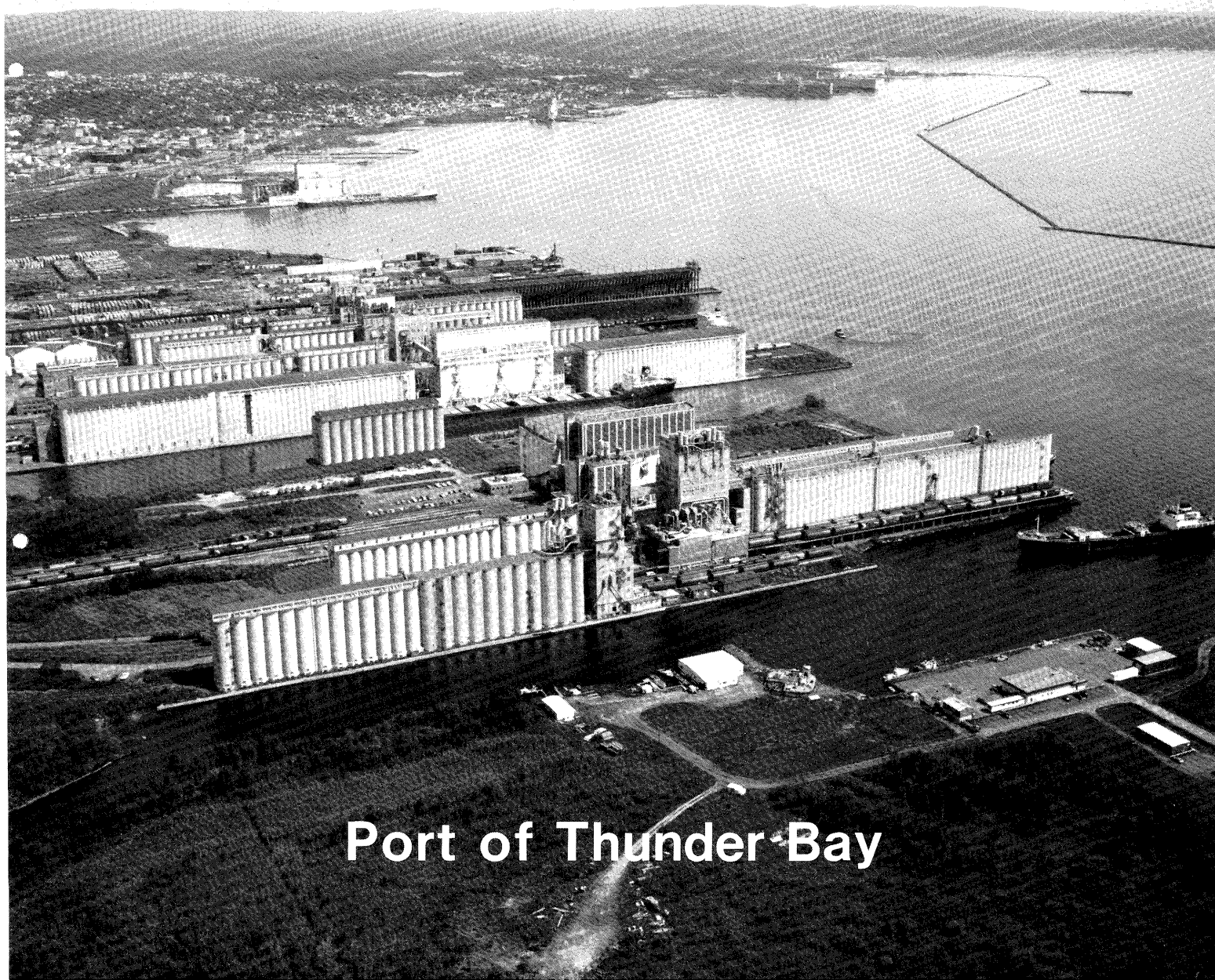


PORTS *and* HARBORS

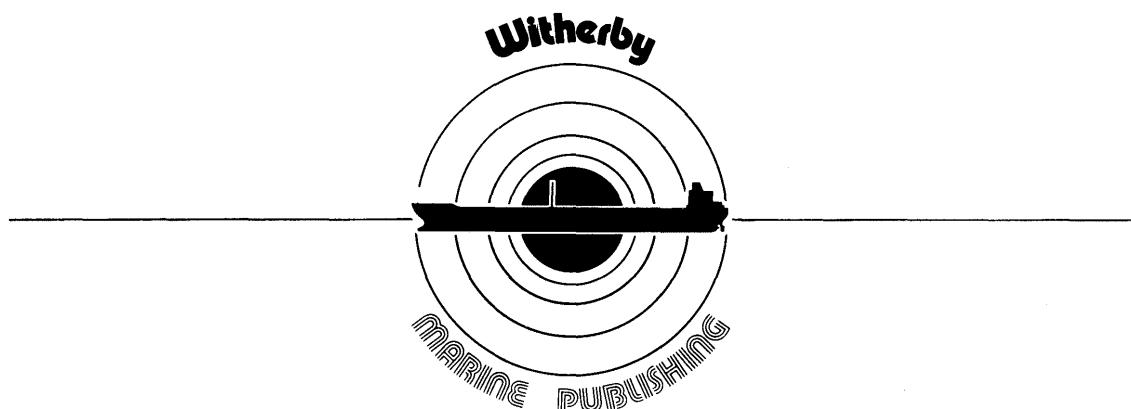
April, 1984 Vol. 29, No. 4



Port of Thunder Bay

The Publisher: The International Association of Ports and Harbors

Kotohira-Kaikan Bldg., 2-8, Toranomom 1-chome, Minato-ku,
Tokyo 105, Japan



International Safety Guide for Oil Tankers & Terminals

Second Edition ~ 1984

A new edition of the International Safety Guide for Oil Tankers and Terminals has been produced jointly by ICS (International Chamber of Shipping), OCIMF (Oil Companies International Marine Forum) and IAPH (International Association of Ports and Harbors).

This detailed safety guide, produced originally by the International Chamber of Shipping and the Oil Companies International Marine Forum, was first published in 1978 (and reprinted in 1979) by Witherby & Co. Limited of London. The first edition became the acknowledged guide on safety for oil tankers and terminals and achieved very wide acceptance not only within the industry but also on the part of governments. The guide also received international recognition from IMO (International Maritime Organization).

Over two years of detailed work by experts from the international oil, tanker and ports industries has gone into the production of the second edition of the guide. With the exception of chapters 18 (Electrical Equipment and Installations) and 21 (Fire Fighting), which are essentially unchanged, the text has been extensively revised and updated to take into account IMO conventions, industry guidance and tanker casualty information issued since publication of the first edition. Particular attention has been given to the chapters relating to inert gas systems, crude oil washing and tank washing atmospheres, and additional information has been included on management of moorings, electrical equipment, cargo handling and radar energy emission hazards. The second edition also contains a new chapter (22) on the hazards associated with pyrophoric iron sulphide, and three new Appendices.

Copies of the International Safety Guide for Oil Tankers and Terminals, 2nd edition, may be obtained from local booksellers or on direct application to the publishers:

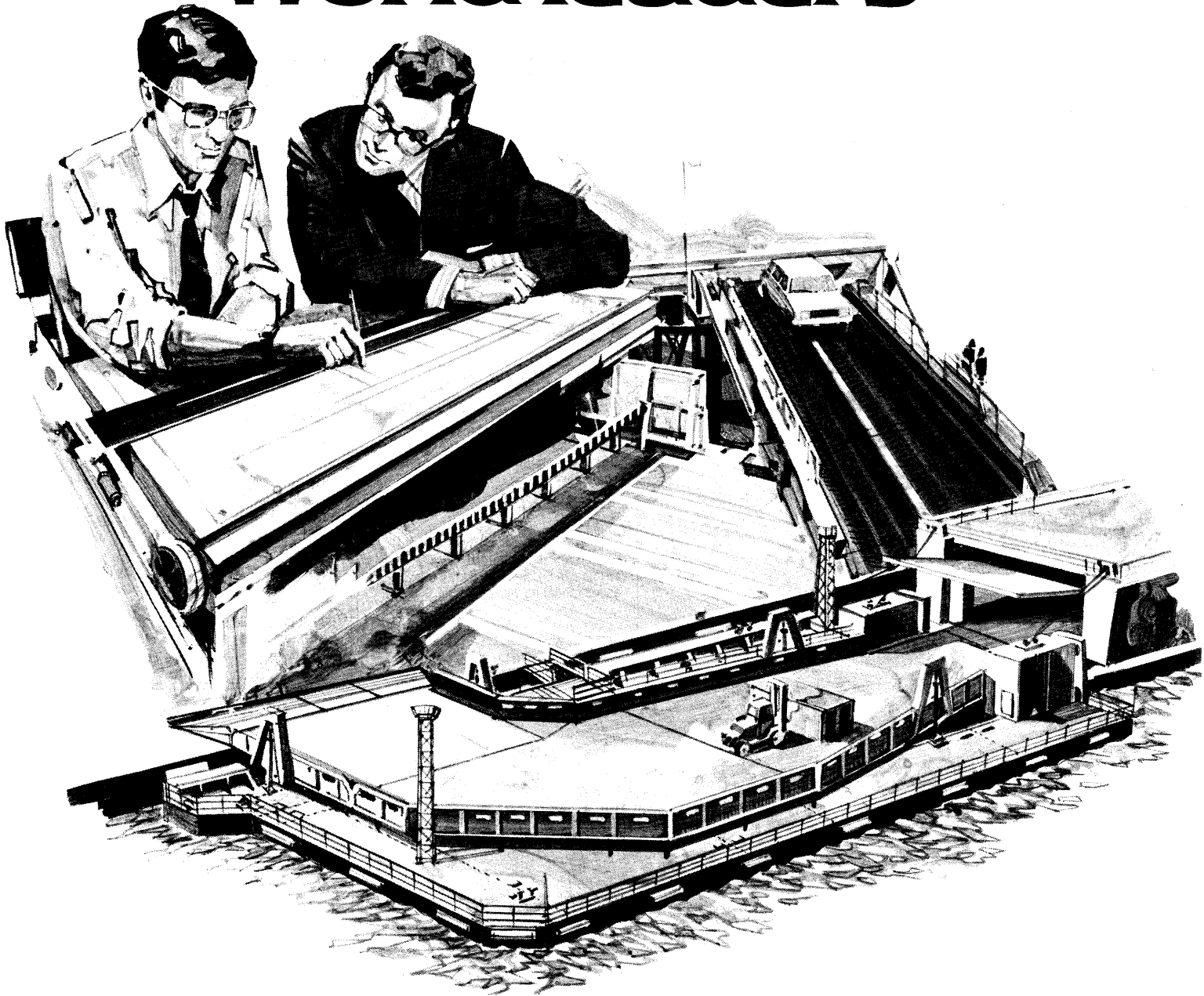
Messrs. Witherby & Co. Ltd.,
Book Department, 2nd Floor,
32-36 Aylesbury Street,
London, EC1R 0ET.
Tel: 01-251 5341

at a price of £21.00 per copy

Title: International Safety Guide for Oil Tankers and Terminals. Produced by: International Chamber of Shipping, Oil Companies International Marine Forum, International Association of Ports and Harbors. Publishers: Witherby & C. Ltd.

ISBN 0 900886 88 9. Size A4. Number of pages 220. Bound Hard Back. Price U.K. £21.00 (inc. p & p) surface mail
Extra for Airmail Postage.

When it comes to linkspans, we're the world leaders



MacGregor-Navire has over thirty linkspans installed around the world.

They're chosen because they can be installed quickly, with off-site construction resulting in minimum port disturbance.

They're easy to relocate as the port expands.

And they're tailor-made to suit local port requirements, sea bottom conditions, tidal conditions and ship threshold heights.

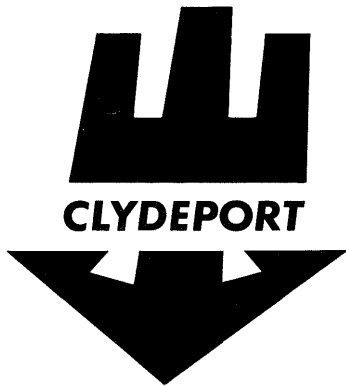
And as Ro-Ro equipment design is one of our principal activities, every linkspan benefits from our expertise in foreseeing future Ro-Ro port development.

So, when it comes to linkspans, best come to MacGregor-Navire.

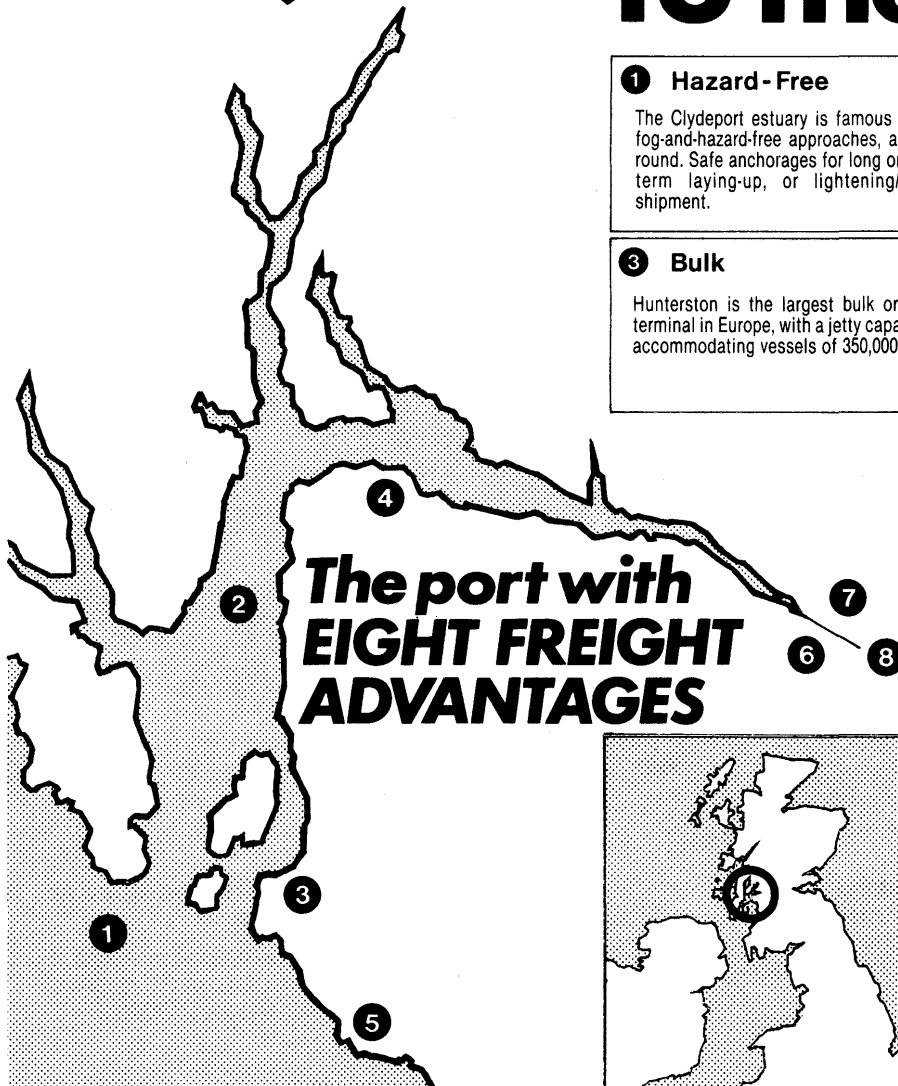
MacGregor-Navire Port Equipment AB,
Box 8991, S-402 74 Gothenburg, Sweden.
Telephone: (31) 23 50 20. Telex: 20826.

MacGREGOR
NAVIRE

CLYDEPORT



Scotland's natural gateway to the world



1 Hazard-Free

The Clydeport estuary is famous for its fog-and-hazard-free approaches, all year round. Safe anchorages for long or short term laying-up, or lightening/transshipment.

2 Safe Deep Water

Clydeport's sheltered deep water can accept the largest ships afloat or envisaged. VLCC's navigate with ease with over 100 feet of water to the BP terminal at Finnart.

3 Bulk

Hunterston is the largest bulk ore/coal terminal in Europe, with a jetty capable of accommodating vessels of 350,000 dwt.

4 Containers

The Container Terminal at Greenock has a deep water quay (42 ft at low water), 24 hour loading/unloading, an extensive back-up container park, Freightliner Railhead and adjacent Motorway network.

5 Coastal

Ardrossan is the centre for the important traffic to Ireland and Arran. Ro/Ro ferry berths for vehicles, containers, general cargo and passengers.

6 Break-Bulk

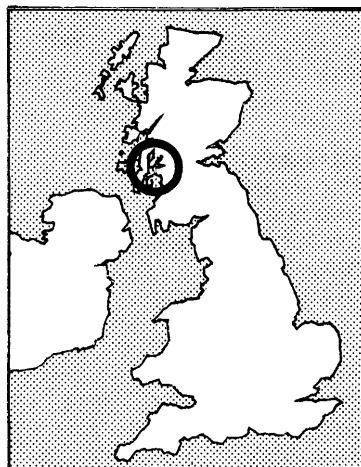
General cargo is efficiently handled at King George V Dock in Glasgow with its modern cranes and mechanised handling facilities.

7 Grain

Meadowside Granary is one of the largest grain stores in Britain. Six elevators each discharge 200 tonnes per hour.

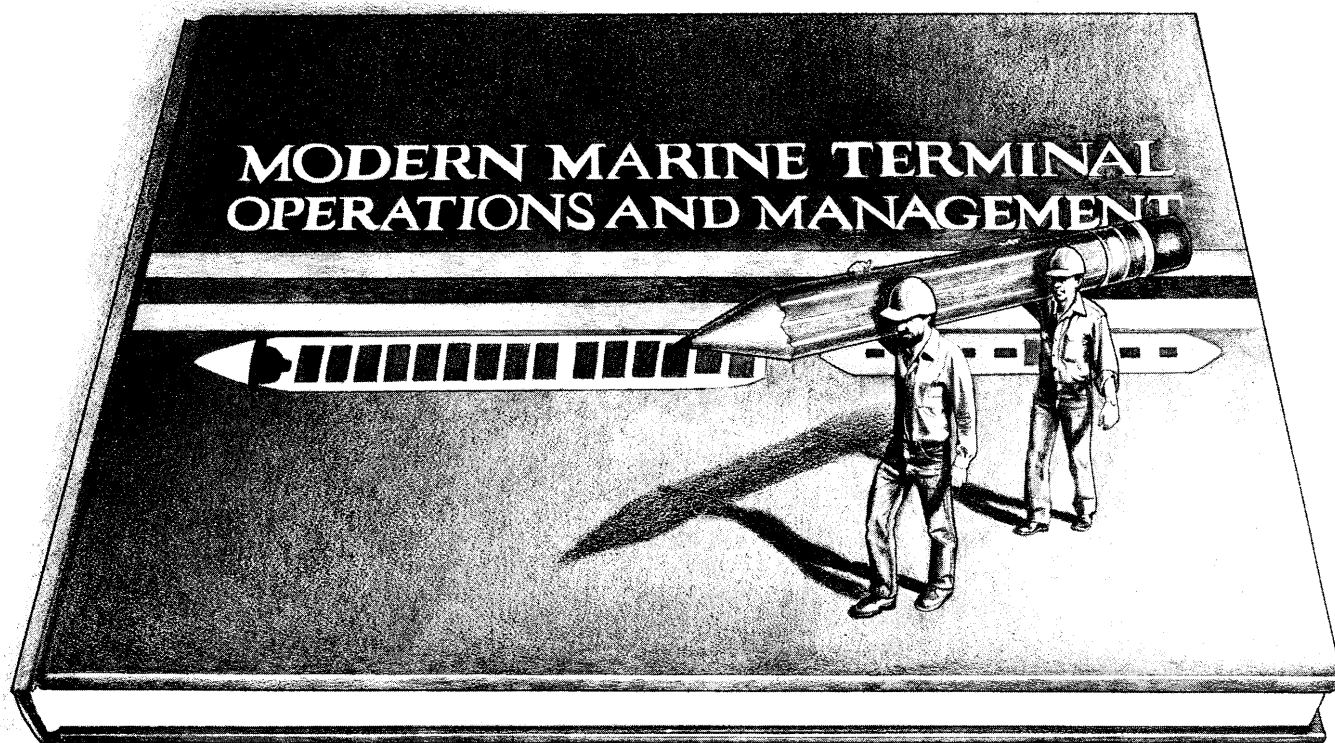
8 Services Ashore

Clydeport's back-up services include warehousing, road transport, container stuffing, and data processing.



Marketing Department
CLYDE PORT AUTHORITY
16 Robertson Street, Glasgow G2 8DS, Scotland
Telephone 041-221 8733 Telex 778446

We've done our homework. Now you do yours!



INTRODUCING THE MOST CURRENT AND COMPREHENSIVE TEXTBOOK ON PORT MANAGEMENT AND OPERATIONS.

The Port of Oakland, one of the largest, most advanced general cargo seaports in the world, has provided technical assistance and training to port administrators for years. Now, the advice and the instructional methods developed for these programs is available in a new textbook, *Modern Marine Terminal Operations & Management*, by Captain Warren H. Atkins, a senior instructor in the Port of Oakland's residential training program.

Written in cooperation with the Maritime Division of the Port of Oakland, the textbook covers every important aspect of marine terminal management, including:

- A description of the various types of terminals and the responsibilities of management
- Essential considerations when building a terminal, how to get equipment and how best to use it; how the major container handling systems compare
- An overview of the entire container cargo operation
- Terminal planning for vessel operations
- Handling of special cargo
- Training outlines for instructors, management and supervisors
- A glossary of more than 500 terms
- List of references and index.

It's the industry's only comprehensive guide to port operations and management, proven in training and assistance to more than 100 port personnel in 10 nations. It's bound to be one of the most valuable reference books you'll ever need.

Modern Marine Terminal Operations & Management. Send away for a copy today.



66 Jack London Square, Oakland, CA 94607

Modern Marine Terminal Operations & Management

The new, comprehensive text on port management and operations.

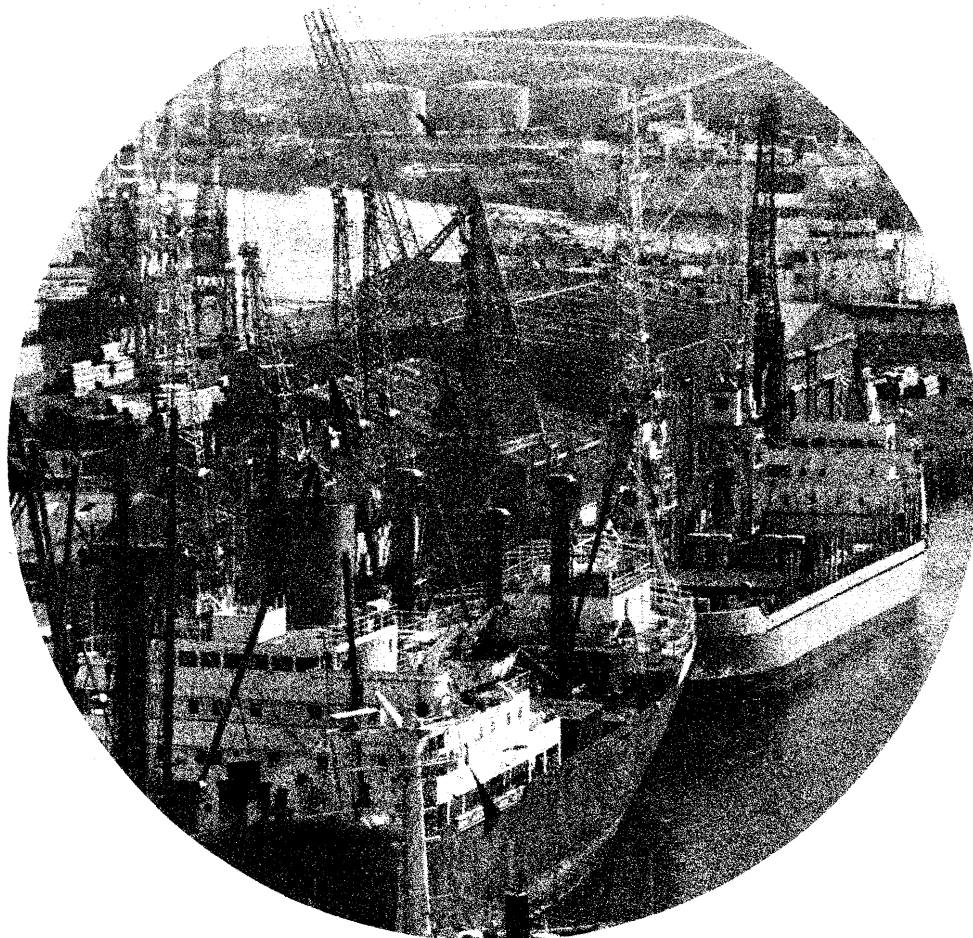
Price: \$75.00 each, including handling and postage (surface mail inside U.S.), \$80.00 each (surface mail outside U.S.). For shipment by air, add \$5.00 each, U.S. or overseas. Please include 6% sales tax for delivery within the state of California.

Please send _____ copy/copies. I enclose a check or money order for \$ _____ payable to Port of Oakland.

Name _____
Address _____
City _____
State _____ Zip _____
Phone/Telex _____

Mail to: TEXTBOOK, Port of Oakland, 66 Jack London Square, P.O. Box 2064, Oakland, CA 94604.

Volume discounts available. For details call 800-227-2726 or Telex 336-334.

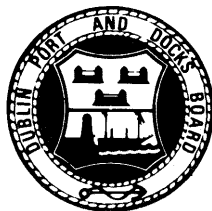


The first port of call.

The extensive facilities available at Dublin Port make it the first port of call for those seeking expansion in the international import/export markets.

We provide efficient solutions to problems, and the ability to meet your deadlines – however tight.

The port of Dublin is Ireland's premier port, offering worldwide shipping services and a wide range of facilities including in transit and bonded warehousing.



The port is geared to meet the ever-changing technology of cargo handling, with up-to-date container terminals, ro-ro terminals and bulk handling facilities.

And we provide, free of charge, a fully comprehensive information and advisory service geared to meet your individual needs, and to furnish you with complete details of each import/export procedure relating to your particular requirements.

DUBLIN PORT

To make the port of Dublin your first port of call, contact:

Commercial Manager,
Custom House Docks & Warehouses,
Store Street, Dublin 1.
Tel: 746731. Telex: 31701.

