

ANNUAL REPORT

COMMUNICATIONS  
(COMMUNICATIONS)

Ministry of Works and Communications  
(Communications).

G.P.O. Building,  
Georgetown,  
Guyana

19th July, 1973.

The Honourable Minister of Works and Communications.

Sir,

I have the honour to submit my report on the activities of the Communications Division of the Ministry of Works and Communications for the year 1972.

2. The Communications Division embraces the following Departments, Public Corporations, and Public Company:-

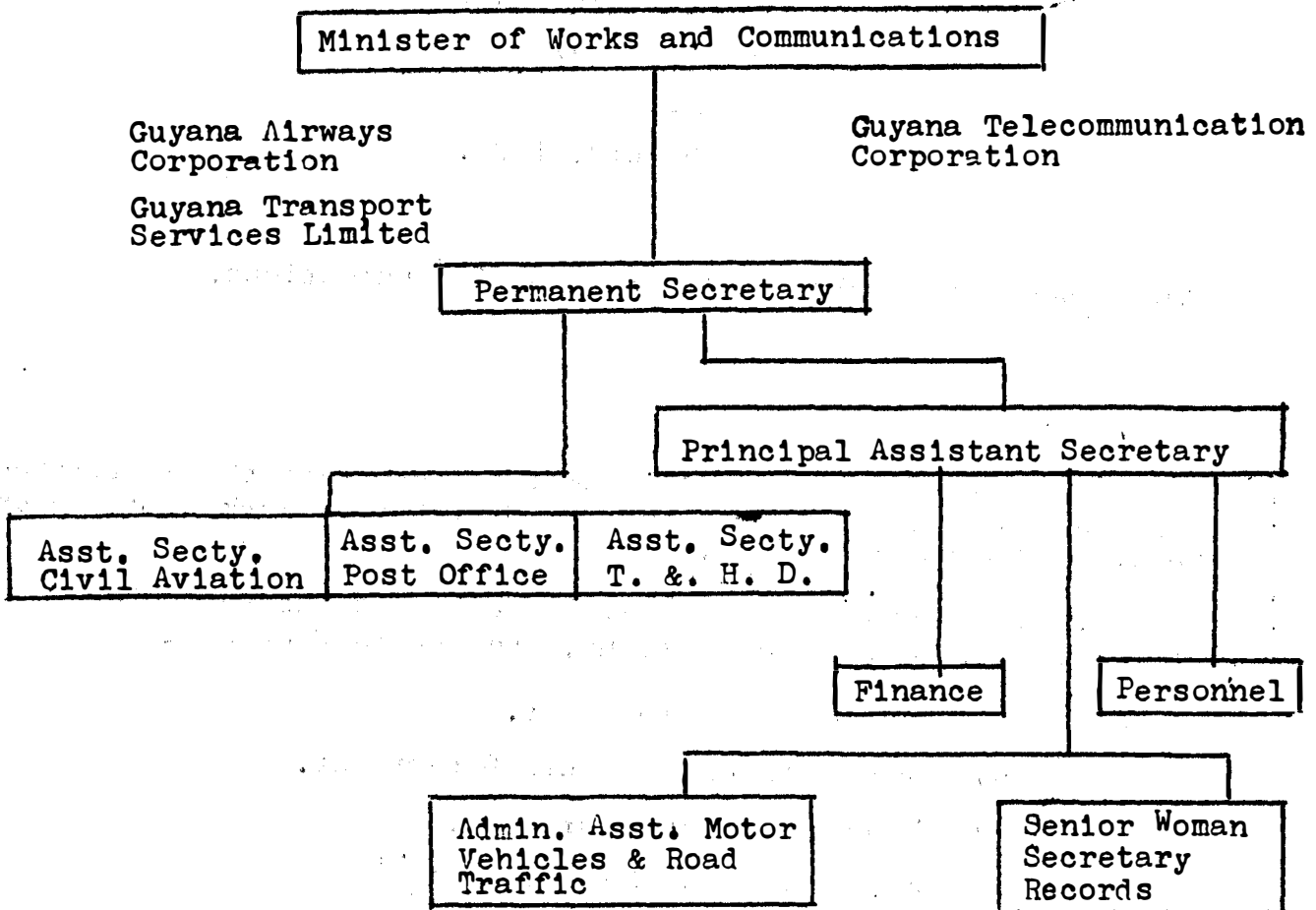
- (a) Post Office Department.
- (b) Transport and Harbours Department.
- (c) Civil Aviation Department.
- (d) Guyana Airways Corporation.
- (e) Guyana Telecommunication Corporation.
- (f) Guyana Transport Services Limited.

In addition, the Ministry is also responsible for Motor Vehicle Licensing and related matters.

3. By virtue of the Public Corporations (Amendment) Act 1971, which established the Guyana State Corporation, that body was vested with the power to give general and special directions to all Public Corporations in respect of matters relating to personnel including conditions of service, finance management and organisation. As a result of this, the Ministry of Communications relinquished to the Guyana State Corporation its control over personnel and financial matters relating to Guyana Airways Corporation and Guyana Telecommunication Corporation with effect from 1st October, 1971. The Guyana Transport Services Limited is also similarly controlled by GUYSTAC.

4. The Honourable Desmond Hoyte, M.P. S.C., was appointed Minister of Works and Communications with effect from 1st August, 1972, and undertook the responsibilities for the portfolio of the Ministry of Communications in place of the Honourable Mohamed Kasim, A.A., M.P., who was appointed Minister of State for Agriculture.

5. The organisational chart hereunder describes the plan and distribution of the Ministry's charges during 1972:-



At the beginning of the year the Administrative Staff of the Ministry's Secretariat was as follows:-

Mr. R.A. Cheong	-	Permanent Secretary
Mr. J.A. Leila	-	Principal Assistant Secretary. (acting).
Mr. H.A. Von Eeden	-	Assistant Secretary (Post Office Department).
Mr. F.I. Ellis	-	Assistant Secretary, (Transport & Harbours Dept.)
Mr. E.G. Gittens	-	Assistant Secretary, (Civil Aviation Department). (acting).
Mr. S.M. Tiwari	-	Administrative Assistant. (Motor Vehicle and Road Traffic)
Miss G. Harris	-	Senior Woman Secretary (Records)

6. Mr. H.A. Von Eeden was appointed to act Principal Assistant Secretary with effect from 1st June, 1972, vice Mr. J.A. Leila who proceeded on vacation leave.

7. Mr. F.I. Ellis was appointed to act as Principal Assistant Secretary with effect from 28th July, 1972, vice Mr. H.A. Von Eeden who proceeded on vacation leave.

8. Mr. K. Naraine assumed duty as on 15th May, 1972, as acting Assistant Secretary.

9. Mr R.E. Britton, Administrative Assistant, Ministry of Health assumed duty on 16th August, 1972 as acting Assistant Secretary.

10. Mr. S.M. Tiwari assumed duty as Acting Assistant Secretary with effect from 1st June, 1972.

11. Miss M. Brumell assumed duty as Administrative Assistant with effect from 22nd September, 1972.

12. Mr. D.M.A. Thompson assumed duty as Principal Assistant Secretary with effect from 27th December, 1972.

13. Mr. J.A. Leila retired on the 31st December, 1972.

#### Post Office Department.

14. The Guyana Post Office is organised to provide Postal and Telegraph Services.

15. The Services are administered by the Postmaster General who is also responsible for the management of the Post Office Savings Bank.

16. In 1972, the Department's establishment consisted of, in addition to the Postmaster General, a Deputy Postmaster General, an Assistant Postmaster General, an Assistant Postmaster General (in training), three Regional Controllers and a Postal Staff of 547 Officers.

#### Postal Services:

##### Post Offices and Postal Agencies:

17. The total number of Post Offices Travelling Postal Agencies and Postal Agencies maintained during the year was 159 made up as follows;

Post Office Full Service	49
Postal Agencies	93
Travelling Postal Agencies	15
Mobile Post Offices	02
	<u>159</u>

##### Private Letter Boxes:

18. Private Letter Boxes are provided in Georgetown, New Amsterdam, McKenzie, and Bartica. During 1972 there were 1,193 boxes rented to private individuals, commercial firms, Government Corporations and other institutions.

