

PORTS *and* HARBORS

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The 12th Conference of IAPH marking the 25th Anniversary

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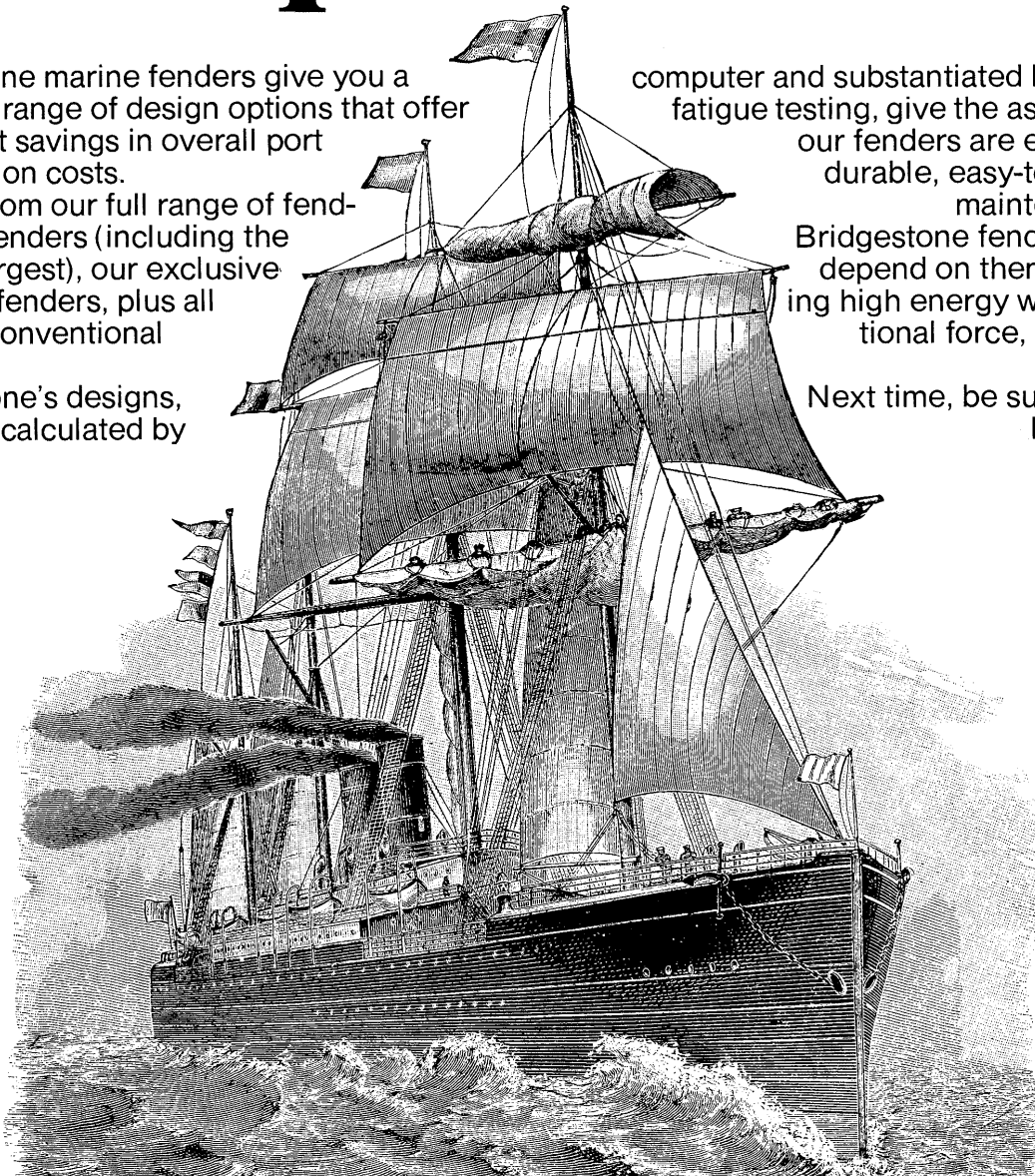
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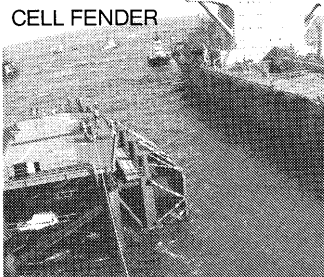
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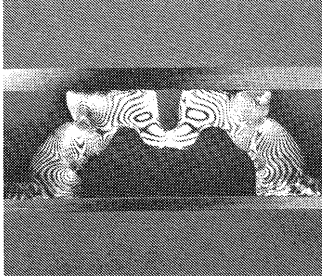
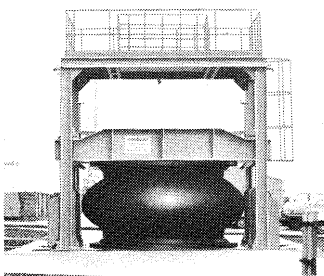
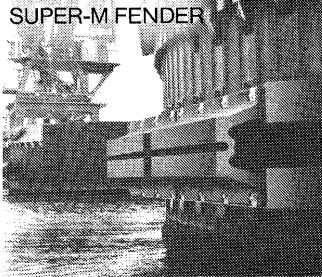
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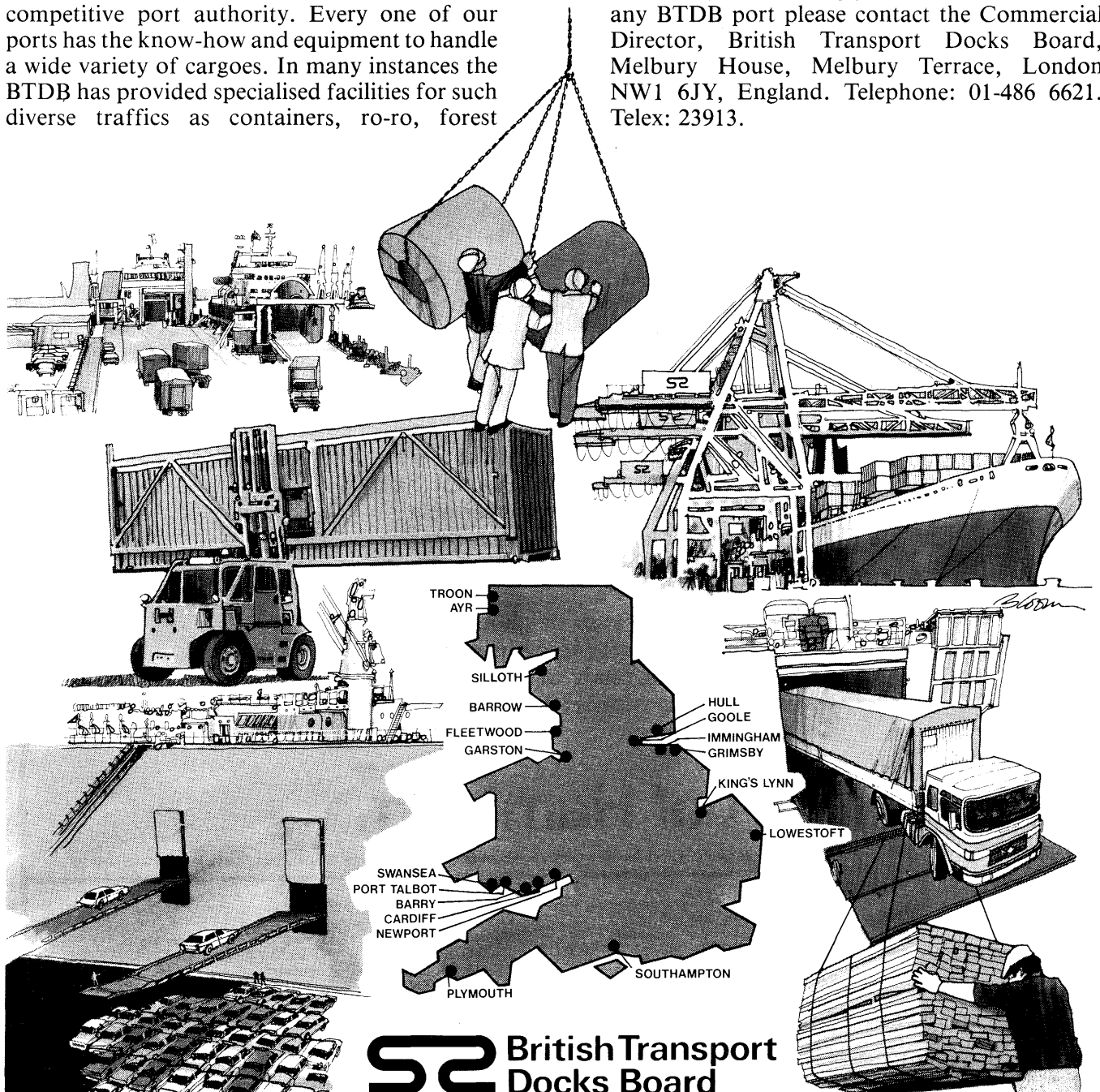
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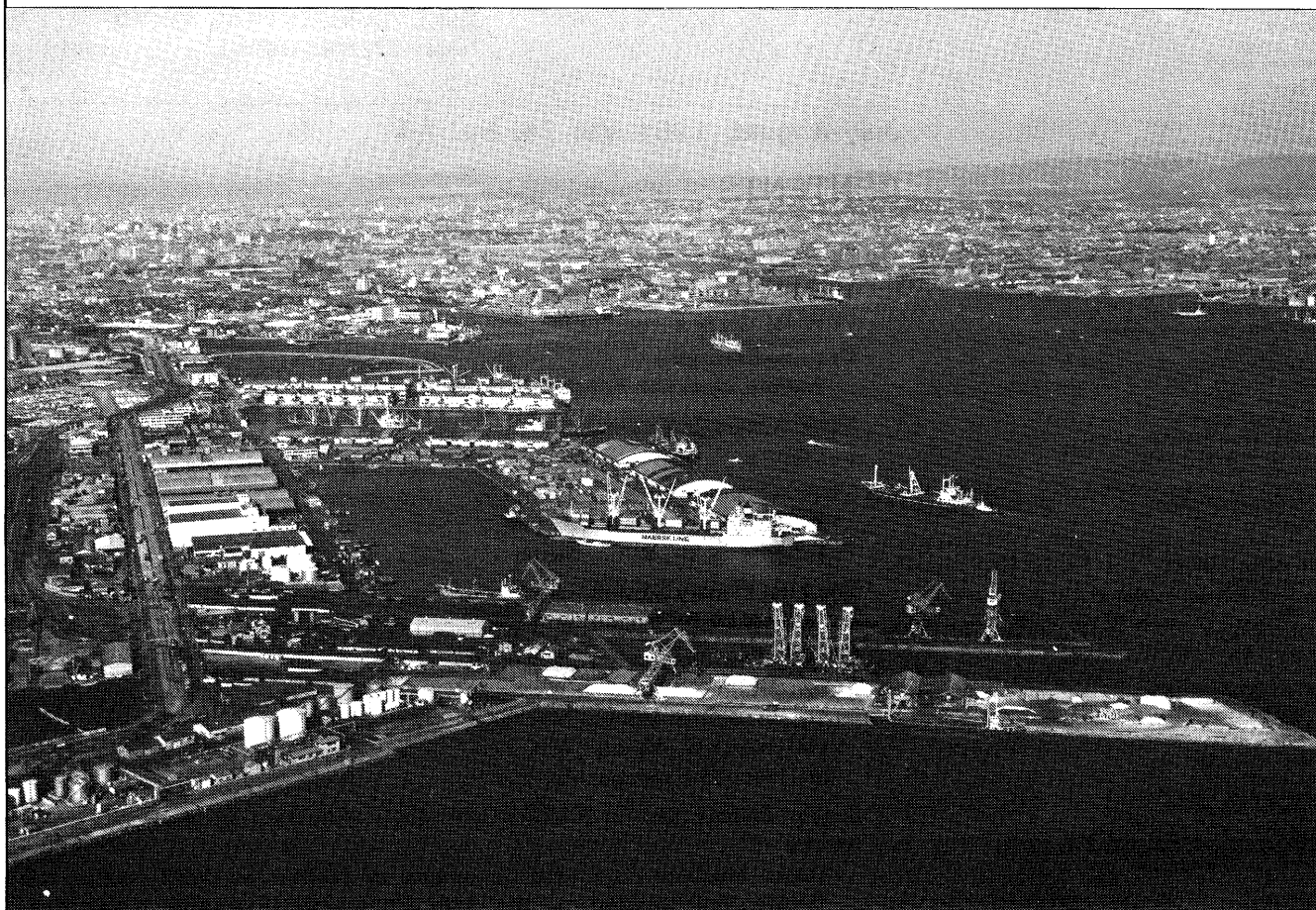
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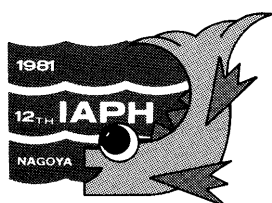
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IAPH announcements and news

The 12th Conference at Nagoya

IAPH confirms the role of ports in their
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12TH CONFERENCE / 25TH ANNIVERSARY OF THE IAPH
国際港湾協会創立25周年第12回総会
Port Contribution to Human Prosperity
MAY 23-30 1981 NAGOYA



H.I.H. Prince Takamatsu officially declares the Nagoya Conference open.

The 12th Conference of our Association celebrating the 25th anniversary of its founding and whose theme was 'Port Contribution to Human Prosperity' was held between May 23-30, 1981 at the Nagoya Kanko Hotel, in Nagoya, Japan's fourth largest city with Nagoya Port Authority as the conference host.

Every past conference, convened in different cities in different countries, has been unique in its way of dealing with the problems facing the ports of the world and every host has managed to make such conferences meaningful and enjoyable events. Consequently conference participation has been steadily increasing but the Nagoya Conference which was also planned to celebrate the 25th anniversary of the Association, was a record breaking event in every way,

not only because of the largest number of participants ever, but also because of the enormous volume of studies, and the many discussions and exchanges of views which took place.

Altogether 810 participants attended the Conference in Nagoya from 62 countries and 1,130 pages of reports and papers were presented for the delegates' deliberations. To deal with these voluminous documents and Association matters, 43 sessions were programmed in the form of plenary sessions, Board and Committee meetings, working sessions, open symposia, etc. throughout the conference, between which the delegates diligently participated in the special functions and receptions commemorating the Silver Jubilee or in other social events prepared by the host port.



IAPH Officers, Conference Hosts and Delegates stand for the national anthem.

President Bastard alone made 33 different addresses at various occasions during the conference.

Thus the Nagoya Conference was an event with great and unprecedented significance which marked an epoch in the Association's history as it will be so recognized by both the Association members who will look back on it in the future and also by the readers of the features presented in this edition.

Opening Ceremony

On Monday, May 25, 1981, just before 9 o'clock, the 12th Conference of IAPH was about to be officially opened in the Main Conference Hall "Nago" of the Nagoya Kanko Hotel and the delegates and ladies were already assembled and seated there. Mr. Kiyoshi Ito, Master of Ceremonies announced that Their Imperial Prince and Princess Takamatsu would arrive soon and the delegates stood up to receive the royal guests. At 9 a.m. sharp, the delegates saw the royal guests appear in the entrance of the hall, ushered by the Conference President and the Governor of Aichi Prefecture Mr. Yoshiaki Nakaya, and march up to the dais to take their royal seats. At that moment the Aichi Prefectural Police Band started playing "Kimigayo", the national anthem.

Mr. Nakaya, the Host President then introduced the royal guests to the audience and requested H.I.H. Nobuhito Takamatsu, the Patron of the 12th Conference, to open the conference, who then delivered his opening address (see page 10).

Then followed addresses by Mr. Masajuro Shiokawa, Minister of Transport, Japan (see page 10), and by Mr. Masao Motoyama, the Mayor of Nagoya City (see page 11) and by Mr. Yoshihiro Inayama, the Chairman of the "IAPH 12th Conference & 25th Anniversary Promotion Council" and President of Japan Federation of Economic Organization (known as "Keidanren") (see page 11). Mr. Fumio Kohmura, the Conference Chairman then introduced dignitaries and the messages received from friendly organizations including those from: IMCO, ICC, OECD, INTER-TANKO, IAASP, ADB, ICHCA, PIANC, IALA, The 10th Congress of North-European Harbourmasters, International Association of Classification Societies, ICS, ESCAP and BIMCO.

Next, President Bastard received the first issue of commemorative postage stamps, specially issued for the occasion, from the representative of the Ministry of Post and Telecommunication and also 1,000 packs of the commemorative cigarettes from the Japan Tobacco Public Corporation. All delegates received, too, a special folder of these stamps and a pack of the commemorative cigarettes

after this ceremony.

Mr. Bastard, then, proceeded to the rostrum and delivered his presidential address (see page 12).

It was a quarter to ten when Mr. Bastard finished his speech and this was the end of the first phase of the Opening Ceremony which was followed by the Silver Jubilee Ceremony.

The royal guests then left the conference hall amid to the very enthusiastic applause of all delegates.

The Silver Jubilee Ceremony

Immediately after the royal guests had left the hall, the audience noted that the hall became dark and a screen descended from the ceiling.

While various re-arrangement were being made to the stage, a slide presentation of the memorial services for the late Mr. Gaku Matsumoto and the late Dr. Chujiro Haraguchi, attended by the Officers and the guests prior to the conference opening, took place. The delegates were all deeply impressed when the Officers paid tribute to each of the IAPH Fathers in Tokyo and in Kobe with the dedication of their memorial monuments following traditional Buddhist style.

After the slide presentation, the recipients of the silver jubilee commendations took their seats on the stage which had been re-arranged for this ceremony. Out of the 13 individuals of meritorious service to the Association whose commendations had been resolved earlier, 10 people were able to actually attend this ceremony. They were Admiral C.G. Manuel Zermeno Araico from Mexico; Dr. Jen-Ling Huang from Florida, USA; The Rt. Hon. Viscount Simon from UK; Mr. Bernard J. Caughlin, Los Angeles,



The ten recipients of the Silver Jubilee commendations—from left, Messrs. Zermeno, Jen-Ling Huang, Simon, Caughlin, Nutter, Rooney, Howe, Kinyanjui (standing), Tsuboi and den Toom.



Admiral C.Z. Zermeno Araico is the first to be commended with a silver medal and scroll.

USA; Mr. Ben E. Nutter and Mr. J. Kerwin Rooney, Oakland, USA; Mr. Howe Yong Chong, Singapore; Mr. P.K. Kinyanjui, Kenya; Mr. Gengo Tsuboi, Japan; and Ir. J. den Toom, Amsterdam, the Netherlands.

To open the Silver Jubilee ceremony, President Bastard made the following address.

"Twenty-five-year-rings later, the young seedling that germinated in the minds of a few wise men has now taken deep root, and its numerous branches extend in all directions. This tree is the IAPH.

Just as every tree needs sunshine and nourishment especially during its youthful growth, and occasional support as the time of earth-shattering storms, so did this one.

But this tree was fortunate because every time it was in need of sustenance and its existence was threatened, it found willing supporters. But for the generous help of these benefactors, we would not be what we are today, a highly respected international organization with members in more than seventy countries. At the helm of this global vessel called IAPH, I feel extremely fortunate to be in a position to express on behalf of all of you our profound gratitude to these benefactors of our organization who continue to share our goals."

Following his address, President Bastard read aloud the words of the commendations exquisitely written on scrolls, each of which was presented with a silver medal to the recipients through the hands of three "Miss Nagoyas" who were dressed in beautiful kimonos. Their elegant assistance in delivering the scrolls and medals one by one to the respective recipients and the stage lighting served to make this a very beautiful ceremony to watch.

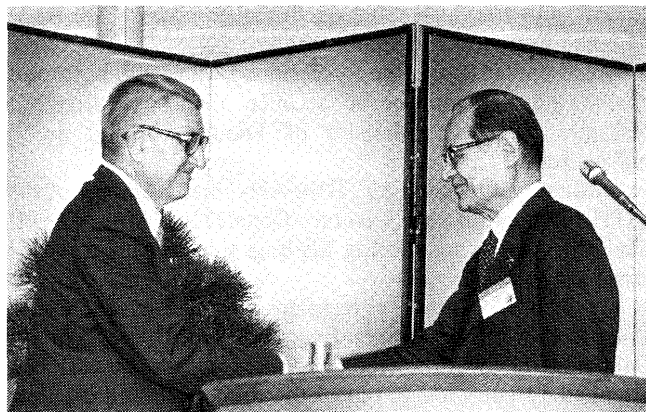
At the end of the commendation, the M.C. announced the recent death of Sir Leslie Ford, UK, who has been expected to come to Nagoya to receive this honor and the delegates made a silent prayer for him and also for all other deceased members who had made an outstanding contribution to the Association.

Then Viscount Simon, on behalf of the recipients, made a commemorative address (see page 13) and impressed the audience with his correct and noble presentation of a sonorous speech that was more than appropriate to mark the Silver Jubilee of the Association.

Next, Mr. Toru Akiyama, President of the IAPH Foundation, presented, in an elaborately wrapped deed in Japanese style, a donation of US\$100,000 to be devoted to the furtherance of the activities of the IAPH Special Port Development Technical Assistance Fund and which in particular is to be directed towards the technological education and training of personnels from developing ports.

At the left hand side of the stage, there were three gentlemen who were not well known to IAPH members. They were the representatives from three organizations who had contributed a substantial donation to the IAPH Foundation which was established to financially help IAPH. On the occasion of the Silver Jubilee ceremony, the Association decided to express its thanks to these benefactors and that was why their representatives were invited to this ceremony. The recipients of Scrolls of Appreciation from IAPH were: The Japan Shipbuilding Industry Foundation, The Japan Maritime Development Association and the Japan Maritime Foundation.

And finally, Dr. Hajime Sato, Secretary General delivered his address by thanking the delegates for their long-time support and cooperation given to him and his



Mr. Toru Akiyama, President of the IAPH Foundation (right) shakes hands with Mr. Bastard, IAPH President, after his donation of US\$100,000 to the IAPH's Special Port Development Assistance Fund.



Three benefactors to the IAPH Foundation, from left, Mr. Awasawa, President of the Japan Maritime Foundation, Mr. Arita, President, The Japan Maritime Development Association, Mr. Usuki representing Mr. Sasakawa of the Japan Shipbuilding Industry Foundation.

staff in running the Association's Head Office and at the same time stressed that he and his staff were determined to serve the further development of the Association towards a greater contribution by ports of the world to human prosperity.

Silver Jubilee Luncheon

Following cocktails, the Silver Jubilee Luncheon sponsored by the IAPH Foundation was held at "Nago" Room of the Nagoya Kanko Hotel. All delegates and guests, who were still excited from the morning's ceremonies, were



seated, with the main table on the stage reserved for those who had been honored that morning.

Much applause was then occasioned when 200 bottles of champagne were opened all at once, then soon after Mr. Masajuro Shiokawa, Minister of Transport stood up to make a toast.

During the luncheon Mr. Toru Akiyama, President of the IAPH Foundation and Secretary General Emeritus of IAPH made his speech recounting his long time service to IAPH (see page 15).

Mr. Ben E. Nutter, a recipient of the Silver Jubilee Commendation and former Executive Director of Port of Oakland, USA, was the second speaker, who, as he said, had attended 11 conferences out of the total of 12 and that few others were able to make such a high score of attendance to the past conferences (see page 16).

During the luncheon, the Association was presented with a beautiful crystal decanter from the International Association of Lighthouse Association and their representative Mr. Mathews presented it to President Bastard.

The luncheon also included the presentation of memorial gifts from the Foundation President to the commendees.

It was just two o'clock in the afternoon when the delegates left the hall for the afternoon session.

Address by Mr. Masajuro Shiokawa, Minister of Transport



Allow me to offer my warmest congratulations to the International Association of Ports and Harbors on the opening of this 12th conference which is graced by the presence of Their Imperial Highnesses Prince and Princess Takamatsu, and on the 25th anniversary of the founding of the Association.

World trade has increased fourfold over the past quarter of a century. This expansion has largely been made possible by ports and harbors in their role of promoting world trade and the development of industry and the economy.

The International Association of Ports and Harbors was created through the dedication and efforts of its founding fathers and has grown from its original 15 member countries to the present 73 countries, reflecting the development of world trade. An international organization involving world port authorities and others in related fields, the IAPH has done much to foster the development of world ports and ultimately international goodwill through the exchange of views and information on such problems as containerization and many other issues in the development, management and operation of ports and harbors.

I would like to express my sincere admiration for all

Address by H.I.H. Prince Takamatsu, Conference Patron

Ladies and gentlemen,

It is a great pleasure for me to have the honour to attend the Inaugural Ceremony of the 12th Conference of the International Association of Ports and Harbors today, marking the 25th Anniversary of its founding, and personally meet you who represent the ports and harbors of the world.

In response to the requirements of diversified present society, the ports and harbors of the world are playing an increasingly vital role by means of linking seaborne and land transportation, serving as foundations of regional development, enriching the living of people, and thus contributing to world peace through international flow of trade.

It is therefore most significant and timely that this Conference should be held in Nagoya, Japan, under the theme of "Contributions of Ports and Harbors to the Prosperity of Human Life".

In order that the ports of the world may smoothly function and develop towards the realization of their objectives, endeavors should be made to further promote international understanding and cooperation. Accordingly, I sincerely hope that the members of your Association, on the basis of your ample experiences and the cooperative system you have built up during the past 25 years, will strengthen efforts in the coming quarter of the century for the development of world ports and the promotion of international goodwill and friendly relations.

Trusting that through your frank and lively discussions, this Conference will deepen mutual understanding and achieve fruitful results, I hereby declare the 12th General Conference marking the 25th Anniversary of the inauguration of your Association open.

Thank you.

those associated with this organization for their unstinting efforts which have made the IAPH what it is today. Obviously, ports and harbors represent nodal points between land water transport. We must endeavor to improve port facilities and services, not only our own but also those of our trading partners, so that these facilities and services can fulfil their functions properly. Ports and harbors will need to perform new roles that are in keeping with the changed economic and social conditions of a new age. In the world we live in today, we are faced with increasing acute problems of resources and energy, the North/South question and a host of other intractable issues. Resolution of these problems will entail greater international collaboration in improving port facilities and their management. It is to be hoped that the IAPH will play an increasingly important role in this regard in the coming years.

