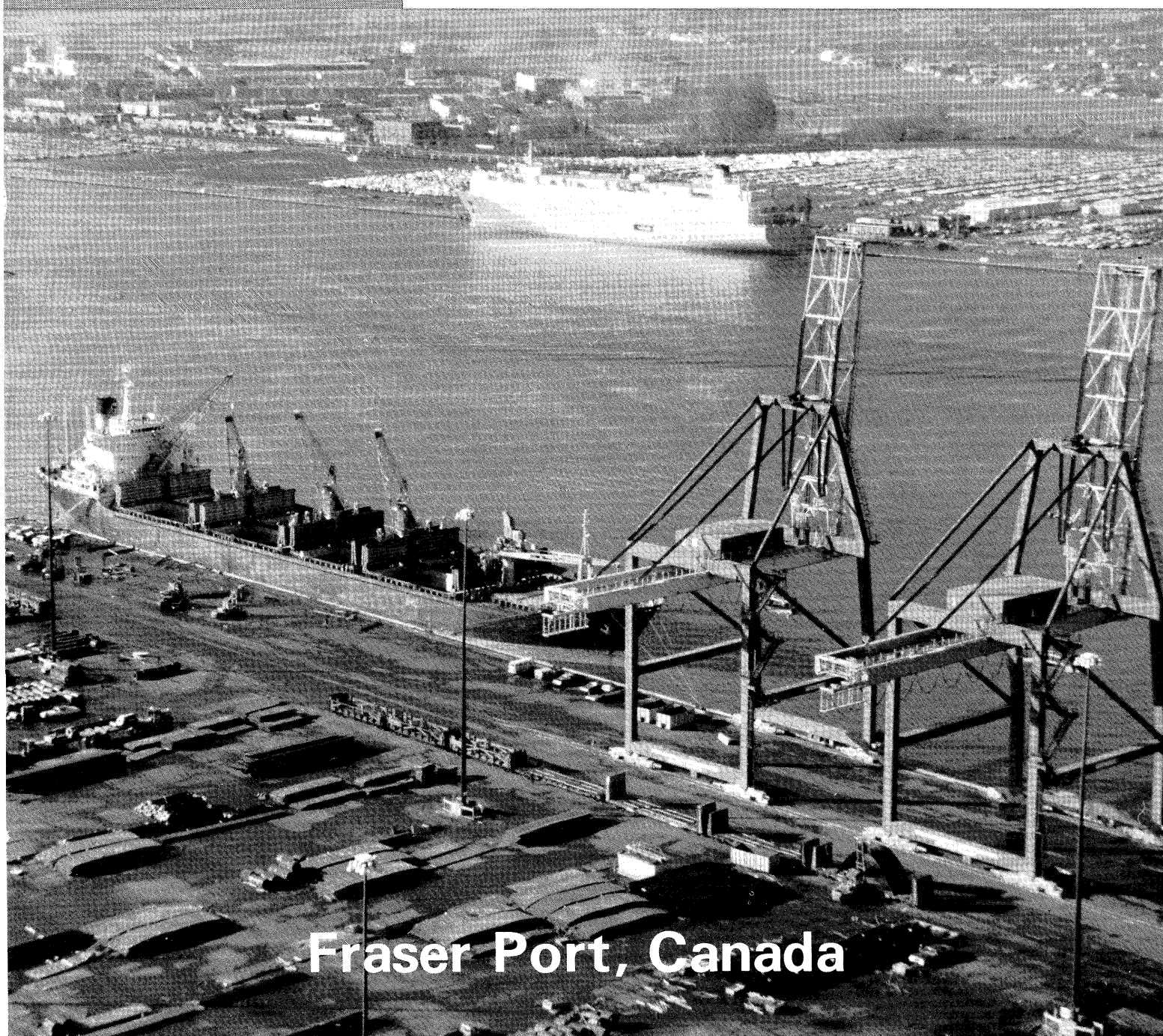


PORTS *and* HARBORS

April, 1982 Vol. 27, No. 4



Fraser Port, Canada

The Publisher: The International Association of Ports and Harbors

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The Port of Melbourne serves 38% of Australia's population. Nearly 25% of Australia's trade passes across its docks. In the past 20 years general cargo has increased by 80%. It is estimated this trade will increase by a further 80% by the year 2000.

Statistics 1980/81

Revenue (AU dollars)	45 million
Total Trade (tonnes)	18,690,000
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Container Trade (TEU's)	508,425
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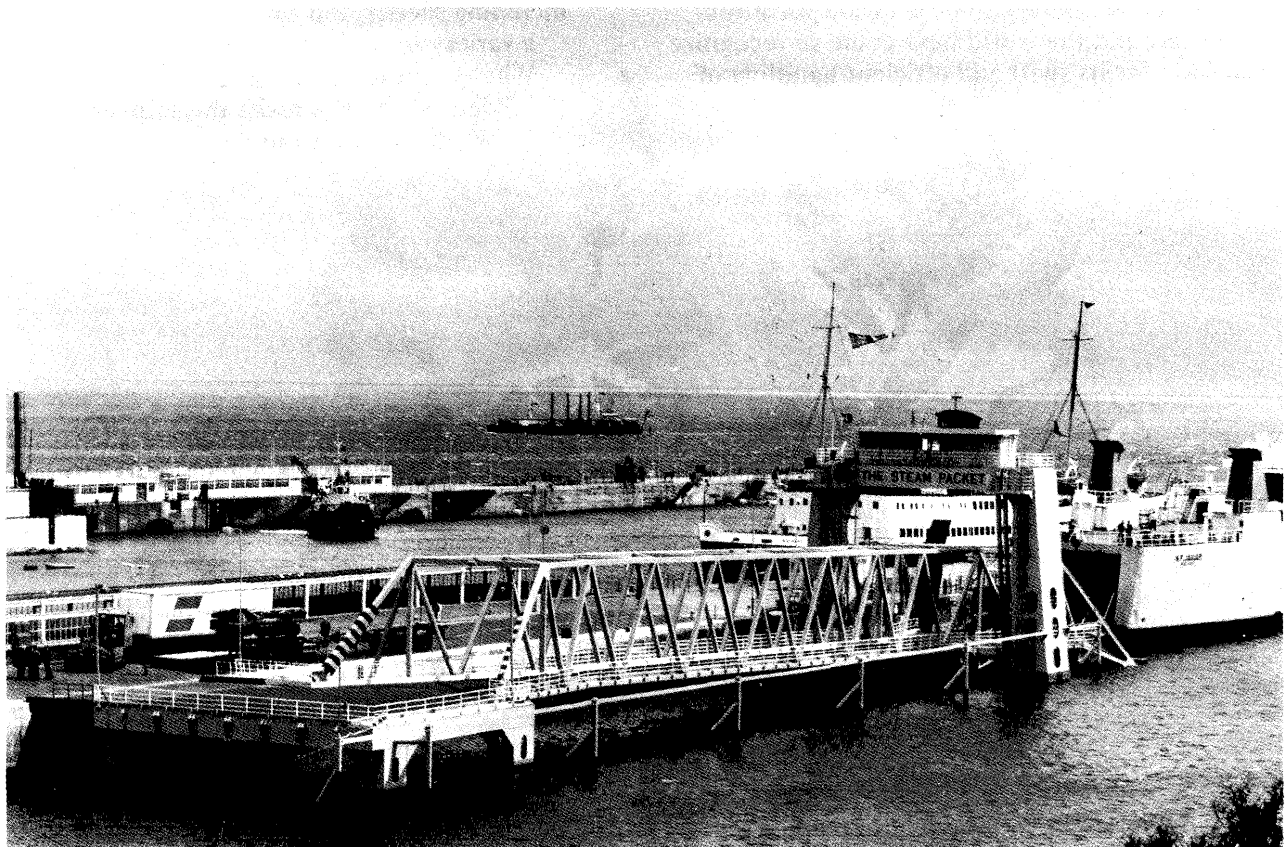
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For information:

**The Secretary,
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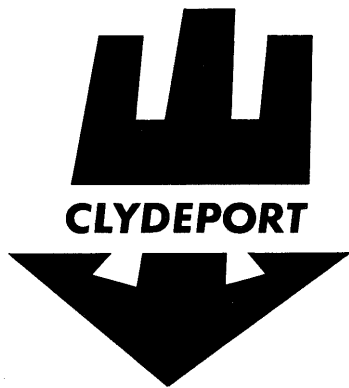
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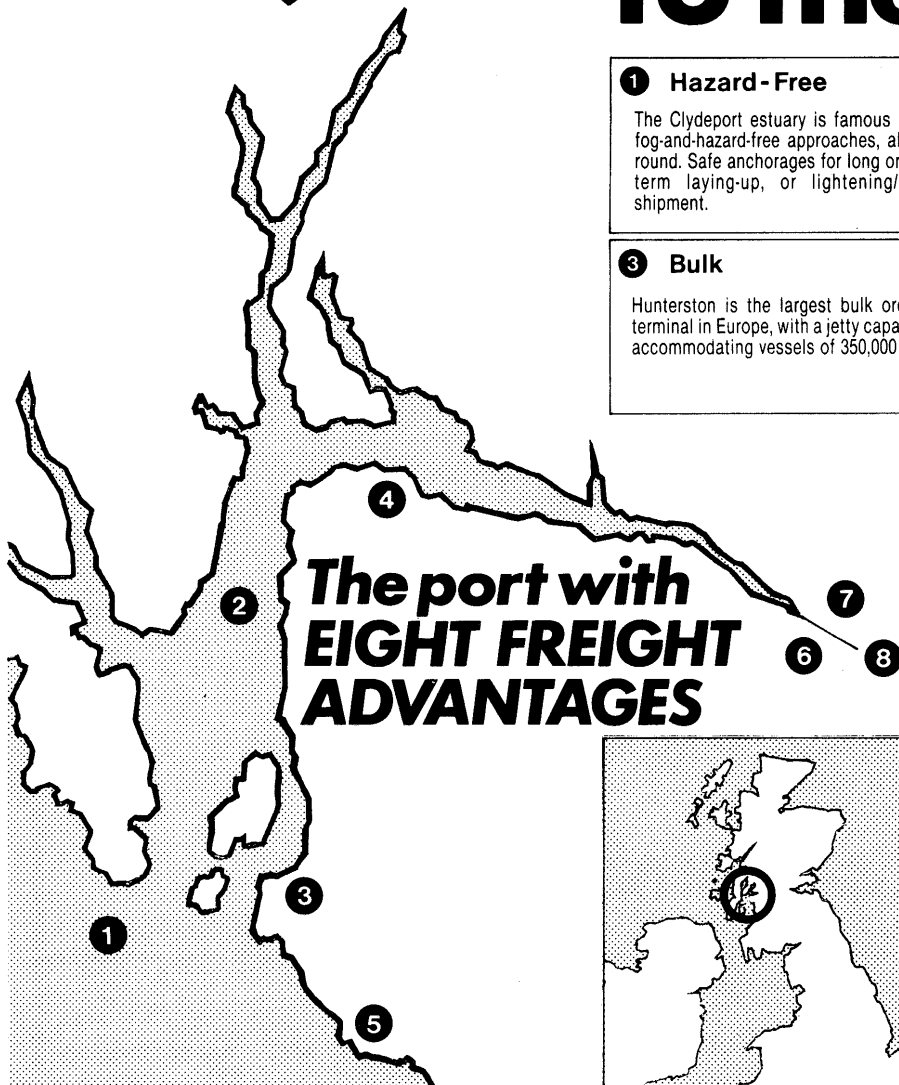


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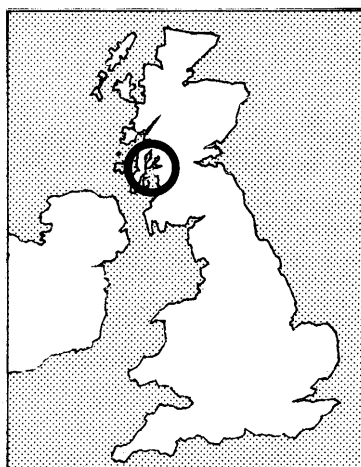
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April, 1982 Vol. 27, No. 4

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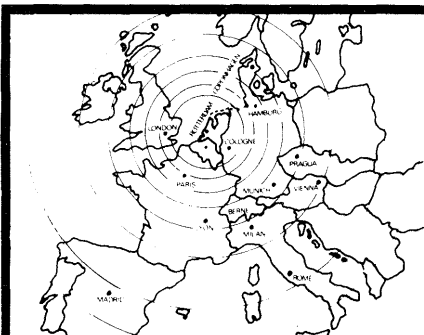
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IAPH announcements and news

EXCO, Internal and Technical Committees to meet in Aruba

The inter-conference year meeting of EXCO, Internal and Technical Committees will be held in Aruba, the Ned. Antilles, from 3 to 7 May, 1982, hosted by the Aruba Ports Authority (Dr. Chris van Krimpen, Managing Director), to be attended by some 50 members in total.

The main topic to be considered by EXCO is matters relative to the formation of the 13th Conference in Vancouver next year, along with those issues concerning IAPH activities since the last conference in Nagoya in May 1981, on top of those matters relative to the Internal and Technical Committees' activities.

A tentative schedule of the Aruba Meeting is as follows.

May 3 (Mon)

Morning sessions: Port Safety, Environment and Construction Committee's sub-committees

Afternoon sessions: PSEC sub-committees (continued)
Trade Facilitation

May 4 (Tue)

Morning sessions: PSEC (full committee)
Membership Committee
Legal Protection of Port Interests

Afternoon sessions: Finance Committee
PSEC (full committee, continued)

May 5 (Wed)

Morning sessions: Cargo Handling Operations
Constitution and By-Laws

Afternoon session: International Port Development

May 6 & 7 (Thu & Fri)

Executive Committee (full day)

A glance at ARUBA: Aruba is the most western of the Leeward group of the Netherlands Antilles (composed of the ABC islands, namely Aruba, Bonaire and Curacao). It lies 15 miles from the Venezuelan coast, 12 degrees and 24 minutes north of the equator. It is 19.6 miles long, six miles in width at its widest point and contains 70.9 square miles of rocky red hills and magnificent white beaches, surrounded by the deep blue Caribbean. The average yearly temperature is 82 degrees (F), with the coolest months January and February and the warmest August and September. The air is lively and invigorating because the humidity averages only 76 per cent. Average annual rainfall is less than 20 inches. Due to the steady trade winds, insects are practically unknown and virtually no tropical diseases prevail on the island.

The Aruban today is a descendant of Indians, with a mixture of Spanish and Dutch blood of the early colonizers. Arubans, those born on the island, number

about 36,000. All are citizens of the Netherlands (over 40 nationalities, total population over 60,000) living peacefully together on the island. They have a living language of their own—Papiamentu. It is a "lingua franca" that has evolved from Spanish, Portuguese and Dutch with some Indian words. Almost everybody in Aruba speaks Papiamentu, Dutch, Spanish and English. (Quoted from a local brochure)

IAPH Sister Port Scheme succeeds in joining the Port Authorities of Nigeria and Oakland

Mr. J.K. Stuart, Chairman of the International Port Development recently sent news that he had been advised by Mr. Oyeyipo of Nigerian Ports Authority (who is also a member of the IPD committee) that a sister port relationship between his Authority and the Port of Oakland, USA has been formalized. The formal resolution as reproduced hereunder was also received via Mr. Stuart's London office.

RESOLUTION ESTABLISHING A SISTER PORT RELATIONSHIP BETWEEN THE NIGERIAN PORTS AUTHORITY, NIGERIA AND THE PORT OF OAKLAND, CALIFORNIA, USA

WHEREAS, the Nigerian Ports Authority, Nigeria, and the Port of Oakland, California, United States of America, have established a mutual friendship and have expressed an interest in the development of manpower training opportunities and a desire to foster training programmes in the field of Port Technology and administration between the two ports; and

WHEREAS, the Nigerian Ports Authority and the Port of Oakland have taken the initiative in the development of new and modern marine terminal facilities such as the handling of containerized cargo Ro/Ro and barge terminals and there is great potential in the field of manpower development in handling of these facilities between the two ports; and

WHEREAS, better inter-ports understanding will be promoted and long-range benefits in inter-ports inter-action will be realized as the result of each port designating the other port its affiliated Sister Port; now, therefore, be it

RESOLVED, that the Board of Port Commissioners of the City of Oakland does hereby designate the Nigerian Ports Authority of Nigeria as its Sister Port on this

1st day of December 1981

We on behalf of the Nigerian Ports Authority

CHAIRMAN

General Manager
Nigerian Ports Authority

Secretary
to the Authority

Legal Counselor Kunnas retires

Mr. Carry R. Kunnas who has been serving as IAPH Legal Counselor and member on both the Membership Committee and Committee on Legal Protection of Port Interests recently retired as commissioner of the Lakehead Harbour Commission, Canada.

Mr. Kunnas wrote to Secretary General Sato on January 23, 1982 informing him that his association with the Lakehead Harbour Commission came to an end and therefore so has his eligibility to serve on the aforesaid IAPH committees.

In his letter, Mr. Kunnas says that his association with the IAPH has been most interesting, friendly and enjoyable, and he will indeed miss the kind hospitality of the Head Office staff together the many friends arounds the world that he has made over the past number of years, and he wishes IAPH members the best of success in all their future endeavours.

Mr. Kunnas' successor in the respective committees will be appointed in due course.

Mr. Y. Haraguchi to serve on CHO Committee

Mr. A.S. Mayne, in his Feb. 25 telex to the head office, appointed Mr. Yoshio Haraguchi, Executive Vice-President of Nagoya Port Authority, to serve on IAPH Committee on Cargo Handling and Operations: Chairman, Mr. R.P. Leach (Port of Houston), replacing Mr. Eiichi Yamazoe, Director of Keihin (Tokyo Bay) Port Development Authority.

Int'l Technical Cooperation: How to spoil it

Mr. Georges C.L. Maffait, an IAPH Associate Member, who has ample experience in varied types of technical assistance projects at various countries, contributed to the journal a very interesting essay on the subject based upon his personal experience in this field. Please see page 13.

PIANC changes its congress year

Tokyo Head Office received a letter dated January 7, 1982 from PIANC jointly signed by Eng. H. Vendervelden, Secretary-General and Prof. G. Willems, President and learned that PIANC proposed to postpone its 27th Congress, which was to be held in 1989 after the 26th Congress in Brussels (the centenary of PIANC's 1st Congress), for one year, i.e. to hold it in 1990 and hence-forth to resume the 4-year cycle, and this was ratified by the Permanent International Commission of PIANC at its last general assembly.

For several years, many discussion have taken place unofficially among the officers of the IAPH, ICHCA and PIANC seeking increased collaboration in selecting the biennial conference dates of IAPH and ICHCA and the quadrennial congresses of PIANC which take place in odd-numbered years, in order to facilitate participation by an increased number of people.

The decision reached by PIANC recently will certainly be a step towards a closer and much more fruitful relationship between our organizations and IAPH Secretary General expressed his thanks to PIANC for such thoughtful arrangements in his letter of February 10, 1982.

The IAPH Foundation publishes the Japanese version of "Ports and Harbors"

The IAPH Foundation, as its first main project after their legal separation from IAPH, effective from January 1st, 1982, decided to publish the Japanese version of "Ports and Harbors", although it does not cover the whole contents but, to begin with, only includes the IAPH news and announcements section and excerpts drawn from the other columns.

With the termination of the Agreement entered into with IAPH following the 1973 Conference, the Foundation has been relieved of the objective of helping IAPH financially, and thus it has now become possible to undertake other important projects including the introduction and dissemination of literature and material on ports (from Japan to foreign countries and vice-versa) and the translation of documents either into Japanese or English.

The first issue of the Japanese version carries excerpts of the January-February 1982 issue of "Ports and Harbors" in a 20 page magazine but in a smaller size (B5) and uses the same photograph of the Port of Copenhagen on its cover. It also uses one additional color of yellow and includes all subjects appearing in the IAPH news and announcements section as well as two articles, namely, "Establishing A Computerised Inter-ports Communications Systems" by Eigil Andersen and ECE paper on the "Main Aspects of improving Land-Sea Transportation Systems in connection with Roll-on/Roll-off Ships" and lists of the captions of all articles.

The Foundation as publisher is to distribute this Japanese version to all IAPH members in Japan, Japanese subscribers as well as the relevant organizations, free of charge, in order to facilitate an easier access to the IAPH journal and its multi-faceted activities among Japanese port people.

Mr. Toru Akiyama, President of the Foundation comments that if the IAPH journal becomes available in languages other than English, IAPH will be able to increase its membership and services to a much wider audience whose participation in IAPH activities has been rather limited due to the language barrier. He further adds that he hopes the Japanese version will be a good sample of the beneficial effects of printing the journal in another language.

Visitors

— On January 27, Mr. Hee-Seok Bang, Senior Economist and Mr. Chang Gi-Park, Economist, Korea Ocean Research & Development Institute (an IAPH Member) of Korea Advanced Institute of Science & Technology, visited the head office and were received by Mr. Hiroshi Kusaka, Dy. Secretary-General and his staff. The two men, both on study missions concerning the maritime transport and port economics and port labor situation in this country, visited Ports of Osaka and Kobe, Japan Transport Economics Research Center, Japan Harbour Transport Association and Japan Cargo Handling Mechanization Association, during their 10 days stay in this country.

— On February 2, 1982, Mr. J.C.S. Horrocks, Secretary-General of International Chamber of Shipping (ICS,

(Continued on next page bottom)

Report on Port Training by Recipient of IAPH Bursary Scheme

System Analysis Course at the University of Aston in Birmingham, 1980/1981

By P.Kanapaty Pelly, Penang Port Commission

Introduction

The M. Sc. course was of one year duration, from 3rd October 1980 to 5th October 1981. It was made up of two parts. The first was the taught part, with final examinations held in June 1981. After passing the written examinations, I proceeded to the project part. I carried out a 3-months project on 'Planning and Monitoring of Engineering Maintenance at Ports' with the British Transport Docks Board. After successfully completing the whole course, I returned to the Penang Port Commission to continue with computer systems and programming work.

Brief Information on Penang Port Commission

Before considering how the training can be applied at the Penang Port Commission, it is pertinent to briefly review some aspects of the Port Commission. The Penang Port Commission is the port authority at the port of Penang. Penang is a major Malaysian port, handling most of the trade of Northern Peninsula Malaysia.

The port handles more than 6 million tons of cargo per year. As the port authority, the Penang Port Commission provides modern facilities for handling conventional, container and bulk cargo. The Commission has plans to build a specialised container terminal in the near future. In addition to providing the full set of port facilities, the Port Commission also operates a 24-hour passenger cum vehicle ferry service between the island of Penang and the Malaysian mainland.

Computing Facilities at the Port Commission

As part of its modern approach, the Penang Port Commission uses the computer extensively, particularly for accounting, payroll and personnel, billing, traffic and statistics applications. The Commission utilises an IBM System 370 Model 135 (DOS/VS Power/VS) for this purpose. A study is currently being undertaken to determine the current and future computing/data processing needs of the Port Commission.

Application of Training Received

From the above, it is clear that the Penang Port Commission has many areas where what has been studied can be applied. Specifically, the M.Sc. course has prepared me for

two types of work—(a) systems work in the data processing field, and (b) management services type of work. In relation to data processing work, my attendance of the course could not have been more timely. It is envisaged that the Computer will play even a greater role in the administration, operations and other activities of the Port Commission. I should now be able to contribute more effectively towards development and implementation of computer systems. As regards to management services type of work, the training received, coupled with my past experience and knowledge, is ideal to carry out general systems analysis, operational research, organisational problem-solving and planning type of activities.

Conclusion

The M. Sc. (Systems Analysis) course at the University of Aston in Birmingham has provided me the necessary tools to do both 'soft' systems analysis (e.g. organizational problem analysis) as well as 'hard' systems analysis (e.g. computer systems analysis).

Membership Notes

New Member

Temporary Member

Saudi Ports Authority

P.O. Box 5162, Riyadh, Kingdom of Saudi Arabia

Office Phone: 01-476 0600/476 0652

Telex: 20 1158, 20 1783 PORTS SJ

Cable: PORTS RIYADH

(Dr. Fayed I. Badr, President and Chairman of the Board)

New telex number of ENP

Empresa Nacional Portuaria, Honduras has changed their telex number. The new number is: 8007 ENAPORTO HO.

Port of Portland renamed

The Portland Trust Commissioners, Victoria Australia, has been renamed, effective from January 13, 1982, and is to be known as the Port of Portland Authority. The telex number for the Authority is AA5583, Postal Address: P.O. Box 292, Portland, Vic. 3305, Australia and Cable Address "Harbor" Portland.

CORRECTION

In the "Proceedings of the 12th Conference" on pages 23 and 187, which was published by this office last year, the title of Mr. S.N. Bose, Port Director of Richmond erroneously appeared as "Assistant Port Director". Please be kind enough to re-enter the title as "Port Director".