##### Private Letter Bags:

19. Private Letter Bags facilities are afforded private individuals and companies for an annual service rental of \$9.60. This service operates chiefly between Georgetown and the interior parts of the country, and between Government Departments and Ministries in Georgetown.

##### Stamp Vending Machines and Stamp Vendors:

20. There were 172 registered Stamp Vendors throughout the country.

##### Franking Machines:

21. Franking machines are operated chiefly by the large commercial firms and an annual licence to operate the machine is granted by the payment of \$1.00 to the Post Office Department. 69 machines were licenced at the end of 1972.

##### Inland Mail:

22. Surface mail was transported by train and water 4/.

services of the Transport and Harbours Department, and in areas where these services were not available, by motor transport operated by the Post Office Department, and in a few cases by private contractors.

23. Air Mail services were also maintained with the Rupununi, Mazaruni, Bartica, McKenzie and the North West District, and Kwakwani by schedule flights of aircraft of the Guyana Airways Corporation.

Overseas Mail:

24. There was an increase of 3,946 bags in the number of bags received by surface mail, as against 11,727 bags handled in 1971. There was an increase in outgoing mail, 6,937 bags being despatched in 1972 as against 5,902 bags despatched in 1971.

25. Air Mail traffic continued to increase. During 1972 approximately 53,782,695 Air Mail packets were handled as against 47,086,895 in 1971. The increase in this traffic represents 6,715,800 packets more than in the previous year.

26. The total number of parcels and challenged packets handled during 1972 was 517,490 representing an increase of 37,063 parcels and challenged packets on the 1971 figures of 480,427. Particulars are as follows:-

	<u>1971</u>	<u>1972</u>
Local	49,248	58,286
Overseas Surface (OUT)	78,774	83,387
Overseas Surface (IN)	137,788	145,567
Overseas Air (OUT)	31,345	33,195
Overseas Air (IN)	57,465	56,763
Challenged Packets	125,807	139,692
	480,427	517,490
Increase	<u>37,063</u>	
	517,490	517,490

Money and Postal Orders:

27. Inland Money Orders to the Value of \$7,684,133.60 were issued and \$9,992,930.70 paid during the year.

28. These figures represent decreases of \$2,812,004.21 and \$297,818.62 respectively over Inland Money Orders issued and paid during 1971.

Comparative figures of British Postal Orders issued paid as follows:-

	<u>Value - Issued</u>	<u>Value - Paid</u>
1972	\$198,726.58	\$2,075,465.41
1971	374,378.04	1,849,989.38

30. Inland Postal Orders issued during 1972 amounted to \$625,767.17 as compared with \$653,949.98 in 1971. Orders paid during the year were valued at \$637,956.39 against \$675,930.25 in 1971.

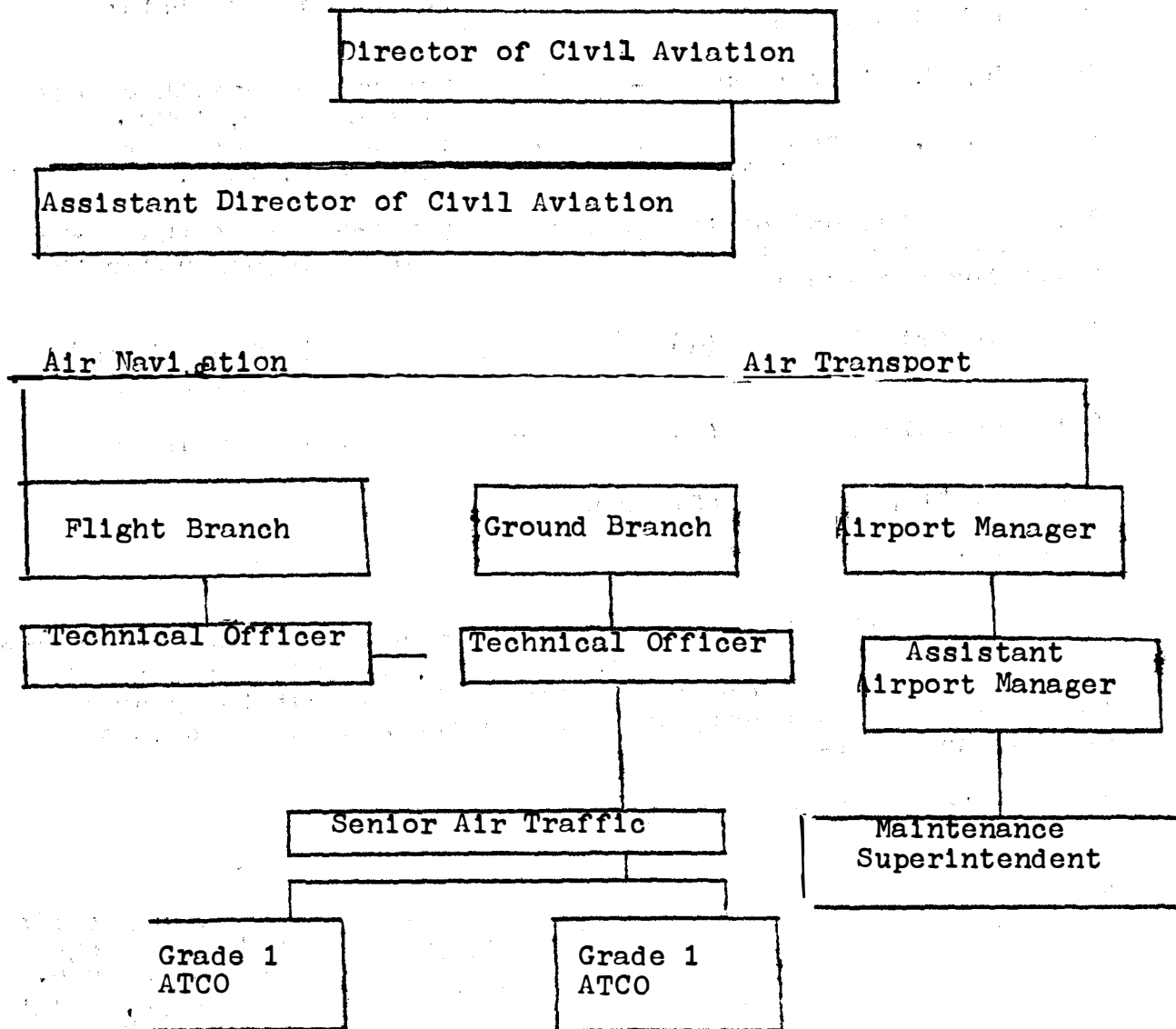
31. Foreign Money Order business was transacted with the United States of America, Canada and the United Kingdom.

Particulars are as follows:-

<u>Year</u>	<u>Countries</u>	<u>Paid</u>	<u>Issued</u>
1972	U.S.A.	\$ 56,121.28	\$2,400.36 (G)
	Canada	252,013.64	52.72 (G)
	U.K	207,216.03	161.75 (G)
	OTHER	11,427.41	1,582.72 (G)

CIVIL AVIATION DEPARTMENT:

32. The Organisational Chart hereunder describes the distribution of the Department's charges during 1972.



Staffing: Head Office:

33. Miss M. Anderson, Senior Clerk, was appointed to act as Administrative Assistant, Ministry of Communications, from 1st June, 1972 to 29th August, 1972, and Mr. K. Gaznabbi, Class 1 Clerk, acted as Senior Clerk during this period.

34. Mr. C. Breedy, Class 11 Clerk proceeded on annual leave at the end of July, 1972, and subsequently resigned during the month of August. Mr. D. Lалу assumed duty as Class 11 Clerk from 1st August, 1972.

35. Miss P. Da Silva, Records Clerk, was transferred to Ministry of Education in October, 1972, and Miss L. Marshall assumed duty as Records Clerk at the same time.

TIMEHRI: Staffing:

36. Mr. G.L. Hopkinson, Airport Manager, proceeded on four months vacation leave with effect from 15th May, 1972 and consequently the following acting appointments were made:

- (a) Mr. G.H. Fryer - Airport Manager with effect from 15th May, 1972.
- (b) Mr. G.P Murray - Assistant Airport Manager with effect from 10th July, 1972.
- (c) Miss H. Sukhdeo was appointed Steno-typist with effect from 5th June, 1972.

