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MONTSERRAT
PORT PRICING ANALYSIS

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Montserrat Port Pricing Analysis

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Review of Existing Schedules of
Port Charges at Montserrat and
Recommended Revisions

INTRODUCTION

His Excellency, the Governor of Montserrat, by letter dated 1 May 1973, accepted the offer of the United Nations Development Programme Regional Representative (UNDP Rep.) to furnish the services of Advisers on Shipping and Ports and he indicated a need for an independent assessment of Montserrat's scale of harbour charges including the charges made for the use of port equipment. The UNDP Representative arranged for the assignment of the UN Regional Adviser in Ports and Harbours to render the desired assistance.

TERMS OF REFERENCE

The Financial Secretary and the Chief Minister, at the outset of this study, discussed the Government's present policy with respect to the collection of revenue from seaport operations. It was indicated that the Government desires that the schedule of port charges should be such as to produce revenue equal to the cost of services supplied, including all elements of cost: capital costs; costs of operation and maintenance; and general overhead costs. It was made clear that Montserrat's present policy is that the seaport should be financially self-supporting, neither producing revenue greater than all costs nor operating at less than total cost.

Aside from the principle that the port operation should be self-supporting, the hope was expressed that a new schedule of port charges could be adopted that would simplify the administrative procedure for assessing and collecting appropriate charges. It was also indicated that in drafting new schedules of port charges it should be anticipated that the future administration of seaport operations would be independent of the administration of Customs functions, either through the inauguration of a semi-autonomous Port Authority or by means

of a Port Department of Government operating independent of the Customs Department.

The following terms of reference for the study of the schedules of port charges were deduced from the initial meeting with the Chief Minister and the Financial Secretary:

- (1) The study should be made in two phases:
 - (a) The first phase, a review of existing schedules of port charges and a recommendation for immediate revisions, if warranted by a consideration of existing conditions; and
 - (b) The second phase, a review of conditions that may exist upon completion of anticipated new port facilities, and the recommendation of suitable tariffs.

The second phase should be performed as soon as the capital investment costs for new port facilities become reasonably certain.

- (2) The study should be made on the assumption that it is Government's policy to adopt schedules of port charges that will recapture all of the direct and indirect costs of port operations, including the costs of servicing loans and of amortizing the cost of equipment and structures.
- (3) The second phase of the study should be made on the assumption that the future operation of the port and the administration of it will be completely separate from the Customs function.

Existing Schedules of Charges

Review of the existing port charges, in conference with the Harbour Master, who is also Collector of Customs, indicated that there has not been published any document known as the "Port Tariff"

nor any aggregation of documents known as "Harbour Rules and Regulations". There are various ordinances and regulations that provide the bases for assessing charges related to ocean shipments of cargo to and from Montserrat. The official source of most of the various port charges is "The Revised Laws of Montserrat prepared under the Authority of the Revised Edition of the Laws Ordinance, 1959". These and other sources are briefed in the following sub-paragraphs under five functional categories:

(1) Harbour Charges

Chapter 237, Port, Dues, of the aforesaid source document, dates from 17th January 1950. It is an ordinance that provides a schedule of charges to be paid by masters of vessels to the Comptroller in the case of all vessels of 25 tons and upward upon entering the Colony except: any vessels belonging to the Royal Yacht Squadron; any pleasure craft which the Comptroller is satisfied has not entered the Colony for the purpose of trade or commerce; any vessel when plying coastwise. (Coastwise is believed to mean between ports of the Colony.)

Schedule

<u>Size of Vessel</u>	<u>Amount of Dues</u>
(a) from 25 tons up to 30 tons	\$0.72
(b) 30 tons up to 50 tons	1.00
(c) 50 tons up to 100 tons	2.00
(d) 100 tons up to 150 tons	4.00
(e) 150 tons up to 500 tons	8.00
(f) 500 tons up to 2,000 tons	9.00
(g) over 2,000 tons	10.00

Chapter 242, Tonnage Duties, of the aforesaid source document dates from 7th November 1939. This ordinance provides that \$0.18 per ton shall be collected on all cargo landed from or taken on board any vessel entering at or clearing from any port or place in the Colony, to be computed on weight or measurement of the goods forming such cargo in the manner provided in the Schedule; Provided that in all cases of vessels over 30 tons registered burden, a tonnage duty computed at the rate of \$0.24 per ton on the registered tonnage as shown in the certificate of registry may be paid in lieu of the foregoing rate on cargo landed from or taken on board such vessels; Provided further that in all cases of 30 tons registered

burden or under, the tonnage duty payable in respect thereof shall be computed at the rate of \$0.24 per ton on the registered tonnage of such vessels as shown in the certificate of registry and shall be paid once in each and every year on the first arrival and entry or the first outward clearance of such vessel.

Duty is paid by the ship Master or the Agent to the Comptroller before clearance is granted when paid by Ships Master, or within 48 hours after departure when paid by ship's Agent.

No duty is payable on vessels arriving in ballast only, or when carrying salt only, or on ships landing passengers and personal effects and small packages only; or on vessels not breaking bulk by disposing of any part of their cargo or taking on board any cargo; or on any cargo transshipped from one vessel to another for transfer to any place outside the Colony. Also, no duty is payable on cargoes of fruit or vegetables; empty packages imported for exportation of produce; cargoes or stores landed by vessels in distress for purpose of repairing or refitting and landing the whole or any part of their cargo or stores, provided that such cargo or stores are exported within three months after arrival of the vessel; and on any article intended for repairing or refitting of any vessel in distress, on production of certificates from the Master of the vessel that the articles in question are intended solely for repair or refitting of each vessel. (The ordinance contains other provisions including authority for the Comptroller to detain a vessel, demand shipping documents, etc.)

(2) Wharf Charges

Chapter 149, Piers and Wharves, of the afore-stated source document, contains the rules for the use of the pier or wharf and in particular it stipulates the charges to be made for the passage of cargo over the wharf. Originally dated 14th April 1906, it has been revised at different times, 1936, 1937, 1941, 1945 and most recently in 1965. The current schedule of Wharfage Charges, established in 1965, is as follows:

for Pitch Pine Lumber	\$0.24 per 1,000 board feet
for Hardwood	0.48 " 1,000 " "
for Cedar and other lumber	0.20 " 1,000 " "
for all other cargo either	0.01 per cubic foot or
	0.03 per hundred pounds.

(3) Equipment Charges:

Minute IH/69, dated 11 February 1969, authorizes the following charges for the use of government-owned equipment engaged in the handling of cargo.

Crane Service

When handling cargo between boats and jettys:

Between hours 7 a.m. to 6 p.m.	\$2.50 per hr.
Between 6 p.m. to 7 a.m.	3.00 per hr.