(Continued from page 8)

London) whose outline is introduced on page 26 of this issue, visited the head office and met Dr. Hajime Sato, Secretary-General and his staff. It was mutually agreed that the two organizations should enhance their communications ties so that "shipping" and "ports" would be able to exchange their views and comments more freely for mutual benefit.

Open forum: Port releases:

Port of Minamata — Mercury Pollution and its Remedy

by **Takao Hirota**
Director General
The 4th District Port
Construction Bureau
Ministry of Transport,
Japan



The Port of Minamata is located in the western part of Kyushu Island, Japan, and is to be found in a beautiful blue water bay surrounded by green hills with golden orange trees planted everywhere. The port is owned and controlled by the local government prefecture of Kumamoto and handles over 1.2 million tons of cargo, including foreign trade. The traffic is still increasing as is the growth of economy in the surrounding area.

As the bottom of this beautiful bay, however, there lays silt which has been contaminated with mercury over the last half century. The mercury was discharged from a chemical factory which had produced aceto-aldehyde using mercury catalyst until 1968.

At the discovery of mercury-affected patients in the area, the government decided to remove this poisonous silt by means of dredging. The mercury poisoning in the area was believed to have been caused by eating mercury contaminated fish from the bay. Removal of approximately 1,500,000 cubic metres of silt which covers approximately a 2,100,000 square metre area with over a 25ppm mercury content, will eliminate further any danger of fish contamination. Some of the silt in the area has over a 600ppm mercury content.

The contamination is heavier in the vicinity of the factory discharge gate and less so towards the outer harbour. The heavily contaminated inner harbour area of approximately 580,000 square metres is going to be enclosed by bulkheads and dredging of the contaminated silt from outside this area will be deposited there.

This project is going to be executed according to the following steps.

- (1) Enclosure of the bay by fish nets in order to confine contaminated fish to the area. The fish in the area will be caught periodically and disposed of so that the contaminated fish will not be sold on the market.
- (2) Construction of a temporary dam between Kojii island and Myojin point in order to reduce tidal currents around the working site, thus eliminating dispersion of silt.
- (3) Construction of bulkheads in the inner harbour to enclose an area of 530,000 square metres where the most heavily contaminated silt is deposited.
- (4) Dredging of silt containing over a 25ppm mercury from

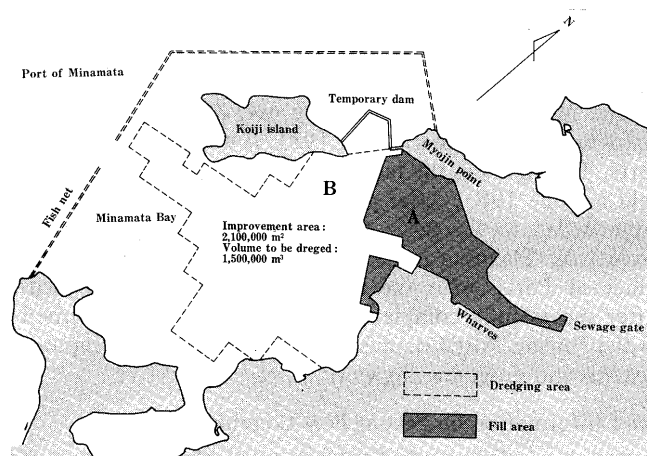


Fig. 1 Dredging & filling plan

outside of the enclosed area (B in the Fig. 1) by means of a cutterless suction dredger with this spoil being dumped in the enclosed area. (A in the Fig. 1)

- (5) Upon completion of dredging, clean soil will cover the filled area in order to prevent exposure of contaminated silt.
- (6) Construction of new wharves alongside the bulkheads as replacements for the existing wharves in the inner harbour.

The bulkheads are required not only to hold dredged spoil but also to eliminate leakage of silt particles out of the filled area. Consequently the design of the bulkheads has been decided to be of the steel sheetpile cellular coffer dam type.

The cost of the project is to be divided among the relevant parties, namely the chemical factory, the local government and the central government. The chemical factory which is considered to be primarily responsible for the pollution will pay approximately 60 percent of the cost and the remaining part, which covers the cost for improvement and expansion of the port facilities, will be paid for by the local and the central government.

The most important factor to be considered in the planning and execution of the work is the prevention of further mercury pollution in the environment. The mercury in the silt might become soluble in the water if it is methylated.

According to studies by experts, the nature of the mercury is as follows;

- (1) Mercury in silt is normally non-organic and mostly in a sulfurated form which is quite insoluble in water.
- (2) Amount of methylated mercury in the silt is less than the quantifiable limit but even if it exists in a measurable quantity most of it will be chemically combined with the sulfhydryl groups in the soil which makes methylated mercury insoluble. All the same the methy-

lation of mercury should be avoided.

- (3) Non-organic mercury may be methylated if the silt is exposed to the air and sun light. Therefore, the dredging work should be carefully carried out to eliminate any possible chance of exposure of the silt particles.
- (4) Mercury other than in its methylated form has very little chance of accumulating in fish.
- (5) According to a simulation study, the disturbance of water by dredging work may not cause serious dispersion of contaminated silt to the outside of the enclosed area. Therefore, if the dredging work is carried out cautiously the danger of secondary contamination by the work can be eliminated.

Environment control system

An environment control system was established to observe water and fish contamination in the area in order to ensure safety of the work. The results of the observations are fed back to the dredging and other operations.

The system is controlled by a group of experts selected from the local government and representatives of the local residents.

The system observes the following items.

- (1) Water quality—by means of measuring suspended solids and the mercury content periodically in various depths of water at given points in the area,
- (2) Fish contamination—fish in the enclosed area are

caught periodically and chemically analyzed to check on their mercury content.

The Work

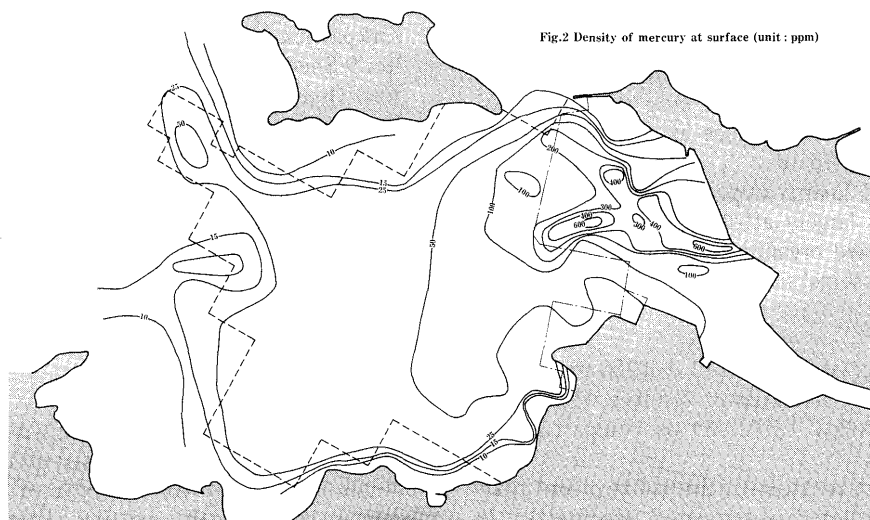
Due to the scale of the project and its delicate nature, the work is being conducted by the 4th District Ports Construction Bureau, Ministry of Transport.

In 1976 the work commenced but, when the fish net was placed around the bay the project, was suspended. Some of the local people raised questions concerning the danger of the work. The debating point was that the work might cause further contamination of water in the area which would increase the number of contaminated fish and expand the polluted area. The issue was discussed in the courts and finally in May 1980 the court ruled that the work could continue if sufficient caution and control were exercised.

The work restarted in June 1980 and the temporary dam between Koiiji island and Myojin point was completed in ten months. At present, soil improvements to the foundation of the bulkhead by means of the sand-compaction pile method are in progress.

Neither water pollution nor fish contamination has been observed so far during the construction work.

Total cost of the Project, at 1974 prices, is estimated to be approximately ¥20,300,000,000 and it will require 8 further years for completion.



Hawke's Bay Harbour

— Chairman's review —

TRADE

This year trade handled through the Port totalled 1,343,311 tonnes. This is a decrease of 30,522 tonnes or 2.22% over the same period last year.

The drop of 30,522 tonnes is remarkable when it is noted that there was a decrease in:—

- (a) exports of timber and woodpulp of 18,266 tonnes
- (b) imports of petroleum of 27,704 tonnes, and
- (c) imports of fertiliser of 144,538 tonnes.

The latter being attributed to the contribution of reduced sales and greater use by the works of New Zealand stockpiles following the change in importing from British Phosphate Commissioners to the New Zealand Phosphate Company. A combination not expected.

The encouraging sign was the continued upward trend in:—

- (1) Our Pacific Island trade, particularly cement (39,098 tonnes), resulting in added imports of the same quantity of bulk cement.
- (2) Our traditional cargoes of fruit (15,911 tonnes), frozen meat (15,746 tonnes), wool (30,314 bales), and tallow (11,488 tonnes).
- (3) General cargoes principally in containers. This year 5,041 containers were handled through the Port.

The outlook for the future is excellent, with changes now taking place at Whirinaki Mill to T.M.P. temporarily reducing volume but later resulting in considerable increases in the total export tonnage of wood pulp and continued expansion in new trades taking place as a result of trade promotional work by the Board.

Productivity showed further improvement this year over previous years. This is largely attributed to our excellent work force and improved organisation in maintaining better cargo flow to and from ships' side.

SHIPPING

Shipping arrivals decreased from 311 in 1980 to 291 this year, while the aggregate net register tonnage of shipping arriving at Napier totalled 1,379,289 as compared with 1,484,379 in 1980.

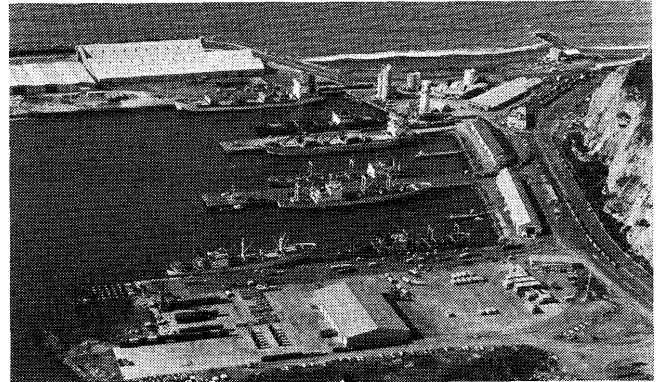
Improvements in ship turnaround achieved in recent years have continued and resulted in increased productivity in cargo handling.

During the year the Pacific Forum Line in conjunction with Union Steam Ship Company included Brisbane in its schedule for imported cargoes to Napier. In addition, Maritime Carriers announced their proposal for a new Trans Tasman shipping service linking Melbourne, Sydney and Napier.

A record lifting of 28,782 tonnes of pulp and timber from the Port was made by the TOKI ARROW sailing on 16 October, 1980. More than one-third of the year's total shipping calls at the Port of Napier were made by 14 vessels each making five or more calls.

FINANCE

Although throughput of trade for the year is down by 30,522 tonnes compared with last year, gross revenue for the year is \$6.9 m of which operating expenses accounted for \$7.2 m, leaving a net deficit of \$0.3 m after allowing for interest on loans and depreciation of \$2.6 m.



(Photography by PETER HALLETT)

The Balance sheet discloses a sound position. In addition, the Board places importance on the maintenance of liquidity, particularly under the present economic and inflationary conditions.

LOAN RAISING

During the year the Board raised loans totalling \$1,096,000 compared with \$2,361,750 last year.

The following loans were raised:—

	\$
Kirkpatrick Wharf Extension, stage 2	100,000
No. 9 Shed (karioi)	130,000
West Quay and Meeanee Piers	126,000
Fertiliser storage and handling equipment	500,000
No. 1 wharf reclamation	240,000
	<hr/>
	\$1,096,000

WORKS UNDERTAKEN BY THE BOARD

Wharves

The construction of a 100 m final extension of Kirkpatrick Wharf continued to 50% completion.

Cargo Sheds

A loan was approved for the construction of a 3,500 m² shed (No. 10) for the temporary storage of fertiliser ingredients near the northern berth of Higgins Wharf, immediately north of the existing phosphate shed (No. 8). The foundations and floor were built and about half the walls and frames were prefabricated.

Storage Areas

Approvals were obtained for the extension of Higgins reclamation northwards to the breakwater and about half of it was constructed.

Cargo Plant

Approvals were obtained for the purchase of a truck-mounted crane for ship-to-shore handling of general cargo and an order was placed. Three LPG forklifts of 3 t capacity, ordered last year for use in cargo sheds and in ships' holds, were received and five more were ordered.

Industrial Land Development

With the exception of some road sealing, the develop-

(Continued on next page bottom)

Some Golden Rules to Follow to Ensure the Complete Failure of International Cooperation Missions

By Mr. Georges Maffait, an IAPH Associate Member, International expert in port management and operations

Rule I Request similar missions from different organizations. For example both bilateral and international cooperation bodies, or better still request missions from two different U.N. Agencies.

Rule II Do not carefully prepare the mission's programme before arrival of the expert. Do not think in advance of the different points to be discussed or their order of priority. Pay no attention to the job description; do not question the qualifications of the national counterparts of the project.

Rule III Do not inform the expert of any studies or recommendations already made by other experts who have worked in the same field of activity or even on the same matter.

Rule IV Choose the expert on the basis of his nationality and not on the basis of his professional experience.

Rule V Nominate a national counterpart whose scholastic aptitude will never allow him to work on the same level as the expert, nor a counterpart able to continue to work after the expert has left.

Rule VI Do not employ the national counterpart full time in the job, and encourage him to maintain his former responsibilities so that he will be able to continue his usual habits and thus easily neglect the project.

(Continued from page 12)

ment of 7 ha of the Board's land adjoining the embankment at the end of Thames Street was completed.

PORT AND TRADE PROMOTION

During the year direct contact was maintained with present and potential port users, keeping them up to date with developments at the Port of Napier, and assessing needs for future cargo and ship handling.

With an ever changing pattern of market trends and a greater element of competition for cargo between ports, I see the Board's active marketing policy as an increasingly important part of our activities.

SISTER PORT RELATIONSHIP WITH THE PORT OF TOMAKOMAI

Whilst on our trade promotion visit to Japan, we took the opportunity of visiting Tomakomai to further the "Sister-Port" and "Sister-City" relationships. We were treated to a wonderful reception by the Tomakomai Port Authority and Tomakomai City Fathers, and during our short stay we were able to strengthen the bond between our two ports and cities.

L J R Tucker
CHAIRMAN

Rule VII Allow national counterparts to take their vacations during the mission, or better, send them on another mission during that period. Even better, ask them to organize a company soccer team.

Rule VIII Always feel that there is plenty of time and allow several days or weeks to pass before the national counterpart or authority responds to a meeting called to discuss urgent problems concerning the project.

Rule IX Do your best to avoid any discussions or meetings with the different national agencies concerned with the project, and always postpone indefinitely all working meetings.

Rule X Never afford the expert proper logistical support for the necessary functioning of the project, even if it has been included in the project document as the government's responsibility. Never inform anyone of office locations, room numbers or duplicating machines; hire an untrained secretary. Allow the drivers to be free to choose the time they will pick up the expert.

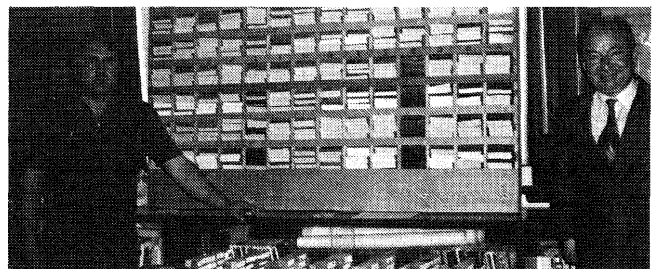
Rule XI Wait until the exact moment of the expert's arrival to change the personnel in key positions. Thus the new people will have to be brought up to date and will have no time to propose and discuss recommendations necessary in the field of activity.

Rule XII Organize the mission on behalf of only one agency or only one ministry in a field where the responsibilities of the agency or ministry are clearly shared with others.

Rule XIII When organizing a seminar, discourage the participants from following the courses and lectures full time; ask them to write very urgent memorandums, or reports; allow them to come only when they feel it is necessary. Tolerate tardiness and absenteeism, except, of course, on the day of the minister's address when diplomas are handed out.

Rule XIV Take no account of the expert's recommendations, and let it be known that they will not be followed since he is a foreigner who completely ignores the local customs.

Rule XV Be happy if the only benefit of the project for your country is the amount of money, and if possible the foreign currency, the expert will have paid for hotel and restaurant bills.



Mr. G. Maffait (right) explaining a model of a container yard in Djibouti.

International maritime information: World port news:

UNCTAD's Technical Assistance in Ports to Developing Countries

Extracts from the report by the UNCTAD secretariat
(Document: TD/B/C.4/230)

1. TRAINING ACTIVITIES

The training activities of the UNCTAD Shipping Division began in 1971. Since then a wide range of training facilities covering the managerial requirements of the shipping and ports sectors have been developed. Various programmes of training have been conducted and defined areas of shipping and port management have been treated in considerable depth, drawing extensively on recent research, reports and course material developed over the years by the staff of the Shipping Division and by recruited consultants.

Various training methods are employed. These include seminars, workshops, courses, study tours, fellowships and, more recently, the training of trainers and the strengthening of local and regional training institutions. These programmes of training are oriented to the interests and needs of each situation and there is a high level of co-ordination between the various methods, projects and programmes. This section presents a brief description of each.

(1) Courses and seminars on shipping and ports

In 1971, the UNCTAD Shipping Division began organizing training courses for senior, middle and junior managers of the shipping and ports sector of developing countries. Such courses have been made possible through the financial support of UNDP and generous donor countries. Over the last 10 years, a total of 36 courses have been organized for 920 participants coming from 114 developing countries.

Two types of training courses have been organized: management training courses, and seminars.

(a) Management training courses

These courses are normally of 5 to 12 weeks' duration and concern the senior and middle managers of either the port or the shipping sub-sectors. The course syllabuses cover a wide range of subjects of direct interest to managers such as planning, operations, accounting, statistics, pricing, organization, cost control and legislation.

Three courses in Economics and Management of Shipping have been organized—in 1971 and 1973 at Geneva and in 1977 at Singapore. They have been financed by UNDP. Another course on Shipping Company Management was organized at Rostock (GDR) in 1979.

In addition, eight training courses in Port Management have been financed by SIDA and organized in the following locations and languages:

- 1972 Gothenburg (English)
- 1973 Algiers (French)
- 1974 Gothenburg (English)
- 1975 Arusha, Mombasa (English)

- 1976 Kuala Lumpur (English)
- 1978 Abidjan (French)
- 1979 San Salvador,
Mexico City, Havana (Spanish)
- */ — 1981 Abidjan (French)

A similar course will be conducted in 1982 in Eastern Africa.

(b) Seminars

The seminars are generally of two weeks' duration, and are normally devoted to a specific subject which has been investigated previously by the UNCTAD Shipping Division either in connection with the preparation of intergovernmental meetings or during the elaboration of a research document issued by the secretariat. These seminars have been financed by donor countries and by UNDP.

The following seminars have been organized so far:

- Nine seminars on Systematic Methods of Improving Berth Throughput, (Singapore, 1973; Calcutta, 1974; Dar-es-Salaam, 1974; Alexandria, 1975; Tunis, 1975; Alexandria, 1976; San José de Costa Rica, 1976; Abidjan, 1977; Mexico, 1978).
- Four seminars on Port Planning (Manila, 1977; Casablanca, 1979; Mombasa, 1980; Caracas, 1980).
- Four seminars on Port Management (Odessa, 1978; Lima, 1979; Nigeria, 1980 and 1981).
- Two seminars on Port Operations (Basrah, 1979; Algeria, 1980).
- Two seminars on Ocean Chartering (London, 1977; Piraeus, 1980).
- One seminar on Port Statistics (Douala, 1979).
- One seminar on Ocean Transportation Documentation (Alexandria, 1979).
- One seminar on Port Operations (Istanbul, 1981).

In the near future similar seminars will take place in the following fields:

- Port Operations (Istanbul, 1981 and 1982).
- Container Terminal Management (Antwerp, 1981).
- International Multimodal Transport (1982).
- Port Operations (Constantza).

(c) Other seminars and courses

In addition to the usual courses and seminars, there are the TRAINMAR courses and seminars on various topics such as port planning, maritime legislation, port operations, container shipping management and the training of officers. They are based on the utilization of the TRAINMAR training approach, which is discussed in sub-section below.

(d) UNCTAD/SIDA audio-visual training programme

SIDA has recently placed funds at UNCTAD's disposal for the development of audio-visual and other training materials to enable port management training institutes in

developing countries to conduct a comprehensive training course on the subject of "Improving port performance".

Objective of the project

The object of the project is to develop self-contained multilingual training materials in the form of a series of audio-visual modules, training manuals, case studies and business games. These materials will be made available to national and regional port management training institutes and will enable local staff to conduct a course without further reference to UNCTAD.

The materials are being prepared initially in English and then translated into Arabic, French and Spanish for use by institutes in the different regions of the world.

The materials produced by UNCTAD, which will include self-assessment tests and exercises, will provide a training framework and form the basis for a course, to be supplemented by locally-delivered lectures, locally-conducted discussions and question-and-answer sessions. The advantage of this approach is that the content of the course can be related to local port conditions.

The objective of the training course is to equip middle management (traffic officers, ships supervisors, quay superintendents, etc.) in the field of port operations to plan and organize the discharging and loading of vessels more effectively and to control the transfer and storage of cargo within the port, making the most efficient use of available resources.

Course structure

The preparation of 18 audio-visual lectures, together with the related teaching materials, will provide the basis for a 3-4 week course for operational personnel. However, the course will be designed as a base or foundation programme to which other, shorter programmes or modules can be attached in the future. The content will be based on the training needs of middle managers, primarily from the operations departments of port authorities and cargo-handling companies, and will include instruction on the policies and practices that will contribute the most to improved port efficiency.

Requests

Requests for these facilities may be submitted in accordance with section 3.

(2) The TRAINMAR Project

The TRAINMAR Project is a UNDP/UNCTAD Inter-regional Pilot Project on Training Development in the Shipping and Ports Sector of Developing Countries. It aims at developing management training capabilities in developing countries through the utilization of a modern and cost-effective training approach, and the promotion of maritime training co-operation among countries.

(a) Design of the Project

Administratively, the Project is composed of a management team with two senior experts located at UNCTAD headquarters. In addition to the over-all co-ordination of the Project, these experts are responsible for designing and structuring the programme, for ensuring that training standards are maintained in all participating institutions, and for providing training for course developers and instructors.

At the moment, there are three training institutions in developing countries participating in this Project (Bombay—

India; Mombasa—Kenya; Abidjan—Ivory Coast). In each institution there is a team of national course developers working under the guidance of a resident UNCTAD expert.

In each centre, courses are being developed both for national personnel and for managers from other countries. Managers from the shipping and ports sector of developing countries are invited to attend them. The courses will be ready for diffusion and interchange with the other centres by the end of the summer 1981. They cover the following subjects:

- Port Operations (Port supervisors—3 weeks—14 modules)
- Basic Legislation for Shipping Agents (Middle managers—3 weeks—18 modules)
- Management of Containerized Liner Shipping (Middle managers—2 weeks—9 modules)
- Port Planning (Middle and senior managers—4 weeks—20 modules).

(b) Financial and other inputs

UNDP provides funding for the execution of the international component of the TRAINMAR Pilot Project. Other local inputs in the form of counterparts, accommodation, secretarial support, etc. are provided by the participating institutions. A second project phase is under preparation. It will start in 1982 and will associate new training centres in all regions. New courses will be developed and interchanged. Participating countries will contribute to the associated costs.

(c) How to benefit from TRAINMAR

The training facilities of the TRAINMAR Project are available on request. Requests for this service should be submitted in accordance with section 3, below. Countries wishing to develop their own training capability may request assistance from UNCTAD to design a UNDP project associated with the TRAINMAR project.

(3) Fellowships and study tours

Over the last 10 years, the UNCTAD Shipping Division has organized fellowships and study tours for junior, middle or senior managers in the shipping and ports sector of developing countries. These training programmes have been organized and financed as elements of technical assistance projects. The programme of visits, the subjects to be studied and the selection of participants have been carried out in close consultation between the government authorities concerned and the UNCTAD secretariat. These training activities have supplemented the on-the-job training of counterparts given by the UNCTAD field experts. They have contributed to the preparation of nationals to take over when the UNCTAD assistance comes to an end.

These training programmes vary in length but are basically of two types—fellowships awarded to individuals and lasting from two/three weeks to sometimes as much as a year, and study tours, which are organized for several participants and generally last a few weeks only.

(a) Fellowships

The first category of fellowships involves sending participants to vocational courses at maritime training institutions located either in developing or developed countries. This type of fellowship is particularly suitable for young professionals who need specialized training before undertaking managerial functions.