In this connection I am convinced that this conference will produce much that is profitable through active discussions among its distinguished and knowledgeable partici-

pants.

As you are all aware, Japan is a small island nation lacking in natural resources. Most of our industrial and economic activity depends on trade with other countries. Hence, our ports and harbors are very close to the life of our nation and the Japanese place very great expectations on them. The Government of Japan has been undertaking systematic improvement of Japan's port facilities under a series of five-year plans. The Port of Nagoya, which is hosting this conference, is one of the foremost Japanese ports to have undergone such improvements and has become, as a result, one of the major ports of the world.

I hope your visits to the Port of Nagoya and the Ports of Kobe and Yokohama after this conference will give you a greater understanding of Japan's leading ports.

In concluding my remarks I would like to express my sincere appreciation to the IAPH Secretariat, the Conference Organizing Committee and the Nagoya Port Authority for their efforts in holding this conference. I would also like to extend my best wishes for the health of, and stronger ties of friendship among, everyone present at this conference. *(original in Japanese)*



**Address by
Mr. Masao Motoyama,
Mayor of Nagoya**

Your Imperial Highnesses, your excellencies, distinguished guests, ladies and gentlemen. On the occasion of the 12th conference marking the silver jubilee of the International Association of Ports and Harbors I would like to express my deepfelt congratulations and also extend warm welcome to you on behalf of the people of Nagoya.

International Association of Ports and Harbors was founded a quarter of a century ago in November of 1955 at the initiative of some concerned members of the Japanese Ports Association which met warm support from ports and harbors in other parts of the world. As mayor of the city, it is a matter of great pride and joy to be able to host this 12th and silver jubilee conference in our city of Nagoya.

Nagoya is a city that has an old tradition that grew around the castle, the Castle of Nagoya. As the central core city of the Chubu economic district which is the third largest economic sphere or economic area in Japan, recent development of the city has been indeed remarkable especially as a result of an aggressive urban planning program executed after the war. Nagoya has gained a reputation as a modern city having features of both an old historic tradition as well as an appeal of a modern metropolis.

There is no doubt that the Port of Nagoya which is situated in the southern part of the city of Nagoya has played a central role in the economic development of the city itself. Today the Port of Nagoya has grown to be one of the largest ports not only in Japan but also in the world as well, handling over 110 million tons of cargo annually. However, the history of the modern Port of Nagoya is not a very long one.

When the Port of Nagoya opened 74 years ago, not a few

people were apprehensive about its future because our port is not a naturally endowed port. However, such apprehension has proven to be unnecessary as our port has grown to be able to welcome and host such an auspicious occasion as this one.

In recent years Nagoya has been making efforts to gain more international community and the fact that we have the Port of Nagoya in the city and also the holding of this conference at this time, marks an event of great significance for internationalization of the city of Nagoya. As you know Nagoya running for Olympic Games in 1988 to be the host city and we are making utmost efforts to realize this dream of ours.

We hope the success of this 12th conference will greatly help us in our successfully inviting the Olympic Games to Nagoya in 1988. I would, if I may, like to ask your support and consideration in this regard.

The month of May is the best time of year weather-wise in Nagoya and I know you are busy, however, I hope you will take time to see the city carefully to bring back good memories of this occasion.

In conclusion, I would like to hope that the week ahead is a meaningful and fruitful one for the International Association of Ports and Harbors. And finally, repeat my words of welcome to you all once again. Thank you very much. *(original in Japanese)*

**Address by Mr. Yoshihiro Inayama,
President of the IAPH 12th
Conference and 25th Anniversary
Promotion Council**

It gives me the greatest honor to be able to say a word of welcome as the President of the IAPH 12th Conference and 25th Anniversary Promotion Council at the opening of the 12th Conference of the International Association of Ports and Harbors, in the presence of Their Imperial Highnesses Prince and Princess Takamatsu as well as distinguished representatives of ports and harbors from around the world.

Allow me to express my deepest respect for the efforts the IAPH has made in becoming one of the most authoritative international organizations representing ports and harbors in the world, and winning the honor of serving as an advisory organ to the United Nations as well as for its major contributions to the development of ports and harbors and to the promotion of world trade through cooperation with international maritime organizations.

I understand that the inception of the International Association of Ports and Harbors dates back to the international conference on ports and harbors held in Kobe in 1952 at which His Imperial Highness Prince Takamatsu gave the opening address. That conference was proposed by the great pioneers of the Association, Mr. Gaku Matsumoto and Dr. Chujiro Haraguchi, with the cooperation of those inside and outside Japan who sympathized with the lofty and humanitarian philosophies of the two pioneers their ideals bore fruit and led to the formation of the magnificent organization we know today. I must express my sincere respect and appreciation all individual members for their untiring efforts.

When we look back at the socio-economic developments of Japan, it is not an overstatement to say that such development would not have been possible without the existence

of ports and harbors which played an important and leading role not only in internal and external trade but also in regional development. The world economy has entered a slow growth period. To seek steady improvement in the living conditions of the people of the world, first requires enhanced international exchange based on free and open trade and a spirit of cooperation. In this sense I am confident that further development of the International Association of Ports and Harbors will greatly contribute the development of the international community at large.

The city of Nagoya to which we welcome you all is the third largest economic center of Japan following that of Tokyo and Osaka. This Nagoya area is a region blessed with plentiful natural resources and vast potential for future development. I deem it extremely significant that we were able to welcome this conference to Nagoya.

In closing may I wish you every success of this conference in achieving its objectives in a friendly atmosphere. Thank you very much. *(original in Japanese)*

Address by Mr. Paul Bastard, President of IAPH



Your Imperial Highnesses, Your Lordship, Your Excellencies, distinguished guests, fellow colleagues, ladies and gentlemen:

Here we are on the threshold of the 12th Conference of IAPH characterized by an outstanding brilliance due to the celebration of the 25th Anniversary of an Association to which our attachment is deep-seated.

The Conference is enhanced by the presence of His Highness Prince Takamatsu and the presence by his side of the Princess enraptures us as, in the minds of people throughout the world, the Japanese tradition of continuity and true deference to past institutions has always done.

I really feel honoured by the privilege of being the President of the Association at this Conference which will remain an outstanding event in years to come: our Association which began life in your country, is hosted in Japan for the second time in its history.

In 1967 I attended the Tokyo Conference and I had already been able to appreciate greatly the perfection of the Japanese organization and the unwearying, constant and efficient dedication shown by the port and shipping managers of this country.

Since we are celebrating today the 25th Anniversary of IAPH, I wish to take the opportunity afforded to me to convey to our Japanese friends all our thanks and admiration for the work they have done, especially during hard times when monetary problems threatened the very survival of the Association. Our unanimous gratitude is owed to you Mr. Akiyama—who successfully and with brightness kept the great flame of IAPH burning strongly.

I need not add how we are happy to see that year in year out since it was established IAPH has grown, and strengthened through the ever closer and ever more friendly bonds between its members. Our international port community

has never been so strong, and so consistent as today. This is witnessed on one hand by the unquestionable success of our membership campaign and on the other hand by the adoption of the very theme of the 12th Conference 'Port Contribution to Human Prosperity' which illustrates so well the influence we have both in international economy and in the welfare of people.

My address is directed to our present hosts. After having a close eye on the organization work of the 11th Conference in Le Havre, some two years ago, I know that the mere holding of this Opening Ceremony does mean a gigantic amount of work. Thousands of details have to be considered. Scores of people have worked without respite with a view to everything being perfect. Here again, and quite sincerely, with warmth and admiration, I must convey our heartfelt thanks to all those who over the past two years have worked towards the holding of the Conference and more particularly to Mr. Nakaya, Host President and to Mr. Kohmura, Conference Chairman.

Speaking for myself, and in the name of the Association, I wish to take my hat off to the Head Office team. I know how much I have persecuted them during the past few weeks in order to prepare as well as one can the work of our Conference. I know for certain that a good many of us present here today have heaped similar requests upon them. Dear friends of the IAPH Head Office, under the calm and mindful authority of Dr. Sato, your work, your effectiveness, your unfailing kindness make me feel full of admiration. Your competence and your dedication come close to religious fervor. Many thanks to you all.

Before I end this speech I would like to tell you also how we are pleased and proud to note today such a great number of ladies present at this opening ceremony. Ladies, your charming presence will give us the strength we need to give the Conference work an outstanding brilliance worthy of Japan's most beautiful pearls.

I am sure that the participants in the Conference are aware of the importance of our work and will contribute a great share to the different working meetings that are scheduled.

I whole-heartedly wish that—thanks to you all—the 12th Conference might hold a privileged place in the minds, in the hearts and in the memories of all the participants.

Thank you !



President Bastard shows the special box of commemorative cigarettes to the audience after being presented with 1,000 packs of them.

Commemorative Address by Viscount Simon at the Silver Jubilee Ceremony of IAPH

May I first be allowed, on my own behalf and on behalf of all the recipients of the Silver Jubilee Commendations this morning, to express sincere thanks to you, Mr. President, and to the Executive Committee for the honour you have done us, for the very generous words you have spoken, now reproduced on these beautiful scrolls, and for the handsome medals presented to us. I believe I shall be speaking for all of us when I say that if during these first 25 years we have been able to make some contribution—in my case some small contribution—to the successful growth of the Association, our reward has been found in seeing it grow to its present strength and influence.

May I also say that, whatever we may have done, the main responsibility for that growth lies with successive Secretaries General—with Mr. Matsumoto, with Mr. Akiyama and now with Dr. Sato—and with the devoted staff who have worked and now work in the Head Office. It is to them that the Association owes a deep debt of gratitude.

And now I have been singled out for further honour by being invited to deliver on this happy occasion a Commemorative Address. The achievements of our Association in its first 25 years have certainly given us all something to commemorate. How fitting it is that we should be celebrating our Silver Jubilee here in Japan, for it was in Japan that the idea was first conceived of an international association to embrace the ports and harbors of the world. The members gathered here today from all quarters of the globe can never adequately assess the debt they owe—we all owe—to the founder members. And particularly I would recall to you that great and wise man, whom I was proud to count as a friend as well as a colleague, Gaku Matsumoto.

Fourteen years ago, during the fifth Conference in Tokyo, on Mr. Matsumoto's retirement from the position of Secretary General which he had held with such distinction from the beginning, I described him as the father of our Association. And that is what he was, a wise and beloved father, whom we all admired and looked up to, and from whom we could always seek, and always find, advice on any problem.

A few days ago I was privileged to attend, with the officers of the Association and with others, the dedication of a memorial to him in the beautiful garden of the Gokokuji Temple in Tokyo. That memorial will stand to remind future generations of his achievement and of his outstanding personality. We in our generation are fortunate to have in our hearts our own vivid and unfading memories of this great and dear man.

The history of the Association, which has just been published, describes the difficulties he faced in those early years, but he was a man who believed that difficulties were put in our way in order to test our determination to overcome them. Gaku Matsumoto had a vision he was determined to pursue, and pursue it he did until it came to life in the International Association of Ports and Harbors.

There were, of course, many others who worked hard



with him in the task of bringing the Association into being. First among them I must name Dr. Chujiro Haraguchi, one of his earliest and most powerful allies. If Mr. Matsumoto was the father of the Association, Dr. Haraguchi I might call the favorite uncle. Many here will remember the active part he played in its affairs up to the time of his death five years ago, having been President from 1967 to 1969. A number of other founder members are happily with us this morning. I see, among my old friends Toru Akiyama, our indefatigable Secretary General Emeritus, Gengo Tsuboi, a tower of strength in the early days and still today, and from across the Pacific Ocean Bernard Caughlin. There are also here Dr. Kuroda, Dr. Hida and Mr. Yanagisawa. The preponderance of Founder Members from Japan reflect the contribution which this country has made not only to the initial stage of the project but also to its subsequent development.

This strong Japanese interest, which has meant so much to the Association, is further high-lighted by the continuing patronage of H.I.H. Prince Takamatsu, who honoured us once again as he has done in the past by his presence here this morning and by the speech he made to us.

Of those who collaborated in the early stages from the United States most have now passed on. The name of Dudley Frost, of John Davis, of Arthur Nordstrom, all old and trusted friends, will be remembered with gratitude and with affection. One of the Founder Members from across the ocean, who was also later the President from 1959 to 1961, Lloyd Menveg had hoped to be here but has not found it possible. I was so glad to see his name included in the list of those commended this morning for their services to the Association.

I have spent some time speaking of the founders, because it is their work which we especially commemorate today. But their work was not finished when the Association was successfully launched at that first meeting in Los Angeles in 1955. It had only just begun.

For Gaku Matsumoto's vision was not of a structure, however well designed, but of human activity to be carried

on within that structure. The structure was necessary but was not an end in itself.

The objects of the Association were formally set out in carefully chosen words in the original Constitution, and although the words have since been revised and an amended Constitution adopted two years ago, the broad aims remain the same as those which inspired the founders.

First, there is recognition of the fact that unimpeded flow of trade between nations is a prime necessity for the prosperity of all, and because for the foreseeable future the greater part of international trade will continue to be carried by sea, this requires efficient seaports. And so the Association's primary task at the practical level is to encourage the improvement of both the design and the operation of ports and harbors. This aim is pursued, as we all know, by the widest possible exchange of information, by studies in depth of particular problems and by providing, through the work of the Committee on International Port Development, help to those ports that need it, especially in the industrially less-developed parts of the world.

How successful have we been, in these first 25 years, in fulfilling this aim? I suggest that the answer will be found simply by noting the continuing increase in membership. Those who manage the ports of the world are hard-headed men (or in some cases women), even if they have to be a bit mad ever to take on the job! And so if more and more of them find the Association worth joining as indeed they do, I think we are entitled to say that the Association is successfully carrying out the intentions of the founders.

But beyond this, I believe there was another aim in the forefront of Gaku Matsumoto's thinking, an aim as important as the one to which I have referred, and in the long run perhaps even more important.

I do not know how long the seed had lain dormant in his mind, but we do know that it germinated in the years immediately following the dark days of the 1940's when so much of the world was plunged in misery. Is it fanciful to believe that it was the harsh and bitter memories of those days, shared on both sides of the ocean and elsewhere, that led to the inclusion in Article II of the original Constitution, which defined the objects of the Association, the words which I am going to quote?

The opening words of Article II were;

"The objects and purposes of this Association shall be (a) to associate its members from all countries together in the common cause of mutual international friendship and understanding;

and at the end of the same Article, after listing some of the direct practical intentions to which I have referred earlier, it reads

"... thereby promoting peace in the world and the welfare of mankind.

These words have been removed from the revised Article II as amended in 1979. I wonder why. Was this because it was thought that idealism had no place in a practical document like this? If so, speaking only for myself, I very greatly regret it.

These words, it seems to me, give expression to the thought which of all others dominated the mind of Gaku Matsumoto—the search for the road to peace. He believed, as I do and as I suspect we all do, that if people from all nations can be brought together to discuss their common problems in an atmosphere of friendly collaboration, it will be found that pre-conceived misconceptions will be

corrected, prejudices will be dissolved, and, should it be impossible immediately to reach a consensus on any particular matter, we can learn to agree to differ without wanting to hit the other fellow on the head. Have we not found in IAPH that this is indeed what happens?

So you may ask why do I consider it desirable to express this explicitly as one of our aims? Let me try to answer that question. A small group like ours, working in the restricted field of port operation, will benefit itself by following this path, but it cannot by itself influence world opinion. But there must be countless other small international groups, working in other restricted fields, who are following the same path and discovering the same truths. If we all publicly acknowledge our belief in these principles, we can surely hope in time to mobilise sufficient public opinion in all countries to go to our Governments and say, why cannot these methods, which we have found to work, be applied to the wider economic and political problems of the world?

Would this not be a better way than holding conferences which start with confrontation and so inevitably go on with confrontation? Would this not be better than negotiating complicated agreements which all too often the parties interpret in different ways and so all feel betrayed? Would it not be, if I dare say this, a better road to follow than seeking peace by mutually threatening destruction?

May I then express the hope that in the years to come, even if the Association has decided that it does not wish to make explicit reference in the Constitution to these matters, those guiding its activities will always bear them in mind and boldly declare that it is the aim of the Association to seek better international understanding and to promote peace in the world. That I am convinced is what Gaku Matsumoto would wish them to do.

Well, my friends, not many of us, and certainly not I, will be present at our Golden Jubilee in the year 2006. But the Association will continue, and those of us who must resign ourselves to missing all the fun on that occasion may, I suggest, take this opportunity to wish all the best to those who will be carrying on the good work. I hope there may be in this large company some few who will be able to attend the Golden Jubilee celebrations and to say, on that occasion, no doubt in a quavering voice "I was at Nagoya in 1981 and looking back then we had much upon which to congratulate ourselves, today we can record still greater progress in the task to which the Association was committed by its founders fifty years ago".



Lord Simon receives a silver medal and scroll of honor.

Address by Mr. Toru Akiyama at the Silver Jubilee Luncheon



Your Lordship, Your Excellencies, distinguished guests, President Bastard and fellow members, ladies and gentlemen:

A quarter-century has elapsed since the International Association of Ports and Harbors came into being at the Roosevelt Hotel in the motion picture capital of Hollywood.

Thanks to the unfaltering support of its members, it has grown to the point where it is celebrating its Silver Jubilee today in grand style.

It is my honor and privilege as one of its few surviving elder members to have been accorded this unforgettable opportunity to address you on this occasion. Longevity, as you may see, has its own special reward.

My first association with the IAPH dates back to one day in October 1951, that is, four years before it was established. I was, at that time, Vice Minister for Transport.

Mr. Gaku Matsumoto, then president of the Japan Port and Harbor Association, came to my office and after explaining to me the concept of the IAPH, discussed with me his plan to hold an International Conference of Ports and Harbors in Kobe in 1952 as part of the 30th anniversary observance of the association he was heading. He told me he had been assured of the support of Dr. Haraguchi, the incumbent Mayor of Kobe.

Deeply impressed by Mr. Matsumoto's views on the position in which Japan had been placed as a consequence of World War II and his opinions on the path our country should follow to survive, I promptly gave my approval to his project and pledged my support.

When I retired from government service in January 1952, Mr. Matsumoto kindly offered me one of the vice presidencies of the Japan Port and Harbor Association. He also asked me to attend the general meeting of the American Association of Port Authorities that was to be held in Washington in April and to encourage its members to attend an international conference in Kobe scheduled for the autumn of that year.

I went to the United States accompanied by my eldest daughter, Kazuko, then an 19-year-old college sophomore, who was to serve as my secretary. She is today Mrs. Kazuko Tatsuta, one of the few remaining people who have retained, like myself, their connection with the IAPH from its early days.

From then onwards, the IAPH grew to its present stature, albeit undergoing a number of vicissitudes. There are many entertaining anecdotes related to this period but my allotted time prevents me from telling them today.

We have, for this reason, prepared the book "IAPH—the First 25 Years" in both English and Japanese, and distributed it to you. Please take a look at it when you have the leisure to do so.

In the course of its development, the IAPH ran into a number of awkward situations that made us wonder aloud what we should do. Each time, however, a savior emerged

to lead us along a new path. It is those among us who are still alive who have been honored today. Their Certificates of Commendation detail their achievements, particularly in the early days of the IAPH. However, there are some who, before they could witness the present growth of the Association, left our world. Unforgettable among them are Mr. Nordstrom of Los Angeles and Mr. King of New York.

To Mr. Nordstrom, a lawyer, we owe our Association's Constitution and By-Laws. He was an extremely honest, hard-working person, known for his impartiality and unselfishness. He visited Japan several times and showed special interest in our legal thought, shaped by training in the principles of German jurisprudence while resting on a foundation of Oriental culture. Taking this factor into consideration, he toiled arduously in drawing up the draft of the IAPH Constitution and By-Laws. As we worked together for two days and two nights, going over the final draft article by article, he told me:

"Mr. Akiyama, my friend, we must fashion this so that the people of more than 100 nations will be able to look at it as their own home, guided by a spirit of friendship and equality . . ."

I can still remember how he closed his eyes and swung his pen like an orchestra conductor's baton after saying this.

Mr. King was the Director of Marine Terminals of the Port Authority of New York when I first visited the United States in 1950—the first foreign country I had ever set foot in. Everything was strange to me and I must have been goggle-eyed.

Mr. King was one of the people who impressed me most on that occasion. We were to meet again later when he was engaged in his labors to make this Association a worldwide organization. I recall, in particular, that when he was President, I advanced the idea of an "IAPH Head Office Maintenance Foundation" to help solve the financial difficulties then facing the Association. This concept, evolved to meet domestic constraints, was hard for non-Japanese members to understand but was readily accepted by Mr. King who steadfastly maintained his position in favor of it although an intense debate developed within the Association over its adoption.

I was deeply struck by his steadfastness and came to realize what it took to become regarded as a leader on an international scale and also perceived that such was the manner in which to exert leadership in a democratic organization.

As a result of Mr. King's decision, the Association was able to overcome its financial crisis and to become financially independent as it is today.

Finally, a person who must not be forgotten on the Japanese side is Mr. Ryoichi Sasakawa, President of the Japan Shipbuilding Industry Foundation, who has shown great understanding of the aims of our Association and has extended it his energetic cooperation. Unfortunately he was prevented by a previous engagement from being with us today.

His Foundation is engaged in various activities for social betterment by generously distributing its ample funds. Nevertheless, it cannot satisfy all the requests for aid it receives. However, when he realized the gravity of the financial straits facing the IAPH, he not only assumed the lead in establishing the "IAPH Foundation" but also contributed the 500 million yen we had requested, without any delay or reduction of the sum. Moreover, he volun-

teered to extend a large subsidy to finance these 25th Anniversary observances and thus greatly assisted us by providing part of the funds necessary for holding this Conference.

Thus it can be said that this Association has the good fortune of having numerous good friends both within its ranks as well as on the outside.

As it marks its 25th year, we see that the IAPH, which started with less than 20 members from 14 countries, has grown into one with 400 members from 73 countries. Furthermore, it has 6 technical committees and a 120,000 dollar Technical Assistance Fund. It has also grown to exert a major influence within the United Nations.

As illustrated by the slide presentation we have just shown you, President Bastard, all the Association's officers, Lord Simon and ourselves have made a report on the present status of the Association at the graves of Mr. Gaku Matsumoto and Dr. Chujiro Haraguchi, both of whom may be truthfully described as the fathers of the IAPH. We have also erected, at their tombs, stone monuments set with copper plaques inscribed with a Certificate of Commendation signed by President Bastard.

It is my hope that these monuments will serve as a source of inspiration for those who will follow us in the IAPH and also become symbols of the solidarity of our members.

I am neither a technician in harbor construction nor do I have experience in harbor management. All I could do was to lend a hand in organizational and financial matters. I am truly happy to feel that I have accomplished the task entrusted to me by Mr. Matsumoto and Dr. Haraguchi as I see the Association celebrating its 25th Anniversary today in a position of financial independence.

I avail myself of this opportunity to thank you all for the understanding support and friendship shown to me in the three decades of my association with the IAPH and to pray for the continued development of the Association.

I now surrender the podium to one of our oldest members, an expert in harbor construction and management, who has been honored today for his many contributions to our Association—Mr. Ben E. Nutter.

Thank you.

Address by Mr. Ben E. Nutter at the Silver Jubilee Luncheon



This convention, marking as it does the twenty-fifth anniversary of the International Association of Ports and Harbors, is of significance not only to us but to the world. It will indeed be a happy one and a memorable one. This is particularly so, of course, to those of us who attended the first convention and who were participants or observers at the conversations leading to the founding of our organization.

In the early 1950's, quite a number of port people had begun to sense the need for a world-wide association of the major harbors and ports. The leadership in the initial thrust came from a man whom we soon came to know, to trust, and to admire: Gaku Matsumoto.

In my own experience, I first met him in 1952, and periodically there-after, as he crossed the Pacific, through Hawaii, to discuss the formation and the beginnings of our organizations, he stopped in Hawaii several times enroute to the mainland U.S., to hold discussions with us at the Hawaii Harbor Board, where Benjamin F. Rush was then Manager, and I was, at first, Assistant Manager, and later Chairman of that six-port organization.

These conversations at first seemed to be leading toward a Japan/Hawaii/California, Pacific-basin-oriented type of organization. Later, as Canada, eastern United States, England, Sweden, and others began to enter the picture, it was clear that it was being accepted, internationally and was on its way.

With Canada providing the first president of the Organization: Bennett Roberts, and Sweden the second: John-Iwar Dahlin, then California the third: Lloyd Menveg of Los Angeles, it had certainly attained an acknowledged international status. Then followed Dr. Jen-Ling Huang of Taiwan, John Davis of Long Beach, California, Viscount Simon of London, Dr. Haraguchi of Kobe, Victor Swanson of Melbourne, Lyle King of New York, Robert Vleugels of Antwerp, Howe Yoon Chong of Singapore, and George Altwater of Houston (Texas that is), now Paul Bastard of France.

It appears that Melbourne will have the distinction of being the first port to have given us a second president: Stanley Mayne, followed immediately by New York: Tony Tozzoli. This is quite proper as these ports have contributed greatly to the work of the Association. It is hoped, then, that we can, as is planned, emphasize some more "firsts", as we have many port members, both large and small, and in all parts of the world with chief executives deserving and capable of leading this great organization. Our only problem is that we do have so many who dedicate great amounts of time and effort to IAPH.

After Hollywood, as the first convention site, noted as Los Angeles in your directory, in 1955, came Mexico City, then New Orleans, then ten years after our founding came London as the first one outside North America, followed by Tokyo and Melbourne, then Montreal, and Amsterdam/Rotterdam, then Singapore, Houston, and Le Havre before getting back here to Japan again, the real birth-place of the idea of the organization. Nagoya is **now** honored, and we are honored to be here and to receive the sponsorship of His Imperial Highness Prince Takamatsu, a quarter of a century after the official beginning and with a quarter of a century of growth and of service to the ports and harbors of the world now behind us.