(The minimum charge for any job is \$5.00)

When handling cargo onto consignee's vehicles:

Duration of job up to $\frac{1}{2}$ hour	\$10.00
Duration of job $\frac{1}{2}$ hour up to one hour	20.00
Duration of job all day	50.00

Service of Cargo Trailers

Between hours 7 a.m. to 4 p.m.	\$0.50 per trailer load
Between hours 7 p.m. to midnight	0.75 " "
Between hours midnight to 7 a.m.	0.90 " "

Both crane and trailer rentals produced \$11,199 from 1 January to 30 June 1973, representing an increase of about 300% increase over like period of recent prior years.

(4) Administrative Services

Chapter 143, Harbour Master, of the aforesaid source document, dates from 6th March 1969. It is an ordinance that provides the rules governing the Harbour Master's functions. It sets forth the schedule of charges that may be assessed: For boarding a vessel upon arrival during hours 6 a.m. to 6 p.m. on any week-day - no charge. At other times the following rates per vessel may be charged for an Officer or a Boatman:

<u>Period of Boarding Vessel</u>	<u>Officer</u>	<u>Boatman</u>
Between 6 a.m. and 6 p.m.		
Sunday or Holiday	\$1.68	\$0.72
Between 6 p.m. and 9 p.m. any day	1.68	0.72
Between 9 p.m. and midnight	2.40	1.20
Between midnight and 6 a.m.	2.88	1.92

For issuing bills of health the Harbour Master may charge

a Ship of 50 tons or more	\$0.96 or
a Ship under 50 tons	0.48

except no fee shall be paid by a ship of less than 25 tons burden registered in Montserrat, and excepting all vessels of Her Majesty's Navy or of any Foreign Navy, or of any private yacht.

Chapter 146, Merchant Shipping (Agreements) Act dated January 20, 1941, of the aforesaid source document, provides that the fees shall be paid to the "Shipping Master" for the engagements or discharge of (ships) Crew at various amounts for various sizes of ships as follows:

Ships under 60 tons	\$0.96
Ships 60 to 100 tons	1.68
Ships 100 to 200 tons	3.60
Ships 200 to 300 tons	4.80
Ships 300 to 400 tons	6.00
Ships 400 to 500 tons	7.20
Ships 500 to 600 tons	8.40
Ships 600 to 700 tons	10.80
Ships 800 to 900 tons	12.00
Ships 900 to 1,000 tons	13.20
Ships over 1,000 tons	14.40
Engagement of seamen separately (see details of the law)	
Discharge of seamen separately	0.48
Endorsing Master on register over	
10 tons	0.48
Endorsing Master on register under	
10 tons	0.24

(5) Cargo Storage Charges

Chapter 239, Tariff Collection, of the aforesaid source document dates from 10th April 1893, although there have been various revisions. This ordinance includes the Statutory Rules and Orders, 1970, No.3 (dated 5 August 1970) which establish the scale of charges for storage of cargo in the Government Warehouse, and the rules for measuring cargo and converting measurements to weight for purpose of the rent schedule.

Scale of Charges: All goods entered to be warehoused in the Government Warehouse and actually warehoused therein shall on the expiration of seven days be charged with a rent of ten cents per cubic foot for the first 14 days or part thereof, and thereafter fifteen cents per cubic foot per month or part thereof.

Measurement for Rent

- (a) linear measurements shall be taken to nearest foot;
- (b) one hundred pounds shall be taken to be equivalent to one and a half cubic feet;
- (c) where goods of like kind and forming part of one consignment are stacked together or in packages of equal size the rent shall be assessed on the cubic capacity of the stack.

EFFECT OF EXISTING PORT CHARGES

Revenue: The Montserrat Approved Estimates of Revenue and Expenditure, 1973, give the various revenues from port charges as follows:

Jetty Tonnage & Harbour Dues	\$14,006	(functions 1&2 pp. 3-5)
Use of Port Equipment	10,131	(function 3, p.5)
Customs Officer & Harbour Dues	10,000	(function 4, pp. 5-6)
Warehouse Rent	<u>17,450</u>	(function 5, pp. 6-7)
	\$51,587	

The approved estimate of revenue from these sources was \$52,500 for 1972 and \$53,000 for 1973.

Expense: The Approved Estimates of Revenue and Expenditure 1973, also list expenses, although not explicitly linked to the revenues produced by the various schedules of port charges. The expenses listed as Customs and Excise, Vote 16, (page 62 of the Estimates) apparently embrace the port operations and the customs administration functions without distinction. A judgement has been made as to what part of the whole expense should be allocated to the Port function, relying mainly upon the advice of the Harbour Master/Customs Comptroller. The aggregation of port costs from total Customs and Port Costs is presented in Table 1.

TABLE 1

Cost of Customs and Ports Functions - 1973

ITEMS	1973 Esti- mates	Percent Allo- cated to Port Function	1973 Esti- mates for Port Function
<u>Personal Emolument</u>			
(1) Comptroller	\$9,720	3%	\$3,402
(2) Senior Customs Officers	10,200	40%	4,080
(7) Customs Officers	20,160	60%	12,096
(3) Customs Clerks	7,200	50%	3,600
(2) Junior Clerks	4,430	0	-
(1) Driver Attendant	2,835	0	-
(2) Customs Guards	4,500	10%	450
Overtime Fees	11,000	75%	8,250
Cashiers Allowance	120	0	-
Sub-total Personal emoluments	70,165	45.4%	31,878
<u>Other Costs</u>			
Aidwater and Warehouse Expenses	1,700	40%	680
Refunds and Drawbacks of Customs Duties	100	0	-
Uniforms	1,200	0	-
Operation of Port Equipment	6,500	100%	6,500
Maintenance of Vehicles	800	95%	760
Cooperage Tools	200	100%	200
Sub-total Other Costs	10,500	77.5%	8,140
<u>Special Cost</u>			
Purchase New Motor Van	5,000	50%	2,500
Total Estimate	\$85,665	49.6%	44,518

It is evident that the expenses listed in the Customs and Excise section of the 1973 Approved Estimates do not include the costs of maintenance and depreciation of port equipment and port structures. Furthermore, there is no allowance for general overhead costs that are associated with the direct costs. Based upon the analyst's judgement concerning the probable value of depreciation and of deferred maintenance, the estimated total cost of port operations in 1973 is summarized in Table 2. The estimate is based upon the assumption that the associated general overhead costs amount to 35 percent of the direct costs for labour and materials.