PORTS *and* HARBORS

Published by

The International Association of Ports and Harbors

N.G.O Consultative Status, United Nations (ECOSOC, UNCTAD, IMO)

President:

A. J. TOZZOLI
Director, Port Department
Port Authority of New York & New Jersey
U.S.A.

1st Vice-President

J. DEN TOOM
Managing Director, Port Management
of Amsterdam, The Netherlands

2nd Vice-President

J. M. WALLACE
President, Maritime Services
Board of NSW, Australia

3rd Vice-President

J. AUGER
President & Chief Executive Officer
Ports Canada, Canada

Conference Vice-President

J. ROMMERSKIRCHEN
Head, Office for Port, Shipping & Transport
Dept. of Economic Affairs, Transport &
Agriculture, City of Hamburg, W. Germany

Immediate Past President

A. S. MAYNE
Chairman, Port of Melbourne Authority
Australia

Executive Committee Members

P. BASTARD
Inspector for all Non-Autonomous French
Ports, Ministry for the Sea, France

F. GINGELL
Vice-Chairman, Fraser River Harbour
Commission, Canada

T. HIROTA
Director-General, 2nd District Port
Construction Bureau, Ministry of Transport
Japan

F. KOHMURA
President, Nagoya Container Berth Company
Limited, Japan

R. P. LEACH
Executive Director, Port of Houston
Authority, U.S.A.

R. T. LORIMER
General Manager, Auckland Harbour
Board, New Zealand

J. H. McJUNKIN
Executive Director, Port of Long
Beach, U.S.A.

K. L. MÖNKEMEIER
Director of the Port, City of
Hamburg, W. Germany

CHEUNG, YEUN SEI
Administrator, Korea Maritime and Port
Administration, Korea

J. D. MTURI
Managing Director, Kenya Ports
Authority, Kenya

E. R. PERRY
Executive Director, Port of
Los Angeles, U.S.A.

E. SCHÄFER
General Manager, Port of
Copenhagen, Denmark

J. K. STUART
Chairman, Associated British
Ports, U.K.

W. D. WELCH
Executive Director, South Carolina
State Ports Authority, U.S.A.

WONG, HUNG-KHIM
General Manager, Port of Singapore
Authority, Singapore

Secretary General: Dr. Hajime Sato

Head Office:

Kotohira-Kaikan Bldg.
2-8, Toranomon 1-chome, Minato-ku
Tokyo 105, Japan

Tel.: TOKYO (591) 4261

Cable: "IAPHCENTRAL TOKYO"

Telex: 2222516 IAPH J

CONTENTS

April, 1984 Vol. 29, No. 4

Page

IAPH announcements and news:

IAPH Position Papers on the IMO conventions — Joint Paper on "Inert Gas Requirements in Chemical Tankers" submitted to IMO — IAPH papers sent to Asian-African Legal Consultative Comm. — Two bursary recipients announced — Mr. Cheung, KMPA's Administrator appointed as EXCO member — Members' cooperation with the IMO Questionnaire sought — Mr. T.J. Thorley passes away at LA — Overall analysis of IAPH questionnaire returns under way — IAPH invited to attend 3rd African Ports Symposium — Visitors — Membership Notes

IAPH Position Paper — Review of the 1969 Convention on Civil

Liability and of the 1971 Convention on the Establishment
of an International Fund for Oil Pollution Damage 10

IAPH Position Paper — Consideration of an Int'l Convention on

Liability and Compensation in connection with the Carriage
of Noxious and Hazardous Substances by Sea 11

IMO Report by Mr. A.J. Smith. 12

Report on the Seminar on Port Statistics

by Mr. D. Nunkoo, Mauritius Marine Authority. 14

Port releases:

Cameroon National Ports 16

Clydeport 17

Port Spectrum — Performance Reports:

Port of Geelong. 18

Port of Townsville 19

Fraser Port. 20

Port of Hamilton. 22

Canada Ports Corporation (NHB) 23

Wellington Harbour Board. 25

Port of Tauranga 26

Puerto Rico Ports Authority 27

Port of London. 28

International maritime information:

World port news:

20th Int'l Seminar on Port Management, Netherlands. 32

African Ports Symposium, Abidjan, Ivory Coast 36

SMM '84 and Portex '85 37

The Port of Thunder Bay in profile. 39

Savannah container tonnage reaches two million 40

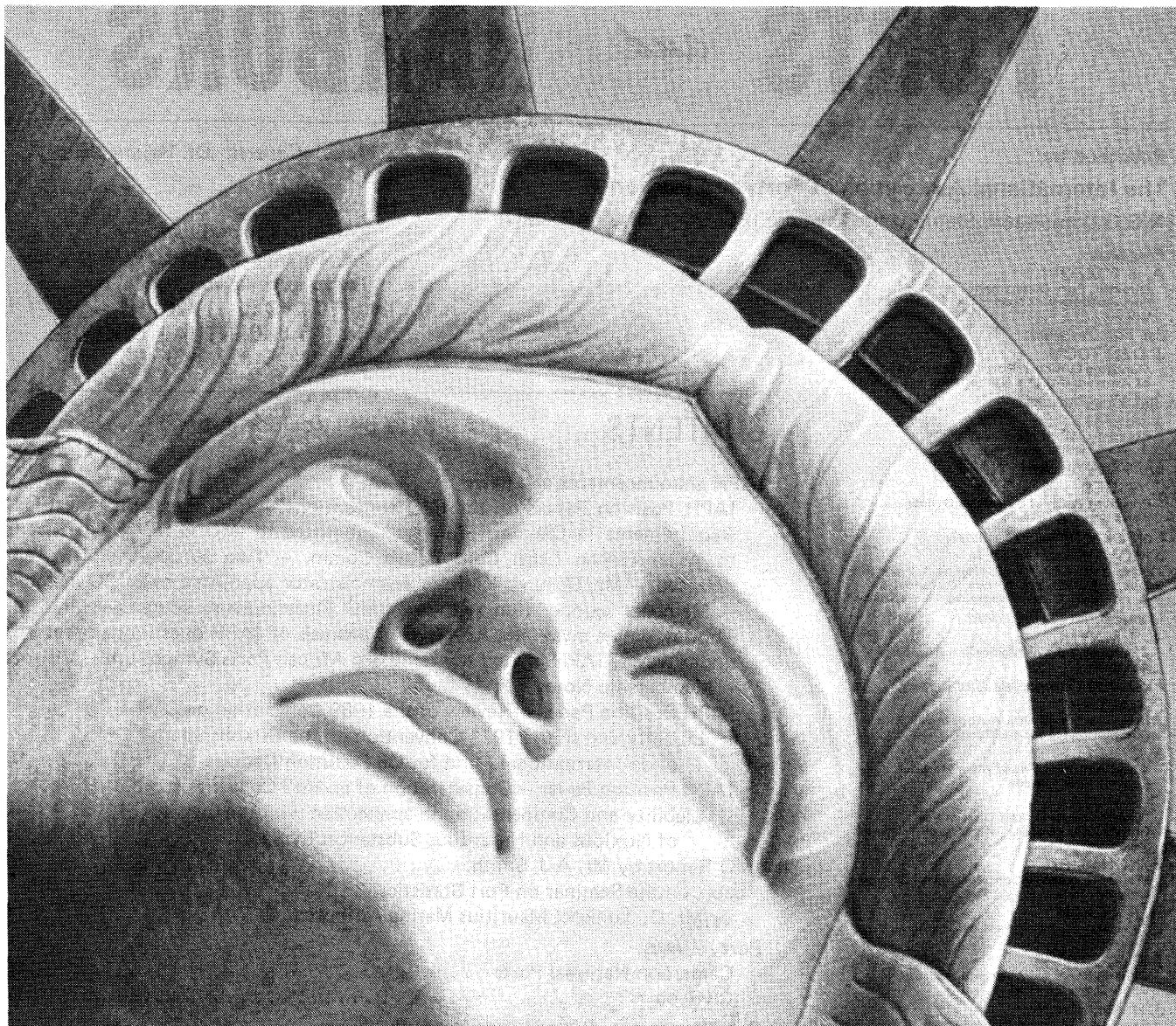
More cargo through Gothenburg 45

Victorian Ports to come under one authority 46

Officials of the Ports of Tokyo and New York/New Jersey appeal
to the port users 47

The Cover: Port of Thunder Bay

Price US \$3.50 per copy
US \$35.00 per year



From the land of the free- AN INEXPENSIVE PROPOSITION.

The statue marking the entry to the land of the free stands at the entrance of the Port of New York and New Jersey. Although nothing's free any more, you'll find that our costs are genuinely competitive.

You'll find that our security and cargo handling speed also help better your overall cost.

So before shipping, do some comparison shopping. Get the facts from our sales office.

AMERICA'S GREAT PORT.

**THE PORT AUTHORITY
OF NY & NJ**

One World Trade Center 64E, New York, NY 10048
Telephone: (212) 466-8315



IAPH announcements and news

IAPH Position Papers on the IMO Conventions

For presentation to IMO's Diplomatic Conference on Liability and Compensation for Damage in connection with the Carriage of Certain Substances by Sea, which will be convened from April 30 to May 25, 1984 in London, the Association, in collaboration with the Committee on Legal Protection of Port Interests (Chairman: Mr. Andre Pages, Bordeaux, France) and Mr. A.J. Smith, IAPH Liaison Officer with IMO, has prepared two "IAPH Position Papers on the IMO Conventions". The papers, under the authorization of the IAPH Officers, are to be submitted to the London Meeting for discussion.

They are reproduced on pages 10 – 11.

Joint Paper on "Inert Gas Requirements in Chemical Tankers" submitted to IMO

IAPH has been serving as a member of an Industry Group examining the subject matter, as reported in the May 1981 issue (page 10) of the journal. According to Mr. A.J. Smith's recent report, the Group's work has been completed. The input to the Group Report from the Terminal Safety Sub-Committee of PSECC has been approved, and the report has been submitted to the International Maritime Organization (IMO) for consideration by its special inter-session meeting scheduled for June this year.

Executive summary of the paper is introduced on page 12 of this issue.

IAPH Papers sent to Asian-African Legal Consultative Committee

Further to the article carried in the March 1984 issue, we report the IAPH Secretary-General, in consultation with the Chairman of the IAPH Committee on Legal Protection of Port Interests, has furnished the Asian-African Legal Consultative Committee (Mr. C. Sugiyama, Dy. Secretary General, New Delhi, India) with some recently-prepared IAPH papers, to be submitted to the IMO's Diplomatic Conference for discussion by the experts who will attend the Jakarta Meeting.

Two bursary recipients announced

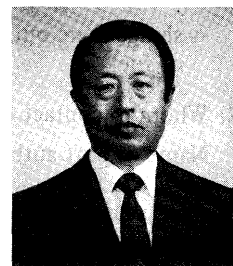
Mr. J.K. Stuart, Chairman of the IAPH Committee on International Port Development, has recently announced the names of the bursary recipients and the courses for them to attend as follows:

1. Capt. Kontelizo, Harbour Master, Cameroon National Ports Authority, who will attend a course at Marseilles from February 7 to March 16, 1984; and

2. Mr. Issa Badarou-Soule, Ingenieur Statisticien Economist, Port of Cotonou, Benin, who will take part in a course on Statistics at Marseilles from March 28 to April 13.

The arrangements concerning the respective bursary payments have been completed by the Secretary General, and the reports which the recipients are to send to the Chairman of the Committee on International Port Development will be published in the Journal as soon as they are received.

Mr. Cheung, KMPA's new Administrator, appointed as Executive Committee member



President Tozzoli has recently appointed Mr. Cheung Yeun Sei, the newly appointed Administrator of the Korea Maritime and Port Administration, to serve on the Executive Committee of IAPH, filling the vacancy created by his predecessor, Mr. Han Jun Sok.

Mr. Cheung's career before he was appointed as the Administrator of the KMPA on February 3, 1984, include: Director of Planning Division, Port Construction Bureau, Ministry of Construction; Director General of Port Construction Bureau, Korea Maritime and Port Administration; and Deputy Administrator of the KMPA.

Mr. Cheung is also serving as the Vice Chairman of the Korea Civil Engineers Association and the Korea Port and Harbor Association.

The appointment of Mr. Cheung, a port planning expert of long standing, has reportedly been favorably received not only within the KMPA but also by the many IAPH members in Korea, who have witnessed a rather rapid turnover of people occupying the office of the Administrator in recent years. There is widespread confidence that the preparations for the 15th Conference of IAPH that KMPA is hosting in 1987 will progress smoothly under the leadership of Mr. Cheung.

Members' Cooperation with the IMO Questionnaire on "Provision of Reception Facilities" sought

As introduced in the September 1983 issue of the journal (page 7 onward), the issue related to "provision of reception facilities for residues of tank pumping & washing waters" has been considered by the parties concerned on various occasions. The Maritime Environment Protection Committee of IMO is planning to evaluate the current situation by circulating a questionnaire. It is requested that IAPH members offer their active participation in the IMO's effort to assess the world situation. Reproduced on page 8 is the format of the questionnaire.

QUESTIONNAIRE* ON FACILITIES IN PORTS FOR THE RECEPTION OF OILY WASTES FROM SHIPS

Country: Port:

	Yes**	No**	Information not available**
1. Can facilities in the port accept:			
— dirty ballast water:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— tank washings (slops):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— oily mixtures containing chemicals:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— scale and sludge from tanker cleaning operations:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— oily bilge water:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— sludge from purification of fuel oil:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Whom to contact if reception facilities are needed:

Name of port authority:
or
Any other person or agency:
Address:
Telephone: Telex:

3. Are charges involved for the use of reception facilities:

	Yes**	No**
	<input type="checkbox"/>	<input type="checkbox"/>

4. Is advance notice required that facilities will be needed:

	hours	<input type="checkbox"/>
	

5. Are facilities planned or under construction for:

— dirty ballast water:	date available	<input type="checkbox"/>
— tank washings (slops):	date available	<input type="checkbox"/>
— oily mixtures containing chemicals:	date available	<input type="checkbox"/>
— scale and sludge from tanker cleaning operations:	date available	<input type="checkbox"/>
— oily bilge water:	date available	<input type="checkbox"/>
— sludge from purification of fuel oil:	date available	<input type="checkbox"/>

6. Are there any restrictions or limitations on the use of facilities:***
.....

* This questionnaire is to be completed for each port capable of handling ships other than tankers of 400 gross tonnage and above and/or tankers of 150 gross tonnage and above.

** Tick as appropriate

*** Please provide information on any restrictions or limitations on the use of facilities, e.g. size and type of ships, pumping rate limitations, quantity or quality restrictions, company ships only etc.

Mr. Thomas J. Thorley passes away at Long Beach

Sad news arrived at the Tokyo Head Office from the Port of Long Beach in the morning of February 13, 1984, informing us that Mr. Thomas J. Thorley had passed away at his Long Beach home recently.

The Association has expressed its condolences to the bereaved family, through the office of Mr. McJunkin, General Manager, Port of Long Beach, in the names of President Tozzoli, Secretary General Sato and Secretary General Emeritus Akiyama.

Mr. Thorley, while he was General Manager of the Port of Long Beach, served as the Chairman of the IAPH Finance Committee for the period 1974 – 1977.

When Mr. Thorley was appointed to take over from Mr. Bernard J. Caughlin as chairman in 1974, the committee had been endeavoring to draw up a new dues formula, according to which regular members would subscribe dues units with reference to a fixed tonnage formula instead of on a voluntary basis, as had been the case previously. The dues formula which Mr. Thorley and his committee members drafted in consultation with the Executive Committee and the Head Office was proposed to the 9th Conference in Singapore in 1975 and was duly adopted there. The newly applied dues formula resulted in the improvement of the Association's financial condition and was a significant factor in helping IAPH to financial independence, which the Association achieved six years later.

For his meritorious services to the Association, Mr. Thorley was elected as an honorary member at the 10th Conference in Houston in 1977, which turned out to be the last occasion on which he was able to participate in an IAPH gathering.



Mr. Thorley, with the IAPH banner behind him, chairs the Finance Committee (formerly called the Ways and Means Committee) in Auckland, New Zealand, April, 1974.

His career, as the News Release dated February 7, 1984 from the Port of Long Beach illustrates, is as follows:

Thomas J. Thorley, General Manager of the Port of Long Beach from 1969 to his retirement in 1977 recently passed away at his Long Beach home.

Thorley joined the Long Beach Harbor Department in 1946 after serving as a U.S. Navy Commander in World War II. He rose through the roles of Senior Harbor Engineer, Administrative Assistant and Assistant General Manager to assume the Port's top post.

Among his many activities, Thorley was Chairman of World Trade Week in Southern California in 1971, as well as serving as President of the California Association of Port Authorities and the Los Angeles-Long Beach Propeller Club.

Thorley was honored as 1976 Bronze Plaque recipient by the Foreign Trade Association, The Spirit of Life Award by the City of Hope and the Honorary Port Pilot Award by the Long Beach Harbor Commission.

During his more than three decades with the Harbor Department he was deeply involved in tideland studies of subsidence caused by oil extraction and remedial projects to stabilize the Port District. Major projects included a harborwide drainage system, installation of the first shore-based radar station in the Western hemisphere and construction of the largest waterfront grain elevator and largest deepwater tanker terminal in Southern California.

Tonnage handled during his tour as General Manager more than doubled. On his retirement, James H. McJunkin assumed the top spot at Long Beach but Thorley remained active in a number of Maritime organizations.

His widow Claire has requested that donations be made in his name to the Arthritis Foundation, 4311 Wilshire Blvd., Los Angeles, CA 90010.

Overall analysis of IAPH questionnaire returns under way

As of February 29, 1984, responses received by the Head Office to the two questionnaires that IAPH conducted last year totalled 116 and 75 respectively.

The first questionnaire was on the professional activities of IAPH members, and was circulated last August under the auspices of the Committee on Legal Protection of Port Interests, whose chairman is Mr. Andre Pages, France.

The second one was on the future course of action of IAPH. This was circulated last October under the auspices of IAPH's Three Wisemen's Committee, which comprises Messrs. Bastard, den Toom and Vleugels.

The Head Office is now compiling and analysing the responses from the members so that all the valuable comments and advice expressed in their replies can be presented to the forthcoming meeting of the Executive Committee in Glasgow in May, on which occasion the survey results will be given further evaluation.

The Secretary General expresses his sincere appreciation and thanks to those who were kind enough to respond to the questionnaire of IAPH, and at the same time encourages those who have not yet replied to the questionnaires to do so as soon as possible.

IAPH invited to attend 3rd African Ports Symposium

Mr. P.N. Njie, Secretary General, Port Management Association of West and Central Africa, has recently sent a letter to the Secretary General of IAPH inviting IAPH to participate in the 3rd African Ports Symposium scheduled to take place in Abidjan, Ivory Coast, in the first half of 1985.

In his letter of January 26, 1984, Mr. Njie comments that the African Ports Symposium is a professional event organized by the Port Management Association of West and Central Africa in collaboration with relevant international organizations, friendly governments and other port operators worldwide. The 1st African Ports Symposium took place in Doula, Cameroon in 1981, while the 2nd took place in Livreville, Gabon in 1982, on which occasion our former President, Mr. Paul Bastard, represented IAPH.

The symposium, Mr. Njie further explains, provides an

opportunity for executive from the 25 member ports of the Port Management Association to meet with their counterparts from other ports of the maritime world in order to deliberate upon issues of common interest and exchange experiences for the mutual development of our respective ports.

For the benefit of our members and readers, some background information on the African Ports Symposium and an outline of the work and achievements of the Port Management Association of West and Central Africa, supplied by Mr. Njie, the Secretary General of the Association, are introduced on page 36 of this issue.

Visitors

On February 13, 1984, Mr. John E. Savage, General Manager, Port Sales Division, the Port Auth. of NY & NJ, visited the head office to meet Mr. T. Akiyama, Secretary-General Emeritus, and Dr. Hajime Sato, Secretary-General, and his head office staff. Mr. Savage, currently in charge of the Port Sales Division, had been involved in IAPH-related matters until recently. He was in Tokyo, accompanying Mr. A. Sagner, Chairman of the Authority, to attend the Joint Presentation of the Ports of Tokyo and NY/NJ organized by the two ports as part of their annual programmes in connection with the sister ports affiliation entered in 1980. Mr. A.J. Tozzoli had been scheduled to be present at this presentation, but he had to cancel his visit due to urgent business requirements in New York.

* * * *

On February 21, 1984, Mr. Hans-Joachim Hoerenz, Chairman of the Board of "Hamburg Messe und Congress GmbH" and Mr. Joachim Dietrich, Head of the Exhibition Department, visited the Head Office and were met by Deputy Secretary General Kusaka and the other staff of the Head Office.

During the meeting at the Head Office, discussions centered around how the coordination work should progress to make "Portex '85" and the 14th IAPH Conference successful events, as they are intentionally scheduled to take place simultaneously in Hamburg May 1985 for the benefit of the participants.

In Hamburg, according to Mr. Hoerenz, a local organizing committee was established following the closure of the Vancouver Conference last year, with Mr. J. Rommerskirchen, Conference Vice-President of IAPH, serving as chairman. It has been meeting regularly to advance the preparations.

As a result of the meeting with the delegation of Hamburg Messe und Congress GmbH, a number of important points were confirmed for the continued coordination among the conference host, the City of Hamburg, Mr. Hoerenz's office and the Tokyo Head Office, and it was agreed that arrangements would be made to enable IAPH participants and those visitors to "Portex '85" to have easier access to both events.

Previous evening, a press conference was held by the Hamburg delegation at a Tokyo hotel for PR purposes of "SMM '84" Exhibition and Congress to be held in Hamburg, 25-29, 1984 and "Portex '85" due 7-10 May, 1985. From IAPH, Mr. Kondoh and Ms Takeda represented the Secretary General. The points emphasized at the press conference by Mr. Hoerenz are outlined on page 37.

Review of the 1969 International Convention on Civil Liability and of the 1971 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage

1. The International Conference on the Liability and Compensation for Damage in connection with the Carriage of Certain Substances by Sea from 30 April to 25 May 1984 will devote a part of its time to a review of the 1969 Civil Liability Convention for Oil Pollution Damage, and of the 1971 Fund Convention for Oil Pollution Damage.

2. The International Association of Ports and Harbors (IAPH) submits its position on a number of related matters in the following paragraphs.

3. New Limits of Liability and Global Compensation

3.1 Ports are, only too often, the victims of oil pollution damage. The cost of such damage, to ports as well as to other parties, is an incontestable part of the total cost of the maritime transportation of oil to the world community. It remains to be paid in full, whether the immediate victims are fairly compensated or not; whether the persons liable obtain partial or total coverage of their liabilities from insurance, mutual and guarantee funds; whether or not maritime freighting reflects these charges.

3.2 Recent marine accidents firmly point to the need to increase the present limits of liability very substantially. IAPH considers that there should be an upward revision of the global amount of compensation to at least \$250 million level, or equivalent level in SDR, (as has been suggested by several participants at recent sessions of the IMO Legal Committee).

4. Procedures for Up-Dating the Limitation Amounts

4.1 The IAPH is strongly in favour of simplified and

accelerated procedures for updating the limitation amounts, as often as justified.

4.2 IAPH suggests that the revision process should be carried out every 5 years, the period to run from the date of deposit of the instrument (of ratification), with the Secretary-General of the International Maritime Organization, for acceptance by member States and at such lesser intervals as determined by the wishes of a specified number of parties to the Convention.

4.3 As much as a new revision procedure may be accelerated, its implementation and the adoption of the new limits will take a lot of time, during which the SDR is likely to decrease in value, as past experience has shown. The limit adjustment process will need to be sufficiently flexible to allow for that situation.

5. Urgent Need of Fair Compensation for the Victims of Damage

5.1 IAPH understands that a prime objective of the proposed Convention will be to provide damage victims with reasonable and rapid compensation. It could be supposed, for example, that a compulsory insurance provision has been included for that purpose. Given, therefore, that the circumstances of accidents and damage will invariably involve interests other than those of the shipowner, care should be taken to ensure that provision in the Convention of grounds for exoneration of liability do not inhibit the rapid compensation of victims.

5.2 Provisions such as those currently included in Articles III (2)(c) of the 1969 Civil Liability Convention should not be included in the proposed Convention on the grounds that it is always open to the shipowner to take recourse action at a later stage. Compensation of victims, be they port authorities, public or private entities, citizens or other vessels, should not await or be dependent on the result of possible lengthy and involved prejudicial actions.

6. Definition of the Liable Person and Regime of Liability

6.1 From the practical and equity point of view, the cost of such damage has to be assumed by the ship operators and by the compensation fund, since they are the ones who play an active role in maritime transportation and who are best able to take the necessary precautions and to master the risks on the basis of a regime of strict liability.

Membership Notes

Change

According to a recent communication from Chittagong Port Authority, Bangladesh, dated February 27, 1984, Mr. Nurul Momen Khan has been appointed by the Government as the chairman of the Authority, taking over the office vacated by Mr. Mahmud-ul Islam. Mr. Khan will also serve as the IAPH Director for Bangladesh.

Consideration of an International Convention on Liability and Compensation in Connection with the Carriage of Noxious and Hazardous Substances by Sea

1. The International Conference on the Liability and Compensation for Damage in connection with the Carriage of Certain Substances by Sea from 30 April to 25 May 1984 will devote a part of its time to the consideration of a new International Convention dealing with the liability and compensation in connection with the carriage of noxious and hazardous substances by sea.

2. The International Association of Ports and Harbors (IAPH) submits its position on a number of related matters in the following paragraphs.

3. Urgent Need of Fair Compensation for the Victims of Damage

3.1 The carriage of noxious and hazardous substances by sea is on the increase. There is little doubt that the consequences, including damage potential of marine accidents involving vessels engaged in this traffic, can be very much more severe than might be experienced as a result of an "oil pollution" incident.

3.2 IAPH understands that a prime objective of the proposed Convention will be to provide damage victims with reasonable and rapid compensation. It could be supposed, for example, that a compulsory insurance provision has been included for that purpose. Given, therefore, that the circumstances of accidents and damage will invariably involve interests other than those of the shipowner, care should be taken to ensure that provision in the Convention of grounds for exoneration of liability do not inhibit the rapid compensation of victims.

3.3 Provisions such as those currently included in Articles III (2)(c) of the 1969 Civil Liability Convention should not be included in the proposed Convention on the grounds that it is always open to the shipowner and to the shipper to take recourse action at a later stage. Compensation of victims, be they port authorities, public or private entities, citizens or other vessels, should not await or be dependent on the result of possible lengthy and involved prejudicial actions.

4. The Level of Compensation

4.1 Whilst very large vessels are engaged in the transportation of liquified natural gas (commonly in 120,000 dwt tankers), the traffic in noxious and hazardous substances is generally conducted by small vessels. It is not possible to relate the severity of the damage potential directly to the vessel's size. The margin between minimum and maximum limitation levels should, therefore, be very slight.

4.2 These levels, moreover, should be substantially in excess of those agreed for inclusion in the 1976 Convention on the Limitation of Maritime Claims. Sums in the order of \$15 million (or the equivalent in SDR) as a minimum

liability for small vessels, whatever the floor tonnage to be defined, and \$250 million (or the equivalent in SDR) as an upper level are not unreasonable.

4.3 The intention to apply the proposed Convention to the carriage only of the most dangerous substances suggests that there will be fewer risk areas and a greater capacity of compensation proposed by IAPH.