Much of our success is because we have been greatly favored by the initiative and the great efforts of our Secretaries General. These busy and important business men have taken major amounts of time from their businesses to guide and run this organization. Even before, and then after, Gaku Matsumoto's retirement, Toru Akiyama was a very strong factor, and guided IAPH through some very serious financial problems, through the founding of the Japanese trust. He then, later, was able to help us emerge from our deep dependency on the trust for financial support. We are very grateful for the help of the trust and for our being able to start to emerge and to approach a level of standing on our own feet. He has continued to assist and to guide us also during the administration of Dr. Sato. These two men and their very capable office administrative group have ably kept us on our way.

We have all benefited from, and greatly enjoyed our conventions as well as our between-time meetings of the Executive Committee and the Internal and Technical Committees. They have offered us the tremendous opportunities of technical and social contacts. Every convention has been outstanding as a very special event. I personally recall them all, but one, and with the greatest of pleasure. The exception of one is because I missed one. At that time I was relatively new at the Port of Oakland and someone had to stay home "mind the store", as we say, while the others went to the convention. (There is no one that I know who has attended all of the Conventions. There are four of us who have attended all but one: two from Japan and two from the Port of Oakland: Mr. Tsuboi and Mr. Akiyama, and Mr. Rooney and myself.)

The first Convention, in Hollywood, permitted many to see, for the first time, the great ports of Los Angeles and Long Beach. Besides accomplishing the very important work to be done at the founding convention, we also seemed to find time to visit the set of a Hollywood movie studio and to see a part of the process of the filming of **The King and I** from the best selling novel, **Anna and the King of Siam**.

At Mexico City there was the opportunity, many for the first time, to visit a Latin-American country and to learn something of its most remarkable cultural background. This was a truly unique and memorable experience.

In New Orleans, the Convention, at the hotel which became the locale of the famous best seller **Hotel** was another memorable one. The New Orleans Latin Quarter was a diversion for the ladies and, when time afforded, for the men as well.

In London, our experiences varied, including seeing the famous River Thames, the Tower of London, the Guild Hall and the Lord Mayor, with all of England's pomp and ceremony. If I may be permitted an aside, I would like to say that Mrs. Nutter and I often recall Alfhild Caughlin's saying that she felt she was back in Hollywood at a filming of a historical novel. She wanted to pinch herself to see if it was all real or if she were dreaming.

The Tokyo convention was the first, for many, to visit these lovely islands, though I had been visiting here for a few years before. A truly memorable experience. Being hosted at the Head-Quarters city made it difficult for others to equal that convention.

At first it had been planned, as I recall, that there would be a convention every third year. Unforeseen problems delayed the Second Convention, and Mexico City's hosting was in 1959, after four years. The Third Convention was again four years later. After that New Orleans Convention (1963) the schedule featured meetings at two-year intervals as at present. After London, (1965) followed Tokyo, Melbourne, Montreal, Amsterdam/Rotterdam, Singapore, Houston, Le Havre, and now Nagoya. Vancouver, two years from now will make Canada the third country to have hosted the Convention twice. The U.S. has had it three times and now Japan twice.

However, there is no way that I can say enough about those who have led us through these years. You know it. I know it. I can only suggest now that to our three Secretaries General, our twelve Past Presidents, our current Officers and all of those who work so ably in the Head-quarters office, we all stand and toast, and pay tribute. Please stand.

Thank you !

The First Plenary Session



The Session was held on May 25 from 14:00 at "Akebono" Room presided over by President Bastard.

First, Mr. Wong Hung Khim, General Manager of the Port of Singapore Authority in his capacity as the Chairman of the Credentials Committee reported that the number of regular members present in person or by proxy constituted a quorum of the business transactions of the plenary session as required in the By-Laws.

Then the Secretary General delivered his address outlining his Report to the 12th Conference on the activities of the Association during the past two years since the 11th Conference. (See page 18).

Based on the deliberations and recommendations made by the Board of Directors which met jointly with the Executive Committee the previous afternoon, all items on the scheduled agenda were dealt with in an orderly manner and as a result of the intensive deliberations by the delegates the following Bills and Resolutions were passed.

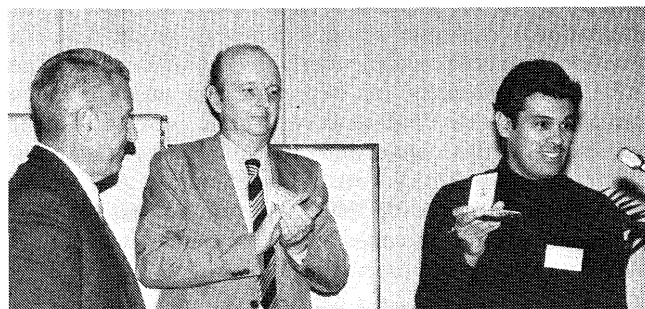
Bills

No. 1 A Bill to Amend the By-Laws (re: Voting Rights and Honorary Vice-President) (see page 34).

No. 2 A Bill to Amend the By-Laws (re: Appointive Executive Committee Member) (see page 34).

Resolutions

No. 1 Resolution Approving and Authorizing Execution of Agreement with the International Association of Ports and Harbors Head Office Maintenance Foundation relating to the Termination of the 1973 Agreement. (see page 36)



Mr. Carlos Cañamero, ENAPU, Peru (right) the winner of the First Prize in the IAPH Award Scheme 1980, receives a silver medal from President Bastard (left) following a report by Chairman Stuart (center) at the First Plenary Session on May 25th.

- After the session, a signing ceremony was held, attended by IAPH Officers and Foundation Officers, to abolish the Amsterdam resolution and at the same time to conclude a New Agreement, both to become effective January 1, 1982. This marks a new era of financial independence for IAPH.

No. 2 Resolution Approving and Authorizing Execution of Agreement with British Ports Association (see page 37).

No. 3 Resolution on Enforcement of Conventions (see page 38).

No. 4 Resolution on Liability and Compensation in Connection with the Carriage of Noxious and Hazardous Substances by Sea. (see page 38)

No. 5 Resolution on Extension of the 1969 Convention on Civil Liability for Oil Pollution Damage. (see page 39)

No. 6 Resolution Authorizing the Ad Hoc Committee on Dredging to Solicit Voluntary Contributions from IAPH members in connection with implementation of the London Dumping Convention. (see page 39)

Secretary-General's Address at the 1st Plenary Session

Gentlemen, it is my privileged honor and pleasure to present, on this occasion of the 12th Biennial Conference and 25th Anniversary, my report on the activities of your Association during the past two years since the 11th Conference held in May 1979.

Thanks to the extraordinary leadership and guidance given by President Bastard, our Vice-Presidents, Mr. Mayne, Mr. Tozzoli and Mr. Tukur, the Chairmen and Members of Internal and Technical Committees, Legal Counselors and Liaison Officers, the activities of the Association have been numerous and wide-ranging. As the details of the achievements are incorporated in my written paper, I would only touch upon some highlights of IAPH progress during the past two years.

Item 1 As to the membership situation, I think I have to say that we must, as we did in the past, do our best to attain increased membership and new port members because there still are many ports who are not yet associated with us, and because the widening of the membership is one of the fundamental elements in increasing the viability of the Association.

Item 2 As to the expansion of the IAPH activities in the international maritime scene, I am very proud that the situation has been conspicuously in the affirmative. The IAPH/BPA Agreement on Representation which is to be formalized at this Conference will bring forward another new facet. In this connection, I thank Mr. J.P. Davidson, Chairman of the British Ports Association, Mr. A.J. Smith, our Liaison Officer with IMCO and many others for their continued efforts intended towards the enrichment of IAPH's capability and preparedness.

Item 3 As to the financial aspect, I thank all members for their cooperation and support given to the varied measures taken by the Association. I am happy to say that the situation is much improved, and as a result, the Association is going to terminate the 1973 Agreement with the IAPH Foundation. However, at the same time, I must say that the Association is only on the threshold of becoming financially independent and various problems which lay in our path. In this connection, I assume that you will permit me to mention and thank both Mr. Akiyama and the IAPH

Foundation for their friendly support and contribution to the Association, without which the Association would have readily been sunk in the sea of financial turmoil, before we could meet here in Nagoya today to celebrate the 25th Anniversary of the Association.

Before concluding my brief general report, I once again ask for your continued understanding support for the growth of the Association over the next 25 years.

Thank you !

Working Sessions

There were two working sessions programmed under the overall theme of the conference "Port Contribution to Human Prosperity".

No. 1 Working Session was held on May 26 and the keynote speaker was Mr. Arthur J. Carmichael, Ports and Aviation Adviser to the World Bank on the theme: "International Port Cooperation", while No. 2 Working Session was held on Wednesday, May 27 and the keynote speaker was Mr. Makoto Yoshimura, Director-General, Bureau of Ports and Harbors, Ministry of Transport, Japan on the theme: "Port's Roles in the Regional Development".



Mr. Arthur J. Carmichael speaks on "International Port Cooperation" at the No. 1 Working Session on May 26th.



Mr. Makoto Yoshimura speaks on "the Role of Ports in Regional Development" at the No. 2 Working Session on May 27th.

Each session was composed of a "keynote speech" of 45 minutes, a "group discussion" of 90 minutes in 5 groups A to E, each group with a leader, and a "report on the results of the discussion" for 60 minutes. Further a synthesis session was held at 11:00 on Friday, May 29th at which a summary of each working sessions was presented by the respective chairmen. These were as follows.

No. 1 Working Session



Session Chairman:

Mr. W. Don Welch,
Executive Director,
South Carolina State
Ports Authority, U.S.A.

Mr. Welch stated that the purpose of the first working session was to analyse the Paper by Mr. Arthur Carmichael, entitled "International Port Cooperation" with the contents:

- I. Introduction
- II. Historical Background
- III. International Port Cooperation
- IV. The Impact of Ports on the Economy
- V. Increasing the Capacity of Ports
- VI. The Financing of Shipping and Ports
 - (A) The Financing of Ships
 - (B) The Financing of Ports
- VII. Information, Statistics and Efficiency of Ports
- VIII. Financial Viability of Ports
- IX. Port Pricing
- X. Training for Port Staff
- XI. Ports in the Year 2000
- XII. What to Do?

Annexes

1. The World Bank Group
2. Port Statistics, pro forma tables
3. Commonly Used Port Efficiency Indicators
4. Recommended Model for Financial Data
5. IBRD/IDA Training and Technical Assistance for Ports FY 1978-80
6. The Development of World Seaborne Trade—1965-79

Mr. Welch named the various group leaders as follows:

- Group A: Mr. Walter A. Abernathy, Executive Director, Port of Oakland, USA
- Group B: Mr. Pierre Debayles, General Director, Port Autonome de Bordeaux, France
- Group C: Mr. R.T. Lorimer, General Manager, Auckland Harbour Board, New Zealand
- Group D: Mr. Yukio Torii, Director-General, Port and Harbor Bureau, Kobe City Government, Japan
- Group E: Mr. Alhaji B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria

Based upon the brief reports of the group leaders, Mr. Welch then went on to summarize the main conclusions of the discussions which were as follows.

1. That past development of ports and ships of the world was not a well planned process. This was accepted as self evident by the discussion groups.
2. The speed of technological change has placed an enormous burden on port planners who must reach intelligent conclusions as to what must be done and when.
3. That these and other conditions make the need for international port cooperation more important than ever. This was accepted by all members.

Mr. Welch enumerated Mr. Carmichael's list of existing forms of port cooperation. These were:

1. Personal help and assistance between individuals from different ports.
2. Regional or international organizations' contributions to

the exchange of technical and management information and to the resolution of common problems.

Mr. Welch stated that Mr. Carmichael offered 14 points, each dealing with a specific need for improved cooperation as follows:

1. Facilitating cargo movements from congested ports or from land locked countries.
2. Establishing zones for fast clearance of cargo transiting from liner to feeder routes or vice versa.
3. Dredging.
4. Ship repair and maintenance.
5. Trade documentation and customs procedures.
6. Pre clearance agreements between ports and canal authorities.
7. Simplified ship measurements.
8. Improved communications regarding ship movements and weather conditions.
9. Standardization of equipment.
10. Pooling of specialized equipment on a regional basis.
11. Cross training of staff between ports.
12. Direct staff loans between ports for on the job assistance.
13. Highly trained mobile port study groups to assist individual ports in operational and development matters.
14. The establishment of regional international training centers, where staff could be trained in port operations and management.

Responses to these suggest the group were in agreement on the need for improved communication on technical and management information among ports. They also agree for the need for establishing training opportunities for port staff, especially at operational levels. There was also a consensus that teams of highly trained technical consultants should be made available to provide assistance to ports in need of help.

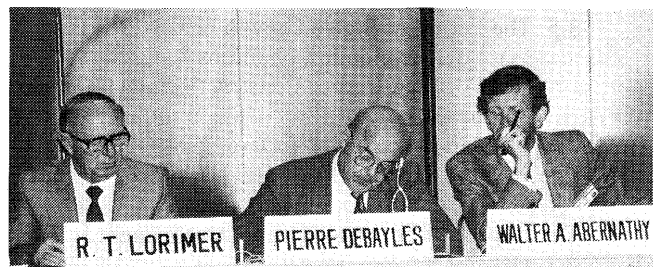
The idea of a central data bank of port information was supported and recommended. The group agreed that much could be done to standardize port rules and tariff formats.

In addition the study groups had several comments related to financing port improvements and these should consider the effects on the hinterland. Mr. Welch thus stated that the total economic impact should be the chief consideration and these comments were directed particularly at the international lending agencies.

Mr. Welch felt that the group generally appreciated Mr. Carmichael's suggestions for measuring port capacities and improving port operations.

Mr. Welch cited the appeal made by Mr. Carmichael for more international port cooperation.

Mr. Welch concluded his synthesis by repeating the hope expressed by Mr. Carmichael that Man's lot will be improved and that prosperity for all will be achieved in the years to come.



Group Leaders

No. 2 Working Session



Session Chairman:

**Mr. J.P. Davidson,
Chairman of Clyde Port
Authority, U.K.**

Mr. Davidson praised the paper presented by Mr. Makoto Yoshimura entitled "the Port's Roles in the Regional Development," with the contents:

I. The Present State of Japanese Ports and Harbors

- 1.1 Japanese Geography and Socioeconomics
 - (1) Outline of Japan's Geography
 - (2) Socioeconomic Conditions
- 1.2 The Functions and Roles of Ports and Harbors
 - (1) Physical Distribution Function
 - (2) Industrial Production Function
 - (3) Urban Development Function
 - (4) Other Functions
- 1.3 Outline of Japanese Ports and Harbors
 - (1) Response to Technological Innovations in Transportation
 - (2) Response to Environmental Problems
 - (3) Port and Harbor Administration
 - (4) Port and Harbor Development and Maintenance

II. The History of Regional Development and the Role of Ports and Harbors

- 2.1 The Pre-modern Era (up to 1868)
 - (1) Socioeconomic Conditions
 - (2) Ports and Harbors in the Pre-modern Era
- 2.2 The Formation of the Modern State (1868-1945)
 - (1) Socioeconomic Conditions
 - (2) Overview of Transportation
 - (3) Outline of Ports and Harbors
- 2.3 The Period of Recovery from the War (1945-1955)
 - (1) Socioeconomic Conditions
 - (2) Overview of Transportation
 - (3) Regional Development Policy
 - (4) Port and Harbor Construction and Improvement
- 2.4 The Period of Rapid Economic Growth (1955-1973)
 - (1) Socioeconomic Conditions
 - (2) Overview of Transportation
 - (3) Regional Development Policy
 - (4) Port and Harbor Construction and Improvement
- 2.5 The Period of Stable Growth (1973-1981)
 - (1) Socioeconomic Conditions
 - (2) Port and Harbor Construction and Improvement
- 2.6 Evaluation of Regional Development Policy

III. The Role of Japanese Ports and Harbors in the Year Ahead

IV. The Impact of Port and Harbor Development

4.1 General

4.2 Case Studies

- (1) Port of Kobe
- (2) Port of Kashima

Mr. Davidson said that while there was no great degree of consensus among the discussion groups, he felt some thread of agreement was present. Mr. Davidson thanked the following group leaders:

- Group A: Mr. Eigil Andersen, General Manager, Port of Copenhagen Authority, Denmark
- Group B: Ir. H. Molenaar, Managing Director, Rotterdam Municipal Port Management, The Netherlands
- Group C: Mr. Michael Pechere, Managing Director, Port Autonome du Dunkerque, France
- Group D: Mr. F.J.N. Spoke, General Manager, Port of Vancouver, National Harbours Board, Canada
- Group E: Mr. F.M. Wilson, Port of Brisbane Authority, Australia

Mr. Davidson commented on the results of the discussions which were as follows:

1. The Japanese recognize the importance of their ports and harbors in regional and national development. Some discussion occurred regarding what the region of a port was. No real agreement was reached among discussion groups.
2. The increasing trend towards "feeder shipping". No consensus was reached on this point. Mr. Davidson felt that economic factors such as fuel costs would be the most significant factor in this area.
3. The role of national governments in the planning of ports.

Mr. Davidson stated that it was clear from the paper that the Japanese government were quite involved in port planning. No consensus was reached on whether port planning should originate at the national or local level.

Mr. Davidson remarked that no agreement was possible regarding the importance of protecting the environment. The developed countries generally favor this but the developing countries felt it might retard their economic growth.

Mr. Davidson stated that the groups generally supported increased leisure facilities in port developments.

All groups agreed that ports should involve their community in their activities as much as possible and Mr. Davidson said there was further agreement that port authorities could play a role in this process.

Mr. Davidson suggested that the Cargo Handling Operations Committee might consider establishing a subcommittee or study group to consider which ports should deal with coastal traffic and which should deal with the deep sea trade. He also recommended that the Committee on Large Ships (now renamed as the Committee on Port Safety, Environment and Construction) might establish a dialog between port authorities, shipping companies, importers, bulk exporters, and ship builders on the type and design of ships. Mr. Davidson proposed that this subcommittee would act as a clearing house to allow port personnel to make better plans for the future.

Mr. Davidson concluded with the remark that there existed a fairly high level of controversy about the paper. He again praised Mr. Yoshimura's paper expressed the wish that all might profit from the Japanese experience.

Open Symposia

Year after year and as conferences roll forward, the activities of the committees have increased in the Association and their multi-faceted undertakings are now the essential efforts that IAPH is actively promoting for the benefit of not only Association members but also for all those who are engaged in the port and transport field.

During the Nagoya Conference, our technical committees met several times often beyond the originally allocated conference hours to make the best use of the opportunity, which arises only every two years, of experts on the world's ports and transport problems getting together to discuss various matters and to find out the most efficient way to cooperate with each other for their common benefit.

The open symposia for the 6 technical committees were held over two days, with the enthusiastic participation of all delegates according to the following schedule. Minutes of the full sessions will be available in the official proceedings in due course.

On Tuesday, May 26, 1981 14:00 - 15:45

Committee on International Port Development

Chairman: Mr. J.K. Stuart, Deputy Chairman & Managing Director, B.T.D.B., U.K.

Committee on Containerization, Barge Carriers and Ro-Ro Vessels

Chairman: Mr. R.T. Lorimer, General Manager, Auckland Harbour Board, New Zealand. The following 3 speakers were invited to develop the themes of their papers.

Mr. Koji Kojima, Director, the Japan Harbor Transportation Association on 'Port Labor and its Response to the Development of Container Transportation in Japan'

Captain J. Stenberg, The Transatlantic Line, Gothenburg, Sweden on 'Ro-Ro Port Facilities'

Mr. Walter A. Abernathy, Executive Director, Port of Oakland, USA on "Consideration for Public Port Authorities in Financing and Marketing Container Terminals in the 1980's"

Note: This committee was renamed the "Committee on Cargo Handling Operations"

Committee on Large Ships

Chairman: Mr. J.M. Wallace, President, The Maritime Services Board of N.S.W. Australia

And the following members spoke at this Symposium and outlined specific chapters in the Report.

Mr. Norman Mathews: Aids to Navigation"

Mr. Jack Edmondson "Pilots and Pilotage"

Mr. Jack Dubois: "Port and Harbor Appraisal"

Dr. Chris van Krimpen "Crisis Management" and "Vessel Traffic Services in Port Area"

Note: This committee was renamed the "Committee on Port Safety, Environment and Construction."

Committee on Legal Protection of Port Interests

Chairman: Mr. Andre Pages, Ingenieur General des Ponts et Chaussees, France

Committee on Community Relations

Acting Chairman: Mr. F.M. Wilson, General Manager, Port of Brisbane Authority, Australia

Note: This committee was renamed the "Committee of Public Affairs" and Mr. F.M. Wilson succeeded Dr. J. Bax (Port of Rotterdam) as Chairman.

On Wednesday, May 27, 1981 14:00 - 16:00

Committee on Trade Facilitation

Chairman: Mr. Robert L.M. Vleugels, Director-General, Port of Antwerp, Belgium. To give incentive to the audience for a fruitful exchange of ideas, the following speakers were invited to present their reports.

Mr. J.A. Raven, Vice President, SITPRO U.K. Board on "Trade Facilitation—A Practical Project for Port Co-operation"

Mr. G.D. Gotschlich, Director of the C.C.C. on "The Customs Co-operation Council and International Trade Facilitation" (this paper was originally prepared by Mr. James B. Clawson, Assistant Secretary-General, C.C.C.)

Mr. Masahiro Ikkai (Director, Data System Div., Showa Line, Ltd.) as a delegate of the Japan Shipowners Association on behalf of the I.C.S. on "The Missing Link".

Paper Presentation

On Friday, May, at 8:45, a session for presentation of 3 papers, selected out of the 15 papers contributed to the Nagoya Conference, was held.

The speakers and their themes were as follows.

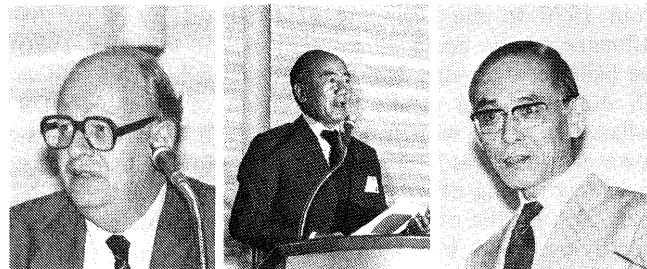
— Kurt G.W. Grönfors, Professor, Institute of Legal Science, Gothenburg University, Sweden on "Legal Rights and Duties of the Port Authority in relation to the Customers"

— Loh Heng-Kee, Director-General, Ports Authority of Fiji, Fiji on "A Case Study of the Need for the Establishment of a Ports Authority"

— Fujio Okazaki, Professor, Meiji Gakuin University, Japan

on "A Broad-based Impact Analysis of a Port using an Interregional Input-Output System and a Logit Model of Interregional Trade Patterns".

These papers were presented by their respective authors (20 minutes for presentation and 17 minutes for questions) and Mr. James B. McCormick, Deputy Director, Department of Transportation, State of Hawaii, the moderator of the session, impressed the audience with his superlative coordination and further with his wonderful idea of decorating the rostrum with a bouquet of Hawaiian orchids which was flown with him from Honolulu all the way to Nagoya.



Prof. Grönfors (left), Mr. Loh Heng Kee (center) and Prof. Okazaki present their papers on May 29th.

Luncheon Speeches

Speech by Mr. Shigemitsu Miyake, President of Nagoya Chamber of Commerce and Industry, May 26



Thank you, Mr. Chairman, thank you, Mr. President, distinguished guests, ladies and gentlemen;

It is indeed a great pleasure and honor for me to be invited here today as a guest speaker.

First of all, I would like to present an overview of the current trends in the Japanese economy. Japan depends on oil for 75 percent of its total energy requirements, and 99.8 percent of this oil is imported. This fact alone indicates how vulnerable the Japanese economy is to oil.

The Japanese economy, therefore, received a serious setback in the wake of the first oil crisis. In the two years from 1973 to 1974 the wholesale prices rose by 52 percent and the consumer prices by 39 percent, and her foreign exchange reserves decreased by 4.8 billion US dollars. However, as a result of concerted efforts, Japan overcame these difficulties most rapidly and most successfully among the industrialized countries in the world. Namely, in the four years from 1975 to 1978 the wholesale price increases held to just 4 percent and the consumer price increases to 23 percent. Foreign exchange reserves increased by 19.5 billion US dollars with the balance exceeding 33 billion US dollars at the end of 1978. As you know, however, the second oil crisis occurred in 1979, and this obviously dealt the Japanese economy another severe blow. Once again Japan today is overcoming this more quickly and more successfully than any of the other advanced industrial countries.

First, let us look at the commodity price trends. Following the steep rise in oil prices, commodity prices rose sharply from the latter half of 1979, with the rate of increase in wholesale prices in April 1980 reaching 24 percent compared with the previous year. In the autumn of 1980, consumer prices also registered an increase of nearly 9 percent compared with the previous year. After that, though, wholesale and consumer prices began to stabilize, with recent wholesale prices settling minus 0.5 percent, and consumer prices showing 5.0 percent increase, compared with the previous year respectively.

Looking at the balance of payments situation, we see that large scale deficits in the current account continued from 1979 to the beginning of 1980, mainly under the influence of the acute oil price hikes, and in March 1980 the balance of foreign exchange reserves fell to 18.5 billion US dollars, which means the decrease of 10 billion US dollars compared with just two years ago. Following this, however, there was a reduction in oil imports primarily due to energy saving efforts and the tapering-off of oil price rises, and, on the other hand, exports increased. Thus, the underlying trend began to change, so that the current account has begun to recover and the latest balance of foreign exchange reserves has risen to 27.3 billion US dollars.

Following the second oil crisis, Japan achieved a real economic growth rate of 5.5 percent in 1980 despite the fact that a number of the industrialized countries recorded negative growth. Although Japan is being affected by a slight stagnation in business activities at the moment, a number of observers are estimating 4 or 5 percent real economic growth rate in 1981.

Thus, some one might even claim that Japan seems to be no longer an "oil vulnerable country."

Japan's economy has developed greatly since the termination of World War II, and today we have even successfully overcome what might rightly be called our most serious challenges so far—the oil crises. What are the secrets of this Japanese success? A full explanation would require many pages indeed, but here I will attempt to describe some of the salient points.