Works Branch:

37. The following appointments were made in the Works Branch during 1972:-

- (a) Mr. C. Stephenson - Works Supervisor - with effect from 1st October, 1972.
- (b) Mr. E. Dodson - General Foreman - with effect from 1st June, 1972.

38. By the end of the year the establishment of the Works Branch was reduced to seventy-one regular employees under the following sections:

- (a) Electrical
- (b) Mechanical
- (c) Painting
- (d) Carpentry
- (e) Masonry
- (f) Plumbing
- (g) Store Keeping and Purchasing
- (h) Labourers

Projects:

39. General maintenance of the Terminal Building and environs and the manoeuvring area of the airport, including the parking apron, taxiways and runways continued throughout the year and the following major projects were undertaken and completed during the year:-

Aeronautical Telecommunications:  
Building:

40. The renovation of a Building approximately twenty yards west of the General Office complex was completed to house the nucleus of the planned Aeronautical Telecommunications Branch. However, the formation of the Branch did not materialise, and the Building is now used as office space for the two Canadian experts on attachment with the Civil Aviation Department, who are involved in the Canadian Aid Programme.

CATWALK:

An inner locator beacon building to house aeronautical navigation equipment at Timehri was constructed approximately 3,700 feet from the end of the main runway. The area surrounding the building is mainly swampy, and a catwalk had to be constructed along this distance to effect ingress and egress to the building. This work required a great deal of dedication from the workmen engaged on the project as the area is very difficult in view of the swampy conditions. Nevertheless, the project was completed within the specified schedule and the workers must be complimented on a job well done.

BEACON BUILDING:

Construction of buildings at various parts of the 7/..

hinterland to house navigation equipment supplied under the Canadian Aid Programme was started during the middle of the year, and buildings at the following locations were completed:

Aishalton

Kato

Kamarang

41. Supervisory and skilled staff from the Works branch were employed at these various locations while unskilled labour were recruited from the immediate areas.

Improvements to Terminal Building:

42. In view of the large numbers of passengers which were expected to pass through Timehri Airport for both the Non-Aligned Conference and Carifesta it was found necessary for certain structural modifications to be made to the Incoming and Outgoing Immigration/Intransit Lounges at the terminal building. This work was carried out by the Works Branch with funds provided by the Carifesta Secretariat and by the Ministry of Works and Communications (Works).

Air Traffic Services:  
Staffing:

43. The following appointments were made during 1972:-

- |                      |  |
|----------------------|--|
| Mr. A.M.C. Alexander | - Senior Air Traffic Control Officer with effect from 15th September, 1970 |
| Mr. G.P. Murray      | - Air Traffic Control Officer Grade 1 with effect from 10th April, 1972.   |
| Mr. R. Joseph        | - Air Traffic Control Officer Grade 2 with effect from 28th July, 1972.    |

Resignations, Transfers and Dismissals:

44. Mr. A. Kumar, Air Traffic Control Assistant, Grade 1 - resigned with effect from 22nd August, 1972.

Mr. A. Alli - Air Traffic Control Assistant Grade 1 - transferred from Aeronautical Information Service section to Air Traffic Control section with effect from 1st September, 1972.

Mr. C. Maxwell, Air Traffic Control Assistant Grade 1 - requested to revert to Class 11 Clerk, Civil Service, with effect from 23rd March, 1971.

Mr. N. Chinatambi - Air Traffic Control Officer, Grade 2 - proceeded on annual leave on 7th September, 1972 and did not return to Guyana.

Mr. D. Powell - Operations Assistant was dismissed from the service.

Training:

45. Messrs. G.P. Murray and L.A. Moore, the two most Senior Air Traffic Control Officers, Grade 2, returned from the United Kingdom at the end of February after successfully



completing a course in Area Control at International Aeradio Limited. Air Traffic Control School, Southall, England; Attachments, for practical training were completed at Pinner, Southend-on-Sea and Preston, and it is hoped that these two officers will be the nucleus around which the Area Control Centre at Timehri will be developed.

Air Traffic Control Service:

General:

46. The Aerodrome/Approach Control Service and Flight Information Service continued to operate throughout the year on a twenty-four hour schedule.

Air Traffic Movements:

47. The Air Traffic Control staff at Timehri handled the following number of aircraft movements for the year 1972:

Timehri International Airport:	11,566
Interior Aerodromes:	<u>30,311</u>
Total	41,877

Control Tower Structure:

48. As a result of complaints by the ATC Staff concerning the safety of the Control Tower structure, inspections were made by structural engineers of the Ministry of Works and Communications (Works) during October, 1972. As a result, a firm decision by Government to construct a new Control Tower was taken, and this has been reflected in the 1973 estimates in the sum of \$250,000.00.

Air Traffic Services:

Training:

49. Overseas training for the six Air Traffic Control Apprentices did not materialise as expected during 1972, due in part to the unavailability of funds from certain technical assistance programmes, as well as to the resiting of the Air Traffic Control School in Canada, which country had given a firm undertaking to have these officers trained under the Canadian Aid Programme to Civil Aviation in Guyana.

Search and Rescue:

50. On 12th July, 1972 a Cessna 206 8R-GDF inbound to Ogle from Chi-Chi, an airstrip in the hinterland, experienced engine trouble in the vicinity of Issano landing, Mazaruni River. The aircraft subsequently ditched in the Mazaruni River and sank in approximately forty feet of water. There were no injuries to the occupants of the aircraft, five passengers and the pilot, who were picked up by boats owned by the residents of Issano.

Aeronautical Information Service:

and/ 51. The hours of operations of the Aeronautical Information Service were curtailed during the year due to shortage of trained staff/operated only during daylight hours, (i.e. 0600 Hours to 1800 Hours (Local). Efforts are being made to have additional staff recruited and trained without delay so as to bring the number of trained staff up to strength, and consequently to re-start the operation of this service on a twenty-four hour basis.

Aeronautical Communications:

52. Work progressed on the construction of the building at Wismar to house the equipment for the Extended Range VHF system, and this work was finally completed in December, 1972. 9/

Installation of the equipment was expected to start early in 1973.

Aircraft Accidents:

53. There were four notifiable accidents in Guyana during 1972, and one involving an aircraft on the Guyana Register in Surinam, which is also listed in the summary below:

AIRCRAFT DATA

	TYPE	MODEL	NATIONALITY	REGISTRATION	OWNER	OPERATOR or HIRER
1.	LOCKHEED	LODESTAR	CANADIAN	CF-OZO	TERRA SURVEYS LIMITED	SAME
2.	CESSNA	182	GUYANA	8R-GBX	R.C. BISHOP OF GUYANA	SAME
3.	CESSNA	206	GUYANA	8R-GDF	A.P. CLAVIER	SAME
4.	CESSNA	337	GUYANA	8R-GDP	REYNOLDS GUYANA MINES	SAME
5.	CESSNA	337	GUYANA	8R-GDP	REYNOLDS GUYANA MINES	SAME

OCCURRENCE DATA

	DATE OF OCCURRENCE	TIME OF OCCURRENCE	LAST POINT OF DEPARTURE	POINT OF INTENDED LANDING	LOCATION OF OCCURRENCE
1.	4.2.72	2200 GMT (Approx)	TIMEHRI	TIMEHRI	RUNWAY 05
2.	29.5.72	1530 GMT	KOPINANG VILLAGE	VELGRAAD- MAIKWAK	OVERSHOOT OF RUNWAY AT KOPINANG
3.	12.7.72	1710 GMT	CHI-CHI AIRSTRIP	TIMEHRI	ISSANO LANDING MAZARUNI RIVER
4.	10.8.72	1515 GMT (Approx)	KWAKWANI AIRSTRIP	ROSEHALL AIRSTRIP	RUNWAY AT ROSEHALL
5.	21.9.72	1515 GMT	ZORG-EN- HOOP SURINAM	BAKHUIS AIR- STRIP	RUNWAY AT BAKHUIS

Types of Operation				Phase of Operation			
INTERNATIONAL	-	DOMESTIC	(3)	STANDING	-	TAXING	-
SCHEDULED	-	NON-SCHEDULED	(3)	TAKE-OFF	(2)	EN-ROUTE	(3)
AERIAL WORK	(1)	BUISNESS/ EXECUTIVE	(4) (5)	LANDING	(1) (4)		
PRIVATE	(2)	TRAINING	-			(5)	
TEST/CREW	-	OTHER	-				
INJURIES				DAMAGE			
	CREW	PASSENCERS	OTHERS	DESTROYED		SUBSTANTIAL	(2) (3) (4) (5)
NON-FATAL	-	-	-	MINOR	(1)		
NONE	-	-	-				

TYPE OF OCCURRENCE

54.