5. Procedure for Updating the Limitation Amounts

5.1 The IAPH is strongly in favour of simplified and accelerated procedures for updating the limitation amounts, as often as may be justified.

5.2 IAPH suggests that the revision process should be carried out every 5 years, the period to run from the date of deposit of the instrument (of ratification) with the Secretary-General of the International Maritime Organization, for acceptance by member States, and at such lesser intervals as determined by the wishes of a specified number of parties to the Convention.

5.3 As much as a new revision procedure may be accelerated, its implementation and the adoption of the new limits will take a lot of time, during which the SDR is likely to decrease in value, as past experience has shown. The limit adjustment process will need to be sufficiently flexible to allow for that situation.

6. Definition of the Liable Person and Regime of Liability

6.1 Since the burden of liability remains to be shared out by the Convention amongst shipowners and shippers, it is necessary, in all cases, that the persons jointly liable be so defined as to be clearly recognisable and that all liability be covered by compulsory insurance.

Working Group Report Summary —

(Continued from page 13)

11. The safety record for chemical tankers is excellent and endorses the view that no significant change is necessary to the existing codes and procedures. No clear or compelling need could be seen for additional regulation.

12. Any future requirements applicable to the carriage of chemicals in chemical tankers should, wherever appropriate, be incorporated in the International Bulk Chemical Code.

The Chemical and shipping industries have been very mindful of the necessity of maintaining safe systems of work throughout their operation and their efforts have resulted in a good record. The industries concerned will continue to make improvements where these are necessary in order to improve their good record.

IMO Report by Mr. A.J. Smith

IMO Sub-Committee on Fire Protection

The Sub-Committee on Fire Protection held its twenty-ninth session from 6 – 10 February 1984 under the Chairmanship of Mr. A. van der Woulden (Netherlands). The Session was attended by thirty-four representatives from Member States and nine observers from non-governmental organizations, including IAPH.

Subject matter dealt with was of course expressly related to ship safety and had a high technical content. The relationship of ship safety to the safety of the port, however is very close. It was important therefore to establish that relationship with an IAPH presence.

The Sub-Committee included the following matters within their week-long discussions:—

Standards and Guidelines related to venting, purging, and gas-freeing in tankers

Standards for inert gas systems

Guidelines for oil tankers not fitted with inert gas systems

Analysis of fire casualty records

Fire test procedures

Exchange of research results on smoke control

Implementation and interpretation of SOLAS, Chapter II-2

IAPH members will particularly want to be brought up to date on the progress of discussion of the inter-industry Group's report on the use of inert gas systems in chemical tankers. It will be remembered that IAPH, together with ICS and OCIMF had undertaken to submit the report to IMO by the end of 1983. That was achieved. A specially commissioned risk analysis was also submitted.

Understandably, the Sub-Committee had too little time in which to examine and assess the documentation and it

was therefore agreed that the joint ad hoc group should meet during the next two sessions of the Sub-Committee on Bulk Chemicals with a view towards completion during the thirtieth session of the Sub-Committee on Fire Protection in 1985.

The Members of the Sub-Committees on Fire Protection and on Bulk Chemicals were invited to submit their comments as soon as possible on the report of the inter-industry group.

IAPH Members will also be interested in an element of the discussion which took place on guidelines for oil tankers not fitted with inert gas systems. The issue in question was the acceptability of the detail of Chapters 8, 9 and 10 of the revised "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" submitted to IMO's Maritime Safety Committee by ICS, OCIMF and IAPH.

The concern of the Norwegian delegation was in regard to the reference to washing in an uncontrolled atmosphere. The Norwegian delegation felt very strongly that the practice should not be allowed since it had resulted in several severe accidents.

Note was taken that the revised ISGOTT was aimed at helping ship and terminal operators to maintain a safe standard of operation and procedures in the handling of petroleum products. The Guidelines under reference however were addressed to the administrations of Member States. It was decided that more comments were needed before the subject could be resolved. The matter is to be finalised at the next session.

The Sub-Committee noted that the Committee had not yet allocated meeting weeks to the Sub-Committee, but if one session is envisaged for it in 1985, this should be held early in 1985, so that matters of urgency which have to be submitted to the fourteenth Assembly can be communicated in good time for consideration by the Committee.

Summary of a Report by the Shipping, Chemical, Port and Storage Industries into Fire Prevention in Cargo Tanks of Chemical Tankers

Background

At the 1974 SOLAS Conference, for the first time regulations were passed which required the use of an inert gas system to be installed in new tankers of 100,000 dwt and above (Regulations II-2/60 and 62 of SOLAS 74). As a result of further serious oil tanker casualties, the 1978 Tanker Safety and Pollution Prevention Conference was convened and this tonnage requirement was reduced from 100,000 dwt to 20,000 dwt.

Doubt has been expressed, however, whether it was intended that these provisions should be applied to chemical tankers. The IMO Publication (Ref. 1) stated:—

"The Conference (TSPP) was called upon to strengthen these earlier Conventions (i.e. SOLAS 1974 AND MARPOL 1973) in order to provide more

effective regulatory regimes for oil tankers, particularly in the light of a number of serious tanker casualties experienced since the Conventions were adopted by International Conferences in 1973 and 1974."

Furthermore, the United States of America stated (FP XXIII/8):—

"From the discussions at MSC it was clear, however, that the implications of the TSPP inert gas requirements on chemical tankers were not fully considered at the time the '78 Protocol was drafted."

Additionally a document MSC/MEPC/10 Annex XX presented by the IMO Secretariat at the TSPP Conference and titled "Main arguments put forward in favour or against inert gas systems" referred only to crude oil tankers and

product tankers.

The 1974 SOLAS Conference was concerned inter alia with fire hazards. Had the Convention been intended to address the requirements for carriage of chemicals, then due consideration and mention would have had to be made of all hazards, not only that of fire. Equally, some instruction would have been necessary to amend the already existing Bulk Chemical Code (BCH Code) in order to reflect this requirement. There is no mention of toxic hazards in either SOLAS 74 or its 1978 Protocol which would have been essential if chemicals were under consideration. In 1974 the inert gas regulations did not concern chemical tanker owners as all chemical tankers were substantially below the stipulated tonnage limits. However, the 1978 reduction in tonnage limits effectively meant that new chemical tankers of 20,000 tonnes deadweight and above would be subject to the inert gas requirements.

In particular the following phrase from Regulation II-2/55 of SOLAS 74:

"... shall apply to tankers carrying crude oil and petroleum products having a flash point not exceeding 60°C... and other liquids having a similar fire hazard."

was deemed, by some, to be a direct reference to chemicals.

2. AGREES that compliance with additional provisions which will be contained in the final requirements should not be required to be applied to ships the keel of which is laid before the date of coming into force of the final requirements.

In the meantime, at the IMO Bulk Chemicals Subcommittee meeting (BCH VIII) in October, 1980, a report put forward by the USA (BCH VIII/13) called for "a comprehensive study of the problem which begins by studying the need for improved protection."

The Industry supported the US proposal and, in a paper submitted to the Maritime Safety Committee (MSC XLIX/10/1), recommended that. —

"... substantial studies must be undertaken (by Administrations and Industry) into all aspects of the use of Inert Gas Systems on chemical tankers, and the reports of the studies should be submitted to IMO so that an enlightened final solution acceptable to all can then be developed."

The MSC accepted this recommendation and an Inter-industry Working Group was subsequently established whose membership was comprised of the following Organizations: —

International Chamber of Shipping (ICS)
Council of European Federation of Chemical Industries (CEFIC)
Oil Companies International Marine Forum (OCIMF)
International Association of Ports & Harbors (IAPH)
Independent Tank Storage Association (ITSA)
Chemical Carriers Association (CCA)

An agreed programme of work for the industrial studies was submitted to and accepted by BCH IX in August, 1981 for completion at the end of 1983.

The terms of reference of the Inter-industry Working Group were devised with the aim of assisting IMO in achieving the objective of Resolution A. 473 (XII) also taking into account the need to establish other alternatives for achieving equivalent protection against fire and explosion.

The Group considered all aspects including the need for improved fire prevention, the suitability of available inert gas systems and all other aspects to ensure a safe system of work for all products listed in Chapters 6 and 7 of the BCH Code. The Group's findings are recorded in this report.

Conclusion

From the evidence available to the Inter-industry Working Group, the following conclusions have been drawn:

1. Existing design codes and operational guidelines for the carriage of all chemicals (listed in Chapters 6 and 7 of the BCH Code on chemical tankers already provide for a safe system of work which includes a fire prevention system. This system meets the standards adopted in industries including the engineering, chemical and shipping industries and is accepted universally by regulatory bodies. This fire prevention system should be considered equivalent to the requirements of the 1974 SOLAS (Convention by virtue of Regulation 5 of Chapter 1.)
2. The BCH Code already provides for the use of nitrogen for those chemicals which have significant ignition hazards. The Code is capable of amendment as the situation requires but an extension of the inerting requirement would necessitate a fundamental review.
3. There are substantial differences between the operations performed in handling flammable liquids on chemical and oil tankers and the risks cannot be considered equivalent.
4. The static electricity produced during water washing of ship's tanks built to the Code is below that which is considered hazardous.
5. Inert gas from boiler flue or oil fired equipment is totally unacceptable for use with all chemicals carried in chemical tankers due to its effect on the quality of the product. Nitrogen from membrane or swing adsorption system may be unacceptable for certain food chemicals.
6. The use of pure nitrogen, is acceptable on quality grounds only for those products which do not require the presence of oxygen for polymer inhibition purposes. If nitrogen is used on some of these monomers by mistake a very serious situation could arise.
7. The marketing of chemicals is a complex operation which is very dependent upon quality criteria and customers particular requirement. Interference with this marketing operation would have serious economic consequences.
8. A general requirement to provide an onboard inert gas facility will complicate an already onerous ship operation without decreasing any overall risk to the crew. Indeed, it is submitted that, the more complicated the onboard situation is made, the greater will be the hazard and hence the greater the risk to the crew and ship.
9. While recognizing the advantages of nitrogen in certain situation, the Group believe that the extensive use of nitrogen would increase the overall risks to the crew and ship.
10. The considerable cost involved in providing pure nitrogen, for all operations would be detrimental to the commercial position of both the shipping and chemical industries.

(Turn back to page 11)

Report on the Seminar on Port Statistics

by Mr. D. Nunkoo,
Mauritius Marine Authority

(Report on Port Training by Recipient of IAPH Bursary Scheme: The Seminar was held in Marseille, April, 1983)

1. Background

A. Need for assistance in Port Statistics

In 1977, an official request was made from the President of the Ministerial Conference of West and Central African States on Maritime Transport to the United Nations Organisations (UNO) to assist the Port Management Association of East Africa (PMAEA) in the implementation of a project on a uniform system of port statistics in all ports of the East, West and neighbouring regions of Africa.

B. UNCTAD Project on Port Statistics

As a result, the United Nations Development Programme agreed to finance a project to be executed by United Nations Conference on Trade and Development (UNCTAD) in association with the Economic Commission for Africa (ECA).

The project which was of a duration of 2½ years was known as "Modernisation and Harmonisation of Port Statistics" and was given the code no. "Raf 78/011" for countries of the West and Central Africa and "Raf 80/023" for countries of East Africa and the Indian Ocean.

C. The Objectives of the Project

The objectives of this project are namely:—

(i) To develop an adequate and efficient system of port statistics and performance indicators which are of vital importance. This would enable port organisations to identify their problems areas in time and to propose preventive measures;

(ii) The establishment of a permanent unit in each port which would be capable of compiling statistics required for operational and planning purposes;

(iii) To give training to the middle level management staff in the compilation and processing of statistical information;

(iv) To harmonise statistical information and to present common performance indicators in all ports of the sub-region;

(v) To allow the development of a set of performance indicators for monitoring port activities;

(vi) It is a system developed for implementation by a central statistical cell or department; the input information has to be supplied by organisations or firms which are either external or belong to the port authority, i.e. stevedoring companies, cargo handling firms, harbour master's office, ship's agents, and many other port-related bodies disposing of port operational information; and

(vii) This system is meant to record a maximum amount of data — concept of bank data. However, these data are analysed whenever a specific request is put forward.

D. Conclusion

The final stage of this project has been reached and consequently, the Seminar at the Port of Marseille was organised to evaluate the implementation of the project and given further formation to Liaison Officers to enable them to head a centralised statistical cell in a port.

2. The Seminar at the Port of Marseille and its Objectives

A. The Seminar

As a consequence of the project of UNCTAD on Harmonisation and Modernisation of port statistics a seminar was held at the Port of Marseille, France under the joint patronage of United Nations Conference on Trade and Development (UNCTAD) and the Port of Marseille (PAM) through the Institute of Formation and Exchange in Port Matters (IFEP) from Monday 18th to Friday 29th of April 1983 on Port Statistics.

B. The Objectives

The main objectives of the Seminar were:—

(i) To study the method to be used in developing a statistical system, i.e. the methodology for the conception of a statistical system using modern pedagogic methods.

(ii) To give further training to participants of the previous Seminars, i.e. during the first Seminar training was given on statistical definitions, port operations, designs of forms, method to collect, process and present data and the study of port data to be collected by all ports, etc. whereas the intention of the Seminar at Marseille was to give the Liaison Officers of the different ports the necessary additional formation to head a centralised statistical unit.

(iii) To evaluate through the analysis of results obtained from countries where the UNCTAD system of statistics has been successfully implemented the pros and cons of the system and difficulties that are likely to crop up during implementation and to find possible remedies to the problems according to experience gained.

(iv) To evaluate the level of understanding of the operational and planning aspect of the port mechanism through the system of statistics developed in a manual by UNCTAD where emphasis had been laid on definitions and the methodology of collecting information on the chain of operations starting from the signalling of a ship call in a port to its departure from the port.

(v) To give the opportunity to participants who have already implemented the statistical scheme to expose the method and to comment on the results using audio visual method and to show the utility of indicators calculated.

3. Main themes discussed and analysed during the Seminar

(i) A detailed study of the various factors involved in the functioning of a port;

(ii) The various elements constituting a statistical system;

(iii) The methodology of developing a statistical system;

(iv) The importance of statistics for financial and planning purposes;

(v) The study of a statistical system to register information on the operational aspect from the time a vessel announces its call till it leaves the port; and

(vi) Participants were given the opportunity to present the statistical system in their port using actual figures and with the help of the Audio Visual System.

3A. Broad outline of each of the main themes analysed

(i) Detailed study of the various factors involved in the functioning of a port

a. Definition of a port, b. The function of a port, and c. The role of economic agents commonly known as

port actors in relation to receiving a vessel for loading/unloading operations.

d. The organisational structure of a port with a bearing on efficiency and rentability.

e. Statistics as a tool for analysis and decision making.

(ii) The various elements of a statistical system in a port

a. Definitions.

b. The notion of a closed box containing a multitude of information.

c. The study of different factors involved in the running of a port to be recorded in a statistical system.

d. The methods used for the recording of a flow of information in relation to its objectives.

(iii) The methodology in developing a statistical system in a port

a. The study of information which are required.

b. Analysis of information required.

c. The organisation of the method of collecting data.

(iv) The importance of statistics for financial and planning purposes

a. Users of statistics, namely:—

(i) Cargo handling services (traffic side);

(ii) Commercial services;

(iii) Financial & Planning services; and

(iv) Managerial services.

The use of statistics by an economic and financial services, i.e.:—

(i) To analyse port activities and to inform management of changes and the reasons for these changes;

(ii) To analyse general consequences and financial situation in the short term;

(iii) To elaborate on forecast of activities;

(iv) To determine a financial policy in respect of equipment requirements and manpower planning.

(v) To study the various aspects of the traffic section.

(v) The study of a statistical system to register information on the operational aspect from the time a vessel announces its call till it leaves the port

(i) Study of the different services in a port;

(ii) Study of the operational aspect of a port;

(iii) Study of the principles of an information unit;

(iv) Study of systems of information; and

(v) Study of decision making systems.

(vi) Participants were given the opportunity to present the statistical system in their port

Participants from Mauritius, Madagascar and Togo were requested to prepare a two hour lecture on the system of port statistics in their respective ports. As far as Mauritius was concerned, a lecture was prepared on the method of collection and presentation of port data. Explanations were also given on the use of the data collected. An analysis of all container vessels calling at Port Louis for the month of February 1983 was made and an average calculated. The following information were recorded:—

(i) Name of ship; (ii) Gross Registered Tonnage; (iii) Waiting time for berth (hours); (iv) Service time at berth (hours); Tons ship hour at berth; (v) Tons Gang hour (Gross), (Nett); and (vi) % Gang idle time.

It was pointed out how these information could be used for two purposes namely:—

(i) A financial indicator; and (ii) A measurement of port productivity.

Conclusions

Apart from the statistical system that has been developed, the Seminar at the Port of Marseille was exhaustively rich in the formation of the Port Statistician as the sessions were centred around the organisational structure of a port, the role of port operators, port users, the services offered by a port, planning and finance. Actually the Seminar gave the opportunity to participants who had been working on UNCTAD project on Modernisation and Harmonisation of Port Statistics to understand in more detail the port industry. The Mauritius Marine Authority thanks the I.A.P.H. for the financing of Mr. D. Nunkoo to participate in the Seminar.

★ WEST HARBOUR ★

SWEDEN

DESIGNED FOR CONTAINER AND RORO HANDLING

TERMINAL AREA 160,000 SQ.M • QUAYAGE 1,000 M • WATER DEPTH 13 M

!!! STARTING OPERATIONS SEPTEMBER 1984 !!!



PORT OF HELSINGBORG

— transport centre of the future —



P.O.BOX 1434 S-251 14 HELSINGBORG SWEDEN TEL 042-10 63 00 TELEX 72215

Port Releases:

Cameroon National Ports

(Extracts from "Annual Report 1982, Cameroon National Ports Authority")

General introduction

1. For the National Ports Authority, the year 1982 has been characterized by commendable financial results, a satisfactory increase in cargo traffic and the continuation of our investment programme initiated in a bid to meet with shipping requirements and the new trends of traffic.
2. Financially, and notwithstanding the pervasive downturn of the world economy marked by recession and inflation, the Cameroon National Ports Authority has striven to maintain a sound financial situation, with a net benefit of 163 millions CFA francs, so confirming the results of last year when + 81 millions were registered as against - 407 millions in 1979/1980. Noteworthy however would be the persisting high tension in the treasury, due to the high cost of the US dollar, with its ill effects on our loan.
3. Concerning port activities, the traffic growth has been this year on the up-grade by + 7.85 per cent recording the same rate as in 1980, after a decline in 1981 with only + 4.59 per cent.
4. Thus in the course of the year 1982, the total sea borne traffic passing through our ports has been 4,048,790 tons as against 3,753,933 tons in 1981 year, up by 294,857 tons over last year figures.
5. Foreign traffic accounts for 4,029,096 tons, thus registering a difference in tonnage of 295,127 tons as compared to the 3,753,383 tons of 1981 or + 7.92 per cent. Imports are up by 295,134 tons or + 11.29 per cent as they rose from 2,615,127 tons last year to 2,910,261 tons this year; as for exports they record an insignificant increase of 579 tons or + 0.05 per cent, from 1,118,218 tons in 1981 to 1,118,835 tons in 1982.
6. With a total of 3,852,975 tons, Douala port accounts for 95.6% of the total traffic of our ports. The traffic of Kribi port is up by 14,684 tons or + 8.80 per cent, as it rises from 165,152 tons in 1981 to 179,684 tons in 1982. The traffic of Limbe/Tiko declines by 11,545 tons or - 46.98 per cent from 24,576 tons in 1981 to 13,031 tons this year. As for Garoua, its traffic decreases tremendously from 10,138 tons in 1981 to 3,100 tons in 1982, down by 69.42%.
7. It is worth mentioning that the increase in the volume of cargo handled through our ports in the course of this year has samely lead to the increase in the number of vessels, with a total of 1,354 as against, 1,313 during the previous year, up by 41 vessels or 3.12%.
8. As in the previous years, the container and roll-on/roll-off traffic has recorded remarkable performances with 49,931 boxes this year as against 45,403 boxes last year. The corresponding tonnage is 643,693 tons

in 1982 for 553,056 tons in 1981. The rates recorded were up by 16.38 per cent in volume and 9.97 per cent in the number of boxes. It should however be noted that these rates lie under the 1980/1981 levels which were respectively 34.56 per cent in tonnage and 28.39 per cent for the number of boxes.

9. As concerns the equipment, it is worth noticing that our investment programme is well underway. A good number of projects are completed by now, others are scheduled for completion in the short, mid and long term with a view to boosting the capacity and quality of our foreign trade.
10. So, with full completion of the first phase of the extension works of Douala port, additional projects have since then carried out in relation with the various trends of the traffic.
11. Among these, are the projects of the creation of deep sea ports in Cape Limboh, west of Limbe and in the region of Rocher-du-Loup, south of Kribi. Regarding the project of Cape Limboh, studies for the creation of a deep sea port around the premises of the Sonara refinery are fully completed by now. As concerns the Rocher-du-Loup project, studies for the creation of this port at a site to be determined between Grand-Batanga and Rocher-du-Loup are half-way through, as decisions concerning the choice of the final site are still awaited.

Cargo throughput handled at Cameroonian Ports (Foreign and domestic traffics)

During the year 1981

	Douala/ Bonaberi	Kribi	Limbe/ Tiko	Garoua	Total
Foreign traffic	3,533,499	165,170	24,576	10,138	3,733,383
Domestic and fish traffic	20,550				20,550
Total	3,554,049	165,170	24,576	10,138	3,753,933

During the year 1982

	Douala/ Bonaberi	Kribi	Limbe/ Tiko	Garoua	Total
Foreign traffic	3,833,281	179,684	13,031	3,100	4,029,096
Domestic and fish traffic	19,694				19,694
Total	3,852,975	179,684	13,031	3,100	4,048,790

Number of vessels entered at Our Ports (Foreign trade)

	Years		
	1980	1981	1982
Douala/Bonaberi	1,190	1,194	1,250
Kribi	133	93	91
Limbe/Tiko	35	23	12
Garoua	1	3	1
Total	1,359	1,313	1,354

Clydeport

Clydeport encompasses 450 square miles of the river Clyde, its estuary and sea lochs; a deep and sheltered natural harbour containing port facilities which are among the finest in Western Europe.

Within Clydeport, the world's largest tankers, bulk carriers and containerships can navigate easily and safely to modern terminals which provide for them the fastest possible turnaround.

And the Clyde Port Authority also operates a range of efficient cargo-handling facilities for smaller bulk carriers, break-bulk traffic and coastwise ro/ro vessels.

When the river was first developed as a major port, activity was concentrated in Glasgow, then the second city of the Empire and Scotland's industrial capital. In recent times, as ships have outgrown the city docks complex, Clydeport has switched its resources to capitalize on the deep-water potential of the lower reaches and the estuary.

Since Clydeport was created in 1966 it has aptly demonstrated its readiness and ability to adapt quickly to meet the changing needs of the many industries which it serves.

With superb special-purpose facilities and an experienced workforce, Clydeport is well able to handle all sizes and types of vessels and cargoes.

VLCCs of up to 350,000 dwt. can be accommodated at the iron ore/coal terminal at **Hunterston**, on the Ayrshire coast, where the British Steel Corporation imports raw materials for the Scottish steelworks.

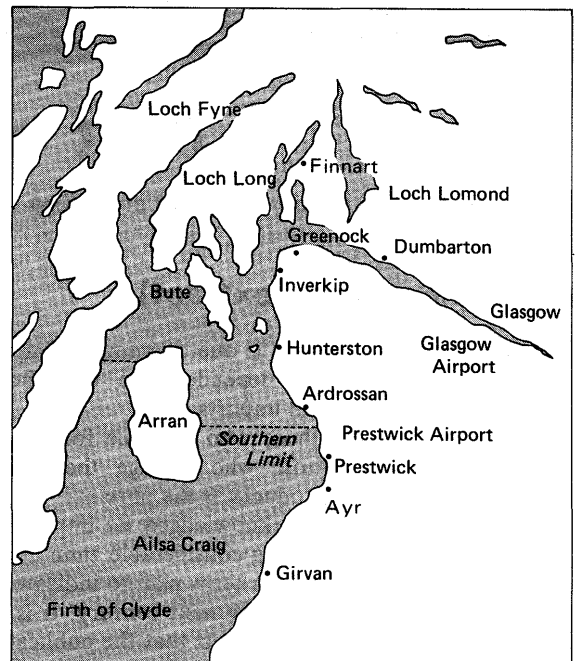
Outloaders are also provided for the transshipment of ore and coal.

Tankers of even greater tonnage are handled at BP's **Finnart terminal**, on Loch Long, which is linked by a two-way pipeline across Scotland to Grangemouth Refinery carrying imported crude and North Sea Oil for export. Sheltered deep-water anchorages off the island of Bute are also used from time to time for lightening very large tankers which cannot enter continental ports fully laden.

Smaller tankers ply to an oil berth at **Ardrossan Harbour**, adjacent to a Shell refinery; with fuel oil to the S.S.E.B.'s Inverkip Power Station; and with refined products to a storage farm at Bowling, on the upper reaches of the river.

Dry bulk cargoes are handled at a number of special-purpose facilities in addition to the Hunterston terminal. Grain for distilling and various seeds and beans for oil extraction and animal feed are imported through **Meadowside Granary** in Glasgow, one of Europe's largest grain stores, with a capacity of 176,000 tonnes. Also in Glasgow, **Rothsay Dock** is specially equipped to handle coal, minerals and scrap metal in bulk. There is a bulk sugar facility in **James Watt Dock**, Greenock, for the local refineries and, at Ardrossan Harbour, certain chemical substances used by industries in North Ayrshire are imported in bulk.

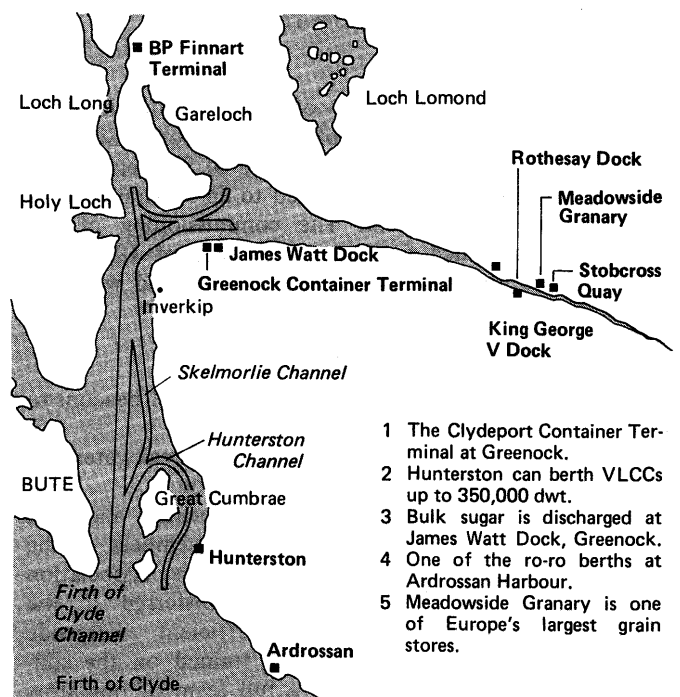
With the advent of containerization in the early sixties, Clydeport established a purpose-built terminal at Greenock, the envy of many other ports because of its deep water which allows the very largest containerships to berth or sail regardless of the state of the tide. With three transporter cranes and an abundance of straddle carriers in the extensive back-up area, the **Clydeport Container Terminal** provides a really fast turnaround for ships. And boxes speed their way to and from an adjacent Freightliner railhead.