The first is the quality of the Japanese people. The Japanese people have always been diligent, industrious, and precise, and have a long history of high standard of education. Over a thousand years ago, Japan embraced Chinese culture, assimilated it and surpassed it. Some hundred and more years ago, we came in contact with European culture, studied, assimilated, and surpassed it. Since the termination of war, we have studied American culture, assimilated it, and are now in the process of surpassing it.

The second is the fact that the Japanese society is almost an egalitarian one. In fact, at present, 90 percent of the Japanese people believe that they belong to the middle class. Because of this, the Japanese society as a whole is stable, and furthermore, as the road to the top is open to whoever has the ability or the energy, there can be created an environment which encourages diligence.

Another secret lies in Japanese labor practices. Japan has adopted a lifelong employment system. Although there is in one sense a shortcoming, it does have the great advantages of increasing the working skills of the employees and also fostering loyalty to the company. Since in Japan, also, separate labor union exists for each company, labor and management are bound by a common destiny. Consequently, even if a strike does occur, it will not escalate to a point which will seriously affect production efficiency.

In Japan, the problem of management participation by labor unions does not follow the pattern of Europe or the U.S. The reason for this is that in Japan union members at each level are very often involved in planning a part of the practical management of the company. Foreigners often comment: "In Japan you take a long time to reach a decision but once the decision is made, it is swiftly implemented. In western nations, on the contrary, they are quick to decide but slow to implement."... Actually, when management in Japan is considering a certain course of action, it is not decided upon immediately. First, it is sent down to the lower company echelons. Workers at each level study the proposal, make revisions where required, and only then, is a final decision made. Therefore, although the process of reaching a decision takes time, it can be quickly implemented. This is the way, then, that union members at each level participate in a part of management.

Fifth, the attitude of Japanese executives towards management differs somewhat from that of European and

American counterparts.

I understand that, in running their businesses, American and European executives place priority on the amount of profits they can make in a given period. In Japan too the profit figures for the period are also important. But, at the same time, Japanese executives take a long-term perspective. Emphasis is placed on generating large profits and development in the future, for which they make the necessary investment in plant and equipment, etc. even if short term profits are not forthcoming. This is one factor behind the construction of much of Japan's new equipment and facilities and the improvement in production efficiency.

Well, ladies and gentlemen, so far, I have touched on some of the secrets lying behind Japan's economic success. Now I would like to turn to the Pacific Region and consider some of the significance and potential of this region.

The Pacific region offers numerous advantages, some of which are:

Besides abundant minerals, energy and other natural resources, sunlight and water abound, plant growth is luxuriant and food supplies plentiful.

60 percent of the world's population lives in this region if we include the United States, Canada, China, and India. Most of the people in this region are diligent and able. The region also contains the world's most technologically advanced industrialized countries as well as developing countries full of potential and economic vitality. The countries of the region are economically complementary each other, and through fostering mutual cooperation there can be fair chance for strengthening peaceful coexistence and co-prosperity.

The countries of this region occupy the rim of the Pacific, the largest ocean of the globe. Big ocean used to constitute a barrier to transportation, but now provides a much more convenient and less costly medium for transportation than does the land. The fact that this region is bound together by the Pacific Ocean is, in fact, one of its greatest advantages.

Considering the overall sweep of world history, the Pacific Region, characterized by these features I have mentioned above, is gradually assuming growing significance in the world today, and also is expected to strengthen this trend in the future. And in a global context, this growing significance of the Pacific Region means not only the Pacific but also the oceans as a whole are acquiring much greater importance in the world.

The importance of oceans in the world should not be seen simply from an economic perspective, but from the standpoint of resources, culture and politics as well. Furthermore, not only that, associated fields such as physics, chemistry, biology, meteorology, geology, etc., also carry unlimited potential. In all these fields, ports and harbors play a major role as the link between the oceans and the lands. As the relationship between man and the sea broadens and deepens, the functions expected of ports and harbors will increase, and demand will grow for developing and improving port-related facilities.

As the importance of ports and harbors continues to grow, your International Association of Ports and Harbors has my deepest respect for the efforts it is making to develop ports and harbors and to solve problems through international cooperation. As a citizen of Nagoya, I am delighted very much that you are holding your esteemed Conference here in our city. As perhaps all of you know

already, Nagoya and its surrounding region are one of the most important industrial and cultural centers in Japan, and, being rich in various natural blessings, this region has full of potential for the future. Besides, there are also a lot of scenic beauty spots and historic relics here. Having come from all over the world to attend this Conference, I hope that you will take every opportunity to get to know things of this regions as good as possible.

In conclusion, allow me to wish every one of you a very good health and the best of luck, and also every success of this conference.

Thank you very much for your kind attention.

**Speech by
Mr. George
W. Altwater,
International Trade
Consultant, May 27**



I am honored and delighted to have been invited to speak to your delegation today before this 25th Anniversary of the International Association of Ports and Harbors. This has been a most outstanding convention, and I feel all of us would wish to praise the local officials of the Aichi Prefecture and the I.A.P.H. Secretariat of the Port of Nagoya for the splendid arrangements and the efficiency with which this convention is being conducted.

As you know, I am substituting for Governor Busbee of the State of Georgia as your speaker today, and as this is sort of a "pinch-hit" situation, I have been trying to quickly determine some remarks which might be of interest to you on this occasion. The idea came to me as we were crossing by plane from San Francisco to Tokyo a few days ago, and I'd like to give to you some of the impressions and thoughts that I have on our industry and our International Association of Ports and Harbors.

From the "germ" of an idea by Mr. Matsumoto 25 years ago and the enthusiastic support from Dr. Haraguchi at that time, our association has grown from a fledgling operation to one of maturity and great significance in our business.

Looking back, one cannot help but recall the status of our industry at that time during the middle 50s. Ports throughout the world were going through "growing pains" to serve the gradually increasing volume of tonnage. War-torn countries were quickly rebuilding their port facilities on the basis of the "state of the art" as best known and dictated at that time.

General cargo wharves were basically 200 meters long with a 15-meter apron and a transit shed of approximately 20,000 square meters. The wharf apron usually had rail tracks so cargoes could be handled directly to and from the ship. Highway development was important at the port to handle the increased volume of truck movements, and few ports had water depth in excess of 12 meters. Such a general cargo dock could handle on an average about 100,000 tons of break bulk general cargo per year. The port operation was highly labor intensive, and in the United States, waterfront labor contracts were re-negotiated each year. This meant that waterfront strikes were frequent

and some were quite severe. Labor costs were less than \$3.-per hour, per man, and gang productivity on general cargo was usually well below 20 tons per hour.

Yes, it truly was a different world in those days, when the price of a good automobile was equal to the cost today of a first-class round-trip plane ticket from the United States to Japan and return.

Then along in 1956, an enterprising truckman came up with the idea of putting cargo in a container which was really nothing more than a truck body. Then, he placed these loaded containers as a deckload on a modified oil tanker, that sailed from the Port of New York to Houston, Texas. The DuPont Company had about 16 containers on that voyage. And thus was born the sophisticated containerization movement in ocean trades that we know of today.

The truckman was Malcolm McLean and his steamship company is now known as Sealand. Not being burdened with all of the problems an ocean carrier knew might exist in trying to make such a system work, Mr. McLean had only one objective, and that was to move a truckload of cargo by water using the vessel in much the same transport concept as a locomotive with a train of railroad cars.

All of you here know only too well how this system of shipping would appeal to the shipper of cargoes. It was an almost instant success! Suddenly, major ports throughout the world realized they had to adapt their port facilities to serve these new vessels and their demands. The break bulk vessels were handling the containers on deck, and some were modified to handle a few containers below deck.

But this capacity was totally inadequate for the demand, and in the early 60s we started to witness the introduction of a fully containerized vessel. The vessel capacity in those days was around 200-250 20-foot containers. That was the second phase of containerization. And then came the third phase, when a vessel could handle over 400 containers. And of course in the 70s we've seen the fourth phase and even more, with container ships capable of handling up to 2,000 20-foot boxes.

In the beginning, ports were poorly equipped to handle the loading and unloading of these containers and the handling rate of 10 per hour was quite average. Yet, with each container holding about 20 tons of general cargo it was then possible to jump stevedoring production to 200 tons per hour which was far ahead of the old break-bulk method even if several gangs were employed. What an enormous saving this produced in stevedoring costs.

As roads and communities began to adapt to this new container truck movement, we saw the boxes grow from 20 feet to 40 feet, and ports faced all kinds of new requirements to provide adequate shoreside facilities to service these vessels. Container cranes, straddle carriers, chassis, tractors were all part of the hardware requirements ports had to learn to provide.

While the ports might have been content in their development programs of the 1950s, suddenly they were faced with a whole new "ballgame." The 200-meter wharf was hardly long enough to berth these new ships, and 12 meters of water was hardly enough depth at the berth. Vast areas of back-up land, from 15 to 20 hectares, were necessary to store and marshall these containers once they were off-loaded from the vessel or assembled for later vessel loading. In most cases ports had to look to entirely new areas within their perimeters to provide enough room to handle these cargoes adequately.

Mr. Lyle King, former President of this Association and former Director of Marine Terminals for the Port of New York Authority, started working directly with Mr. McLean back in those days to build the kind of terminal needed to service this new concept of shipping. So I feel it can be safely said these two men without exception were the fathers of containerization as we know it today.

Thus the demand for new capital required by port authorities to create these new facilities simply soared, and the transition took place on general cargo from a movement in break bulk to containers. For example, ports such as New York and Rotterdam are today each handling about 2 million containers annually, involving in the neighborhood of 15 million tons of general cargo for each port annually, which in another way can be said that 75 to 85 percent of the general cargo through those ports moves in containers rather than break bulk.

The demand for new capital also soared for the steamship carrier. Break bulk carriers had been costing about 3-5 million dollars each but the containership-AHA-this was a far different story. Container vessel costs soared up to 20 then 30 and finally to over 40 million dollars each. This was more expensive than individual S.S. lines were able to handle so they started to merge. Even foreign flag operators merged in order to acquire fleet of modern containerships.

Actually there was nothing really new about the container concept of shipping. This method of shipping was tried repeatedly in the early 1900s only to meet with financial failure. Yet by the 1950s it was an idea whose time had come. Trucks were larger, cranes were larger and the world was learning how to handle larger movements of cargo in a more sophisticated way. Nothing could stop it now!

So much for the general cargo problems. Oil tankers during the 50s had an average capacity of about 15 thousand tons. They too found the magic of moving their cargoes in larger, more sophisticated fashion, so that the VLCC today can handle 350,000 tons on one voyage, and the extremes are even larger. Grain which had moved in break bulk general cargo vessels fitted out for grain handling with a cargo consisting of 10 to 12 thousand tons suddenly started to change.

Someone discovered you could move grain in oil tankers once the tanks had been cleaned properly. This opened new opportunities for the tanker operator since it provided another employment for their vessels when oil cargoes were slack. Thus a cargo of grain was no longer a 10 thousand tons shipment, but 40,000 tons became normal. The same thing happened on coal carriers and colliers of a hundred thousand tons capacity are normal vessels in that trade today.

Yes, it can be said that during the last 25 years there have been more significant changes and developments in the handling of ocean-going cargoes than at any period of time in the history of man, all of it occurring during your lifetime. And the rules, regulations, demands, and sophistication of the art is being developed and determined by each of you today for what will be the operating procedures for future years.

Will vessels change substantially in the next 20 years to bring new and drastic changes in our business and the world of shipping? Learned and well informed minds on the subject do not seem to think so. Maximum vessel size seems to have been attained and in some areas of trade are actually being reduced. Perhaps a greater beam or length, but not

drastic, is foreseen, yet not much of an increase in draft except in special cargo movements. So we have truly been through the big explosion of change and it is up to us to now make our plant serve these new demands.

Like it or not, it is a challenge for each of you, and the international marketplace, growing at the rate of approximately 5 or 6 percent for the foreseeable future, will continue to challenge you for innovations in your port development programs and operating procedures.

Communications too have reached a new dimension, through radio, television, and Telstar. And the jet plane has its place in making our world smaller and more knowledgeable of each other. No longer is the stencilled name of the consignee on a carton of cargo some mysterious haven in an unknown part of the world. We have come to learn that a port in some faraway area is in reality our neighbor. The port manager in a distant land faces the same problems that we face at home in providing proper port facilities. We share the same problems in so many ways that it is vital today for us to know each other.

Thus we need to know each other, and this is where the plans and dreams of Mr. Matsumoto and Dr. Haraguchi begin to come to full realization of fellowship, international trust, and goodwill being fostered by IAPH.

Through our association you can rub elbows with your overseas colleague, assist each other in sharing your knowledge towards solving mutual problems. Your membership directory is an open invitation to you to keep in touch with your counterpart overseas. Who among you would fail to respond to a request for information from among the ports of the world? After all, you may be in need yourself one day, and would welcome the responses to any request you might submit. Over 240 ports in the world are members of IAPH, with 73 nations involved.

Yes indeed, IAPH too has grown most significantly these past 25 years. And it is now a necessary tool in knowledgeable administration of your responsibilities.

In fact it is sheer coincidence that during the past 25 years both containerization and the IAPH grew together and they are both maturing in a most meaningful and responsible fashion. Certainly, no one in the port business in the early 1950's could have even imagined such a drastic change in port requirements in the immediate future. Perhaps you might say our founder Mr. Matsumoto had vision in those days of the present growth and influence and success of I.A.P.H. but then I wonder if he really felt it would develop as quickly and universally as we have witnessed these recent years.

You as a delegate and participant in this conference represent an extremely influential power in your own communities. Port Directors and their Commissioners are truly leaders in the responsibilities they share in port development in their areas. Thus your attendance here assures I.A.P.H. of a very powerful and influential forum for sharing problems and contributing to human prosperity.

Now I.A.P.H. in entering a new role in its career in that as our organization grows we are entering into an interventional mode on the world scene. Our posture is improving and will be more significant in world affairs as we make our needs better known with world organizations such as IMCO, PIANC, UNCTAD, and others. Also with the world economy in such a turmoil, ports will take on new meaning in the economic scene in providing stronger economies for all countries involved in world trade.

Soon this week will be over. And in the months thereafter you will reflect on the pleasant memories of this conference and the associations of fellowship which you developed. And you'll begin to realize that I.A.P.H. is an idea whose time has come, and is serving a vital need for you. I urge your continued support of the organization, and compliment the officers and administration of the organization for the fine role they are playing in the field of international commerce today and for the foreseeable future.

Thank you.

Speech by Mr. Nobuhiko Ushiba, Adviser to the Minister for Foreign Affairs May 29



It is a great honor and pleasure for me to address this distinguished audience on the occasion of the 25th anniversary meeting of the International Association of Ports and Harbors. I am particularly pleased that your meeting is taking place in Nagoya, which is one of the great ports of Japan and, indeed, of the world.

I am not an expert on port issues, and in the presence of so many experts, it would be a serious mistake for me to try to speak about these issues. However, I have spent much of my career in diplomacy working for the expansion of world trade and the resolution of "North-South" issues. Trade depends on adequate and efficient port facilities, just as port modernization and expansion depends on a healthy world trade system. It is to this broader international trade context that I will address my remarks.

The world economy today is facing a very difficult situation. Until 1973, there had been very steady progress in the growth of world trade. But the sharp rise in oil prices accompanying the Yom Kippur War in 1973 resulted in the most serious recession in the postwar era. Then, in 1979, when the world seemed to have nearly recovered, the Iranian Revolution sent another shock wave through the world economy.

The effects on trade can be seen at a glance by reviewing international trade statistics. According to the GATT, the real annual growth in world trade volume for the three years from 1977 to 1979 was almost 6 percent. Growth in 1980, however, was only 2 percent, and no growth at all is projected for this year.

To make the economic picture even more dismal, there has been skyrocketing inflation in much of the world. Last July, the Venice Summit designated control of inflation as the top priority for the improvement of the world economy. The fact that all the industrialized nations except for Japan and Germany are experiencing double-digit inflation is extraordinary. In the case of the United States, for the first time in its history, double-digit inflation occurred in two successive years - 1979 and 1980. Double-digit inflation is also expected for this year. And this, coupled with American interest rates at about 20%, has an unmeasurable impact on the world economy. The inability of the American government to restore the health of its domestic economy has shaken worldwide confidence in the future of

free market economies.

Under these circumstances, what we in Japan hope for the most is a speedy recovery and longer-term revitalization of the American economy. There seems to be widespread support in the United States for the Reagan Administration's new emphasis on the supply side of the economy, and the Administration has been successful in winning Congressional support for its budget. Because of the current high rate of inflation, it is certainly very risky to attempt a major tax cut at a time when very substantial increases in defense spending exceeds the budget austerity sought for social programs. However, we saw the potential force of the American economy in the 8.4% real growth rate recorded in the first quarter of this year, and we are very hopeful that the new economic policies will achieve a considerable success.

We cannot, however, ignore the many difficult obstacles ahead. Some which I want to discuss today are the energy problem, the growth of protectionism, the continuing North-South problem, and finally, the question of port modernization and expansion.

At the present time, there is a more than adequate supply of oil in world markets, and the effects of this can be clearly seen at the recent OPEC meeting. This reflects the successes of the energy policies, particularly conservation policies, of the industrialized nations. But contrary to the goals set at the Venice Summit, we are far behind in cutting the link between economic growth and petroleum consumption. The development and production of alternative sources of energy is also behind schedule. Despite the considerable effects of conservation, therefore, we certainly cannot be complacent about our energy future.

This is especially true when we consider the many difficult political problems in the Middle East. The current tension between Israel and Syria in Lebanon could have catastrophic consequences if diplomacy fails or if either side fails to act with restraint. This is a region where there are many fragile governments and great external pressures, particularly from the Soviet Union. For all these reasons, it is essential that the oil-consuming industrial nations cooperate with each other in saving energy and developing contingency plans to deal with possible developments in the oil supply situation. It is also important that we continue to seek a rational dialogue and consultation with the OPEC countries on the future of the world economy. This is in their interest and in ours.

Unfortunately, energy difficulties have contributed to a second problem - the growth of protectionist forces in many industrial countries. It is my firm belief that the key to the recovery of the world economy lies in a continued and expanded, mutually beneficial flow of goods and services among nations. In the decades since World War II, we have made very steady progress towards this goal, to the benefit of all nations and of special benefit to port cities. To avoid the kind of mistakes of the 1930s, the governments of the free world took very forceful measures in the immediate postwar years to protect trade against protectionism. The GATT was established, embodying international rules to govern world trade, and in the monetary area, the International Monetary Fund was established. With progressive reductions in world tariffs, there was a very healthy development in the market economies.

In the 1970s, the breakdown of the Bretton Woods system, the stagnation of economic growth, increased

inflation and unemployment all led to a resurgence of protectionism. In the Tokyo Round of GATT negotiations, protectionism was held at bay, and a series of new international codes were adopted to deal with non-tariff barriers. Our immediate problem, therefore, is to make these codes and rules work, and not to allow them to be gutted by those demanding protection.

I agree that these international rules are still in many ways incomplete, especially in the case of agricultural trade, and that there is no GATT member nation which perfectly obeys the rules. But their preservation and improvement is essential to the health of the world trading system and to the whole world economy.

It is a fallacy that unemployment problems around the world are the result of increased trade and imports. Trade, as we Japanese know very well, is a vital element in free competition, producing incentives for increased productivity, increased efficiency, and for a better product for consumers. Protected industries are the least efficient and the most likely to have unemployment problems.

It is true that our market was highly protected in the past years in Japan, while Japan was struggling to recover from the devastation of the last war. By the end of the phasing in of the Tokyo Round tariff reductions, however, we will have the lowest average tariff rates among the industrialized countries, and I would like to see Japan, together with the United States and other developed nations, be a leader in defending and extending the principles of a more open world economy.

The developing countries of the "South" are a very vital part of this world economy. If the energy crisis of the past decade has dealt a serious blow to the economies of the industrial countries, it has had an even more far-reaching impact on the economies of the non-oil producing developing countries. In 1980, the international balance of payments for the OPEC countries showed a surplus of \$120 billion, while the non-oil producing developing countries had an aggregate deficit of \$50 billion. With the rise of international interest rates, the debt burdens of these countries is now very high. The capacity of private financial institutions in the industrialized countries to recycle so-called petrodollars, particularly for the benefit of the oil poor developing countries, is clearly limited. Some international monetary experts are predicting imminent crisis.

It is beyond the scope of my remarks to address all the ramifications of this problem, but it should be clear that the industrialized countries will have to continue to extend assistance to the developing world, not only through international financial institutions and bilaterally, but also by maintaining markets open to their goods. It is for this reason, as well as to promote trade within the developed world as well, that the industrial countries should have effective mechanisms for positive industrial adjustment. The resolution of unemployment problems cannot be achieved without effective restructuring of the economy. This question is now under examination by the OECD, and I am hopeful that in the spirit of cooperation, we can learn from each other's experiences and improve each nation's ability to adjust to import competition.

The Brandt Commission report of last year provided a basis for further discussion of North-South issues. This October's North-South Summit conference in Mexico will be based on this report. I also believe the Ottawa Summit meeting in July will have North-South issues as its most

important item on the agenda. However, I am not optimistic that much progress can be made at this time in face of the serious balance of payments difficulties almost all the advanced nations are experiencing. Even useful recommendations by the Brandt Commission cannot be implemented without sufficient funding. For this reason, greater contributions from the OPEC countries to development assistance are urgently needed. We must also urge, in an emphatic manner, that the communist nations who have long ignored the spirit of burden-sharing in the international community, reconsider their basic attitude toward this issue.

The industrial countries must take the leadership in persuading others to help. I regret to say that the new North-South policy of the Reagan Administration lacks persuasive power. The shift in emphasis away from multilateral and toward bilateral aid will have a negative impact. The effort to distinguish between developing countries which are pro-west and those which are not, like the previous Administration's effort to distinguish between those which respect human rights and those which don't, is too simplistic. Fortunately, the American government recently appears to be modifying its position.

The North-South issue is a most vital factor for the future of the world and cannot be neglected. At the same time, the most successful form of assistance to the developing countries remains through the effective operation of the private market economy. Protectionist forces that would impair the market economy would be most harmful to the developing countries.

In this respect, the so-called "New International Economic Order," as advocated by some of the developing countries runs counter to the trade disciplines and international rules established to promote freer trade. As such, it can be a very dangerous idea. I am pleased that there has been growing awareness of this fact in many developing countries, and I think both countries of the North and the South need to make the most of every opportunity to cultivate further understanding of each other's position on the basic issues.

Despite the rather gloomy international trade picture at the present moment, I believe that there will be a steady expansion in the volume of goods and commodities flowing through ports, and that those of you involved in port management have a vital role to play in the expansion of world trade. During the 25 year history of the International Association of Ports and Harbors, the total volume of maritime merchandise trade has increased five fold. It is projected, on a long term basis, to continue to increase at an average rate of 3.5% through the end of the century. Moreover, there will be continuing qualitative changes in nature of trade. For example, we are expecting the rapid expansion of merchandise containerization and a rise in the volume of coal trade.

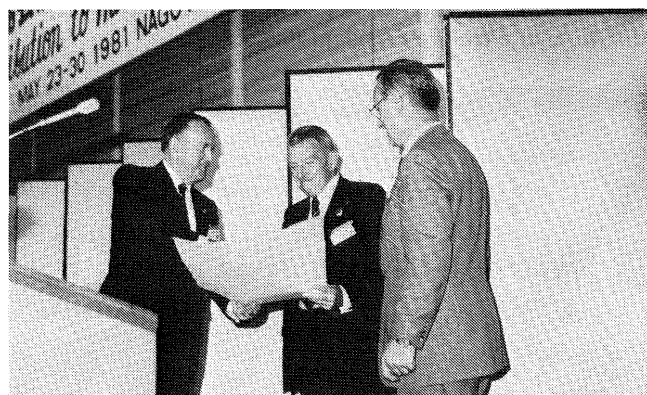
In modernizing and expanding port facilities to accommodate these changes, you will be confronting several serious obstacles. These include the demands for environmental protection, the competing demands for the use of shoreline, and labor-management problems. There is the question of how to raise funds for port expansion in the face of high interest rates and more austere government budgets. There is the important question of how to improve developing nations' port facilities. Technical assistance from industrialized ports to developing ports is of great importance to the smooth operation of world trade.

I hope, therefore, that all these significant issues will be fully discussed in your sessions and that meaningful recommendations will emerge.

In closing, let me once again praise your good judgment in holding this meeting in Nagoya. Our part of the world is experiencing tremendous economic growth. The focal point of the world economy has been moving from the Atlantic to the Pacific with the rapid growth of Japan, Korea, the ASEAN nations, and Australia and New Zealand. Recently, I returned from a trip to the People's Republic of China, and I can assure you that expanded international trade is very much in their economic thinking. The potential power of the population, resources, and technology of this region promises to become the locomotive of the world economy in the 21st century. I think, therefore, that your Association is very wise in giving this area an increasing share of your attention.

Thank you !

Second Plenary Session (Closing Ceremony)



President Bastard receives his Honorary Membership Scroll from the new President, Mr. Mayne (at left) following the report by Mr. R.L.M. Vleugels, Chairman of the Honorary Membership Committee at the closing session on May 29th.

This session was held on Friday, May 29th at 14:00 in the "Nago" Room. President Bastard opened the session and first reported to the audience the fact that the agreements with the IAPH Foundation and with the British Ports Association had been signed as was resolved at the First Plenary Session.

Next, Mr. Patrick Falvey, in his capacity as the Chairman of the Resolutions and Bills Committee reported on the outcome of his committee's deliberations by recommending the following resolutions which were so then passed.

No. 7 Resolution of Condolence upon the Passing Away of Sir Leslie Ford. (page 39)

No. 8 Resolution Expressing Appreciation (to the hosts and others directly involved in the Conference). (page 40)

No. 9 Resolution on Conference Vice President. (page 40)

Then Mr. Vleugels in his capacity as the Chairman of the Honorary Membership Committee reported and recommended the election of the following members as Honorary Members, whose election was then so made.

Ir. J. den Toom, Managing Director, Port Management of Amsterdam, an Executive Committee member of IAPH

More of Nagoya



Welcome Reception on May 25th.
The Conference Host President Mr. Nakaya and Mrs. Nakaya together with the Conference Chairman Mr. Kohmura and Mrs. Kohmura receive President Bastard.