- (1) The aircraft which was on a photo-mapping mission returned to Timehri with its hydraulics system known to be in a state of failure. On landing the pilot could not bring the aircraft to a stop on the runway, and it overran the runway, coming to rest in the after take off area approximately 1000 feet from the end of the runway.
- (2) The aircraft was attempting to take-off from Kopinang airstrip but due to the very limited length of the runway, and the difficult area around the airstrip, the aircraft could not effect a normal take-off and crashed in the after take-off area approximately 500 - 600 feet from the end of the runway.
- (3) The aircraft was enroute to Timehri from Chi-Chi, an airstrip in the hinterland of Guyana, when the pilot experienced partial engine failure. The aircraft was ditched in the Mazaruni River in the vicinity of Issano Landing.
- (4) The aircraft made a wheels-up landing at the Rosehall airstrip.
- (5) The aircraft was enroute to Bakhuis airstrip, Surinam, when the pilot claimed that he experienced partial engine failure. After overheading the airstrip the pilot misaveraged his approach for a landing, and landed short of the runway. The aircraft came to rest on 11/..

the runway, approximately 600 feet from the threshold.

Aeronautical Telecommunications.

Proposals were drafted to enable all aeronautical telecommunications to be owned and operated by this Department with a take-over of these responsibilities expected to be 1st June, 1972. To this end Mr. C.D. Small a qualified Guyanese in England was recruited in 1971, and certain minor services at Timehri were being operated by technicians of this Department under him. However, due to various circumstances, it was decided by Cabinet that the contract signed between the Government of Guyana and International Aeradio (Caribbean) Limited for the operation and maintenance of all aeronautical telecommunications services in Guyana was to be renewed for a further period of 5 years, and further study and recommendations for the planned telecommunications section of the Civil Aviation Department were to be made. This new contract was signed on 1st July, 1972, and the services operated by International Aeradio (C) Limited as agents of the Government of Guyana continued at Timehri International Airport.

Canadian Aid Programme:

A number of projects were undertaken throughout the hinterland connected with the installation of aeronautical navigation aids in Guyana. Buildings to house aeronautical navigation equipment were constructed at the following locations during 1972 and work is continuing at various other locations. This work is expected to be completed later this year or early 1974 as follows:-

- (a) AISHALTON - AERONAUTICAL NAVIGATION BEACON - completed 16th September, 1972.
- (b) KATO - AERONAUTICAL NAVIGATION BEACON - completed 9th December, 1972.
- (c) KAMARANG - AERONAUTICAL NAVIGATION BEACON - completed 23rd December, 1972.
- (d) INNER MARKER  
TIMEHRI - AERONAUTICAL NAVIGATION BEACON- completed 15th June, 1972.
- (e) OUTER MARKER  
TIMEHRI - AERONAUTICAL NAVIGATION BEACON- completed 10th August, 1972.
- (f) WISMAR HILL, LINDEN  
- EXTENDED RANGE VHF AERONAUTICAL TELECOMMUNICATIONS - completed 23rd December, 1972.

In addition work on site selection and initial bush clearing for construction of similar buildings was started at the following locations:-

- (a) MATTHEWS RIDGE
- (b) NEW AMSTERDAM
- (c) PLANTAIN ISLAND
- (d) TAKATU
- (e) PICKERSGILL
- (f) ANNAI.

Mr. Burton Downing, an aeronautical telecommunications 12/.

engineer from the Canadian International Development Agency arrived in Guyana on 3rd December, 1972 for attachment with the Civil Aviation in implementation of the Canadian Aid Programme to Civil Aviation. Mr. Downing will be in charge of the installation and commissioning of all equipment supplied under the programme at the various sites throughout Guyana.

Aerodromes:

56. Major development works at the following aerodromes were started during 1972 as follows:-

(a) LETHEM: The resurfacing of six thousand feet of runway at Lethem continued throughout the year with many unforeseen difficulties having to be overcome which caused a number of delays to the project. Included in these difficulties:-  
(a) lack of consistent supply of bitumen;  
(b) difficulties in the shipping of materials to the project;  
(c) lack of adequate equipment for such a major project;  
However work continued apace, and the standard attained by the workmen of this Department in the resurfacing of the runway was highly satisfactory.

(b) AISHALTON: During the rainy season in the Lethem area, the workmen from above project were taken to Aishalton to resurface the first six hundred feet of the runway. This work was completed in November, 1972, and again the standard of work attained under difficult circumstances was highly satisfactory.

(c) OTHER AERODROMES:

Maintenance work at all aerodromes in Guyana continued throughout the year, with work at Apoteri, Lower Kurupung, Imbainadai, Daietur, Mabaruma and Sand Creek of greater significance over the others.

AIRCRAFT OPERATIONS GENERAL:

The Civil Aviation Department continued throughout the year to deal with technical matters connected with the following:-

Personnel Licensing.	Air Traffic Services.
Rules of the Air.	Search and Rescue.
Aeronautical Charts.	Aircraft Accident
Operation of Aircraft.	Inquiry.
Aircraft Nationality and	Aerodromes.
Registration Marks.	Aeronautical Information.
Airworthiness.	
Facilitation.	
Aeronautical Telecommunications.	Aircraft Noise.

Licensing:

58. During the year the following licences were issued or renewed.

	ISSUE	RENEWAL	
(a) Student Pilot's Licences	7	1	
(b) Private Pilot's Licences	3		
(c) Commercial Pilot's Licences	8	31	
(d) Airline Transport Pilot's Licences	3	19	
(e) Flight Radio Telephony Operator's Licences	6	15	13/.

		<u>ISSUE</u>	<u>RENEWAL</u>
(f)	Aircraft Radio Maintenance Engineer's Licences	- 1	1
(g)	Aircraft Maintenance Engineer's Licences	- 2	17
(h)	Certificate of Validation (foreign licences)	- 5	1

59. The following new aircraft were registered in Guyana during 1972:-

<u>Nationality and Registration Marks.</u>	<u>Type</u>	<u>Owner/Operator</u>	<u>Date of Registration</u>
1. 8R-GDU	Cessna 402-A	A.P. Clavier	12. 1. 72
2. 8R-GCW	Cessna 337	A.P. Clavier	30. 3. 72
3. 8R-GEA	Cessna 310-1	A.P. Clavier	12. 6. 72
4. 8R-GDZ	BEU-47 Helicopter	Diamond Rush Air Wings	30. 6. 72
5. 8R-GDI	Cessna 185 (Amphibian)	Issac and Mary Yip	28. 9. 72

60. Renewals of Certificates of Airworthiness attached to the 42 (forty-two) aircraft being operated throughout Guyana continued throughout the year.

61. Examinations attached to the issues and extension of the pilot's licences of the 83 (eighty-three) practising pilots and 17 (seventeen) aircraft maintenance engineers continued throughout the year.

GUYANA TELECOMMUNICATION CORPORATION:

62. The Guyana Telecommunication Corporation was established on the 1st March, 1967, by order in Council No. 11 of 1967, under the Public Corporation Ordinance No. 23 of 1962. However on the 30th September, 1971, the composition of the Board was changed with the introduction of Order No. 14 of 1971 called the Public Corporation Amendment Act 1971.

During the year under review, the Corporation was administered by a Board consisting of nine (9) persons viz:-

Dr. K.F.S. King	Chairman
Mr. J.L. Philadelphia	Deputy Chairman
Mr. D.I. Yankana	Member
Mr. G.E. Perry	Member
Mr. G.A. Ferréira	Member
Mr. R.O. Telesford	Member
Mr. G.A. Martindale	Member
Mr. G.O. D'Ornellas	Member
Mr. W.N. James	Secretary

The Senior staff during the year 1972 comprised the following:-

Messrs:

J.L. Philadelphia	General Manager
G.E. Perry	Deputy General Manager
G.A. Ferréira	Senior Executive Engineer (Operations and Maintenance)
R.O. Telesford	Senior Executive Engineer (Planning, Construction and Training)
G.A. Martindale	Chief Accountant (acting)
W.N. James	Secretary
G.O. D'Ornellas	Personnel Officer.