The second category of fellowships involves assigning

fellows to a shipping company, port authority or similar organization for on-the-job training. Experience has shown that this type of fellowship is most useful when extended over several months, thus giving the fellows enough time to gain practical experience.

In the case of the third type of fellowship, the fellows are sent to several maritime enterprises where they spend about three to seven days in each location. The locations are selected for their potential to provide adequate training on specific shipping and ports matters of high interest to the fellow's company. Until recently, fellows were accepted free of charges by the donor shipping or ports organizations, but the companies now generally charge a fee when the fellowships last more than a few days.

(b) Study tours

Study tours consist of those organized for groups of a few participants (two to eight) coming from one country or sub-region and from one type of enterprise (e.g. a port authority), and those for participants coming from various enterprises within the shipping and ports sector as a whole. This type of training is particularly suitable for middle or senior managers requiring training in a few specific and specialized areas (e.g. organization, operations, containerization, etc.). In a few cases the study tour begins with a workshop lasting a few days in UNCTAD headquarters followed by visits to several selected ports with the participation of a tutor from the UNCTAD Shipping Division. This type of training has proven to be of great value and very cost-effective.

(c) Briefing

In all cases of fellowships and study tours it has been advantageous for the training programme to start with a briefing at UNCTAD headquarters, where officers responsible for substantive support can discuss the subjects to be studied and help the trainees to prepare the outline of their future training report.

(d) How to apply for UNCTAD fellowships and study tours

These activities are generally funded by UNDP-financed projects executed by UNCTAD. It is therefore desirable to follow the same approach and procedures as those described in the case of requests for other technical assistance projects (see section 3. below.)

2. PUBLICATIONS

There are two types of publications issued by the UNCTAD secretariat in the fields of shipping, ports and multimodal transport: firstly, the studies and reports prepared by the staff of the Shipping Division or by consultants for consideration by intergovernmental bodies, and, secondly, the manuals prepared for training purposes. There is also the Joint IMCO/UNCTAD/ILO booklet issued in the summer of 1981. Brief descriptions of all these are given in this section.

(1) Studies, Reports and Manuals

The terms of reference of the UNCTAD Committee on Shipping comprise, *inter alia*, the undertaking of studies and publication of materials pertaining to its field of competence. These publications have two broad objectives: first, to satisfy the requirements of the UNCTAD intergovernmental bodies; and secondly, to provide technical

advice and guidance to organizations in the shipping and ports sector of developing countries.

In fulfilment of these aims, a number of publications covering the main economic, operational and legal aspects of the international shipping and ports sector have been issued over the past 12 years, and have been made available to governments and other bodies concerned with international shipping. Some of the most important of these publications have been listed in an annex to this report.

The Guide to UNCTAD publications lists under subject headings the reference numbers and titles of the main reports and studies issued each year. Copies of this Guide and Supplements 1–10 for the years 1964–1980 are available. Many of the older printed reports listed in the Guide and its Supplements, as well as some of the mimeographed reports, are out of stock, but those still available can be obtained from the United Nations Sales Section, Palais des Nations, 1211 Geneva 10; from the United Nations Sales Section, United Nations, New York, N.Y. 10017, United States of America; or from United Nations sales agents. The sales price of such publications is indicated in the Guide.

(2) IMCO/UNCTAD/ILO booklet

The Programme of Action on the Establishment of a New International Economic Order, adopted by the United Nations General Assembly at its Sixth Special Session in 1974, invited the international community to take urgent and effective measures to assist the developing countries in the field of maritime transport and urged that all efforts be made to promote an increasing and equitable participation of developing countries in the world shipping tonnage.

Within the United Nations system the Inter-Governmental Maritime Consultative Organization (IMCO), UNCTAD and the International Labour Organisation (ILO) are the three agencies that have responsibilities for the implementation of this part of the Programme of Action.

A booklet was issued in March 1981 entitled *Technical co-operation in maritime transport*, which outlines the services which these agencies offer jointly under the auspices of the United Nations Development Programme or through other aid agencies. It is obtainable from any of the three agencies.

IMCO, as a specialized agency of the United Nations, is concerned with the various aspects of maritime activity and particularly with technical matters concerning maritime safety, marine pollution and efficiency of navigation.

UNCTAD, as an organ of the General Assembly of the United Nations concerned with international trade and related issues of international economic co-operation, deals with the economic, commercial, legal and related aspects of maritime transport.

The ILO, also a specialized agency of the United Nations, has the primary function of improving the social and economic well-being of all working people, including those in the shipping industry.

There is thus a complementarity between the technical, economic and social role of the three organizations in international shipping matters. With the growth of the technical co-operation activities of IMCO, UNCTAD and the ILO, this complementarity has manifested itself in the development of close working contacts among the three organizations, thus ensuring an effective programme of technical co-operation for the benefit of the developing countries.

(a) Joint projects

Requests for assistance normally fall into one or more of the subject areas listed above as being within the competence of IMCO, UNCTAD or the ILO, and in this case the competent agency will have exclusive responsibility for the implementation of the project. In other instances a specific project may contain elements falling within the competence of two or all three organizations. In such cases, and depending on the nature of the project, one of the agencies—i.e. IMCO, UNCTAD or the ILO—will assume the role of the “lead agency” and be responsible for developing the project in co-operation with the other agency or agencies.

(b) Financing of the projects

The United Nations Development Programme (UNDP) is the principal source of finance for these joint technical assistance projects to developing countries. In partnership with IMCO, UNCTAD and the ILO, the UNDP provides developing countries, upon request, with the crucial element of technical and pre-investment assistance.

Financing of a project may also be arranged through cost-sharing, whereby a government and UNDP finances their respective agreed percentage of total project expenditure.

Technical co-operation activities executed by IMCO, UNCTAD and the ILO can also be financed through: direct government cash contributions to the executing agency; bilateral contributions from donor countries; special arrangements concluded with financial institutions such as the World Bank, regional development banks, etc.

(c) How to submit requests for IMCO/UNCTAD/ILO technical assistance projects

Assistance is granted only at the request of governments and it is recommended that the procedures outlined in section 3. be followed.

3. HOW TO SUBMIT REQUESTS FOR UNCTAD TECHNICAL ASSISTANCE IN THE SHIPPING AND PORTS SECTORS

Assistance is granted only on the request of governments. Requests for the technical assistance outlined in this paper may be made directly to:

Director,
Shipping Division,
UNCTAD,

Palais des Nations,
CH-1211 GENEVA 10,
Switzerland.

Tel. (022) 34-60-11
Telex: 289696

or through the local Resident Representatives of the UNDP.

As regards the presentation of requests, the local Resident Representatives of the UNDP in developing countries may be contacted for advice on the procedures to be followed, and they will also be able to furnish information as to the availability of UNDP financial support. It may prove very expedient for developing countries in a position to finance their development assistance programmes, either partly or wholly out of their own resources, to indicate such a possibility upon presenting requests.

Requests for technical assistance to be financed by donor countries and/or aid agencies can be prepared by utilizing the information presented in the SHIPASSIST Directory of services for technical assistance in shipping and ports to developing countries (UNCTAD/SHIP/196). This information will prove helpful since the possible sources of

different types of technical assistance (outside the United Nations system) to the shipping and ports sectors of developing countries are given there. Countries basing their requests on the information supplied by this Directory may address such requests directly to the listed donors or through the local Embassies of the countries concerned. However, in cases where the requesting country needs assistance in assessing its requirements and in preparing such requests, it may be appropriate to enlist UNCTAD's assistance in formulating and channelling the requests. The UNCTAD Shipping Division can put the services of a Sectoral Support Adviser at the disposal of requesting countries, free of cost, to review their maritime needs and to assist in the formulation of technical assistance projects. This service is available regardless of whether the envisaged projects will be executed by UNCTAD or by other donors.

UNCTAD will expect the Government requesting such services to provide counterpart staff, administrative support and, where relevant, technical operating data, up-to-date cost data, market information and an outline of the development objectives of the organization involved.

Further information on the activities of IMCO and the ILO in the field of maritime transport, which could not be covered in detail in this brief explanatory booklet, may be obtained from these organizations, as appropriate.

4. SELECTED UNCTAD PUBLICATIONS IN PORTS

The following is a list of some of the most important UNCTAD publications in the field of ports from 1968 to the present day. Six initials are used to indicate the language in which a publication is available (A-Arabic, C-Chinese, E-English, F-French, R-Russian, S-Spanish). As many of the reports listed are more than three years old and consequently out of stock, a limited number of photocopies can be made available to interested governments and authorities that request them.

A. Printed publications

Sales No. 71.II.D.2 Price \$2.50	Unitization of cargo Contains studies of economic aspects of cargo unitization in Australia's overseas trade, unitized services in North Sea trades, and the impact of unitization on berth requirements in developing countries. Discusses the impact of cargo unitization on developing countries.	EF-S
Sales No. 72.II.D.2 Price \$2.50	Bills of lading Examines the Hague Rules in operation, the efficiency of the bill of lading in its functions as a commercial instrument and the economic costs involved in performing that function.	EFRS
Sales No. E.74.II.D.1 Price \$10.00	Systematic methods of improving berth throughout Examines the major factors limiting the flow of cargo across general cargo berths and makes proposals designed to enable higher through-	EFRS

- puts to be obtained.
- Sales No. E.75.II.D.7
Price \$5.00
- Port pricing EFRS
- Surveys existing systems of pricing of port facilities and services and, against the background of a discussion of the objectives of a port authority, makes proposals for the improvement of the pricing system.
- Sales No. E.76.II.D.7
Price \$1.50
- Port performance indicators EF-S
- Shows the importance of developing indicators to use as a check on port performance and discusses the construction and use of the most important indicators.
- Sales No. E.77.II.D.8
Price \$12.00
- Port development—Handbook for planners in developing countries EF-S
- Provides a reference book summarizing the principles of modern port planning. It offers guidance in the task of formulating a national port development policy and of preparing realistic programmes for the extension and improvement of individual ports.
- Sales No. 80.II.D.9
Price \$7.00
- Review of Maritime Transport 1978 EFRS
- B. Mimeographed papers**
- TD/B/C.4/113 Economic co-operation in merchant shipping EFRS
- Examines bilateral and multilateral arrangements for co-operation in merchant shipping, the activities of selected international bodies of consequence to, and areas of possible action for, such co-operation.
- TD/B/C.4/129 Technological change in shipping and its effects on ports EFRS
- A study showing the impact on ports, particularly in developing countries, of the technological changes that are occurring in shipping.
- TD/B/C.4/129/ Supp.1 The impact of unitization on port operations
- Examines the impact of unitization on berth requirements and operating practices in ports in developing countries.
- TD/B/C.4/129/ Supp.2 Cost comparisons between break-bulk and various types of unit load berth
- Updates calculations first appearing in "Unitization of cargo" (TD/B/C.4/75), showing the port handling costs for various types of unitized cargoes.
- TD/B/C.4/129/ Supp.3 Selection, collection and presentation of statistical information concerning container and barge operations in ports.
- TD/B/C.4/229/ Supp.4 Establishing tariffs for unit-load and multi-purpose terminals
- An appropriate tariff structure for container and equivalent unit-load terminals and multi-purpose terminals is presented in this supplement, with special emphasis on the new tariff requirements of these types of facilities.
- TD/B/C.4/129/ Supp.5 The impact of technological developments in bulk traffics on port facilities
- This supplement describes some of the most advanced terminal systems for the handling of bulk oil, solid bulk and LNG, both on the seaward and landward side.
- TD/B/C.4/129/ Supp.6 Technological change in shipping and its effects on ports: current developments in sea-going barges and barge-carrying vessels.
- Describes current developments in the towing, pushing and carrying of barges and discusses the requirements for the handling of barge carrying vessels and the discharging and loading of barges in ports.
- TD/B/C.4/132 Application of system analysis to port planning
- Examines the conditions necessary for the use of systems analysis in ports and how far these conditions are met in most developing country ports.
- TD/B/C.4/174 Appraisal of port investment EFRS
- Outlines the concept of economic costs and benefits and methods of their appraisal. Five case studies illustrate methods of cost/benefit comparisons connected with port investments.
- TD/B/C.4/181 Economic and social implications of the multimodal transport EFRS
- Follow-up report on aspects of economic and social implications of international multimodal transport in developing countries.
- TD/B/C.4/183 Establishment of the multimodal transport operators in developing countries EFRS
- This report discusses existing organizations of multimodal transport operators, their status, organization, forms of contracts and the means

	of promoting indigenous multimodal transport organizations in developing countries.		UNCTAD/SHIP/132 (1978)	
TD/B/AC.15/14	Liability and cargo insurance cover under international multimodal transport operations		Première Partie L'économie et la planification portuaires Deuxième Partie L'administration portuaire Troisième Partie L'exploitation portuaire Quatrième Partie Les finances portuaires	
	Defines and analyses the role and liability of the multimodal transport operator under existing systems of liability, analyses the insurance aspects of various systems of liability and discusses their implications for the insurance industry, particularly in developing countries.		Manual de administración portuaria	S
TD/B/AC.15/29 and Corr.1	The liability of the multimodal transport operator and claims and actions under international multimodal transport operations. An edited compilation of provisions which are components of a liability régime for loss, damage or delay to goods.	EFRS	UNCTAD/SHIP/188 (1979)	
	The report examines the liability of the MTO for loss, damage or delay occurring to the goods entrusted to the multimodal transport operator for international multimodal transport. The report also examines claims and actions arising in the settlement of cargo claims in international multimodal transport.		Part I Economía marítima y administración de puertos Part II La operación portuaria Part III Planificación de puertos Part IV Técnicas modernas de dirección y temas diversos	
TD/B/C.4/222	Review of Maritime Transport 1980	AEFRS	UNCTAD/INV/519	Manual on Shipping Management (1976) (UNDP and UNCTAD)
TD/222/Supp.2	Statistical annexes on cargo flows.	ACEFRS	UNCTAD/SHIP/138	Financial management of ports
	Lists bulk cargo movements which concern developing countries.		Price \$5.00	The object of this report is to provide port management with a better understanding of the accounting and financial functions of ports. Part One is a step-by-step introduction to the subject for non-accountants. Part Two covers the analysis of financial statements, cost control, budgeting and ways of improving the financial situation.
TD/222/Supp.3	The maritime transport of hydrocarbons	ACEFRS	UNCTAD/SHIP/184	Proceedings of UNCTAD-ECA Seminar on Port Operations, Odessa (USSR), August 1978.
	Discusses the manner in which the marketing and transport of hydrocarbons are controlled by transnational corporations.			Consists of summaries of the lectures and workshops presented during this UNDP-financed seminar.
TD/MT/CONF/16 and Add.1	United Nations Convention of International Multimodal Transport of Goods, 1980.		UNCTAD/SHIP/185	Manual on a uniform system of port statistics and performance indicators.
TD/B/WP/16	Technical co-operation activities of UNCTAD			Originally developed to allow the harmonization of port statistics in West and Central African ports, this manual can be of general use in uniformizing operational statistical information and in presenting common performance indicators.
C. Manuals and Proceedings of Seminars				
Manual on Port Management		E		
Part one	Transport Economics and Port Administration			
Part Two	Port Planning			
Part Three	Port Operations			
Part Four	Modern Management Techniques			
Manuel de Gestion Portuaire		F		

*/ The last-mentioned course was partly financed by UNDP.

Reports on the Port Authorities' Meeting and the Joint Meeting of the National Shippers' Organizations, Shipowners' Associations, Port and Customs Authorities, 1-4 December 1981, UNESCAP

Meeting of Chief Executives of Port Authorities,
1-2 December (Extract)

Attendance

The meeting was attended by Chief Executives of their representatives of 11 national port authorities: Australia, Bangladesh, Hong Kong, India, Indonesia, Japan, Malaysia, Papua New Guinea, Philippines, Sri Lanka and Thailand. Representatives of the Customs Co-ordination Council and International Association of Ports and Harbors also attended the meeting.

Opening address

In his welcoming address the Chief of the ESCAP's Division for Shipping, Ports and Inland Waterways said the secretariat was pleased to assist in the preparation for and hosting of the Meeting of Chief Executives of Port Authorities at its second session and was gratified to see that the agenda had been expanded to cover substantive issues vital to ports of the region. It was becoming increasingly important to developing countries to control the cost of transportation and ports were always a key issue, improved productivity and efficiency were critical and effective port management systems were now a fundamental requirement.

Facilitation of cargo movement was another crucial area warranting expeditious review and investigation.

Port facilities and management must be continually upgraded as part of a concerted strategy of the 1980s. This meeting is the opportunity and forum to identify and discuss common problems in which ESCAP could assist member countries to overcome.

Election of officers

The meeting unanimously elected Mr. Wimal Amasekera, Chairman of Sri Lanka Ports Authority as Chairman, Mr. M. Thilagadurai, Under-Secretary Planning, Ministry of Transport, Kuala Lumpur as Vice Chairman and Mr. Bernard Tang, Principal Marine Officer, Marine Department, Hong Kong as Rapporteur.

Agenda Item 4: Review of ESCAP's port publications

The meeting commended the secretariat on producing documents of the high standard expected of ESCAP's Division for Shipping, Ports and Inland Waterways and considered that they provided practical solutions to many problems confronting the port industry in the region.

It was noted with regret that frequently in the past publications had not reached the audience for which they were intended; port planners and engineers would find these documents of valuable assistance if they received them in good time. The meeting suggested that arrangement be made to ensure that future publications were distributed directly to relevant maritime institutions and port authorities as well as Governments, so that the information they contained might be more usefully employed.

Containerization, the meeting considered, was an area where further guidance and information was still required and a continued emphasis on this mode of transport was recommended. Questions faced at this time were frequently of an administration/information type; should information and data systems be computerized; what type of port developments were most appropriate and specifications of container handling equipment.

Agenda Item 5: Port management information systems

The meeting had the advantage of a comprehensive presentation by the ESCAP PORTMIS Consultants in which they reviewed the investigatory work they had completed including the visits to eight regional ports and two funding agencies.

The meeting recognized the importance of utilizing the best management tools and the necessity to optimize the investment in management, equipment and infrastructure. The establishment of quantified management objectives was seen as being of paramount importance if information was to be properly tailored to the use of port management. At this time many ports of the region were trying to take up the new challenges of changing technology and the recommendations of the PORTMIS model would significantly assist in the establishment of effective port management.

The meeting offered congratulation on the comprehensive study which had practical application to all ports. It was recognized that management information need not necessarily imply objectives of profit; national policies to support and subsidize port facilities were seen as compatible with effective port management information systems. PORTMIS was a step in the direction of upgrading port efficiency without increasing capital investment.

The meeting expressed a keen desire to see the PORTMIS study moving into a second phase after the Expert Group Meeting planned for February 1982. This phase should involve implementation of the recommendations at suitable ports of the region, and the representatives of Malaysia and Philippines stated they would be very happy to co-operate in this phase of the study.

The secretariat was urged to seek further funding to enable the continuation of this significant project and allow implementation and further dissemination of detailed information.

Agenda Item 6: Facilitation of cargo movement by standardization and simplification of document requirements and Customs Co-operation Council International Convention on the Simplification and Harmonization of Customs Procedures

The Customs Co-operation Council representative made a brief presentation related to the problems outlined in the paper "Summary of the Report on the Co-ordination of Port Information Systems with Other information Systems and Simplification of Documentation, with Specific Reference to the Port of Bombay".

The meeting considered that many of the present Customs procedures were cumbersome and outmoded. Recognizing the advantages of implementation of the Kyoto Convention, the ports felt that now was the time that all relevant parties should come together and promote its implementation.

Much of the congestion in ports is directly attributable to cargoes remaining in transit sheds for extended periods of time due to problems faced by shippers in raising finance to pay taxes and duties prior to customs clearances. Although it is possible to ensure the removal of cargoes promptly by vastly increasing demurrage charges, the ports considered that serious thought should be given to the implementation of payment deferment systems as outlined in Annex B1 of the Kyoto Convention.

High levels of duty collected by Customs were not seen by the meeting as a panacea for continuing complexity. The ports urged that shippers, shipowners and customs authorities along with the ports should join together in a move to procedures which do not congest ports while still retaining the present high level of confidence in customs collection procedures.

Agenda Item 7: External influences on port productivity

Although congestion in ports can sometimes be attributed to the ports themselves, the meeting felt that frequently external influences had adversely affected their operations; understanding and co-operation between the parties involved was essential if continuing improvement was to take place. The meeting therefore proposed that every effort should be made to enhance the beneficial dialogue between ports, shippers, shipowners and customs authorities.

Agenda Item 8: Structure and functioning of port consultative committees

A number of delegates described their individual port consultative and cargo facilitation committees and their functions. The meeting considered port consultative committees to be a useful forum for discussion of mutual problems. The rapid change in technology over the past decade and in particular the development of containerization and its effect on labour requirements in the port have increased the importance of prompt discussion and understanding between the parties involved. Bearing in mind the complexity of through transport systems, the meeting urged shippers, shipowners and customs authorities to make full use of port consultative committees.

Agenda Item 9: Other matters

The meeting commended the secretariat on the work it had undertaken to make this meeting possible and it unanimously agreed to reconvene at an appropriate time in 1982 to monitor the progress made in the specific topics discussed.

Joint Meeting of the National Shippers' Organizations, Shipowners' Associations, Port and Customs Authorities, 3 December (Extract)

Presentation of reports by spokesmen of the participating groups

With reference to the Meetings of the individual groups that had taken place on 1 and 2 December, their spokesmen reviewed the principal findings of each group.

All the spokesmen stressed the need for continuing co-operation among the relevant parties in international shipping, and underscored the willingness of the various groups to participate in this process, particularly in review-

ing their common problems. They emphasized the need for the most rational solutions at all levels within the industry.

The spokesman of the shippers' group in particular referred to the strengthening of the shippers' organizations, and hoped that the other sectors of the shipping industry would develop similarly strong organizations, both at the national and regional levels. He mentioned the introduction of the L-2 scheme of shipping statistics in certain countries, the co-operation between shippers' councils in Asia and Europe, and possibility of enlarging the scope of such inter-regional co-operation as examples of the achievements that had taken place. He also stated that shippers recognized the need for viability in the operation for shipowners, and shippers had developed a view in relation to questions of currency adjustment factors, bunker adjustment factors and shippers' contracts.

The spokesman for the shipowners' group said that shipowners appreciate the positive attitude of shippers in their willingness to constructively discuss issues. The shipowners would continue to work for an improved relationship between shippers and shipowners in discussing their mutual interests. In this regard, he stated that the tempo of development in the ESCAP region is gathering momentum, and that many countries have set targets for the development of shipping tonnage. He also stressed that his group welcomed the changing attitudes of government agencies dealing with shipping matters, in particular port and customs authorities. In this context, he stated that it would be advisable to concentrate on major issues arising out of development efforts.

The spokesman of the ports group wished to emphasize that in their discussion they had found that containerization posed particular problems in many countries. The opportunity of consulting with other ports, and with other parts of the shipping industry, was therefore welcomed by port authorities. He believed that this would facilitate the solution of the problems.

He also said that during their meeting they had an opportunity of considering a study on port management information systems done by ESCAP consultants which would help streamline port management. They eagerly awaited further studies on these with a view to early implementation.

The spokesman of the customs group said that customs authorities would always keep an open mind with regard to the possibility of improving procedures. They would be prepared to consider any relevant problem encountered by the shipping industry. Referring to the report submitted by the port authorities' group, he wished to point out that it was not the lack of co-operation from customs authorities that caused difficulties in the movement of containers out of port areas. He added that inadequate infrastructure facilities in many countries were mainly responsible for these difficulties. He further said that it would be difficult for customs authorities to assume banking responsibilities in connexion with the financing of payments to the customs. He did not consider that the level of customs duties would be a suitable subject for consultation between the private parties in the ocean shipping industry, since this would normally be a matter of national policy.

Detailed reviews of the positions taken on the various issues are contained in the reports of the four groups.

All the groups extended their thanks to the ESCAP secretariat for the preparations that had been made for the Meetings, and for the services that were being made available for the conduct of the Meetings.

The concept of joint planning

The secretariat explained the main ideas embodied in the concept of joint planning of shipping services, and recalled the decisions at earlier meetings to the effect that the possibilities in regard to this subject should be examined by the various participating organizations, with a view to reporting back to the current session.

The spokesman for the customs group said that his group found the concept of joint planning of shipping services useful and result-oriented. The customs authorities would be glad to co-operate in the further development of this concept.

Representatives of the shippers' group pointed out that in some countries, developments for the purpose of joint planning had already taken place. For instance, India had instituted a standing consultative committee (SCOPE SHIPPING) which meets regularly to consider and plan shipping services. He offered to share India's experience with other parties. In the Philippines, the Maritime Authority consults regularly with the parties interested in shipping for the purpose of planning.

The spokesman of the shipowners' group welcomed the concept of joint planning in principle. He underlined, however, that the implementation of joint planning might vary in accordance with the shipping environment of the individual countries. For instance, issues might differ widely between countries served by only a few shipping companies and those served by a large number of shipping companies. It would be necessary, therefore, to adapt the concept to the particular circumstances of individual countries.

