

Port of Houston Handbook available free of charge

The Port of Houston Handbook and Industrial Guide for 1986-87 has been published and is available to interested members of the maritime community free of charge.

Produced by the Port of Houston Authority, the 80-page volume includes complete, illustrated descriptions of all PHA facilities, plus an extensive listing of private facilities and marine-related businesses in the Houston area.

The 48-page Industrial Guide section includes barge lines and towing companies, industries along the Houston Ship Channel, customs brokers, export packers, foreign freight forwarders, intermodal companies, liquid bulk storage facilities, motor freight lines, ship brokers and charterers, steamship companies, steamship liner services, stevedores and other maritime companies.

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Auto imports continue to climb at PHA facilities

Automobile imports at Port of Houston Authority facilities for the first seven months of 1986 are up 6 percent over the same period last year.

In July, auto units brought into the port totaled nearly 50,000. Between Jan. 1 and July 31, nearly 178,000 automobiles were discharged at PHA docks.

Barbours Cut Terminal experienced a 22 percent increase for the period, reporting more than 63,000 autos discharged. At the Turning Basin Terminal, more than 114,000 cars were unloaded.

Total tonnage at Barbours Cut showed a 10 percent increase for the seven-month period.

An increase in bulk liquid tonnage was also recorded for the first seven months of the year, rising from 35.6 million tons in 1985 to 58.2 million tons thus far this year — a 7 percent increase. PHA facilities showed an 11 percent increase in bulk tonnage.

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M/V BEECO AMERICA cargo includes luxury yacht

The M/V BEECO AMERICA, operated by Beeco Shipping A/S, recently made its maiden voyage to the Port of Houston. The ship, with a deadweight capacity of 6,152 tons, sailed to Thailand and Australia carrying 75 40-foot containers of glass blocks and a 61-foot luxury fishing yacht (shown at right). Above, from left, are Otto Bak, Beeco manager of cargo handling; Bekic Anton, chief engineer of the vessel; Mike Lee of operations for Tricom Shipping Agencies, Inc., agent for the vessel; ship's Capt. Martinovic Lovorix; Steve Jaeger, Port of Houston Authority marketing director; and Craig Firing, executive vice president of Meridian Steamship Agency, which chartered the vessel.



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The M/V TANA is one of two roll-on/roll-off cargo vessels calling at U.S. and West African ports for Barber West Africa Line. Each ship is equipped with a stern-quarter ramp for the handling of RO/RO cargo and two 40-foot capacity deck cranes for handling containers.

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Barber West Africa celebrates five years in U.S. Gulf

Barber West Africa Line (BWAL) is celebrating its fifth year of uninterrupted service between the U.S. Gulf and West Africa. BWAL officials say they are optimistic about this market's future despite a high U.S. dollar and economic problems in some African countries.

"After nearly 60 years in the trade, we are aware of the boom and bust nature of it," said Kevin Corbett, BWAL general manager in New York. "Although we always enjoy a boom period, we base ourselves on being able to survive long periods when the market is depressed."

BWAL has offered uninterrupted direct service between the U.S. Atlantic Coast and West Africa since 1928, longer than any other line serving this route.

The U.S.-flag line is the only carrier offering roll-on/roll-off (RO/RO) cargo service to West Africa. The motor vessels TANA and TAKORADI, built in 1984, were designed especially for the West African trade.

The ships' stern-quarter ramps permit the loading of odd-size RO/RO cargo that is common to the African market. Each ship also has two 40-ton capacity cranes on deck, so containers can be unloaded while RO/RO cargo is being removed. While this practice is common at many U.S. ports, many West African ports lack modern container facilities. BWAL was the first carrier to use such self-sustaining vessels for the West Africa container service.

The line's average port stay is eight hours, and the regular monthly service is punctual.

Ports of call in the West Africa trade route include Houston and other ports along the U.S. Gulf and Atlantic coasts and the West African ports of Dakar, Freetown, Monrovia, Abidjan, Tema, Lome, Lagos and Douala.