Coastal services with containers and unit loads on trailers are catered for at Ardrossan Harbour which has two ro-ro berths.

Break-bulk traffic is now concentrated on **King George V Dock**, in Glasgow, which has adequate cranes and transit sheds and berths with extra-wide quays to handle all types of general cargo. The adjoining **Sheildhall Riverside Quay** provides additional berthage for break-bulk shipments and, in addition, it is specially equipped to handle steel coils and strip for export.

Services provided by Clyde Port Authority and its subsidiaries include warehousing, container stuffing and data processing.



Port of Geelong

(Extracts from "Annual Report 1982, Port of Geelong Authority")

Chairman's report (extract)

The total maritime industry is one of immense importance to an island continent dependent on water-borne transport for both exports and imports.

The vital link between those who produce for export, those who import and those who arrange the various facets of the movement of products, is the port.

The Port of Geelong has acknowledged its importance in this national role by devoting considerable time during 1982 to the refinement of a long term plan to indicate the nature of its development into the next century. It is the belief of the administrators of the Port that the publication of this Plan in early 1983 will give all sectors of maritime activity a clear indication of the wide diversity of services the Port of Geelong will be able to provide. Users of the Port, and potential users, have been invited to discuss their particular requirements so that the Port can plan to develop in the way industry requires.

Container Berth in Operation

The 1981 Annual Report referred to the completion of Corio Container Terminal. The first vessel to use the wharf and crane was the 'Melbourne Express' when it engaged in container exchange in January 1982.

Progressively through the year a slow but firm development of container traffic has been achieved. To support further container developments the Authority continued to purchase land adjacent to the Terminal.

Dry Bulk Cargo Unloader

A practical demonstration of the port development programme was the placing of an order for a Siwertell dry bulk unloader to be manufactured in Sweden, assembled on Lascelles Wharf, and linked to an Australian-built enclosed conveyor system. The commissioning of the equipment, scheduled for the second half of 1983, will eliminate the dust problem currently associated with dry bulk unloading.

Additional Operational Activities

A further stage in the conversion of channel beacons to solar power was completed during 1982.

In May a test section of a floating tyre breakwater was anchored north of Yarra Pier for a trial period.

The dolphin upgrading program at Refinery Pier was commenced. Port employees who were members of the Federated Engine Drivers' and Firemen's Association and the Transport Workers' Union transferred to the Waterside Workers' Federation. Sufficient Waterside Workers' Federation personnel were trained on the container crane operation to ensure a full team of operators

would always be available.

A replacement survey launch was ordered and on delivery will be fitted with hydrographic survey equipment.

Port Trade

Total port trade including imports and exports rose from 6,434,528 tonnes to 7,026,831 tonnes — an increase of 9.2%. The increase was achieved primarily through greater crude oil imports.

Gordon D. Murray
Chairman

Revenue statement

for the year ended 31st December 1982

	1982 000\$	1981 000\$
Revenue from		
Cargoes	5,611	3,321
Ships	1,543	987
Stevedoring	1,890	1,152
Other Port Services	361	434
Rippleside Ship Repairs	804	738
Rents	306	264
Miscellaneous	17	19
	<u>10,535</u>	<u>6,918</u>
Expenses for		
All Port Operations	2,707	1,469
Rippleside Ship Repairs	541	493
Administration	2,594	2,322
Maintenance	417	426
Depreciation and Amortization	1,389	789
Interest	61	64
	<u>7,712</u>	<u>5,566</u>
Net Profit from Operations	2,822	1,351
Investment Income	1,515	1,161
Net Profit before Extraordinary Items	4,338	2,513
Extraordinary Items	(182)	8
Net Profit for Year	<u>4,156</u>	<u>2,522</u>

Balance sheet

as at 31st December 1982

	1982 000\$	1981 000\$
Funds of the Authority		
Endowments — (Capital)	5,829	5,721
General Reserve	11,706	10,983
Net Revenue Account	17,880	14,668

Sinking Fund	—	139	Long Service Leave	299	376
Port Development Reserve Fund	7,368	7,007	Annual Leave	179	225
Total Funds	<u>42,784</u>	<u>38,519</u>	Loans	308	122
Represented by				<u>1,346</u>	<u>1,097</u>
Current Assets			Working Capital	<u>8,300</u>	<u>6,189</u>
Bank and Imprest Accounts	5	26	Non Current Assets		
Investments — Reserve Fund			Fixed Assets	32,086	29,919
Investments	5,605	4,873	Investments — Reserve Fund		
— Other Investments	2,546	1,395	Investments	1,597	2,273
Accounts Receivable	1,003	776	— Other Investments	488	—
Prepayments and Accruals	372	129	Other Deposits	1,081	1,242
Stores — at Cost	86	84		<u>35,253</u>	<u>33,436</u>
Other Deposits	27	—		<u>43,553</u>	<u>39,625</u>
	<u>9,646</u>	<u>7,286</u>	Less		
Less			Non-Current Liabilities		
Current Liabilities			Loans	670	991
Bank Overdraft	7	—	Long Service Leave	99	114
Accounts Payable and Accruals	552	342		<u>769</u>	<u>1,105</u>
Deposits, Retentions and Options	—	32	Net Assets	<u>42,784</u>	<u>38,519</u>

Port of Townsville

(Extracts from "Annual Financial Report and Cargo Statistics 1982–1983, Townsville Harbour Board")

Chairman's Message (extract)

The year ended 30th June, 1983 has been a year of steady progress in spite of the general recession in the economy.

Trade through the port was 2,157,789 tonnes (imports 689,224 tonnes, exports 1,468,565 tonnes). This tonnage is a decrease of 3% on the tonnage of 2,231,146 for the previous year, but 2.5% above the tonnage for the year ended 30th June 1981.

The Harbour Fund shows a net profit for the year of \$1,437,075 after depreciation of \$617,898. Net redemption of loans is \$798,823 (\$180,925 above the depreciation). Part of the net profit is required to meet this \$180,925. The balance of the profit \$1,256,150 is available for replacement and improvements of assets.

In line with the Board's policy of keeping charges as low as possible, Harbour Dues on cargoes were increased by 5% during the year. Tonnage Rates on cargo vessels were maintained at the 1979 level.

It is pleasing to report that the very considerable effort by the Board to obtain direct container shipments from Townsville has continued to bear fruit. The North bound Asian shipping conference lines which include ESS, AJCL, NYK are making regular calls at Townsville and for the first time in many years Columbus Line have included Townsville in their service to the east coast of North America.

During the year the Board constructed new facilities in Ross River for the fishing fleet. The fleet was relocated to Ross River from Ross Creek in May. The lessening of congestion in Ross Creek will encourage the development of better class facilities by private enterprise for pleasure craft, charter boats and ferries.

Development continued and expenditure on major projects for the year was:—

Small Boat Harbours and Facilities	\$1,241,628
Administration	102,084
Workshops	388,791
Container Terminal	1,270,000
Relocate Molasses Terminal	1,601,200
New Road Eastern Breakwater	165,127

Major port users have shown faith in the future of the port by investing heavily in their facilities. Stage IIB of the Bulk Sugar Terminal has been completed. Costs to date amount to \$15.23 million. A new mineral bulk handling facility was completed by Mount Isa Mines Limited during the year and officially opened by The Honourable the Premier Mr. J. Bjelke-Petersen on 17th May 1983. Total cost \$11.8 million.

The year's success has been due to the efforts and co-operation of Board Members, office and field staff, port users and contractors.

A. G. Field
Chairman

Balance Sheet

as at 30th June, 1983

	1983 \$'000	1982 \$'000
Accumulated Funds	15,820	14,281
Reserves		
Long Service Leave Sinking Fund	160	160
Assets Replacement Fund	30	
Special Loan Redemption Fund	264	397
Maintenance Reserve Fund	88	29
	<u>543</u>	<u>586</u>
	<u>\$16,364</u>	<u>\$14,868</u>
Represented by		
Current Assets & Investments		
Cash at Bank and on Hand	214	1,818
Term Deposits, S.T.M.M., Commercial		
Bills	1,922	2,869

Stores	71	51
Debtors	307	421
Prepayments		
	<u>2,517</u>	<u>5,161</u>
Deduct Current Liabilities		
Study Creditors	258	3,052
Contract & Sundry Deposits	17	8
	<u>276</u>	<u>3,061</u>
Working Capital	2,240	2,099
Fixed Assets		
Wharves	10,077	
Less Redemption Reserve	220	
	<u>9,857</u>	10,077
Lands & Tenanted Buildings	30,191	
Less Redemption Reserve & Advances	26,268	
	<u>3,922</u>	4,193
Small Boat Harbours & Facilities	462	242
Major Plant — Cranes	1,603	
Less Redemption Reserve	1,309	
	<u>294</u>	465
Dredging Plant	230	266
Workshops	56	73
Miscellaneous Plant	130	124
Electrical Distribution	96	72
Wharf Supervision	62	49
Store Facilities	3	3
Administration	645	569
Engineering	14	17
Fire Services	6	
Access Roads	17	19
Channels & Swing Basins	6,013	5,997
Parks, Gardens, Cleaning	7	14
Work-In-Progress	10,029	8,018
	<u>31,849</u>	<u>30,204</u>
Intangible Assets		
Relocate Molasses Terminal	1,374	1,543
	<u>33,223</u>	<u>31,747</u>
Deduct Long Term Liabilities		
Special Advances	2,731	
Less Redemption	1,529	
	<u>1,201</u>	1,365
Advance on Rental	4,339	4,878

Loans		
General	13,559	12,735
	<u>19,100</u>	<u>18,979</u>
	14,123	12,768
Accumulated Funds	<u>16,364</u>	<u>14,868</u>

Receipts and disbursements statement

for the year ended 30th June, 1983

Harbour Fund

	1983 \$'000	1982 \$'000
Balance 1st July	3,521	1,300
Receipts		
Harbour Dues	3,584	3,434
Tonnage Rates	826	862
Channel Development Charge	46	65
Rents	384	244
Rental in Advance	—	3,192
Plant Hire	25	35
Water & Electricity Charge	91	98
Interest on Investments	287	161
Other Operating Receipts	185	200
Capital Receipts	196	52
	<u>5,629</u>	<u>8,348</u>
Sub-Total	9,150	9,649
Payments		
Administration	593	520
Dredging	582	886
Wharves Maintenance	227	180
Lands & Tenancies	83	87
Plant Hire	73	75
Wharf Supervision	127	119
Water & Electrical Services	212	199
Interest	1,396	1,146
Other Operating Costs	915	907
Loan Commitments	798	821
Capital Expenditure	3,841	1,183
Balance 30th June	<u>8,852</u>	<u>6,128</u>
	<u>297</u>	<u>3,521</u>

Fraser Port

(Extracts from "Annual Report 1982, Fraser River Harbour Commission")

Chairman's report (extract)

Nineteen eighty-three marks the 70th Anniversary of the Fraser River Harbour Commission. This is a mere moment in the life of the Fraser River, but no period in its long history has seen so many changes, so much activity, so much promise achieved and so much potential ahead.

The magical age of three-score-years-and-ten sees the port not growing older but reaching a new size, stature and vigour in the world of international trade.

It is the primary responsibility of the Commissioners to plan, promote and administer the present and future growth of the port in an orderly and responsive fashion. It is no easy task. Along the 217 kilometres of shoreline

and river which we administer, touching as it does upon nine separate municipalities, the Fraser River is many things to many people: trade highway and transportation link; fishing ground and recreation area; the "back yard" of a major city and the site of over 300 important industries; a wildlife habitat and even a dwelling place for live-aboard homeowners.

The Fraser River Harbour Commissioners have sought to balance these many and often divergent interests. I submit, they have done so successfully.

The planned development of the port has been aided in the recent past by two important studies: the Fraser River Estuary Study, initiated in 1977 by the Environment Departments of the Government of Canada and the Province of British Columbia, and an Economic Impact Study completed in 1980.

Throughout this report you will see the influence of these studies on the activities and amenities of the port

area. The following pages capture, I hope, something of the abundant complexity of the Fraser River Harbour — a world of snow geese and salmon, of blacktail deer and bald eagles, this is also an economic tool of profound influence, contributing some \$5 billion annually to the economies of British Columbia and Canada.

The extent of this impact, with over 33,000 employed directly and indirectly by the port's industries and services, could not have been successfully achieved without the wholehearted involvement of the private sector. The Harbour Commission plans, builds and owns the port's major facilities and real estate developments; but they are operated by private enterprise companies. This joint venture, this blending of skills and responsibilities, has made Fraser Port one of the most modern, efficient and competitive port operations anywhere in the world.

This progressive and aggressive outlook is the key to the future prosperity of Fraser Port. It stands at one of the vital trade crossroads of the world, facing across the Pacific to the teeming markets of Asia and the Orient, home of half the world's population. Fraser Port can and will secure a growing share of the mercantile traffic that will flow in ever-increasing volume across the Pacific.

Fraser Port is poised to meet the anticipated growth and it does so in excellent financial health. I am pleased to report that as forecast in 1981, the port is debt free, having retired its last note in October 1982.

The Commissioners looking to the future have established a Land Acquisition and Harbour Development Fund, setting aside over \$3 million from 1982 earnings for the future acquisition and development of capital works in the harbour.

Change is inevitable in the years ahead if we are to meet these objectives. In fact, the future face of the port is already being shaped by such projects as the major redevelopment of New Westminster's waterfront by First Capital City; the new industrial park landfill project of 240 hectares in Richmond; the current expansion at Annacis Autoport.

Over the longer term, the Commission would like to see the New Westminster railway bridge relocated to allow for the passage of larger vessels beyond New Westminster. This major undertaking would allow for the development of key areas up-river for future port expansion.

But change will not detract from the Fraser as a people-oriented natural resource. New sandbars for fishing, new riverside parks, marinas, boat launching ramps and planned houseboat colonies have been and will continue to be a part of the Commission's program.

Chris Brown
Chairman

Balance sheet

as at December 31, 1982

	1982 000\$	1981 000\$
Assets		
Current Assets		
Cash	106	324
Accounts receivable	1,034	895
Prepaid expenses	33	27
	<u>1,174</u>	<u>1,247</u>
Land Acquisition and Harbour Development Fund Cash	4,863	1,700
Fixed Assets	<u>22,107</u>	<u>21,402</u>
	<u>28,146</u>	<u>24,349</u>
Liabilities		
Current Liabilities		
Accounts payable and accrued liabilities	302	317
Revenue received in advance	501	440
Principal due within one year on long term debt	—	137
	<u>803</u>	<u>894</u>
Long Term Debt	—	1,673
Equity		
Land Acquisition and Harbour Development Fund	4,863	1,700
Commission's Equity	21,815	19,417
Government of Canada		
— Contributions to harbour development	663	663
	<u>27,342</u>	<u>21,781</u>
	<u>28,146</u>	<u>24,349</u>

Statement of income and Commission equity

for the year ended December 31, 1982

	1982 000\$	1981 000\$
Revenue	<u>6,138</u>	<u>7,453</u>
Expenses		
Operating, maintenance and administration costs	1,275	943
Depreciation and amortization	977	1,021
Interest	170	658
	<u>2,422</u>	<u>2,623</u>
Income from operations	3,715	4,829
Interest income	238	323
Gain on sale of fixed assets	1,411	5
Net income	5,365	5,158
Appropriation for Land, Acquisition and Harbour Development Fund	5,200	1,700
Unappropriated net income	165	3,458
Commission's equity at beginning of year	19,417	15,958
Contribution from Land Acquisition and Harbour Development Fund		
— Capital assets acquired	2,232	—
Commission's equity at the end of year	<u>21,815</u>	<u>19,417</u>

Port of Hamilton

(Extracts from "Annual Report 1982,
Hamilton Harbour Commissioners")

Chairman's report (extract)

The Year 1982 will go into history as a year of difficult economic times, with Canada and indeed, much of the western world firmly in the grip of a widespread recession. The second half of the year brought encouraging signs of a recovery. The Canadian economy continues to face a number of formidable challenges as it struggles to regain its dynamic momentum.

For the Hamilton-Wentworth Region, the most notable effect of the general downturn was a significant curtailment of activity among the area's major manufacturers. This slowdown included workforce layoffs of unprecedented size and duration, resulting in the highest levels of unemployment and lowest Regional productivity in recent memory.

Notwithstanding economic setbacks and corresponding decrease in movements of both raw materials for production process and finished cargo for the domestic market. The Hamilton Harbour Commissioners are able to report that once again the Port of Hamilton realized a profitable year of operation.

The Port operation for 1982 was affected to a large degree by the dramatic shift in traditional shipping patterns as manufacturers sought international market alternatives for failing domestic demand.

We accepted the challenge of a changing market position with our ability to serve international shipping; The Port compiled a record year for overseas cargo tonnages, more than compensating for our overall tonnage reduction.

As traffic flow changed through the Port in 1982, so did the planning of facilities that will accommodate Port traffic in years to come. We have a number of harbour-side projects in various stages of planning and construction to meet the challenges to our Port, and its facilities.

Pier 12 redevelopment which began back in 1978, housing several new bulk commodity terminals, was completed on schedule, under budget, and ready for its official opening slated for the start of the 1983 shipping season.

The Commissioners' staff oversaw completion of final engineering design for the first phase of our new East Port marine and industrial park (Pier 25). Site preparations and service installation work is scheduled for commencement in early 1983. In conjunction with construction start-up, an active promotional programme will ensure that this exciting new development realizes its full potential as the most visible port facility in Canada.

A further step to better serve the agricultural community of Southern Ontario is seen in the announced plans of a feasibility study to investigate the installation of major grain elevator to be situated on East Port's new Pier 25. This will be one of many new port facilities, and like the Neilsen sign of old in the west end, will be a landmark for the east end of our City. The Commissioners look forward to a future in which we optimistically continue to serve new and diversified Port users.

We were pleased to assist the Government of Ontario in its construction of the new twinning expansion of the Burlington Skyway Bridge by providing the necessary land

for the bridge and new roadway systems. This much-welcomed expansion will greatly facilitate highway traffic flow in and around Hamilton and show East Port as visible and viable.

Throughout 1982, the Harbour in its many diverse activities continued to play an important role in the recreational life of Hamilton and area residents. Hamilton Harbour Commissioners' Marine Dockyard remains one of the waterfront's most popular areas with sailors and boaters of all ages. Our Sailing School, instituted to provide economical sailing opportunities to the general public and particularly needy youngsters, attracted a record enrollment of over 1,500 enthusiastic student sailors.

To further enhance the recreational considerations of Hamilton Harbour, the Commissioners were pleased to donate, with no strings attached, to the City of Hamilton a parcel of waterfront land for the development of a public park. The Commissioners endorse the City's policy as stated, i.e. to provide greater waterfront experience for the citizens of Hamilton. These lands give our City the opportunity they had asked for to develop an attractive community recreational addition to the facilities at Hamilton Harbour.

The Hamilton Harbour Commissioners look back on 1982 as a year of positive progress in almost every area of harbour activity, often against difficult odds. We are proud of that progress, it augurs well for a future of sustained growth and continued development for our Region's most valuable natural resource.

John L. Agro, Q.C.
Chairman

Balance Sheet

as at December 31, 1982

ASSETS	1982
CURRENT	\$'000
Cash	452
Accounts receivable	1,207
Accrued interest receivable	136
Inventory	72
Prepaid expenses	46
	<u>1,915</u>
Investments appropriated for future harbour improvements	<u>5,100</u>
FIXED	
Land, docks and harbour improvements	18,164
Buildings	5,792
Equipment and vessels	4,078
	<u>28,036</u>
Less accumulated depreciation	<u>13,688</u>
	<u>14,347</u>
Capital Development in Progress	<u>8,293</u>
	<u>22,641</u>
	<u>29,656</u>
LIABILITIES	
CURRENT	
Accounts payable and accrued liabilities	368
Current portion of long-term debt	183
	<u>552</u>

LONG TERM

Debentures payable	
Government of Canada, 4-1/8%, to be redeemed before the year 2005	875
Loan payable	
Government of Canada, due December 31, 1987 semi-annual instalments of blended principal and interest at 5-9/16%	328
at 6-1/16%	338
Loan payable	
Government of Canada	1,464
	<u>3,006</u>
Less current portion shown above	183
	<u>2,822</u>
	<u>3,374</u>
CAPITAL	
General Capital	21,181
Allocation for future harbour improvements	5,100
	<u>26,281</u>
	<u>29,656</u>

Operating Statement**for the year ended December 31, 1982**

REVENUE	1982 \$'000
Terminal income	4,485
Harbour operations	1,041
Marine dockyard income	762
Rental income	1,430
Other income	884
	<u>8,604</u>
EXPENSES	
Operating salaries, wages and direct costs	4,264
Insurance — fire and general	136
Administration, office and general expenses	1,030
Debenture and loan interest	81
Contribution to employees' pension, group and medical insurance	455
Depreciation	897
	<u>6,867</u>
EXCESS OF REVENUE OVER EXPENSES FOR THE YEAR	<u>1,737</u>

Canada Ports Corporation (National Harbours Board)

(Extracts from "Annual Report 1982,
National Harbours Board")

Chairman's message (extract)

Enhancing the quality of services provided to port users within the discipline of financial viability was a major goal for the National Harbours Board during 1982. Operating revenues grew steadily and net income remained substantial, despite the unfavorable economic climate.

Operating revenues rose 5.5 per cent in 1982, to \$190.8 million. Net income for the year was \$57.5 million as compared to the 1981 level of \$59.8 million.

When examined against the Board's long history of annual losses, this third consecutive year of positive results and sixth consecutive year of improved operating results can be the subject of firm satisfaction.

It should also be noted that net income in 1982 did not stem solely from operations. It is almost evenly split between income from investments and operations. Investment income was increased by the very high interest yield from investments in the first half of 1982, which did not continue in the second half, and is not expected to continue in 1983. Also some delays experienced in starting up capital projects financed from accumulated surpluses temporarily kept our investment base at a high level.

Moreover these positive financial results must be put into proper context. The National Harbours Board has a mandate to ensure that its ports represent an effective instrument of support of Canadian domestic and international trade and are operated efficiently. We do this by maintaining a timely and carefully planned investment program to modernize and expand existing port facilities and to establish new port facilities. Generating sufficient funds to maintain an efficient port system for Canada is an objective the Board will continue to pursue.

In 1982, capital investment in port facilities totalled \$191 million — triple the net income generated in that

same year. Over the years 1983–87, we plan to invest over \$700 million in our ports, a sum which does not include National Harbours Board's involvement in building a new \$250 million coal terminal at Prince Rupert. The Board's net income is more than being deployed in the interest of modernizing and improving our ports for the benefit of users.

International trade is a vital factor in Canada's economy. Canadian exports run at the rate of \$85 billion a year and represent about a quarter of our gross national product. Of this total, waterborne exports represent about 29 per cent of Canadian exports, for a value of \$25 billion. In terms of tonnage, 137 million tonnes was handled in National Harbours Board ports in 1982 representing about one half of the total waterborne movements of Canada. This demonstrates the significance of our ports to the Canadian economy and the need to keep them modern, efficient and competitive.

So significant are the ports to our country's economic development that some of these goals are now enshrined in the new ports legislation of 1982. Parliament adopted Bil C-92 on July 26, 1982 and the resulting Canada Ports Corporation Act was proclaimed on February 24, 1983. The objective of the Act is "to seek a balance between the need for Canada's ports to operate within a national framework and the need to ensure responsiveness to local conditions," as former Transport Minister Jean-Luc Pepin has expressed it.

Within this framework, the purpose of the national ports policy is to create an efficient port system for Canada, that will support our country's international and domestic trade goals, as well as local, regional and national social and economic goals.

The Canadian ports must also be accessible to users on a fair and equitable basis and the development of the entire system must be coordinated with that of other modes of transportation.

The main focus of the new legislation is to provide local ports with a high degree of autonomy.

The new Board of the Canada Ports Corporation will recommend to the Minister those ports which it considers eligible for Local Port Corporation status, based on criteria of national and regional significance, local interest in the management of the port and the likelihood of financial self-sufficiency.

Each Local Port Corporation will be governed by its own Board of Directors, who will have a high degree of autonomy in the management of the port, in personnel matters and in the letting of contracts, as well as in the appointing of the port manager. This new level of authority should allow for most decision making to be done at the local level and therefore enhance considerably port responsiveness to users and local needs.

During the later half of 1982, the implementation of the new legislation occupied a considerable degree of the time and effort of the Board's employees in Ottawa and their colleagues in the ports. Several Local Port Corporations will likely be in existence before the end of 1983 and the achievement of this goal will remain a major priority for the corporation and its new Board throughout 1983.

At the same time, the national office in Ottawa will alter its structure and organization to align itself more closely to the needs of a more autonomous group of ports. Steps to this end will be taken early in 1983, in parallel with the preparations for the establishment of Local Port Corporations.

The Board experienced a favourable labour relations climate in 1982. Positive attitudes generally prevailed between corporate management and the 25 unionized bargaining units, as a result of the mutual confidence developed during the year between the two groups. In addition, the Board is subject to Bill C-124, which limits compensation increases to staff.

Reference has already been made to the level of capital investment made by the Board in 1982 and, in particular, to its investment in the construction of a major coal terminal on Ridley Island at the Port of Prince Rupert. Ridley Terminals Inc. was set up to develop and operate the terminal based on a joint venture between the Board and Federal Commerce and Navigation Limited, a major Montreal-based company. This project is financed on a 20% equity basis shared equally by the shareholders and 80% debt financing guaranteed by the Government of Canada. This landmark project is yet another example of how the National Harbours Board endeavours to work in cooperation with the private sector. Completion of the \$250 million terminal is scheduled for the end of 1983. In view of the tight scheduling associated with the development of essentially a "green field" site, I would like to pay tribute to the management of Ridley Terminals Inc. and all persons involved for their remarkable progress in bringing this terminal into operation as scheduled. The Ridley Coal Terminal project is only one element of a mega project to develop two coal mines and related transportation infrastructure to connect the North East British Columbia Coal fields with world markets.