Delegates at the Welcome Reception.



Meeting of Finance Committee.



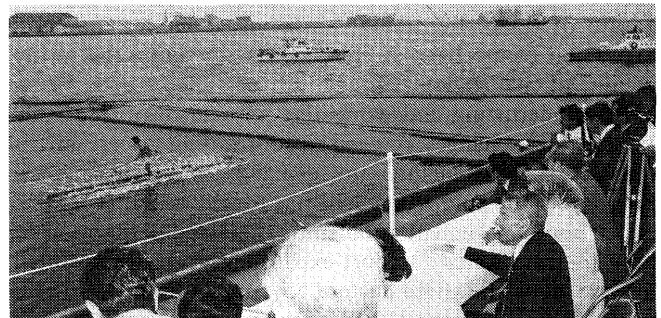
Meeting of Committee on Large Ships.



On May 28th, delegates visiting the Toyota Motor Plants, which is located about 30 km away of the Port of Nagoya, from where Toyota cars are shipped worldwide.



Tree planting in commemoration of the NPA's 30th Anniversary. Mr. Bastard (left) and Mr. Mayne planting pine and eucalyptus saplings.



Delegates enjoy watching traditional log-rolling by raftsmen, one of the important "cultural properties" designated by Nagoya City.

Pictures Conference



Following a boat tour observing the Port of Nagoya, delegates and ladies enjoying "Japan Night" at Kinjo Exhibition Hall, which is beautifully decorated with a traditional Japanese garden, with food stands for "tempura", "sushi" and "yakitori" and completed by a giant "sake" barrel.



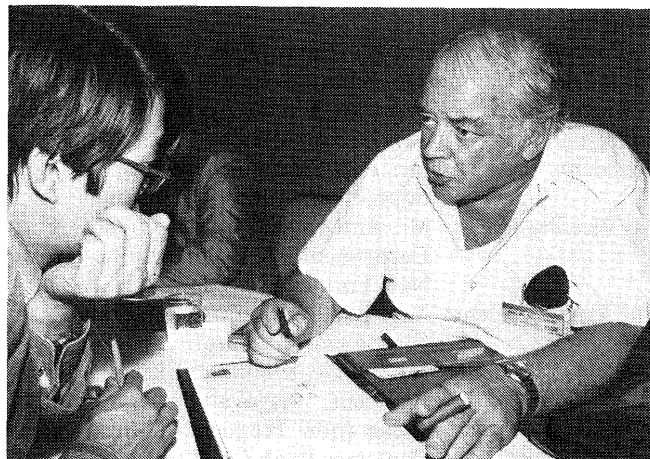
The attraction of the night was the performance by local folk dancers and at the end of their presentation, all delegates joined in a circle for "awa-odori" dance.



Wives of Officers (from left, Mrs. Tukur, Mrs. Mayne, Mrs. Sato and Mrs. Kohmura) having an amusing chat before the closing session begins.



Mr. J. McCormick, Session Moderator. (May 29)



Bull Session—Mr. R.W. Carr (New Zealand) being consulted on port management and operations.



On May 29th, a farewell reception was given by the new President. Delegates all enjoying the "Sayonara" dance.



At farewell reception, Mr. Mayne (sitting at left) Mme. Bastard (center) and Mr. Bastard (the extreme right).

who served as Vice-President and the Conference Chairman of the 8th Conference in 1973 and is now Chairman of the Finance Committee.

Mr. J.H.W. Cavey, Member of the National Harbours Board, Canada, who served as an Executive Committee member and as Chairman of the Constitution and By-Laws Committee.

Mr. Paul Bastard, Inspector-General for All Non-Autonomous French Ports, Ministry of Transport, France, and the 13th President of IAPH (1979-1981).

Their election was duly approved and certificates of honorary membership specially designed on specially made parchment were presented to the newly elected honorary members.

President Bastard in his capacity as Chairman of the Nominating Committee reported on the nominations of President and Vice-Presidents for the new term as follows and his nominations were so supported and agreed.

- President: Mr. A.S. Mayne, Chairman of Melbourne Port Authority, Australia
- 1st Vice-President: Mr. Anthony J. Tozzoli, Director, Port Department, The Port Authority of New York and New Jersey, USA
- 2nd Vice-President: Mr. B.M. Tukur, General Manager, Nigerian Ports Authority, Nigeria
- 3rd Vice-President: Mr. Fumio Kohmura, Executive Vice-President, Nagoya Port Authority, Japan (now President of the Nagoya Container Berth Co., Ltd.)

Further in accordance with the resolution No. 9, **Mr. F.J.N. Spoke**, General Manager, Port of Vancouver, Canada was elected as **Conference Vice-President**.

Mr. Bastard delivered his retiring address (as reproduced below) to complete his duty as the President.

Mr. Mayne, the new President then delivered his inaugural address (next page) and presented a gold badge to the retiring President, Mr. Bastard.

Mr. Mayne after the changing of seats, announced the names of the Executive Committee members for the new term as introduced on page 33, and further the names of the Chairmen and Vice-Chairmen of internal and technical committees under the re-structured set-up.

Mr. F.J.N. Spoke was called on to deliver an invitation address to the 13th Conference which his port (Vancouver) is hosting in June, 1983, and the delegates enjoyed his speech and a film presentation that followed. (see page 32)

Mr. Fumio Kohmura, the Conference Chairman, announced the closure of the 12th Conference a quarter to 4 o'clock in the afternoon.

Mr. Paul Bastard's Retiring Address

Mr. President, Stan
Dear Colleagues,

Now that I have handed over the torch of IAPH to Stanley Mayne, and I am moving to the position of Past President, I wish to deliver my last message as far as the 12th IAPH Conference is concerned.

It is not without emotion that I do this, because the period May 1979-May 1981 will remain one of the most important steps in my life, which gave me the pleasure, the honour and the pride of presiding over the Association's life.

How can I thank all those who helped me during the past two years? First, many thanks to you, my dear colleagues and officers, Stan Mayne, Tony Tozzoli, Bamanga Tukur and Fumio Kohmura, who so often gave me your very valuable advice. We have been forming a very united team. Thanks to the telexes we exchanged, all the decisions we made resulted from a joint consultation. Through this close cooperation the bonds of friendship have further developed among us.

I am also grateful to you, the members of the Executive Committee for the thoughtful decisions you have made on behalf of the Association in the two-year period beginning in Le Havre Conference to date, including the Executive Committee meeting in Brisbane. In this connection, I would also like to thank the port of Le Havre Authority and the Port of Brisbane Authority for hosting the two Executive Committee meetings.

Secretary General Emeritus, Toru Akiyama and Secretary General, Dr. Sato, and all the friendly members of the Head Office deserve our special thanks. Last November in Tokyo, I found out that the office space in which you work is indeed very modest. Therefore, I am all the more full of admiration for the amount of work you perform. I am deeply impressed with the quantity of letters, replies, and telexes which everyday come in or go out from the Head Office. All my congratulations on the quality of the IAPH journal, of the Directory and of all your publications. I would like also to convey my thanks to our Conference Chairman, Fumio Kohmura for the thorough two-year long preparation of the Conference. I am aware of your personal dedication to the preparations for the Conference. I must also recognize that I was feeling somewhat anxious about the outcome of our sessions of which you are the initiator. But, after their great success, I hope that future Conferences will be solely made of our sessions, with everyone holding a glass in hand! I would also like to ask the Conference Chairman to convey our deep gratitude to the dignitaries who, with their attendance, graced this Conference. I ask you also to express our appreciation of the dedicated work of your able staff.

I feel it is appropriate for me to express my thanks, at this time, to each of you for having contributed in the day to day activities of our Association, either in contributing articles to the IAPH magazine, in exchanging information and ideas with the Head Office and the officers, or otherwise in taking an active part in the proceedings of this Conference.

I would like also to thank from the bottom of my heart the chairmen and the members of the technical, the internal or the Conference committees. Without such committees, what could the Association be? We would meet every year or every other year, with no work being done in the meanwhile and no progress made; we would simply be a club of port authorities, contented with meeting each other now and then. Thanks to you and to the great pain you have taken at work, IAPH has steadily grown in its influence, has become ever more credible and has come to have its power felt, not of course for the sake of power, but for the common cause of ports and of the people of the world. The many reports submitted during the Conference will no doubt be a great help in the coming years to our members and to port partners in economic life and international trades.

I would also like to thank the liaison officers for carrying out with remarkable success their twofold duties: first,

of keeping us informed of the work done by other international organisations and by transmitting to us their questions and then of informing them of our work and by giving them back our replies. I am genuinely pleased with the signing of an agreement with the British Ports Association. This agreement will be extremely promising for the future of our Association, to the extent that it gives the Association the real means of having its voice heard on the international scene. From now on, whenever a matter having impacts on ports will be discussed in an international forum, decisions will no longer be made without the advice of the ports, thus safeguarding our legitimate interests. In this respect, I renew my thanks to James Davidson and Alex Smith for the parts they have played in the preparation and development of this agreement.

I am also pleased with the fact that we agreed to the restructuring of our technical committees through modifications and development of the terms of reference of the committees. From now on, whenever a member of our Association or a port partner in international trade expresses the wish that our Association deal with such or such matter, there will always be a technical committee in charge of it, and if necessary, the newly set-up procedure will enable us to take prompt action by establishing very quickly a specialized sub-committee; we have now acquired the means of taking action. I am sure that many other international associations will envy us.

But above everything else, I wish to tell you, dear friends, how gratifying it was to me to have been swept by the powerful and warm wind of your friendship during these two years, and to have witnessed the bonds of friendship among the IAPH members.

My last word will be for wishing our Association further development and a full success for the years to come. In the monarchical days in old France, people would gather in the streets and shout: 'Le roi est mort, vive le roi', which may be roughly translated in 'the king has died, long live the king'. As President, I have died. Quite fortunately for me, however, here I rise again from my ashes as Past President and turn towards the President, I say: Le roi est mort, vive le roi ! Stan, you have been the manager of a big port for many years; you have already been the President of a big Association. I wish to refer to ICHCA. Everybody knows you here and greatly appreciates you. Yes indeed, our Association is in good hands !

Inaugural Address by Mr. Mayne, New President



Mr. A.S. Mayne, elected the 14th President of IAPH, now delivers his inaugural address.

Thank you for the honour you have given me. My team of officers, Tony Tozzoli, Bamanga Tukur and Fumio Kohmura will do our best to keep promoting IAPH and of course we will continue to have the guidance of Paul Bastard. Paul has been a tremendous president having followed another outstanding president in George Altvater. We have had no secrets. We have worked as a team ably backed up by Head Office.

Paul, you vacate the chair with great distinction. You must be very proud and satisfied that your colleagues have appreciated your efficiency, your friendship, and your continued guidance. Personally I will always value our comradeship. You have been doubly fortunate that you have had such a charming and lovely Marie Claire. Obviously your many absences as president has made her task harder however she has always been there when needed. Thank you Paul and Marie Claire!

I would like to add my thanks and congratulations to our hosts Fumio Kohmura and his staff. They have done an exceptional job and memories of their hospitality will remain with us forever.

The Association has had the good fortune to be supported by the presence of Their Imperial Highnesses Prince and Princess Takamatsu, the Minister of Transport, Mr. Shiokawa and Mrs. Shiokawa, the Governor of Aichi Prefecture and President of the Nagoya Port Authority, Mr. Nakaya and Mrs. Nakaya, the Mayor of Nagoya, Mr. Motoyama and Mrs. Motoyama, the President of the Nagoya Chamber of Commerce and Industry, Mr. Miyake and Mrs. Miyake.

My message to association members is that we must continue to emphasize to our respective governments the value of the port's role in the community. We must never forget we are essentially service organizations and we must play our part towards the environment and conservation of our areas.

I must thank the Japanese Foundation under the leadership of Toru Akiyama for what they have done for this Association. Toru Akiyama is a remarkable man and I suspect he still continues to amaze the members of this Association.

I give my sincere thanks and appreciation to Dr. Sato and his loyal staff for their wonderful spirit. Nothing is a trouble to them and you must be an officer to fully understand what they do for us.

A special word of appreciation to Lord Simon. Your keynote speech was exceptional and I think I speak for everyone who was present at that wonderful Opening Ceremony and Silver Jubilee Luncheon. I also enjoyed the luncheon speeches of Ben Nutter & George Altvater.

Out of respect for our Japanese hosts I will attempt to say a few words in broken Japanese and I hope they understand me. (He went on to say in Japanese that he was grateful for having been able to visit Japan again and meet old friends and make new friends too. He emphasized the merit of the wonderful friendship among Association members which has contributed to world peace and understanding. He also expressed in his impressions of the memorial services for the IAPH founding fathers and finally he hoped that Nagoya would be selected as the host city for the 1988 Olympic Games.)

And last but certainly not least, I record my appreciation to my wife, Betty, who always participates in the social programme and gives me great support. We are about

to depart to all of the world and I trust that we will all see each other in Vancouver. Sayonara !

Invitation Address to the 13th Conference by Mr. F.J.N. Spoke



Mr. President, ladies and gentlemen, we are approaching the end of the 12th Conference of IAPH, which has been so wonderfully hosted by our friends in Nagoya.

And, it is my great pleasure to issue to you the most sincere invitation to participate in the 13th Conference of this Association to be hosted by the Port of Vancouver, in Canada. It will not be easy for us, in Vancouver, to match the hospitality and the organizational excellence of previous host ports, I can assure you though that we spare no efforts to make the next Conference a memorable one from the professional port administrator's point of view, and certainly also the one you can all enjoy socially and from recreational point of view.

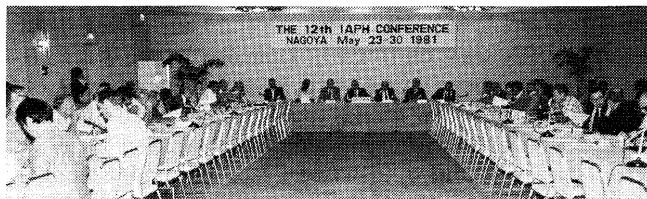
It is our intention to have, during the 1983 Conference, simultaneous translation in four languages, namely customarily English and Japanese of course, but in addition to that in French and in Spanish.

It is my hope that many of our friends in the Spanish speaking parts of the world will attend our Conference to make the Vancouver Conference the largest ever.

Canada has had the distinction to provide the first President of the Association. Canada has also had the distinction to host the 7th Conference in Montreal. And, we are honored indeed to have been selected as the host country for the second time. I am happy to have the full and active support of the Canadian Federal Government and Provincial Government of British Columbia as well as of the City of Vancouver. They are all assisting us to make the next Conference outstanding success it deserves to be.

Now, I would like to make a short audio visual presentation to you and let me once again invite you most warmly to attend the next Conference. Thank you.

Board Meetings



At the pre-conference joint meeting of the Board of Directors and the Executive Committee held at 14:00 on Sunday, May 24, 1981, the following resolution was passed as a result of careful deliberations on the report by the Secretary General on the Association's affairs, and on the reports and recommendations by the Chairmen of the Finance Committee and by the Chairman of the Resolu-

tions and Bills Committee and others.

No. 1 Resolution Pertaining to Section 5 of the By-Laws in Regard to the Annual Membership Dues for 1982 and 1983 (page 40).

Further at the post-conference joint meeting of the Board and Executive Committee, held at 09:00 on Saturday, May 30, 1981, the following resolutions were passed.

No. 2 Resolution on Delegation (page 40)

No. 3 Resolution on the Restructuring of Technical and Their Terms of Reference. (page 40).

The 13th Conference of IAPH due to be held in June, 1983

At the pre-conference joint meeting of the Board and Executive Committee held on May 23, 1981 at Nagoya, it was decided that the 13th Conference would be held from June 3rd to 11th, 1983, in Vancouver, Canada, with the Port of Vancouver Authority as the conference host. It was announced by Mr. F.J.N. Spoke, General Manager of the host port, that the main conference hotel would be Hyatt Regency with extra facilities and space in the Hotel Vancouver and two other hotels. There will be simultaneous interpretation in four languages—English, Japanese, French and Spanish.

The 1982 meeting of EXCO will be in Aruba

At its post-conference meeting held immediately after the joint meeting with the Board, the Executive Committee decided to hold the next inter-conference year meeting at Aruba, the Netherlands Antilles, with the Port of Aruba Authority hosting the meeting. The Ports of Miami and Charleston, USA, were the other two candidates, but a result of the voting, Aruba was chosen. Dr. van Krimpen, former Deputy Managing Director, Port of Rotterdam, is now Managing Director of the Aruba Ports Authority and is to take part as the host.

The location of the 14th Conference of IAPH will be Hamburg

For the 14th Conference to be held in 1985 in the African/European Region, the Association had received invitations from several ports in the region including Hamburg, Israel and Kenya.

After the post-conference meeting of the Board and Executive Committee held on May 30th, the Board members chose Hamburg, after a film introducing the City and Port of Hamburg had been presented by Dr. K. Monkemeier, Director General of the Port, City of Hamburg, and bearing in mind that Hamburg had already made several invitations including one for the 1979 Conference which was in fact hosted by the Port of Le Havre.

Membership Notes

New Member

Regular Member

Hualien Harbor Bureau

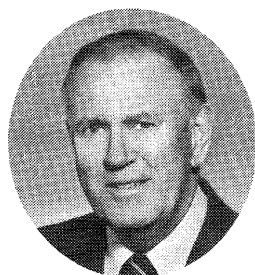
No. 13 Kang Kou Rd., Hualien, Taiwan, R.O.C.

Office Phone: 038-322409

Cable: 3609 (Hualien)

(Mr. Pei-Chou Lee, Director)

Executive Committee (1981-1983)



President
Mr. A.S. Mayne
Chairman
Port of Melbourne Authority
Australia



1st Vice-President
Mr. A.J. Tozzoli
Director, Port Department
The Port Authority of NY & NJ
U.S.A.



2nd Vice-President
Mr. B.M. Tukur
General Manager
Nigerian Ports Authority
Nigeria



3rd Vice-President
Mr. Fumio Kohmura
President
Nagoya Container Berth Co., Ltd.
Japan



Conference Vice-President
Mr. F.J.N. Spoke
General Manager, Port of
Vancouver, Canada



Immediate Past President
Mr. Paul Bastard
Inspector-General for All
Non-Autonomous French Ports,
Ministry of Transport, France



Mr. W.A. Abernathy
Executive Director
Port of Oakland, U.S.A.



Mr. Eigil Andersen
General Manager
Port of Copenhagen Authority
Denmark



Mr. J.P. Davidson
Chairman, Clyde Port
Authority, U.K.



Mr. J. den Toom
Managing Director
Port Management of Amsterdam
The Netherlands



Mr. J. Dubois
General Manager
Port of Le Havre Authority
France



Mr. F. Gingell
Commissioner
Fraser River Harbour
Commission, Canada



Mr. T. Hirota
Director General
The 4th District Port Construction
Bureau, Ministry of Transport, Japan



Mr. R.T. Lorimer
General Manager
Auckland Harbour Board
New Zealand



Mr. J.H. McJunkin
General Manager
Port of Long Beach, U.S.A.



Mr. Moon, Myung-Rhin
Administrator
Korea Maritime and Port
Administration
Korea



Mr. M.C. Pilsch, Jr.
Seaport Director
Massachusetts Port Authority
U.S.A.



Mr. Sven Ullman
General Manager
Port of Gothenburg
Sweden



Mr. J.M. Wallace
President, The Maritime Services
Board of N.S.W. Australia



Mr. W. Don Welch
Executive Director
South Carolina State Ports
Authority, U.S.A.



Mr. Wong Hung Khim
General Manager
The Port of Singapore Authority
Singapore

Bills and Resolutions of the 12th Conference

BILL No. 1

A Bill to Amend the By-Laws

BE IT ENACTED by the International Association of Ports and Harbors in a Conference assembled at Nagoya Japan on May 25, 1981 that the By-Laws be and the same are hereby amended to read as follows:

ARTICLE II – BOARD OF DIRECTORS

Composition of Board of Directors

Section 9. The Board of Directors shall be composed of the President of this Association, who shall be ex-officio Chairman thereof, the immediate Past President of the Association, the First Vice President, the Second Vice President, the Third Vice President, the Conference Vice President, one elective Director from each country represented by not more than ten Regular Members of this Association, two elective Directors from each country represented by more than ten and not more than twenty Regular Members of this Association, the five appointive members of the Executive Committee and, subject to the approval of the Board of Directors, one elective Director from each country represented only by one or more Associate Members of this Association.

Meetings of Board of Directors

Section 13. The Board of Directors shall hold one regular meeting during each two-year period from one Conference to the next Conference, which shall be held prior to or on the opening day of each Conference. Other meetings of the Board of Directors may be called by the President or by not less than one-eighth of the members of the Board, and each such meeting shall be held as a regular meeting, provided that any Board meeting may be held by correspondence when so determined by the President or a majority of the members of the Board. All members of the Executive Committee are invited to attend the biennial Board meeting, and a report on the Executive Committee's activities as described in Section 17 may be requested by the Board to be submitted thereat.

The Secretary General shall give each member of the Board of Directors sixty (60) days' prior written notice of a regular meeting and thirty (30) days' prior written notice of a meeting by correspondence.

Quorum and Action by Board of Directors

Section 14. Each elective Director, or his proxy, elected to the Board pursuant to Section 9 of these By-Laws and the President, the First Vice President, the Second Vice President and the Third Vice President shall be entitled to one full vote at any meeting of the Board of Directors.

ARTICLE III – EXECUTIVE COMMITTEE

Composition and Appointment of Executive Committee

Section 15. There shall be an Executive Committee of this Association consisting of ex-officio members and appointive members.

The Executive Committee shall be composed ex-officio of the President of this Association, who shall also be ex-officio Chairman thereof, the Immediate Past President, the Vice Presidents, three members to be elected from among the Directors and Alternate Directors of this Association from each of the three Regions specified in Section 20 to Article IV of these By-Laws and elected by the Board of Directors, and five members to be appointed by the President from among persons associated with Regular Members of this Association. The members so appointed shall, so far as practicable, be so selected as to ensure that each of the three regions specified in Section 20 of Article IV shall be equitably represented on the Executive Committee, and shall serve at the pleasure of the President.

Each elective and each appointive member of the Executive Committee shall hold office from and after the closing of the Conference following his election or appointment until the closing of the next Conference and until a successor has taken office. In the event a vacancy intervenes in the office of any elective or appointive member of the Executive Committee, such vacancy shall be filled as soon as practicable in the same manner as the prior incumbent was elected or appointed.

ARTICLE V – PRESIDENT AND VICE-PRESIDENTS

Election and Duties of President and Vice Presidents

Section 22. As the last paragraph of Section 22 add the following: "As soon as the host-port for an immediately subsequent Conference is determined, a Conference Vice-President representing that member-port may be appointed for the duration by resolution of a plenary meeting of Regular Members. The Conference Vice-President is an ex-officio member of the Executive Committee and of the Board of Directors, and is responsible for arranging for the conduct of the forthcoming Conference."

BILL No. 2

A Bill to Amend the By-Laws

BE IT ENACTED by the International Association of Ports and Harbors in a Conference assembled at Nagoya Japan on May 29, 1981 that the By-Laws be and the same are hereby amended to read as follows:

ARTICLE II – BOARD OF DIRECTORS

Composition of Board of Directors

Section 9. The Board of Directors shall be composed of the President of this Association, who shall be ex-officio Chairman thereof, the immediate Past President of the Association, the First Vice President, the Second Vice President, the Third Vice President, the Conference Vice President, one elective Director from each country represented by not more than ten Regular Members of this Association, two elective Directors from each country represented by more than ten and not more than twenty Regular Members of this Association, three elective Directors from each country represented by more than twenty Regular Members of this Association, the six

(Continued on page 36)



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FRUITFUL YEARS
OF MERITORIOUS
SERVICE TO
NIGERIA**



—gateway to the nation's economy

NEW PORT OF CALABAR

ARE YOUR GOODS FOR NIGERIA'S NORTH
EASTERN MARKETS (BORNO, GONGOLA,
BAUCHI, PLATEAU STATES)

AND

MARKETS IN PARTS OF EASTERN STATES
(CROSS RIVER, ANAMBRA IMO)
THEN YOUR TIME—AND—HAULAGE—COST
SAVING—PORT IS THE CALABAR PORT.

- * 860 metres quay length
- * 35,000 sq metres stacking area
- * 7 metres below chart datum draught channel
- * 9 metres below chart datum draught at quayside and turning basin
- * Large transit sheds and warehouses
- * Modern Cargo handling equipment

ALL AT YOUR SERVICE AT THE NEW PORT OF
CALABAR N. P. A.'s PORT OF THE FUTURE.



npa

NIGERIAN PORTS AUTHORITY

marching forward with industrial advancement

26/28, MARINA, LAGOS,
NIGERIA, P. M. B. 12588,

(Continued from page 34)

appointive members of the Executive Committee and, subject to the approval of the Board of Directors, one elective Director from each country represented only by one or more Associate Members of this Association.

ARTICLE III – EXECUTIVE COMMITTEE

Composition and Appointment of Executive Committee

Section 15. There shall be an Executive Committee of this Association consisting of ex-officio members and appointive members.

The Executive Committee shall be composed ex-officio of the President of this Association, who shall also be ex-officio Chairman thereof, the Immediate Past President, the Vice Presidents, three members to be elected from among the Directors and alternate Directors of this Association from each of the three Regions specified in Section 20 of Article IV of these By-Laws and elected by the Board of Directors, and six members to be appointed by the President from among persons associated with Regular Members of this Association. The members so appointed shall, so far as practicable, be so selected as to ensure that each of the three regions specified in Section 20 of Article IV shall be equitably represented on the Executive Committee, and shall serve at the pleasure of the President.

Each elective and each appointive member of the Executive Committee shall hold office from and after the closing of the Conference following his election or appointment until the closing of the next Conference and until a successor has taken office. In the event a vacancy intervenes in the office of any elective or appointive member of the Executive Committee, such vacancy shall be filled as soon as practicable in the same manner as the prior incumbent was elected or appointed.