TABLE 2

Summary of Estimated Port Operation Costs - 1975

ITEMS	Direct Costs	Depre- ciation & Deferred Mainten- ance Costs	Esti- mate Total Costs
Personal Emoluments	\$31,878	-	\$31,878
Warehouse Operating Expenses	680	-	680
Port Equipment Operation	6,500	-	6,500
Maintenance and Replacement of Cooperage Tools	200	-	200
Maintenance and Depreciation of Port Crane	4,953	6,000 ^{a/}	10,953
Maintenance and Depreciation of Cargo Trailer Tractor	419	600 ^{b/}	1,019
Maintenance and Depreciation of Auto Van	491	1,200 ^{b/}	1,691
Maintenance and Depreciation of Cargo Trailers	nil	100 ^{b/}	100
Maintenance and Depreciation of Jetty	3,323*	1,000 ^{c/}	4,323
Maintenance and Depreciation of Warehouses	nil	5,000 ^{d/}	5,000
Sub-total	48,444	13,900	62,344
General Overhead 35%	16,955	-	16,955
Total	\$65,399	13,900	79,299

* Average of recorded direct charges, 1969-1972 inclusive.

^{a/} Assumed ten-year life, straight line depreciation.

^{b/} Assumed five-year life, straight line depreciation.

^{c/} Assumed present value of \$25,000, 25-year life, straight line depreciation.

^{d/} Assumed present value of \$125,000, 25-year life, straight line depreciation.

Revenue versus Expense: It is concluded that the revenue produced by the existing schedules of charges is slightly greater than the direct cash expenditure for labour and materials to perform the port operations functions (\$53,000 per year of revenue versus \$48,444 per year of direct labour and material costs.) However, when the costs of depreciation, deferred maintenance and general overhead are included, the revenue falls short of balancing the costs by a significant amount (\$53,000 per year of revenue versus \$79,299 per year for all port costs.) In order for the port operation to be self-supporting, the overall revenue from existing schedules of port charges would have to be increased by nearly 50 percent.

OBJECTIVES OF A NEW SCHEDULE OF PORT CHARGES

In accordance with the terms of reference, a new schedule of port charges should yield revenue equal to the total cost of port operations, including all elements of cost. Also the structure of the new schedules of port charges should, if feasible, simplify the assessment and collection of the charges. Although not mentioned in the terms of reference, designing the schedule of port charges so as to encourage more efficient use of port facilities is a sound objective. It is convenient to consider the three aspects mentioned above in the reverse order:

- Objective (1) Designing the port charges to encourage more efficient use of improved port facilities;
- Objective (2) Designing the port charges for ease of administration; and
- Objective (3) Designing the port charges to recapture all costs.

Objective (1) - More Effective Use of Facilities: The existing schedule of charges for use of the transit shed has the opposite effect to the desired objective. After a free period of seven days the charge is 10 cents per cubic foot for a period of 14 days, and thereafter 15 cents per cubic foot per month or part of a month. This

schedule has the effect of encouraging shippers and consignees to leave cargo in the Government transit shed, because it provides no fiscal incentive for moving cargo before the end of the 14-day period. Beyond the 14-day period it provides no fiscal incentive to move cargo before the end of any one-month period. Although the total cost of storage during any period increases with time, the average cost per day remains level. The characteristics of this schedule are such as to encourage the shippers to leave cargo in the cargo shed.

In order to encourage shippers and consignees to move cargo through the transit storage facilities as rapidly as possible a fiscal incentive should be created, and this may be achieved by a schedule of escalating storage rates.

The principle discussed above is applicable as well to the charges made for a ship's time in port. If such a charge is based upon a price per day or a portion thereof, there is no fiscal incentive for the ship to vacate the jetty or the harbour any earlier than the end of a whole day, whereas if the charge is assessed per hour, an effective incentive is created for vacating the ship's berth as soon as possible.

The foregoing discussion describes two ways in which the design of the schedules of port charges can influence port effectiveness, and these may become particularly important by precluding or minimizing capital expenditures for additional facilities as the volume of traffic expands. An aspect of this particular principle, with respect to a schedule of charges for transit shed storage, is that higher rates will be accompanied by a declining revenue. Thus, when the schedule of transit storage charges is designed to encourage rapid throughput, its benefit lies in the minimizing of the capital investment, not in producing revenue. The necessary revenue must then come from other sources.

Objective (2) - Simplified Administration: The existing schedules of charges seem to be unduly complex for a small port not having a dredged channel, a breakwater, nor a harbour; a port that does not require pilotage and one that currently handles about 30,000 tons

of cargo per year including bulk petroleum. It is desirable and feasible to devise schedules of charges that can be more easily administered than the present schedules, yet retaining a respect for the general relationships between costs and benefits.

The existing schedules of charges may be restructured to include four basic charges as follows:

- (a) A charge based simply upon a price per ton of gross register tonnage per hour of ships time at port. This charge would be paid by the Ship or its Agent and would be assessed against all ships calling at the port for commercial purposes, i.e. for the purpose of shipping cargo or to carry passengers for hire. This charge is referred to hereafter as "SHIP DUES";
- (b) A charge based upon a price per ton of all cargo handled, as shown on the cargo manifest, regardless of its nature. This charge is referred to hereafter as "CARGO DUES";
- (c) Charges based upon a schedule of prices per hour of regular time and of overtime for the use of distinct units of Government-owned cargo handling equipment. This charge is referred to hereafter as "EQUIPMENT DUES"; and
- (d) Charges for storage of cargo in Government transit sheds based upon prices per cubic foot of cargo space, escalating per unit of storage time. This charge is referred to hereafter as "STORAGE DUES".

Objective (3) - Self-Supporting Revenue: It appears necessary to devise schedules of port charges that will produce fifty percent greater revenue per year than is produced by the existing schedules, in order to achieve this objective.

Achievement of objective (1) will require substantially higher unit storage rates and will produce significantly less revenue from this source. Thus, the amount of revenue from Storage Dues should become a minor source instead of the major source, which it reflects under the present situation. Most of the required revenue must then be produced by three basic schedules of charges: Ship Dues; Cargo Dues; and Equipment Dues.

It must be recognized that in achieving objective (3), which entails the production of revenues offsetting all costs of port operation, the day-by-day cash in-flows will exceed cash out-flows to the extent of the values of amortization and deferred maintenance. Whether such temporary surpluses flow into sinking funds usable only for port purposes or are used for other current costs of operating the Government, to be offset by future specific appropriations for port purposes, should not be considered to violate the basic premise that schedules for port services should offset the entire cost of those services.

PROPOSED NEW SCHEDULES

Schedules of port charges should be conceived as being flexible, subject to change from time to time as may become necessary to reflect the costs. However, it is neither practical nor desirable to change the schedules frequently. Therefore, a new schedule should anticipate future conditions to the extent possible. Toward this end it is useful to consider the possible and probable movements of cargo and ships during the next five years.

Cargo Traffic Projection. For the purpose of this analysis it is assumed that the volume of cargo may increase over that handled in 1973 at the average annual rate of five percent, and that the proportion of bulk petroleum will remain the same as in 1973. It is assumed, further that the percentage of dry cargo that requires storage in the transit shed or open transit spaces may decline to fifty percent of total dry cargo by 1978, due to increasing amounts of containerized and unitized cargoes that would move directly to consignees' premises. Based upon the foregoing assumptions and the actual traffic in 1973, the future amounts of cargo have been estimated for each of these categories:

- (1) Bulk Petroleum;
- (2) Unitized and containerized cargo moving directly to or from inland destinations; and
- (3) Cargoes of all kinds requiring in-transit storage space.