**Jacques Auger,
Acting Chairman,
National Harbours Board**

Consolidated Balance Sheet

as at December 31, 1982 (in thousands of dollars)

ASSETS	1982	1981
Current		
Cash	\$ 2,989	\$ 1,749
Treasury bills, at cost which approximate market value	157,374	120,207
Accounts receivable	31,149	27,987
Due from Canada	7,934	1,023
Materials and supplies	2,379	2,133
	<u>201,825</u>	<u>153,099</u>
Long-term		
Canada bonds, at amortized cost (market value: 1982-\$82,833 1981-\$66,142)	82,211	81,778
Receivables	6,634	6,848
	<u>88,845</u>	<u>88,626</u>
Fixed	<u>587,990</u>	<u>439,605</u>
Deferred costs	<u>235</u>	<u>—</u>
	<u>\$878,895</u>	<u>\$681,330</u>
LIABILITIES		
Current		
Accounts payable and accrued liabilities	\$ 50,934	\$ 27,828
Grants in lieu of municipal taxes	12,601	11,997
Deferred revenues	5,597	4,263
Current portion of long-term liabilities	1,133	1,733
	<u>70,265</u>	<u>45,821</u>
Long-term		
Demand bank loan	42,479	—
Accrued employee termination benefits	9,434	8,451
Financing provided by province	20,610	20,793
Loans from Canada	506,914	499,750
Recoverable contributions from Canada	60,845	176
	<u>640,282</u>	<u>529,170</u>
Minority interest	<u>4,529</u>	<u>23</u>
	<u>715,076</u>	<u>575,014</u>
EQUITY OF CANADA		
Contributed capital	349,361	349,361
Deficit	185,542	243,045
	<u>163,819</u>	<u>106,316</u>
	<u>\$878,895</u>	<u>\$681,330</u>

Consolidated Statement of Income and Deficit

for the year ended December 31, 1982
(in thousands of dollars)

REVENUES	1982	1981
Harbour services	\$ 46,621	\$ 45,040
Grain services	31,550	29,038
Cargo handling services	56,385	58,426
Rentals	37,747	30,362
Shipping services and other	18,481	17,967
	<u>190,784</u>	<u>180,833</u>

(Continued on next page bottom)

Wellington Harbour Board

(Extracts from "an abridged text of the annual review by the Chairman of the Wellington Harbour Board of the operations for the year ended 30 September 1983")

Chairman's review (extract)

Shipping Arrivals for the year totalled 8,013,228 net register tons, a decrease of 753,112 tons or 8.6% from last year's tonnage of 8,766,340 tons.

The manifest tonnage of cargo handled at the port was 5,290,250 tons, a decrease of 556,506 tons or 9.5% from last year's near-record tonnage of 5,846,756 tons.

Decreases were recorded most notably in coastal general cargo both inward and outward (109,401 tons, or 8.5% and 129,491 tons or 8.9% respectively) and in imports of general cargo by 306,197 tons (30.5%). Exports of general cargo increased by 14,205 tons or 1.6%. The total tonnage of bulk cargoes was maintained at 1,027,809 tons, an increase of 516 tons or 0.1%.

The tonnage of cargo on conventional vessels at 252,199 tons was 153,127 tons, or 37.8% less than last year's exceptional tonnage. However, this year's total is consistent with the level maintained over the four years preceding last year.

The throughput of containers at the Thorndon Container Wharf decreased from 73,053 TEUs last year to 65,565 TEUs or by 7,488 (10.3%). Total container movements, including repositioning of containers and containers landed and re-shipped, decreased from 80,669 TEUs to 69,097 TEUs.

Consideration of these broad totals discloses cause for concern not only to the Board but to other local and regional authorities. The port is maintaining its position of regional and national importance in facilitating the efficient and economic shipment of exports from the harbour district and beyond but is clearly and seriously affected both by the continued slack state of the national economy in general and by the relative decline in the regional economy in particular.

It will be the Board's purpose in the coming year to

continue to improve its own performance, to pursue every marketing opportunity and to impress upon other local and regional authorities the importance of encouraging trade, commerce and industry for which the port provides the basis of improved employment and prosperity in the region.

The Annual Accounts which will be formally presented to the Board for adoption following the completion of Audit show a balance of \$1,650,349 in the Working Account compared with \$ 5,081,774 last year.

After meeting loan repayments, payments to Sinking Funds and contributions to Special Funds, there was a deficit of \$1,904,130 transferred to Capital compared with a surplus of \$342,864 last year.

Gross income fell to \$26,449,779 (last year \$28,871,300) reflecting the lower level of trade and less activity generally.

Operating expenditure at \$19,687,879 (last year \$19,142,269) showed an increase of 2.85% with working expenses rising 0.8% and maintenance by 10.8%.

Salaries, wages and levies, including superannuation subsidies but excluding wages paid on capital works decreased by \$21,801 (0.1%) to \$15,142,475 from \$15,164,276 last year.

Loan money (excluding Renewal loans) raised during the year was \$715,000 for Rail Road Ferry Berth 2 alterations and gross loan liability now stands at \$41,059,145 (last year \$40,934,773).

Capital expenditure totalled \$1,160,338 of which \$379,326 was provided from loan money and \$781,012 from depreciation and reserves.

The principal items of capital expenditure were.

Rail Ferry Berth 2 alterations	\$352,603
New Front Leading Light	\$249,276
'Tiakina' Refit	\$208,531

Last year and in the previous year also I reported on the high and consistent performance in the turnaround of container ships at the Wellington Container Terminal and I am pleased to report again on this subject. In February 1982 during the discharge and loading of 'New Zealand Pacific' a record container ship exchange rate for a complete shift of 60 per hour was reported to the Board. I was very pleased to be able to report to the Board at its February meeting in 1983 that a gross container handling rate of 70 per hour was achieved, also on 'New Zealand Pacific', for the second shift on 21 December 1982 and that on 24 January 1983, a new record of 74.3 per hour was set during the last shift on 'Remuera Bay'. Then on 29 ~ 30 January 1983 the working of 'ACT 7' saw all previous records eclipsed, the rate being 75 per hour. I reported at the time that this performance was achieved by the high standard of co-operation from all concerned and that the performance of the Wellington Container Terminal was the envy of others in New Zealand and Australia.

During the period under review New Zealand Cement Holdings Ltd completed its bulk cement storage facilities at Aotea Quay and the concrete repair works at Burnham Wharf were completed. Work on the replacement of the Front Leading Light, the overhaul of the Board's Pilot

(Continued from page 24)

EXPENSES

Salaries and employee benefits	54,412	48,340
Purchased services	60,450	60,929
Energy and utilities	7,375	6,417
Depreciation	18,228	14,023
Grants in lieu of municipal taxes	8,405	9,864
Other	13,732	10,656
	<u>162,602</u>	<u>150,229</u>

INCOME FROM OPERATIONS	<u>28,182</u>	<u>30,604</u>
------------------------	---------------	---------------

OTHER INCOME (EXPENSE)

Interest income	31,550	28,452
Interest expense	(2,796)	(2,204)
Gain on disposal of fixed assets	567	2,996
	<u>29,321</u>	<u>29,244</u>

NET INCOME	<u>57,503</u>	<u>59,848</u>
------------	---------------	---------------

DEFICIT AT BEGINNING OF THE YEAR	<u>243,045</u>	<u>302,893</u>
----------------------------------	----------------	----------------

DEFICIT AT END OF THE YEAR	<u>\$185,542</u>	<u>\$243,045</u>
----------------------------	------------------	------------------

Launch 'Tiakina' and the modification to the Road/Rail Ferry No. 2 Berth are progressing satisfactorily. The future development of Aotea Quay as a multi purpose berthage area is proposed.

The Wellington Harbour Maritime Planning Authority at a meeting held in November 1982 decided to request the Planning Tribunal to conduct an enquiry in pursuance of Section 12 (2) of the Town and Country Planning Act 1977 into the proposed Section Four (Coastal and Maritime Planning) of the Wellington Regional Planning Scheme Review in respect of the excessive detail included in its provisions relating to the Wellington Harbour Maritime Planning area and in respect of other more general matters. Notwithstanding that necessary formal step useful discussions continued with the Wellington Regional Council. A degree of understanding was achieved including a recognition of the desirability of securing the assistance of the

Planning Tribunal in establishing sound principles in an as yet untested area of new legislation. The Council and the Authority agreed to go together to the Tribunal for that purpose. A date for the enquiry hearing had not been set by 30 September 1983 but was expected without undue delay.

The considerable task of preparing a draft maritime Planning Scheme for publication had been hoped to be completed by the end of the year but partly by reason of the extended discussion with the Regional Council and partly by reason of further work to be done by the Board, consideration by the Maritime Planning Committee and by the Authority of a completed draft planning scheme has had to be deferred to the following year.

J. King
Chairman

Port of Tauranga

(Extracts from the Annual Report, 1983, the Bay of Plenty Harbour Board)

Chairman's report (extract)

Total cargo tonnes for the year ending 30 September 1982 was just over 2.8 million tonnes, about 270,000 tonnes less than last year and 118,000 tonnes less than our operating plan, due to reduced woodpulp and paper exports and petroleum imports.

However, the trading year was not without some notable achievements —

- * steel exports (to South-East Asia) were up on last year,
- * dairy exports were up by 25,000 tonnes,
- * kiwifruit exports (to Europe and Japan), while still only a relatively small share of the export crop, increased,
- * meat exports (primarily to the Middle East and the Soviet Union) in conventional reefer ships began to be scheduled through the Port in the second half of the year, and
- * the number of containers handled by the Port trebled and the multi-purpose crane consistently and easily achieved an exchange rate of better than 20 containers per gross hour. It also proved invaluable in the fast turn-around discharge of granular cargoes.

Although the average NRT of ships working the Port increased, the average length overall declined slightly to 153.3 metres.

During the year two "records" for the Port were improved. In September, 48,364 tonnes of salt was discharged — the largest single shipment handled by the Port. (The previous largest was 45,001 tonnes of salt in January 1983). In April, the quarter-ramp ScanCarrier ship "Tourcoing", 228.5 metres LOA, became the longest ship to work the Port — previously, the longest ships were Panamax class bulk carriers of 224.5 metres LOA.

The ability to satisfy future growth prospects together with the needs of Port Users over the next few years will depend on making more efficient use of existing resources, keeping the Board's debt burden to a minimum and applying its financial resources to productive investments in the



best interests of New Zealand producers and manufacturers... To this end, capital expenditure during the 1982/83 operating year was again low, compared to recent years and no major development projects were begun.

Work continued on widening the cement/tanker berth channel and in deepening more berthage to 10.7 metres to improve operational flexibility. Work began on the second berth to accommodate tugs and pilot launches — when complete, this will provide protected berthage for all these essential vessels.

With the aim of reducing fuel costs, the Port incinerators were converted from gas oil to CNG and most of the Board's vehicles now have CNG as well as motor gasoline fuel capability. A CNG dispensing station for vehicles has also been installed.

A new 50 tonne electronic weighbridge was installed to replace the original weighbridge and two new replacement 100 tonne hoppers were built during the year. Intrinsically safe flameproof electrical fittings were installed at the cement/tanker berth.

The Board approved the construction of a further 50 berths at the Tauranga Marina, bringing the total to 369 berths — the marina has a capacity for 540 berths. The

(Continued on next page bottom)

Puerto Rico Ports Authority

(Extracts from 'Annual Report 1981-82, Puerto Rico Ports Authority')

Executive Director's review

It is with great pride that I present a brief account of our agency's activities and achievements during fiscal year 1981-82.

In compliance with its legal responsibilities and obligations, the Puerto Rico Ports Authority continued its vigorous expansion and improvement program aimed at providing adequate air and seaport facilities for the operation of the transportation means that link us with outside boundaries. As you read through the pages of this report you will find impressive account of our operations during said fiscal year.

The performance that resulted in the progress made both in the total revenue and the net revenue, as well as in the agency's assets, is indicative of a solid financial condition, despite the current general tight cash flow situation. Total revenue amounted to \$56,985,241, up from \$51,539,935 in fiscal year 1980-81. Net revenue rose from \$8,907,771 in fiscal 1981 to \$9,037,037 in 1982. Total assets registered the respectable sum of \$299,312,421 vis a vis \$285,028,987 the previous year.

Noteworthy is the completion of some major projects included in our Capital Improvement Program which the Authority continued at a cost of \$16.34 million. Worth-mentioning among the projects completed at the International Airport are a Passenger Circulation Concourse at North Pier and West Terminal, at a cost of \$1,087,400, and the Remodeling of Gate Lobbies 19, 20, 22 and 23 at the International Wing, at a cost of \$702,000.

This annual report also accounts for other major airport and seaport projects completed at: Mayaguez Airport; Wharves A, B, C and D in Puerto Nuevo; Las Mareas industrial port area in Guayama; Vieques Airport; Isla Grande, and San Juan waterfront. Furthermore, at the close of the fiscal year, a contract was awarded for the platform extension and the construction of a terminal building at the Culebra Pier, at a cost of \$390,000. Through this seaport project, the island-municipality of Culebra will be provided with a modern terminal passenger building.

In addition, there are construction works in progress that include the Two-level Arrival/Departure Road System at the International Airport at a cost of \$10.0 million, scheduled for inauguration in January 1983. Special projects

under continued construction, also at the International Airport, include the works relating to elimination of architectural barriers for the handicapped; aesthetic improvements to the terminal building and surroundings; electric power conservation program, and remodeling of sanitary service facilities.

Not least important is the statistical recap and financial statement contained in this report.

With this first brush with our activities and accomplishments during fiscal year 1981-82, as briefly depicted herein, you will have grabbed a better understanding of why we are deeply proud of our performance as public office holders. Moreover, you will have learned of just a small part of our agency's continuing commitment to the development and improvement of air and seaport facilities, a commitment carrying an investment of some \$32.0 million over the last two years.

In closing out, we wish to take the opportunity to greatfully acknowledge the assistance and support afforded us by both air and marine related interests, government and industry.

Carlos Soler-Aquino
Executive Director

Statements of revenues and expenses

for the year ended June 30, 1982

	1982	1981
	\$000	\$000
Revenues		
Maritime operations:		
Wharfage, dockage and harbor dues	\$11,076	\$11,813
Equipment and property rentals	3,748	3,070
Other	4,582	4,713
Airport operations:		
Landing fees	5,801	5,116
Space rentals	11,502	10,341
Other	4,158	3,303
Fuel flowage fees	2,402	2,034
Total revenues	43,271	40,393
Expenses:		
Salaries and employee benefits	19,751	17,759
Depreciation and amortization	7,658	7,095
Rent	206	196
Repairs and maintenance	1,008	954
Insurance	979	715
Professional services	515	513
Other general and administrative	8,467	6,902
Total expenses	38,587	34,137
Net operating revenues	4,684	6,256
Other revenues (expenses):		
Interest on funds invested and other	6,049	4,244
Interest	(5,442)	(5,533)
Other	(488)	(914)
	(677)	(2,297)
Net revenues	<u>4,006</u>	<u>3,959</u>

(Continued from page 26)

Board has also approved the construction of a commercial development to provide for restaurant and marina/boating related commercial activities.

After re-valuation the Board's assets now total \$77 million and its equity amounts to \$59 million. This low debt ratio will be of undoubted benefit to existing and future Port Users during a period when New Zealand trade volumes are expected to remain fairly static for the remainder of this decade.

R.A. Owens
Chairman

Balance sheet

as at June 30, 1982

	1982	1981
	\$000	\$000
Assets		
Property and equipment	267,644	259,859
Less accumulated depreciation and amortization	75,628	69,227
Net property and equipment	<u>192,015</u>	<u>190,632</u>

Restricted assets:			Capital and Liabilities		
Sinking fund:			Capital:		
Bond Service Account	7,451	6,733	Contributed capital:		
Reserve Account	7,720	7,956	Commonwealth of Puerto Rico	49,167	49,167
Employees' Retirement System Fund	308	344	Federal Government	39,004	34,207
Total restricted assets	15,479	15,033	Municipalities	604	608
Current assets:			Others	3,169	3,169
Current funds:			Total contributed capital	91,946	87,153
General Operating Funds	3,305	2,180	Retained earnings	61,733	57,726
Revenue, Construction and Ferry Assistance Funds	5,982	4,441	Total capital	153,679	144,880
Total current funds	9,287	6,621	Bonds payable, excluding current portion	87,385	89,290
Marketable equity securities at market (Cost \$75,182)	3		Less unamortized debt discount	896	962
Accounts receivable, net of allowance for doubtful accounts of \$1,252,125 in 1982 and \$1,534,497 in 1981	8,016	8,580	Net bonds payable	86,488	88,327
Prepayments	2,446	1,879	Other long-term debt, excluding current portion	344	445
Total current assets	19,753	17,081	Total long-term debt	86,833	88,773
Isla Grande operations	37,387	32,163	Isla Grande operations	37,387	32,163
Other assets, at cost:			Liabilities payable from restricted assets:		
Noncurrent funds—Renewal and Replacement, Judicial, Improvement, Maintenance and General Reserve Funds			Current portion of bonds payable	1,905	1,790
Deferred charges	30,094	26,592	Interest on bonds	2,721	2,766
Total other assets	1,204	1,584	Employees' Retirement System Fund	308	344
	31,299	28,176	Total liabilities payable from restricted assets	4,934	4,900
	295,936	283,087	Current liabilities:		
			Current portion of other long-term debt	100	100
			Accounts payable and accrued expenses	12,161	11,145
			Amounts retained from contractors	838	1,124
			Total current liabilities	13,101	12,370
			Commitments and contingencies		
				295,936	283,087

Port of London

(Extracts from "Report and Accounts 1982, Port of London Authority")

Chairman's Statement

This Statement has been delayed in publication because of the circumstances that have arisen earlier in 1983, particularly involving two major industrial disputes.

1982 was a year of some progress. Put into its context — in 1980 the PLA made an operating loss of nearly £2 million. In 1981 this had been converted into a profit of just under £4 million. In 1982 the improvement pattern continued. The operating profit was £6.9 million. This recovery path was against a background of economic recession and justified some cautious optimism about the future. Indeed, the projection for 1983 was an operating profit of £10 million. In itself that was a major leap forward. In the context of the preceding three years it gave emphasis to the recovery situation.

1982 was an important year. The Government had clearly stated that it was not prepared to undertake deficit funding beyond the end of 1982. The PLA was "to stand on its own feet". That was never possible without financial restructuring. The PLA had historic financial and other burdens that defied conventional commercial criteria of success. Indeed the Statements of Chairmen over the years document and refer to that with painstaking persistence. At last the Government had recognized that fact. It accepted that a financial restructuring was necessary. This culminated in the Ports (Reduction of Debt) Act 1983. It was an important improvement over the past but, in the view of the Board, it fell short of what was necessary to provide the basic financial structure on which success could be achieved. We are required to pay the costs of surplus

manpower that does not accept voluntary severance; we are the employer of last resort in the event of other employers in the Port of London shedding Registered Dock Workers. Both impose considerable actual and potential financial burdens upon the PLA exacerbated by the impact of carrying these cost burdens in the past. These are all severe impediments to achieving commercial viability. All the more so within a national ports industry which still has considerable over capacity in both operational and manpower resources.

The details of the PLA progress in 1982 are set out elsewhere in this Report. They reveal the many steps that had to be taken to position ourselves to the necessary financial self-sufficiency that had to be achieved from 1983 onwards. We moved through the early months of 1983 with a growing confidence that we could achieve the budgeted operating profit of £10 million. Indeed by mid-March 1983 a profit of £2 million had been achieved. We were on course. On 14th March a dockers' strike commenced, which lasted for eight weeks. This was followed from 20th June by a three-week's strike of tally clerks. Effectively Tillbury Dock was paralysed for 11 weeks. The consequences were disastrous.

The prospect of achieving the projected financial results for 1983 have vanished. Against a remit of "standing on your own feet" the prospect of maintaining, let alone developing, the operational base of the Authority has been dramatically changed. If the 1983 profit had been achieved, then we would have made very significant progress in the climb back to success. Employees would certainly have benefitted — far more than by striking! There can be no substitute to working for a successful and confident organization. Conditions of employment

can only be genuinely improved if the organization is improving. Success too would have benefitted our customers and the many other organizations and people that depend upon the PLA wholly or partly for their livelihood. It was not to be.

This Report shows that 1982 was a year of progress — a springboard for a return to a viable and successful port.

Now in 1983 we face a hard and unrelenting struggle to survive, yet alone prosper. The opportunities to do that are still there and the executive management team, headed by John Black, the Chief Executive, will display their customary resilience and determination. They will be helped by the many of our employees who have been dismayed by recent events and who are ever committed to London being a great port. The sadness is that the early promise of 1983 has been lost. The next few months will be vital.

V. G. Paige
Chairman

Trade

The Port handled a total of 41.6 million tonnes of cargo in 1982, 2.4 million tonnes less than in 1981. The continuing fall in oil traffic accounted for 1.7 million tonnes (71%) of the reduction, while the economic recession depressed trade levels in most other areas.

Traffic at riverside installations totalled 35.4 million tonnes; increased coal imports partially offsetting oil losses. Cargo handled at PLA dock premises was down by 1.3 million tonnes to 6.2 million tonnes. Conventional cargo, unit loads and bulk grain each fell 0.4 million tonnes below 1981 levels. The fall in grain imports was largely attributable to the effect of EEC legislation and advances made in the production of home-grown cereals. Steps are being taken to offset the loss of import traffics with an export grain facility alongside the Tilbury Grain Terminal.

Cargo Handling

Container and Unit Load Traffic

A total of 332,000 teu's were handled at Tilbury Docks during the year, a decline of some 56,000 teu's over the previous year. In 1981 both the Multi-user and Northfleet Hope terminals had handled more cargo due to disputes at other ports. The lower levels of traffic in 1982 reflect, to a large extent, the return to normal working at those ports although both terminals were affected by industrial action during March. The closure of the Brostrom Terminal and restrictions on imports into Nigeria were also significant factors contributing towards the lower traffic levels.

New services handled during the year included the Fred Olsen Line which introduced a new container/fruit carrying vessel to its Canary Island service, SOFATI and Balt-Orient lines.

Conventional Cargo

Conventional traffic handled at PLA's dock premises totalled 928,000 tonnes, a reduction of 400,000 tonnes against 1981. The reduction was due mainly to the closure of the Brostrom Terminal but also reflected the continuing switch of conventional traffic to containers. Against this trend, however, SAECS extended their Europe/South Africa conventional service to include Tilbury, mainly for wheeled traffic.

Bulk Cargo

The Tilbury Grain Terminal discharged a total of 1.17 million tonnes of grain (with 327,000 tonnes for transshipment). Exports of home grown barley totalled 111,000 tonnes, an increase of 29,000 tonnes over the previous year. The closure of the Erith Oil Works in mid-year severely affected the throughput of soya bean traffic at the Grain Terminal.

Group Profit and Loss Account

for the year ended 31st December 1982

	1982 £000	1981 £000
Operating revenue	83,211	84,473
Operating expenditure	(76,341)	(80,810)
Operating profit	6,870	3,663
Net interest	(10,194)	(10,825)
Taxation	(15)	—
Loss after interest, taxation and before minority interest	(3,339)	(7,162)
Less		
Profit/(Loss) attributable to minority interest	(35)	38
Loss before restructuring	(3,304)	(7,200)
Restructuring (Net)	3,380	1,150
Profit/(Loss) for the year	76	(6,050)
Statement of accumulated deficit		
Profit/(Loss) for the year	76	(6,050)
Amount transferred to Stock and Loan Redemption Fund	(364)	(354)
Accumulated deficit at beginning of year:—		
As previously reported	(46,151)	(37,609)
Prior year adjustments	5,938	3,800
As restated	(40,213)	(33,809)
Accumulated deficit at end of year	(40,501)	(40,213)

Balance sheet

at 31st December 1982

	PLA Group		PLA	
	1982 £000	1981 £000	1982 £000	1981 £000
Employment of capital				
Net fixed assets	65,315	76,451	64,346	75,498
Investments	7,328	7,060	8,001	7,959
	72,643	83,511	72,347	83,457
Net current assets/(liabilities):—				
Trading Stock	14,861	—	14,701	—
Other	(4,990)	(1,791)	(5,095)	(2,214)
	9,871	(1,791)	9,606	(2,214)
	82,514	81,720	81,953	81,243
Financed by				
Port Stock	19,699	19,699	19,699	19,699
Harbours Act loans	57,794	60,810	57,794	60,810
Medium term loans	19,000	22,000	19,000	22,000
Repayable Government grants	14,000	11,967	13,845	11,812
Government loan	2,967	—	2,967	—
	113,460	114,476	113,305	114,321
Reserves	(33,173)	(33,249)	(33,448)	(33,405)
	80,287	81,227	79,857	80,916
Minority interest	131	166	—	—
Obligations under finance lease	2,096	327	2,096	327
	82,514	81,720	81,953	81,243

WORLD PORT DEVELOPMENT CONFERENCE & EXHIBITION



There is a risk in the world in which we live, that the more developed countries will tend to work together, and the less developed countries can become integrated only with great difficulty. One way in which we can help is technology, and in relation to ports there is a great deal of expertise available. There are also financial means available which need to be explored. With all these things, I believe the developed world has a lot to offer the developing world. The aim of this conference is to review the ways in which the transport and ports can be developed.

Who should be the participants of the conference? We hope that they will be from both sides. From the side which requires port development and from the side which has the experience. The United Nations, the World Bank and various other international organizations will all be supporting this conference. We will bring together Port Authorities from all parts of the world, representatives of organizations involved in planning, financing, operating, maintaining and training as well as members of international lending institutions, United Nations and other international organizations involved in port development.

The conference is a practical effort to develop more effective trading relationships between North and South. Unless we get down to the practical things such as the port conference, we are not really going to be able to solve the problems of those countries which are still in economic difficulty.

Lord Ezra of Horsham
Chairman of the Advisory
Committee

Conference

The primary aim of the conference is to develop better understanding between developing and other nations in order to facilitate the exchange of know-how on the subject matter of the conference.

The conference will consist of opening and closing Plenary Sessions and three parallel Study Sessions:

Session A:

Port Project Requirements

Session B:

Economics, Planning and Financing

Session C:

Operations, Maintenance-Management and Training.

Exhibition

An exhibition of services and equipment used in port development will be held in the foyer area of the Rai Congress Centre.

All conference delegates will have free access to the exhibits, and **will be actively encouraged** to view the displays during the session breaks.