A delegate of the ports' group stated that he supported the concept of joint planning of shipping services, and he recalled that in the Philippines the port authority was actively participating in such activities.

The representative of FASC referred to the recent formulation of the ASEAN integrated work programme in shipping for the period 1982-1986 which was an example of the sub-regional grouping in joint planning among maritime authorities, ports, shippers and shipowners to achieve self-reliance in shipping.

The Meeting requested that the ESCAP secretariat continue to develop the concept of joint planning of shipping services. The representative of the secretariat stated that ESCAP would help organize such activities to the extent allowed by its budgetary resources.

Facilitation of cargo movement and simplification and harmonization of customs procedures

The spokesman of the ports group emphasized the importance of simplification of documents. He stated that his group found that this would facilitate cargo movement by both speeding up customs procedures and the procedures within the ports. His group would welcome joint efforts to simplify documentation and other procedures.

The spokesman of the customs authorities group expressed full support for the concept of simplification. He

pointed out, however, that there might be different problems in different countries and that full international standardization of documents might be difficult. For instance, the requirements for information might vary between developing and developed countries.

The spokesman for the shippers' group also welcomed a study into the port management information systems which would be compatible with these aims.

At the request of the Meeting, the representative of the secretariat stated that ESCAP would continue to assist the member countries in the simplification of procedures and documentation. For this purpose, the secretariat would study the work done by other United Nations bodies in this regard, and would be prepared to provide any assistance in this project, if necessary.

Other matters

The Meeting had before it a note by the secretariat with regard to the "Pooling of Regional Shipping Resources and Acquisition of Larger Share of Carriage of Cargoes by the Regional Member Countries." While accepting the principle of pooling of resources, the Meeting requested the secretariat to develop the concept further in order that the matter could be considered at the next session.

The Meeting requested the secretariat to undertake a study of the economic implications of ports congestion surcharges. The representative of the secretariat said that UNCTAD had studied the matter of port congestion closely. He would communicate with the UNCTAD secretariat to obtain the results of the study. If necessary, ESCAP would be prepared to assist in this project.

The Meeting considered a note by the secretariat on the "Development of Containerization and Its Consequences." It was explained by the secretariat that this was a background paper for the ongoing project on the impact of containerization on countries in the ESCAP region. The secretariat requested the co-operation of all interests represented at the Meeting in providing the necessary information for the implementation of this project.

Progress report on the implementation of the port-related work programme (1979-1980) : Economic Commission for Africa, UN

(Extracts from the biennial report)

United Nations Transport and Communications Decade for Africa

The biennium under review represents the period during which the Transport and Communications Decade in Africa (UNTACDA) was launched. Towards the end of 1979 UNDP approved a preparatory assistance project which enabled the secretariat to engage some 28 consultants who visited most African countries and identified projects to be implemented and analysed. On the basis of their findings the consultants were able to recommend specific national, subregional and regional projects which were either ready to be implemented if resources could be found immediately or in respect of which studies would first have to be undertaken before they could be implemented. The consultants were, however, constrained by the shortage of time and

were, therefore, not able to visit every country and in some cases, although they were able to visit a country, they did not have enough time to identify all projects.

In April 1979 the consultants submitted their reports which were examined by an interagency co-ordinating committee consisting of the specialized agencies of the United Nations as well as African intergovernmental organizations dealing with transport and communications. After examining the reports, the interagency co-ordinating committee prepared a list of projects and a global strategy which they submitted for consideration and approval by the Conference of Ministers of Transport, Communications and Planning.

The results of the secretariat's work in these preparatory phase of UNTACDA programme are reflected in two volumes of the Global Strategy and Plan of Action. Volume I gives a detailed account of the targets and objectives of UNTACDA programme in its entirety while volume II is a compendium of data sheets for all projects contained in the programme. In summary, the global strategy adopted by the Ministers of Transport and Communications aims at:

(a) Promoting the integration of transport and communications infrastructures with a view to enhancing intra-African trade;

(b) Ensuring the co-ordination of the various transport systems in order to increase their efficiency;

(c) Opening up land-locked countries and assuring island countries of easier access to the mainland;

(d) Harmonizing national regulations and reducing to a minimum physical and non-physical barriers with the aim of facilitating the movement of persons and goods;

(e) Encouraging the use of local human and material resources, standardizing systems and equipment and undertaking research on and disseminating techniques adapted to African conditions in the building of transport and communications infrastructure;

(f) Promoting an African industry in the field of transport and communications; and

(g) Mobilizing financial and technical resources with a view to promoting the development and modernization of the transport and communications infrastructure in Africa.

An analysis of the projects approved for the first phase of UNTACDA, 1980-1983, and their costs shows that the total figure for investments is \$US8.9 billion. A classification of the projects by subsector, taking into account those projects which are ready to be implemented as well as those in respect of which technical and economic studies have yet to be conducted, shows that there is a preponderance of railway projects which represent 36.5 per cent of the total programme. Next come port projects (25 per cent), followed by road projects (20 per cent). Air transport projects, representing 7 per cent, are in fourth place, followed by communications (6 per cent), maritime transport (4 per cent), inland water transport (1 per cent), and multimodal transport (0.5 per cent). The relative shares of the various subsectors do not reflect their respective importance; they merely reflect the fact that in some subsectors, notably railways and ports, which account for the largest share of the total programme, the projects identified had already been studied whereas in other subsectors, mainly roads, the projects still require studies before they can be implemented.

Following its approval by the Ministers of Transport and Communications, the programme for the first phase of UNTACDA was submitted to the Assembly of Heads of State and Government of OAU at Monrovia in July 1979 and in the same month to the summer session of the Economic and Social Council of the United Nations. Both meetings endorsed it.

Transport

Activities in the field of transport covered general transport problems, maritime transport, ports, air transport, railway transport, inland water transport, roads and road transport. During the period under review, the work of the secretariat concentrated on UNTACDA; other activities were also closely related to the implementation of the programme for the first phase of the Decade. These activities focused on providing technical assistance to various African countries, undertaking studies on various transport problems, implementing study projects as executing agency, maintaining contacts and co-operation with various African regional and subregional organizations and with other United Nations regional commissions and agencies as well as with various international organizations.

Ports

Technical assistance was provided to Cape Verde. A mission from the secretariat visited the ports of Mindelo and Praia and carried out training programme for port personnel in the field of maritime ports organization, operation and planning principles. A technical assistance mission was also undertaken to the United Republic of Tanzania and Kenya to assist the port authorities there in their current management and operational problems. A mission was undertaken in the Eastern and Southern African subregion to assess the training needs in the field of port management and operation and to study the feasibility of converting the Mombasa Bandari College into a sub-regional training centre for port personnel. The secretariat initiated some studies with regard to port activities. For the seminar on port planning the secretariat prepared a lecture on port planning problems in Africa with a view to enhancing port efficiency and improving the contribution of the ports sector to the economic development of the continent. The secretariat participated in the work of the seventh meeting of the Port Management Association of Eastern Africa which was held in Seychelles. It outlined the main features and measure adopted for the implementation of the UNTACDA programme, with special reference to maritime ports. Finally, the secretariat participated in a seminar on the harmonization of port statistics and performance indicators for the West African subregion held in Douala, the United Republic of Cameroon, in 1979. The secretariat provided continuous technical assistance to African port management associations in the implementation of their work programmes.

Inland water transport

The lack of an expert in the secretariat in the field of inland waterways made it impossible for the secretariat to undertake substantial activities in this sector. An inland waterways expert is to be recruited in the third quarter of 1980 and this should enable the secretariat to expand its activities in inland water transport.

Two projects are, however, being implemented by the secretariat as executing agency. These projects which are being financed by UNDP are:

(a) The training of African personnel in inland waterways. In 1980 the secretariat carried out preparatory activities consisting of the assessment of the training needs in the inland waterways sector obtaining the endorsements of interested Governments and the selection of candidates to be trained in the USSR in 1981;

(b) The definition of types of vessels feasible for the Zambezi, Kafue, Kabompo and the Luangwa rivers. In 1980 the secretariat carried out preparatory activities including the preparation of a project document and terms of reference for consultants, the selection of consultants and the preparation of a preliminary desk study. This project is included in the plan of action for the first phase of UNTACDA.

Maritime transport

A project for a study to justify the creation of training centres for theoretical and practical training in the field of maritime transport, financed by the Government of the Netherlands, was undertaken and carried out by the secretariat. It included the assessment of training needs in the field of maritime transport and recommendations concerning the establishment of the necessary training centres. The draft report of the field mission has been completed.

The feasibility of the creation of a multinational coastal shipping line for Eastern and Southern African countries was studied by the secretariat and a related document prepared for inclusion in the master plan for the utilization of \$50 million earmarked by UNDP for the development of transport and communications in the Eastern and Southern Africa subregion. As the funds will not be available before 1982, this project will be submitted by the interested countries to EEC for financing. The secretariat has prepared detailed terms of reference for the project, which, after approval by the interested countries, will be submitted to prospective donors for financing.

Four other projects in maritime transport were proposed for inclusion in the master plan, and project documents were prepared. These are a feasibility study on the harmonization of shipping laws in the subregion, a feasibility study on the establishment of a shipping performance data bank, a study on a multinational maritime college and a study on the creation of a multinational coastal shipping line for the Central and South Western coast of Africa.

Preparatory activities were undertaken to organize a seminar on maritime transport in the USSR in 1981 for participants from interested African countries. The draft project document and terms of reference with respect to the seminar have already been prepared. The project is expected to be financed from the UNDP roubles funds.

The secretariat participated in the following meetings and seminars on maritime transport and prepared technical papers for them; an extraordinary session of the Ministerial Conference of West and Central Africa on Maritime Transport, in 1979; a seminar on marketing and the promotion of exports of Ethiopia in 1980; a seminar on African trade and shipping in 1980; and a training course in shipping company management organized by UNCTAD in association with ECA in 1979.

Programme of IMCO meetings, 1982

18-22 January	Sub-Committee on Life-Saving Appliances—17th session
25-29 January	Sub-Committee on Fire Protection—27th session
8-12 February	Sub-Committee on Containers and Cargoes—23rd session
15-19 February	Sub-Committee on Safety of Navigation—26th session
22-26 February	Legal Committee—47th session
1-5 March	Legal Committee—48th session
8-12 March	Sub-Committee on Subdivision, Stability and Load Lines—27th session
	Sub-Committee on Safety of Fishing Vessels—24th session
15-19 March	Sub-Committee on Radiocommunications—24th session
29 March—2 April	Maritime Safety Committee—46th session
26-30 April	Sub-Committee on Standards of Training and Watchkeeping—15th session
5-7 May	Executive Committee of the International Oil Pollution Compensation Fund—6th session
10-14 May	Sub-Committee on Bulk Chemicals—10th session
14-18 June	Council—48th session
	Committee on Technical Cooperation—21st session
21-25 June	Marine Environment Protection Committee—17th session
28 June—2 July	Sub-Committee on Ship Design and Equipment—25th session
13-17 September	Sub-Committee on the Carriage of Dangerous Goods—34th session
20-24 September	*Sub-Committee on Safety of Navigation—27th session
27 September—1 October	International Oil Pollution Compensation Fund—Assembly—5th session
11-15 October	*Legal Committee—49th session
18-22 October	*Assembly Working Group on the Assessment of IMCO Contributions**
25-29 October	*Council—49th session
22-26 November	*Maritime Safety Committee—47th session
6-10 December	*Sub-Committee on Bulk Chemicals—11th session
13-17 December	*Sub-Committee on Radiocommunications—25th session

* Tentative

** Duration to be determined by the Council at its forty-eighth session

Call for higher oil pollution damage compensation limits

Existing limits for compensation under the International Convention on Civil Liability for Oil Pollution Damage, 1969 and the International Fund on the Establishment of an International Fund for compensation for Oil Pollution Damage, 1971 are unsatisfactory and should be increased.

This is one of a number of recommendations made by the United Kingdom's Royal Commission on Environmental Pollution in its report on oil pollution of the sea.

The report says: 'While we recognize the difficulties created by the heavy work load of IMCO we feel that there is some urgency to bringing the compensation conventions into line with the realities of a large spill'.

The Commission also came to the conclusion that there was a strong case to be made for extending the scope of the conventions to cover the cost of measures adopted to avert a threatened oil spill following a tanker accident.

Other recommendations and conclusions affecting IMCO were:

- Existing controls and monitoring arrangements for the dumping of materials containing petroleum hydrocarbons are adequate.
- There is an urgent need to improve standards of maintenance and operation of inert gas systems.
- The U.K. Department of Trade should promote a study within IMCO of tanker loading methods, risks and possible safeguards.
- The possibility of requiring periodic reassessment of the certificates of competence of tanker masters and officers should be examined, since the competence of crews is a major factor in tanker safety.
- While not recommending regional action while there is still a chance of securing implementation of international conventions within a reasonable period of time, such action should be considered if hope recedes of early adoption of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) and the Law of the Sea Convention.
- The United Kingdom, in agreement with France, should seek through IMCO to achieve mandatory status for the reporting-in scheme now operating in the English Channel on a voluntary basis.
- International agreement should be sought on powers to ban loaded tankers over a certain size from designated areas—such as from within a certain distance of the coast.
- The use of aerial surveillance coupled with sanctions should be considered as a way of securing more effective co-operation between western European states in the enforcement of IMCO conventions.

The Commission says of IMCO: 'It is clear from all the evidence we have received that the work of IMCO is held in high regard by the many organizations concerned with maritime matters; we have heard nothing but praise for the effectiveness of IMCO in promoting and securing international agreements.'

The Commission found that although oil has an adverse effect on many marine organisms, oil spills are unlikely to cause any long-lasting damage to the marine environment. Oil pollution generally does not constitute a chronic

threat to the marine ecosystem or, indirectly, a threat to man. Nevertheless, its short term and local effects can be serious, especially to beaches and amenity, tourism and fisheries and to seabirds. The Commission says that tanker accidents post the main threat of gross oil pollution and the prevention of such accidents is of the first importance. (IMCO News)

Agreement on the IALA Maritime Buoyage System

Further to the decisions made at the Buoyage Conference in Tokyo in November 1980, our Association has prepared an Agreement on the IALA Maritime Buoyage System, the text of which is attached.

The Lighthouse Authorities of about 50 countries have already notified their wish to become parties to this Agreement. Some of them will come to sign it in Paris and a signing ceremony has been arranged on 15 April 1982 at La Maison de l'Amérique Latine 217, boulevard St Germain Paris 7°.

Agreement on the International association of Lighthouse Authorities Maritime Buoyage System

THE LIGHTHOUSE AUTHORITIES, PARTIES TO THIS AGREEMENT,

BEING DESIROUS of promoting safety of navigation by establishing in common agreement a harmonized maritime buoyage system under the auspices of the International Association of Lighthouse Authorities (hereinafter referred to as "IALA"),

CONSIDERING that this may be achieved at present by the conclusion of an agreement to harmonize the combined cardinal and lateral systems red to port (System "A") and red to starboard (draft System "B") into one combined buoyage system named "The IALA Maritime Buoyage System" providing two buoyage regions A and B,

TAKING INTO ACCOUNT the resolution passed at the IALA Buoyage Conference in Tokyo on 20th November, 1980,

FURTHER TAKING INTO ACCOUNT that the Maritime Safety Committee of the Intergovernmental Maritime Consultative Organization (IMCO) at its 44th session adopted the IALA Maritime Buoyage System,

KEEPING IN VIEW that efforts will continue towards achieving the identical use of the colours on lateral marks worldwide,

BEARING IN MIND the provision of Regulation 14, Chapter V of the International Convention for the Safety of Life at Sea, 1974,

HAVE AGREED as follows:

ARTICLE I

The Lighthouse Authorities, Parties to this Agreement (hereinafter referred to as "the Parties") undertake to establish their particular buoyage in accordance with the provision of Annex I to this Agreement, within a stated period of time.

ARTICLE II

As between the Parties, this Agreement replaces and abrogates all other agreements and arrangements relating to maritime buoyage systems, which are incompatible with this agreement.

ARTICLE III

(a) This Agreement may be amended by the procedure specified in the following paragraphs:

(i) Any amendment proposed by a Party shall be submitted to the Secretary General of IALA. Such a proposal together with the appropriate recommendation of the IALA Executive Committee shall be circulated to all Parties at least six months prior to its consideration by a General Assembly of IALA.

(ii) Amendments shall be adopted by a two-thirds majority of the Parties, members of IALA, present at a General Assembly of IALA on condition that at least half the Parties shall be present at the time of voting. An amendment shall enter into force at a date determined at the time of its adoption.

(b) The Secretary General of IALA shall inform all Parties of any amendments which enter into force under this article, together with the date on which each amendment enters into force.

ARTICLE IV

(a) Lighthouse Authorities may become Parties to this Agreement by the deposit of a declaration to that effect with the Secretary General of IALA.

(b) At the time of entering into this Agreement, a Party will convey to the Secretary General of IALA:

(i) its intention to be included in Region A or in Region B,

(ii) its plan for implementation of the IALA Maritime Buoyage System which has been coordinated as appropriate with neighbouring countries and international hydrographic authorities,

(iii) the date by which it intends to complete the implementation.

(c) Any Party may withdraw from this Agreement by the deposit of a declaration to that effect with the Secretary General of IALA.

(d) The Secretary General of IALA shall notify all Parties of any declaration received under paragraph (a), (b) or (c) of this Article and the date of its receipt as well as the date on which it takes effect.

ARTICLE V

(a) This Agreement shall enter into force upon its acceptance and signature by ten Lighthouse Authorities.

(b) After the date on which an amendment to this Agreement has entered into force, any declaration deposited under paragraph (a) of Article IV shall apply to the Agreement as amended.

ARTICLE VI

(a) This Agreement shall be deposited with the Secretary General of IALA who will transmit certified true copies thereof to all Parties.

(b) A certified true copy of this Agreement shall also be transmitted to the Secretary General of IMCO with a request for action as appropriate and circulation to all member-Governments of that Organisation.

ARTICLE VII

This Agreement done in Paris 15th April 1982 is established in a simple copy in the English and French languages, each text being equally authentic.

Your friendly organization — International Chamber of Shipping

What is ICS?

The International Chamber of Shipping is an organisation of national shipowners' associations in 30 countries. It was formed under an earlier name in 1921: the present title dates from 1948. Its members represent some two-thirds of the world's merchant tonnage.

The main aim of ICS is to promote the interests of its members by providing a forum for the discussion of matters of mutual concern, by seeking to co-ordinate members' views, and by representing those views nationally and internationally.

Who can join?

In the main its members are national associations of shipowners, but where there is no national association an individual shipping company may be admitted. One qualification for membership is that applicants should be bodies representing shipping interests which operate on the basis of free enterprise.

Other organisations with close interests can be affiliated to ICS or participate in its work on a co-opted basis.

What are the benefits of membership?

Membership allows an association to help to shape the views of the international shipping industry. It provides contact with the representatives of other associations the world over. It gives access to the opinions of others. It co-ordinates a wealth of international expertise on a range of shipping topics. Above all, it ensures that members are part of the international shipping community.

Where is it based?

The ICS headquarters are in the City of London at 30/32 St. Mary Axe. Most meetings are held there.

How is ICS financed?

ICS is financed by contributions from its members based in the main on their gross tonnage entry. Further particulars are available on application to the Secretary General.

How does it work?

The governing body of ICS is the full membership, which meets annually. The general running of affairs between Annual Meetings is conducted by an Executive Committee. The day-to-day business is handled by a Secretariat provided by the General Council of British Shipping.

ICS has a series of committees through which views are established. It aims to represent these views nationally, through its member associations; and internationally, by submissions direct to the inter-governmental organisations with which it has contact. But its effectiveness depends essentially on its members promoting ICS views successfully with their own governments.

What are its outside contacts?

ICS has consultative status with a number of intergovernmental bodies. It has particularly strong ties with the Inter-Governmental Maritime Consultative Organization (IMCO) but also works actively with other UN bodies,

including the United Nations Conference on Trade and Development (UNCTAD), the International Telecommunications Union (ITU), the Economic Commission for Europe (ECE), the World Meteorological Office (WMO), and the Economic and Social Commission for Asia and the Pacific (ESCAP).

Additionally, ICS is an active participant in the work of the Customs Co-operation Council (CCC) and the International Hydrographic Office (IHO).

At industry level ICS has close ties with the International Chamber of Commerce, the Baltic and International Maritime Conference, the Oil Companies International Marine Forum, the International Association of Independent Tanker Owners, the International Shipping Federation, the International Association of Ports and Harbors and other international organisations with common interests.

The committee structure

The work of ICS is carried out by its specialist committees, which are open to all members. There are committees dealing with:—

- containers and multi-modal transport
- facilitation of trade procedures and documents
- marine insurance
- marine pollution
- marine safety, including navigation, traffic separation schemes, communications, ship construction, fuel quality and the carriage of dangerous goods
- maritime law
- oil tankers, chemical and gas carriers

Other problems are dealt with by temporary committees as occasion demands.

Publications

ICS has produced a number of publications, chiefly in the safety, pollution and facilitation fields, several of which have been prepared in conjunction with the Oil Companies International Marine Forum. These have achieved an international reputation. The current list is available on request.

ICS also issues to its members casualty reports in three separate series: navigation, tanker and fire. The reports are based on details of actual incidents supplied voluntarily by ICS members and reproduced in anonymous form. Many thousands of copies are distributed to shipping companies for circulation to their vessels at sea, and to governments and maritime training establishments. They have been welcomed as a most valuable means of drawing attention to potential hazards and assisting mariners to learn from the mistakes of others.

Applications for membership

Further details about ICS are available on request and enquiries about membership should be addressed to the Secretary General at the address at the foot of this leaflet.

Chairman: The Lord Inverforth (United Kingdom)

Vice-Chairman: Mr. W.H. Brouwer (Netherlands)

Sir Colin Goad (Liberia)

Secretary General: Mr. J.C.S. Horrocks

Assistant Secretary: Mr. C.L.A. Edginton

30/32 St. Mary Axe

Telephone: 01-283 2922

LONDON EC3A 8ET

Telex: 884008

18th International Seminar on Port Management in the Netherlands Delft/Rotterdam/Amsterdam, June 1st — July 8th 1982

This is a study programme of the International Institute for Hydraulic and Environmental Engineering, Delft,—which forms part of the NUFFIC organisation—with observation periods offered by the port authorities of Amsterdam and Rotterdam.

The programme consists of two lecture periods, a two-weeks' period of visits to and around the ports of Amsterdam and Rotterdam and study visits to a number of ports in Germany.

A. lectures and exercises at Delft

1. Transportation and shipping.
General survey of transportation and of navigation.
Liner and tramp shipping.
Various types of ships, their use and economy.
2. Port management.
Relation to regional planning and local political conditions.
Diversity of port organization. The systems approach.
3. Port financing. Public relations.
4. Port operation.
Various types of cargo. Methods of packing and handling.
Introduction of unit load concept, containers, ro-ro and barge carrier systems. Causes of delay and their removal.
Improvement of productivity.
5. The fairway.
Conservancy of the fairway and dredging operations.
Towage and pilotage. Electronic aids to navigation.
6. Port labour.
Relations with labour unions. Wage systems. Safety of work and occupational health.
7. Management information systems.
Statistics. Documentation.
8. Legal affairs.
Port security. Prevention of cargo losses by pilferage or fire.
Legal liability of the various parties in port operations.
9. Exercises.
Exercises on work study of a berth in relation to its layout.

B. programme of visits to and around the ports of Amsterdam and Rotterdam:

1. Amsterdam:
Introductory lectures on the port, its history, organization, operation, and future.
Visits with explanatory lectures to the harbour entrance at IJmuiden and the locks and breakwaters. The fishery harbour. Handling special cargoes such as cereals, soft and hard wood.
Freezing warehouses. Harbour police and fire brigade.
Customs inspection. Roll-on-roll-off and container berths. Air cargo handling at Schiphol airport.

2. Rotterdam:

Introductory lectures on the port, its history, organization, operation, and future.

Visits with explanatory lectures on:

Various sections of the port with large port industrial areas at Botlek and Europoort.

Road and rail connections.

Stevedoring enterprises and warehouses. Port training institute.

Handling of containers and unit loads. Lash-barge operations.

Mechanical trans-shipment and storage of bulk goods.

Passenger terminals. Navigational radar stations.

C. study visits to a few ports outside The Netherlands

The organizers of the Seminar consider it essential that participants become acquainted not only with the ports of Amsterdam and Rotterdam, but also with a number of other ports. For the Port Seminar 1981, preparations are being made to visit a number of ports in Germany.

The Seminar is open to government officials and other qualified candidates who in their daily activities have been confronted with problems of port management for at least eight years. Preferably, candidates should have a university degree, although in special cases experience can replace a university background. The language of the seminar is English.