The results are presented in Table 3.

Ship Traffic Projection. For the purpose of this analysis it is assumed that the forecast of cargo movements made in the preceding section will be carried in ships tending to carry more cargo per ship and therefore tending to involve fewer ships. Specifically, it is assumed that the average amount of cargo per ship will increase at an annual rate of five percent, based on the traffic in 1973, as presented in Appendix A. Further, it is assumed that the average size of cargo ships will tend to be larger, increasing at an annual rate of one percent. It is also assumed that passenger ships and combined cargo-passenger ships traffic will remain at the 1973 levels. Based upon the aforesaid assumptions, the estimated numbers of various sizes of ships that may call at Montserrat is presented in Table 4. The significance of the assumed rates of cargo growth and of the changes in ship sizes is that these combine to produce only a small increase in the aggregate of gross register tonnage of all commercial ships (0.8 percent annual growth), although the amount of cargo handled is assumed to increase at an annual rate of 5.0 percent.

TABLE 3

PROJECTED MOVEMENT OF CARGO TO YEAR 1978

Year	Projected Total Through- put (tons)	Projected Through- put of Petroleum in Bulk (tons)	Projected Through- put of Cargo less Petroleum (tons)	Projected Through- put Con- tainers and Unit Loads not requiring in-transit Storage (tons)	Projected Through- put re- quiring in-transit Storage (tons)
1973	31,674	8,433	23,241	111*	23,130
1974	33,258	8,855	24,403	295	24,108
1975	34,921	9,297	25,624	786	24,838
1976	36,667	9,762	26,905	2,093	24,812
1977	38,500	10,250	28,250	5,572	22,678
1978	40,425	10,763	29,662	14,831	14,831

Source: CARIFTA Forms MT-1; MT-2 and MT-3.

* JAIMITO discharged 74 tons on 13 December 1973. Assumed to have loaded 37 tons.

TABLE 4

SHIP MOVEMENT PROJECTIONS

Actual 1973 and Forecast for 1974-1978 inclusive

Year	Cargo Traffic (tons)	Average Tons Cargo per Ship (tons)	Number of Ships (each)	Average Size of Ships (GRT ea)	Aggregate Size of Ships (GRT)
<u>FREIGHTERS SMALLER THAN 100 GRT</u>					
1973*	2,309	16.9	137	41.5	5,685
1974	2,424	17.7	137	41.9	5,710
1975	2,545	18.6	137	42.3	5,795
1976	2,672	19.6	137	42.8	5,864
1977	2,807	20.5	137	43.2	5,918
1978	2,947	21.6	137	43.6	5,975
<u>FREIGHTERS SIZES 100 GRT TO 500 GRT</u>					
1973*	11,287	124.0	91	309.7	28,182
1974	11,851	130.2	91	312.8	28,465
1975	12,444	136.7	91	315.9	28,747
1976	13,066	143.5	91	319.1	29,038
1977	13,719	150.7	91	322.3	29,329
1978	14,405	158.3	91	325.5	29,621
1973*	5,625	216.3	26	2,251.9	58,548
1974	5,906	227.1	26	2,274.4	59,134
1975	6,202	238.5	26	2,297.2	59,727
1976	6,512	250.4	26	2,320.1	60,323
1977	6,837	262.9	26	2,343.3	60,926
1978	7,179	276.1	26	2,366.8	61,537
1973*	3,265	272.1	12	6,471.6	77,659
1974	3,428	285.7	12	6,536.3	78,437
1975	3,600	300.0	12	6,601.7	79,220
1976	3,780	315.0	12	6,667.7	80,012
1977	3,969	330.7	12	6,734.4	80,813
1978	4,167	347.3	12	6,801.7	81,620

Source: Montserrat Quarterly Summaries.

* Actual traffic in 1973.

TABLE 4

TANKERS

1973*	8,433	248.0	34	2,184.0	74,260
1974	8,855	260.4	34	2,205.8	74,997
1975	9,297	275.4	34	2,227.9	75,749
1976	9,762	287.1	34	2,250.2	76,507
1977	10,250	301.4	34	2,272.7	77,272
1978	10,763	316.5	34	2,295.0	78,030

CRUISERS

	<u>Passen-</u> <u>gers</u>	<u>Pass/</u> <u>Ship</u>			
1973*	2,249	83.3	27	2,161.2	58,353
1974)					
1975)	Assumed no change for five years.				
1976)					
1977)					
1978)					

FREIGHT & PASSENGERS COMBINED

1973*	755	37.7	20	3,170	63,400
1974)					
1975)	Assumed no change for five years.				
1976)					
1977)					
1978)					

YACHTS

1973*			128	22.6	2,897
1974)					
1975)	Assumed no change for five years.				
1976)					
1977)					
1978)					

SUMMARY ESTIMATED GROSS REGISTER TONNAGE OF VISITING SHIPS**

Year	Freighters Smaller Than 100 GRT	Freight- ers 100- 500 GRT	Freight- ers 500- 5,000 GRT	Freight- ers over 5,000 GRT	Tankers	Cruis- ers	Total Commer- cial Ships
1973*	5,684	28,182	58,548	77,659	74,260	58,353	302,686
1974	5,740	28,465	59,134	78,437	74,997	58,353	305,126
1975	5,795	28,747	59,727	79,220	75,749	58,353	307,591
1976	5,864	29,038	60,323	80,012	76,507	58,353	310,097
1977	5,918	29,329	60,926	80,813	77,272	58,353	312,611
1978	5,973	29,621	61,537	81,620	78,030	58,353	315,134

* Actual traffic in 1973.

** Excluding yachts.

Projected Future Costs

Based upon the existing situation, assuming no new capital investment will be made for new facilities (the basis of phase 1 of this study), it is estimated that the Government's annual cost to operate the port will increase at an annual rate of 3 percent. Thus the estimated cost of \$79,299 for year 1973 would rise as shown below for the succeeding five years:

1973	\$79,299
1974	83,264
1975	87,427
1976	91,799
1977	96,388
1978	101,208

Revenue Targets

It is reasonable to plan a schedule of charges that would produce revenues balancing costs at the mid-point of the next five-year period, that is in year 1976. If actual costs and volumes of traffic should unfold precisely as have been estimated the costs would exceed revenues somewhat during 1974 and 1975, but thereafter providing a compensating balance for the remainder of the five-year period. However, the costs and revenues will certainly not evolve precisely as projected and it must be planned that the effect of the new schedule of charges will be monitored and revised as may be required. However, for the basis of determining a new schedule the costs and traffic projected for year 1976 may be taken as a reasonable basis. The relevant data are therefore:

