

The Port of Montreal sets record in containerized traffic in 1983

The Port of Montreal handled 3 753 088 tonnes of containerized cargo in 1983 which constitutes a record, the previous one having been set in 1981 at 3 500 901 tonnes.

With that, Montreal gained on Baltimore, Maryland, second only to New York among the North Atlantic container ports of the Eastern seaboard.

Montreal remains the top container port in Canada with 52 per cent of the domestic market, and its share of the eastern market climbed from 56 to 60 per cent. The Port of Montreal's 1983 performance in containerized cargo surpassed that of all east coast ports on the continent.

These exceptional results stem directly from the economic recovery and the combined efforts of the Port of Montreal and the shipping industry.

In 1967, the first year the Port of Montreal handled containers, their traffic represented only 2 per cent of the Port's total volume of general cargo. This share climbed quickly to 20 per cent in 1970, 50 per cent in 1977 and, most recently, 80 per cent in 1983.

A variety of goods

Today, the majority of non-bulk cargo is shipped in containers. At the Port of Montreal, the most important containerized goods by volume are fruits, nuts and vegetables, dry chemical products, alcoholic beverages, iron, steel and alloys, non-ferrous metals, machinery, asbestos, pulp, lumber, liquid chemical products, non-metallic mineral products, and assorted goods.

The Port of Montreal has had to adapt its facilities to keep pace with the rapid development of containerized shipping. Today, six terminals equipped with gantry cranes, trans-shipment cranes and other equipment, and covering an area of 36.45 hectares, allow containers to be handled year-round.

Container shipping furnishes the best example of intermodal transport. The Port of Montreal commands a vast network of routes linking it to all neighbouring areas, including northeastern United States. Above all it has the advantages of CN and CP Rail, whose networks offer excellent service to Ontario, Western Canada, and the American Midwest. The Port's railway gives CN and CP direct access to all container terminals.

Containerization is the future of ocean shipping. Hence the Port stresses its results in this sector, which offers the most opportunities and creates the most jobs. With the soaring importance of its containerized traffic, the Port of Montreal can rightfully call itself a top-rank international port.

The Mediterranean route

The Mediterranean route generates an important volume of traffic for the Port of Montreal. Since 1980, the total volume of traffic from this route accounts for between 12 per cent and 14 per cent of the international traffic passing through Montreal.

Numerous countries border the Mediterranean shipping lanes frequented by merchant vessels plying this route. Mediterranean countries regularly linked to Montreal are Italy, Spain, Yugoslavia, Israel, Libya, Algeria, Morocco, and Tunisia. Seven ship-

ping lines call at their ports.

Total traffic with Mediterranean countries averages about 1.3 million tonnes annually. Grain exports (wheat and barley) account for approximately 60 per cent of this total.

The volume of general cargo has grown substantially since 1979, mainly in the realm of containerized goods, which climbed 87 per cent between 1979 and 1982.

The main goods exported to the Mediterranean through the Port of Montreal are grains, iron ore, coke, scrap metal, and petroleum products.

Primary imports include alcoholic beverages, fluorspar, non-metallic minerals, fruits, nuts, and vegetables and finally, iron and steel.

Computer-linked device pinpoints knee problems

A new diagnostic device, researched and developed in Montreal, is helping physicians to assess knee injuries, most of which are sports-related.

The device, called Genucom, incorporates computer-based diagnostics which give the examiner a complete clinical description of the patient's knee disability, during both active and passive knee motions.

The Genucom was researched and developed in Montreal by FAR Orthopedics, Inc., a company that specializes in the development of computerized orthopedic equipment.

Dr. Jack Oliver, president of the Canadian Academy of Sports Medicine, and the first orthopedic surgeon to use the Genucom, claims that it will assist the practitioner in the management of patients with knee problems.

The equipment

The device consists of a computer terminal, reclining chair which somewhat resembles a barber's chair, and force-and-motion measurement devices. "It's a device that was developed for the physician to use simply and efficiently to measure knee instability while the patient is seated comfortably during the half-hour examination," says Dr. Gregory Fraser, president of the company.

During the examination, the patient is seated in the reclining chair while the physician or his delegate manipulates the knee according to instructions given on the computer screen, in a manner very similar to conventional examinations. A plastic leg brace is placed on the lower leg and the measurement device is attached from the computer to the leg brace which works with the examiner to assess the extent of the knee in-



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