

1962 BUDGET
 PORT OF ANCHORAGE
 REVENUE FUND

SUMMARY OF REVENUES

<u>Code</u>	<u>Operating Revenue</u>	<u>Estimated 1961</u>	<u>Estimated 1962</u>
5302.1	Dockage	\$ 3,410	\$ 8,500
5302.2	Wharfage	59,210	172,000
5302.3	Service Charge	35,960	97,750
5302.5	Storage	2,000	5,000
5302.6	Car Loading	58,900	28,000
5302.7	Handling	17,670	10,000
5302.9	Standby and Overtime	6,510	5,200
5302.11	Utilities	496	850
5302.15	Miscellaneous Revenue	20	100
5340.43	Crane Rental	40,610	95,000
5370	Property Rental	<u>- -</u>	<u>6,530</u>
	Total Operating Revenue	\$ 224,786	\$ 428,930

OPERATING REVENUES:

Revenue for 1962 is based on a cargo factor of 85,000 tons, an increase of 54,000 tons over the first year of operation. Terminal charges are set forth in Port of Anchorage Terminals Tariff Number 1. Estimates are based on 1961 operating records, shippers and cargo quotations, installation of the new petroleum tank farm, and anticipated local economic conditions during 1962.

Dockage -

Dockage is a charge assessed to a vessel for docking at a wharf. There is little relationship between tonnage and dockage as many tugs and fishing vessels call at the Port for repairs, bunkers, and water.

Wharfage -

Wharfage is the charge made against merchandise for its passage over Port dock facilities. It is directly related to tonnage and based on 1961 operating experience is estimated at \$1.90 a ton and \$0.06 a barrel for liquid products through pipelines.

Service Charge -

Service charge is the charge assessed to ocean vessels owners or agents which load or discharge at the Anchorage dock, for special services provided by the Port staff - e.g. line handling, providing telephone service and giving information and data vital to shippers. The service charge is computed based upon a short ton of 2,000 pounds against cargo moving across the Port facility. It is estimated at an average of \$1.15 per ton.

Storage -

Storage revenues will show a marked increase during 1962.

Local scrap operators utilizing storage areas as accumulation yards and storage of imported pipe will become more predominant during 1962.

Handling - Car Loading - Standby and Overtime -

These charges are from the movement of cargo from the end of ship's tackle to the first place of rest, or loading to rail cars or trucks. Standby and overtime is the charge for miscellaneous labor required in the handling or loading of cargo not included in commodity rates. It is estimated, based on 1961 operating experience, that 10,000 tons will be handled under Terminal Tariff Number 1.

Utilities -

The Port provides metered water and electrical service to all vessels. This service is provided more as a convenience than a major revenue item.

Miscellaneous Revenue -

Miscellaneous revenue has no bearing on cargo moving across the dock. The primary source of this revenue is permits issued by the Port Director to concessionaires operating on lands within the jurisdiction of the Port Commission.

Crane Rental -

The Port rents its four level luffing cranes, unmanned, in quarter hour units. Qualified local crane operators with eight months experience on the new cranes will reduce crane hours per ton of cargo loaded, or discharged. Revenues are estimated at an average discharge rate of 30 tons per crane hour.

Property Rental -

Property Rental covers revenue to be obtained through lease of Port land.

PORT OF ANCHORAGE

REVENUE FUND

OPERATING BUDGET - 1962

<u>Code</u>		<u>Estimated 1961</u>	<u>Estimated 1962</u>
	Account 5402 <u>Terminals Expenses</u>		
5402.1	Personal Services:		
	.11 Salaries	\$ 12,410	\$ 17,820
	.12 Overtime	100	-
	.13 Accrued Leave	1,743	2,850
	.14 Social Security	-	290
	.15 Workmen's Compensation	-	240
	Total	\$ 14,253	\$ 21,200
5402.2	Contractual:		
	.23 Electric and Water	\$ 5,700	\$ 12,000
	.25 Equipment Rental - City owned	650	1,200
	.26 Equipment Rental - non-City owned	50	500
	.27 Maintenance and Repairs	4,000	2,250
	Total	\$ 10,400	\$ 15,950
5402.3	Supplies:		
	.30 Miscellaneous	\$ 100	\$ -
	.31 Building Materials	170	500
	.32 Food, Clothing, Medical	100	100
	.33 Gas, Oil and Grease	100	100
	.34 Heating Oil	2,400	3,000
	.39 Small Tools and Work Equipment	800	1,200
	Total	\$ 3,670	\$ 4,900
	TOTAL TERMINALS EXPENSE	\$ 28,323	\$ 42,050
	Account 5410 <u>Open Storage Yards</u>		
5410.2	Contractual:		
	.27 Maintenance	\$ 1,300	\$ 1,500
	TOTAL OPEN STORAGE EXPENSE	\$ 1,300	\$ 1,500