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Your ad in the Port of Houston Magazine will be seen by everyone from liner executives to major importers and exporters. Each of the 18,000 copies distributed each month is read by at least three decision makers in maritime-related businesses. That's more than 54,000 key people all over the world. Call (713) 226-2133 for rates.

Mexican Line names Houston representative

Francisco Quiroz has been named Houston owner's representative for Mexican Line (TMM) liner services between the U.S. Gulf and ports in northern Europe and the Mediterranean.

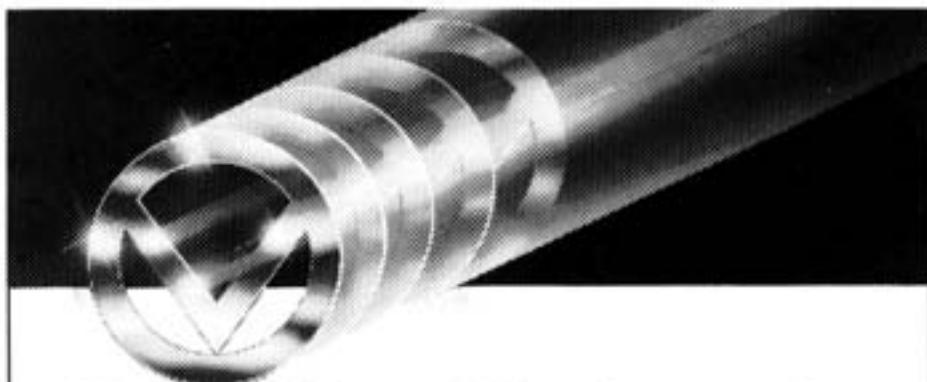
Quiroz, who will be located in the Houston office of Oceans International Corp., was formerly line manager for European Services in TMM's Mexico City office. His appointment was effective Sept. 15.

Oceans International is the U.S. general agent for Mexican Line, which operates several multipurpose vessels on a regular basis between the U.S. Gulf and Europe.

Delta Nu 36 announces October program

Success motivation will be the program topic as the Delta Nu Alpha Transportation Fraternity Inc., Chapter 36, Houston, meets at noon Oct. 25 at Kaphan's, 7900 S. Main at Kirby.

Cocktails will be served, beginning at 11:30 a.m.



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Houstonians receive awards from president of Mexico

Seven Houston area citizens, institutions and corporations recently received awards from President Miguel De la Madrid of Mexico for their support of his country after the September 19, 1985, earthquake. Shown, from left, are Hermilo Lopez-Bassols, Houston's consul general from Mexico, and Houston City Councilman Ben T. Reyes, one of the award recipients. Others honored were Frank Lorenzo,

president, Continental Airlines; the Houston Fire Department's "High Risk Team"; the Greater Houston Hospital Council; Brown & Root Inc.; and the Division Mexico and Cargo Development Group of Continental Airlines. A joint award went to KHOU-TV (Channel 11) and Fiesta Mart Inc.

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New tractors arrive at Barbours Cut

The Port of Houston Authority's Barbours Cut Terminal recently was named a port of entry for Czechoslovakian built Zetor tractors. An initial shipment of 85 Zetors arrived at the terminal recently and were taken to Zetor's new distribution center in La Porte, Texas.

Houston was chosen as the new port of entry because Texas is a strong market for tractors, said Edward Johnson, manager of the La Porte office. The company recently established seven Texas dealers for the Zetors.

The tractors have been shipped to Boston for several years, but moving some through Houston will cut ship-

ping costs for customers. From Houston the tractors will be distributed to nine Southwestern states, including California.

Zetors range in horsepower from 50 to 75 and vary in price from \$9,000 to \$12,000. The tractors are imported by American Jawa Ltd. of New York.

Barbours Cut is the most modern intermodal facility on the Gulf Coast. Just 2 1/2 hours sailing time from the Gulf of Mexico, the \$150 million ter-

terminal, with its four modern container berths, state-of-the-art cranes and computerized inventory control system, provides excellent turn-around time for ships and trucks.