For more information please complete and return the attached reply-card:

2-4 May 1984
Rai-Amsterdam

Organizers:



Industrial
Presentations

Industrial Presentations (Europe) B.V.
's-Gravelandseweg 284-286
3125 BK Schiedam
The Netherlands
Tel.: 010-158244 Telex: 21423



Reply Coupon

PH5

Please send me details of the World Port Development ☐ Conference ☐ Exhibition.
(Tick where applicable)

Name: _____

Title/Position: _____

Company/Organization: _____

Address: _____

City + Code: _____

Country: _____

Tel.: _____ Telex: _____

Official Carrier



2-4 May 1984/RAI Centre - Amsterdam

Please send in sealed envelope to: Industrial Presentations • 's-Gravelandseweg 284-296 • 3125 BK Schiedam • The Netherlands

Plenary Sessions	Session A - Port Project Requirements	Session B - Economics, Planning & Financing	Session C - Operations, Maintenance Management & Training
<p>Wednesday 2 May 1984 - Morning</p> <p>Official Opening Minister of Transport for The Netherlands</p> <p>Plenary Session Chairman: Lord Ezra of Horsham</p> <p>Keynote Presentation 1 Minister Habibie Minister of Technology for Indonesia</p> <p>Keynote Presentation 2 Professor E. Frankel World Bank, U.S.A.</p> <p>Keynote Presentation 3 Mr. J.K. Stuart Chairman Associated British Ports, U.K.</p> <div data-bbox="108 1182 456 1308">  <p>WORLD PORT DEVELOPMENT CONFERENCE & EXHIBITION</p> </div> <p>Friday 4 May 1984 - Morning Summaries Sessions A/B/C</p> <p>Plenary Closing/Session Chairman: Lord Ezra of Horsham</p>	<p>Session Co-ordinator: Dr. D. Hilling - Bedford College</p> <p>Wednesday 2 May 1984 - Afternoon "The Port Planning Problem" Chairman: Sir Peter Austin Vice-Admiral</p> <p>Mr. Danko Koludrovic Chief Shipping Ports and Inland Waterways Division, ESCAP</p> <p>Dr. Fayed Badr President, Saudi Arabian Ports Authority Saudi Arabia</p> <p>Mr. Hashir H. Abdullah Director General, Kelang Port Authority Malaysia</p> <p>Thursday 3 May 1984 - Morning "Development Constraints" Chairman: Mr. G.R. Govan Man. Dir./Babcock Moxey Ltd.</p> <p>Mr. K.K. Uppal I.A.S. General Manager, Bombay Port Trust, India</p> <p>Mr. S. Ngann Yonn General Manager, Ports of Cameroon</p> <p>Dr. Arno Q. Markus President, Portos do Brasil, Brazil</p> <p>Thursday 3 May 1984 - Afternoon "External Influences" Chairman: Mr. A.C. Frood Man. Dir./Crown Agents</p> <p>Speaker from Korea to be announced</p> <p>Mr. J.D. Mturi Managing Director, Kenya Ports Authority</p> <p>Mr. A. Stone Vice President Engineering, International Engineering Co. Inc., San Francisco, U.S.A.</p>	<p>Session Co-ordinator: Mr. J.F. Toppler - PRC Engineering Inc.</p> <p>Wednesday 2 May 1984 - Afternoon "Economics" Chairman: Mr. C.E. Dean Director Petroleum Economics</p> <p>Dr. Esra Bennathan Economic Adviser Transportation Dept. World Bank, U.S.A.</p> <p>Mr. E.E. Pollock Economist Associated British Ports, U.K.</p> <p>Dr. J.M. Serrao Ports of Sines, Portugal</p> <p>Thursday 3 May 1984 - Morning "Planning" Chairman: Mr. P. Soros President - Soros Associates</p> <p>Mr. Loewy Sir William Halcrow & Partners, U.K.</p> <p>Dr. J.E. Ricklefs PRC Engineering Inc. U.S.A.</p> <p>Mr. J. Rommerskirchen Port of Hamburg Authorities. W. Germany</p> <p>Thursday 3 May 1984 - Afternoon "Financing" Chairman: Member of the Board Algemene Bank Nederland</p> <p>Mr. Frank F. Martin Vice-President, Capital Markets Group Citibank N.A. New York U.S.A.</p> <p>Mr. D. Suratgar Director Morgan Grenfell & Co., U.K.</p> <p>Mr. Roberto Salvorani European Development Fund</p>	<p>Session Co-ordinator: Ir. C. Stigter - Hydronamic B.V.</p> <p>Wednesday 2 May 1984 - Afternoon "Operations" Chairman: Mr. J.T. Warburton Secretary General I.C.H.C.A.</p> <p>Mr. Yan - Runtian Director of the Bureau of Port Management of Shanghai P.R. of China</p> <p>Mr. Wong Hung Khim General Manager Port of Singapore Authority</p> <p>Mr. P.T. van der Tol General Manager Marketing, Multi-Terminals Rotterdam B.V. The Netherlands</p> <p>Thursday 3 May 1984 - Morning "Maintenance Management" Chairman: Mr. J.H. Sargent General Manager, Boskalis Westminster Ltd.</p> <p>Mr. Fouad B. Hashem Chairman of the Board, United Arab Stevedoring Co., Alexandria, Egypt</p> <p>Mr. D. Allison O.B.E. Managing Director, Purfleet Deep Wharf and Storage Co. Ltd., U.K.</p> <p>The Maritime Committee (speaker to be announced)</p> <p>Thursday 3 May 1984 - Afternoon "Training" Chairman: Mr. S.J. Reeves PRC Engineering Inc.</p> <p>Drs. P.Y. ten Arve Head External and Commercial Affairs, Port of Rotterdam, The Netherlands</p> <p>Mr. J. Theaker Crown Agents, U.K.</p> <p>Captain D. Gandy Sydney Maritime Private College Australia</p>

WORLD PORT DEVELOPMENT
CONFERENCE & EXHIBITION
2-4 May 1984 Rai-Amsterdam



International maritime information: World port news:

Sharjah to host regional seminar for port management instructors: UNCTAD

The third in a series of seminars for port management instructors will be conducted in Sharjah, United Arab Emirates, from 20 March to 16 April 1984 by the United Nations Conference on Trade and Development (UNCTAD) in collaboration with the Arab Maritime Transport Academy. This series of seminars represents the culmination of a project financed by the Swedish International Development Authority (SIDA) to develop validated training materials for a course on the Management of General Cargo Operations and to train local instructors to deliver this course in their own countries. This seminar will be conducted in English and Arabic.

The course "The Management of General Cargo Operations" is designed to be run in port training schools for traffic officers, quay and shed superintendents, etc. from both the public and the private sector. Its objective is to train such staff to plan and organize the discharging and loading of vessels and to control the transfer and storage of cargo within the port, making the most efficient use of available resources.

The course comprises a series of eighteen audio-visual programmes together with a comprehensive workbook and has been designed so that it can be delivered by local training instructors. Discussions and practical work related to local conditions supplement the pre-prepared materials. Full instructions on how to conduct the course are given in a tutor's handbook.

This seminar which is being conducted especially for port management instructors from Arab States will utilize for the first time the training materials in Arabic. Translation of these materials and the production of the Arab version were made possible thanks to the generosity of the Ports Authority of the Kingdom of Saudi Arabia which kindly placed funds at UNCTAD's disposal for this purpose.

The objective of this series of seminars is to train instructors to be able to conduct, independently, the Management of General Cargo Operations course. The seminar will be directed by Dr. Brian Thomas, Senior Lecturer in Maritime Studies at the University of Wales Institute of Science and Technology, who was also responsible for the preparation of the training materials. It will be attended by participants from Democratic Yemen, Oman, Qatar, Saudi Arabia, Sudan, and the United Arab Emirates.

20th International Seminar on Port Management in the Netherlands Delft/Rotterdam/Amsterdam

The Seminar

The International Seminar on Port Management provides port administrators from all over the world with new information and know-how on port management. Nineteen previous Seminars have brought together 575 port administrators from 85 different countries. They have attended lectures, made visits to a number of ports, worked out exercises on port management in groups and exchanged their experience with their colleagues.

The seminar is organized by the International Institute for Hydraulic and Environmental Engineering in Delft in close co-operation with the Port Authorities of Amsterdam and Rotterdam. The International Cooperation Department of the Netherlands Ministry of Foreign Affairs gives its valuable support.

The International Institute for Hydraulic and Environmental Engineering also offers an eleven months post-graduate programme for port and coastal engineers. It is obvious that the same ground cannot be covered in a six-week seminar as in a full eleven-month course. Therefore the seminar programme does not include constructional and hydraulic aspects but rather is confined to a thorough treatment of the organization and management of ports.

The seminar programme comprises regular study visits to the ports of Rotterdam and Amsterdam. These cities being located at only small distances from the Institute at Delft. Also a few smaller ports in the Netherlands will be studied. As part of the programme a one week study tour will be made to ports in Belgium and France.

Dates for the Seminar: June 4 – July 11, 1984

The programme will start on Monday, June 4 and will be concluded on Wednesday, July 11, 1984. All participants are expected to take the entire programme of the seminar. Therefore, those participants who have other business to attend to in the Netherlands are expected to arrive a few days prior to the beginning, or stay on after completion of the seminar.

Language

Since the seminar will be held in English, a good working knowledge of this language is a prerequisite.

Themes of the Seminar

1. Transportation
 - Quantification of logistics of the transport-process.
 - Integration of the transport chain from producer to consumer.
 - Functions of road, rail, pipe line, inland water, air and sea transport.

- Merchant shipping.
- Economy of sea transport.
- The interest of the shipowner and of the shipper.
- 2. Patterns of port organization
 - Functions of a port authority.
 - Relation to other government bodies and to industry.
 - Political context.
 - Internal structures.
- 3. Port finance
 - Financial autonomy.
 - Ownership of facilities.
 - Sources of revenue and of loan capital.
 - Pricing of port services.
 - Port accounting.
- 4. Reception of the ships
 - The task of the harbour-master.
 - Traffic management.
 - Pilotage and navigation aids.
- 5. Various port operations
 - Marketing and public relations.
 - Conservancy of the fairway and dredging.
 - Port security, access to the port area.
 - Control of cargo losses.
 - Fire prevention and fighting.
 - Prevention of pollution.
 - Legal liabilities of various parties engaged in port operation.
 - The systems approach to port management.
- 6. Dock labour
 - Manpower planning.
 - Forecasting of requirements and of availability of workers.
 - Training and career planning.
 - Occupational health and safety.
 - Systems of payment and relations with organized labour.
- 7. Cargoes
 - Classical general cargo.
 - Mass break-bulk cargo.
 - Bulk cargo and liquids.
 - Requirements and equipment for handling.
 - Cargo unitization, warehousing and storage.
 - Handling of dangerous goods.
- 8. Terminal operation
 - Planning, management and operation of terminals.
 - Productivity indicators and their measurement.
 - Improving productivity.
 - Exercise in resource management.

Programme

The seminar will be conducted in the form of lectures and discussions alternated by day-trips or half-day visits to the ports of Rotterdam and Amsterdam. There will be sufficient opportunity to study the ports organization and various port operations. The one week fieldtrip to Belgium and France will give an opportunity for comparison of the organization of various harbours. Considerable time will be devoted at Delft to exercises in wharf lay-out and the organization of cargo handling.

Application and Admission

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 university background. No simple formula can be given for the conditions of admission and for this reason applications will be considered individually. In order to make a proper judgment of applications possible, candidates should fill in the enclosed application form as completely and clearly as possible and return it to the Registrar. Candidates are required to submit a letter of recommendation from their employer. In order to promote a close contact between the lecturers and participants and to stimulate discussions, the number of participants will be limited to 25.

Fees and other Expenses

The participants' fee is Dfl. 2800,—, which includes the tuition fee, travel cost for all fieldtrips and lodging during the fieldtrip outside the Netherlands. Participants will pay their accommodation during their stay in the Netherlands. The Netherlands Universities Foundation for International Cooperation (NUFFIC) will upon request take care of hotel reservations. The participants' fee should be paid on or before the day of registration. Those preferring to pay in advance are requested to have the participation fee paid to the account of NUFFIC at the Amsterdam-Rotterdam Bank, 14 Wagenstraat, Den Haag.

Fellowships

It is expected that a number of participants will be granted fellowships by their employers or by national or international fellowship granting organizations, such as the United Nations, UNCTAD and the International Labour Organization (ILO). For countries that are associate members of the European Economic Community the Commission of the European Communities may make fellowships available. The European Economic Community and the Association of South-East Asian Nations (ASEAN) have a special fellowship programme for Asian countries. EEC and ASEAN fellowships may be obtained by applying to the office of the EEC delegate in the home country of the candidate. Candidates who wish to receive information about financial facilities provided by the Netherlands to candidates coming from developing countries should apply to the Netherlands Diplomatic Representative in their country not later than March 15, 1984. Netherlands Government fellowships do not include travel expenses from the country of origin to the Netherlands and back.

All participants who need a visa for France are advised to obtain one in their own country before the seminar begins because getting it in the Netherlands may take much time.

Insurance

Participants are expected to insure themselves against financial consequences of illness, accidents and third-party liability risks for the duration of the Seminar.

For further information, please write to:

The Registrar, Netherlands Universities
Foundation for International Co-operation,
P.O. Box 90734, 2509 LS, The Hague, Netherlands

Port of Singapore Authority Training Courses 1984/1985

Introduction

The Port of Singapore

Strategically located and endowed with a natural, well-sheltered deep-water harbour, the Port of Singapore plays an important role in international trade and the economy of the Republic.

Ships of more than 300 shipping lines converge at Singapore, one of the world's largest oil refining, blending and distribution centres. There are no less than 600 ships in Port daily, with a ship arriving or leaving, every 10 minutes.

The main cargo-handling gateways of the Port are the Tanjong Pagar Container Terminal, Keppel Wharves, Pasir Panjang Wharves, Sembawang Wharves and the Jurong Port.

The Port handled 101.5 million tonnes of sea-borne cargo in 1982 and 78.5 million tonnes during the initial nine months of 1983.

The Port is administered by the Port of Singapore Authority (PSA), a Statutory Board responsible for the provision and maintenance of port facilities and services and the control of navigation in port waters.

The PSA maintains its own police and fire-fighting force and operates round-the-clock throughout the year, working three daily shifts. Ships calling at Port are assured of 24-hour tug, pilotage, fresh water, bunkers, ship-chandling and other related services.

The PSA provides employment for some 9,200 employees comprising stevedores, clerks, technicians, engineers and administrators. Stevedores are grouped into integrated

gangs for ship-shore and wharf work and other cargo-handling operations.

With more than 160 years of port and shipping experience, Singapore has made her mark in international shipping and has attained a significant position as one of the world's leading ports where ships are turned around expeditiously.

Training in PSA

Systematic training in the PSA dates back to 1959. The emphasis then was on operations training to upgrade the cargo handling skills of stevedores to meet the immediate operational requirements of the port. With increasing sophistication in port administration and operations, the training function in the PSA has enlarged its scope to include management, supervisory, clerical and technical training.

Today, the PSA's Training Department comprises the Operations, Technical and Management Training Sections. The Department is staffed by competent Training Officers and Instructors. It is supported by excellent classroom, library and sophisticated audio visual facilities.

Together, the three main Training Sections organise and conduct no less than 600 courses annually to meet the short and long term training needs of employees.

In 1975, the PSA decided to open some of its courses on port management and operations to participants from the ports of other developing countries in the region.

Organised on a non-profit making basis, these courses have attracted some 250 officers annually from the ports of the ASEAN, West Asia, India, Africa and the Pacific Islands.

These courses have been structured to include lectures, discussions and programmed visits to operational departments. Related courses are scheduled to run consecutively

COURSE TITLE	FEES SING \$	Duration in weeks	1984										1985									
			MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV		
MANAGEMENT AND ADMINISTRATION COURSES																						
Port Management and Operations	2,000	3							<u>3 21</u>									<u>2 20</u>				
Port Security	1,100	2							<u>8 19</u>										<u>7 18</u>			
PORT OPERATIONS COURSES																						
Cargo Operations at Conventional Wharves	1,700	3			<u>7 25</u>										<u>6 24</u>							
Management and Operations of Tanjong Pagar Container Terminal	2,000	3			<u>28 15</u>										<u>27 14</u>							
Practical Pilotage Observation Attachment	2,800	2			<u>7 18</u>					<u>22 2</u>					<u>6 17</u>					<u>28 8</u>		
PORT ENGINEERING COURSE																						
Management and Maintenance of Port Equipment	700	1			<u>11 15</u>											<u>10 14</u>						
Port Engineering and Project Management	2,200	3			<u>18 6</u>											<u>17 5</u>						
SAFETY COURSES																						
Ship Inspection	600	1	<u>5 9</u>							<u>1 5</u>		<u>4 8</u>							<u>7 11</u>			
Principles of Fire-Fighting	600	1	<u>12 16</u>							<u>8 12</u>									<u>14 18</u>			
Shipboard Fire-Fighting and Prevention	900	1	<u>19 23</u>							<u>15 19</u>									<u>21 25</u>			
Oil Spill Control	900	1	<u>26 30</u>							<u>22 26</u>										<u>28 1</u>		
Crude Oil Washing and Inert Gas	600	1	<u>26 30</u>									<u>11 15</u>										
Oil, Chemical and Liquefied Gas Tanker Safety Familiarisation	1,200	2			<u>4 15</u>										<u>10 22</u>							
Advanced Petroleum Gas Tanker	600	1								<u>28 2</u>											<u>4 8</u>	

NOTE: (a) No courses are offered during the months of December to February.
(b) Dates and fees for 1985 training courses are subject to revision.

so as to provide participants an opportunity to attend more than one course while in Singapore. These courses serve as a forum for participants from developing countries to exchange ideas and experiences on port management and operations.

General Information

1. Application procedures

All applications should be:

- made on the application form provided in this brochure. Application for each course should be made on separate forms;
- supported and sponsored by the relevant Port, Government or International Agency;
- accompanied by a bank draft or cheque for the total amount of course fees in Singapore Dollars; and
- submitted to reach the PSA preferably TWO MONTHS before the commencement date of each course.

2. Conditions for acceptance of applications

Organisations sponsoring their personnel for PSA training courses would be required to sign:

- (i) a Letter of Indemnity as the courses include programmed visits and/or practical work; and
- (ii) a Letter of Guarantee to reimburse the PSA for all hospitalisation charges should any of their personnel require hospitalisation while attending these courses.

Participants are advised to take up an appropriate travel and accident insurance policies to cover them for the duration of the training period.

3. Course fees

Fees quoted are only for 1984 courses. Fees for 1985 course may be subject to revision.

4. Refund of fees

If notice of withdrawal is given in writing within two weeks preceding commencement of the course, a 80% refund will be made or an administration charge of 20% of the course fees will be levied. If notice of withdrawal is given in writing after commencement of the course, no refund will be made.

5. Cancellation

The Authority reserves the right to cancel any course if necessary.

6. Scholarships

Participants are normally sponsored by their ports/organisations for PSA courses. However, some participants have been sponsored to attend PSA courses under the ASEAN and Colombo Plan Training Awards, Commonwealth Fund for Technical Co-operation, International Association of Ports and Harbors, International Labour Organisation, United Nations Development Programme and International Maritime Organisation. More information can be obtained from these organisations regarding training awards.

7. Medium of instruction

The medium of instruction is ENGLISH. As such, participants are expected to have a good working knowledge of English.

8. Certificate of attendance

Certificate of Attendance will be issued to all participants who maintain full attendance at all lectures/

sessions.

9. Meals and refreshment

All courses include: —

- (i) Welcome and farewell lunches; and
- (ii) Daily refreshment/snacks during tea/coffee breaks

10. Visa and travel arrangement

- (a) All participants will be responsible for making their own visas and travel arrangements to and from Singapore.

- (b) On arrival at Singapore Changi Airport, participants:

- (i) should present their passports or internationally recognised travel documents to the Immigration officials and obtain the required approval to stay in Singapore for the full duration of the training period;
- (ii) will be met by PSA's representative who will provide the necessary assistance to facilitate clearance of Airport formalities.

- (c) Participants are advised to be in Singapore at least one day before the course begins.

- (d) Participants will be transported to the PSA Training Department on the first day of the course from designated hotels/hostels.

11. Accommodation

Singapore has numerous hotels to meet the accommodation requirements of participants. Your Embassy, High Commission, Consul or travel agent may be able to assist in making accommodation arrangements. It is suggested that you choose a hotel or hostel near the Port for your convenience. The Authority can assist if required, in booking recommended hotels/hostels at concessionary rates for participants.

12. Living allowance

Sponsoring organisations should ensure that their personnel have adequate funds before leaving for Singapore to cover all expenses including accommodation, meals, transport, medical fees and other incidentals in Singapore.

13. Climate & clothing

Singapore is generally sunny with an average temperature of 28°C (82°F) during the day and 25°C (77°F) during the night. Lightweight casual clothing is recommended.

14. Further enquiries

For further information, please write to:

Training Manager
Training Department
Port of Singapore Authority
7, Keppel Road
#02-28, Tanjong Pagar Complex
Singapore 0208
Republic of Singapore
Telex : RS 21507
Cable : "TANJONG" Singapore
Telephone : 2217711 Extension 826
ISSN : 0129-9808

African Ports Symposium slated for first half of 1985, Abidjan, Republic of Ivory Coast

(Background information)

Introduction

The African Ports Symposia are professional events which bring together executives from Africa and elsewhere who are directly or indirectly connected with PORT MANAGEMENT, SHIPPING ADMINISTRATION and RELATED ACTIVITIES.

The 1st and 2nd African Ports Symposia were held respectively in Douala (Cameroon) from 6th to 10th July, 1981 and in Libreville (Gabon) from 24th to 26th November 1982, each attended by some 80 delegates. Over the years the Symposia have gained professional respectability and have now come to be regarded as the biggest and most authoritative forum on port matters ever to be organised in Africa. Texts of lectures delivered find themselves in libraries the world over while demand for re-printing is on the increase.

For people and institutions who are doing business in Africa or contemplating to do so, the African Ports Symposia offer a unique opportunity to learn at first hand the strategies and requirements of the ports of Africa "The Gate-ways" to the continent's economy.

Who organises the African Ports Symposia?

- a) The Port Management Association of West and Central Africa.
- b) A designated Ports Authority within the sub-region.
- c) Under the chief patronage of:
The Government of the designated Ports Authority;
The Ministerial Conference of West and Central African States on Maritime Transport.
- d) In collaboration with:

The 'Ecole Nationale des Ponts et Chaussées' — Paris

The Ministry of Transport — France

The Ministry of Environment — France

- e) With financial assistance from:

The Government of France;

The European Development Fund;

Symposia themes

Topics are selected from the following:

- a) Port Statistics and Performance Indicators
- b) Port Dredging — (initial, maintenance and backlog dredging)
- c) Port Security including fire prevention and fire fighting
- d) Containerisation
- e) Economic and Technical port studies
- f) Port construction techniques
- g) Cargo Handling techniques
- h) Financial and personnel management
- i) Training
- j) Port documentation and facilitation
- k) Maritime Transport costs
- l) Port Planning
- m) Navigational Aids

Objectives

- a) TO INFORM participants of the latest trends in port management particularly in the West and Central African sub-region.
- b) TO EDUCATE participants on new concepts of port management in other areas of the shipping world.
- c) TO PROVIDE a forum for exchange of ideas and experiences among participants with diverse backgrounds.
- d) TO FACILITATE on-the-spot contact between port executives, shipping lines, Shippers, Manufacturers, Technicians, Consignees, Governments, Customs etc... These contacts may yield commercial dividends, especially for manufacturers and suppliers.

Participants

Participants are drawn from: —

- a) • International Organisations, e.g. ECOWAS, IALA, IAPH, ICHCA
- b) • United Nations Specialized Agencies, e.g. UNCTAD, ILO, ECA, IMO
- c) • Friendly Governments e.g. France, Holland, Sweden, West Indies
- d) • Academic Institutions — ENPC, Paris
- e) • Donor Agencies e.g. SIDA
- f) • Consultants — DEMAS (Holland) Lambert Bros. & Maxwell Stamp Associates (U.K.)
- g) • Private Companies
- h) • Shipping Lines — DELMAS VIELJEUX (France)
- i) • Individuals — Mr. Paul Bastard — Immediate Past President IAPH
- j) • Ports Authorities — Rouen, Marseilles, Rotterdam, Mombassa

Participation

All participants are invited and encouraged to submit papers on one or more of the themes outlined in (3). These papers would be reviewed by a panel of experts prior to presentation by the writer.

Methodology

The symposia are conducted using one or more of the following techniques:

- a) The lecture method
- b) The discussion method
- c) The question and answer method
- d) Presentation of slides

Languages

All papers are to be presented in FRENCH or ENGLISH. There are facilities for simultaneous translation.

Documentation

All lectures delivered will be available in French and English for participants to take back home free of charge.

Exhibitions

Arrangements can be made for those wishing to exhibit their products, especially private firms.

Visits

The programme caters for site visits to port zones and other areas of interest.

Fees

Participation in the symposium is **Entirely Free of Charge** although participants are expected to pay for their travel and hotel accommodation.

Date and venue of 3rd African Ports Symposium

1st half of 1985 — precise dates will be communicated to you in due course

ABIDJAN — The Republic of Ivory Coast, West Africa

Initial contact address

The Secretary General
Port Management Association of West and Central Africa
12 Park Lane
P.O. Box 1113 Apapa
Lagos Nigeria
Tels. 871278, 877977, 874108
Telex: c/o OYEYIPO — 21500 ONP NPA NG
Cables — PORTMANASS — Apapa — Nigeria

SMM '84 Exhibition and Congress 25-29 September 1984

Organizers:

Association of German Marine Engineers, represented by its Hamburg Branch, the German Shipbuilding Industry Association and Hamburg Messe and Congress GmbH with the assistance of German Lloyd, the Schiffbautechnische Gesellschaft, VDMA Marine and Offshore Equipment Industries and the Marine Technology Industrial Association.

Scope of Exhibition:

Shipbuilding Industries, Process Engineering, Marine Equipment, Ship Operation Technology, Propulsion System, Auxiliary Engines, Deck Machinery, Cranes/Loading Gear, Ship's Equipment, Navigation Systems, Communication Systems, Automation, Offshore Industries, Offshore Equipment, Oil Production, Ocean Mining, Marine Technology, Marine Research, Oil Pollution Prevention

Congress

This event will serve to complement the exhibition by providing a wealth of information and discussion on current themes and problems.

The main themes:

- New design forms in marine technology
- Manufacturing processes in marine engineering and technology
- Economic marine propulsion
- Ship operation techniques

Portex '85 7-10 May 1985, Hamburg

Organizer:

Hamburg Messe und Congress GmbH

Sponsors: International Association of Ports and Harbors (IAPH)
International Cargo-Handling Co-ordination Association (ICHCA)
Zentralverband der deutschen Seehafenbetriebe e.V.,
Intergovernmental Bureau for Informatics (IBI)

"Portex '85" will focus on the following sectors:

Hydraulic engineering and harbor construction, harbour facilities and safety installations, organization development and communication systems, integrated port and ancillary services, port consultancy services, and sales promotion and advertising for ports and harbors.

There will be technical seminars on "The use of computers in the transportation system", "The planning and construction of harbors and waterways" and "Safety and the prevention of pollution in harbours".

Publications

"Containerisation International Yearbook 1984"

Published by the National Magazine Co., Ltd., 72 Broadwick Street, London W1V 2BP, price (including postage and packing) £61 (UK destinations), £66 (surface mail worldwide); £74 (airmail to Europe); £90 (airmail outside Europe).

"Between the striking, silver covers of the recently published 1984 edition of the *CONTAINERISATION INTERNATIONAL YEARBOOK* lies a wealth of up-to-date information on all aspects of intermodal transport. With a redesigned editorial lay-out, this the 15th annual guide to the worldwide container industry provides more information in a more compact and manageable form.