<u>Account 5420</u> <u>Roadway and Railroad Spur</u>		<u>Estimated</u> <u>1961</u>	<u>Estimated</u> <u>1962</u>
5420.2	Contractual:		
	.27 Maintenance	\$ <u>700</u>	\$ <u>2,000</u>
	TOTAL ROADWAY AND RAILROAD EXPENSE	\$ 700	\$ 2,000

<u>Account 5421</u> <u>Camels</u>			
5421.2	Contractual:		
	.22 Contract Labor	\$ - -	\$ 1,500
	.27 Maintenance	<u>1,600</u>	<u>1,000</u>
	TOTAL CAMEL EXPENSE	\$ 1,600	\$ 2,500

<u>Account 5440</u> <u>Cranes</u>			
5440.2	Contractual:		
	.22 Contract Labor	\$ - -	\$ 2,000
	.27 Maintenance	<u>2,100</u>	<u>1,500</u>
	Total	\$ 2,100	\$ 3,500

5440.3	Supplies:		
	.33 Gas, Oil and Grease	\$ <u>400</u>	\$ <u>500</u>
	TOTAL CRANE EXPENSE	\$ 2,500	\$ 4,000

<u>Account 5470</u> <u>Stevedore</u>			
5470.2	Contractual:		
	.22 Contract Labor	\$ <u>71,600</u>	\$ <u>35,600</u>
	TOTAL STEVEDORE EXPENSE	\$ 71,600	\$ 35,600

		<u>Estimated</u> 1961	<u>Estimated</u> 1962
Account 5490 <u>Administrative</u>			
5490.1	Personal Services:		
	.11 Salaries	\$ 33,750	\$ 48,720
	.12 Overtime	100	-
	.13 Accrued Leave	5,400	7,800
	.14 Social Security	-	570
	.15 Workmen's Compensation	-	690
	Total	\$ <u>39,250</u>	\$ <u>57,780</u>
5490.2	Contractual:		
	.20 Miscellaneous	\$ 600	\$ -
	.21 Advertising	2,500	1,100
	.22 Contract Labor	17,000	15,900
	.24 Insurance	20,000	20,500
	.25 Equipment Rental - City owned	550	800
	.26 Equipment Rental - non-City owned	150	-
	.27 Maintenance	150	200
	.28 Telephone, Telegraph & Tolls	3,000	3,300
	.29 Travel, Dues and Publications	7,500	10,350
	Total	\$ <u>51,450</u>	\$ <u>52,150</u>
5490.3	Supplies:		
	.30 Miscellaneous	\$ 100	\$ -
	.35 Household & Janitorial Supplies	120	200
	.36 Office Supplies	1,050	1,800
	.37 Postage (incl. stamped envelopes)	580	700
	.38 Printed Forms or Pamphlets	900	2,300
	.39 Small Tools & Work Equipment	-	300
	Total	\$ <u>2,750</u>	\$ <u>5,300</u>
5490.4	Interest:		
	.40 Interest	\$ <u>25,313</u>	\$ <u>226,050</u>
	TOTAL ADMINISTRATIVE EXPENSE	\$ 118,763	\$ 341,280
	TOTAL OPERATING BUDGET	\$ 224,786	\$ 428,930
	Personnel Authorized	7	7

1962 WORK PROGRAM

PORT OF ANCHORAGE

Account 5402 - Terminals

The Terminals Division, consisting of the Terminals Manager and Pier Foreman, is responsible for the operating functions of the Port of Anchorage. These involve the assembly of cargo within the Terminals area, engaging stevedore gangs and providing instruction on the operation of cranes, liaison with carriers for cargo delivery, co-ordination between vessels and ships' agents and government agencies engaged in the movement of foreign cargoes. Also included in operating procedures is Port maintenance and security.

