from other city agencies means that you have a group whose primary concern is the harbour and whose interests won't get distracted by other city problems," she wrote to the Board.

A system of waterfront planning and controls based on Auckland's will be recommended by Mrs. O'Byrne to the Wilmington City Council to overcome problems inherent in that port's multiple ownership of waterfront property.

World Bank to fund Philippines ports project

The World Bank has agreed to support a \$167 million ports project for the Philippines with a loan of \$67 million. Improvement of the ports of Cagayan de Oro, Cebu, Iloilo, and Zamboanga is expected to increase productivity by reducing congestion, cargo losses, and handling costs. The project will provide additional cargo working areas and deepwater berths to handle growth in break-bulk cargoes and in container traffic. The four ports are expected to handle nine million tons annually by 1990.

Northland forestry port study favours Marsden Point

Marsden Point, just south of Whangarei, has been recommended as the deep-water port for the export of Northland's forest products. Development of the port could take six years and is estimated to cost about \$50 million.

These are major points arising from the Northland Forestry Report Study, a comprehensive report which has

taken a year of research and compilation. In his foreword, the Chairman of the Steering Committee, who is also chairman of the Northland Harbour Board which instigated the study, Mr. J. Carney, said: "Northlanders now have a document which will permanently influence the development of the region. I sincerely hope you find the report encouraging in its optimistic view of the future."

The report made a strong case in favour of Marsden Point over the two other possible choices, Opuia and Whangaroa. The working committee took economic, social and environmental grounds into account in reaching its decision.

Development of Marsden Point would include a 17-kilometre rail link with Oakleigh, on the North Auckland line, at a cost of \$11 million and a \$2 million development of terminals and yards.

Major points favouring the recommendation that Marsden Point be selected included the fact that it was much closer to existing port facilities and the Northland Harbour Board's maritime plant.

In his foreword to the survey, the Chairman of the NHB, Mr. Carney, mentions that in 1978 the Northland Regional Development Council issued its "Northland Resources Survey" in which it was forecast that large tonnages of timber would start to become available for export in the 1980/90s. Since the survey was published, large areas of land had been purchased for forestry planting and the future of the industry depended on the siting of an adequate port.

"Although the Northland Harbour Board would obviously be deeply involved in the port selection, the Board recognised that it did not have the necessary expertise to fully investigate such a complex system. Therefore it was decided to initiate the formation of a Forestry Port Steering Committee, which in turn nominated a Working Committee.

"I was adamant that under no circumstances would there be any parochialism on the committees . . . All systems had to be examined impartially." In consequence, all members of both committees were selected from governmental and regional bodies with appropriate interests and expertise.

Harbor view on new stamp: Wellington Harbour

An outstanding view of Wellington Harbour features in a new scenic stamp issue released in this, the Board's centennial year.

The 30 cent stamp — one of four in the large harbour series — depicts a general view of the harbour and its surrounds and includes the Thorndon Container Terminal, Queens Wharf, and the Taranaki Street and Overseas Passenger Terminals.

They were released by the Post Office on June 4 and are expected to remain on sale until June 2, 1981.

Ports of Sri Lanka



Mr. Wimal Amarasekera, Chairman & Chief Executive, Sri Lanka Ports Authority.

Three major ports of Sri Lanka viz. Colombo, Galle and Trincomalee, are being administered by the Sri Lanka Ports Authority.

Major port	Location	Harbor area (hectares)
COLOMBO	on the West Coast	240
GALLE	on the South West Coast	320
TRINCOMALEE	on the North East Coast	2023

The Port of Colombo with its alongside berthing facilities, modern type pillar-less Transit Sheds, wide Quays, latest cargo handling equipment and other modern facilities for fast moving of cargoes, is the principal Commercial Port of the country.

Ports of Galle and Trincomalee are natural harbours and are mainly used for country's exports.

The Sri Lanka Ports Authority was established on 1.8.79 by Act of Parliament No. 51 of 1979 to integrate and co-ordinate port activities, to unify management, cargo handling operations, Engineering, Maintenance and Development. These activities were earlier performed by 3 state run institutions viz. the Port (Cargo) Corporation, the Colombo Port Commission and the Port Tally & Protective Services Corporation. The new Ports Authority streamlined the functions and services to avoid overlapping and duplication of work. This step has brought the Sri Lanka ports in line with other developed ports in the region.

The objectives and duties of the Ports Authority are to —

- provide efficient and regular service for stevedoring, lighterage, shipping and transshipping, landing and warehousing, wharfage, supply of water, fuel and electricity to vessels, for landing petroleum, petroleum products and lubricating oil to and from vessels and between bunker depots, for pilotage and mooring of vessels, for diving and underwater ship repairs and any other services incidental thereto;

- provide efficient and regular tally and protective services;
- regulate and control navigation within the limits of the approaches to, etc.
- maintain port installations and to promote the use, improvement in development of the specified ports etc.

The Authority consists of 9 members.

Mr. Wimal Amarasekera of the Sri Lanka Administrative Service, heads the newly-formed Sri Lanka Ports Authority, which is one of the largest public Corporations in Sri Lanka with a work-force of over 22,000 employees.

Historic arrival, 1,000th container ship to visit Wellington



The 1,000th container vessel to call at the Thorndon Container Terminal was achieved by the arrival of "Australian Exporter" on 30 May 1980.

The first vessel to berth at the Terminal was the "Columbus New Zealand" on 19 June 1971, four days after the Terminal was officially opened by the Prime Minister of New Zealand.

The Board's massive modernisation programme with the commencement in 1966 and completion recently of the \$35,000,000 Terminal has changed the method of handling cargo of this port with today 25% now handled by container ships. Last year 168 container vessels called at the port carrying 1,380,000 container tons of cargo, with a total of 85,300 20 foot container crane movements. The port is served by 45 regular container ships linking Wellington with all major world container ports. It is fitting that this in the Board's Centennial year and also less than 10 years since the arrival of the first vessel the 1,000th container ship has now called at the port.



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