Separate summaries of past and future trends in various sectors of the industry have become a regular feature of the Yearbook over the past few years. In addition to the 'World container port traffic league', which has once again been extended to cover 325 ports of over 1,000 TEU throughput in more than 100 countries, the 1984 edition also includes commentaries on the outlook for container shipping, new vessels on order, the UK Code of Conduct for Liner Conferences and Containerisation International's unique world container population survey."

Brazilian port news in brief

- The youngest Council of Users has been recently installed at the Port of São Francisco do Sul, State of Santa Catarina, resuming Portobrás' policy in increasing the participation of port users in the search of solutions for their problems.
- The Port of Manaus and the managers of shipping in the Amazonas area have reached an important achievement: the withdrawal of the 3% "ad valorem" tax on transit cargoes on behalf of Port Improvement Funds.
- "Brazil has a healthy commercial balance. Its problems are almost the same of those experience by all other countries." These were the optimistic words of the head of a delegation of the City of Amsterdam's Promotion Committee, intended to interest shipowners and exporters of Rio de Janeiro to make greater use of the

services of that European Port.

Cargo in 1983 rebounded by 10.7% from the slump of the previous year: Port of Halifax

The largest percentage increase was in bulk cargo, with 10.5 million tonnes moving through the Port representing a 12 per cent increase over 1982. Gypsum showed the largest increase at 2.6 million tonnes, up 27.4 per cent; a gain attributed to an improved U.S. construction market.

Crude oil represented the largest tonnage moved at 3.9 million tonnes, up 14.3 per cent from last year. The increase in crude product import is due to a consolidation of Imperial Oil (Exxon) refinery operations at the Dartmouth, N.S. plant following closure of a Montreal refinery.

All major bulk commodities, with the exception of miscellaneous bulk, showed increases over 1982. The latter was down 29.5 per cent due to a drop in export bulk cement.

Container traffic, measured in TEU's (Twenty-foot equivalent units), was up 6.9 per cent over 1982, with a corresponding overall tonnage increase of six per cent. Container tonnage for 1982 was recorded at 1.4 million tonnes, and topped 1.5 million tonnes in 1983. It represents an average of 76 per cent of general cargo (i.e. RoRo, break bulk, container) through the Port.

Inbound container traffic was up 11.3 per cent from 1982, totalling 91,145 TEU's, and outbound traffic climbed to 91,998 TEU's from 89,273 TEU's. The ratio between inward and outward traffic was more balanced in 1983, with a difference of only 753 TEU's.

Break bulk traffic fell 17.4 per cent from 1982 levels, to 264.1 million tonnes; a decline attributable to various unrelated changes in shipments and shipping patterns.

Port officials predict a 15 to 20 per cent increase in container cargo for this year, and anticipate further increases in container traffic from the Far East and the Middle East, due to strengthening currencies in the developing countries.

Hamilton Harbor continues expansion; East Port development on schedule

The Port of Hamilton, a magnificent natural harbour, has played a prominent role in the development of Hamilton as a major industrial centre. Traditionally, performance places the Port among the leading port facilities in Canada — a true international seaport in every sense of the word.

From a marketing standpoint, historically, the port has been able to sell itself with demand exceeding supply of available harbourfront industrial land. In anticipation of continuing demand for new port facilities, the Hamilton Harbour Commissioners have embarked on a twenty year expansion plan known as the East Port development ultimately comprising some 50 hectares of prime marine and industrial sites with seaway draft berthage and fronting on the Queen Elizabeth Highway. The first stage, some 18 hectares, is now awaiting tenants with essential roadways, water, sewerage systems, and site landscaping having been

completed in the fall of 1983. Construction of a new road/rail bridge to East Port from the Commissioners' Pier 24 is scheduled to commence in January 1984.

With a prime location on Hamilton Harbour, railroads and a major Provincial highway, the East Port development will combine the practical aspects of a busy commercial port with the aesthetic requirements of the high-profile industrial location.

A development proposal of interest for East Port will be the Port's first grain terminal. The grain elevator complex plan is presently the subject of a detailed market and economic feasibility study jointly funded by the elevator company and the Canadian Government with the findings available early in the new year.

The Port of Hamilton was considered as the choice of location for the prospective elevator site because Hamilton's central geographic location to Ontario's agricultural community. Increasing grain production, in the Port's agricultural hinterland, in turn, will require additional facilities for storage and export facilities to the major markets around the world. The proposed grain facility in Hamilton is designed to assist in meeting this market demand.

The Port of Hamilton since its inception has been in stages of ongoing development and redevelopment to meet the ever changing needs of the Port industry and commerce, and as such, is dedicated to ensuring a healthy, prosperous future for the Port and industry alike.

The Hamilton Harbour Commissioners are anticipating increased interest and commitments for East Port development sites in the months to come. (*Port Folio*)

Record year in container traffic: Port of Montreal

The Port of Montreal's Deputy General Manager and Chief Executive Officer, Dominic J. Taddeo, reported that total traffic handled at the Port of Montreal in 1983 amounted to 22.7 million metric tonnes, an increase of 11.8 percent over the volume of 20.3 million tonnes in 1982.

Mr. Taddeo pointed out that containerized cargo, with an increase of 16 percent, and petroleum products, with an increase of 25 percent, were mainly responsible for this resurgence in cargo handled in 1983. Grain and other dry bulk products also contributed to the increase, but to a lesser degree.

"This large increase in container traffic is most encouraging" stated Mr. Taddeo. "Containerized cargo rose by 16 percent, to reach 3.8 million tonnes in 1983 compared to 3.2 million tonnes in 1982" added Mr. Taddeo. The number of T.E.U.'s handled at the port in 1983 amounted to 357,503 units, a record for the Port of Montreal. This compares to 316,317 units handled in 1982 and 329,618 units handled in 1981.

From a financial point of view, Mr. Taddeo reported that the Port of Montreal realized a net profit of \$18.6 million in 1983, compared to \$16.3 million in 1982.

Port, Transportation authorities see Nanaimo shipping, sawmill facilities

British Columbia Seaport authorities, transportation administrators and representatives of B.C., Alberta,

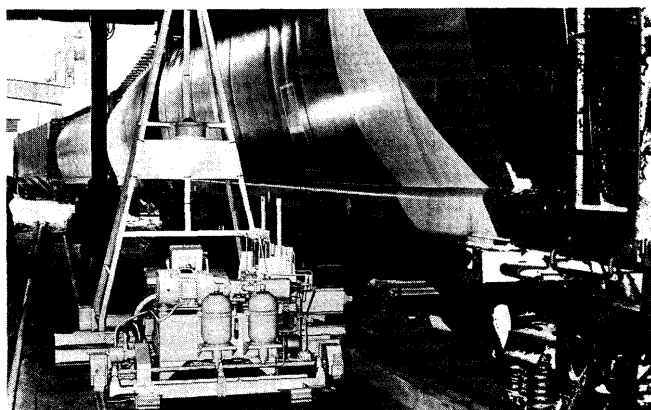
Saskatchewan and Manitoba governments, met in Nanaimo January 16 for the third regular quarterly meeting of the recently formed Western Regional Advisory Council.

The Council, which was established by the federal government last year under the new Canada Ports Corporation Act, is responsible for advising Ottawa regarding development policies of West Coast Ports. Input from the prairie provinces aids the Council in formulating policies for a co-ordinated development.

At the Nanaimo meeting the group, travelling by boat and by bus, toured Nanaimo Harbour and visited Duke Point, Nanaimo Assembly Wharf and Commercial Inlet Boat Basin. A conducted tour of Mayo Products mill on the waterfront near the Assembly Wharf, enabled Council members to see a highly automated sawmill in operation.

The tour of the mill and port facilities followed a business meeting of the Council which was attended by the chief executive officers of B.C. ports including Erik Tofsrud, Vancouver, Lloyd Bingham, Nanaimo, George Colquhoun, North Fraser, Rick Pearce, Fraser River, Don Brooks, Port Alberni. (*Nanaimo Harbour News*)

High-speed grain unloading facility receives first unit train at Port of Quebec



A new high-speed unloading facility for grain has received its first unit train at the Port of Québec. The installation was built as part of a 14.5\$ million investment program to modernize the intermodal grain receiving and shipping elevator operated by Bunge of Canada Limited.

The project increases the elevator's rail-car unloading capability to 40 cars per hour and includes a new hopper car receiving station and two additional spur lines, permitting almost continuous unloading with fewer intermittent breaks for shunting and switching trains.

The receiving station is located on the north side of the elevator on the St. Charles River Estuary and the new conveying system will also be used to discharge grain carried by self-unloading vessels. The first such facility on the St. Lawrence River export grain transshipment system will be ready for the opening of the St. Lawrence Seaway in the spring of 1984.

The Port of Thunder Bay in profile

The Port of Thunder Bay is Canada's mid-continent seaport. Situated at the head of the Great Lakes/St. Lawrence Seaway System, 3,200 km inland from the Atlantic Ocean, the Port of Thunder Bay is a natural harbour protected by the famous landmark "Sleeping Giant". The port extends along 45 km of shoreline.

Thunder Bay is Canada's second largest port with a record 22.4 million tonnes handled in 1982. The Port has the facilities and the people with the ability and the desire to handle all types of cargo. 1,500 ships from around the world visit Thunder Bay each year.

The Port Authority at Thunder Bay is the Lakehead Harbour Commission. This Authority is committed to the overall development of the Port. Their aggressive planning and dedication to keeping up with modern technology ensures Thunder Bay's position as a leader in the Port Industry. The Port of Thunder Bay meets the needs of its present users and the Port Authority seeks to help future users solve their transportation and distribution problems. A recently developed Master Port Plan provides the guidelines for future developments at the Port.

Thunder Bay has the distinction of being known as the "largest grain handling port in the world". The Port offers quick and efficient handling of grain and grain products. A record 17 million tonnes of western grain reached its market through this Port in 1982. Thunder Bay transships about 60% of Canada's export grain.

Other bulk commodities such as coal, iron ore, potash, sulphur, etc. are shipped through the port's three major bulk handling facilities. In 1982 coal shipments accounted for over 2 million tonnes and potash reached 1.6 million tonnes. Capacity to handle increased volumes of these and other bulk commodities is in place at Thunder Bay. Recent announcement of \$9 million being invested locally to streamline the potash handling systems at two of the bulk handling systems at Thunder Bay indicates the commitment to a more efficient Port by its users.

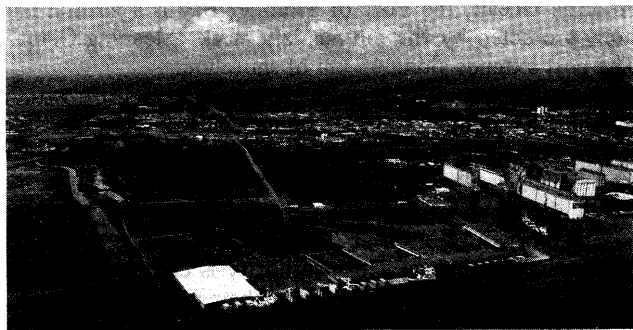
The Keefer Terminal presently has space available for the storage and distribution of general products for North American and world markets. The facility with over 763 metres of dock face has three warehouses with heated storage areas. Also available is approximately 40 hectares of open storage with paved areas. Completely serviced by both the Canadian National and Canadian Pacific railways and directly linked to all truck routes the Keefer Terminal is completely fenced and security controlled. A new ro-ro service for transport trailers moving between Thunder Bay and Windsor operates out of Keefer Terminal and offers quick and efficient water transportation aboard a car-ferry.

A regular ro-ro service for rail cars across Lake Superior is presently handling paper products out of one of Thunder Bay's mills across Lake Superior for distribution by land into the United States. This service is becoming more and more popular each year. Water transportation provides the quick and efficient movement necessary to get these products to market.

Other operations at Thunder Bay include the major oil companies which maintain storage depots for distribution of products throughout the region, and the forest product industries which are ideally located on the harbour front making it possible for shipment by water to the global

market.

The Port of Thunder Bay plays a very significant role in our area's economy and activities, and we are proud to be an important part of our Nation's ability to compete in world markets.



Keefer Terminal, Port of Thunder Bay

Dr. Geoffrey R. McIntyre presented with an award for excellence on MarAd's program

Dr. Geoffrey R. McIntyre of MarAd's Office of Port & Intermodal Development, was recently presented with an award in recognition of his Sustained Superior Performance on the agency's management technology transfer program for container ports and maritime service organizations; as well as for his work on port emergency planning.

Dr. McIntyre recently worked with The San Francisco Marine Exchange and the members of the National Association of Maritime Exchanges in developing a computerized system for reporting vessel arrivals/departures at U.S. ports.

During 1980 — 1981, Dr. McIntyre served as the Manager for MarAd's Marine Terminal Automated Management System for the control of containers, equipment and cargo that was demonstrated at the Port of Oakland. The system has since been adapted by other U.S. ports.

Dr. McIntyre recently worked with the National Association of Stevedores to produce a definitive study of The U.S. Stevedoring And Marine Terminal Industry.

Dr. McIntyre serves as Manager, General Cargo/Intermodal Program, within MARAD's Office of Port and Intermodal Development. He has broad responsibilities for the Agency's port management technology transfer program, and the overall management of port resources during periods of a national emergency.

FMC plans to develop an automated tariff filing system

By Ann Griffiths

Increasingly widespread demand for rate and service information in oceanborne commerce has prompted the Federal Maritime Commission (FMC) to take the first step in what could amount to sweeping changes for the U.S. maritime industry.

The commission has announced a request for public comment on its plan to develop an automated tariff filing system. Such a computerized system, one that could store and retrieve tariff information effectively and efficiently,

would serve the needs of both the commission and private domestic and international commerce concerns, according to the FMC.

The key factor in the proposal is that private sector contractors would operate and maintain the system. The FMC would act only in a supervisory capacity for the development and functioning of the system.

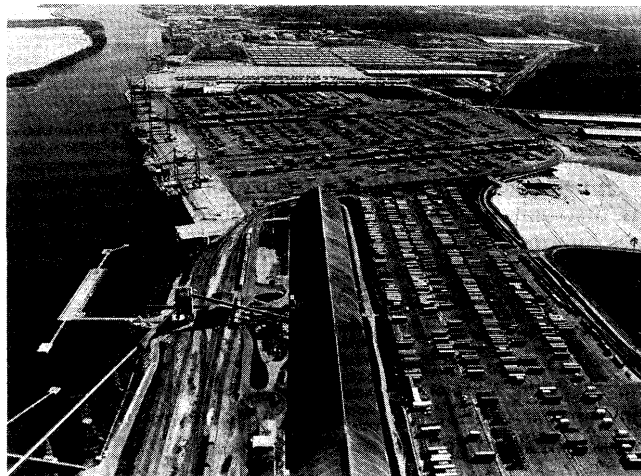
Currently, the FMC relies on hard-copy filing of required tariff information, and the commission estimates that a half-million pages of new or revised input are filed annually, with over six million pages active at any one time.

U.S. law requires that tariff information such as schedules of carriers' rates, charges and services be filed with the Federal Maritime Commission. At the same time, the FMC is required to make rate and service information available to the public. In turn, this information is used to help enforce the anti-discrimination provisions of the 1916 Shipping Act that outlaws rate discrimination among shippers.

With the automated filing system in place, the commission could provide tariff information by remote electronic access to carriers, shippers, freight forwarders, and NVOs. The system would also ease information retrieval by the commission and private businesses.

The electronic system replacing the current tariff system will have to retain or improve upon the capabilities of the current operation, and FMC spokesman said. Minimal functional requirements include: capability to print hard copy of all information stored in the system; compatibility with the widest possible range of electronic equipment on the market; priority access by the commission to all tariff information. (*South Carolina PORT NEWS*)

Savannah container tonnage reaches two million



The Port of Savannah has parlayed a 34% container tonnage increase into its first two million ton year. Volume of container traffic handled jumped over 500,000 tons from 1982's benchmark. A five-and-a-half fold increase over the last decade provides evidence that the trend has been a protracted one.

Container berth 4 was opened for business to enable GPA to accommodate its growing container traffic. The completion of two new container cranes during the past year, units 5 and 6, guarantees that the new facility can be

fully utilized. These 45-ton capacity heavy lifts handle boxes with 90 second cycle times to out and backreaches of 113 feet. CONTAINERPORT now comprises 3,675 feet of berthing, 180 acres of paved storage, 200,000 square feet of stuffing and stripping shed, and a 14 lane interchange.

The process is continuing with plans on the drawing board for container berth 5, which will be in operation in 1985. It will measure 1,000 feet in length, be equipped with two additional cranes, and backed up by another 60 acres of marshalling yard.

A maritime milestone set with the handling of the 1,000,000th container: Port of Los Angeles



In honor of the historic occasion, the Los Angeles Board of Harbor Commissioners issued a resolution, here presented by Commissioner Rev. Arthur Bartlett, third from left, to Charles Brown, vice president and general manager, LACT. Others participating in the ceremony are, from left, Leo Kowalski, president, Merit Steamship Agency, agent for Japan Line, one of three lines that make up the consortium utilizing LACT; Lee Bonesteel, vice president, Lilly Shipping agency, agent for Y-S Line; K. Yamada, senior rep for Y-S Line; T. Saito, senior rep for Mitsui-OSK Lines; and T. Homine, senior rep for Japan Line.

Baltimore's Dundalk Marine Terminal marks record cargo handling year

A record 4,274,935 tons of total cargo was handled at the port of Baltimore's Dundalk Marine Terminal in 1983, the Maryland Port Administration reports. This was a 10 percent increase over the 3,840,722 tons of cargo handled at the terminal in 1982. It was a 2.4 percent jump over the 4,173,130 tons of cargo handled in 1978, the terminal's previous record year.

Total container cargo at the terminal in 1983 reached 3,433,111 tons. This was a 13 percent increase over the 2,972,027 tons of container cargo handled at the terminal in 1982.

A total of 1,541 vessels called the terminal, the port of Baltimore's largest general cargo handling facility, in 1983. This vessel activity kept pace with the 1,558 cargo ships that called the terminal in 1982.

Massport applauds new labor agreement

The Boston Shipping Association and Clerks Local 1066 of the International Longshoremen's Association

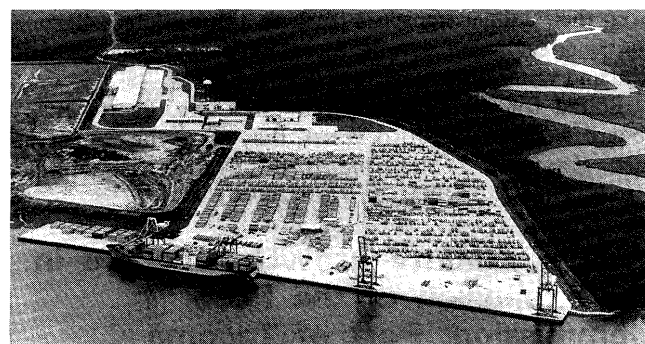
(ILA) recently reached an agreement resolving the dispute over manning levels at Moran Container Terminal in Charlestown.

Under the terms of the agreement, both parties agreed that the standing force of clerks at Moran will be 23 men (with additional clerks added on an as-needed basis) for the remainder of the current contract.

Anne D. Aylward, Maritime Director of the Massachusetts Port Authority which owns and operates Moran Terminal, expressed pleasure at the agreement. "The future of the Port of Boston depends on labor and management working together to provide competitive facilities for New England's shippers. Today's agreement is an important step in that direction," Aylward said.

Moran Terminal in Charlestown is New England's largest container terminal. Opened in 1971 as Boston's first publicly-operated container facility, Moran handles 75 percent of the Port's waterborne container traffic.

Container cargo up 32%: Port of Charleston



Port of Charleston's Wando Terminal

Container volume at the Port of Charleston soared to an all-time high of more than 2.4 million tons for Calendar 1983, up a solid 32 percent over the previous year.

Reaching a total of 2,463,851 tons, the 1983 figure was 596,459 tons more than the 1982 total of 1,876,329. The new calendar year performance in boxed cargo movement also exceeded the record Fiscal 1983 total (for the year ended June 30) by more than 425,000 tons, greatly increasing Charleston's lead among South Atlantic ports and closing the gap between Charleston and Baltimore, the second leading container port on the U.S. East Coast.

The port also showed a strong recovery in its breakbulk cargo movements during the calendar year just ended. Breakbulk volume, at 988,467 tons, was up three percent (or 29,246 tons) from the 1982 total of 959,221.

General cargo for 1983 totaled 3,452,318 tons, up 22 percent (or 625,768 tons) from the previous year figure of 2,826,550.

Significantly contributing to the Port of Charleston's tonnage gains during the past 12 months was the expanded activity at its all-container Wando Terminal, where four cranes and a 115-acre paved back-up area worked continuously to provide service for six pure container lines. The six lines had a combined 1983 throughput of 110,745 TEUs, 30 percent of the port's total container movement.

Another factor prominent in the Port of Charleston's 1983 business gains was the speeded flow of documentation

and cargo across its docks brought about by its new ORION computer system. By user testimony, the system is saving shippers hundreds of days of delays and thousands of dollars in shipping costs. ORION provides cargo release within two hours on 90 percent of its containerized shipments and within 24 hours on 85 percent of its breakbulk movement through the port.

Export of unusual cargo: Port of Charleston

As clumps of piglets were prodded across a loading gangway, they shrieked their protests. They were frightened; they were road-weary.

They had been enroute to Port of Charleston all night from a breeding farm, Pig Improvement Company (PIC), in Franklin, Ky. Now at North Charleston Terminal, PIC drivers Jerry Munday and Barry Smith were rousing the \$50,000 pure pork cargo for the ocean voyage.

The 300 piglets represent a special shipment — a kind of trial in containerization of animals for marine transport. On this drizzly Sunday morning they were being transferred from their animal transport truck to a three-tiered, 40-foot container sectioned into 50 cages. Each was equipped with feed and water dispensers.

Bound for a cooperative farm in Cidra, Puerto Rico, aboard a Navieras Ro/Ro vessel, they were the fourth of such shipments being handled by Puerto Rico Marine Management, Inc. (PRMMI). (*Port News*)

Port & County growth reflected in the expansion of the Port Commission: Port of Tacoma

When the voters of Pierce County established the Port of Tacoma in November of 1981, they also elected three commissioners to help set the policy for the new Port. The Port's first three commissioners represented a cross section of business experience, interest, and background which assured a healthy range of views in developing Port policy.

The first chairman of the Port Commission was Chester Thorne, who was also chairman of the board of the National Bank of Tacoma and vice-president of the Pacific Steamship Company. The Commission's first secretary was Edward Kloss, who had a long record of work in organized labor, and was the business agent for the longshoremen's union. The Port's third commissioner was C.W. Orton. As the director of a local fruit growers' association, he was strongly interested in the development of the Port of Tacoma and the expansion of cold storage facilities which would help in the marketing of local farm produce.

Over the years, the Port has grown from its original 240 acres in 1918 to over 2,400 acres in 1983. Like the Port, the population of Pierce County has also grown substantially — from 140,000 in 1920 to over 504,000 in 1983. To keep the Port responsive to the increased complexity of Port activities, and to the larger population it serves, Pierce County voters chose to expand the Port Commission by two members in November of 1983.

The Port's two new commissioners bring an extensive working knowledge of the waterfront to their positions,

having both worked as longshoremen at the Port. The two new commissioners — Joe Faker and John McCarthy, join the three current commissioners — Robert Earley, Jack Fabulich, and Pat O'Malley, to comprise the major decision making body for the Port of Tacoma.

Although a public body, the Port of Tacoma essentially operates as a big business in a competitive marketplace. In essence, the Port Commission serves as the Port's board of directors, establishing Port policy and approving major expenditures.

Richard Dale Smith, the Port's executive director, is responsible to the Commission for the day-to-day management of the Port and directs the Port staff in the performance of their duties.

With the largest construction and expansion in the history of the Port currently underway, it is significant that the importance of this development and expansion is reflected in the growth of the Port Commission as well.

Although the shipping industry has seen enormous changes since the Port was first established over 65 years ago, the goals of the Port and the Commission are much the same now as they were back then. As the Port Commission's first secretary, Edward Kloss, stated in 1920, "The Port of Tacoma will be in a position to offer something that no other port has been able to do in the rapid loading and unloading of cargoes, which means so much in these days of large carriers and high charter rates. The shipper and the shipowner are asking for quick handling of cargo, and the Port Commission is striving with the end in view of furnishing the necessary facilities to accomplish this." (*Pacific Gateway*)

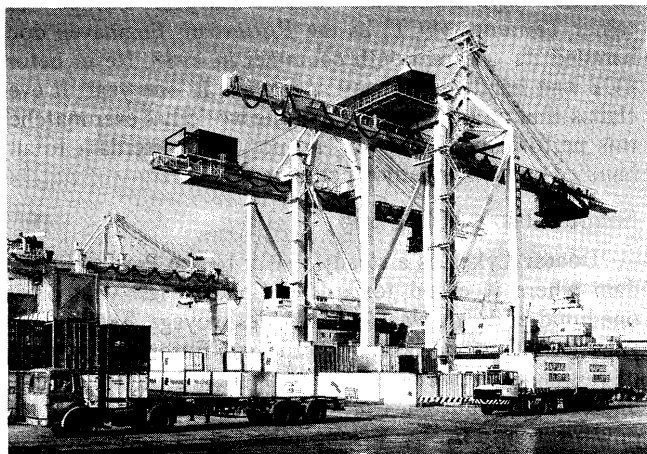
400 years of pilotage: Port of Dunkerque

Dunkerque pilot station set up in 1583 has celebrated its 400th anniversary. The pilots' expertise has truly become a legend. Their duty is to wait on-board a small launch for the ships bound for the Port of Dunkerque before boarding them to assist the masters.

Dunkerque pilots either board the ships off Dunkerque harbours or off the Belgian border in the «Zuydcoote» narrows or even more often at the «Dyck» sand-bank off Calais. Their duty is to advise the ships' masters on the best route through the sand-bank towards the breakwaters entry and on the delicate sailing through the locks and thereon amidst a maze of quays, moles and sluices to rest at the right berth.

There are 37 pilots in all at Dunkerque, all of them belonging to one trade association. The Dunkerque pilot station employs 54 people altogether using two pilot-boats alternately stationed at the «Dyck» on a weekly basis. A small launch is used as a shuttle for pilots between the pilot-boat and the ships. Three other fast launches are also used for meeting ships on the roads. The pilot station master is Mr. GAMBIER and the Chairman of the Dunkerque Pilot Association is Mr. CARLI. (*Dunkerque News*)

Container traffic in 1983 did well; The Far East accounts for a third of all traffic: Port of Hamburg



"Even if it is not possible to talk of 'satisfaction' in all categories of cargo handled in the Port of Hamburg last year the final results for general cargo were fairly heartening with an increase of 6.4 per cent representing a cargo volume of almost twenty million tonnes. What was particularly significant was that Hamburg was able to improve its box handling business with all parts of the world. Containerised cargo handled in the port showed an increase of 4.6 per cent last year compared with the 1982 figure with an 11.1 per cent increase in weight", Helmut F.H. Hansen, General Representative for the Port of Hamburg said.