Revenue required	\$91,799
Tons of Petroleum cargo (Table 3)	9,762 tons
Tons of dry cargo (Table 3)	26,905 tons
Aggregate tonnage of tankers (Table 4)	76,507 GRT
Aggregate tonnage of freighters (Table 4)	175,237 GRT
Aggregate tonnage of cruisers (Table 4)	58,553 GRT

Allocation of Projected Revenue. Based upon the objectives discussed earlier in this analysis, the target for revenue from in-transit storage of cargo is allocated ten percent of total revenue

required and the remainder of revenue required is allocated equally between ship dues, cargo dues and equipment dues. Thus, the targets for revenue in year 1976 became:

(a)	Ship Dues	\$27,540
(b)	Cargo Dues	27,540
(c)	Equipment Dues	27,554
(d)	Storage Dues	9,180

Ship Dues Schedule

It is proposed that all commercial ships should pay the same rate per gross register ton per hour of time in port. It is assumed that when given a fiscal incentive for a more rapid turnaround, cargo ships time in port will be reduced by twenty percent from the 1973 experience, while the turnaround time for cruisers would remain the same as in 1973. Thus, the estimated aggregate of ships tonnage-hours in port in 1976 becomes:

Tankers	76,507	x 26.5	x 0.8	= 1,621,948 GRT-HRS.
Freighters	175,237	x 39.17	x 0.8	= 5,491,227 GRT-HRS.
Cruisers	58,353	x 21.5		= 1,254,590 GRT-HRS.
				<hr/>
				Total = 8,367,765 GRT-HRS.
				<hr/>

In order to produce the target revenue of \$27,540 an uniform rate per GRT-hour of \$0.0032912, (say \$0.0033) would be required. This may be expressed as \$3.30 per thousand GRT per hour. Thus, for example, the Ship Dues on a 24-hour visit of a cargo ship such as the BIRK (1,730 GRT) would be $3.3 \times 1.73 \times 24 = \137 ; or of a one 16-hour visit by a tanker such as the ESSO ANTILLES (391 GRT) would be $3.3 \times 0.391 \times 16 = \31 ; or of a 12-hour visit by a cruiser such as the FANTOME (1,637 GRT) would be $3.3 \times 1.637 \times 12 = \65 .

Cargo Dues Schedule

It is proposed that all cargo discharged or loaded for any purpose should be charged a rate per ton of cargo according to the shipping manifest, the same being the tons of cargo calculated by weight or the tons of cargo calculated by space measurement, which-

ever produced the greatest revenue, regardless of the kind of commodity, form of package, or direction of movement. Thus, it is proposed that the same rate be charged for each manifest ton of cargo whether it be petroleum pumped through a pipeline, containerized cargo rolled on or off the ship, or of break-bulk cargoes handled by lighterage or otherwise.

In order to produce the target revenue of \$27,540 the rate per ton needs to be $\$27,540/36,667 \text{ tons} = \0.751 per ton (say \$0.75 per ton.)

Equipment Does Schedule

Since the Government does not now have equipment capable of moving containers it is assumed for purpose of determining new schedules, that the movement of containerized cargo will be achieved by privately-owned equipment. Therefore, a schedule of rates for the rental of port equipment should be based upon the estimated amount of cargo less petroleum and containerized cargo in year 1976, which is 24,812 tons, and it should be applicable to the use of the existing equipment.

The existing schedule of equipment rental rates is reported to have produced \$11,199 in revenue during the first half of 1973, when the amount of dry cargo put through the port was 16,958 tons, representing \$0.66 per ton. The same schedule would produce estimated revenue in 1976 of $\$0.66 \times 24,812 \text{ tons}$ which is \$16,376. This amount falls short of the allocated \$27,540 revenue target. The equipment rental rates would produce the required revenue if increased by a ratio of $27,540/16,376 = 1.68$ (or say an increase of two-thirds.) Therefore the proposed equipment rental rates become:

Crane Service on the Jetty

Hours 7 a.m. to 6 p.m.	\$4.17 per hour
Hours 6 p.m. to 7 a.m.	5.00 per hour

Crane Service at the Transit-Shed

Jobs of duration less than $\frac{1}{2}$ -hour	\$16.77 per job
Jobs of duration over $\frac{1}{2}$ -hour less than one hour	33.33 " "
Jobs of duration all day, not exceeding 8 hours	83.33 " "

Cargo Trailer Services

Hours 7 a.m. to 4 p.m.	0.85 per trailer load
Hours 7 p.m. to midnight	1.25 " " "
Hours midnight to 7 a.m.	1.50 " " "

Storage Dues Schedule

Based upon the objective that the storage dues schedule should encourage the rapid removal of cargo, the revenue target of ten percent of estimated total cost was arbitrarily assigned. This target amounts to \$9,180 in year 1976, when it is estimated the amount of cargo requiring in-transit storage will be 24,812 manifest tons. Considering that the stowage factor for this cargo may be about 60 cubic feet per ton by weight or about 40 cubic feet per manifest ton, the gross storage space required in year 1976 would be about 40 x 24,812 = 992,480 cubic feet or nearly 1,000,000 cubic feet.

It is proposed that the schedule of storage charges should be such that the average amount charged per 100 cubic feet per week would be zero at the end of the first week; \$"x" at the end of the second week; \$2x at the end of the third week; \$4x at the end of the fourth week; \$8x at the end of the fifth; \$16x at the end of the sixth week; cargo remaining beyond the end of the sixth week to be confiscated and sold for storage charges. Such an escalating schedule is intended to encourage removal of cargo from transit storage. It is assumed that approximately eighty percent of cargo entering transit storage will have been removed within the first week free period and that approximately ninety percent of the amount remaining will be removed during the second week, and similarly for the third, fourth and fifth week, reducing to a negligible amount in the sixth week. The effect of this schedule on annual revenue to be produced by the Storage Dues is tabulated below, based upon "x" having a value of \$3.50 and there being one million cubic feet of transit storage during a year:

