

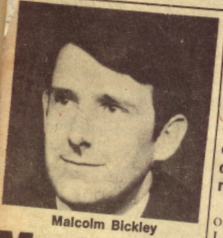
international FREIGHTING

Incorporating PORTS & TERMINALS
WEEKLY

IN THIS ISSUE	
International News Desk	2 & 3
Cartoon, Comment, Features	4
Airfreight News	10 & 11
People	13
New Equipment	18
Classified Advertising	18 & 19
Mersey's Aims	20

BR takes a long long look at freight future

ROBOTS ON RAILS



Malcolm Bickley

Managers for McSwire

MANAGEMENT changes at McGregor, Swire Air Services were announced this week.

New U.K. marketing manager for MSAS is Mr. Malcolm Bickley, 25, who will undertake co-ordination of all home sales and marketing. From 1965 to 1970 Mr. Bickley worked for Emery Air Freight as one of their sales team before becoming London sales manager for MSAS in April last year.

At the same time Mr. Benjamin McE. Duncan, 38, has become MSAS London manager. He joins the company from the Rank Organisation where he was development manager of a division within Rank Leisure Services.



Benjamin Duncan

Gellatly expand airfreight - container depot planned

GELLATLY Hankey and Co. Ltd., are expanding their airfreight business and have appointed Mr. Tony Cook as their general manager U.K. of Gellatly Airfreight.

The airfreight division is based at Albany House, 73/79 Station Road, West Drayton. Later this month they will bring into operation a temporary warehouse of 3,000 sq. ft. with an overhead lift capability of two tons in addition to normal handling facilities.

These facilities will provide interim coverage until Gellatly Airfreight's planned container handling depot is built on an 18,000 sq. ft. site at West Drayton. The new depot will be equipped to handle ISO containers and other ULD's.

The Group's extensive ocean, road haulage and warehousing operations should provide extensive back-up and experience for the expansion plans.

BRITISH Rail has started a project to study the feasibility of a driverless freight train system.

Experts believe the idea is technically possible and there is enough track to introduce hundreds of automatic wagons each day.

British Rail's director of electrical research, Dr. L. L. Alston, said recently the only way to improve goods traffic was to cut down the unit from a train to a single wagon which can go from any point to another without marshalling.

"Automating the railway is technically very easy," he said, "for there are no directional problems—the only speed."

Computerised signalling would allow the wagons to fit in safely with passenger trains and the extra traffic would mean extra work—so railwaymen need not fear redundancies.

It is thought that such a system could play a large part in winning back some of the goods traffic going by road—at present about 83 percent.

Backed by the Government, a train control project provides the first steps to automating it would be brought to the mainline from a siding and details of its journey fed into a computer.

The computer would start the wagon when the track was clear and on a busy line wagons would move in convoy, slowing down at junctions. This way any unit could be diverted.

A spokesman for British Rail told International Freight: "It is far too early for us to give any definite plans for such a scheme, and indeed talk in sober terms about the development. All research at the moment is geared to financial feasibility."

Fastest on Continent claim by new container terminal

OPERATIONS are scheduled to start in February at what is claimed will be the fastest deep-sea container terminal on the continent.

It is Ocean Containerterminal Zeebrugge which is being constructed specifically for bigger traffic in the wake of the tremendously successful first terminal at the Belgian port.

The port already claims many important advantages—shortest transatlantic sea routes, fog and hazard free approaches, lock free berthage at modern quays and any size of vessel handled at any state of tide.

But the new terminal will provide 2,330ft. of quays exclusively reserved for container vessels equipped with two very fast gantry cranes (45 tons each).

Remote control bogies will move the rail wagons automatically and allow quick moves without the need for locomotives, while repair facilities, warehouses, office buildings and a fully equipped container storage yard will be provided as well.

Additionally, an administrative centre is being set up to "guarantee a rapid and reliable service."



MR. PETER P. M. DAELS (left), 39, has been appointed vice-president sales and promotion of Ocean Containerterminal Zeebrugge.

Based in Brussels, Mr. Daels will play a major role in the expansion of the Zeebrugge terminal. He resigned from his last post—which he held since 1967—as managing director of Trans-Europe-Railroad-Express.

Freight will suffer

CONTAINERS, other forms of through transport and air freight will suffer if the present system of export consignments is reintroduced, the Association of British Chambers of Commerce has warned.

Other reasons why the association has rejected the return of the scheme are that:

- Delay in goods generally will result inevitably in the loss of some orders, in a bid to obtain more accurate statistics. But there is no certainty that the pre-entry as proposed will improve the accuracy of the statistics.
- Changes would occur in the method of quoting prices (e.g. free delivery to customers premises) which make them more difficult to convert to f.o.b. values.
- The costs of extra work, extra staff will be borne by the shipper which means additional charges on trade, again resulting in loss of business.

Freightliner link

SOUTHAMPTON and South Wales are now linked by a new Freightliner route. The new service connects the south coast and Swansea with one train making the return journey every weekday.

Freightliner services now operate every weekday out of Edinburgh, Felixstowe Docks, Glasgow, Harwich, Hull, Leeds, Liverpool, London, Manchester, Newcastle, Nottingham, Sheffield, Southampton, Stockton, Swansea, Tilbury Docks and Waterford.

From each of these points there are services to several destinations.

W. D. Challenger-ready to take on the heaviest dredging problems. And win.

Like the rest of the Bos Kalis Westminster dredging fleet, W. D. Challenger (one of the largest Floating Grab Cranes in the world) is ready to take on even the biggest dredging projects. She's been designed for use as a heavy duty 'clamshell' dredging crane and for heavy duty dragline work.

Bos Kalis Westminster has one of the most comprehensive, most modern and versatile dredging fleets in the world. A fleet with every type and size of dredging craft, backed by specialised ancillary equipment and plant to provide the most efficient units to meet any requirement - any problem.



The Bos Kalis Westminster Dredging Group
St. Andrew's House, Broadway, Westminster, London, S.W.1. Tel: 01-839-6835. Telex: 28818. And throughout the world.