The participation fee is Dfl 2,600.-, which includes the tuition fee, travel costs for the fieldtrips and lodging during the fieldtrip outside the Netherlands. The other expenses, hotel accommodation during the stay in the Netherlands as well as lunch and dinner expenses, have to be borne by the participants.

For further information mail to: The Register, Netherlands Universities Foundation for International Co-operation, P.O. Box 90734, 2509 LS The Hague, Netherlands.

Publications

1. "SHIPPING AND THE BALANCE OF PAYMENTS" by D. Blumenhagen, Institute of Shipping Economics, Bremen, 40 pages
pp. 40, Price: DM 15.00 plus postage
2. "SHIPPING COSTS AND REVENUES" by J. Casas, Institute of Shipping Economics, Bremen, 38 pages
Price: DM 15.00 plus postage
3. "SIZE EFFECTS IN TANKER SHIPPING" by T. Shimojo, University of Kobe, Japan, 26 pages
Price: DM 15.00 plus postage
4. "SHIPPING STATISTICS YEARBOOK 1981"—Facts and Figures about Shipping, Shipbuilding, Seaports and Sea-Borne Trade, 439 pages; graphs; conversion tables
Price: DM 69.00 plus postage

The Shipping Statistics Yearbook which is published biennially by the Institute of Shipping Economics can be seen as a valuable source for everyone who is concerned with developments in the maritime sector and day-to-day shipping affairs.

The user will find a careful selection of various statistical information which analyses and reflects the situation of the maritime economy world-wide.

The yearbook informs completely on

- * the world merchant fleet (86 pages, 34 tables)
- * shipping and sea-borne trade (158 pages, 55 tables)
- * shipbuilding (65 pages, 40 tables)
- * seaports and sea canals (119 pages, 72 tables)

Figures related to the world merchant fleet illustrate not only development trends over the past years but also identify the structural composition of the current fleet with regard to different ship types and significant parameters like flag, age and size structure. Moreover, specific tables including information on broken-up and laid-up tonnage as well as on reported ship casualties are presented.

The chapter on shipping and sea-borne trade provides details on merchant fleets and sea-borne trade of individual shipping nations in order to quantify the shipping potential of selected countries. —Moreover, this topic deals with freight markets. Monthly freight rate indices reflect the employment situation up to mid of 1981.

Key figures to analyse and to evaluate developments in shipping are information on world sea-borne trade. The statistical yearbook contains various tables on this subject. Details are given on the global level of world sea-borne trade during the last years, the structure of trade classified according to specific commodities, trade routes as well as production and consumption centres.

The publication also offers wide-ranging statistical data on shipbuilding. Statistical tables on a world-wide scale show ordering activities and the shipbuilding output by countries of build and principal ship types. Other detailed figures compiled in the statistical yearbook indicate the current situation of important shipbuilding nations. This information is supplemented by statistics on the development of market prices for newbuildings, broken-up and second-hand tonnage as well as cost of ship repair.

Comprehensive statistical data on shipping traffic and cargo turnover of selected ports in 62 countries constitutes another essential part of the yearbook. Details are given on commodities handled and on the development of containerized traffic. —Finally, figures are presented indicating the transit traffic of major sea canals.

Institute of Shipping Economics, Werderstrasse 73, D-2800 Bremen 1, Federal Rep. of Germany.

5. "INTERNATIONAL MARITIME FRAUD"
by Eric Ellen and Donald Campbell

"The loss of the supertanker Salem off the West Coast of Africa on January 17, 1980, might have passed off as a one-day news story in the world's press, for in the previous two years more than a hundred vessels had similarly foundered. Some had fallen victim to bad weather, others to faulty seamanship or maintenance, but many were believed to have been scuttled. Lloyd's of London maintain that in the course of a single year the costs of maritime crime to the world's insurance market rose to £110,000,000.

The dividing line between accepting a loss at sea as genuine and proving it to be fraudulent can be measured in months of exhausting, frustrating and costly enquiries involving the professional investigators, police forces, maritime officials and lawyers of several countries. It is sometimes cheaper for underwriters to settle a claim and close the files.

With Salem the insurance cover amounted to \$24,000,000 for the hull and \$60,200,000 for her cargo of

crude oil. This was one reason—but not the only one—why the Salem story did not fade into oblivion. To start with, the ship's very dimensions were enough to arouse unusual interest. If this was scuttling, then it was king-sized. A ship more than three football fields in length, more than 70 feet longer than the Queen Elizabeth II cannot lose itself beneath the ocean without causing speculation. To and to it all, the reports themselves were puzzling.

It was said that although the Salem took hours to sink following a series of explosions, distress signals were not transmitted until another ship came into sight, and that while some of the rescued crew carried packed suitcases and freshly cut sandwiches, for quite inexplicable reasons there was no time for the ship's log to be saved.

The Salem allegedly carrying 193,000 tons of crude oil, yet the oil slick left floating on the surface, although stretching for several miles, was far too modest for such an amount. Then came rumour of a secret stop en route at Durban and oil being clandestinely pumped ashore—at first vociferously denied by the South African government, only later to be admitted somewhat grudgingly as fact.

The Salem continued to develop into a maritime saga of mystery and intrigue, setting in motion a mass of speculation concerning piracy, sanctions busting and documentary fraud."

This extract from **International Maritime Fraud** by Eric Ellen and Donald Campbell highlights the nature and extent of maritime fraud.

Against a background of international trade—its laws, regulations and procedures, the authors of this new book examine the whole problem of international maritime fraud and the jurisdictional difficulties in bringing prosecutions. Ship ownership, flags of convenience, the practice of chartering and insuring ships and cargo and the problems faced both by the international shipping institutions and the police throughout the world are examined and illustrated with reference to some of the celebrated fraud cases of recent years.

The book draws together many of the threads of world-wide criminal activity; a pattern to the frauds emerges and practical advice and suggestions are offered on how fraud can be identified and prevented.

International Maritime Fraud is written with insight and considerable first hand experience, by two authors eminently well qualified to write on the subject. Eric Ellen and Donald Campbell are both barristers; Eric Ellen is Director of the International Maritime Bureau and formerly, Chief Constable, Port of London Authority.

Paperback: £8.00 net

Sweet & Maxwell Ltd.

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Brazilian ports & waterways news

- On the 30th of August, 1981, the first container terminal of Brazil has been inaugurated on the left bank of the Port of Santos, with a capacity to handle from 100 to 150 thousand units per year.
- The Port of Pirapora, shut down during the seven years of the construction of the Sobradinho dam, presented a cargo handling of over 20 thousand tons, after one month of operation.
- December the 15th, 1981, is the date of the experimental start of the operation of Sepetiba Port, the first phase being only of coal handling.
- According to the Government, a new quay shall be built this year in Porto Velho, capital of the Rondonia Territory. The project is being estimated in 180 millions cruzeiros and shall certainly stimulate the transportation of cargo via the River Madeira.
- In 1984 the works of the Tucuruí locks, in the river Tocantins, shall be finished. These works shall permit navigation over a stretch of 2,000 km, from the city of Uruana (State of Goiás) to Belém (State of Pará).
- At last the Port of Recife shall be enlarged and repaired, after the threat of being shut down because of the precariousness of its installations. Portobrás has already contracted the works, which are going to cost 5.4 billion cruzeiros.

Fraser Port economic impact report

British Columbia receives benefits of over five billion dollars as a result of activities at Fraser Port according to a new economic impact study. Fraser Port is the area along 100 kilometres of the Fraser River South Arm and Pitt River shoreline under the jurisdiction of the Fraser River Harbour Commission.

Methodology used in the port impact study was based on a program funded and approved by the Canadian and U.S. governments.

The Fraser Port Economic Impact Study is the work of two graduate students at the University of British Columbia, Merelene Austin and Doug Towill.

Over 300 industries and businesses rely on Fraser Port facilities. Total direct sales are \$2,105,517,000 with an added \$3,044,250,000 in indirect sales. Ten categories of business are listed in the report including manufacturing, fishing, exporters and importers, railroads, trucking and forest products.

"This economic impact report shows what we suspected," says Chris Brown, Chairman of the Fraser River Harbour Commission. "Fraser Port is big and its impact on the economy is impressive. Not only is the port big, it has plenty of room for expansion and still be in harmony with the environment."

The reports says a total of 33,211 people are directly and indirectly employed by the various industries and supporting services in Fraser Port and the total payroll is more than three quarters of a billion dollars.

More than 440 ships from 20 nations visited Fraser Port last year using a continent-wide network of railroads and highways to ship their cargoes to and from all points in North America. The port has modern facilities for general cargo, bulk and semi-bulk, and containers. It also has the most advanced and extensive autoport in the world.

Over five million tonnes of cargo pass through Fraser Port annually to and from almost every port in the world.

Statistics 1981 : Port of Thunder Bay

The Lakehead Harbour Commission announced recently that total waterborne commerce through the Port of Thunder Bay reached 20,184,789 tonnes for the 1981 Shipping Season. Domestic trade accounted for 18,398,228 tonnes of cargo while direct foreign shipments totalled 1,786,561 tonnes for the year.

Grain shipments through the Port reached 13,874,632 tonnes for the season, well above the past five-year average, although down just slightly from the 1980 record grain movement of 14,659,943 tonnes.

Navigation got underway with the arrival of the S/S Scott Misener on March 27, 1981, one of the earliest openings ever, and closed with the departure of the John A. France at 10:30 a.m. on December 29, 1981.

A highlight of the season was the near-doubling of the Potash trade through the Port. Potash shipments reached an all-time high of 1,445,651 tonnes for the 1981 Shipping Season. Indications are that Potash markets will continue to expand and Thunder Bay's Port will anticipate continued growth in this commodity.

Coal shipments reached 2,138,834 tonnes in 1981, down from the 2,270,574 tonnes shipped the previous year.

Iron ore shipments fell from the 2,681,053 tonnes shipped in 1980 to 1,220,485 tonnes this past season.

During the 1981 Shipping Season, 1,357 vessels visited the Port. Foreign vessels representing 18 countries accounted for 144 of the ships in Port during the year.

Walter J. Clemens, Chairman of the Lakehead Harbour Commission, announced "The Port of Thunder Bay will enter the 1982 Shipping Season with a very optimistic outlook". Indications are that Grain movement through Canada will increase along with Coal and other Bulk Commodities. "We were saddened", said Mr. Clemens, "by the recent announcement that Canada Steamship Lines Inc., one of the package freight operations at the Keefer Terminal, will not be operating out of Thunder Bay at the opening of the 1982 Shipping Season. Canada Steamship Lines Inc. will continue their operation of one of the largest bulk carrier operations on the Great Lakes and we can look forward to their continued presence at Thunder Bay".

Master port plan for Thunder Bay

The future of the Port of Thunder Bay is very important to the economy of our City, our Province and our Country. Planning today will ensure that Thunder Bay's Port meets the demands of tomorrow.

In the fall of 1979, the Lakehead Harbour Commission established an independent Task Force with the mandate to create a long-range development plan for the Port of Thunder Bay. Because of the complexity of the task in terms of administration and jurisdiction, it was decided that this group should have representation from all levels of government. Appointments were made from the Lakehead Harbour Commission, the City of Thunder Bay, the Province of Ontario and the Federal Government through Transport Canada and Public Works Canada. Special interest groups were introduced to ensure that the Task Force had expert input from as many sources as possible.

In early October the result of this study—A Master Port

Plan for Thunder Bay's Harbour—were presented to representatives of the three levels of government.

The Plan provides enough accessible land for potential industrial growth; ensures that future cargoes can move efficiently in and out of the Port area by water, road and rail; and, to provide for recreationalists and conservationists, areas within the Port have been set aside for their interests.

Some of the highlights of the plan include waterlots being set aside in the area of Mutton Island for future industrial development.

On the water side of the harbour is a proposal for two new maintained channels. In conjunction with this concept, materials reclaimed would provide prime waterfront development properties for marine oriented industry.

Another highlight of the Plan is the concept of a loop track system for the unloading of grain at the elevator groups in the north end of the harbour and at the intercity area. Also, the loading system was given a great deal of consideration. The marginal wharf concept proved to have many pluses. Vessels do not have to back in and out of the restricted slip areas. Marginal wharves also eliminate the problem of ice build-up in the slip areas and could be designed to withstand the force of icebreakers coming alongside. This method of loading would allow flexibility in the loading system.

This Master Port Plan is a guide for development in and around the Port in such a way as to maintain and improve port operating efficiency and to serve the public interest in such areas as recreation and preservation of the natural environment. The Plan was designed to be folded into the City of Thunder Bay's Official Plan, the result being compatible development on the water and on the land.

Port of Montreal 1981: National Harbours Board

Total cargo tonnage at the Port of Montreal during 1981 reached a second consecutive record totalling 24.8 million metric tonnes compared to the unprecedented volume of 24.9 million tonnes handled in 1980.

Port of Montreal General Manager, Mr. Nicholas Beshwaty, stated that this performance was all the more satisfactory as it was achieved during a period characterized by particularly weak economic conditions both in Canada and abroad.

In his comments on the evolution of port activity during the last twelve months, the General Manager indicated that general cargo traffic, the most profitable to the economy of the Port, reached a new high of 5.1 million tonnes, for an increase of 7.4% over the preceeding year.

During 1981, the volume of containerized traffic increased by 14.5% to reach 3.5 million metric tonnes or the highest volume ever recorded.

Despite gloomy prospects for the economy, Mr. Beshwaty stated that he remained optimistic about the future of the Port of Montreal which should experience further growth in the years to come.

A memorable year for Port of Nanaimo ; Prospects bright for 1982

For the Port of Nanaimo, 1981 was a year of notable happenings, a year of business activity, of growth, and a satisfactory year, generally in spite of the economic down-

turn about mid-year.

The opening of the Duke Point terminal was a major event for the port. The shipping of the first cargo about mid-December was a landmark bringing to a conclusion eight years of preparation.

Another highlight of the year just past, must be the highly successful annual convention of Canadian Ports and Harbours Association, which brought port representatives from across the nation to Nanaimo. The convention confirmed Nanaimo's reputation as one of Canada's major ports and the city as an ideal convention centre.

When Transport Minister Jean-Luc Pepin participated in the ribbon snipping ceremony at the official opening of the Duke Point terminal and industrial complex, it marked the start of a new era for Nanaimo.

EXPORT OPERATIONS:

Being the major port on Vancouver Island and one of the top three in the province, Nanaimo naturally was not exempt from the business slump which hit all ports on the continent during the year, but was less adversely affected than most places.

"In spite of the recent downturn in economic trends, our export operations have remained buoyant," says Port Manager Lloyd Bingham, adding "a fact which can be attributed to the diversity of markets the port serves."

In looking at the year just past, Mr. Bingham noted, "the opening of Duke Point was the realization of a local and national dream; an expansion which will have a dramatic impact on the export capability of the port."

Another factor in the port's development program was touched on by Mr. Bingham. "The inauguration of RoRo service, through the co-operation of Seaboard Shipping and Pacific Logging, is an immense success," he said.

General activity of the Port of Nanaimo continues to grow at a steady rate. The port, being the transportation hub of Vancouver Island is involved with the service industries supplying the needs of a fast growing population.

"The slowdown in fishing and logging during 1981 has not stopped the Port from having another banner year," Mr. Bingham said.

"It is difficult to be anything but optimistic about this port's future."

Complete 1981 figures for the port have not yet been released, but it is expected that the year will show an increase of at least one million tonnes over 1980's figure of 9,000,000 tonnes.

All in all the port has had a busy year and enters 1982 in a healthy condition. Nanaimo Harbour Commission can look with pride on the results of its administration of the port and look forward to 1982 with optimism.

A record amount of cargo and cruise trade: Port of Vancouver

The Port of Vancouver achieved another record year in tonnage handled during 1981, despite a lack-lustre world economy and what the Port's General Manager F.J.N. Spoke described as a difficult labour climate on the waterfront.

Total tonnage through the Port in 1981 was 49,495,000 metric tonnes, 0.5% higher than the 49,204,000 tonnes in 1980. The modest increase is attributable mainly to record exports of grain and coal.

Mr. Spoke said that while there were no direct waterfront strikes during 1981, Port traffic has suffered through the non-availability of sufficient skilled longshoremen for all shifts. He said the problem worsened in the second half of the year.

Mr. Spoke expressed concerns for labour stability in 1982. The I.L.W.U contract expired December 31st and he hopes that the negotiations currently underway between the B.C.M.E.A. and the I.L.W.U will result in a new contract that will ensure that the Port will enjoy the kind of positive labour climate which is so crucial if the Port is to develop its full potential. Negotiations with railway unions are also underway. A successful settlement is, of course, of great importance to the Port.

"The Port community is certainly vitally concerned about labour stability, availability and productivity during 1982," Mr. Spoke continued.

The target of 50 million metric tonnes could be achieved in 1982 despite the prospects of continued economic doldrums worldwide, he said, but it would require a favourable labour climate, and some improvement in world economic conditions.

Among the major exports—coal, grain and sulphur showed an increase during 1981, with potash and forest products suffering a loss.

The cruise vessel trade continued to set records in 1981, with 186 ships and 186,494 passengers compared with 153 ships and 17,373 passengers in 1980. For 1982 cruise trade will be somewhat down, with the withdrawal of the "Princess Patricia" and the Soviet vessel, "Odessa", from the Alaska run.

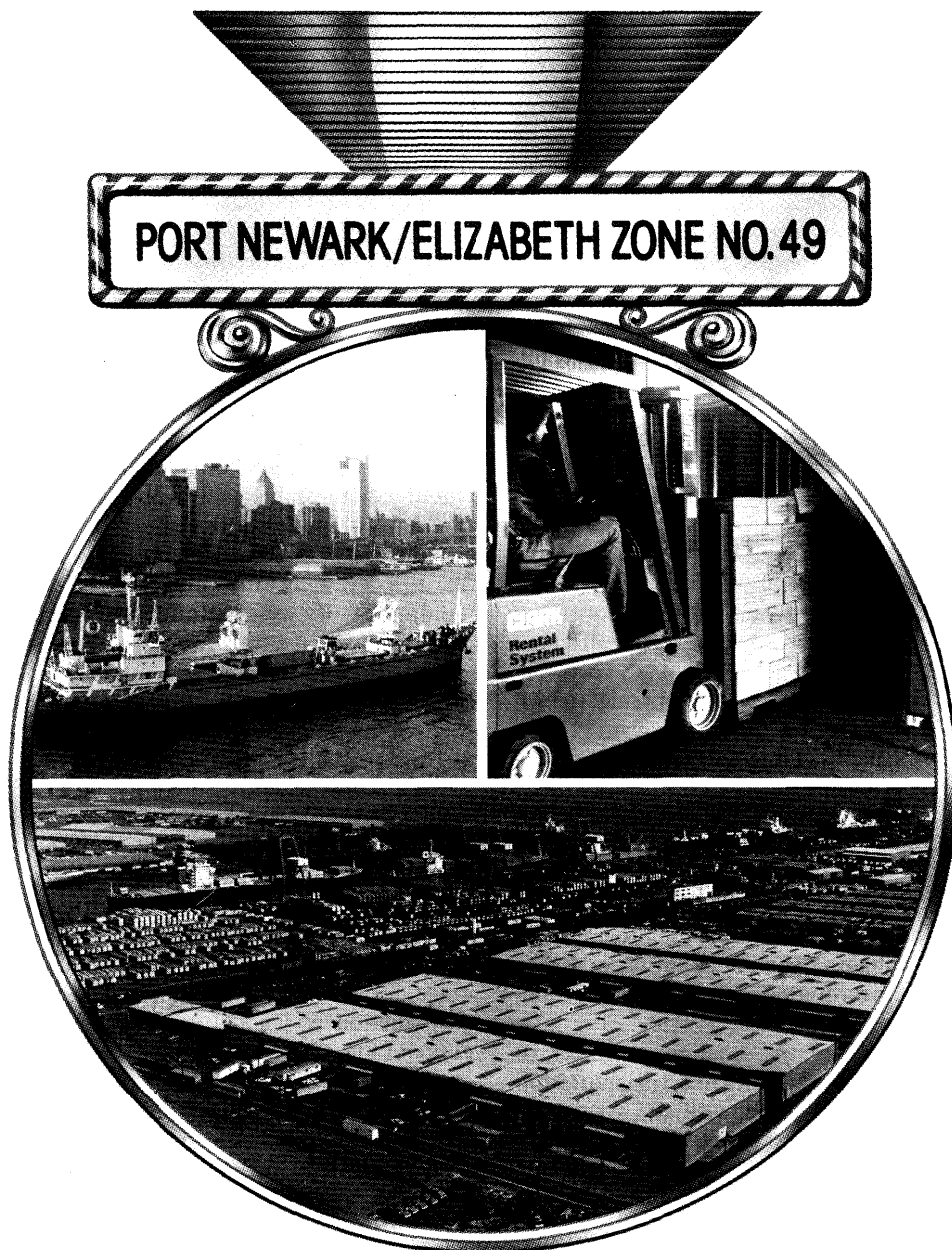
However, Port officials are optimistic about the cruise trade in 1983 and beyond. Several large ships are under construction and some are expected to enter the Alaska route in the next two years.

This prompts concern over the absence of an up-to-date attractive cruise ship facility at the Port of Vancouver. Mr. Spoke emphasized the need for an early start on a new cruise ship facility on Pier B-C. He cited two reasons—the need to free Ballantyne Pier for cargo, as well as meeting the needs of an expanded cruise trade.

"If we could get started early this spring, it could probably be ready by the 1984 season," he said.

FMC to amend its environmental rules

The Federal Maritime Commission has decided that maritime terminal agreements will no longer be subject to environmental analysis. The FMC's action, in the form of a final rule which takes effect March 1, 1982, amends Section 547.4(a) of the FMC's environmental rules (46 C.F.R. 547). On the basis of its experience, the FMC concluded that "virtually all agreements concerning marine terminal facilities have no significant impact on the quality of the human environment." The FMC's Office of Energy and Environmental Impact will, however, continue to review terminal agreements and prepare environmental impact analyses if it identifies actions which involve "substantial levels of construction, dredging, land-fill, energy usage and other activities which may have significant environmental effects." (AAPA ADVISORY)



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MASSPORT develops the seaport

The past year was an important one for Boston's seaport development. Massport completed a new container terminal—the first such maritime facility to be built in eight years—and moved the Port a step closer to revitalization.

The \$18 million, two-crane container berth at Conley Maritime Terminal doubles the Port's handling capacity, and, when fully developed, will handle more than 60,000 boxes annually. The new facility is a vital part of Massport's \$114 million seaport development program designed to meet the growing needs of New England shippers.

The multi-stage expansion program features the development of new and existing maritime facilities and will generate 250 construction jobs per year for the next decade. It will also create 3,000 permanent jobs as a result of the increased volume in the Port, and pump \$18 million annually into the region's economy.

Other projects in the seaport development program include:

- the multi-million dollar improvements at Moran Container Terminal
- the continuing \$12 million renovation of the Boston Fish Pier
- and the \$75 + million development of Massport Marine Terminal
- as well as the planned redevelopment of Commonwealth Pier, and the Hoosac Pier and the East Boston Piers.

Massport is developing new facilities and better service as part of a marketing strategy that includes attracting more Far East and European shippers and increasing the Port's share of that commerce.

Massport Executive Director David W. Davis notes, "The economic promise of the Port of Boston depends on our ability to build modern container handling facilities to meet the needs of our region's maritime industry. The new \$18 million facility at Conley Terminal and the planned 47-acre Massport Marine Terminal insure that the Port of Boston will remain a thriving, working seaport for the 1980's and beyond."

The seaport development program was one of those highlighted in Massport's year-end annual report. According to the report, Massport has completed the most successful financial year in its twenty-two year history. The Authority's revenues topped \$107 million, and its overall performance was unparalleled.

Massport owns and operates Logan International Airport, Hanscom Field in Bedford, Massachusetts, and the Tobin Memorial Bridge in addition to the Port of Boston's Moran Container Terminal, Conley Marine Terminal, the Boston Fish Pier, Commonwealth Pier, and other port properties.

South Carolina State Ports Authority is sponsoring a Name-the-Crane contest for school children

The contest is open to children in grades 1–7. Information on the contest has been sent to public and private school principals in South Carolina. Principals were sup-

plied entry form request postcards, which they should return to the SPA by February 15.

The contest is planned to name each of the four cranes at the SPA's new Wando Terminal in Charleston. The name chosen for the crane and the name of the child who suggested the winning name will be put on each crane. There will be four winners. Each of the four children will win \$15. Each child's school will receive \$100 for its library or vocational education fund, whichever the school prefers.

The contest was planned as way to interest school children in the operations of the Ports Authority and to educate them on the impact of the major new container facility on the Wando River in Charleston.

Elevator rebuild design focuses on safety, innovation : Port of Corpus Christi

Activity aimed at getting the Corpus Christi Public Grain Elevator back in operation for the 1983 harvest is clicking along on a "fast track" schedule.

Port Commissioners have launched a \$23 million reconstruction effort incorporating additional safety measures and new design concepts which minimize explosion potential and reduce the chance of secondary ignition.