There were eleven (11) Statutory Meetings during the year.

Operations:

63. Despite the heavy programme of work under the Expansion Programme, the remaining staff engaged in maintenance were able to cope adequately with regular faults which occurred and also with those brought on as a result of external cable works relative to the Expansion Programme. Approximately two hundred (200) Private Branch Exchanges (P.B.X.'s) and Private Automatic Branch Exchanges (P.A.B.X.'s) with associated extensions were satisfactorily maintained during the year. Installation work also continued apace resulting in a considerable amount of service being installed and subsequently maintained.

Expansion and Development Programme:

64. The main high-lights of the year however was with respect of the construction and installation work which were carried out under the Expansion and Development Programme, and in this regard new exchanges were commissioned at -

- (a) New Amsterdam with an installed capacity of 395 lines
- (b) Timehri with an installed capacity of 106 lines
- (c) Linden with an installed capacity of 350 lines

65. In addition to the above the trunk and junction network were improved by replacing the existing V.H.F. network with a modern microwave system requiring repeater stations to be installed at Mahajoa and Cottage on the eastern route between Georgetown and New Amsterdam and at New Hope, Timehri and Long Creek on the southern route between Georgetown and Linden.

66. Consequent with this improvement Direct Distance Dialling (DDD) was being planned for introduction between Georgetown and New Amsterdam on 1st April, 1973, and between Georgetown and Timehri, Georgetown and Linden, and Georgetown and Bartica on 1st June, 1973.

67. This would mean that subscribers in the areas mentioned would be able for the first time to originate and complete calls between any of these areas without the aid of the Telephone Operator.

Staff:

68. The year closed with a total of eight hundred and eleven (811) persons as compared with the previous year of eight hundred and nineteen (819) a reduction of approximately 1 percent.

Revenue:

The Operating Revenue for the year was	-	\$5,788,439
The Non-Operating Revenue was	-	169,977
		\$5,958,416

70. Receipts for Inland Telephone was 75% of the total receipts, and non operating receipts increased over 1971.

71. The operating cost excluding Debenture Interest and Depreciation was \$2,889,871 the largest cost being salaries and wages, which at \$2,005,262 was almost 70%.

72. The excess of revenue over Expenditure before Tax, Debenture Interest, and Depreciation was therefore \$3,068,545.

73. Provision has to be made from this Surplus for  
Debenture Interest \$448,000 Depreciation \$452,479. 15/..

Capital:

74. The cost of Fixed Assets other than the Expansion Programme is \$7,366,231 the Depreciation total \$2,765,246 leaving a written down value of \$4,620,985.

75. The cost of the Expansion Programme at 31st December, 1972, was approximately \$19,400,000. We have been loaned approximately \$14,000,000 of this sum.

GUYANA AIRWAYS CORPORATION:

Operations:

76. During this year Flight Operations Officers were appointed to perform flight despatching functions and Operations Assistants to do part time duties as flight clerks. The department was also re-organised to take control of the Corporation's Communications network.

77. The pilots' establishment was reduced by three in 1972 - the services of the last expatriate pilot were terminated, one Guyanese Captain resigned and one Cadet Pilot was dismissed after having failed a second probationary period. Despite this, there was still a surplus of co-pilots.

78. The Corporation continued to operate ten aircraft, comprising five aircraft types, viz. 4 DC3's 2 DHC4s, 2 DHC6s, 1 Cessna 310G and 1 G21A, although one DC3 - 8R-GCF - was sold in August in an attempt to reduce the excessive aircraft capacity within the Corporation.

79. Both Parts 1 and 11 of Volume 1 of the Operations Manual were completed during the year, and a DC3 Flight Manual was also published. During the year many procedures were standardised. Considerable efforts were directed at improving the functioning of the Operations Department which proved successful and appreciable saving the operation cost were achieved.

Ground Services:

80. During 1972, a new Ground Services Manager was appointed who had been acting in this position for some time. Some re-organisation within the Ground Services department was effected - the Technical Handling Unit, the Ramp and Kingston Bond and the Claims section were all transferred to the jurisdiction of the Ground Services Manager and the entire department divided into three sections, viz. Passenger Services Unit, Cargo Unit (City & Airport) and Ramp Services Unit. Organised training programmes were set up and new systems and procedures introduced, all of which resulted in significant improvement of the performance of that department.

81. The first six months of the year showed a big decline in the Corporation's domestic operations but activity increased substantially from mid-summer. The Non-Aligned Conference and Carifesta contributed to the increase in traffic and operations at Timehri, Ramp and Ogle Expanded. Following an Agreement reached between Bookers, Ogle airport was developed and regular operations commenced from that Station during mid 1972, by the Twin Otter and Cessna Aircraft. Lack of adequate ground support equipment hampered expeditious loading/unloading operations somewhat but despite this, the Department coped well with the demands made upon it. Ground Support Equipment is expected in 1973 which will permit more efficient handling operations.

Engineering:

82. There were four significant points of development in this department during the year, viz.-



- (a) Ogle operations
- (b) Construction of a new hangar
- (c) Fleet rationalisation
- (d) Increased production and decreased "down" times.

83. With the commencement of operations out of Ogle, the Engineer department constructed facilities so that line maintenance of the Twin Otters and Cessna 310 could be carried out there. Maintenance personnel were posted from Timehri to this new base together with appropriate facilities. Recognition was then given/the Airworthiness Authority for G.A.C. to carry out certain maintenance activities on the Twin Otter Aircraft at this Station. This operation obviated the necessity for frequent ferry flights to Timehri and so resulted in a great financial saving to the Corporation.

84. Officials of the Canadian International Development Agency together with the Chief Engineer, G.A.C. and Ministry of Works and Communications Engineer, Timehri, completed the basic plan for the construction of the Timehri hangar, which started in October. This hangar, when completed, will be capable of accommodating the entire Engineering staff - now spread in various buildings around Timehri - and equipment together with three major types of aircraft. This facility will permit continuity of maintenance in all weather conditions and will also assist greatly in raising the standards of maintenance, staff morale, effective management and some element of cost reduction.

85. The fleet, comprised as it is of so many different aircraft types, has always proved a maintenance problem, especially with regard to programming of spares, equipment and engineering coverage. A decision was taken during the year to phase out the Grumman and DC3 fleet over a period and as an initial step, one DC3 was sold during August, while preparation of the Grumman for sale during 1973, commenced.

86. New Techniques in maintenance were introduced during the year, resulting in higher production, increased availability of fleet for service and to some extent cost reduction in certain areas. Manpower was also skilfully manipulated to meet growing production requirements, without any increase in staff.

#### Commercial:

87. 1972 was a satisfactory year for this department in respect of its international sales. The percentage increase in sales for 1972 over 1971 was 36% for BWIA and 42% for BOAC. In actual fact, over one million dollars more business was sold in 1972 than in 1971, the increase being attributed in some measure to the Non-Aligned Conference and Carifesta which were held during August and September.

88. The domestic aircraft operations business was extremely poor in the first half of 1972 due mainly to bad weather in the Interior which curtailed mining and other activities, no road project operations, falling off of Brazilian traffic via Lethem and much of the GDF business being lost. Though business picked up somewhat in the second half, helped by the Non-Aligned and Carifesta traffic, the Corporation's domestic sales fell \$225,335 below a budgeted figure of \$1,006,497. Package tours at attractive rates were introduced to many points and met with some limited success.

89. Linden and Rosehall sales offices did moderately well, the latter showing steady improvement. The Linden efforts need to be intensified and further assistance will be provided.

90. Training locally of reservations personnel at the lower level was very successfully introduced for the first time with eight of/nine reservations staff completing the course 17/..

successfully.

91. More aggressive selling is necessary by this department in an attempt to capture a greater share of the international travel market. Improvement in customer service is also necessary. With further training of the many new staff and greater efforts from the field, personnel could show better results next year. Very little has been done in the cargo sales functions by this department and further training in this field should produce better results.