RESOLUTION No. 1

Resolution Approving and Authorizing Execution of Agreement with the International Association of Ports and Harbors Head Office Maintenance Foundation Relating to the Termination of the 1973 Agreement

RESOLVED by the membership of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS assembled at its Twelfth Biennial Conference in Nagoya, Japan, on the 25th day of May 1981, that the certain Agreement dated the 25th day of May 1981, by and between this Association and THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS HEAD OFFICE MAINTENANCE FOUNDATION, a Japanese corporation, providing for the termination of the 1973 Agreement and the relationship between the two parties effective on and after the First day of January 1982 shall be and the same is hereby approved; and be it.

FURTHER RESOLVED that the President, the First Vice President and the Secretary General shall be and are hereby authorized to execute and shall be and are hereby authorized to attest said Agreement on behalf of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS.

Agreement

THIS AGREEMENT, made and entered into this 25th day of MAY 1981, by and between THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, an unincorporated association (hereinafter referred to as the "Association") and THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS HEAD OFFICE MAINTENANCE FOUNDATION, renamed from the effective date of this Agreement as THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS CO-OPERATION FOUNDATION, a Japanese corporation (hereinafter referred to as the "Foundation").

Witnesseth:

WHEREAS, the Foundation was established to help the Association financially and has been successfully fulfilling its duties of maintaining and operating the Head Office of the Association under the Agreement made and entered into on the ELEVENTH day of MAY 1973 (hereinafter referred to as the "Old Agreement"),

WHEREAS, the Association now has succeeded in achieving financial independence through its continued efforts, and

WHEREAS, the Foundation has been served with the notice on the TWENTY-EIGHTH day DECEMBER 1980, in accordance with the provisions of Section 11 of the Old Agreement, to terminate the Old Agreement of the THIRTY-FIRST day of DECEMBER 1981, from the President of the Association duly authorized by the membership of the Association, and

WHEREAS, the Foundation willingly accepts the notice of termination of the Old Agreement, knowing that the financial self-sufficiency of the Association has been successfully accomplished, now, therefore, it is

AGREED BETWEEN THE FOUNDATION AND THE ASSOCIATION AS FOLLOWS:—

1. The Foundation relinquishes and waives all claims for reimbursement of the financial subsidies which it has given to the Association during the period of maintaining and operating the Head Office of the Association.
2. The Foundation shall donate, without claim for reimbursement, FIFTY-THREE MILLION YEN (53,000,000 Yen) in cash or its equivalent to the Association for its operational fund, to be used for the Association purposes, on the effective date of this Agreement.
3. From among persons now employed by the Foundation, necessary and qualified individuals to fill the following positions of the Association shall be transferred to and become employees of the Association, upon the effective date of this Agreement, under the same working conditions they enjoyed as employees of the Foundation:

Deputy Secretaries General	2
	(one is being unfilled)
In servicing department	
Senior Secretary	2
Junior Secretary	1
In clerical department	
Chief clerk	1
Assistant clerk	1

4. The Association shall be responsible for providing retirement benefits for all the Association employees. For employees transferred from the Foundation, their

claims of retirement benefits already accrued against the Foundation on the abolishing day of the Old Agreement shall be assumed fully by the Association. Assets to each claim now held under the item of the retirement allowance reserve fund by the Foundation shall be transferred to the Association upon the effective date of this Agreement.

5. The Foundation shall return to the Association all such usable and moveable equipment and working documents of the Head Office of the Association listed in the inventory contained in the Declaration of Take-over, made and signed on the FIRST day of JUNE 1973, in their existing condition, without compensation. The Foundation shall reimburse the Association for missing items at the book value in the said inventory and upon reimbursement therefore the Foundation shall be relieved of any claim in connection therewith. The Foundation shall also transfer to the Association, at the same time, ownership of any usable and moveable equipment, supplies and working documents for the Head Office of the Association, in addition to those specified in the said inventory, which are necessary for proper functioning of the Head Office of the Association. Also, at the same time, the Foundation shall reassign to the Association all of its right, title and interests in and to any agreements relating to the Head Office outstanding at that time, except those relating to the Library room.
6. The books, magazines and papers now being held in the Foundation Library shall remain under the property of the Foundation, and in the future when the Association wants to dispose of any of its supplies, books, magazines and papers, it shall first refer the matter to the Foundation. The Foundation shall have the option of selecting such books, magazines and papers it deems worthy to be kept in its Library. The Association shall have the right of free access to any material kept in the said Library.
7. This Agreement shall become effective on the FIRST day of JANUARY 1982. The Old Agreement will become altogether invalid upon the effective date of this Agreement.

The Association shall approve, after the effective date of this Agreement, that the Office space, now being used by the Foundation as the Head Office of the Association, be jointly used by the Foundation to the extent and in the manner determined by the Association acting through its Secretary General.

The Association and the Foundation shall share the common office expenses, such as rent, fees for common service, water, heat and light charges in proportion to the number of personnel working in the office, as calculated and finally determined by the Secretary General of the Association.

8. After the abolishment of the Old Agreement, the Foundation, within the scope of its Articles of Incorporation and its financial capacity, upon the request of the Association, will cooperate with the Association to achieve its objectives, in case such as the Association's financial crisis caused by irresistible reasons.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day and year first herein above written.

THE FOUNDATION
A Japanese Corporation

President

Attest

Managing Director

Attest

Permanent Chairman, The Council of the Foundation

THE ASSOCIATION

An Unincorporated Association

President

Attest

First Vice-President

Attest

Secretary General

RESOLUTION No. 2

Resolution Approving and Authorizing Execution of Agreement with British Ports Association

RESOLVED by the membership of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS assembled at its Twelfth Biennial Conference in Nagoya, Japan, on twenty-fifth day of May 1981, that the proposed Agreement by and between THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and THE BRITISH PORTS ASSOCIATION, providing for the representation of the Association effective on and after the First day of July 1981 shall be and the same is hereby approved; and be it

FURTHER RESOLVED that the President and the Secretary General shall be and are hereby authorized to execute and shall be and hereby authorized to attest said Agreement on behalf of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS.

IAPH-BPA Agreement on Representation

THIS AGREEMENT, made and entered into this 25th day of May, 1981, by and between THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (hereinafter referred to as "IAPH") and THE BRITISH PORTS ASSOCIATION (hereinafter referred to as "BPA").

Witnesseth:

1. WHEREAS, IAPH has achieved much of considerable value, since its foundation, by establishing across the world, a community of ports, by making them aware of the common benefit which can come from their solidarity, in a relationship of friendship and cooperation,

2. WHEREAS, IAPH has been granted non-governmental consultative status with United Nations Agencies amongst which are the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "IMCO") and the United Nations Conference on Trade and Development (hereinafter referred to as "UNCTAD") and is recognized by these Agencies as the authoritative organization at the land/sea interface having responsibilities and expertise in both the maritime and trade development fields,

3. WHEREAS, these United Nations Agencies are endeavoring to promote general and equitable welfare of

world people through international trade and shipping,

4. WHEREAS, new rules and regulations to increase the safety at sea, protection of the marine environment and to increase the efficiency and economy of the movement of goods by sea, are constantly under consideration of those inter-governmental agencies, and that their decisions may impinge upon the interests of ports as well as the various branches of the international maritime transport sector,

5. WHEREAS, it is essential that IAPH should have effective representation in the councils of IMCO and UNCTAD, and, in particular, be able to effect a continuing review of their proceedings and work programmes so as to disseminate pertinent information to IAPH member, with suggested objectives for IAPH policy and IAPH initiatives for action in the international maritime transport sector,

6. WHEREAS, IAPH is also aware of and wishes to secure the benefits which may be derived from contacts and jointly co-ordinated action with other non-governmental international maritime transport organizations, both within and outside the meetings of IMCO and UNCTAD, the principal organizations being:

International Chamber of Shipping (ICS)

International Association of Classification Societies (IACS)

International Cargo Handling Coordination Association (ICHCA)

International Union of Marine Insurers (IUMI)

Permanent International Association of Navigation Congresses (PIANC)

International Union for Inland Navigation (IUIIN)

International Association of Lighthouse Authorities (IALA)

International Container Bureau (ICB)

International Organization for Standardization (ISO)

Baltic and International Maritime Conference (BIMCO)

Comite Maritime International (CMI)

Oil Companies International Marine Forum (OCIMF)

International Shipping Federation (ISF)

International Association of Independent Tanker Owners (INTERTANKO)

International Institute for the Unification of Private Laws (UNIDROIT)

7. WHEREAS, the head office of IAPH is located in Tokyo, Japan, and the headquarters of IMCO and UNCTAD, and also of the majority of non-governmental international maritime transport organizations are located in Europe, IAPH has, accordingly invited BPA, being a London, UK-based regular member of IAPH with interests similar to those of IAPH, to represent IAPH, and BPA has indicated its acceptance of the invitation, NOW THEREFORE,

It is agreed between IAPH and BPA as follows:—

- 1) BPA shall represent IAPH interests in Europe and maintain a close relationship with IMCO and UNCTAD to collect information on their future working programmes and relevant data which can then be disseminated in digest form among IAPH members through IAPH head office,
- 2) BPA at the same time shall keep close and friendly relationship with international maritime transport organizations located in Europe for IAPH, to enable effective concerted action wholly or partly to protect interests of ports whenever deemed necessary,
- 3) BPA shall suggest to IAPH any appropriate or necessary action required in relation to IMCO, UNCTAD and other

international maritime organizations,

- 4) BPA shall convey and promote agreed IAPH policy to IMCO, UNCTAD and other non-governmental international maritime transport organizations,
- 5) IAPH shall pay to BPA a sum, to be agreed by IAPH and BPA which shall not exceed an annual maximum negotiated every two years,
- 6) Either party hereto shall have the right to cancel and terminate this Agreement by giving to the other party six month's prior written notice of such cancellation and termination. Neither party shall be liable to the other party for any claims arising from such cancellation and termination.

IN WITNESS THEREOF, the parties declare that the AGREEMENT shall become effective from 1st July 1981.

THE BRITISH PORTS ASSOCIATION

Chairman

Secretary

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

President

Secretary General

RESOLUTION No. 3

Resolution on Enforcement of Conventions

WHEREAS, the list of Conventions attached to the Report of the Committee for the Legal Protection of Port Interests submitted to the May 1981 Conference of IAPH has been prepared as an advice to Members on international regulatory measures which are designed, among other purposes, to advance the causes of safety, equitable recompense for port damage and protection of the port environment,

WHEREAS a number of the Conventions listed are not yet in force although years have passed since their enactment,

BE IT RESOLVED by IAPH that its members should examine the listed Conventions not yet in force, and express to their respective non-ratifying Governments the view point of IAPH that their ratification should be progressed as a matter of urgency including particularly the early ratification of the 1976 Limitation of Liability for Maritime Claims Convention which, when effective could provide a measure of security for ports against the dramatic increase, in recent times, in marine accidents occurring within port waters and causing damage to the port environment and installations.

RESOLUTION No. 4

Resolution on Liability and Compensation in Connection with the Carriage of Noxious and Hazardous Substances by Sea

WHEREAS, the Executive Committee of the IAPH convened in Brisbane, Australia in April 1980, proposed the draft Articles for a Convention on Liability and Compensation in connection with the Carriage of Noxious and Hazardous Substances by Sea, as summarized in the Report of the Committee on Legal Protection of Port Interests,

WHEREAS, the view point of need for revision thereof has been consistently advanced on behalf of IAPH in meetings to date of the appropriate IMCO Committees,

NOW, THEREFORE, BE IT RESOLVED that on future occasions prior to, and during the Diplomatic Conference to be held on this subject in 1982, particular emphasis should be placed on the following proposed revision desired by IAPH as of May 1981:

1) Definition of Transport

The Convention should deal with loading and unloading operations, shore/ship and ship/shore, and not be limited to ship-board transportation.

2) Damages to be taken into consideration

The Convention should compensate for damage caused by toxic, pollution, explosion and fire factors; including fire and explosion on board unladen oil tankers or during the course of unloading operations, by making such provision as has been made for example for accidents on LPG carriers.

3) Persons responsible

In deciding on the allocation of responsibility between the ship owner and shipper, the Convention should also provide:

- a) with regard to the limitation of the ship owners' liability, that it is important from the point of view of the injured party, particularly ports, that the level of limitation to be specified in this Convention should be very much greater than the levels applicable to transport generally, it being indisputable that the damage resulting from this traffic is potentially considerable, but has no direct relationship with the tonnage of the ship in question;
- b) with regard to the limitation of the shippers' liability, that it is desirable to ensure that there will be no difficulty so far as applying the Convention is concerned in defining the shipper responsible or dividing responsibility between shippers who may be involved in the same accident;
- c) for adequate effective insurance covering the respective responsibilities of shippers and shipowners notwithstanding that the transport operation may be between two countries only one of which is a party to the Convention.

RESOLUTION No. 5

Resolution on Extension of the 1969 Convention on Civil Liability for Oil Pollution Damage

WHEREAS, IMCO has shown the apparent willingness to consider an extension of the 1969 Convention on Civil Liability for Oil Pollution Damage to include oils not covered by that Convention,

NOW, THEREFORE, BE IT RESOLVED that IAPH make every endeavour to secure the inclusion of non-

persistent and tanker bunker oils in the extension Protocol, and

BE IT FURTHER RESOLVED that every endeavour be made to secure an upward revision by a substantial amount of the levels of limitation of liability set out in the 1969 and 1971 Conventions to provide against the erosion of currency since the time at which the levels were set.

RESOLUTION No. 6

Resolution Authorizing the Ad Hoc Committee on Dredging to Solicit Voluntary Contributions from IAPH Members in Connection with Implementation of the London Dumping Convention

WHEREAS, the IAPH Ad Hoc Dredging Committee is engaged in important consultation with and presentations to the London Dumping Convention signatory nations in regard to the ocean dumping of dredged material in an effort to clarify the intent of the Convention in order to insure that SLIPS and channels in ports may be PROPERLY and economically maintained, and

WHEREAS, these efforts require the utilization of expert consultants such as oceanographers, environmental lawyers, and marine biologists,

NOW, THEREFORE, BE IT RESOLVED THAT IAPH authorize assisting in funding expenditures for such purposes out of voluntary contributions from IAPH member ports and from other appropriate sources, provided, however, that the overall expenditure by IAPH will not exceed \$10,000 in the first year, and it is

FURTHER RESOLVED THAT, should this funding become available, the IAPH Secretary-General is authorized to develop disbursement procedures for the utilization of the subject funding including if necessary coordination thereof with the Executive Vice President of the American Association of Port Authorities.

RESOLUTION No. 7

Resolution of Condolence upon the Passing of Sir Leslie Ford

WHEREAS, an untimely death has taken Sir Leslie Ford, a former General Manager of the Port of London Authority, and

WHEREAS, Sir Leslie Ford served as chairman of the Organizing Committee of the Fourth Conference of the International Association of Ports and Harbors and successfully attracted major European ports to the Association, and was a Life Supporting Member and a sincere friend and staunch supporter of this Association, and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, particularly for his great assistance to the growth of the Association,

NOW, THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow on his passing and to its sincere feeling of loss and that when this Twelfth Conference of the International Association of Ports and Harbors adjourns it do so in memory of him as an expression of the friendship and affection its members bore for him.

RESOLUTION No. 8

Resolution Expressing Appreciation

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS does hereby express its deep appreciation to H.I.H. Prince Nobuhito Takamatsu, Patron of the Twelfth Conference of this Association, and H.I.H. Princess Takamatsu, to the Nagoya Port Authority, the host organization, to Hon. Masajuro Shiokawa, the Minister of Transport and Honorary President of the Conference, to Mr. Makoto Yoshimura, Director General, the Bureau of Ports and Harbors, the Ministry of Transport and Honorary Vice President of the Conference, to Hon. Yoshiaki Nakaya, Governor of Aichi Prefecture, President of the Nagoya Port Authority and Host President, to Mr. Masao Motoyama, Mayor of Nagoya and Host Councilor, to Mr. Shigemitsu Miyake, President of the Nagoya Chamber of Commerce and Industry and Host Councilor, to Mr. Yoshihiro Inayama, President of the Nagoya Conference Promotion Council, to Mr. Fumio Kohmura, Executive Vice President of the Nagoya Port Authority and Conference Chairman, to Mr. Kiyoshi Ito, Chief of the Secretariat of the Organizing Committee, and to all the members of the Organizing Committee and its Secretariat.

Our thanks also go to Mr. A.J. Carmichael and Mr. Makoto Yoshimura, the keynote speakers, and to the Chairmen and the Group Leaders of the Working Sessions, and to the Ladies' Committee, to the exhibitors and to the media for their respective contributions to the success and enjoyment of the Twelfth Conference of this Association.

RESOLUTION No. 9

Resolution on Conference Vice-President

BE IT RESOLVED by the International Association of Ports and Harbors at a plenary meeting of its 12th Conference assembled at Nagoya, Japan on the 29th day of May, 1981 that

Mr. F.J.N. Spoke is hereby accorded the title of Conference Vice-President of the International Association of Ports and Harbors, who is an ex-officio member of the Executive Committee and of the Board of Directors, during the term commencing on the closing day of the Twelfth Conference and ending on the closing day of the Thirteenth Conference, to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming Conference.

BOARD RESOLUTIONS

No. 1 Resolution Pertaining to Section 5 of the By-Laws in Regard to the Annual Membership Dues for 1982 and 1983

RESOLVED by the Board of Directors of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, met on the 24th day of May, 1981, on the occasion of the 12th Biennial Conference at Nagoya, Japan, that the membership dues of the Association shall be as follows:

increased by 10% for 1982, and further increased by 10% in 1983.

No. 2 Resolution on Delegation

WHEREAS, an objective of the IAPH is to facilitate the formulation of policies and positions consistent with the Constitution and By-Laws on questions of common interest to its members and to present such positions at regional and international discussions; and

WHEREAS, the IAPH enjoys consultative status with the United Nations and its constituent organizations including IMCO, UNCTAD and ECOSOC, and

WHEREAS, many international Conventions, both in effect and pending for adoption, directly affect the operation of ports and harbors, the environment thereof and the liability of users of ports and harbors for damages, and other costs and expenses of ports, and

WHEREAS, it is necessary for the IAPH position and policy to be asserted before the international bodies responsible for drafting, administering and enforcing such Conventions, and

WHEREAS, there is often insufficient time available for the Association to adopt a position through action at a biennial Conference, or through action by the Board of Directors or the Executive Committee, on a matter coming before the aforesaid international bodies,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that when, in the judgement of the President,

- (i) action before an international body is necessary to be taken on behalf of IAPH;
- (ii) there is no existing IAPH policy on the subject as expressed in a previous action by the Conference, or the Board of Directors; and
- (iii) there is insufficient time available for the adoption a policy on that subject by the Association or the Board of Directors;

the Executive Committee is then authorized to adopt a policy on behalf of the Association, and

BE IT FURTHER RESOLVED that if, in the judgement of the President, the circumstances described above exist and the President also determines that there is insufficient time for the Executive Committee to act, the President may establish the Association position on the subject and arrange for its presentation to the appropriate body in accordance with the following procedure:

- (i) notice shall be given in writing by the Secretary General by airmail, telex or other equally efficient means, which notice shall include the text of the position proposed to be taken by the President and appropriate source reference,
- (ii) the said notice shall be given to the officers, each member of the Board of Directors, to each Chairman of the Internal and Technical Committees and to the international liaison officers, and
- (iii) no more than 30% of the recipients of the notice have objected to the proposed position by a writing received by the Secretary General within thirty days following the date specified in the written notice.

No. 3 Resolution on the Restructuring of Technical Committees and Their Terms of Reference

WHEREAS, Section 37 of the By-Laws authorizes the Board of Directors to establish, provide for and prescribe

the duties and powers of such Internal and Technical Committees as it may deem necessary, and

WHEREAS, a study of the restructuring of such Committees was done by the Officers and Committees of IAPH during the 12th Conference held at Nagoya and recommendations for revisions were made to update the terms of reference of the Committees,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that there shall be the following Technical Committees with the duties and powers respectively stated for each:

TECHNICAL COMMITTEES AND THEIR TERMS OF REFERENCE

1) Cargo Handling Operations Committee

To examine and keep under review matters relating to the planning, development and operation of cargo handling facilities and systems including:—

- general cargo
- containerization
- Ro/Ro
- Barging
- Equipment
- Manpower training

To report, advise and make recommendations thereon, as appropriate or as may be requested from time to time by the Association;

To establish subcommittees;

To take such action, alone or jointly with the representatives of inter-governmental and other international maritime organizations to further the interests of ports and harbors, as may be authorised from time to time by the Association, the Board of Directors, or Officers authorized to act on the subject on behalf of the Association; and to undertake day to day liaison with other international and national organizations as necessary.

2) Port Safety, Environment & Construction Committee

To consider matters relating to the construction, maintenance and safe marine operation of ports and harbors and the protection of the port environment, including vessel traffic services, the control of dangerous substances, pollution control and crisis management;

To report, advise and make recommendations thereon, as appropriate or as may be requested, from time to time, by the Association;

To establish subcommittees, and to constitute the Dredging Task Force to continue the functions of the former Ad Hoc Dredging Committee;

To take such action, alone or jointly, with the representatives of inter-governmental and other international maritime organizations, to further the interests of ports and harbors, as may be authorised from time to time by the Association, the Board of Directors, or Officers authorised to act on the subject on behalf of the Association; and to undertake day to day liaison with other international and national organizations as necessary.

3) Trade Facilitation Committee

To consider procedures and documentation relating to

the facilitation of trade through ports and harbors including the communication and processing of data locally, nationally and internationally, as appropriate;

To report, advise and make recommendations thereon, as appropriate or as may be requested, from time to time, by the Association;

To establish subcommittees;

To take such action, alone or jointly with the representatives of inter-governmental and other international organizations, to further the interests of ports and harbors, as may be authorised from time to time by the Association, the Board of Directors, or Officers authorised to act on the subject on behalf of the Association; and to undertake day to day liaison with other international and national organizations as necessary, including the Customs Cooperation Council, the International Chamber of Shipping and the International Chamber of Commerce.

4) Committee on International Port Development

To consider, propose and administer schemes for the provision of training, education and technical assistance to developing ports and to stimulate cooperation between developing and developed ports;

To report, advise and make recommendations thereon, as appropriate, or as may be requested, from time to time, by the Association;

To establish subcommittees;

To take such action, alone or jointly with the representatives of inter-governmental and other international maritime organizations, to further the interests of ports and harbors, as may be authorised from time to time by the Association, the Board of Directors, or Officers authorised to act on the subject on behalf of the Association; and to undertake day to day liaison with other international and national organizations as necessary.

5) Committee on Legal Protection of Port Interests

To examine and keep under review the provisions of international law affecting the interests of port;

To report and make recommendations thereon from time to time as may be appropriate or requested by the Association;

To take such action, alone or jointly with the representatives of inter-governmental and other international maritime organizations to further the interests of ports and harbors, as may be authorised from time to time by the Association, the Board of Directors, or Officers authorised to act on the subject on behalf of the Association; and to undertake day to day liaison with other international and national organizations as necessary.

In consultation with the IAASP and the IMB (International Maritime Bureau) on order and security and other related matters affecting the interests of ports; and

To establish sub-committees to consult with and advise other Committees on matters arising from their terms of reference and which impinge upon or may affect the legal protection of port interests.

6) Committee on Public Affairs

To outline suitable practices for implementing port development plans;

To consider the effects of changes in shipping technology and cargo handling practices on the community;

To identify community attitudes to port development, port operations and industrial development in port areas;

To identify areas and sources of public concern;

To assess the economic impact of the port on the community; and

To develop a public relations strategy to cope with the problems of the community;

To establish subcommittees;

To report, advise or make recommendations thereon, as appropriate, or as may be requested from time to time, by the Association.

Ad Hoc Dredging Committee Meeting

The Ad Hoc Dredging Committee was established at the Executive Committee held in Brisbane, Australia, April, 1980, with Mr. Anthony J. Tozzoli, Director, Port Department, The Port Authority of New York and New Jersey, as its Chairman in order to develop a better understanding of port disposal practices within the context of the London Dumping Convention (LDC). This is an international treaty which went into effect in 1975 relating to the prevention of marine pollution from the dumping of wastes and other matters, including dredged materials at sea.

The Committee subsequently prepared a survey questionnaire which was distributed to the IAPH members in October 1980, to which 108 responses from 38 countries were received. The Committee made an analysis of these returns and compiled their findings into a report entitled "A Survey of World Port Practices in the Ocean Disposal of Dredged Material as related to the London Dumping Convention."

In Nagoya the Committee met on Sunday, May 24, at 11:00, chaired by Mr. Tozzoli with the invaluable assistance of Col. Haar, Jr., Associate Port Director, Port of New Orleans who has been working on this matter in his capacity as Chairman of the Ad Hoc Dredging Task Force of the AAPA and who attended the last annual LDC meeting in London in 1980. At the various functions of this convention, Col. Haar was able to present the IAPH's concerns over the LDC and it was agreed that the Task Force would give a presentation of its work at the next annual convention, provided that a detailed paper outlining its proposals was made at the Convention's Ad Hoc Scientific Group meeting in Canada in May of this year.

The Committee felt that the IAPH Dredging Committee representatives should go to London in October to follow up the work they have already done. Furthermore, it was agreed that as there was no possibility of IAPH funding such work, the Committee should canvas member ports of the Association for contributions. That money together with other contributions should be jointly handled by AAPA and IAPH for the continued work of the Committee, and to effect this Resolution No. 6 (on page 39 of this issue) was passed at the First Plenary Session on May 25, 1981.

While it had been the original idea to make this Committee permanent, the whole matter was examined by the Board of Directors within the framework of the restructuring of the technical committees and finally it was decided it would function as a Task Force of the new Committee on Port Safety, Environment and Construction (former COLS) chaired by Mr. J.M. Wallace (Sydney) which has four other sub-committees on: Terminal Safety, Marine Safety,

Engineering and Ships.