New high-speed equipment is planned which will double the number of trucks that can be unloaded per hour. Modifications to the rail receiving area will allow it to accommodate 75-car unit trains.

The "A" House storage unit was damaged but will be repaired. The "C" House will be rebuilt with a new basement configuration for increased safety.

Port Commissioners have agreed that a new, deeper ship dock will be added to the elevator as part of a second phase of reconstruction and improvements.

"A new deeper dock is vital to the long-term viability of our elevator and important to area grain producers," said Commission Chairman William E. Carl. "We are committed to go forward with it as soon as conditions allow."

Waterborne commerce results in an economic impact totaling \$225 million: Seaway Port Authority of Duluth

The value of cargo moved across the docks in Duluth-Superior in 1981 totaled \$2.7 billion. More than 36 million metric tons of cargo moved through the Twin Ports in 1981.

The dollar value is the actual cost of a particular commodity, while the economic impact reflects monetary benefits realized by the maritime and related transportation industries. The economic impact figures are exclusive of the dollar value of the cargo.

The movement of grain through the Twin Ports created the greatest dollar impact in terms of employment with a total of 6.6 million metric tons generating \$115,398,884 in employment benefits.

The movement of dry bulk cargoes such as iron ore, taconite, cement, and coal generated \$96,896,322 on a movement totaling 29,362,522 metric tons.

General cargo movements, most of which were shipped through the Duluth Public-Marine Terminal, provided \$5,778,108 in economic impact.

Port of Houston honored for oil spill assistance

The U.S. Coast Guard has awarded the Port of Houston Authority a certificate of merit for the Authority's assistance and cooperation during a January, 1981, oil spill which resulted from a ship collision in Galveston Bay.

The "OLYMPIC GLORY" and "LUCOR WICKLIFFE" collided about five miles south of the Port Authority's Barbours Cut Terminal and the "OLYMPIC GLORY" began spilling oil. The "OLYMPIC GLORY" was moved to the Barbours Cut facility and an oil spill boom was placed across the Barbours Cut entrance.

The OLYMPIC GLORY, a tanker from which the oil was leaking, was allowed by the Port Authority to tie up and remain at the Barbours Cut container facility. More than 70 per cent of the oil spilled was contained, which greatly assisted recovery efforts. The Port Authority also assisted the Coast Guard by providing a command post, meeting rooms, phone lines and dock space for clean-up equipment.

"The Port of Houston Authority's laudable contributions in this incident significantly aided the U.S. Coast Guard in the successful completion of this environmental protection mission and is exemplary of the spirit of cooperation between the Port of Houston Authority and the U.S. Coast Guard," states the certificate.

General cargo up 26% : Port of Houston

General cargo handled at the Port of Houston jumped by 26 percent during 1981 even though total tonnage fell below 100 million tons for the first time since 1976 as crude oil imports continued to decline.

The rise in general cargo from 10,618,184 tons in 1980 to 13,417,657 last year was due primarily to a dramatic increase in the handling of steel, autos and containers. Much of the general cargo passing through the port has a high per-ton value, which contributed to the Houston Customs District moving from 10th to 5th place in the U.S. in volume of receipts collected during fiscal year 1981.

The U.S. Customs Service reports Houston District collections totaled \$411,542,209, a result of the growing international commerce between foreign nations and the Houston metropolitan area. For fiscal 1980, collections in the Houston District totaled \$265,145,532.

Total tonnage last year was off seven percent to 98,902,014 tons, but foreign trade tonnage, including both imports and exports, was up slightly to 53,710,489 tons from 53,501,079 tons in 1980. The reduction in crude oil imports is an indication that the United States may be slowly weaning itself away from dependency on foreign oil sources.

The preliminary figures should assure that the Port of Houston will remain the largest U.S. port in foreign trade tonnage and third largest in total tonnage.

The Port of Houston Authority operates only the publicly owned facilities on the Houston Ship Channel, but compiles unofficial cargo data for the entire port. The U.S. Department of Commerce compiles official data on foreign trade and the U.S. Army Corps of Engineers keeps track of overall waterborne commerce, which will be released later in the year.

In mid-1981, to further stimulate the Houston economy

and industrial development along the Ship Channel, the Port Authority contracted with a private consulting firm to study and determine the feasibility of establishing a foreign trade zone. Establishment of a foreign trade zone—a duty free area where goods may be stored, manufactured or processed without being subject to customs duties until they leave the zone—is expected to create new employment and increase cargo tonnage crossing Port Authority docks. The Port Authority will submit an application for a multi-site zone to the Foreign Trade Zone board in Washington, D.C., in early February, 1982. All such applications must be approved by the board before a zone can begin operating.

The year past also proved to be an extremely active one for the Port Development Corporation. The non-profit entity, established in 1979 by the Port of Houston Authority to foster industrial development in Harris County, is empowered to issue tax-exempt bonds for qualified applicants.

Interest rates on the bonds are usually several points below prime lending rates, offering substantial savings to the user of the funds. The corporation has in excess of \$1 billion in bonds under consideration, of that amount, \$253,145,000 has actually been issued.

Total recreational area in Los Angeles Harbor

After three years of planning, work has started on a \$63 million marina and recreational complex in the Cabrillo area of Los Angeles Harbor.

The first step in construction of the 96-acre "total recreational area" was taken this week by beginning demolition of World War II vintage barracks on the Lower Reservation of Fort MacArthur.

Once the land is cleared, ground-breaking is expected in April to excavate 22.4 acres which will be turned into two marina basins to accommodate 1,310 small boat slips and 260 moorings.

With the marina as its hub, the Cabrillo complex will include expanding Cabrillo Beach, renovating a 12-acre youth camp, creating a salt marsh as a marine and wildlife sanctuary, creating new parks and bikepaths, developing a community building and a mile-long promenade along the waterfront, and erecting 245,000 square feet of restaurants and retail shops.

Scheduled to be completed in 1985, "the Harbor Department is creating a total recreational area which has the distinction of being designed with the assistance of a community citizens advisory committee," said Project Manager Peter Mandia.

The marina complex is planned to be developed in two phases. In the first phase, now underway, most of the new facilities will be built and Harbor Boulevard will be extended south of 22nd Street.

The second phase envisions upgrading 800 existing small boat slips in Watchorn Basin on the opposite side of the Channel from Cabrillo Beach, and adding 800 new slips in Watchorn Basin upon relocation of a Naval fuel depot.

Phase two is tentatively scheduled to begin in 1985. When both phases are completed, berths will be provided for a total of 3,170 boats. During phase two, a dryland storage yard may also be developed to accommodate another 1,150 boats.

Helping draft the project plan was a 29-member Citizens Advisory Committee established by the Board of Harbor Commissioners in March 1979. The committee held 25 meetings and developed a proposal that balanced-out a wide spectrum of commercial, recreational, environmental and aesthetic needs.

The plan then passed many checkpoints. An Environmental Impact Report was prepared, reviewed by numerous agencies and individuals, and certified by the Board of Harbor Commissioners. The State Coastal Commission and U.S. Army Corps of Engineers, as well as the City Planning Commission and Department of Recreation and Parks, also reviewed the project.

The \$63 million cost of the Cabrillo facilities is going to be funded by a combination of Harbor revenues, a state loan and investments by operators of the marinas and commercial ventures.

Port elevator sets export record : Alabama State Docks Department

Grain exports through the Public Elevator at the Port of Mobile set new high records in the first quarter of fiscal year 1981-82.

In the months of October, November and December the Alabama State Docks exporting facility moved 31.8 million bushels, slightly more than half the volume handled all last year.

"It was easily the busiest first quarter in the history of the elevator," said manager Ernest R. Mothershed.

The next highest quarters were in 1979 when 26.2 million bushels were exported and in the all-time record year of 1975-76 with 24.5 million bushels, which resulted from a big jump in corn exports.

Mothershed said there were times in the past year when more grain could have moved through the elevator except for a shortage of available ships—and grain went to domestic markets instead. "Everything just fell into place during this quarter," he said.

The Docks official credits the increasing activity at the grain elevator to a combination of things: a good local soybean crop, favorable inland freight rates that brought Midwest beans to Mobile, and improved handling at the facility.

Long Beach Harbor handles record cargo tonnage

Fiscal tonnage figures just announced by the Port of Long Beach in their 1980-81 annual report indicate that Long Beach Harbor last year established new records in virtually every cargo handling category and has now emerged as the busiest of all U.S. West Coast ports.

During the 12 months ended June 30, 1981, Long Beach moved 43,724,992 metric revenue tons across its 67 cargo berths. This is 5,339,138 mrt more than was handled in the same period by neighboring Los Angeles Harbor, and is believed to be the most commerce every put through any Pacific Coast port in U.S. history.

Also setting new records are general cargo with 12,630,403 mrt, dry bulk at 8,481,869 mrt and petroleum/liquid bulk with 22,612,720 mrt. Export tonnage rose to a new high of 19,192,117 mrt while imports amounted to 24,532,875 mrt. Total value of cargo moved exceeded \$14-billion, another record.

With 19 gantry cranes serving seven container terminals encompassing 430 acres, Long Beach is among the ten busiest containerized cargo ports in the world. Last year Long Beach Harbor moved 9,346,500 mrt in containers, well over double that handled five years ago and more than a dozen times the figure posted just a decade ago.

Listed among achievements in the Port's fiscal report was completion of the \$17-million cement import facility for Pacific Coast Cement Corporation, inauguration of direct container trade to China via the Roll On/Roll Off fleet of China Ocean Shipping Corporation, final design of the only Foreign Trade Zone in Southern California, relocation of the Weyerhaeuser and Fremont lumber terminals to Pier E, and start of construction of a new \$23-million deep water petroleum terminal for Arco and Shell Oil, as well as two new auto terminals north of Cerritos Channel.

The annual report noted that a \$15-million expansion of the Pier G dry bulk terminal has begun, and that plans are well along for construction of the Long Beach International Coal Project in the Inner Harbor to increase coal export capacity from 5 million tons in 1985 to 30 million tons by 1990.

Long Beach is also participating in a joint venture with next door Port of Los Angeles to provide shippers in both harbors with a 104-acre Intermodal Container Transfer Facility designed to reduce freeway truck traffic and to lessen the expense of trucking containers from berth to railroad yard.

Long Beach Harbor is operated entirely by revenues from cargo handling charges and receives neither tax support nor oil revenue. All such earnings are, in turn, used to expand and modernize the \$335-million complex.

Capital investments during 1980-81 totalled \$48,621,300, and it is estimated that projected new construction will reach \$250,000,000 by the mid-1980's, thus creating additional jobs in the Southern California community.

Unity built it : Port Authority of NY & NJ

The recently dedicated Red Hook Container Terminal in the NY-NJ Port has been hailed as a rebirth for the Brooklyn waterfront and a triumph of cooperation among the agencies that supplied the financial, construction and operational backing for the undertaking.

The first containerport in Brooklyn was built by The Port Authority of New York and New Jersey at a construction cost of \$20 million, with \$12 million contributed by New York State and \$8 million by New York City on the site of old Piers 10 and 11 in the Atlantic Basin area of the Authority's Brooklyn piers.

The completion of the new container terminal is a tribute also to the unflagging efforts of waterfront labor to bring containerization to the two-mile Brooklyn-Port Authority Marine Terminal. Universal Maritime Service Corp., a terminal operator in the Port for more than 50 years, together with the experienced labor force of Local 1814 of the ILA, expect to present complete service at Red Hook using these modern facilities as both roll-on/roll-off and breakbulk operations.

The terminal has a total of 3,030 linear feet of berthing space, 190,000 square feet of shedded area, and will handle

30,000 containers annually. Universal is using two 40-ton Paceco container cranes to serve the present steamship lines berthing at Red Hook: ELMA (Argentina), IVARAN (South America), Portuguese Line and Trikora Lloyd (Indonesia).

Peter Co. Goldmark, Jr., Executive Director of the Port Authority, reminded the dedication guests that just three years ago a ceremony marking the start of construction included tearing down an old wall. "I am proud to say that the Governor and the Mayor rolled up their sleeves and got the job done," said Goldmark. "They provided the money, we put up the initial land and the construction expertise and the result is the splendid container terminal you see here today: completed just three years later, on time and within budget."

Governor Hugh L. Carey said that "the Red Hook Terminal is expected to go a long way toward giving the borough and the people their rightful stake in the maritime future of the Port of New York and the region." (*Via Port of New York-New Jersey*)

Crane's Feet look like something out of "Star Wars"



This 40 long ton container handling crane (Portainer*) shows the relative size (see arrows) of the ("Crane Feet") gantry drive units to the overall structure. This crane was recently manufactured by Paceco, Inc. at its newly expanded facility in Gulfport, Mississippi and barge shipped to New York's new Red Hook Terminal in Brooklyn, for final assembly.

Portland, Chiba : Partners in trade

Oregon Governor Vic Atiyeh, the Port of Portland and a trade delegation composed of 21 leading industrialists from Japan signed an agreement in Portland last month between the Port of Portland and Japan's largest volume port—the Port of Chiba—making the two sister ports.

The agreement is the final step in formalizing exchanges of information between the two ports concerning operations, cargo handling, maintenance, shipping plans and

trends. The sister port relationship began a year ago with the signing of the original agreement in Chiba, which is located in the northeastern section of Tokyo Bay. Port Commission President John Caldwell and Chiba Delegation spokesman Nariyoshi Tsurumoto hailed the agreement as a "bridge that will serve to promote the growth of commerce between our ports and our countries."

The official signing ceremonies and later meetings with members of the marine and business community who engage in trade with Japan cemented an already symbiotic relationship.

Japan is far and away Oregon's largest international trading partner; and unlike most areas in the United States, Oregon enjoys a positive balance of trade with Japan. The products that account for the positive balance are not coincidentally the leading industries of Oregon—namely, forest and agricultural products. Last year, trade between Japan and the Oregon Customs District totaled over \$3 billion. The ports of Chiba and Portland served as the major conduits for that business.

Portland's proximity to the Far East and its intermodal transportation capabilities have given Portland the reputation for being the transportation hub of the Pacific Northwest-Far East trade. This has resulted in Portland serving not only as a base for Japanese businesses involved directly in the import-export business, but also for a myriad of trade support services, as well. Located in Portland are the important Japanese "Big 6" trading companies which handle the bulk of the country's foreign commerce.

Portland also is the home of the only United States office for the Japanese Food Agency of the Japanese Ministry of Agriculture and Industry. This agency is the key purchaser of wheat and other agricultural commodities for the country.

And Portland is home for a full-service branch of the Bank of Tokyo—here to expedite the smooth flow of trade with Japan.

These factors all contributed to Chiba's decision to enter into the sister port agreement with the Port of Portland.

Japanese companies make an extremely important contribution to business at the Port. The Port's largest single customer is the consortium of the Japanese Six Lines whose ships call at Portland every five days. They provide service to Japan and feeder service to other key Far Eastern markets.

Recently, the Port entered into a preferential berthing agreement with the Six Lines at the newly expanded container Terminal 6. The preferential berthing agreement assures continuing service to and from Japan. It also gives incentives for maximizing cargo, a feature that has been met with a great deal of enthusiasm from local shippers.

Any mention of the Portland/Japan connection is not complete without pointing to Portland's import automobile handling facilities. Portland is the world's largest import center for Toyota cars, serving as a distribution point for 27 states. Portland handles more auto imports than any other single West Coast port. The Port estimates that every car handled at the Port pumps \$186 directly into the local economy.

Grain, autos, containers—all these coupled with the promise for substantial coal exports as early as 1984 serve to underscore the importance of gaining a deeper understanding of Japanese business practices and culture.

Golden Gate VTS shutdown challenged

Announcement by the Coast Guard that it will close down a number of facilities and curtail operations—including the Vessel Traffic Service San Francisco—has produced strong objections from those responsible for Golden Gate regional shipping operations.

In a telegram from the Marine Exchange to Secretary of Commerce Drew Lewis and Coast Guard Commandant John B. Hayes, the impending action was termed a "serious threat to safe navigation with attendant risks to environment, lives and property." Noted was that VTS coordinated 65,000 vessel movements on local waters last year. Served were not only deep draft cargo liners and tankers, but also passenger ferries, recreational boats, tugs and fishing fleets. The Bay Region is also a major military resource, the officials were reminded, with heavy Navy traffic and the Pacific Theater's principal ordnance supply and shipping station.

Unanimous support and endorsement of VTS by all users and interests was cited in the Exchange telegrams from president Ted L. Rausch and Pacific Merchant Shipping Association president Michael Murphy. It originated with the Exchange's Harbor Safety Committee headed by Captain Carl Larkin of American President Lines, which includes representatives of Bar and Bay pilots, tug operators, recreational boaters, shipping companies, refineries and others using local waters. Asked for was early opportunity to meet with the Washington, D.C. officials since a closing date "as early as March 15" was given in the announcement.

Operational in 1973 as the nation's first VTS, the San Francisco prototype evolved from the Coast Guard's experimental Harbor Surveillance Radar (HAR) which operated for three years from the Exchange's Pier 45 Lookout Station. At its Yerba Buena Island current site, VTS operates with 7 officers and 19 to 21 ratings with an annual budget of about \$700,000 and an original investment of approximately \$4.5 million. (*Marine Exchange of the San Francisco Bay Region*)

Golden Gate shipping remains high in 1981

Despite recession and general international slowdown, Golden Gate ship traffic declined only slightly last year, according to the Marine Exchange of the San Francisco Bay Region. The maritime service agency said that there were 3,781 vessel arrivals last year to service Bay and river ports and terminals—a modest 5% less than 1980 traffic.

Both American and foreign flag shipping activity decreased, with the former's 1,597 arrivals off only 1.7% from the previous year, while foreign flag shipping declined 7% to 2,184. Cargo vessel activity suffered the largest drop with 535 arrivals of American ships compared to 1980's 598, while foreign flag cargo liners numbering 1,933 slipped appreciably from 1980's 2,124. Tanker traffic—both foreign and American—was however up.

While it was not until 1973 that foreign shipping activity moved ahead of American vessel traffic at the Golden Gate, the Exchange noted that last year, American vessel arrivals were 42% of the total. (*Marine Exchange of the San Francisco Bay Region*)

Bond sale initiates Georgia Ports' expansion program



The sale of \$42 million in bonds by the State of Georgia will enable Georgia Ports Authority to embark on an ambitious 5 year expansion program. Total expenditures for the period will exceed \$188 million.

Included in the package for this year is the first phase of the slip I renovation at Ocean Terminal. The project involves filling and covering of the unusable slip. The area will then become the site of two river-parallel berths with 200 foot margins, backed up by an 800,000 square foot transit shed. Appropriate rail and truck access are incorporated in the design. Funds for a third 200,000 square foot warehouse and land acquisition are also provided.

Three and a half million dollars has been allocated for a 40,000 square foot addition to the existing cold storage facility at Garden City Terminal. Coupled with newly installed reefer slots, this new building will almost triple GPA's capability for marshalling and handling temperature controlled cargoes.

Increasing breakbulk capabilities at Ocean Terminal and Brunswick will permit uninterrupted handling of the steadily increasing flows of those cargoes, while providing space for container berths 5 and 6 at Garden City by decade's end. By developing handling-specific terminals, GPA will achieve efficiencies in operations and accountability, and will position itself to absorb the growth which has become the hallmark of the South Atlantic's leading port.

Port of Seattle achieves modest gains in 1981

The Port of Seattle turned in a solid performance in 1981, though operating in a recession-plagued economy which has led to a drop in the movement of goods. Year-end statistics show the Port has maintained its position in several key areas and actually strengthened its container cargo, keeping it among the world's busiest container ports.

In the face of stiff competition for dwindling cargoes moving through the West Coast, the Port maintained its share of the marine cargo market with container cargo up three percent to more than 805,000 TEUs.

The greatest gain in container traffic came in outbound

Alaska cargo, which climbed nearly 15 percent in the first ten months of 1981. "Seattle's role as Alaska's "general store" for a wide range of supplies promises to expand in 1982 with the decision to build the Alaska Natural Gas Pipeline," said Port Executive Director, Richard D. Ford.

Strong gains were chalked up in Far East trade as well despite a slump in exports due to depressed overseas markets and the strength of the U.S. dollar in world money markets. Imports grew by more than 12 percent with the bulk of that growth coming from trade with the Far East.

Seattle, the U.S.'s largest exporter of fresh/frozen and canned fish, turned in another banner year. Total fish exports for the first nine months of 1981 were 75,000 short tons, surpassing the total for all of 1980 by 4 percent. Most of Seattle's fish exports went to the Far East, with 57 percent going to Japan.

Aggressive efforts by the Port to improve access to its vital Midwest markets paid off with better truck and rail service. "Our innovative Truck Contract Program has led to a 20-percent jump in the volume of its L.T.L. business since June," said Ford. "Work with trucking firms and the two railroads serving Seattle has allowed the Port to offer the lowest rates on the West Coast."

These intermodal improvements have given Seattle a competitive edge not only with existing customers, but with new customers and commodities as well. One such commodity is cotton which it began exporting in 1981.

Such new business helped offset disappointing results in other areas of the Port's operations during the year. Datsun automobile imports were off 22 percent during the first nine months, and grain exports for the year declined 24 percent. Total exports decreased 12 percent.

Though its export tonnage decreased, the value of Seattle's exports to the Far East was \$1.38 billion during the first nine months of 1981, compared to \$1.23 billion in 1980. Meanwhile, total breakbulk tonnage for 1981 equaled 5.1 million metric tons, the same as 1980.

In 1981, Seattle celebrated 70 years of growth and achievement as a public port. And while it reflected on a proud history of service to the Greater Seattle area, the Port also paved the way for continued success in the future. The Port put the finishing touches on its ambitious Southeast Harbor container facilities development begun in 1975. The 88-acre Terminal 37/46 container complex equips the Port with one of the largest, most modern container facilities in the U.S.

Tough, belt-tightening measures and a reorganization of top Port management were put in place to assure that Seattle will continue to offer the kind of modern services and facilities necessary to compete with other West Coast ports. The rapid expansion in transpacific trade in recent years has brought not only the benefits of new jobs and economic growth to Puget Sound, it has also left the Port strapped for the additional lift capacity that is crucial to continued cargo growth. Terminals 5, 18, 20 and 91 will be redeveloped in the coming years to provide that added capacity.

PLACON training programme for 1982

(PLACON Ltd. a wholly owned subsidiary of the Port of London Authority)

• Management and Operations

A. Port Management and Operations Course

Duration Two weeks

This course provides an overall appreciation of the structure and operation of the Port of London Authority and, wherever possible, allows first hand observation of departmental procedures. Aspects covered include conventional cargo operations, container operations, groupage, documentation, computer operations, management services, security, personnel, engineering, finance, marine services and marketing. The course includes a number of conducted visits to operational areas and will be based at Tilbury Docks. The course is suitable for junior and middle management.

Dates 14th-25th June 1982

20th September-1st October 1982

Fee £305 (see Note 3)

B. Plant Operation (Appreciation) Course

Duration One week

The course is designed to encourage safe and efficient operation of dock mechanical plant. The course is intended for supervisory staff and provides instruction and practical experience in the operation of mobile cranes and fork lift trucks.

Dates See Note 6.

Fee £185 (see Note 3)

C. Safety Course

Duration One week

The course comprises a series of one day training modules dealing with various aspects of port safety, including Health and Safety at Work regulations, fire precautions, dangerous substances, slinging and manual lifting and handling. The course is intended for personnel concerned with safeworking practices with particular reference to the port operational environment, such as managers, supervisors and safety officers.

Dates See Note 6.

Fee £175 (see Note 3)

• Marine Services

A. Seamanship Course

Duration Two weeks

The course is designed to impart an understanding of the basic skills of seamanship required by personnel responsible for handling craft in harbour, river and coastal waters. The syllabus covers such aspects as general ships knowledge, rigging, ship handling, use of instruments, radio procedures, signals, safety and emergency procedures, international collision regulation and other miscellaneous subjects.

If required, participants may sit an examination for the PLA Certificates of Competency (Seamanship) Grade I or II.

Dates 15th–26th March 1982
 4th–14th May 1982
 21st June–2nd July 1982*
 27th Sept–8th Oct 1982
 1st–12th November 1982*
 6th–17th December 1982

*** GRADE I COURSES**

Fee £190 (see Note 3)

B. Chartwork Course

Duration Two weeks

The course provides an appreciation of the basic principles and techniques required for the safe navigation of craft in river, estuarial and coastal waters. The syllabus includes instruction in the use of charts and compass, position fixing by bearings and ranging, use of sextant, use of Decca Navigation and Lattice charts.

If required participants may sit an examination for the PLA Certificates of Competency (Chartwork) Grade I or II.

Dates 22nd February–5th March 1982
 13th–23rd April 1982
 7th–18th June 1982*
 6th–17th September 1982
 18th–29th October 1982*
 22nd November–3rd December 1982

*** GRADE I COURSES.**

Fee £180 (see Note 3)

C. Radar Course

Duration One week

The course incorporates a large element of practical instruction, including demonstration of live radar in operational use.