Finance and Accounts:

92. The total revenue earned during 1972 amounted to \$3,784,654 an increase over 1971 of \$359,558 or 10.5% - this, in spite of the non-operation of the Carifta freighter which produced \$14,228 Revenue in 1971. Domestic revenue increased by \$52,593 or 2.2% over 1971. This, however, was \$453,000 below budget due to a variety of reasons, viz. bad weather in the first six months of the year, anticipated road project operations not materialising, substantial drop in Brazilian traffic (via Lethem), withdrawal of Carifta operations, etc.

93. The international cargo operations (Miami service) produced a surplus on actual operation of \$61,000. There was an expenditure gain of \$607,000 and a revenue loss of \$872,000 resulting in a loss variance as per budget of \$265,000, the reason for this being the delay in obtaining the Permit and in finalising the aircraft lease - operations did not actually commence until October.

94. Expenditure for 1972 amounted to \$3,966,864 9.2% less than 1971. Expenditure on Domestic operation reduced by \$102,506 or 3.6% while on the international operation (Miami) there was a reduction of \$354,118 or 61.6% over the Carifta operation in 1971. Expenditure on Other Sales and Services increased by \$36,488 or 6.1% and Overheads went up by \$17,364 or 4.4% for the year.

95. The overall deficit for 1972 was \$182,210 compared with \$944,540 in 1971, an improvement of 80.7%.

96. Flying reduced by 2,683 hours or 31.3% against the previous year. Despite this reduction, however, the improvements reflected above were achieved mainly due to efficient planning and greater control over expenditure.

97. Debts outstanding for very long periods continued to be the bugbear of the Corporation's liquidity position. At the 31st December, 1972, outstanding debts totalled \$904,662 and as a result of this, and because prompt remittances to Principals' Current Accounts have to be maintained, the Corporation was unable to withdraw the sum of \$448,424 due as Commission and Handling Fees at 31st December, 1972.

98. Repayment of the Chase Manhattan Bank loan of \$500,000 commenced in December 1972, and it is expected to liquidate this loan by May 1973.

99. There was a considerable turnover of staff in the Finance and Accounts Department during the year. There were twelve resignations and recruitment and replacements were unduly delayed resulting in a serious accumulation of work, and as a result the production of Accounts and Statements on due dates was seriously affected.

General:

100. Despite the set backs in the first six months, 1972, 18/

was a fairly successful year for the Corporation. It witnessed the commencement of the Miami cargo service, the final formulation of Agreement to enforce the conditions stated in the permits of private commercial operators which precluded operations into GAC served airstrips, and which operations diverted substantial revenue from GAC, introduction of operations out of Ogle and commencement of hangar construction.

101. Effective control on expenditure by all departments produced savings of \$177,984 - 6.67% below budget - particularly vital when revenue, on domestic operations, fell 15.10% below budget. Improved efficiency was evident in many departments and this contributed to reducing a loss running at \$275,482 at the end of June to only \$182,210 at the end of the year.

102. There was a significant improvement in the planning of the operations which were carried out largely on the basis of economic considerations. Service to the community, at the same time, was no less than was necessary to meet traffic requirements but wastage was substantially eliminated.

103. The plans to restructure the Corporation's fleet met with some limited success. With improved maintenance efficiency and better planning, much spare capacity has been thrown up and efforts were being made by the Corporation to dispose of the excess capacity as well as reducing the aircraft types.

104. Operational statistics for the year are as follows:-

GUYANA AIRWAYS CORPORATION

HOURS FLOWN

	<u>Scheduled &amp; Special</u>	<u>Charters</u>	<u>Total</u>
DC-3	1,510	483	1,993
Caribou	1,281	562	1,843
Twin Otter	1,595	184	1,779
Cessna	234	241	475
Grumman	-	96	96
	<u>4,620</u>	<u>1,566</u>	<u>6,186</u>

Milage Flown

DC-3	218,950	70,035	288,985
Caribou	185,745	81,490	267,235
Twin Otter	223,300	25,760	249,060
Cessna	38,610	39,765	78,375
Grumman	-	12,000	12,000
	<u>666,605</u>	<u>229,050</u>	<u>895,655</u>

Passengers Carried	25,148	7,859	33,007
Passengers Miles Flown	3,772,200	1,178,850	4,951,050
Seat Miles Available	14,716,065	4,743,760	19,459,825
Passenger Load Factor	25.6%	24.8%	25.4%

Total Weight Carried

(a) Passengers & Baggage	4,149,420	1,296,735	5,446,155
(b) Excess Baggage	62,920	-	62,920
(c) Cargo	7,283,906	3,458,280	10,742,186
(d) Mail	44,159	-	44,159
	<u>11,540,405</u>	<u>4,755,015</u>	<u>16,295,420</u>

Available Ton Miles	1,493,771	523,186	2,016,957
Ton Miles Flown	903,651	380,169	1,283,820
Weight Load Factor	60.5%	72.7%	63.6%

GUYANA TRANSPORT SERVICES LIMITED:

105. The Company started the year with a fleet of twenty buses, three cargo trailers and two vans. A regular schedule of forty-one trips in each direction on the East Coast Route was maintained up to the end of June. At that time the fleet was increased to thirty buses, the cargo trailers were converted to Molasses tankers and a three-ton capacity truck was acquired for the Cargo Service. The remaining portion of the East Coast Railway was then closed, and our schedules were revised to cater for the traffic which was carried by the railway.

106. From the 1st July, sixty-six trips in each direction were operated. The greater portion of the additional trips were of course operated on the lower East Coast to and from Plaisance, Beterverwagting, Buxton and Belfield. For the convenience of passengers, buses operated as far as possible into these villages and also took a convenient route through the city to and from the Hadfield Street Terminal.

107. By the end of the year, passenger traffic had grown to an average of 5,000 per day with considerable congestion during the morning and afternoon peak periods.

108. During the year, the two contract services for the transportation of G.A.C. Staff to and from Timehri and for the transportation of Mail between Georgetown and Rosignol were maintained at a satisfactory level.

109. The demand for Special Hires for excursions etc., at certain times of the year exceeded the number of available vehicles and continues to be an excellent source of revenue.

110. A total of 13,924 tons of Molasses was transported from the factories at L.B.I. (7,371 tons) and Enmore (6,553 tons) to the Caribbean Molasses Company Limited, in Georgetown from August to December.

111. With the closure of the Railway at the end of June, one of the Carriage Sheds in the Compound of the Georgetown Railway Station was made available to the Company, and this was converted into an urgently needed maintenance and repair shop. This workshop was used from the 1st October, 1972.

112. There were a number of minor accidents, and three serious ones. On the 15th June, a Telecommunications van was involved in an accident with a bus at Drill Public Road. The driver and another person died as a result of injuries received. A few passengers and the driver of the bus were treated for minor injuries and sent home. The front of the bus was extensively damaged and the van was destroyed beyond repair. It was clear from the circumstances that the driver of the van was responsible for the accident.

113. On the 20th of August, a pedestrian who rushed onto the road from behind a parked vehicle at the No. 9 Village Public Road, hit himself on a bus and died shortly afterwards. No one else was injured in this accident.

114. On the 23rd December the third serious accident put one bus out of service until early 1973. The bus and Telecomms: truck which were involved in the accident were both extensively damaged. However, the majority of the passengers were treated at the Mahaicony Hospital and sent home.

115. Two passengers were hospitalised for two weeks 207..

with internal injuries. The driver of the bus was also hospitalised with a fractured right leg. The driver of the lorry lost his right hand from the elbow. We were advised that the driver of the lorry would be prosecuted.

116. Consequent upon the take over of the passenger and Molasses traffic from the Railway, staff has had to be increased. The total at present stands at 150, and there were no major industrial dispute nor strikes during the year.

#### TRANSPORT AND HARBOURS DEPARTMENT:

##### Administration:

##### Staffing:

117. During the year there were 63 appointments to the service and 29 promotions to higher positions. Resignations from the Department's service totalled 25 and in accordance with the Department's Superannuation Regulations, 63 were retired. Employees on long vacation leave amounted to 40 and accidents.

leave/ 118. Mr. W.H. Griffith, General Manager, proceeded on long vacation from 17th July - 19th November, 1972 and Mr. Duncan Gray, Chief Mechanical Engineer was appointed to act as General Manager during the period.