He continued: "This indicates that, despite, or perhaps because of, the world wide trade recession the container system continues to hold its own."

Containerisation, he said, continues to go forward step by step. He pointed out that door-to-door traffic in both directions had increased 10.7 per cent, but pier-to-pier cargoes had recorded a drop of 5.6 per cent. In 1982 the ratio of the one to the other was 80 : 20, but last year this ratio changed to the advantage of door-to-door traffic to read 82.4 : 17.6 per cent.

West Germany's major port handled 930,338 TEUs last year with a total weight of 8.7 million tonnes. According to Herr Hansen the greater increase in the weight of merchandise carried in boxes was in part due to a drop in the number of empty boxes handled and in part due to a better utilisation of standard containers. The drop in empty boxes handled, compared with 1982 was 2.2 per cent. Last year the number of loaded containers handled was 79.4 per cent compared with "only" 78 per cent in 1982.

The most important trade for containerised traffic for the Port of Hamburg was the Far East route with 341,211 TEUs handled, representing an increase of 5.8 per cent over the previous year's figure. The weight of the cargo containerised on this route rose from 2.8 million tonnes to 3.1 million tonnes last year, up 11.3 per cent. Almost every third box loaded or discharged in the Port of Hamburg last year came from or was destined for the Far East. The last year figure for the whole of Asia was 426,486 TEUs, an increase of 3.2 per cent with the weight of cargo carried 3.9 million tonnes, an increase of 9.6 per cent.

"Expectations for 1984 in container traffic are fairly

positive, but I don't expect anything dramatic to happen. I deem it as unlikely that Hamburg will touch the magic 'million' figure of boxes handled", Herr Hansen said. For Port of Hamburg customers the important thing is that the services offered by the port should be bettered by extensions and modernisation programmes at the terminals, which is of particular importance for container traffic. The port of Hamburg will be more than capable of meeting competition in the months that lie ahead.

DHU and Dakosy go hand in hand; Providing a standardised container movement control system for ship's agents: Port of Hamburg

DHU — Gesellschaft Datenverarbeitung Hamburger Umschlagbetriebe mbH was founded by a group of leading Hamburg port operators as a joint venture at the end of 1982, to provide electronic data processing facilities to port of Hamburg customers.

The main purpose of DHU is to provide the port operators with standardised information on container movements. This is done by reporting box movements via the Hamburg port communications network of Dakosy. The system can deal with individual requests from ship's agents or shipping companies for information in a standardised form so that it can then be fed into container control systems to meet individual requirements.

The advantage for the ship's agents is that he receives information on container movements in a standardised form even if he represents a number of shipping lines that operate from various terminals in the port. The whole operation is another development in improving the port's communications system controlling containers, linking container terminals with ship's agents and/or shipping companies and speeding up movements within the port of Hamburg.

To achieve these aims five companies making up DHU decided to establish Condicos, an operation geared to container control and positioning systems. Condicos is operated by the firm Gerd Buss in cooperation with Dakosy.

Good future seen in Port of Amsterdam

International seagoing goods traffic in the Port of Amsterdam in 1983 is expected to top 24 million metric tons — even approach 25 million tons — and set a new record. This figure is based on the 18.1 million tons of cargo handled in the Port in the first 9 months of the year and strong cargo flows in the last quarter. Figures for the first 9 months were already 8.3 percent up on the same period of the previous year.

"This prognosis, plus our expectations for the future are very positive; however a number of firms working in the Port are experiencing difficulties. These difficulties are due largely to low tonnages in the general cargo sector and the ensuing low margins, based partly on the high cost of labour," said Drs. Michael van Berckel, Deputy Managing Director of the Amsterdam Port Management.

"Notwithstanding these serious problems, we are optimistic about developments in our Port in the long run. There are a number of bright aspects including large new investments by the private sector, support by the local, provincial and national governments and the fact that several new integrated shipping services will call at Amsterdam."

"The new investments are a strong factor in keeping Amsterdam competitive. Since October of 1982, more than 50,000 square metres of warehouse space has been constructed or started in the Port area."

"There are a few bleak points in the near future for the Port, but the outlook is brighter in the long run. The investments that have been made will bear fruit, but most important of all, they show the trust of the companies active in the Port of Amsterdam," Mr. van Berckel concluded. (*Haven Amsterdam*)

Port approaches to be deepened: Port of Amsterdam

The approaches to the Port of Amsterdam, off Ymuiden on the North Sea Coast, are to be deepened to allow ships drawing 52.5 feet. This is the first step towards the realisation of a deep-water bulk terminal to handle larger vessels. Present ship-depth allowed in the approach channel is 45 feet.

The long-awaited decision on the deepening was announced by the Netherlands Minister of Transport and Waterways, Mrs. N. Smit-Kroes, during the annual Haven-gilde Dinner. The Hoogovens steel plant at Ymuiden and OBA, the Amsterdam bulk terminal have had plans to build a deep-water bulk facility outside the Ymuiden sealocks adjoining the steel plant, for several years.

The go-ahead for the deepening of the approaches means that this terminal can be built. It is impossible to construct such a terminal in the Port of Amsterdam itself because of the 45-foot draft limitation imposed by the locks at the depth of the North Sea Canal.

Minister Smit-Kroes said that half the costs of the deepening project would be paid by the Dutch government, the other half by Amsterdam and regional interests. The Ministry of Transport is to pay for annual maintenance of the approach channel. (*Haven Amsterdam*)

News from the Port of Rotterdam

Cargo handling in 1983

The Port of Rotterdam handled some 233 million tonnes of cargo last year. This is 7% down on 1982 when some 250 million tonnes passed through this port. As bulk handling fell (by 9% to 193 million tonnes), general cargo grew (by 4½ to 40 million tonnes).

Among bulk commodities, crude oil, mineral oil products and ores dropped in 1983, while coal and other bulk (including grains, grain substitutes and fertilisers) rose slightly. The general cargo growth was mainly due to containerised freight, with 1.6 million containers (of all sizes) being handled in 1983, 7% up on 1982.

The Municipal Port Management expects a slight upturn

in overall freight volume in 1984, due to economic recovery in the hinterland.

Container-handling record

Three days before the turn of the year, Europe Container Terminus (ECT) in the Rotterdam Eemhaven dock handled its one millionth container in 1983. Never before ECT had handled so many containers in one year. It even claims that no other terminal in the world has ever matched this performance. In 1983 the port of Rotterdam totally handled about 1.6 million containers.

Seabee ship's 100th trip

'Doctor Lykes' is a steady visitor to the Port of Rotterdam where it called towards the end of last year on its one-hundredth regular Lykes Lines voyage between the American Gulf ports and north-west Europe. The vessel carries lighters which are hoisted aboard in the port of departure and put back in the water on arrival. Feeder and onward transport by lighter takes place in pushtow or towed convoys on the inland waters of the Gulf states and Europe, with the Mississippi and the Rhine as the main carriageways. Seabee lighters carry break-bulk, bulk, unitised cargoes, heavy loads, extra long and high cargoes and 20-ft and 40-ft containers. (*Newsletter*)

New dredger for Nash: Royal Volker Stevin (Associate Member of IAPH)



Nash Dredging Ltd., a subsidiary of Royal Volker Stevin nv, has acquired an addition to its U.K. based fleet in the form of a grab dredger.

The 'Rhino' has a capacity of 8 m³ for silt dredging but is also equipped with heavy duty grabs for harder soils. The modern crane emits very little noise which makes the dredger eminently suitable for continuous operation in noise sensitive environments.

The dredger is equipped for dredging at depths of up to 30 m but for special applications can be adapted for much deeper dredging. Positioning of the dredger can be achieved either by anchors or by spuds depending upon the circumstances of a particular contract.

The new grab dredger measures 40 m × 17 m and meets the standards of Bureau Veritas en D.O.T. for operations in coastal waters.

Port of Gothenburg to invest 125 m Swedish Kronor 1984-1987

The Port of Gothenburg, which on Jan. 1st, 1985 will be merged with the Gothenburg Stevedoring Co., Ltd. into a new municipal limited company, has a plan for the activities at the port during the years 1984 - 1987 which estimates investments of 125 m SEK (£ 10.6) for the period in question. If a new mass goods harbour will be built at the mouth of the river Göta near the Tor oil harbour - which has not yet been decided - an additional 110 m SEK (£ 9.3) is needed for the purpose.

Changes at the Skandia container terminal will cost 28 m SEK including a new ramp at berth No. 643 as well as an extensive overhaul of the ground and surface of the cargo handling areas. Some of the terminal's warehouses will also be changed or rebuilt to suit the changes in the cargo flow at the harbour.

16.6 m SEK will be used at the Älvsborg terminal. The jobs planned here include i.e. dredging and ground work.

The oil harbours are estimated to cost 18.2 m SEK, 7 m SEK of which will be invested in a new fresh water pipeline to the Tor harbour.

26.5 m SEK of the investment sum will go to the inner harbours - mainly to ground work - and 12 m SEK to the ferry terminals on the south side of the river Göta. 15 m SEK are earmarked for the port's railway network.



The Skandia Harbour, Gothenburg's container centre, is undergoing some reconstruction triggered by the commissioning of Atlantic Container Line's third generation ro/ro vessels. Works include dredging, additional piling, surface improvement, and the construction of new sheds.

More cargo through Gothenburg last year

Port of Gothenburg cargo statistics for 1983 show a five-per cent increase compared with the results of 1982. If domestic traffic is excluded, the increase is bigger: 9 per cent.

Imports totalled 12,542,000 tonnes, a one-per cent increase over 1982.

Exports reached 7,233,000 tonnes, a spectacular 26-per cent increase from the previous year.

The imbalance between imports and exports reflects

the devaluation of the Swedish Krona. Also, the export of oil products from Gothenburg maintains a high level largely because local refineries have an output mix not ideally suited to the national market.

Domestic traffic, almost entirely oil distribution, went down ten per cent to 4,106,000 tonnes. The total cargo turn-over was 23,881,000 tonnes.

Last year 27,368 arrivals and departures were recorded (up two per cent from '82), representing a gross register tonnage of 132,746,000 (up 14 per cent from 1982).



Over 5,000 tonnes of Canadian newsprint imported via the port of Gothenburg, Sweden - an interesting cargo in a country known for its paper export.

The unloading operation took place at Gothenburg's Free Harbour. The cargo was discharged by means of quay cranes, then towed on terminal trailers to a shed and stored there before being forwarded to the printing units of Swedish dailies Göteborgs-Posten and Expressen.

A Gothenburg Stevedoring Company spokesman said that the speed of the operation was satisfactory (42 tonnes per crane and hour), but that productivity would have been 50 per cent higher had the vessel's hatch openings been wider.

Picture: Behind the quay, counterweight trucks unload a ship's-side trailer.

Construction contract for King's Lynn Container Terminal awarded: Associated British Ports

Associated British Ports has awarded the construction contract for a new container storage terminal at its East Coast port of King's Lynn to Barnes Construction Ltd. of Ipswich.

The terminal will be built on an 8,000 sq. m. site to the rear of the port's existing container quay in the Bentinck Dock at a total cost, including equipment, of £400,000.

King's Lynn has already taken delivery of a new 42 tonne capacity container forklift truck, together with additional Mafi equipment.

The terminal is scheduled to become operational by the summer and Port Manager Andrew Kent is confident that King's Lynn will then have a container terminal able to match for efficiency the most modern in Europe.

Bluff, the major overseas trading port in the South Island

The Port of Bluff achieved a new record in the nine months ended 30 September 1983, becoming the largest overseas trading port in the South Island with 33.65% of the Island's total overseas trade passing over the port's wharves.

For the financial year ended 30 September 1983, Bluff achieved another record of 1,464,714 tonnes, a 17% increase on the previous year's record tonnage and sufficient of an increase to once again overtake the total tonnage moved through our northern neighbour, the Port of Otago.

In announcing these remarkable figures, the Chairman of the Southland Harbour Board, Mr. J.N. Armstrong, paid tribute to the successful promotion of the port by the General Manager and his team, assisted by the loyal and solid backing of the local waterfront workforce.

Mr. Armstrong noted that the major commodity increases during the year were in frozen meat, forest products and New Zealand Aluminium Smelters Ltd. products. The only major decrease was in petroleum products, he said.

The tonnage of frozen meat exported through the Port of 72,000 tonnes compared favourably with the previous year's figure of 52,000 tonnes, Mr. Armstrong said. An analysis of markets for meat exported from Bluff showed a gradual move away from the traditional European markets to the new markets in the U.S.S.R. and the Middle East, he added.

In forest products, Mr. Armstrong noted that wood chip exports reached their production target for the first time during the year, resulting in a significant increase in that cargo. There were increases in exports of both sawn timber and logs.

"After such a remarkable year, it would be easy for us to relax a little," Mr. Armstrong said. "However, my Board has never taken the view that the world owes it a living and we will be working just as hard in the current year to break these new records," he said. (*Port Sider*)

20 million tonne record set: Gladstone Harbour

Gladstone Harbour Board has reached a milestone in its development by breaking the 20 million tonne shipping barrier.

Total imports and exports for 1983 in the port have already reached 20 million tonnes and should approach the 21 million mark by the end of the year.

Gladstone Harbour Board engineer/manager, Mr. Reg Tanna, said yesterday the record meant Gladstone had maintained its position as Queensland's biggest port and was one of Australia's third largest mixed commodity ports along with Sydney and Newcastle.

Gladstone has exceeded its 1982 record by almost 2 million tonnes and maintained its trend of rapid growth in shipping tonnages established over the past 20 years.

Mr. Tanna said he was confident Gladstone would maintain this growth over the next 20 years, although there would probably be minor drops in tonnage in some years.

Mr. Tanna was confident Gladstone would retain its status as a large coal exporter because of its established

facilities and scope for further expansion.

He said he felt another deepening of the harbour would occur in the 90's in line with successive dredging over the past 20 years.

Gladstone now catered for up to 140,000 tonne vessels. The next step would be for the giant coal carriers of 250,000 tonne capacity.

"In the past, we've moved to meet the challenges of larger vessels and in the future, we'll continue to meet with that policy," he said.

Victorian Ports to come under one authority

Proposals to create a Victorian Ports Authority were announced on last November by the Minister of Transport (Mr. Steve Crabb). It is planned that the new Authority will be established by 1 July 1984.

In his statement, Mr. Crabb said Victoria's ports are to be given a stronger role in the State's transport and economic strategic planning through the creation of a Victorian Ports Authority.

"At the same time the regional role of the four major ports will be maintained and developed within the context of regional as well as State-wide transport and economic planning," he said.

"The day-to-day operations of those ports will continue to be managed and controlled locally.

"This new structure will help to co-ordinate the effective development of our ports, increasing their efficiency and productivities."

Mr. Crabb said the new structure is to be developed by a Task Force made up of representatives of the existing port authorities, port users and unions.

"Victoria's continued economic well-being is very much tied up with the continued development of its ports," Mr. Crabb said.

"By creating the Victorian Ports Authority, economic as well as transport planning in the State will be able to rely on more efficient port operations, linked into modern, efficient land transport systems.

"The creation of the ports authority is yet another move by the Government to rationalise transport planning."

Referring to the transfer of the ports to the Transport portfolio in July, Mr. Crabb said that "already ports are involved in planning land-sea freight transport in such areas as grain handling". He said it was essential to improve strategic planning in transport if Victoria is to maintain its position as Australia's premier general cargo shipping State.

"This can be maintained through continued development in each port. Such development will rely on regional management to ensure that local communities and industries are well serviced by the ports.

"Overall, economic co-ordination must rely on an all-ports authority with the expertise to continue to place Victoria on the world trading stage as a major shipping State.

"Melbourne is already Australia's major container terminal, and Geelong, along with Portland, helps Victoria maintain its position as the country's leading grain handling State."

Mr. Crabb said the Task Force is to examine and report on organisational options for dealing with key issues, and

recommend a detailed organisational structure.

He said the Victorian Ports Authority will form an administrative and organisational frame work to co-ordinate planning and capital investment and to set up uniform approaches to pricing policy. It will also deal with the regulation of shipping and navigation, and with the operations and maintenance of the major channels and seaways, outports and coastal management.

Mr. Crabb stressed that all existing port authorities, other Government departments, unions, the transport industry and commercial organisations and private industry will be fully involved in the process to set up the new authority. (*Port Gazette, Port of Melbourne*)

"No Boating" zones in operation: Port of Melbourne

Four "No Boating" zones have been established along the beaches located within the boundaries of the Port of Melbourne Authority. They will be operative from 1 December to 30 April 1984.

Each zone extends for 200 metres along the beach front and for 100 metres into the water. The boundaries of the zones are clearly marked by distinctive signs. Offshore there are two buoys each carrying a yellow marker with the words "No Boating" and on the beach yellow signs showing a black craft with a red diagonal through it will indicate the limits.

Swimmers Only

Only swimmers may use the water between the markers and boats will not be permitted on the beach between the signs.

The "No Boating" zones within the Port of Melbourne boundaries are located in front of the lifesaving clubs at Middle Park, South Melbourne, Port Melbourne and Sandridge Beach. The zones will be patrolled by lifesaving club members who will be in radio and telephone contact with the Port Emergency Service and the Water Police. In addition, the zones will be included in the Port Emergency Services "Sharkcat" patrols.

Successful Trial

Three "No Boating" zones were established in Port Phillip Bay last summer by the Ports and Harbors Division of the Public Works Department. As a result of the success of these trial zones, there will be 23 such zones this summer: four in the Port of Melbourne and 19 located around the shores of the Bay.

In establishing the zones, consideration has been given to the usage of the Bay for recreational purposes. (*Port Gazette*)

Officials of the Ports of Tokyo and New York/New Jersey appeal to the port users

On February 15, 1983, Mr. S. Suzuki, Governor of the Tokyo Metropolitan Government, in his capacity as the Chief of the Port of Tokyo, and Mr. Alan Sagner, Chairman, Board of Commissioners, the Port Authority of New York & New Jersey, organized a "Joint Presentation of the Ports of New York/New Jersey and Tokyo" at the

Guest House of the Tokyo Metropolitan Government. Some 250 representatives of shipowners, shippers, trading firms, agents and many other port users located in the Tokyo and Yokohama areas were invited. Those present were briefed on the current services available at the Ports in question, and future prospects not only in the field of intermodal transport but also with regard to fishing and high-tech industries. The presenters appealed for the users' increased patronage of the Ports concerned.

This event was one of the annual programmes held under the auspices of the Sister-Ports affiliation which the two ports entered into in 1980. The participants from the Port of Tokyo at the session were pleased to hear from Mr. Savage, General Manager, Port Sales Division of the Authority, that a young officer from Tokyo Port will be studying at the World Trade Center Institute as part of the Sister-Ports affiliation program.



L to R: Mr. W. Gibson, Tokyo Representative of PANYNJ, Mr. J. Savage, General Manager, Port Sales Division, PANYNJ, Mr. S. Suzuki, Governor of Tokyo Metropolitan Government, Mr. Alan Sagner, Chairman, Board of Commissioners, PANYNJ (at the rostrum), Mr. K. Tsuzuki, Vice-Governor, Tokyo, Mr. K. Tashiro, Director-General, Port of Tokyo

Port of Singapore's Port Code

With the implementation of computerisation comes the attendant changes necessary to accommodate the system. New forms for data gathering need to be devised and a reference of codes to facilitate processing the data. On 1 Aug. 83, a new Shipping Note format was introduced at the gateways. The new format incorporates conventional cargo and container information thereby obviating the need to maintain different types of Shipping Note for use at different gateways. It is now easier for the port user who will no longer be swamped by varying forms of different hues and shapes.

Codes

The commodity code used is based on the 7-digit CCCN commodity code. In order not to introduce a separate set of codes, the same standard is used but with only the first 2 digits.

For port codes, the three-character codes introduced on 1 Sep. 83 were based largely on similar codes issued by the International Air Transportation Association (IATA). IATA codes are widely accepted and are familiar in most countries. PSA has added to the list in order to cover the ports as well. Nevertheless, the list is not exhaustive.

Therefore if the country code cannot be found, the classification would be under "OTH" (others).

Port users can help by filling up the codes correctly. This will facilitate the processing of the document. And just as the postal code resulted in speedier delivery, these uniform port codes will certainly enhance PSA services to the users.

There is yet to be an internationally accepted standard on port codes. Airports have the IATA codes while shipping lines have their own abbreviations for the ports. In the 9th APAA meeting held on 5-7 Dec. 83, PSA proposed that a standard coding system be adopted for the ASEAN Ports. The APAA members agreed to implement the system in their respective ports. This would certainly help avoid confusion. The standardisation would benefit both the shipping community and the ASEAN ports. (PSA NEWS)

The 1983 — another record breaking period: Port of Jebel Ali

Leases were signed with 11 companies for land sites within the Industrial Zone bringing the total industrial tenants based at Jebel Ali to 23. Several additional leases are expected within the first quarter of 1984.

The 1983 Port statistics are equally impressive. Mr. Charles Heath, Marketing Director said the overall port throughput showed a 22% gain over 1982, with total tonnage in 1983 at 3,275,460 tons compared to 2,676,174 tons in 1982. This represents about 36% of all Dubai cargo moving through Jebel Ali and Port Rashid.

Jebel Ali continued to improve its container handling throughput as shown below:

	1982	1983	Change
Total TEUS	102,304	124,569	+22%
Restows	7,356	8,087	+10%
Unit Moves	72,248	96,280	+33%
DWT in Containers	608,834	957,760	+57%

Jebel Ali proved to be the largest container export port in the UAE in 1983, exporting 10,030 teu's, a 34% increase over the previous year. Transshipment teu's rose 103% 1982.

Total general cargo rose 9% from 905,747 tons in 1982 to 983,255 tons in 1983. Even though at the end of the third quarter 1983 bulk cargo was 10% below the previous year, the fourth quarter saw the opening of International Bagging Corporation and their throughput enabled the Port to end 1983 at 12% higher than 1982.

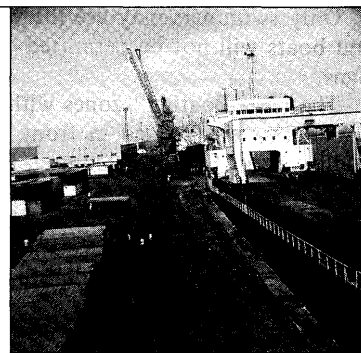
Mr. Heath said "one of the most exciting and challenging developments in 1983 was the opening of the new Cold Store, the largest in the U.A.E. and the only one certified by Lloyd's. During the first six months of operating the Cold Store handled 19,821 tons of reefer cargo". Petroleum Products increased 13% over 1982 with 1,314,624 tons moving in 1983 compared to 1,161,593 tons in 1982.

Expansion plans are well underway in Jebel Ali's container section with the order for a third container gantry crane due to be operational in August 1984, as well as additional yard handling equipment also ordered.



PORT OF TUTICORIN

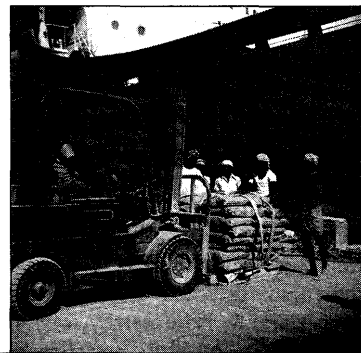
- * A modern sea port located at southern tip of India on the direct sea route to east and west.
- * An all weather port — with alongside berthing facilities for faster loading/unloading operations.
- * Unique in having an anchorage port in close proximity to handle ships of any draught and size.
- * Handles containers, Ro/Ro ships, conventional and lash vessels.



**LET THAT PORT BE YOUR CHOICE — THE FIRST CHOICE
FOR ALL SHIPPING ACTIVITIES.
CALL AT TUTICORIN PORT**

- * Offers ample storage facilities and efficient fleet of cargo handling equipments.
- * Extends containers service to U.S.A., U.K., Continental Ports, New Zealand and Australian Ports.
- * A port embarking on an ambitious developmental and modernization programme.
- * A port that concentrates on "made to order service" rather than on "ready to wear service".

Chairman
Tuticorin Port Trust
Tuticorin — 628 004.





Our services are not just a decade old.

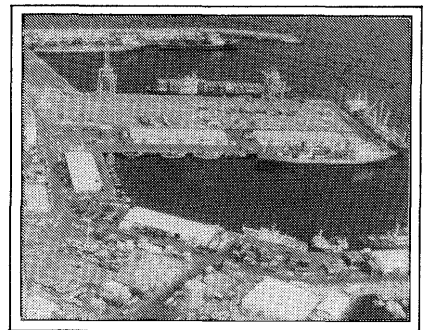
Ancient Muscat for centuries was the prominent market place in the Gulf for merchants all over the world.

At the entrance to the Gulf, today, once again Oman is a major trading centre for the modern world. Port Qaboos is the epi-centre of the trading activities in Oman.

Port Qaboos was the first port in the Gulf to be clear of

congestion. Geared with the modern cargo handling facilities and round-the-clock operation, Port Qaboos offers fastest turnaround and excellent transhipment service by land and sea for the entire Gulf region. The container terminal offers big area for storage and handles container vessels with two 35 tons Gantry Cranes and modern supporting quay equipment.

Less time spent at a Port means more value for your money and Port Qaboos offers this to you.



Modern Port Qaboos

A tradition of service that goes back to centuries.

OH



Port Services Corporation Limited

P.O. Box 133, Muscat, Sultanate of Oman
Tel : 734001 Telex : 5233 MQABOOS ON



MITSUI Automated Container Terminal System

**Masses of data!
But how to process it for efficient
handling of containers?**

The Mitsui System can speed up and rationalize container handling to give increased benefits from container transportation. Developed in 1972, this system has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and it could be working for you in solving your container terminal problems, particularly those in the fields of cargo information and operations systems.

MITSUI Automated Container Terminal System Consists of 6 sub-systems.

1. Yard Plan Computer System
2. Yard Operation Computer System
3. Data Transmission and Oral Communication System
4. Transtainer® Automatic Steering System
5. Transtainer® Operation Supervising System
6. Portainer® Operation Supervising System

- ① Computer Room
- ② Gate Office
- ③ Operation Room

- ④ Portainer®
- ⑤ Rail-Mounted Transtainer®
- ⑥ Rubber-Tired Transtainer®



MITSUI ENGINEERING & SHIPBUILDING CO., LTD.

Head Office: 6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, 104 Japan
 Cable: "MITUIZOKEN TOKYO", Telex: J22924, J22821
 Material Handling Machinery Sales Department Tel. (03) 544-3677
 Systems Headquarters Marketing Dept. Tel (03) 544-3272
 Overseas Office: New York, Los Angeles, Mexico, London, Duesseldorf,
 Vienna, Singapore, Hong Kong, Rio de Janeiro