The Dredging Task Force, in accordance with the terms of reference of the Port Safety, Environment and Construction Committee is to keep under review, major matters relating to seaport and inland port dredging and dredging equipment including the following;

- to continue interface meetings and coordination with the LDC and IMCO;

- to develop program on disposal of dredged material problem areas for inland ports;

- to prepare an inventory of dredging equipment owned by dredging companies world-wide. This should include a special section on state of the art (i.e.—split-hull dredgers, etc.) and any new innovative equipment (i.e.—Dutch oil spill recovery capability hopper dredging recently built); and

- to produce an information brochure on sources of information and assistance on dredging techniques and types of equipment best suited for given situations.

Meeting on the establishment of an International Documentation Service

On Wednesday, May 27, at 5:30 p.m. at the "Suzuka" room of the Nagoya Kanko Hotel, a meeting to discuss the establishment of an international documentation service center was held chaired by Mr. J.P. Lannou, Assistant to Mr. J. Dubois, Director-General Port Autonome du Havre, France.

It was at the Executive Committee meeting held in Brisbane, Australia, in April, 1980, the idea to establish an international inter-port information center was proposed by the Port of Le Havre Authority. This would be formed up from among the IAPH members, who would pool their experience and their data with respect to information on all subjects that affect the many port-related activities, be they administrative, financial; economic, commercial or technical.

The proposal was supported to the effect that the Port of Le Havre would take the initiative in setting up such a center and in this connection a questionnaire was distributed to all IAPH members as a first step in July, 1980 seeking their comments on the proposed idea.

Based upon the response from the members (40 members replied to the questionnaire), Mr. Lannou, at the Nagoya meeting, suggested the formation of a group of leaders who would work within their own regions to assure the best possible implementation of the project and the following people were recommended as group leaders by language and region.

English Language:

American Region: A.J. Tozzoli, USA
F.J.N. Spoke, Canada

African/European Region

B.M. Tukur, Nigeria
J.P. Davidson, U.K.
Sven Ullman, Sweden

Asian/Australian Region

A.S. Mayne, Australia
R.T. Lorimer, New Zealand
Won Hung Khim, Singapore

Japanese Language: Fumio Kohmura, Japan

French Language: J. Dubois, France
R.L.M. Vleugels, Belgium
S. Ngann Yonn, Cameroon

Spanish Language: D. Siguenza, Mexico
Polish Language: S. Pawlowski, Poland
German Language: K. Monkemier, Germany

Mr. Lannou said that the first step in establishing an International Documentation Service Center was to ask the volunteers to provide information about the way that they individually deal with documentation.

He went on to say that the Port of Le Havre will coordinate the project and act as collecting points for the information, and he further proposed that the group leaders should pass on the information that they collected from the volunteers in their regions. The Chairman asked that the reports of the group leaders be in the language of the

leader's country but in all cases also in English.

Mr. Lannou felt that the project could start in 3 to 4 months and continue for 6 months to one year in the same way so as to indentify the best way to cooperate this service. The information collected would be compiled at Le Havre and then reports would be sent out to the various group leaders.

As the first step, Mr. Lannou said that the Port of Le Havre would send, as soon as possible, a letter to each volunteer, describing the shape of the project and asking them to describe their own organization and the field of documentation that they cover. It should be desirable to hold a meeting of the leaders after an appropriate period.

Impressions of Nagoya Conference

by Betty Mayne
(Wife of Mr. A.S. Mayne, President of IAPH)

It is with much pleasure that I look back on the 12th Conference of I.A.P.H. at Nagoya in May, and I would like to take this opportunity to sincerely thank all the organisers, including Head Office staff for a most impressive and successful Conference.

I would especially like to thank those people responsible for the very fine and thoughtful ladies program which I am certain all the ladies enjoyed very much.

The Conference commenced for us with the memorial services for Mr. Matsumoto and Dr. Haraguchi in Tokyo and Kobe respectively which were observed with much dignity and helped me realise what these two fine gentlemen had achieved in forming I.A.P.H.

The ladies program visit to Noritake was very enthusiastically received. It would have been interesting to have had longer there, but we realise that it is not possible. We were most fortunate to have an extra bonus at the famous Nagoya Castle in a wonderful display of bonsai azaleas.

I think the excursion to Pearl Island and Ise Grand Shrine was the highlight of the ladies program. The very comfortable train trip gave the visitors a good insight into that most picturesque part of Japan. The women divers were fascinating as were all those beautiful pearls, the memory of them will linger with me for many years.

Our visit to the sacred Ise Grand Shrine, in its beautiful surroundings was a very interesting and peaceful experience.



Mr. and Mrs. Mayne being introduced at a reception.

The Forestry Centre was a delight and on discovering that it is a reasonably new Japanese garden I hope I shall have the opportunity to revisit when it is at its height. The ceramic museum was also most interesting.

Our Toyota City visit was informative for everyone and the tree planting and port tour was enjoyed by all.

How beautiful the mock wedding ceremony was! Does every Japanese girl have a wedding like that? It is my ambition to be able to arrange flowers in the Ikebana style that we witnessed by masters of the art, and our paper dolls with expert instruction, have been admired by all at home.

We felt very honoured indeed to have the presence of H.I.H. Prince Takamutsu and the charming Princess at the Conference.

I enjoyed my first visit to Nagoya and I was particularly impressed by the polite and courteous interpreters and also the young ladies from the Friendship Clubs. I can only conclude that they will be a great success at your 1988 Olympic Games.

I would like to pay tribute to Mr. & Mrs. Kohmura for their gracious contribution which undoubtedly added to the success of the Conference.



At "Ikebana" class.

Ladies' Program

by Sadako Fujino

(Wife of Dr. Yoshio Fujino, Associate Member of IAPH)

On the occasion of the 12th IAPH Conference, the Organizing Committee prepared a colorful program to provide the accompanying ladies with opportunities to appreciate the traditional arts and culture of Japan.

About 200 ladies gathered in Nagoya from various parts of the world accompanying the delegates to the Conference, and ladies from the host country welcomed the visitors from abroad. The Welcome Reception offered a friendly get-together, and helped the ladies to become acquainted with each other at the beginning of a week of enjoyable events to come.

The Opening Ceremony was a very impressive event held in the presence of Prince and Princess Takamatsu. Princess Takamatsu, charming and composed in a bright blue dress and white hat was the center of admiration of all ladies. The Silver Jubilee Luncheon was served to the large gathering in the spacious hall, but the chief concern of the ladies seem to be in the tour to the Noritake chinaware factory scheduled for the afternoon.

The ladies were curious to learn about the process of making the famous Noritake chinaware in the course of the tour through the plant and the museum. Ladies throughout the world seem to possess a keen interest in tableware, as they use them every day to serve meals to their families, and to entertain friends at home. The visit to Nagoya Castle gave the ladies a glimpse of the feudal days of Japan.

On the second day, the ladies made an early rise for an excursion to the Pearl Island and the Grand Shrine of Ise. The ladies were thrilled to see the process of cultivating pearls in oyster shells, and watched the diving in search of pearl oysters. A splendid display of accessories and souvenirs made with pearls produced in the island was attractive to the eye.

The Grand Shrine of Ise in the serene quietness of the woods, and the sacred dance performed to the accompaniment of ancient musical instruments offered a solemn atmosphere of Japanese tradition.

Strolling along the paths of the Forestry Center amid beautiful flowers and green shrubs, and a typical Japanese garden laid out over a vast hillside, ladies, particularly from northern countries, enjoyed the bright sunshine of a fine spring day.

The Grand Shrine of Ise in the serene quietness of the Japan. The ladies tried their hands at Ikebana, the art of flower arrangement, and enjoyed a sip of powdered green tea prepared with grace and elegant formality. A demonstration of a Shinto wedding ceremony was the highlight of the day, presenting the bride in a traditional hair-do and costume of the court ladies of feudal days. A number of ladies enjoyed taking part in the ceremony as relatives of the bride and groom.

Small dolls made with colorful hand-made paper, and a demonstration of Japanese cooking were other attractions of the day. Japanese cuisine seems to be quite popular among foreigners today. Questions poured in as everybody was anxious to learn about the different aspects of the Japanese mode of life.

Towards the end of the program during the bus rides, the microphone was passed around for the ladies to say a few words. Ladies from abroad seemed to have enjoyed the program very much, and expressed their appreciation for



Ladies at Nagoya Castle.

the hospitality and warm welcome, while the Japanese ladies in turn expressed their pleasure in having the opportunity to welcome such a large number of visitors from abroad and enjoy the program together.

A short visit to a foreign country enables us to see the sights and historic spots of the land. However, it does not always give us an opportunity to hold friendly talk with the people and learn about their way of life.

The IAPH Conference gives the delegates opportunities to exchange views, discuss various problems, and promote mutual understanding and friendship. The gathering of ladies accompanying the delegates also provides the opportunity for ladies to learn about the people and the mode of life in different countries. Topics of common interest to ladies throughout the world were often discussed during the tours.

We hope that the ladies who visited Japan on this occasion carried home with them favorable impressions of our country and fond memories of the days we spent together. It would be very nice if we could all meet again in Vancouver in 1983 to renew our acquaintance.

Excursion on May 28

Some eighthundred delegates and their wives, in twenty buses, left the hotel early in the morning for the Takaoka Factory of Toyota Motors, where the visitors observed assembly-lines for passenger cars and visited Toyota Hall where the latest models of Toyota cars were displayed.

After a buffet luncheon hosted by Toyota, the delegates proceeded to Garden Pier of Nagoya Port to witness the tree-planting ceremony by the IAPH Officers and Executive Committee Members, in commemoration of the 30th anniversary of the foundation of Nagoya Port Authority. After the tree-planting, a presentation of marching drill by Aichi Prefectural Police Band entertained the delegates.

In the pier-side water, long-rolling by raftsmen, which was designated by Nagoya City as one of its important cultural properties, was staged, while the event was somewhat interrupted by an untimely shower.

A harbour cruise on "Hamayu Maru" (1,234 ton passenger liner serving on a Tokyo based islands route), was the next to last event of the day. Receiving full watering greetings by Nagoya Port's fire-fighting boats, the harbour cruise ended at Kinjo Pier, one of the newly developed terminal areas of Nagoya Port.

At Nagoya Int'l Exhibition Hall, a dome covered hall of 13,870 m² floor space, from 18:30, "Japan Night" was staged, starting with a Japan's traditional Kagamiwari

ceremony (To feast the opening of meeting by breaking-off the upper cover of Sake cask) by Mr. Nakaya, Governor of Aichi Prefecture and Mr. Paul Bastard, IAPH President. Introduced in succession were various Japanese folk dances played by a group of amateur folklore dancing club in Nagoya.

"Japan Night" finished up with an out door presentation of "Hand-Held Fire Works", which also was one of locally preserved folk-arts, at 21:00.

Post-Conference Tours

Tour One (Kyoto-Nara-Kobe) was participated in by thirty-seven delegates and their ladies plus three members from Nagoya Port. On top of many visits to historical, scenic and touristic places of interests in Kyoto and Nara (old capitals of Japan), on May 31 and June 1, the party visited Kobe Port and Kobe Portopia '81, an exposition staged on Kobe Port Island, a man-made island. In the afternoon of June 1, the party made a cruise of the port on board "Owada" (a launch of Kobe Port). A welcome dinner was hosted by Mr. Ijiri, Vice-Mayor of Kobe, in the evening at Kobe Portopia Hotel.

Tour Two (Hakone-Kamakura-Yokohama-Tokyo) was participated in by twenty-nine delegates and their ladies plus three members from Nagoya Port. Besides various visits to historical, scenic and touristic places of interests in Hakone and Kamakura on May 31 and June 1, the party visited the ports of Yokohama and Tokyo in the afternoon of June 1.

After a lunch hosted by Mr. Hirochika Kobayashi, Director-General of Bureau of Port & Harbour of Yokohama, at "Hikawa Maru", an ex-NYK passenger liner permanently anchored at Yokohama Port as a museum and meeting place, the party on board "Tokyo Maru" (a launch of Tokyo Port) made a observation cruise of Ports of Yokohama and Tokyo, via Kawasaki Port. At the Museum of Ships, located on one of reclaimed islands of the Port of Tokyo, a welcome dinner was hosted by Mr. Nobuji Shimada, Director-General of the Bureau of Ports & Harbours, Tokyo Metropolitan Government.

Tour to Korea Fifteen delegates and their wives were guests of Korea Maritime and Port Administration for 5 days from May 30 to June 3 on a post conference tour organized by KMPA. Besides visits to historical and touristic places of interest, during the stay the delegates visited Port of Incheon on May 31, Hundai Shipyard and Busan Port on June 2.



Reception party hosted by Mr. Cheung, Dy. Administrator of KMPA at Shilla Hotel, Seoul.

Notification of the Number of Dues Units for 1982 & 1983

The Secretary-General's Letter of July 1: Section 5 of the By-Laws provides: "Each Regular Member shall file with the Secretary-General, in each odd numbered year commencing with the year 1979, a report of the tonnage handled during the calendar year immediately preceeding the filing of such report." It further continues: "Such tonnage report shall be used for the purpose of calculating the number of membership units to which that Regular Member shall subscribe until the succeeding tonnage report is filed as herein required, irrespective of any fluctuations in the volume of tonnage handled in the meantime".

Regular Members are asked to file with the Secretary-General the number of dues units for 1982 & 1983, in accordance with the formula and scheme as reproduced hereunder, until August 15, 1981.

1: Tonnage Handled

A: General Cargo: _____ tons
B: Bulk Cargo _____ tons

2: Calculation Formula

A: General Cargo: = _____ tons
(As above)

B: Bulk Cargo: _____ x $\frac{20}{100}$ = _____ tons
(As above) (Weighted tonnage)

3: The Number of Dues Units:

4: Dues Scheme

	Number of Units
Less than 1,000,000	1
1,000,000 or more but less than 2,000,000	2
2,000,000 or more but less than 5,000,000	3
5,000,000 or more but less than 10,000,000	4
10,000,000 or more but less than 20,000,000	5
20,000,000 or more but less than 40,000,000	6
40,000,000 or more but less than 70,000,000	7
70,000,000 or more	8

Notes from Sec. 5 of the By-Laws

a: Where a Regular Member performs purely governmental functions and is not charged with any duties relating to the operation of a port, it shall pay membership dues as follows:—

- One membership unit if the major port under its jurisdiction is already a Regular Member and pays membership dues based upon tonnage handled; and
- More than one membership unit, based upon tonnage handled, if the major port is not a Regular Member, subject to the limitation, however, of not being charged for more than the number of membership units payable by the major port under its jurisdiction, if it were a Regular Member paying dues based upon the tonnage handled.

b: In the event a member disagrees with the classification assigned, the member may appeal to the decision to the Executive Committee, which have the power to affirm, reverse or modify such determination.

c: Any Members shall have the privilege of subscribing for any number of membership units in addition to the units required as above.

International maritime information:

World port news:

ICHCA elects president

At its XVth Biennial Conference held this year in Edmonton, Alberta, the General Assembly of the International Cargo Handling Co-ordination Association elected Mr. R.G. McFarlane as President for the next biennium.

Rowly McFarlane, Chief Deputy Minister of Transportation in the Government of Alberta, was born in Ottawa in 1918 and served in the Royal Canadian Navy during the Second World War. He has had a distinguished career in the Alberta Government and was appointed to his present office in 1975.

1980 a banner year for Canadian ports

The National Harbours Board reports record movements of grain, coal, sulphur, potash, forest products, containers, liquid bulk and other general cargo, with total volume amounting to 163 million tons. Equally impressive was the fact that the Board reported a net income of \$17.4 million, that in contrast to the series of losses experienced over the past several years. Nearly 70 percent of the tonnage handled last year at NHB ports consisted of bulk cargoes other than grain. Of the remainder, 17.9 percent was grain, 4.4 percent container and 7.9 percent other general cargo. Montreal alone moved some 7.5 million tons of grain, three times the 1979 tonnage, and is the fourth largest container port in North America. Still another key statistic is the \$37.9 million NHB invested in new and enlarged facilities, including \$10.6 million for container terminals.

Of related interest is a Canadian government decision aimed at giving major ports greater local autonomy. The proposal, which will be submitted to Parliament for approval in the fall, will establish local port corporations under a new Canada Ports Corporation. The new organization, essentially a reorganized National Harbours Board, would be headed by a chairman and a board of directors representing the various regions of Canada. The corporation would be empowered to create local subsidiary port corporations which would operate individual ports with a great deal of autonomy. In making the announcement, Canadian Transport Minister Jean-Luc Pepin emphasized that an important goal was "to get the local, provincial and regional input established early in the decision-making process." Fifteen ports currently comprise the NHB system. Toronto and Hamilton are independently administered commission ports and would not be affected by the proposed change. (AAA ADVISORY)

"Coal Ports West" Seminar

"Coal Ports West," a seminar focusing on U.S. coal export potentials from West coast ports, will be sponsored by The American Association of Port Authorities, September 16-18, 1981, at the Holiday Inn Holidome, Sacramento, California.

"Coal Ports West" will examine the role of U.S. and

Canadian ports in terms of the Pacific rim coal market and the export potential for western North American coal. It will review a wide range of issues relating to coal exports and port requirements. Among the topics to be addressed are market demand, supplier capabilities, inland transportation, the bulk ship market, terminal development, the dredging problem, environmental considerations, national coal port development policies of other coal exporting and importing companies and U.S. federal government port policy issues.

The seminar should be particularly timely in that the coal requirements of the Asian rim markets are projected by the Interagency Coal Export Task Force to rise to 43 million tons in 1985, to 90 million tons by 1990, and to anywhere between 202 and 220 million tons by the year 2000. Competition will be keen from other supplier nations. The ability of U.S. and Canadian coal producers to carve out a productive share will depend to a very large extent on the capability of exporting ports to accommodate these huge volumes.

For additional information, contact Rexford B. Sherman, Director of Research and Publications, The American Association of Port Authorities, 1612 K Street, N.W., Washington, DC 20006; Telephone (202) 331-1263.

Nanaimo Harbour awards major port contract

A \$1.7 million contract for building site services for the Nanaimo Harbour Commission's Duke Point forest products terminal has gone to a local company, Hub City Paving.

Phase one of the project includes a single, deep-sea berth capable of serving the largest forest products carriers, a Ro-Ro barge berth, some fifteen acres of paved storage area with high mast lighting and office/lunchroom facilities. Future phases will see the construction of an additional deep sea berth and Ro-Ro barge berth together with some 120 thousand square feet of warehousing and added paved area of about forty acres.

Cost for construction of phase one will be \$20.5 million.

Record highs: Port of Québec

For the fourth consecutive year, the Port of Québec has reached a record high. The overall tonnage transshipped within the Port's limits has climbed by 1.5 million metric tons which represents a 9% advance whereas the total number of ship arrivals grew from 1,718 to 1,882. As for the tonnage handled on the docks of the National Harbours Board, its volume soared by 19.2% which means that 11.2 million metric tons were handled in 1980 as compared to 9.4 million metric tons in 1979.

Notwithstanding the 6.2% slump in activities at the privately-owned docks, due to a decline in the hydrocarbon and pulpwood sectors, the Port of Québec boasts an overall performance most interesting by far.

Thanks to numerous customers, fairly good indicators

lead us to anticipate another record high for 1981. The goal set by the Port administration, namely, to increase the tonnage volume by 10% per annum during this present decade seems then, to be realistic.

A quick glance at the Port of Québec's activities reveals that the Port's primary role, namely, the transshipment of dry and liquid bulk cargo, was upheld in 1980; hence of the 11.2 million tons handled on the docks of the National Harbours Board, 96% belonged to this category of merchandise. As for the other types of cargo coming under the general cargo heading, this category is picking up momentum since it represents 4% of the total tonnage in 1980 as opposed to a mere 1.6% in 1979.

Port of Thunder Bay at a glance

Port Authority

The Port of Thunder Bay's Lakehead Harbour is administered by the Lakehead Harbour Commission.

- Set up by the authority of the Harbour Commissions Act, the Commission consists of three appointees of the Federal Government and two appointees of the Corporation of the City of Thunder Bay.
- The purpose of the Lakehead Harbour Commission is to insure an efficiently operating Port.

Since the inception of the Lakehead Harbour Commission, cargo tonnages have more than doubled and continuous development is taking place along Thunder Bay's waterfront.

World's largest grain port

The Port of Thunder Bay is famous for its capacity to expedite grain movement through Canada. These elevators are being continually modernized to meet the growing demands on the grain industry. Presently handling in excess of 15,000,000 tonnes of grain annually, our Port is the largest grain Port in the world.

5-year statistical report

Inbound	1976	1977	1978	1978	1980
Bulk Cargo	275,409	263,975	363,764	312,578	180,686
General Cargo	237,191	213,439	252,862	267,995	270,000
Petroleum	418,736	460,412	526,621	443,087	488,757
Coal	22,691	343,029	148,665	111,927	186,302
	954,027	1,280,855	1,291,912	1,144,587	1,125,745
Outbound					
Bulk Cargo	17,014	37,227	21,788	53,622	77,312
General Cargo	71,857	102,562	101,773	113,373	116,573
Grain	12,045,308	13,128,417	13,672,602	12,395,819	14,659,943
Iron Ore	4,177,529	4,747,481	4,470,852	3,827,870	2,681,053
Newsprint	215,278	255,638	268,049	261,230	263,511
Sulphur	43,741	14,306	7,212	124,171	166,815
Potash	28,276	64,942	211,872	433,362	808,458
Coal	272,059	185,809	155,809	2,159,904	2,498,530
	16,871,062	18,536,382	18,909,957	19,369,351	21,272,195
TOTAL	17,825,089	19,817,237	20,201,869	20,513,938	22,397,940

Cargo handling record set: Maryland Port Administration

The Port of Baltimore's North Locust Point Marine Terminal broke its all-time high record for cargo handling in 1980 by some 30 per cent, according to statistics compiled by the Maryland Port Administration.

The previous record for the terminal, owned by the Baltimore and Ohio Railroad and leased to the MPA under a 40-year contract, was set in 1978 at 843,639 tons.

Last year, North Locust Point handled a gross total

tonnage of 934,153 tons, up 217,912 from 1979 and 90,514 above the 1978 total.

A large increase in general cargo, from 293,619 tons in 1979 to 489,081 tons in 1980, helped the terminal, operated by the MPA since 1964, keep pace with overall general cargo growth in the port.

Other commodity increases were noted in steel, which jumped from 100,788 to 136,122 tons last year, and container cargo, up from 188,975 to 190,618 tons in 1980.

North Locust Point also increased its grain totals at Pier 7 from 1979's 1,727,474 tons loaded to 1,936,470 tons (about 12 per cent); its total containers handled from 13,491 to 13,777; it loaded container cargo tonnage from 117,071 to 132,583 and its total net tons of cargo loaded from 288,576 to 558,024, a whopping 93 per cent.

New crane for Port of Boston

Massport Executive Director David W. Davis recently announced the arrival of a special cargo for the Port of Boston. The first of two low-profile container cranes that will service Massport's Castle Island Marine Terminal is now in port.

The crane was built by Paceco, Inc. at their Gulfport, Mississippi factory and shipped by barge to Boston. The trip up the eastern seacoast took nearly two weeks.

According to Massport's Port Director, Martin C. Pilsch, Jr., the crane's arrival is an important milestone in the expansion of the Castle Island Marine Terminal. "This equipment—the 40 Long Ton cranes—helps make Massport's development plans a working reality."

The new Castle Island container facility is due to open this Fall and is part of Massport's \$100 million seaport expansion program. Massport is making a substantial investment in new and existing maritime facilities to insure that the Port of Boston remains a thriving seaport.

"We are confident about the future of the working Port of Boston," adds Executive Director Davis. "Massport's expansion program will not only enhance port services, but will also have a far-reaching economic benefit for the entire New England region."

The Massport development program, designed to meet the growing demands of maritime shippers, will pump \$18 million annually into the New England economy.

SCSP's chairman elected

Ralph M. Hendricks of Charleston was elected chairman of the South Carolina State Ports Authority Board.

Hendricks, a retired executive with Westvaco Corporation is chairman of the Charleston Development Board and past president of the Trident Chamber of Commerce. Hendricks was named to the SPA board in 1977 and has served as vice chairman since 1978.

Port of Corpus Christi renamed

Texas Gov. Bill Clements has signed into law a bill changing the official name of the Port of Corpus Christi.

The special district operating the west Gulf port will now be known as the Port of Corpus Christi Authority. For 55 years it operated as the Nueces County Navigation District No. 1.

"Our new name communicates quickly and should help identify us more readily to people in Texas and around the

world," said Port Director Harry G. Plomarity.

"Being identified as a county navigation district has been the cause of some confusion even within our own community for decades," he said. "The old name served us well but it failed to spell out who we are, where we are located or what we do. The new name does all three and still preserves the identity we have established worldwide as the Port of Corpus Christi."

"We recognize that establishing a clear identity is part of a successful marketing strategy," Plomarity said.

Since 1970 the Port of Corpus Christi has handled an average of 54.9 million tons of waterborne commerce annually, peaking at 61.2 million tons in 1978. Principal commodities shipped through the port include petroleum, bulk ores and minerals, grain, chemicals, bagged goods, steel and cotton.

The Port Authority owns and operates general cargo docks, public oil docks, an export grain elevator, a cotton compress, bagging facilities and a bulk materials handling complex.

Port of Houston leads in foreign tonnage again

The Port of Houston again ranked No. 1 in foreign trade volume in the United States during 1980, moving more tonnage in international commerce than any other American port.

It was the second consecutive year Houston had led in this important category.

Total foreign shipments through the Port for 1980 were 53,501,079 tons, 31,099,958 in import and 22,401,121 in export. The trade was valued at \$23 billion, \$11.7 billion export and \$11.3 billion import.

The tonnage figures were down from 1979 because of decreasing shipments of imported crude oil and of petroleum products.

At the Port of Houston alone, oil imports declined by a full one-third, from 31 million tons during 1979 to 20.7 million tons during 1980. Shipments of petroleum products, mostly in coastwise traffic, dropped from 43.1 million tons during 1979 to 38.9 million tons in 1980.

Port of Los Angeles takes steps toward a new container terminal

Steps toward a new, over 100-acre container terminal at Berths 121-126 in the Port of Los Angeles were taken recently as the Board of Harbor Commissioners approved a final Environmental Impact Report (EIR) and agreements with consultants to design the facility. On November 26, 1980, the Board had entered into an agreement (Permit No. 441) with American President Lines, Ltd. (APL) to develop the new container facility.