The terminal also has a ROORO platform, a LASH dock and a 100,000-square foot transit shed, as well as 150 acres of marshalling area. A fifth container berth is planned in the near future, and construction has already begun on a second transit shed.

PHA reports rise in coffee imports

Imported coffee shipped through the Port of Houston Authority's coffee department during the first seven months of this year was up almost 1,200 tons from the same period in 1985. The figures reflect a continuing rise in coffee imports to Houston.

Import coffee handled by the department through July totaled 15,784 tons, compared to 14,505 tons for the first seven months of 1985, said Tommy Barnes, manager of PHA's commercial warehouse. The figures do not include coffee that was shipped through Pier Authority wharves but did not move through the coffee department, Barnes said.

The seven-month figures indicate a trend of increasing coffee imports to Houston. In 1985, a total of 92,549 tons of coffee were imported to Houston, up more than 19 percent from 1984 imports of 77,594 tons.

Top countries sending coffee to Houston are Brazil, Colombia, Uganda and Ivory Coast. Other coffee producers doing business with Houston include Costa Rica, Ecuador, Guatemala, India and the Philippines.

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PNSC offers weekly service to Karachi

Pakistan National Shipping Corp., the national-flag line of Pakistan, is now offering weekly service from the United States to Karachi.

In addition to the line's monthly direct service from the U.S. Gulf, South Atlantic and East Coast, PNSC will implement service from these areas via Europe, according to Anves A. Khan, U.S., Canada and South America regional representative for the line.

Arrangements have been concluded with carriers currently operating in the North Atlantic trade and cargo will be connected with PNSC vessels at Antwerp, Bremerhaven, Rotterdam or Felixstowe. Pakistan National Shipping Corp. operates three sailings a month from Europe to Karachi and will provide a transit time, from the U.S. to Karachi via Europe, of 35 days.


Sailing information and freight rates for direct monthly sailings and the new weekly service can be obtained through Rise Shipping, Inc., PNSC's agent in Houston.

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FMC official predicts tougher enforcement

The U.S. Federal Maritime Commission, spurred by the Shipping Act of 1984, will be keeping closer tabs on customs brokers, freight forwarders and the agency's other licensees, an FMC official says.

"The FMC is in the process of markedly accelerating its policing role under the '84 act," said FMC Commissioner Edward J. Philbin. "You can expect increased surveillance through us and more investigations of prohibited acts."

Philbin discussed FMC activities and the 1984 act at a recent meeting of the Houston Customhouse Brokers and Freight Forwarders Association. He said the commission's top priorities now include seeing that all licensees undergo FMC compliance investigations within a year of being licensed and ensuring the accuracy of all information used in determining whether a particular business should be licensed. The commission also will be working to collect

more "trade industry and intelligence data," Philbin said.

Currently about 1,600 businesses are licensed by the FMC, and that number is down somewhat from previous years, Philbin said. Of 290 licensees the FMC recently investigated during a 12 month period, 195 received warning letters, he said.

"That's a surprisingly high warning rate of 67 percent," he said. "Our surveillance investigations have increased 150 percent over last year and are probably going to accelerate."

FMC and U.S. Customs officials signed an agreement Aug. 1 that calls for the two agencies to exchange more of the information each agency collects. This, said Philbin, means more "aggressive detection of fraud, exports which endanger national security and other shipping violations."

However, the maritime commission's most important job during the rest of this decade will be collecting and analyzing information on the effect of the Shipping Act of 1984 on all segments of the shipping industry, Philbin said. Section 18 of the act calls for the commission to gather information on the act's impact through a five year period that ends in March 1989. An advisory commission will be established in September 1989 to prepare a report to Congress on the effectiveness of conferences and other issues facing the shipping industry.

Organizations listings available from chamber

The Directory of Houston Organizations, a listing of more than 250 business, professional and trade organizations is now available from the Houston Chamber of Commerce.