Dates 8th–12th March 1982
 26th–30th April 1982
 5th–9th July 1982
 20th–24th September 1982
 15th–19th November 1982

Fee £90 (see Note 3)

General note

Marine Courses B and C have dates which are arranged in such a way that there are four occasions when the courses run consecutively. It would be convenient for those participants who wish to attend both courses to choose one of these date combinations. This would result in a total course time of three weeks.

• Port Security and First Aid

A. Port Security

The Port of London Authority Police Force maintains law and order within the PLA and operates a highly effective security system. The police force is commanded by a Chief Constable. Through PLACON Ltd. requests from potential customers requiring training in port security systems may be examined to establish if a specific course or attachment can be designed.

Dates and Fees By arrangement

B. First Aid Course

Duration One week

The Port of London Authority Police Force conduct this course which demonstrates and provides practical instruction in the latest techniques of first aid. Certificates are awarded for appropriate levels of attainment.

Dates See Note 6.

Fee £120 (see Note 3).

• Practical Attachments

Duration and Dates

By prior arrangement

For individuals or small groups of personnel, practical training attachments can be arranged at PLA operating, technical and administrative departments, including conventional and container berths, marine services, engineering, accident prevention, management services etc. Attachments are individually designed to meet specific training requirements and provide an opportunity for participants to gain first hand experience of a variety of port operating procedures. Attachments may cover single specialist fields or, alternatively, may be of a general appreciation nature covering a wide range of subjects and departmental areas.

Fee From £170* per week (see Note 3)

*Specific rates for particular attachments will be quoted upon request.

• General Notes and Administrative Details

Please read carefully:

1. Courses are non-residential. For ease of travel, participants are recommended to reside at accommodation in the vicinity of the appropriate Dock or Training Centre. National High Commissions or Embassies in London may be able to assist with bookings. Alternatively, on request, hotel reservations may be arranged through Placon Ltd. However, it should be noted that all accommodation costs are the responsibility of the client and must be settled personally by course participants or their sponsoring organisation.
2. Course fees are inclusive of lunch and light refreshments on all working days (Monday to Friday, excluding Public Holidays).
3. Course fees may be subject to the addition of Value Added Tax at the appropriate prevailing rate. At the time of publication this was 15%.
4. Course places should be reserved as early as possible and, in any event, at least four weeks prior to the start of the course. All reservations will be acknowledged in writing and booking confirmation and joining instructions will be sent in good time for the course. It is regretted that reservations cannot normally be accepted at less than four weeks notice.
5. Cancellations of reservations will be accepted, without fee, up to four weeks prior to the start of the course. In the case of cancellations received at less than four weeks notice, fees will be charged in full.
6. At the time of publication of this booklet, dates for certain courses were undecided. Dates for these courses will be supplied on application to Placon Ltd.
7. Whilst every effort will be made to present courses in the form and on the dates indicated, the right is reserved to make any changes deemed necessary.

All enquiries and course reservations should be addressed to:—

All enquiries and course reservations should be addressed to:—

The General Manager,
Placon Limited,
Port of London Authority,
Tilbury Docks,
Tilbury, Essex RM18 7EH
ENGLAND.
Telex No. 995319
Tel: Tilbury. 3444

Hydrographic surveying in small ports : BPA

The British Ports Association is increasing its activities in providing information and services for its members. The Association's Hydrographic Working Group has produced its first publication "Hydrographic in Small Ports—Guidance Notes".

The Guidance Notes are largely the work of Lieutenant Commander J.C.E. White, FRICS, of the Port of London Authority, supplemented by comments and suggestions by other BPA members and with considerable editing assistance from Commander Myres of the Hydrographic Department, Ministry of Defence (Navy). The publication, which is priced at £12.50 (one copy free to each BPA member), is an example of the technical co-operation that exists between British ports notwithstanding the intense commercial competition between them.

These notes are intended to provide guidance for those within the ports who need to carry out some hydrographic work, but who have no formal training or experience in hydrographic surveying. This may be the harbour master or a member of his staff who has navigational experience, or perhaps an engineering technician who has some survey knowledge but little marine experience. The notes are not intended for the professional hydrographic surveyor, though they should help to produce results which will not be inconsistent with a regular hydrographic survey.

The notes have been drawn up to cover the whole range of the operation, from planning to reporting and achieving. They are arranged section by section so that reference can easily be made to the subject where guidance is needed.

Booming exports lift Lowestoft to half million tonne record year

Trade passing through the British Transport Docks Board's East Anglian port of Lowestoft during 1981 reached an all time record exceeding half a million tonnes for the first time, largely due to an export boom.

At 520,000 tonnes, total traffic was, despite the recession, over 123,000 tonnes greater than the volume of trade handled at the port during 1980. An important contributory factor to this growth was the opening of a deeper entrance channel to Lowestoft early in the year, allowing larger ships to use the port.

Export cargo increased 62.6% to total 322,600 tonnes. Greatest contributor to this increase was the export of grain through Lowestoft's 13,000 tonnes silo, the tonnage almost doubling to total 187,500 tonnes.

Other commodities involved in the export boom and

recording will in excess of 100% tonnage increases were iron and steel (13,900 tonnes), foodstuffs—other than grain—(22,500 tonnes) and chemicals and fertilisers (14,000 tonnes). Exports of machinery and vehicles rose 51% to 24,300 tonnes but shipments of scrap metal for export declined to 51,000 tonnes, 13,000 tonnes less than in 1980.

Trade increases at South Wales ports

Total trade handled by British Transport Docks Board ports in South Wales during 1981 reached 14.9 million tonnes, an increase of 2.39 million tonnes over the previous year's figures.

Substantial export shipments of coal and coke and the highest level ever of scrap metal exports provided a welcome boost in trade for the five ports—Newport, Cardiff, Barry, Swansea and Port Talbot.

Exports to E.E.C. countries and a big contract for Romania were largely responsible for a coal and coke throughput of 2.2 million tonnes. This was 600,000 tonnes higher than the 1980 total and was the first time a throughput of 2 million tonnes has been exceeded since 1965.

Shipments of scrap metal, at 506,000 tonnes were the highest ever handled by the group and exceeded the 1980 total by more than 300,000 tonnes. Spain, Japan and India were the main beneficiaries of a booming trade, reflecting the current surplus of scrap in the U.K.

Following the depressed figures of 1980, iron ore imports were higher, resulting in an improvement in the export of steel through the South Wales ports. 1981 export shipments totalled 335,000 tonnes.

Sir Humphrey Browne retiring from Chairmanship of BTDB; Mr. Keith Stuart to be appointed Chairman

Sir Humphrey Browne has informed the Secretary of State for Transport, the Rt. Hon. David Howell, M.P. of his intention to retire from the Chairmanship of the British Transport Docks Board at 30 April 1982. The Secretary of State has confirmed that Mr. Keith Stuart will be appointed Chairman in Sir Humphrey's place.

Mr. Howell has also announced the appointment of Sir Charles Ball Bart, as Vice-Chairman under the 1962 Transport Act.

Sir Humphrey says: "I agreed to stay on as Chairman in the expectation that I would be able to see the Board through the process of privatisation, including the public flotation of 49% of the shares in the successor company. However, the Government have not found it possible as yet to proceed with privatisation and a firm date cannot be fixed at this time. I believe it desirable for my successor to be established in office in good time for the flotation; I have therefore decided that I should retire at the end of April, in which month I shall reach the age of 71. I have advised the Secretary of State accordingly."

Ports back research into coastal ro/ros: BTDB

The Board's largest port, Southampton, and one of its smaller ones, King's Lynn, have joined up with nine other port authorities to sponsor a new research project into the viability of coastal roll-on, roll-off services between UK ports, to compete with road and rail transport.

The study, being carried out by a team at Newcastle

University, has begun with a detailed look at costs at each of the participating ports and will then move on to review present road and rail freight movements.

The team, under Professor Charles Rowley, will use a 50 mile hinterland for each of the major ports in the study and try to find a comparative cost between loads taken by road and loads using ro-ro vessels for the bulk of the journey. They will also look into the most economical size of vessel for the projected trade.

The ports sponsoring this research are located around the south and east coasts of Britain, and it is likely that any ro-ro service would have only three or four ports of call from the south to the north of the country.

If the project is successful and suggests that coastal ro-ro services could be a real economic proposition for certain cargoes, it would be expanded to incorporate more expensive research techniques, like roadside checks on vehicle movements.

Supporters of the projected coastal ro-ro system point to the ever increasing cost of road transport, and the environmental benefits of moving cargoes by sea. They hope the research will point to economic advantages of sea transport for certain cargoes.

The study, which will cost around £20,000, will concentrate on those routes which are difficult by road.

Sealand at Le Verdon

Sealand, one of the leading American shipping lines, has decided to put its ships into the container terminal at Le Verdon.

Every Monday afternoon, from the beginning of March 1982, a containership will leave Le Verdon and, linking up with the different Sealand services, provide connections, both for import and export to: the U.S.A. Canada, Mexico, Central America, the Middle East, India and Europe.

This new service, offered to shippers in Greater South West France, out of Le Verdon, will accept all types of containers (35' and 40', dry reefer, open top, tanker, flat, containers, etc.).

Cross-channel traffic in Dunkerque in 1981

Passenger traffic up

Cross-channel ferries transported 564 000 passengers in 1981 (443 000 in 1980). The increase is mainly due to the opening of the new Ramsgate line (Sally Viking)—+145 000 passengers—and a significant rise in passenger traffic on the Dover line (Sealink)—417 000 passengers in 1981—plus 27% on 1980 with 320 000 passengers.

The Dover line also experienced a sharp increase in day passenger traffic (198 000 in 1981 compared with 102 000 in 1980). Excursions doubled jumping from 53 000 trippers in 1980 to 112 000 in 1980.

These figures constitute an all time record for the port as regards passenger traffic. One must go back to 1977 to get figures slightly above 500 000 passengers.

Freight results mediocre

Cross-channel freight traffic is described as satisfactory as regards the Port of Dunkerque.

Overall traffic to Dover, Harwich and Felixstowe dropped slightly: 1 249 000 T in 1981 (1 329 000 T in 1980).

A break down of the figures shows an increase on the

Dover line: 976 000 T (963 000 T in 1980).

Traffic on the Harwich line increased slightly (from 51 000 T to 60 000 T).

Unregistered vehicles showed a positive trend: from 18 000 to 35 000. The increase is due to B.L.'s decision to use Dunkerque as a transit port for their «Mini metro».

The Ramsgate line got off to a promising start.

However, traffic on the Felixstowe line slumped dramatically: from 306 000 in 1980 to 222 000 T in 1981. Container traffic also dropped from 15 000 down to 11 000.

Outlook for 1982

Passenger traffic is expected to rise and top the 700 000 mark in 1982. Sally the Viking line are contemplating putting a second ship on the Ramsgate line.

Sally's intention to operate a freight service could also prove beneficial and improve overall tonnage figures concerning cross-channel freight traffic.

Ever-increasing general cargo proportion 1981: Bremen/Bremerhaven

The bold forecast concerning cargo handling for 1981 ('Subdued Optimism') made by the Bremen Senator for Ports, Oswald Brinkmann, at the end of 1980 was 'right on the nose' Brinkmann today: Although, with 25.7 million tons, the 1981 handling results were 4.6% (1.2 mil. tons) under the previous year (26.9 m tons) they did evince, however, a small increase in the labour and growth-intensive sphere of general cargo of 3.2%—to 17.2 million tons.

The significant impulses, again for 1981, were in container traffic which reached, with an increase of some 15 percent, a total of 6.8 mil. tons. Thereby, the containerisation proportion for the Bremen ports rose to approx. 40% (1980: some 36%), whilst the share of the total-handling falling to general-cargo increased to about 67% (1980: some 61.3%).

Germany's biggest port-handling company, the 'Bremer Lagerhaus Gesellschaft (BLG)', reported a 1981 total handling of 13.9 million tons for general-cargo (previous year: 12.9)—thanks to lively German exports (+18.7%)—resulting in an efficiency plus of nearly 6%—and attributable to the strength of the dollar, together with the German Industry's short delivery-times for high-valued products.

In the BLG-sphere container-traffic increased in 1981 by 15.2%; namely (on the 20' basis) from 703,000 in 1980 to 809,000 in 1981. Here, at the present time practically every second ton of general-cargo is handled in containers.

BLG board-chairman, Consul Gerhard Beier: "No one would have dared to dream of this a few years ago". Total 1981 BLG handling—15,067,000 tons (1980: 14,259,000 t) = +5.7%. In 1982 in Bremen one is "confident" (Brinkmann) and "Optimistic in all respects" (Beier).

Third BACO-liner in sight

Although the world-wide interest, which was aroused with the delivery and the presentation-voyage at the end of July 1979 of the BACO-Liner No. 1, has subsided, relevant circles have nevertheless been following the further progress of the first vessel of a new sea-transportation system with interest. BACO = BA-rages/Containers—an extremely low-

draft docking vessel system in accordance with the ideas and conception of the Bremen Captain Helmuth Möncke.

Each BACO-liner accommodates 12 lighters below decks (docking and undocking in dry-docking fashion)—each individually able to transport 9,600 tons of cargo—together with 500 containers (or also bulk-units) on deck, for use on which is a special 40-ton mobile shipboard crane.

The maiden-voyage of BACO-liner No. 1, from the European continent to West African ports at the beginning of August 1979 was booked-out well beforehand. The new system has meantime fully proved its worth. The BACO-Liner No. 2 was placed into service already in February 1980 and, as did BACO-1, started from Bremen.

At the time a total of investment of some DM 120 millions was made in the new system. Now the shipping company, Messrs. Rhein-, Maas- und See-Schiffahrtskontor GmbH., in Duisburg-Ruhrort, are considering placing an order for a third BACO-liner and, to this end, "are in consultation with the Thyssen Nordseewerke GmbH shipyard in Emden", according to the press-spokesman for the contractual shipping-company, Director Brüggemann. (*Bremen International*)

'Busiest, widest and safest' renewed and enlarged Amsterdam-Rhine Canal re-dedicated

The Amsterdam-Rhine Canal already is the busiest man-made waterway in Europe, if not the world. Various authorities both within the Netherlands and abroad have added the not only is it the busiest, it is also the widest and safest. The Amsterdam-Rhine Canal is a very definite asset to the North Sea Canal Ports and the improvements only serve to strengthen Amsterdam's competitive position, particularly with the Port's Benelux 'rivals', Rotterdam and Antwerp.

There are some 100,000 shipping movements a year, carrying 80 million tons of cargo. Importantly, the new wider locks permit the passage of unbroken push-barge convoys (four units at a time capable of carrying between 10,000 and 12,000 tons of bulk products). This means relatively inexpensive transport to the hinterland of coal and ore in large quantities.

Growth of bulk traffic

Bulk traffic is increasing on Europe's waterways. Despite the current slump in the European steel industry, ore continues to move from the North Sea ports to the hinterland's steel mills largely by barge. Moreover, as coal is gradually replacing oil and even natural gas as a prime source of energy, particularly for electricity, more of this commodity can be expected to be moving inland by barge. And, of course, push-barge convoys offer considerable economy of scale.

Sand and gravel also move along the Amsterdam-Rhine canal as the Dutch continue their endless game of 'playing with sand and water': the planned new deep water port at IJmuiden is a case in point. Hundreds of millions of cubic metres of sand and gravel will have to be moved when the project is underway. This will be used in construction projects all over the Netherlands and some in other countries.

Traffic on the Amsterdam-Rhine Canal is increasing dramatically, especially bulk cargoes. In 1950, the water-

way handled 5.5 million tons of cargo; half of this was bulk. By 1960, cargo had increased to 24 million tons and 64 percent of this was bulk. In the 1970s traffic rose gradually to the current figure and fully 80 percent of this is bulk. However, container traffic, too, is on the increase.

Ship size

Ship size, too, has increased. In 1960, the average inland vessel carried 300 tons; nowadays, this figure has risen to 800 tons. As push-barge convoys become more common, the average 'load' will go up again by a large percentage.

Mr. T.L. Heikens, the engineer in charge of the project for the Netherlands Ministry of Transport and Waterways, termed the 'new' canal 'most impressive'.

Tests for the new locks were carried out at the University at Wageningen with its famed ship model basin. The enormous project cost well over £700 million.

Drs. Michael van Berckel, Adjunct Managing Director of the Amsterdam Port Management, pointed out that the canal now handles about 300 vessels a day or one every five minutes. He added that the Port Management was very pleased with the improvements as the 'de-bottle-necking led to faster and less expensive transport'. Fully 30 percent of international (as opposed to movements only within Holland which make up about half the shipping movements on the canal) traffic is now being made by push-barge convoys.

City with a Port

There is a saying in Holland the 'Rotterdam is a Port with a City, while Amsterdam is a City with a Port'. Burgomaster Wim Polak bore this out at the re-dedication ceremonies: Amsterdam is more than its port. We're proud of that. However, I want to be perfectly clear: Amsterdam cannot be a City without a Port.

'Amsterdam cannot exist without its Port. The improvements to the Amsterdam-Rhine Canal are a major benefit to the Port. These improvements must continue and the next major project is the deep water Port facility at IJmuiden which will be accessible initially to vessels drawing up to 56 feet, later to be extended to 59 feet. This means the largest bulk carriers can then call at the North Sea Canal Ports' Burgomaster Polak said.

This is vital bearing in mind the enormous increases in coal traffic foreseen by experts. The Port's 'back door' has been improved, its front door to the world must also be improved in the long run. The deep water facility is expected to be readied in the second half of this decade.

Mr. E.G. Stijkel, chairman of the Amsterdam Chamber of Commerce, backed this up. 'The improvement of the infrastructure, on the sea side as well as in the direction of the hinterland is vital to Port interests. We have to thank firms working in the Port for their support of these projects'.

The third speaker, Mr. H.J. Zeevalking, Minister of Transport and Waterways, traced the development of the Amsterdam-Rhine Canal. There have, of course, been links to the hinterland since Amstelsdam was founded. However, the present waterway was built only this century and the canal was first inaugurated officially in 1952. The Minister said that Holland's waterways were vital to its trade and that improvements would be continued. He underscored Amsterdam's position as a multi-purpose port and added that the personally supported the planned deepwater port facilities at IJmuiden.

City of Rotterdam to help restructuring general cargo firms to solve financial problems

Why does the City of Rotterdam take so much pains for a port sector which is experiencing difficulties, whereas all appearances are that technical progress has led to irreversible developments? This is explained most clearly in the letter accompanying the general cargo paper presented to the City Council by Burgomaster and Aldermen.

We have already observed that the conventional general cargo sector is labour-intensive; the city administration is anxious to promote a healthy development of the socioeconomic structure of the port district. As part of this policy it plans the restructuring of old harbour basins bordering the city centre, which have become too small.

This is primarily a matter for the city because almost the entire "substructure" of the port — harbour basins, quay walls and harbour sites — are owned by the city. Only the "superstructure" — offices, sheds, storage yards, surfacing, cranes and vehicles on these sites — are owned by the private companies which load and unload the ships and store (and sometimes work up) the incoming goods and distribute them.

Consequently, the interests are closely intertwined, as the following sentence taken from the above letter indicates clearly. After promising to inform the city council periodically on the restructuring plans for the oldest port areas, Burgomaster and Aldermen said: "Much has still to be done to ensure the success of this plan. Constructive talks with all parties concerned are an absolute must. We feel that the reconstructing programme can be launched successfully on the basis of mutual understanding, trust and cooperation."

The situation in Rotterdam does not differ from that in many other port cities: especially the older port areas have a relatively large share in conventional general cargo. Consequently these areas have been hit particularly hard in the past few years by the new and largely admired techniques, although initially a great many people failed to see this. In the past few decades Rotterdam has produced fantastic annual growth figures but these successes have forced the conventional cargo sector into the back-ground.

Due to shifts in favour of container and ro-ro techniques, the freight flows to the conventional general cargo sector have decreased slowly but steadily. These modern and highly automated transshipment techniques are now used on larger sites and deeper basins west of the city.

The facts are that employment at Rotterdam's port transshipment companies fell from about 17,700 jobs on January 1, 1975 to 15,400 on January 1, 1980. This was a loss of 2,300 jobs in five years. The decrease was largest among the conventional stevedoring firms.

Obviously, new jobs were created elsewhere in the port. But: the increase in employment at the container terminals does not make up for the loss of jobs in the conventional general cargo sector.

Meanwhile the special — and complicating — circum-

Industry should reconsider situation

stance had arisen that precisely at this moment various conventional general cargo companies are faced with restructuring problems, since developments in this sector have not stopped either. More than formerly they have to handle larger so-called "homogenized" cargo parcels. This trend makes the need of larger sites, removals and shifts within the Rotterdam port area all the more urgent. But many companies are unable to make the huge investments required because the profits are not high.

The city administration nevertheless wants the knots to be cut and the decisions to be taken which will ensure the companies of a reasonably certain future. The sector should closely consider the situation, preferably in a broad context. Within the scope of the restructuring process some companies are likely to arrive at the conclusion that it would be better for them to cooperate. To prevent desirable developments from ending up in failure due to lack of investment possibilities, the city has conceived a construction to help companies with their financing problems.

Port Alderman Jan Rieszenkamp told a press conference: "Giving subsidies is not being considered — we do not want such a system. It will not be possible either without conditions: the companies will have to give insight into their plans for the future, which will be treated confidentially if they want so. Our entire restructuring plan stands or falls by the openness of the companies towards the city executive in this respect."

We are indeed thinking of forms of cooperation, but hardly of mergers. Neither are we considering city participation in private companies.

Actually we want to see soundly prepared policy plans of companies. This will produce new perspectives for the conventional general cargo sector, which is of major importance to the people working in the port.

We have ideas and instruments for aid; when these are accepted on a general basis of confidence, they will lead to results. I would not be surprised if such a setup were to lead to new forms of consultations."

What is a policy plan according to the city administration and what do we mean by policy agreement? Especially the second general cargo paper is rather explicit on this count.

A port industry established in one of the old port areas is faced with the necessity to introduce changes in its situation. It has to make large investments and appeals to the city within the framework of the restructuring process. The company wants aid. To this end it will first have to draw up a justified policy plan.

This must include the expectations of the freight flow developments which are of importance for the company; it must also give a well-based picture of the share it will

Companies must be willing to negotiate

eventually be able to take in processing these freight flows.

A series of practical data will ensure from this. How much space will the company need in its new situation? What investments will be required roughly on larger har-

	containers		flats		ro-ro		lash		conventional	
	tonnes	%	tonnes	%	tonnes	%	tonnes	%	tonnes	%
1971	3,956	22.3	250	1.4	752	4.2	534	3.0	12,241	69.0
1972	5,130	27.4	256	1.4	1,131	6.0	859	4.6	11,324	60.6
1973	8,319	33.8	297	1.2	1,514	6.1	1,382	5.6	13,117	53.3
1974	9,216	35.8	235	0.9	1,934	7.5	1,676	6.5	12,699	49.3
1975	8,262	37.5	166	0.8	1,882	8.6	1,304	5.9	10,389	47.2
1976	9,543	37.6	203	0.8	1,829	7.2	1,238	4.9	12,549	49.5
1977	10,795	42.6	225	0.9	2,077	8.2	1,417	5.6	10,855	42.8
1978	13,197	47.3	220	0.7	2,581	8.7	1,511	5.1	12,255	41.2
1979 ¹⁾	14,270	50.6	196	0.7	2,650	9.4	980	3.5	10,104	35.8

1) Estimated

General cargo volumes handled in the port of Rotterdam in the past decade. The table shows at a glance the vast shifts that have occurred within this sector: a spectacular rise in container arrivals, soaring figures for ro-ro transport, but stagnation in the conventional general cargo sector. All figures refer to net weights in thousands of tonnes.

bour site? What developments are to be expected in respect of employment?

In our opinion all this could lead to a coherent perspective, the general cargo paper says. We expect strategy alternatives and a choice which gives a clear picture of the consequences involved. The information included in such a policy plan is not only of importance to the company itself and to the city of Rotterdam, but also to the works council and trade unions.

For the company will not be allowed to disregard the expected development of employment, both quantitatively and qualitatively. It will have to describe these expectations for the medium-long and long terms, divided according to locations, trade groups, levels of education and age-groups. Moreover, the plan will have to give insight into the present working hours, continuous and semi-continuous work, and possible developments in these respects.

The reconstructing companies should jointly aim at a priority system for dock-workers dismissed elsewhere. If necessary this should be accompanied by offering possibilities for refresher training or retraining.

Some tension between the aims of an average company and hard economic practice will of course always exist. Factors of a business-cyclical, political, technical and commercial nature may affect the volume of the freight flows and result in force-majeur situations. A policy plan cannot give guarantees, the general cargo paper says.

Every company drawing up a new policy plan within the scope of the restructuring of the port will be able to use city administration data and prognoses on international freight flows, the acreage occupied in the port district, the course of affairs on the labour market, etc.