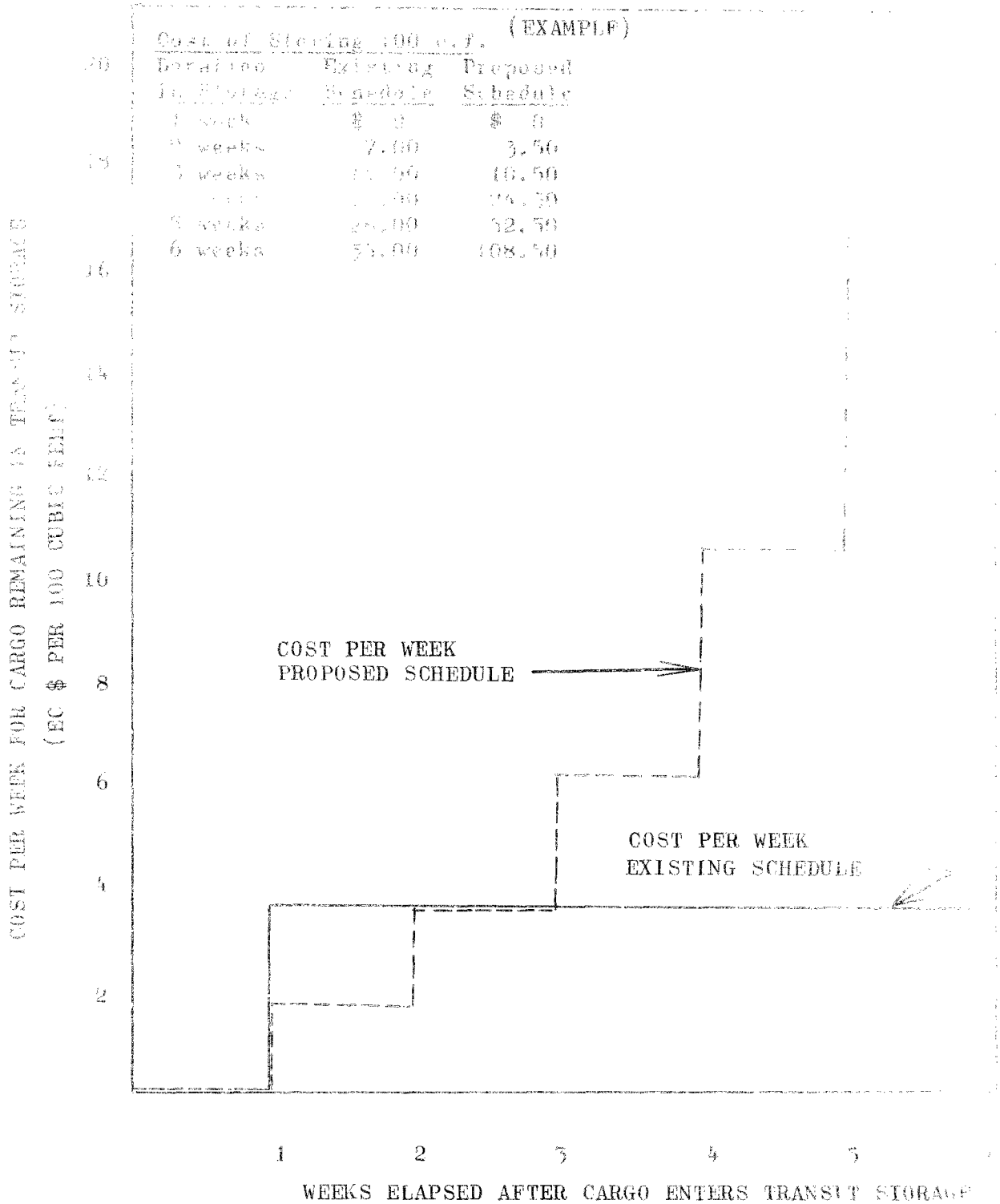
Weeks Elapsed After Cargo Enters Transit Storage	Amount of Cargo Remaining in Storage after the Free Week (cubic feet)	Storage Charge per 100 cubic feet this Week	Annual Revenue Produced by Successive Weeks of Storage
		\$	\$
1st	0	0	-
2nd	200,000	3.50	7,000
3rd	20,000	7.00	1,400
4th	2,000	14.00	280
5th	200	28.00	56
6th	20	56.00	11
Estimated approximate annual revenue =			<u>\$8,747</u>

It is not possible to predict the effects of an escalating schedule of charges precisely. If the recommended schedule should produce substantially less revenue than is predicted, the action required would be an upward adjustment of other classes of dues, rather than a relaxing of the storage dues escalation principle.

Figure 1 illustrates the average cost per week for cargo remaining in storage under the existing schedule as compared with the recommended schedule.

FIGURE 1

EXISTING VERSUS PROPOSED TRANSIT STORAGE COST SCHEDULE



EFFECT OF THE RECOMMENDED SCHEDULES

The existing schedules of port charges produced revenue of \$51,587 in 1973. The proposed new schedules are designed to produce a revenue of \$91,799 in 1976, although the revenue would have been approximately \$79,300 in 1973, had the new schedules then have been in effect. Thus, the effect of the proposed new schedule is to increase the amounts paid to the Government as port dues by about 54 percent. However, the impact on the total cost to put cargo through the port is much less onerous.

Considering that existing schedules produced revenue amounting to \$2.28 per ton of dry cargo in 1973, the proposed new schedules would produce about \$3.50 per ton. Landing costs were reported by one importer to have been \$21.83 per ton excluding dues paid to the Government. The impact of new higher port dues in that instance amounts to an increase of about five percent on the whole cost of landing and storing the cargo. Another importer indicated the cost of landing cargo, excluding port dues, was \$15.86 per ton. In this latter case the impact of the new high port dues would be an increase of about seven percent. The foregoing indicated that adoption of self-supporting port dues at Montserrat would have the effect of increasing the landing and storage costs by 5 to 7 percent, and it must be expected that the increased cost will reflect increased prices for goods sold to consumers. However, since the schedules are designed only to recapture the actual costs incurred by Government, costs which have not been covered by port revenues heretofore, there will be no change in the overall effect on the whole economy, the greater port revenue being offset by reduced Government expenditure.

(How the port costs could be reduced is a subject outside the scope of this first phase of the port pricing analysis. Whenever new facilities may be acquired which would result in more efficient handling of cargo, as is contemplated to require the second phase of the port pricing analysis, the schedules of charges should be

revised again, involving further increases in the rates in order to recover capital costs for new facilities, the higher dues being more than offset by reduced cargo-handling costs.)

The recommended new schedules have certain advantages:

- (1) Making the port function self-supporting focuses attention on the true costs and thereby provides an improved basis for planning Government's expenditures;
- (2) Providing strong incentives for more rapid handling of cargo and earlier removal of cargo from transit storage should result in more effective use of available facilities; and
- (3) Elimination of redundant dues and simplification of the structure of new dues eases the administration of port functions.

Adoption of the proposed new schedules is recommended.

Plymouth, Montserrat
Summary of Port Traffic - 1973

CARGO TRAFFIC

	Bulk Petro- leum	Dry Cargo in Ocean- going Ships	Dry Cargo in Schooners & Small Ocean- going Ships	Total of All Cargo
Number of Ships	34	68	161	263
Ship-Hours in Port	900	2,278	6,691	9,869
Hours per Ship	26.5	33.5	41.6	37.5
Tons of Cargo	8,831	9,814	12,555	31,198
Tons Cargo per Ship	259.7	144.3	78.0	118.6
Tons Cargo per Ship Hour	9.8	4.3	1.9	3.2
Cargo Ships Without Cargo	-	-	38	38

PASSENGER TRAFFIC

Number of Ships	113
Ship-Hours in Port	2,413
Ship Turnaround Hours	21.5
Passengers in- transit	3,712
Passenger Ships without Passengers	19

MISCELLANEOUS TRAFFIC

Additionally some 93 ships and boats of all kinds that were not involved with either cargo or passengers called at Montserrat.