In anticipation of 1962 traffic, the Terminals Division is studying more efficient methods of maintenance, and a more flexible security system in order to lessen the amount of off-duty work hours devoted to each. With the advent of private enterprise moving into the Port of Anchorage Terminal Reserve, the resulting increased traffic load in 1962 may necessitate additional personnel for the preparation of billing, and cargo watch.

Account 5410 - Open Storage Yards

The Port operates two open storage yards south of the existing Terminal. Yard 1 is approximately six acres, Yard 2 approximately half an acre. Yearly maintenance consists of grading and snow removal.

Account 5420 - Roadway and Railroad Spur

The Port owns and maintains approximately 4,000 feet of lead and spur tracks. Routine maintenance is performed by the Terminal Division and major repairs contracted by the U. S. Government-owned Alaska Railroad. During 1962 when the official plat of the Port Subdivision is filed, all roadways will become dedicated streets and maintained by the City of Anchorage.

Account 5421 - Camels

Camel logs and wood spacers are provided as a fender system on the 600 foot dock. The system was relatively trouble free during 1961 and recent inspections indicated only routine maintenance during 1962. Ice conditions necessitate the adjustment of the camels during the winter months, which is the major expense item.

Account 5440 - Cranes

The Port's four level luffing gantry cranes performed well during 1961 with no apparent operating defects. Crane operators and oilers, supervised by the Pier Foreman, perform routine maintenance during operating hours. This type of preventative maintenance has paid dividends in the minimum of

down time experience during 1961.

The cranes will be covered by the initial guarantee during the first half of 1962. Major expenditures will be the greasing of the intricate network of lines and grease required during operations.

Account 5470 - Stevedore

Dockside labor is provided by North Star Terminals and Stevedore Company under Port of Anchorage Terminals Tariff No. 1 and a Stevedore Contract dated April 28, 1961. Carriers may elect to contract longshore services separately with the consent of the Port Director under Terminals Tariff No. 1, Item 70. It is anticipated that 10,000 short tons of cargo will be handled or carloaded this year under Terminals Tariff No. 1.

Account 5490 - Administrative

The Port will continue to operate with the basic administrative staff appointed in 1961, consisting of the Port Director, Traffic Manager, Port Accountant/Business Manager, and two secretaries.

The administrative work program for 1962 will be the promotion of the Port. Further studies of Alaskan trade development and initiation of corrective legislation and regulatory measures regarding the Port will be the key-stone of the development program.

Trade development will be assisted by an improved and expanded advertising program in local and regional newspapers and trade journals. The exploitation of the Port's proximity to 60% of Alaska's population, direct water service, fewer and better handling methods will be the major factor in promoting additional cargoes. Faster turn around for carriers, as indicated by the Port's west coast records for discharging newsprint and loading scrap metals, will be high-lighted in a brochure for circulation to key industry people.

Trade development and operating experience will implement tariff studies to provide cargo movement at the lowest rates economically feasible. Billing and office procedures will continually be revised to maintain a flexible organization, and timely reports of operation.

The acquisition of tidelands during 1962 will be one of the largest real estate undertakings in the greater Anchorage area. Mineral exploration and new sources and markets for Alaskan raw materials will be instrumental in Port development, and account for major cargo movements through the Port. The \$1,500,000 petroleum tank farm scheduled for completion in September 1962 is the start of the major industrial complex within the Port area. The formulation of plans for additional storage and loading facilities will be the high light of the Port land area development program.

Contract labor, under the Administrative Section, includes the following:

City Attorney	\$ 5,000
City Right of Way	1,000
Traffic Services	2,000
Janitorial Services	900
Engineering - TAMS	6,000
Engineering - City	<u>1,000</u>
	\$ 15,900