On our part we are fully prepared to give information and hold consultations, the general cargo paper says. Any wishes to keep these consultations confidential will be respected. Moreover, the data included in the policy plan will be published only with the permission of those concerned.

A policy plan is necessary for the conclusion of a policy agreement. This policy agreement, in its turn, will lead to a city loan on request of the restructuring port enterprise.

The policy agreement will describe the nature and extent of the policy plan and give data on its implementation. The company will express its readiness to report annually to the municipality on its progress and it will also promise to

inform the municipality of any possible developments which might adversely affect the jobs of 25 or more men of its workforce.

It will be obvious that a number of companies involved in the restructuring process of the conventional general cargo sector, will be in a comparable situation. This will almost certainly necessitate occasional consultations between these companies. The city administration asks them to show their willingness to join such talks. This might lead to somewhat broader-based consultations within the sector.

This is not to say that the city administration envisages a new consultative body. It is rather thinking of consultations with constantly changing partners according as the circumstances call for this, which would be promoted and coordinated by the city. However, consultations of all companies involved are not ruled out if this should prove necessary and possible.

The city administration feels that the same policy lines should be followed when a company asks the city for a reorganisation plan which will have special consequences, but no financial consequences, because the company itself

Competitive position of Rotterdam must be strengthened

will take care of the investments. Such a plan will almost certainly lead to a new allocation of a site and to changes in the contract. It is important for the city administration to have a sound policy plan at its disposal to get a good survey of all activities in the general cargo sector and arrange consultations where necessary.

In a brief chapter on the credit agreement the general cargo paper lists the main reasons for the municipality of Rotterdam to promise loans to companies presenting justified reorganisation plans. A sound development of Rotterdam's competitiveness in the conventional general cargo sector not only calls for a reallocation of sites, but also for a joint orientation in the field of activities.

The credit agreement is seen as an instrument which will help maintain the competitiveness and to strengthen this where possible. High expectations are out of the question in the conventional cargo sector. Only limited growth will still be possible. This probably explains why many of the companies involved hesitate to make investments. Their financial possibilities are inadequate.

Referring to the undeniable financial risks involved, the paper says these risks should be weighed most carefully against the opportunities offered by the restructuring process. City loans might help the relevant companies out of difficult situations and enable them to change course. But the city administration will see to it that no overcapacity will be created, or rather: it will want to control the capacity, for instance by promoting cooperation among the companies.

The starting point for all this is that one should not look primarily for possible threats and impediments, but rather for opportunities and possibilities. The advance financing facility created by the city is meant to give the restructuring process a specific impulse.

Finally: what will be the financial consequences for the city itself? The restructuring process will not only call for investments by trade and industry, but it will also involve vast spending by the city. The city of Rotterdam is expected to invest 240 million guilders in the project. It will be obvious that this is the overall amount built up of a large number of small investments necessary to provide scope for reorganising companies.

Spending will also be required for the advance financing scheme under which loans may be granted. Some 100 million guilders will be made available for this purpose in course of a number of years.

The Port of Rotterdam in 1981: same number of ships, but fewer tonnes

Rotterdam, January 11—Loadings and unloadings of oceangoing ships in the port of Rotterdam totalled 253 million tonnes last year. This was 9% less than in the preceding year. Just as in 1980 the decrease was mainly due to a fall in crude oil transshipment by 22% to 93 million tonnes. Moreover, transshipments of oil products fell by 5.5% to 33 million tonnes and those of ore dropped by 12% to 37 million tonnes.

The decline in transshipments of crude oil, oil products and ores was partly offset by increases in the volumes of coal, other bulk and general cargo handled in the seaport. Coal transshipments rose by 20.5% to 14 million tonnes, other bulk by 11% to 39 million tonnes and general cargo by 3.5% to 38 million tonnes.

More than 2 million TEU's

The increase in the general cargo sector was mainly due to the growth of container transshipments to 1.4 million units (2.1 million TEUs) representing 21 million tonnes of freight: 10% more than in 1980. Conventional general cargo transshipments fell by 6%. Although the overall tonnage of oceangoing ships which called at Rotterdam in 1981 was 10.5 down on the 1980 figure, the total number of ships hardly changed. As smaller container vessels have replaced huge oil tankers, 30,000 oceangoing ships still call at the port of Rotterdam annually.

Important decisions

The year 1981 was characterised in the port of Rotterdam by a large number of important decisions. Among other things the city council decided to deepen the Euro Channel to 72 feet and to build a large container terminal and a huge coal terminal in the western part of the port.

Moreover, it approved the construction of a new traffic management system. These decisions will largely influence the developments of the port of Rotterdam during the remaining part of this century.

Port of Gothenburg in 1981:

Turn-over

Turn-over-wise, 1981 was a year of no special interest in Gothenburg. The port had more imports and exports than in 1980, but that was because 1980 had very low figures due to one general and one union labour conflict. If you compensate for this, the two years were about equal.

An exception is oil. The Swedish government wants the country to decrease its oil imports by one third before 1990. Already, this is beginning to show in oil port statistics. An additional factor is the ambition among oil companies to avoid central storage depots and, for cost reasons, to ship oil products directly to local depots. This affects Gothenburg in particular, since it is the biggest oil port in Sweden.

Ro/ro

As was the case in 1980, 1981 has been pretty much dominated by roll on/roll off activities in the port of Gothenburg. Ro/ro-only deep sea vessels are now all handled in the Älvsborg Terminal, which is part of the Skandia Harbour. This is where "the last berth", No 702, can be found.

Also in the ro/ro field, the two ferry-line competitors Stena Line and Sessan Line joined forces. Both companies operated combined passenger-ro/ro ferries between Gothenburg and Denmark as well as between Gothenburg and Germany. The new company, Stena Sessan Line, carries on along the same lines. One so-called jumbo ferry is already in the fleet, and several more are to be delivered in 1982 and 1983.

Final concentration

One of the bases for the expansion of the southern bank ferry terminals in Gothenburg is the shifting of general cargo handling to northern bank harbours. The final concentration move is scheduled for early 1982. Then, conventional general cargo traffic using the Sannegård Harbour will move to the Free Harbour, which is the port's conventional cargo-handling centre. The Sannegård Harbour will be used for coal and salt imports only.

Crane arrangements

This re-arranging will call for additional crane capacity, and two 36-ton Liebherr mobile cranes have been ordered. They will be used both for bulk cargo handling and for general cargo handling, including containers.

A new aspect of crane problems was experienced during the autumn of 1981 in Gothenburg. During a gale, a container crane weighing 470 tons moved 70 metres along its rails, despite the fact that it was adequately braked. The crane crashed into another one and was badly damaged.

In the spring of 1982, a fifth container crane is to be delivered to Gothenburg.

Maritime safety

In September, 1981, work was started to blast away four shoals in the vicinity of the main fairway to the port of

Gothenburg. To vessels gone slightly astray, these shoals have been a menace.

To improve maritime safety further, a traffic control system will be introduced in late 1982. It will be based on information supplied by three radar stations, giving a complete radar map of the port and its entrance on daylight presentation screens at traffic control headquarters. By radio, the traffic officer will be able to inform, advise and warn vessels, e.g. of collision risks.

Ever-changing trade scene

Among important pieces of recent trade news, one is especially encouraging: the naming of Gothenburg as a direct-call port for a Northern Europe-to-US Gulf service, operated by Hapag Lloyd, CGM and Incotrans. The ever-changing North Sea scene has had some re-arranging, too. For example, Tor Line was bought by DFDS, Tor Lloyd dropped Tilbury but added Rotterdam, ANZO Line started its no-hurry container service, and COB Line struggles on with its unique combination traffic of oil and containers between Sweden and Great Britain.

"Planless" construction

Although there are no plans for further berths in the port of Gothenburg, there is still one activity that will, in due time, lead to the construction of more berths. Giant rock caverns for oil storage are being built in the western-most part of the port, and a million or so cubic metres of blast rock are used to create the nucleus of a future harbour in the immediate vicinity.

Plans for the facility are loose, but what the Gothenburg Port Authority knows is that you cannot start thinking of how to create a facility the day it is needed. You have to get a lead, without committing yourself by designing a specialized facility from the start. In this way, you will be able to respond to traffic demands quite quickly. This is the way in which the Skandia Harbour in Gothenburg was built, for example.

Another record year for Helsingborg

The ferry traffic during 1981 made a considerable rise in transportation of passengers and automobiles. For the first time in history the number of passengers ran up to more than 18 million via Port of Helsingborg. In all by the various shipping lines no less than 18,277,264 passengers were carried, meaning an increase of 464,567, or by 2.6 per cent. Scandinavian Ferry Lines account for the largest rise.

New records were also set for ferried automobiles. In all 1,591,929 motor vehicles were transported by ferries, meaning an increase by 105,484, or by 7.1 per cent. Scandinavian Ferry Lines account for the largest increase by 14.3 per cent, and reached 670,971 units. Next largest was the state railway ferries DSB/SJ with a total of 467,826 vehicles transported.

In spite of the trade recession in 1981, Port of Helsingborg on the whole kept its position with regard to the cargo throughput. The total cargo volume handled by the port came to 8,041,337 tonnes compared with 8,183,640 in the previous year, a decrease by 1.7 per cent, which must be considered satisfactory in the circumstances. Drops have been observed for ferried rail waggons, oil import and for conventional general cargo. On the other hand unit cargo

has kept its position by a total 3,135,000 tonnes in comparison with 3,139,000 in the previous year.

1981 port statistics : Port Authority of Jebel Ali

Total vessel calls increased 125% over the 1980 figure. The total calls in 1981, was 1091 vessels versus 484 vessels in 1980. During this period, three new container lines (O.C.L., N.C.H.P. and Norasia) began scheduled calls to the Port. The total T.E.U. throughput improved dramatically in 1981, showing a 70% increase, from 63,792 TEU's in 1980 to 108,231 TEU's this past year.

Total tonnage in and out of the port increased 42%, from 1,268,423 tons to 1,807,367 tons in 1981.

Free Trade Zone cargo received and transhipped was 249,049 M.T. The Free Trade Zone facility has been so successful since its inception in June 1980, that two, 120,000 sq. feet warehouses are being constructed to provide additional covered storage space to accommodate the many international corporations that are using Jebel Ali as their Middle East distribution point. In addition, a 7,000 ton cold store is also under construction, as is a container repair facility which will be operated by Cleveland Bridge and Engineering M.E. Ltd.

Petroleum products increased by 24% over the previous year. During 1981, 696,020 M.T. of petroleum products were loaded and 622,695 M.T. were landed in Jebel Ali.

Fourth revised Port of Tokyo plan (1981-1990)

Basic Underlying Policy

The basic policy underlying the fourth revised plan is to strengthen the port's functions as a base for physical distribution to support the citizens' lives and the metropolitan area's economic activities and to make best use of the reclaimed land and waters in order to make the port capable of contributing to the solutions of urban problems facing Tokyo and to the cultural, athletic and recreational activities of Tokyo citizens.

To be more specific, the basic underlying policy is as follows:

(1) To strengthen the port's foreign trade functions as an international trade port with a vast hinterland centering in Tokyo and to expand its domestic trade functions as a port to support the production and consumption activities in Tokyo.

(2) To revitalize the port functions and redevelop some of the existing wharves in order to bring into being a coastline liked by Tokyo citizens.

(3) To expand and improve the road network in order to strengthen the transport capacity to and from the hinterland and improve the access to the reclaimed land.

(4) To ensure a place for the disposal of waste matters to meet the demands for landfill and disposal of waste and develop a tract of land to be used as an airport in the future.

(5) To improve the living environment and develop green parks in order to meet the diverse recreational demand among Tokyo citizens.

(6) To pay full heed to the securing of safety of traffic.

in the port and the preservation of adjacent areas.

Planned Cargo Handling Volume

The planned cargo volume in 1990, which is the basis for the port facilities construction plan, is 76,500,000 tons, consisting of 22,300,000 tons of foreign trade cargoes and 54,200,000 tons of domestic trade goods.

The average annual growth rate of the cargo volume, based on the 62,010,000 tons handled in 1980, is about 2.1 percent. Generally speaking, the planned cargo volume is moderate.

Port facilities Construction Plan

The following port facilities construction plan has been mapped out by taking into consideration a possible increase in cargoes and innovations in the methods of transport:

(1) Expansion and improvement of foreign trade container terminals.

In order to ensure a further progress of the port of Tokyo as an international trade port, a new container terminal will be constructed in the second reclaimed land sector of No. 13 area (Odaiba Container Terminal) and such facilities as cargo-handling and storage facilities related to the terminals already in operation will be improved.

(2) Construction of special terminals.

A terminal which will handle grain, vegetables and fruit will be constructed in an area adjacent to the Ohi-marine products terminal, in order to efficiently handle such cargoes expected to increase along with a growth of large ships and special carriers. And also, a terminal to handle such construction materials as sand, gravel and lumber will be constructed by the side of the Ohi terminal.

(3) Redevelopment of existing terminals.

Out of the existing terminals, the Takeshiba, Hinode and Shibaura terminals are already about 50 years old, and their facilities have become aged, and incapable of meeting today's demands. Moreover, many problems have arisen, such as the progress in mix-up of the port functions because of their proximity to the center of Tokyo.

For these reasons, these terminal will be expanded by reclaiming waters facing them, and will be used as terminals for passenger ships and domestic trade vessels.

Tokyo Port Bridge Plan

The Tokyo Port Bridge Plan occupies a strategic position in the Tokyo Port development plan.

The reclaimed land in the port's middle area (Ariake and Odaiba) are scheduled to be developed as the port's symbol zone. Despite this area's proximity to Tokyo's business and commercial center, it is inconvenient of access from Tokyo's center because of the lack of a direct road linking between them.

Accordingly, The Tokyo Port Bridge will be constructed to connect this symbol zone and Tokyo's center.

It is scheduled that this bridge will have four lanes of the Tokyo Bayshore Expressway and four lanes of the Tokyo Metropolitan Expressway.

Upon completion of this bridge, the link between Odaiba Foreign Trade Terminal and Tokyo's center will come into being and Tokyo's citizens will have greater opportunities to visit the port and enjoy the view of the sea.

Odaiba Container Terminal nears completion : Port of Tokyo

When searching for a fast, efficient container terminal to handle your shipping needs in Japan, remember the Port of Tokyo is always capable of providing a wide range of cargo-handling facilities.

The Port of Tokyo currently has two main container facilities, the Ohi and Shinagawa Container Terminals, equipped with 10 berths, and a total quay length of 2,858 m (4,431 ft.). With a total area of 862,283 sq.m (213 acres), they rank among the world's largest cargo-handling facilities.

Keeping abreast of further containerization, a third container terminal, the Odaiba Container Terminal, is under construction and now virtually complete.

The Odaiba Container Terminal, situated in the southernmost section of the Odaiba Terminal and facing the Ohi Container Terminal, is part of the Port of Tokyo's efforts to prepare for advances in marine transportation in the coming years.

Consequently, if your shipping activities in Japan require container handling capability, the Port of Tokyo is always able to respond quickly and provide the best in container facilities.

Outline of the Odaiba Container Terminal

1. At the No. 1 Odaiba Container Terminal, one berth, with a length of 300 m (990 ft.), is already complete. Such port facilities as gantry cranes, container yards and a container freight station will be installed in accordance with customer requests immediately after conclusion of a lessee contract.
2. The total area of this terminal is 105,000sq.m (26 acres). Needless to say, the dimensions can be subdivided to conform to the lessee's requests.
3. Construction of a second container terminal, with the same capacity as No. 1, is now planned adjacent to the No. 1 terminal. This new terminal will be constructed in response to your requests.
4. The terminals are naturally provided for your exclusive use. Possibly, though, you will be among the ranks of joint terminal lessees, which will effectively assist you in minimizing costs.

Chairman reappointed : Kelang Port Authority

En. Hashim Shamsudin has been reappointed chairman of the Authority for a second term. He was first appointed to the board in January 1981 taking over from Datuk Abu Hassan bin Abdullah.

The chairman is appointed by the Yang di Pertuan Agong (the king), and the appointment is on a year to year basis. En. Hashim is the fourth chairman since the Port Authority was established in 1963.

Port Kelang takes over APAA secretariat from Tanjung Priok

The Kelang Port Authority took over from Tanjung Priok as the secretariate for the Asean Port Authorities

Association (APAA) after the 7th APAA meeting in Surabaya last December. The tenure of office will be for 2 years.

APAA was formed to promote cooperation and coordination of port operations and management among ports in the Asean region. The setting up of the association was first mooted in 1975 and the APAA constitution was signed during the third APAA meeting in Kuala Lumpur in December 1977.

Coal facility construction proceeding to programme : Port of Brisbane

The construction programme for the Fisherman Islands coal export terminal is on schedule.

Barring the unforeseen, the first stage of the facility will be completed—on time—by about the end of October this year.

The development is a joint exercise involving the Port of Brisbane Authority and the terminal operator, Queensland Bulk Handling Pty. Ltd.

The total coal facility undertaking is costing the Authority about \$8 million while Q.B.H.'s initial (first stage) contribution will be about \$12 million. The company is expected to spend a further \$3 million on stage 2 of the project.

The Authority's responsibilities include construction of the main wharf, plus the barge coal discharge wharf and dolphins, general river approach and berth dredging and reclamation, access road and services (to the terminal boundaries).

Q.B.H.'s immediate task is to complete the balance of the development, which includes provision of rail receipt facilities, the coal conveyor systems, stock pile area, settling pond, and the erection of the wharf's ship loader. The ship loader is on site.

At the beginning of February, the earth works for two stockpile areas, and the railway siding, had been finished.

Eventually, the stockpile areas—with a total holding capacity of 120,000 tonnes—will be covered with a gravel pavement to form a "bed" for the stockpiled coal.

The wharf and its ancillary equipment will be able to accommodate and service vessels ranging in size from 20,000 d.w.t. to the 60,000 d.w.t. Panamax-class ship with a maximum beam of 32.2 m.

The ship loader will have a capacity of 1,500 tonnes an hour with a maximum outreach of 23.6 m. and a minimum outreach of 7 m. Its wharf "travel" distance will be 190 m.

The Authority's dredgers have provided a low water depth of 13 m. for the berth. Ships will use the existing river approach channel (180 m. wide and 11.6 m. deep) to reach the berth.

Further development and expansion of the facility will begin as soon as the first stage is completed.

The first stage (two stockpiles) will be able to handle an annual throughput of 1,500,000 tonnes.

From the environmental point of view, a great deal of thought and investigation preceded the design and construction of the coal terminal.

The safeguards built into the complex are similar to the Port Waratah (Newcastle, New South Wales) terminal which has been operating successfully in close proximity to residential areas for the past four years.

Karachi Port to construct more berths with the aid of World Bank

The Karachi Port Trust will construct eight more berths with the aid of World Bank.

The berths will be constructed under a master plan for Karachi Port Trust which envisages development of additional one hundred shipping berths.

Detailed hydrographic, soils, systems economic and engineering studies had been completed under a grant from the United National Development Fund.

The World Bank group has also committed to provide necessary soft terms IDA credit for the first stage development comprising of six to eight deep Water dry cargo handling shipping berths with all required ancillary facilities.

The berths layout in the new spur has been planned to cater for handling of container and other modern cargo systems.

The detailed design of this project is being taken in hand and the construction Work at site will commence during the current financial year.

PSA appropriates fourth berth at PPW

The Port of Singapore Authority appropriated a Coastal Berth No. 7 and its adjoining Godown at Pasir Panjang Wharves (PPW) to Hoe Hoe Shipping Co. Pte. Ltd.

This is the fourth berth at PPW to be assigned to a shipping company for its priority use since the Appropriated Berth Scheme was introduced in PSA four years ago.

The signing ceremony was held at PSA Conference Hall by Mr. Ho Shao Meng, Director (Commercial), PSA and Mr. Roland Ong, Managing Director of Hoe Hoe Shipping Co. Pte. Ltd.

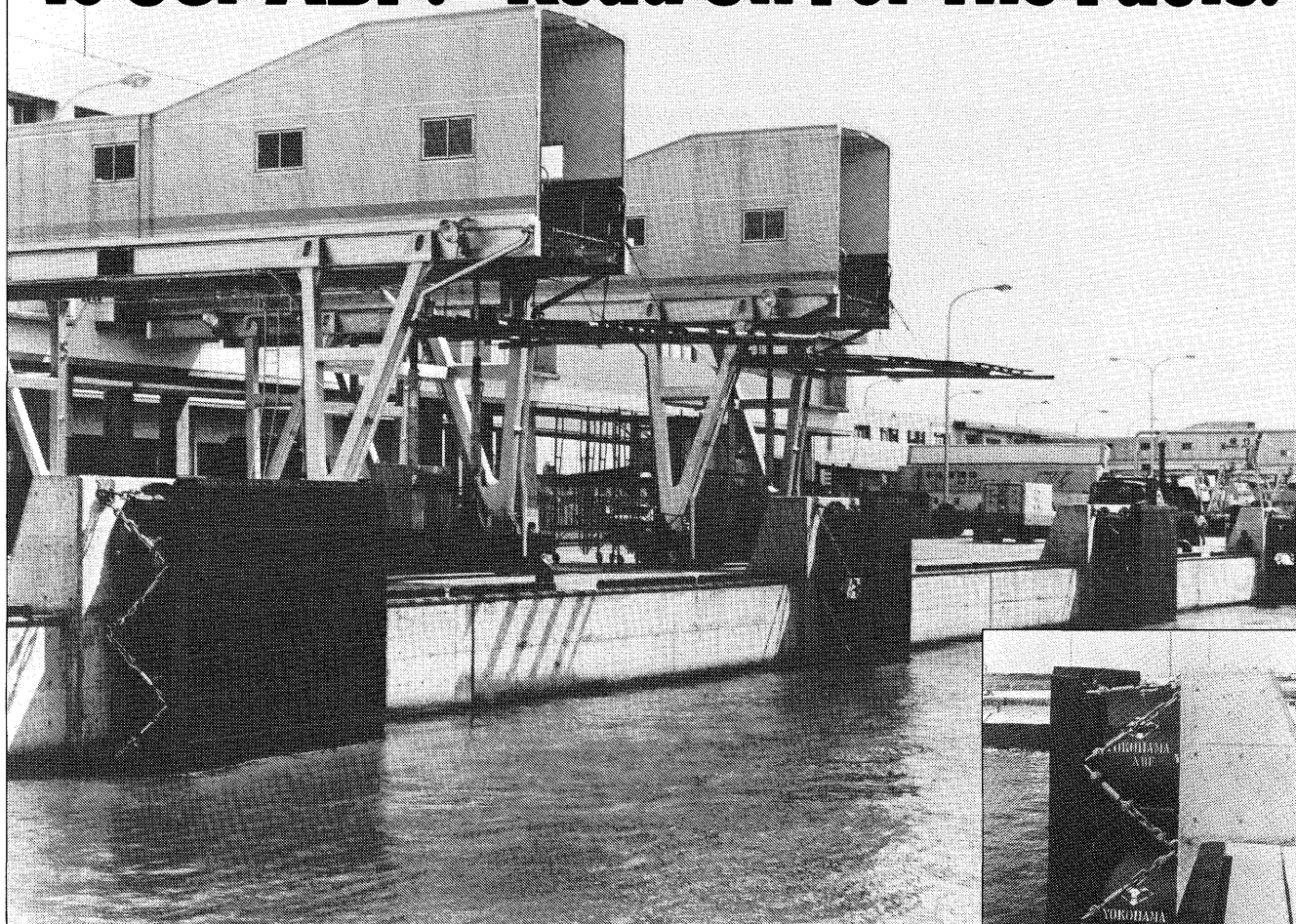
Under the agreement, Hoe Hoe Shipping will bring in at least 250,000 tonnes of cargo a year. The company is permitted to make use of their own stevedore labour and mechanical equipment for cargo handling operations.

As at the end of last year, there were thirteen appropriated berths at: Keppel Wharves and three at Pasir Panjang Wharves.



Picture shows Mr. Ho. Shao Meng (right), Director (Commercial), PSA and Mr. Ronald Ong (left), Managing Director of the Hoe Hoe Shipping Co. Pte. Ltd. signing the agreement.

Why Are Protector Panels Attached To Our ABF? Read On For The Facts:



News from YOKOHAMA RUBBER— AIR BLOCK FENDER with PROTECTOR PANEL.

Because of their special structure, super tankers and vessels carrying LNG or LPG require a fender capable of reducing the tremendous surface pressure at the point of contact between the hull of the vessel and the fender.

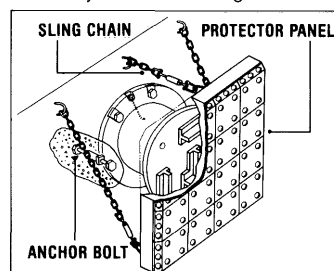
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- They display constant performance characteristics even when

compressed at an angle.

- Because of the high compressive elasticity of air, they react smoothly to the forces generated when a vessel shifts positions to



prevent shearing damage.

- They are applicable to a wide range of surface pressure and demonstrate excellent performance relative to tidal range.

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