SOURCE: CARIFTA Forms MT-1; MT-2 and MT-3.

Plymouth, Montserrat
Cargo Carried by Ocean-going Ships - 1973

MONTH	PETROLEUM PRODUCTS			DRY CARGO		
	No. of Ships	Hours in Port	Tons of Cargo	No. of Ships	Hours in Port	Tons of Cargo
Jan.	5	66	1,276	7	370	1,336
Feb.	3	48	984	6	144	705
Mar.	1	12	348	6	152	753
Apr.	4	54	947	5	174	790
May	4	48	686	5	96	586
June	3	54	779	7	180	1,466
July	3	156	684	6	180	536
Aug.	3	192	1,177	6	264	577
Sept.	3	72	533	4	96	540
Oct.	1	24	17	4	96	527
Nov.	3	101	1,037	6	186	1,074
Dec.	1	73	363	6	360	888
TOTAL	34	900	8,831	68	2,278	9,814

Port Performance Index

9.8 tons per ship/hr.

4.3 tons per ship/hr.

Ship turn-around

26.5 hours

33.5 hours

Cargo per Ship

259.7 tons

144.3 tons

SOURCE: CARIFTA Forms MT-1 and MT-2.

Plymouth, Montserrat

Cargo Carried by Schooners and Small Ocean-going Ships - 1973

MONTH	GENERAL CARGO			
	No. of Ships	Hours in Port	Tons of Cargo	Ship with- out Cargo
Jan.	10	606	1,409	2
Feb.	8	396	734	3
Mar.	13	768	1,116	4
Apr.	14	414	882	5
May	15	480	1,468	7
June	10	480	736	3
July	17	660	1,162	6
Aug.	12	384	417	2
Sept.	14	612	1,317	1
Oct.	12	201	630	3
Nov.	19	1,042	1,185	1
Dec.	17	648	1,497	1
TOTAL	161	6,691	12,553	38

$PPI = 12553/6691 = 1.88$ tons per ship-hour.

Ship Turnaround = 41.6 hours (excluding ships without cargo)

Cargo per Ship = $12,553/161 = 78.0$ tons

SOURCE: CARIFTA Form MT-2.

Plymouth, Montserrat
Passenger Traffic by Ships - 1975

MONTH	PASSENGERS					Number of Ships without Passengers
	No. of Ships	Hours in Port	Carried	Em- barked	Dis- embarked	
Jan.	14	294	189	155	149	
Feb.	18	325	343	215	216	
Mar.	19	570	275	189	193	
Apr.	16	364	114	51	70	
May	18	366	306	242	239	
June	11	174	151	48	47	
July	3	48	222	214	216	
Aug.	4	51	448	79	104	
Sept.	2	27	97	0	0	
Oct.	3	41	106	6	15	5
Nov.	1	16	70	-	7	10
Dec.	4	157	1,391	4	1	4
TOTAL	113	2,431	3,712	1,201	1,257	19

Ship turnaround = $2431/113 = 21.5$ hours.

SOURCE: CARIFTA Form MT-3.

Plymouth, Montserrat

Distribution of Ship Visits by Ship Size
12 months ending 30 Sept. 1973

<u>Ship Size (G.R.T.)</u>	<u>Tankers</u>	<u>Dry Cargo Ships*</u>	<u>Passenger Ships*</u>
More than 1,000	29	59	28
500 to 999	3	11	0
100 to 499	1	112	9
Less than 100	0	161	87
Size not given	4	13	22
TOTAL	<u>37</u>	<u>356</u>	<u>145</u>

* 19 visits by the combination cargo and passenger ship FEDERAL MAPLE, is shown in both categories.

SOURCE: Harbour Master's Register.

Plymouth, Montserrat

Cargo Ships Called during 12 months ending 30 Sept. 1975

<u>Name of Ship</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
ADIER	920	1
AEGEAN DOLPHIN	8,835	1
ANA MARIA	162	7
ANDARIA	1,210	2
ANTHON	46	70
ANTILLES (T)		3
ARCHIMEDES	3,506	1
ARLES	4,139	4
ARISTOTLES	4,206	1
ATLANTIC COMET	499	1
ATLANTIC TREPID	499	1
ATLANTIC MERCHANT		3
ATLANTIC PEARL	643	2
ATLANTIC SKY	499	3
ATLANTIC STAR	499	4
ATLANTIC SUN	499	4
BAARN	6,551	2
BAHAMAS BIG DIPPER (T)	147	1
BAHAMAS DEVELOPER	288	1
BALTIC PROCTOR	299	5
BANSHEE	6	1
BARRISTER	8,366	1
BENNEKOM		2
BIRGIT	568	1
BIRK	1,730	1
BRATHINGSBORG (T)	1,399	8
BREDA	6,551	2
BRENDA CRISTOBAL	23	1
BRIGITTSKON	7,178	1
CAROL ANN	97	1
CAMBRIDGE	200	6
CURTIS MATHES	396	4
DAERWOOD	189	8
DAPA	238	13
DARLENE R.	84	4
DELIGHT B.	48	1
DEFIANCE	153	1
DILIGAFF	20	1

SOURCE: Harbour Master's Register.

<u>Name of Ship</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
EMBLEM	38	5
ENDEAVOUR	20	4
ESSO ANTILLES (T)	591	3
EVA THOLSTRUP (T)	2,242	1
EVELYN	100	4
EUTOM		1
EXPLORER	4,907	1
FAY	1,276	1
MATHEUL STAR	1	1
FLORENCE EMMANUEL	46	11
FLORA MERCY	30	2
FOKKE DE JONG	400	5
FRIARS CRAIG	306	2
FRIENDSHIP PANGLUBAL (T)		1
GHANJIM	113	2
HAWTHORNE ENTERPRISE	579	2
HARBINGER	56	1
HERCULES	4,203	1
HERMES	4,205	1
INTREPID	159	1
JAIMITO	145	2
J.E. BLEW	21	4
JENS ALBO	499	2
JOHANNE REGINA	54	1
JOLANTIS	7	1
JOHNNY WALKER	100	1
KANALOA	71	1
KANUK	19	1
KIRSTENSKOU	4,529	1
KAISER		1
KETHILAN		1
KAYASO-T00		1