119. Mr. G. LaBorde, Harbour Master retired from the Department's service with effect from 2nd September, 1972 and Mr. I.N. Roman, Chief Pilot was appointed to act as Harbour Master.

120. Mr. J. Hinds was appointed Marine Engineer with effect from 1st September, 1972.

##### Training:

121. During the year 2 Officers of the Marine Branch were granted leave with full pay to gain the necessary experience on ships operating in the Caribbean waters so as to enable them to write the Caribbean Home Trade Examination. At the same time an officer from the Harbours Branch was also granted leave with full pay to attend an overseas course in England in the Maintenance of Buoys and Beacons equipment. Other marine personnel attended the Government Technical Institute for the necessary training for Coastal Master and Caribbean Home Trade Mate Examinations.

##### Industrial Relations:

122. There were 24 Meetings between Management and the Central Executive of the Transport and General Workers Union during the year under review. The relationship between Management and the Union was good throughout the year. There was one stoppage of work at the Mazaruni Dockyard.

##### Advisory Council:

123. The Transport Advisory Council met on eight occasions during the year. All members of the Council were enthusiastic and their advice was helpful to the Management of the Department.

##### Finance:

124. The deficit on the operation of the Road, Rail and Shipping services of the Department for the year 1972 amounted to 2,412,970. The Harbour Services however showed a surplus of 1,809,137, and again this section of the Department's operations has returned a favourable balance. The amount was however never shown to the Department's credit in 21/..

determining the true financial position, and as a result a rather unbalanced picture was presented.

125. Of the total deficit of \$2,412,970, the loss on the railway services accounted for \$1,116,132. The deficit for the East Coast Railway at its complete closure on 30th June, 1972, amounted to \$494,389. as compared with the 1971 figure of 1,390,886.

126. The West Coast Railway incurred a loss of \$671,743.21 representing an increase of \$340,156.70 on the 1971 figure. Revenue fell by \$57,908.48 and expenditure increased by \$282,248.22.

127. As regards the Shipping Services a loss of \$864,211.69 was incurred. Revenue increased by \$154,282.97 but expenditure rose by \$258,297.98.

128. The number of passengers journeys on the Shipping services increased by 633,490 over the 1971 figure. The Demerara and Berbice Ferries were the main contributors.

### SHIPPING:

#### Shipping Agents and Lines:

129. The Republic of Guyana is located on the North Eastern part of South America. The Capital and chief port and commercial centre is Georgetown which is situated at the mouth of the Demerara River on the right bank. It is in direct communication by sea with the United Kingdom, France, Holland, United States of America, West Germany, the West Indies, Suriname and French Guiana. The Shipping Agents of the Principal lines calling at Georgetown are:

(i) Bookers Shipping (Demerara) Limited:

Alcoa Steamship Co. Inc. Bookers Line Limited  
S.A. Bohannan, (Ship owner)  
T & J Harrison Limited  
Lunham & Moore Mitsue O.S.K. Line  
Viking Line, Silvertown Shipping Company  
Booth Line Canadian Service, Lamport and Holt Limited, Shell Antilles & Guyana Limited.  
Melville Shipping & Trading Company.

(ii) Sandbach Parker & Company Limited:

Royal Netherlands Steamship Company  
K Line.

(iii) Sprostons Limited:

Nippon Yansen Kaisha Line  
Sagenay Shipping Limited  
Societe Generale De Transportes Maritimes

(iv) Weiting & Richter Limited:

Booth Steamship Company Limited, Campagnie Generale  
Transatlantique, Lamport & Holt Line Limited.

(v) John Ferrandes:

Atlantic Line, Pearl Line,

(vi) Caribbean Molasses Company:

Athel Line.

130. There are privately owned launch services plying between Suriname and Guyana and also a number of schooners operating between the West Indian Islands and Guyana.

Georgetown Port:

131. The main ship anchorage at Georgetown is situated at the mouth of the Demerara River and is about  $\frac{1}{2}$  mile wide and  $2\frac{1}{2}$  miles long. There is a silt bar at the mouth of the river which restricts the draught of vessels to about 20 to 23 feet at the Ministry of Works Hydraulics and Supply. The depth on the bar at the Ministry of Works Hydraulics and Supply is 10 feet to 12 feet. The bar extends approximately 5 miles seaward from the river mouth and is composed of soft mud. The best anchorage in the harbour at Ministry of Works Hydraulics and Supply is 25 feet and the mean range of tide is

Spring	-	9.5	feet
Neap	-	7.5	feet

Port Facilities:

132. There are ten wharves for ocean-going shipping within the Harbours. The wharves are built along the eastern bank of the river and vary in length from 210 feet to 945 feet. Depth alongside vary from  $7\frac{1}{2}$  feet to 20 feet at the M.L.W.S. but as the bottom is of soft mud, vessels can safely rest on the bottom.

133. There are no heavy cranes or floating cranes and the maximum capacity of mobile cranes on wharves is 6 tons. Ships handle cargo with their own derricks. There are available about 40 lighters from 50 to 80 ton capacity and 6 steel pontoons from 180 to 225 tons. Small privately owned tugs are also available for lighter towage.

134. There is no Port Authority. All the wharves for ocean-going ships are privately owned and wharfage is by private arrangements with the owners. Labour is organised by the Guyana Port Labour Committee and the negotiating body is the Guyana Labour Union.

135. Drydock facilities are available in Georgetown for ships of shallow draught up to 210 feet long, and there are machine shop facilities for ships and engine repairs.

136. Fuel supplies are available from oil installations near the port.

New Amsterdam Port:

137. New Amsterdam Port, situated at the mouth of the Berbice River is about a mile wide and 4 miles long and have no wharves for ocean-going shipping. A few jetties for small craft exist and there is a Government owned cargo wharf for internal shipping.

138. There is a silt bar at the river mouth which restricts the draught of vessels to 17 feet at Ministry of Works Hydraulics and Supply, the Department on the bar at M.L.W.S. is 7 feet. The Bar extends approximately 3 miles from the river mouth and is composed of some soft mud and hard siltation. Vessels can anchor inside the harbour in depths of 10 to 15 feet M.L.W.S.

139. Bauxite is loaded at Everton about 10 miles from the mouth of the river where the depth is better than 3 fathoms at M.L.W.S.

Essequibo River:

140. The Essequibo River with an estuary width of approximately 25 miles is the largest river in Guyana. There are several lumber loading berths with depths ranging from 20 feet to 40 feet and the bar which is composed of hard mud and sand has a maximum depth of 9 feet M.L.W.S.

Springlands:

141. Springlands on the Corentyne River is the point of entry and Departure for passengers travelling by launch services to and from Suriname. It is also a shipping point for rice, sugar, lumber and other produce from Corentyne to Georgetown.

Pilotage and Port Dues:

142. The Transport and Harbours Department operates a compulsory pilotage service in Georgetown and New Amsterdam Harbours, and in the Essequibo River as far as Bartica. The Department is also responsible for providing and maintaining aids to navigation and receives Tonnage and Light dues and Pilotage fees.

Harbours:

143. The following are comparative figures for 1971 and 1972 in respect of the number of vessels entering port and the total light tons and tonnage.

	<u>1971</u>			<u>1972</u>		
No. of Vessels:	Light Tons:	Ton- nage	No. of Vessels:	Light Tons:	Ton- nage	
Steam	2797	4,001,493	3,254,267	2,399	3,150,266	2,516,704
Sail	20	<u>1,290</u>	<u>525</u>	<u>15</u>	<u>233</u>	<u>528</u>
Total	2817	4,002,783	3,254,862	2,414	3,151,199	2,517,132

Internal Shipping Services:

144. The Department operated passenger and vehicular ferry services across the Demerara and the Berbice Rivers and the Essequibo estuary.