Cost is \$7 (plus tax and postage) for members and \$10 (plus tax and postage) for non-members. To obtain a copy, call the chamber's publications sales desk at (713) 658-2411.


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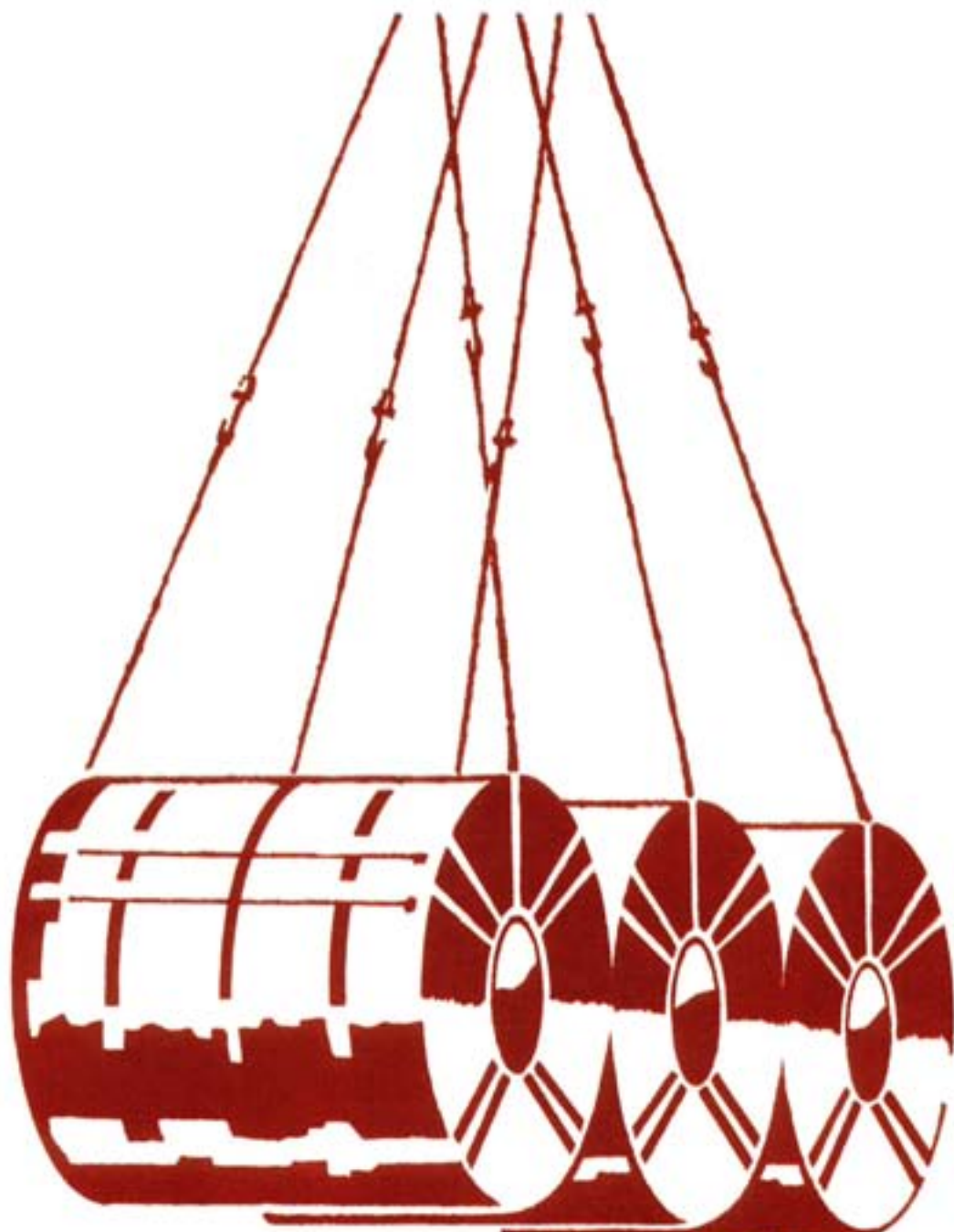
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