<u>Name of Ship</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
LADY OF FLEET	21	1
LADY BONITA	49	7
LADY BERNETTA	57	2
LADY BERNITA	49	1
LADY LAUREL	52	17
LADY SEPT	9	1
LADY SORCHA	344	28
LADY SQUINNA		1
LINGUIST	3,291	1
LUCKY STRIKE		1
LUNGA		1
MARIANNE TROLSTRUP (T)	2,242	1
MAPLE	3,170	19
MERCHANT	5,349	2
MISTRESS	15	1
MONICA	10	1
NANTIK	10	1
NATURALIS	1,614	1
NOVELIST	3,584	1
NYALA	10	1
NEW LONDON		1
OTTO	1,291	3
PALMEDES	4,206	1
PATTY ANN	6	2
PAULUD	16	1
PAROCLETTE	31	14
PERSEVERANCE	72	1
RING ANDERSON	103	1
ROMANY	10	1
ROSE MILLICENT	50	6
SACRED DOVE	56	4
SCHOLAR	7,606	1
SCOTT FREE	21	1
SEA BIRD	18	1
SEA CHALLENGE	876	5
SEA PRIMO	196	1
SEA SAGA	1,015	3

<u>Name of Ship</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
SEA TERN (T)	1,339	1
SKY ADVENTURE	270	1
SKANGULA	6	1
SPECIALIST	6,330	2
ST. ANDREWS	61	5
STELLA REGAL (T)	1,596	7
TEXACO COLON (T)	3,554	11
TRADER	6,448	1
TROPIC MERCHANT	150	1
ULIST	8,961	2
UNBOUND	18	1
UNITY	8	6
OPTITE	6	1
VANGUARD	22	1
VIVIA G.	70	1
VOYAGER	3	1
WESTKUST	447	2
WOLANDE	113	1
WERRA		
YANKEY CLIPPER	236	1
SWEVER II	70	2

Plymouth, Montserrat
Passenger Ships and Yachts Called during
twelve months ending 30 Sept. 1973

<u>Name of Ship or Yacht</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
ANANDA	37	1
ANNIE LAURIE	23	1
ARIFUL DODGER	6	1
BABY SCOTT	9	4
BAROKI	40	1
BON HOMME RICHARD	11	2
BRAZENBITCH	22	1
BUENA VIDA	22	1
BON VIVRINT		1
BRASS RING		1
CAPRICE	9	1
CARIBBEAN QUEEN	52	1
CARIB RANGER	4	1
CHRISTINA	1,652	1
CLOTUEA		1
CARDEL		1
DANISH MAID	11	2
DRAC II	25	1
DREAM GIRL	10	1
EILAND HOPPER	9	2
FANTOME	1,637	8
FLYING CLOUD	399	5
FREELANCE	83	1
GITANA IV	85	1
GRISBY	4	2

SOURCE: Harbour Master's Register.

<u>Name of Ship or Yacht</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
HAPPY HOLLOW	20	1
HEW-ME	4	
HONEY BEA II	130	1
HOPE	7	2
HORNPIPE	10	1
HUMBUG	4	1
ING	3	1
ISLA MADERA	8	2
ISLANDER	43	1
JAMBO	6	1
KETCH	35	1
KITTIWAKE	12	1
KLARA	84	5
LADY OF ATLANTIS		1
LADY SOVEREIGN		1
MAICA	6	1
MAPLE	3,170	19
MARAKESH		2
MARGIE	52	1
MISTREL	8	1
MY MULLION II	46	1
NEJERSIK		1
NEW WORLD	14	1
NIGHT WIND		1
NOSEGAY	68	1

<u>Name of Ship or Yacht</u>	<u>G.R.T.</u>	<u>Number of Calls</u>
ODIN	10	1
PALAWAN	40	1
PALOMEDES		1
PATIENCE	8	1
PIERROT	1	1
POLE STAR	11	2
PRIDE	52	1
GRIMROSA	8	1
PRINCESS PAT II	150	1
PROMISE	26	1
PAVLOVA II		1
PMI II	7	2
SAFARI		1
SAGITTO	10	2
SANSUCABE	8	1
SARALEM		1
SPRAY	7	1
STAR SONG	18	1
ST. JEAN		1
SUDWIND	11	1
SVALA	11	9
STATENDAM		1
TAMBOURINE		1
TANTARA	9	1
TAWAN	56	1
TIGER 45	19	
TONTIRN		1
TWILIGHT		1
ULYSSE	9	1
UNDA VON KAPPLAN	40	1
VEENDAM		1
WANDERLUST	235	2
WENDY 2	16	2
WHITE MAGIC	12	1
WINDIGO		1
H. YORKY	8	1
ZIG ZAG	7	3
ZUGROGEL		1
ZURA	45	2

SUMMARY OF SHIPS AND CARGO MOVEMENT - 1973FREIGHTERS LESS THAN 100 GRT

	1ST QTR	2ND QTR	3RD QTR	4TH QTR	ALL YEAR	AV. PER SHIP
Number of Ships	26	45	32	34	137	1.00
Aggregate GRT	1,072	2,014	1,195	1,403	5,684	41.56
Aggregate Tons Cargo	492	617	493	707	2,309	16.92
Number of Passengers	51	43	2	4	100	0.73

FREIGHTERS 100-500 GRT

Number of Ships	19	24	26	22	91	1.00
Aggregate GRT	5,878	8,578	7,552	6,574	28,182	309.69
Aggregate Tons Cargo	2,928	2,787	2,602	2,970	11,287	125.00
Number of Passengers	5	3	125	5	138	1.52

FREIGHTERS 500-5000 GRT

Number of Ships	7	8	5	6	26	1.00
Aggregate GRT	12,249	24,607	10,257	11,435	58,548	2,251.85
Aggregate Tons Cargo	992	2,342	1,044	1,247	5,625	216.5
Number of Passengers	12	16	5	4	37	1.42

FREIGHTERS OVER 5000 GRT

Number of Ships	5	1	3	3	12	1.00
Aggregate GRT	34,340	5,348	19,121	18,850	77,659	6,471.58
Aggregate Tons Cargo	1,512	242	984	527	3,265	272
Number of Passengers	8				8	0.67

YACHTS

Number of Ships	34	37	35	22	128	1.00
Aggregate GRT	719	645	1,095	438	2,897	22.63
Cargo and Passengers	nil	nil	nil	nil	nil	nil

CRUISERS

	1ST QTR	2ND QTR	3RD QTR	4TH QTR	ALL YEAR	AV. PER SHIP
Number of Ships	11	7	4	5	27	
Aggregate GRT	6,256	3,014	545	48,538	58,353	2,161.22
Number of Passengers	394	212	192	1,451	2,249	83.30

TANKERS

Number of Ships	9	11	9	5	34	
Aggregate GRT	18,480	10,214	15,678	14,210	74,260	2,181.18
Aggregate Tons Cargo	2,740	1,872	2,404	1,407	8,433	248.03

FEDERAL SHIPS

Number of Ships	5	4	6	5	20	
Aggregate GRT	15,850	12,680	19,020	15,850	63,400	3,170
Aggregate Tons Cargo	182	220	120	253	755	37.7
Number of Passengers	331	278	828	273	1,710	85.5

SOURCE: Montserrat Statistical Office Quarterly Summaries.