As proposed, the new terminal will be used exclusively by American President Lines, an existing tenant. The project will include modification of 600 lineal feet of existing wharf at Berth 126 plus construction of 1,360 lineal feet of new reinforced concrete wharf using the standard currently under development for the container terminal planned at the Port's Berths 216-218.

Major terminal buildings in this APL project, which will be the largest single operator container handling terminal on the U.S. West Coast, include a 110,000-square-foot Container Freight Station and a 30,000-square-foot Maintenance and Repair Building.

An administration building will be constructed on an adjacent site in the West Basin area of the Port.

Completion of the entire terminal complex is expected in the summer of 1983.

New 42-acre container terminal taking shape: Port of Oakland

Steady progress is being made in the construction of the new 42-acre Charles P. Howard Container Terminal, the Port of Oakland's latest container facility taking shape in the Port's Inner Harbor.

Building of the dike and preliminary work on the terminal yard are nearing completion, and piles are being driven for the terminal wharf.

Additional work on the terminal yard is expected to begin soon, including the lighting, electrical, storm drainage and fire protection systems. This will be followed by the construction of pavement, terminal buildings and facilities.

Ted Connolly, President of the Oakland Board of Port Commissioner, said that the new Howard Terminal was being developed by the Port to keep pace with the needs of future shipping.

"As the largest container port on the Pacific Coast of the United States, the Port is preparing to handle a large share of the growing container traffic expected in the future," he said.

The new container terminal is expected to be in operation in mid-1982.

Mocks Landing Industrial park land is available: Port of Portland

Marketing efforts for the Port's newest industrial park—Mocks Landing—got under way last April when the Port Commission approved a sale/lease pricing policy and development standards for the project.

The property—134 acres just east of the Port's Swan Island Industrial Park—is located in the heart of Portland and represents a unique plan to create a major job center while protecting the livability of neighborhoods.

Seventy acres of land will be developed and marketed initially. The Port hopes to see the first industry open on the property by the end of this year. Because of its prime urban location—only four miles from the city's core area—the property will be available for prices ranging from \$140,000 to \$150,000 per acre. An additional \$2,000 per acre will be charged for rail-served parcels.

The development standards approved by the Port for Mocks Landing incorporate portions of standards for other Port industrial developments—all quality areas that blend in with their respective environments and add to the livability of those who work there. Numerous inquiries already have been received from various firms involved in light and medium manufacturing activities, uses for which the development is zoned.

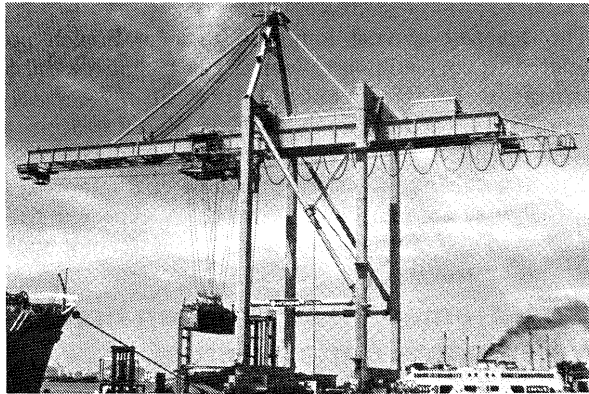
The Mocks Landing plan was developed in a cooperative effort between the Port and the City of Portland.

The unique plan was also designed to increase job opportunities for area residents through the city's "First Source" Employment Program.

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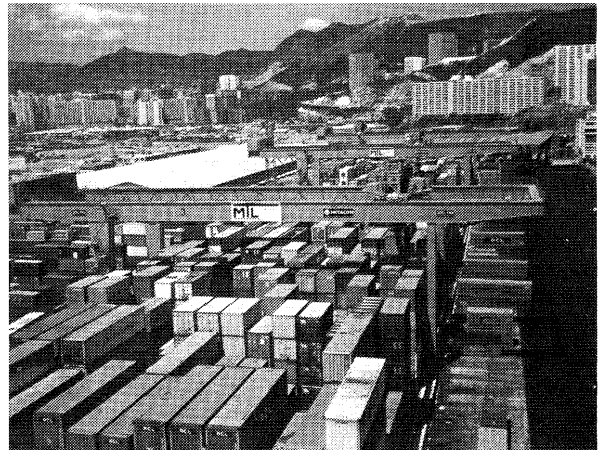
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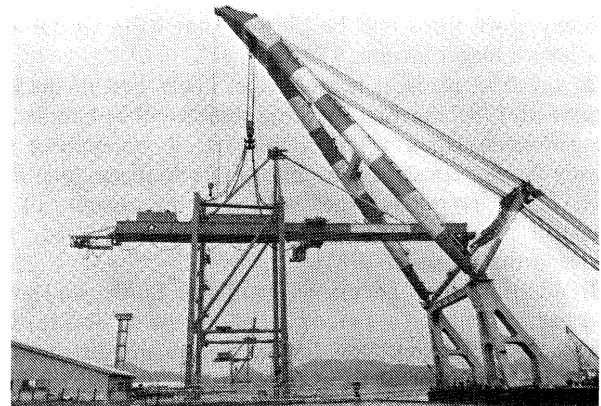
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Bright spots for 1981: Port of Antwerp

Times are hard. People are talking of an economic crisis. 1981 will probably not be an easier year for port users and as a result the activity of ports throughout the world will be influenced. Nevertheless are some bright spots for Antwerp which justify our being hopeful with regard to 1981.

In the first place the maritime access to the port of Antwerp has been improved since the beginning of the year permitting an increase in draughts by one foot, which facilitates imports of dry bulk goods such as coal, grain and ore by bulk carrier. In fact as a result of the improved navigability vessels with a draught varying from $\pm 41'$ (neap-tide) to $\pm 45'6''$ (spring-tide) can sail up the Scheldt. In real terms this means that large bulk carriers with a cargo of up to 100,000 tons can call at Antwerp.

In the second place, in connection with these preparations have already begun for the construction of the Berendrecht lock. Tenders will be called for in the near future.

In the third place, the link between the Fifth Harbour Dock and the America Dock has just been opened to traffic. This will result in a quite considerable change in the traffic flow pattern in the port as it involves advantage both for inland navigation and for maritime navigation. The circulation and passage of inland barges from the Albert Canal to the Scheldt-Rhine link and vice versa has been made easier and maritime access to the southern part of the docks improved. As a result the pressure of land traffic on the Oosterweel and Wilmarndonk Bridges will be decreased, which will improve the flexibility of both road and rail traffic. Land traffic will be further facilitated by the construction of the second bridge over the Baudouin Lock which is also planned for 1981.

In the fourth place, there is every prospect that the new 800 ton floating hoist will be taken into service by the City of Antwerp in about mid 1981. The technical specifications of this new floating crane were described in detail in the previous issue of *Hinterland*.

Many port firms will be pleased that «Big Gust» will now have a bigger brother «Brabo».

In the fifth place, it is more than likely that in the last quarter of 1981 the first seagoing vessels will be handled in the Delwaide Dock where a number of warehouses are already under construction. In the sixth place, the first series of 12 new quaycranes with a lifting capacity of 10 tons and a reach of 40 metres will be erected ready for service in the course of 1981.

In addition a few hectares of land near Luithagen Haven have been raised and are ready for allocation as sites for the construction of warehouses for the storage and distribution of goods. A number of firms have already applied for sites there.

Finally a start will be made with the construction of the quaywall of the Fourth Dock on the left bank of the river. Upon completion of dredging in the approach channel to the Kallo Lock the first part of the port there is expected to be opened to traffic in mid 1981.

It is a fact that Antwerp is convincingly holding its own and thanks to the close and firm cooperation between port authorities and port users is able to adapt to the requirements of modern transport.

Le Havre to have industrial coal centre

The Port of Le Havre Authority, the Compagnie Française de Raffinage, which runs the local refinery for the Total group, the Association Technique de l'Importation Charbonnière, la Société Havraise de Gestion et de Transport and Les Fils Charvet have taken preliminary steps to set up a Havre Storage and Treatment Centre for coal imported for industrial use.

Acting both for themselves and for future associates, the partners agreed to set up a company within three months to build and run the new centre. The head office will be in the future World Trade Centre in Le Havre and the chairman will be provided by the Compagnie Française de Raffinage. The facility itself could well come into service some time in 1983.

The quantity of coal imported through French ports amounted to 23.1 million tonnes in 1980, almost a third of it arriving at Le Havre, but as it was mainly for use in coal-fired power stations, it required no special treatment at the port of entry.

The new facility is needed to handle coal imported for industrial use, consumption of which is expected to increase rapidly in future, but which does require special treatment on arrival.

Latest Bremen/Bremerhaven handling developments quite positive

'Ports': the delicate foreign and world-economic situation barometer, whilst not standing at 'changeable' or even 'fine', nevertheless indicates from the figures of the first 1981 quarter that a more optimistic estimation of the international economic situation, than some of the more pessimistic forecasts in recent times, is justified—according to Bremen's Ports Senator, Oswald Brinkmann, in referring to the current maritime-trade economic position. Handling fluctuations are the rule and not the exception. Reduced bulk-commodity handling in the Bremen ports (fewer coal exports) has been counteracted, even in the 1980-crisis year, by continuing general-cargo handling increases (16.6 million tons)—a noteworthy high proportion being containerised. Brinkmann forecasts 1981 as being the 'Year of Verification'. After a slow start the latest development in February and in March especially (general: 1,522 million tons = 10% over the 1980 general average) is to be regarded as expressly positive for 1981. In this, the latest order-boom just being recorded by the West-German industry will only register (as higher handling figures) in about half a year. The Senator said that Bremen's ports policy is: "To consolidate the achievements, modernise the installations and adapt to international sea-trading requirements—and also to ensure steps for coping with the unremitting expansion in, for instance, the container and automobile handling".

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1980 was a good year: Amsterdam Port topman den Toom

All in all, 1980 was a good year for the Port of Amsterdam. When final figures for the year are in, the total tonnage handled will be between 21.5 and 22 million tons, according to Ir. J. den Toom, managing director of the Amsterdam Municipal Port Management.

This would make 1980 the second best year on record, exceeded only by 1971 when 24.1 million tons of cargo were handled. Tonnage was above 21 million tons in both 1972 and 1973, but the subsequent oil crisis then had its effect and figures slipped. However, Mr. den Toom was optimistic because the levels of traffic seen in the early part of the decade had been reached again.

Mr. den Toom cited a number of points about cargo in 1980:

- + ore traffic increased by about 50 percent; however the uncertain situation of the West European steel industry makes the futures trends of this cargo uncertain.

- + mineral oils totalled about six million tons; the Mobil refinery had extra work. Both oil and ore trends are difficult to predict and it remains uncertain whether these will continue.

- + general cargo, autos and containers remain important cargoes. Good results were seen especially at CTA, Ter Haak, Van de Velde and Jonker Scheuer.

Mr. den Toom feels that the Port White Paper, published by the Municipality last year, is a good basis for future development of the port. Also, Mr. den Toom sees the continued development of new port-based industry, such as the Cargill sunflower seed plant which came on stream in 1980, as a good sign.

Recently it was announced that a pilot plant for coal gasification may be built in the Western harbour area. The VEGIN in Apeldoorn—the central institute for Dutch gas firms—is behind the move. A feasibility study is now being made and construction of the plant, if approved, would begin next year. This plant would make use of the 'U-process' developed by the Institute of Gas Technology in Chicago to produce gas out of coal.

New Gothenburg main road connections facilitate cargo flow

Large new road jobs which have been fulfilled recently in the Gothenburg district will mean considerable advantages for the land-carried goods to and from the Skandia harbour as well as to the other Port of Gothenburg harbours.

The European Motor Road No. 6 passage from the south through Gothenburg has been made straighter and broader and the latest addition to the way-net is the new part of the National Motor Road No. 40 which leads eastwards from Gothenburg, passing the Landvetter airport and leads to the industry centres around the towns of Borås and Jönköping and other inland districts.

Through the new Gothenburg South-West bypass and the Älvsborg bridge, the Skandia harbour has a direct and timesaving connection southwards with the European Motor Road No. 6.

Another important factor for the traffic is the Tingstad tunnel which takes European Motor Road No. 6 traffic

under the Göta River to Hisingen on the north side of the river, where almost all of the port's activities now are located—except the ferry terminals of the Stena and the Sessan lines which are still on the south bank of the river and which also have good road connections.

Retiring port workers to get better deal: Port Authority of Fiji

The Ports Authority of Fiji and the Fiji Registered Port Workers Union have signed an agreement on conditions and benefits giving Registered Permanent Workers and Registered Relief Workers in the Port of Suva a better deal when they retire.

The Agreement was made following the Picton-Smith Arbitration Award last year which directed that the number of Registered Workers be reduced from 308 to 100 in the Port of Suva because they were not being fully utilised.

The workers involve 271 permanent registered workers and 37 registered relief workers.

This is a major break through PAF—Union industrial relations.

The PAF and the Union arrived at the agreement following a series of amicable discussions through the good offices of the Permanent Secretary for Tourism, Transport and Civil Aviation, Mr. Berenado Vunibobo.

Under the Special Retirement Scheme, 50 men will be retired each year at the end of 1981, 1982, 1983 and 1984.

PAF will select in consultation with the Union, the 50 men who will go on retirement each year.

According to the Agreement, the 50 men in the first year will include the remaining 37 Registered Relief Workers.

The Agreement states that at the end of 1983, the two parties shall review the position however, the strength of the Registered Permanent Workers force will not be reduced below 100 men.

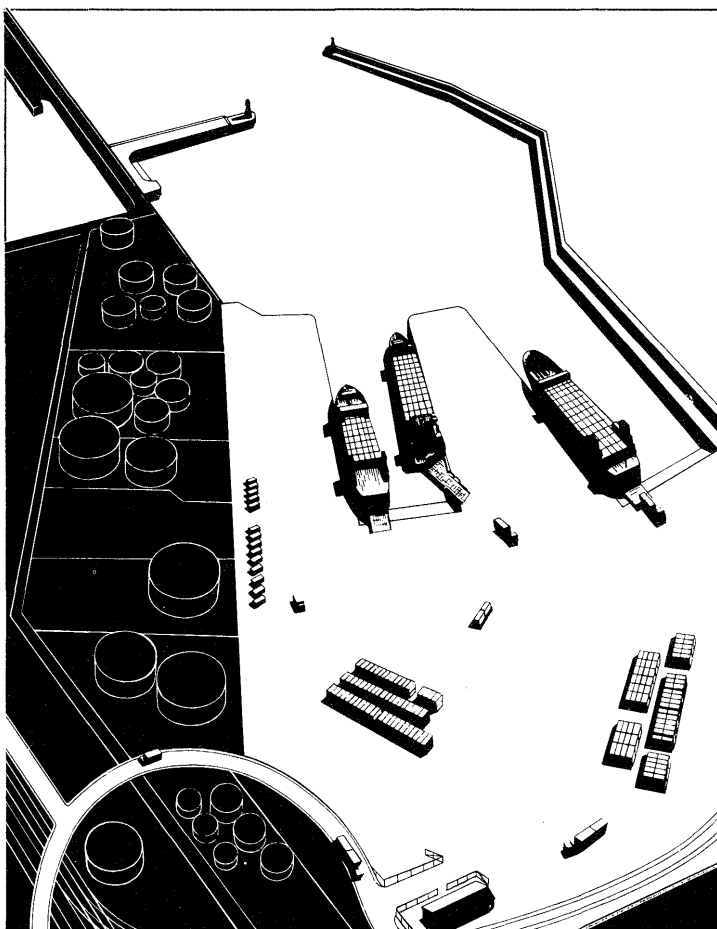
The retirement benefit payable to both Registered Permanent Workers and Registered Relief Workers under the Special Retirement Scheme, will be \$4,000.

The Scheme will be in force for 48 months from the date the agreement is signed.

The Agreement stipulates that the Union shall co-operate with the PAF in any discussions with shipping companies regarding the introduction of the Tonnage Rate System (TORS).

The Agreement goes on to say that the retirement of Registered Permanent Workers or Registered Relief Workers shall only be in accordance with the Agreement and the PAF and the Union agree to withdraw this retirement claim from the Arjun arbitration.

In conclusion the Agreement states that in the case of any members of the Registered Permanent Worker or Registered Relief Worker who are still service in any one year, "they shall be included in the number required to be retired during the particular period and the full benefit of \$4,000 each will be paid to their dependants".



The WEST HARBOUR

— a venture for future

In October 1980 the construction work started for the West Harbour — the new terminal designed for the Shipping Industry of tomorrow to keep pace with the continued growth of unitized traffic. The project comprises an acreage of 25 hectares with a total quayage of 1,000 m at a water depth of max. 13 m. The approach to the turning basin and the docks is easily accessible. The West Harbour implies a substantial extension of existing container and RoRo facilities at Helsingborg, where unitized cargo has a share of 50 percent of the total throughput. Already in autumn 1982 the inner basin with adjacent terminal area will be in operation.

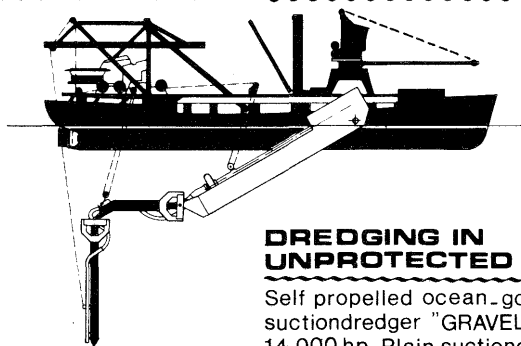
The geographical position is ideal for cargo to and from Scandinavia thanks to frequent ferry and feeder services to all trade centres in the North. Efficient cargo handling with up-to-date equipment and skilled staff is performed by the terminal company Skåneterminalen AB, known as forerunner in stevedoring.

The Shipping Industry has now still better motives for conducting trade via Helsingborg — the Port of the Future.

PORT OF HELSINGBORG
—it pays off to go there

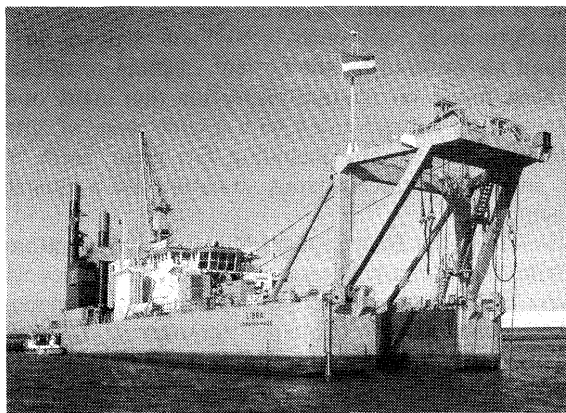
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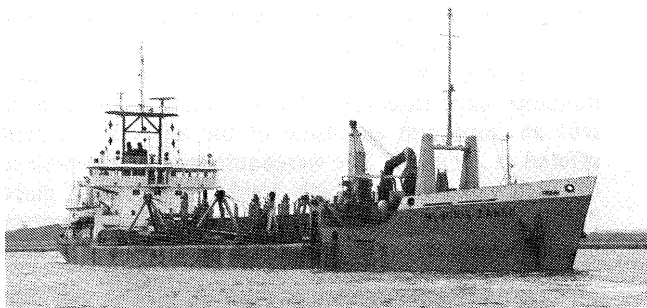
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Container terminal should expand: Hong Kong

A detailed study into the need for a second container terminal to relieve pressure on the over-crowded conditions at Kwai Chung has now been completed. The consultants, Halcrow Fox and D.J.H. Consultants, have reportedly suggested that the terminal be expanded.

The container terminal at present handles the bulk of Hong Kong's 1.3 million container TEU every year.

Cleaning certificate for every container: New Zealand Ministry of Agriculture and Fisheries

New Zealand has its share of both native and exotic insects and diseases but has been fortunate in that its isolation has spared it from many of the serious pests and diseases of both animals and plants which exist in other parts of the world. Under the circumstances the containerisation of cargo by sea and air could rapidly change New Zealand's situation if appropriate precautions are not taken.

Thus under the current requirements devised by New Zealand's Ministry of Agriculture and Fisheries, for containers and containerised cargo, it is necessary for every container entering New Zealand to be covered by a certificate issued by the container operator or shipper stating that all internal surfaces have been thoroughly swept, vacuumed or otherwise cleaned so that all residues of previous loads and other foreign material, including insects and other pests, were removed before the container was loaded or shipped empty to New Zealand. Similarly it is necessary for persons exporting goods to New Zealand to endorse their certified invoice to the effect that no prohibited packing materials have been used in the packing of goods in the container.

Unfortunately, although containers arriving in New Zealand are covered by the correct cleaning certificates, it has been found on random inspection that many of these containers are contaminated with a wide range of different types of contaminants, including fat, grain, seeds, wool, hair and other miscellaneous materials of a quarantine concern.

Therefore, the New Zealand Ministry of Agriculture and Fisheries has found it necessary to adopt the policy whereby any F.C.L. container found to be contaminated must be broken down at the container terminal at the port of discharge—consequently this tends to defeat the whole purpose of containerisation.

Under the circumstances the Ministry of Agriculture and Fisheries seeks the co-operation of suppliers of goods to ensure that certification covering containers is correct in that the container has been cleaned of previous loads.

Tribute to seafarers: Port of Napier

At 10.57 a.m. on 3rd February, 1931, the Hawke's Bay Region of New Zealand was struck by the most devastating Earthquake disaster in the country's history. Worst affected were the cities of Napier, on the coast, and Hastings, ten miles south and inland.

At the time of the Earthquake, the Royal Navy vessel, H.M.S. Veronica, was berthed at Napier's Inner Harbour,

and was the first to communicate to the outside world, the fact of the Earthquake and the extent of the disaster.

H.M.S. Dunedin and H.M.S. Diomedé were in Auckland at the time, and made immediate preparations to go to Napier, loaded with doctors, nurses, stores and food, to help with the rescue and clean up operations.

The crews of these three vessels, along with those of the S.S. Northumberland and M.V. Taranaki, who were off Port at the time, worked feverishly to help the townspeople to regain some semblance of law and order.

Added to the Earthquake devastation, the town of Napier was swept by fire, hampering the rescue of many people who were buried under rubble, and presenting the rescuers with an enormous and sometimes horrific task.

The Hawke's Bay Harbour Board took the opportunity of the 50th Anniversary of the Earthquake to commemorate the magnificent efforts of the seafarers following the disaster, and on 2 February, 1981, a plaque and memorial dedicated to the officers and men of H.M.S. Diomedé, H.M.S. Veronica, H.M.S. Dunedin, M.V. Taranaki and S.S. Northumberland, and all seafarers involved was unveiled by the Misses Huia and Tui Whiteparsons, daughters of the late Captain H. Whiteparsons, Harbourmaster at the time of the Earthquake.

The memorial, an old style ships anchor, and plaque, stand in front of the Board's offices at the Port of Napier.

The plaque was accepted on behalf of the Navy by Rear Admiral K.M. Saull, Chief of Naval Staff. One Australian and three New Zealand Navy ships were in port at the time of the dedication, and crew members participated in the commemoration service.

Many of the surviving crew members off the Royal Navy ships involved in the relief work in 1931, returned to Napier for the Earthquake Commemoration ceremonies, and the men from M.V. Taranaki and S.S. Northumberland were represented by Shaw Savill and P & O representatives.

Further recognition of the part played by the Royal Navy was made by naming the three entrances to the port of Napier after the vessels involved.

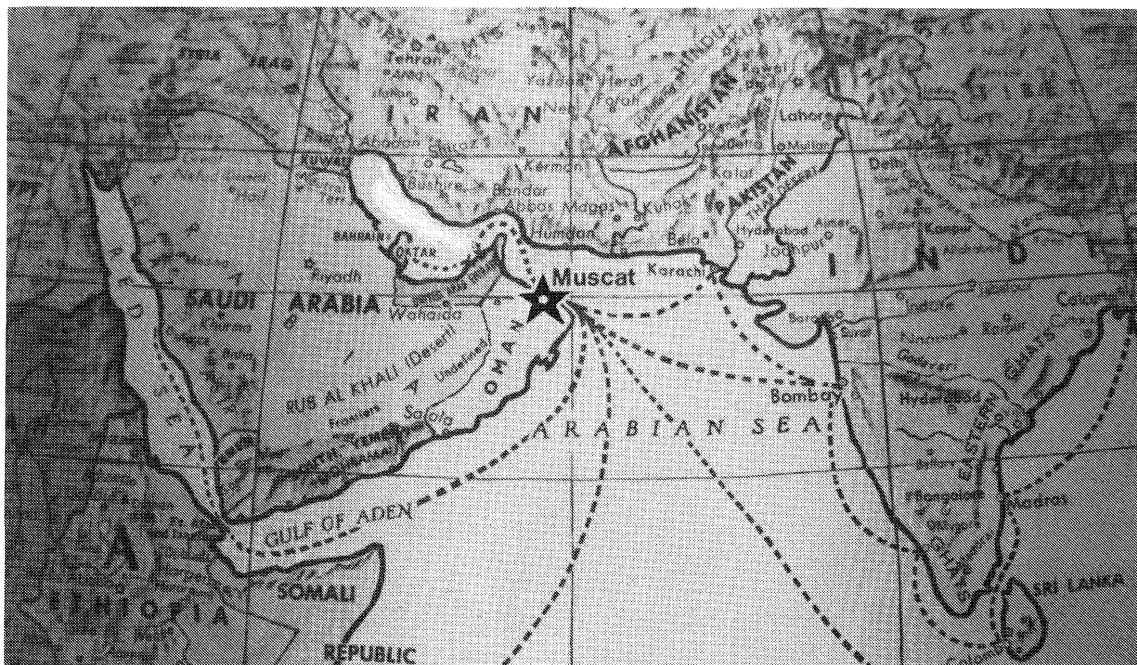
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40 acres of upland area. Approximately 30,000 containers are expected to move via Red Hook each year and the facility will have the capability of handling trucks on a 100 percent appointment system. The site enjoys exceptional navigational advantages since it is located along Buttermilk Channel where the Corps of Engineers maintains a depth of 40 feet.

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