145. Coastal and river services operated by the Department's cargo and passenger vessels and launches are:-

- a) A thrice weekly passenger and cargo service between Georgetown and Bartica.
- b) A weekly cargo service between Georgetown and New Amsterdam.
- c) A weekly cargo service between Georgetown, Essequibo Islands and the Essequibo Coast.
- d) A weekly passenger and cargo service between Georgetown and North West District.
- e) A weekly launch service between New Amsterdam and Kwakwani and Berbice River.
- f) A weekly passenger and cargo ship service between New Amsterdam and Ituni Berbice River.
- g) A weekly launch service between New Amsterdam and 24/..



**Ikuruwa Canjie River.**

- h) The Berbice Ferry Service between Rosignol and New Amsterdam.
- i) The Demerara Ferry Service between Georgetown and Vreed-en-Hoop.
- j) The Parika/Adventure Passenger Service.
- k) Ferry Service between Parika and Leguan.
- l) A twice weekly cargo service by pontoon between Georgetown and Vreed-en-Hoop.
- m) A weekly passenger and cargo service between Georgetown and Pikersgill in the Pomeroun River.
- n) A weekly cargo service between Georgetown and Port Kaituma.

146. Bookers Sugar Estates Limited operates a daily launch service between New Amsterdam and Blairmont under contract with the Department.

147. Statistics of Traffic carried on Transport and Harbours Department Shipping Services are tabulated hereunder:-

	<u>1971</u>	<u>1972</u>
Passengers carried	6,830,283	7,463,723
Goods (Tons)	61,198	48,180
Gross Receipts	\$2,804,477	\$3,015,635

**Railways:**

148. On the 1st July, 1972 the remaining portion of the East Coast Railway from Mahaica to Georgetown was closed to passenger traffic. The West Coast Railway is 18½ miles long and connects Vreed-en-Hoop on the West Bank of the Demerara River and Parika on the East Bank of the Essequibo River.

149. Statistics of passengers and freight carried were as follows:-

	EAST COAST RAILWAY		WEST COAST RAILWAY	
	<u>1971</u>	<u>1972</u>	<u>1971</u>	<u>1972</u>
Passengers	1,169,915	615,286	1,358,376	1,302,363
Goods Tons	35,930	5,639	5,438	3,951
Gross Receipts	\$ 277,832	\$155,726	\$ 420,188	\$ 362,280
Train Milage (Passenger)	66,495	25,718	88,683	74,623
Train Milage (Goods)	12,760	2,018	6,270	5,140

**Transport in the Interior:**

150. The Department operated interior road services from Bartica on the Essequibo River, etc.,

- (a) Tumatumari, Kangaruna and Mahadia on the Potaro River, distances of 93 miles, 109 miles and 112 miles respectively.
- (b) Issano on the Mazaruni River, a distance of 126 miles.
- (c) Winiperu, Mazaruni West, a distance of 22 miles.

151. A privately owned river boat service operates from Issano on the Mazaruni River to the upper reaches of the river.

152. Statistics of the Department's road service were as follows:-

		<u>1972</u>
Passengers carried	5,854	4,309
Goods (Tons)	481	554
Gross Receipts	\$56,575	\$66,885

General Review of the operations of the Transport and Harbours Department:

153. During 1971 the Transport and Harbours Department provided the normal services for the transportation of cargo and passengers by rail, road and shipping. The pilotage service was also maintained and all aids to navigation within the territorial boundaries were serviced.

154. Revenue earned on the railway, shipping and road services amounted to \$3,599,528 and this represented a 5.7% decrease over earnings for 1971 which stood at 3,615,950.

155. Despite a reduction in tonnage of cargo carried on the shipping services from 61,198 tons in 1971 to 48,180 tons in 1972, revenue on these services increased from \$2,861,352.69 in 1971 to \$3,015,635.66 in 1972.

156. On the Railway services the gross earnings on both the East and West Coasts amounted to \$518,006.28 as against \$698,021.52 in the previous year. This was mainly due to the phasing out of the remaining section of the East Coast Railway.

157. The Bartica/Potaro/Mazaruni Road Service showed a loss in revenue of about \$195,657. However, expenditure on the service decreased by \$19,788.

158. The deficit on the Transport operations for 1972 decreased from \$2,558,953 in 1971 to \$2,412,970 in 1972. The total expenditure on these services was \$5,825,528 or \$266,259, below the previous year's figure.

159. Contrary to expectations the M.V. 'Ambrosio' could not have gone into international trade since extensive repairs were necessary to make the vessel seaworthy. For the greater part of the year the vessel lay idle in the Demerara River. On 17th December, 1972, the vessel sailed for Trinidad dock to undergo repairs.

160. Following a decision by Government to house the Ministry of Trade with the Transport and Harbours Department Head Office, Main Street, suitable accommodation was provided at the northern section of the building occupied by the Interior Development Department at Cornhill and Water Streets. Extension work and reconditioning of offices were effected.

161. Construction work on the final phase of the Passengers' Accommodation at the Georgetown Ferry Stelling continued in 1972. New sanitary facilities were provided and a booking office erected.

162. The Department also undertook certain construction works for other Government Departments and Corporations as follows.

- (1) Ministr of Works and Communications Works)  
a At Laing Avenue three Bridges were

constructed.

(b) Construction work on Stellings at Garden of Eden and Leguan commenced. The projects were still in progress at year end and will be completed in 1973.

(ii) Guyana Rice Marketing Board.

At Black Bush Polder another Silo Project was completed. This entailed:-

(a) Driving 416 piles.

(b) Casting 25 ring beams and slabs, excavation for dump pits, septic tank, fuel supply tank, office and laboratory.

#### MOTOR VEHICLES AND ROAD TRAFFIC.

163. During the year 1972, the Government continued its Road Building Programmes, and the Tushen/Parika section of the Vreed-en-Hoop/Parika Highway was opened during the latter part of the year.

164. Motor Transport Limited, which serves the City of Georgetown and its environs, put into operation early in 1972, six new 40-seater buses, bringing the number of buses on its fleet to 42. More buses were put on the route to the South Ruimveldt area, and a new North East La Penitence Route was instituted, as well as another route via Robb Street to the Lodge area.

165. Several strikes marred the operation of this Company, however, the most controversial point at issue being the request for security guards to be employed on buses plying in certain areas. This matter was finally settled with the General Workers' Union conceding that this was an impracticable proposition.

#### Mackenzie Transport Services Limited:

166. The year 1972 was another difficult year for the Mackenzie Transport Services. The services continued to deteriorate, with the result that no profit was made, and no dividends were paid to shareholders.

167. There were a number of minor accidents which resulted in some of the buses having to be taken out of service temporarily. At the end of the year seven buses were in operation and four were out of order.

#### Other Bus Services:

168. Private owners continued to operate in the following areas of the country:

East Berbice (including Black Bush Polder).

Branch Route leading to the Mahaicony/Abary Rice Development Scheme.

Linden Area, Demerara River.

East Bank, Demerara (Georgetown/Timehri).

Island of Leguan.

Island of Wakenaan.

Essequibo Coast.

169. School buses were introduced late in the year in two areas on the West Bank, Demerara, i.e., on the Canal No.1/Vreed-en-Hoop Route and on the Vreed-en-Hoop/Potentia Route.

Licences;

170. In May, 1972, legislation was enacted to provide that, unless the Prescribed Authority ((the Minister) otherwise directs, any person who desires to obtain a Hire Car Driver's Licence must:-

- (a) be at least 21 years of age;
  - (b) be capable of reading and writing English;
  - (c) have been the holder of a licence to drive a motor car for a minimum period of two years;
- and
- (d) have been successfully examined by a Licensing Officer as to the provisions of the Motor Vehicles and Road Traffic Ordinance, Chapter 280, relating to traffic.

171. During the year three hundred and eighty-seven (387) new Hire Car Drivers' Licences were issued and one thousand, nine hundred (1,900) renewed.

172. One thousand, two hundred and ten (1,210) Hire Car Road Service Licences were issued and one thousand, four hundred and twenty-one (1,421) renewed.

173. Five hundred and twenty (520) new Goods Transportation Licences were issued, and two thousand, two hundred and sixty-one (2,261) renewed.

*Sgd.* ( G.A. MARSHALL )  
PERMANENT SECRETARY.

MINISTRY OF WORKS & COMMUNICATIONS  
G.P.O. BUILDING,  
GEORGETOWN  
M.P. C-12/45 III