



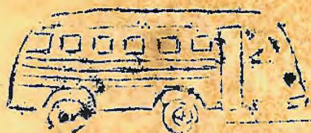
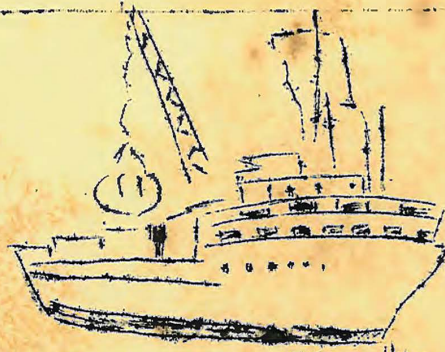
1970

ANNUAL REPORT

MINISTRY

OF

COMMUNICATIONS



Ministry of Communications,  
G.P.O. Building,  
Georgetown,  
Guyana,  
March 8, 1972.

The Honourable Minister of Communications.

Sir,

I have the honour to submit the report on the activities of the Ministry of Communications for the year 1970.

2. The Ministry of Communications embraces the following Departments and Public Corporations:-

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

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

4. The Honourable Mohamed Kasim, A.A, M.P., who was appointed Minister of Communications with effect from 1st January, 1969 in place of the Honourable E.F. Correia, M.P., continued to be responsible for the Portfolio.

5. The organisational chart hereunder describes the plan and distribution of the Ministry's charges during 1970.

Minister of Communications

Guyana Airways Corporation - ermanent Secretary - Guyana Telecommunication Corporation

Principal Assistant Secretary

Asst.Secty. Civil Aviation	Asst.Secty Post Office	Asst. Secty T. & H. D.
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Admin. Asst.  
Motor Vehicles &  
Road Traffic

Senior Woman Secretary  
Records

6. At the begining of the year the administrative staff of the Ministry proper was as follows:-

Mr. D. I. Yankana	-	Permanent Secretary
Mr. S.N. Sharma	-	Principal Assistant Secretary
Mr. J.A. Leila		Assistant Secretary ( Post Office Department)
Mr. C.H.A. Petrie		Assistant Secretary ( Civil Aviation Department)
Mr. D. Singh	-	Acting Assistant Secretary ( Transport and Harbours Department.)
Mr. S.M. Tiwari	-	Administrative Assistant ( Motor Vehicles and Road Traffic)
Miss E. Mongul		Senior Woman Secretary ( Records )



7. Miss E. Mongul, Senior Woman Secretary proceeded on four months vacation leave with effect from 1st June, 1970. She resumed duty on 1st October, 1970. During the period of Miss Mongul's leave, Miss M. Anderson, Woman Secretary, acted in place of Miss Mongul and was responsible for the records section of the Ministry.

8. Mr. S.N. Sharma, became seriously ill, and was on long sick leave from 22nd June, 1970 to 19th October, 1970.

9. Miss B. Ralph was transferred from the District Commissioner's Office, Bartica and assumed duty as Typist/Clerical Assistant in the Ministry with effect from 16th March, 1970.

10. The Permanent Secretary or in his absence, a representative, sat as an official member on the Board of the Guyana Telecommunication Corporation and on the board of the Guyana Airways Corporation.

#### POST OFFICE DEPARTMENT:

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

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

13. In 1970 the Department's establishment consisted of the Postmaster General, a Deputy Postmaster General, an Assistant Postmaster General, a Controller of Posts (vacant) and a staff of 575 officers.

#### POSTAL SERVICES

##### Post Offices and Postal Agencies:

14. The total number of Post Offices, Travelling Postal Agencies and Postal Agencies which operated during the year was 153 made up as follows:-

Post Office Full Service		48
Postal Agencies	-	88
Travelling Postal Agencies		15
Mobile Post Offices		2
		<u>153</u>

##### Private Letter Boxes

15. Private Letter Boxes are provided in Georgetown, New Amsterdam, McKenzie and Bartica. During 1970 there were 1126 boxes rented to private individuals, commercial firms, Government Corporations and other institutions.

##### Private Letter Bags

16. Private Letter Bag facilities are afforded private individuals and companies for an annual service rental of \$9.60 (Guyana) or £2. This service operates chiefly between Georgetown and the interior parts of the country.

##### Stamp Vending Machines and Stamp Vendors

17. There were 202 registered stamp vendors registered throughout the country.

## Franking Machines

18. Franking Machines are operated chiefly by the large commercial firms and an annual licence to operate a machine is granted on the payment of \$1.00 to the Post Office Department. 66 Machines were licensed at the end of 1970.

## Inland Mail

19. Surface mail was transported by railway and marine services of the Transport and Harbours Department, and in areas where those services were not available, by motor transport operated by the Post Office Department, and in a few cases by private contractors.

20. Air Mail services were also maintained with the Rupununi Mazaruni, Bartica, McKenzie and the North West District, and Kwakwani by the scheduled flights of air-craft of the Guyana Airways Corporation.

## Overseas Mail

21. There was an increase of 109 bags in the number of bags received by surface mail, as against 16,510 bags received in 1969. There was also an increase in outgoing mail, 3,176 bags being despatched in 1970 as against 2,414 bags despatched in 1969.

22. Air Mail traffic continued to increase during 1970. Approximately 37,653,516 air mail packets were handled as against 33,811,321 in 1969. The increase in this traffic represents 3,842,195 packets more than in the previous year.

## Parcel Post

23. The total number of parcels and challenged packets handled during 1970 was 431,151 representing an increase of 40,334 parcels and challenged packets on the 1969 figures of 390,817.

24. Comparative figures of parcels handled during 1969 and 1970 are as follows:-

	<u>1969</u>	<u>1970</u>
Local	43,783	45,692
Overseas Surface (out)	73,871	75,369
Overseas Surface (in)	115,889	120,600
Overseas Air (out)	20,301	23,231
Overseas Air (in)	49,687	53,572
Challenge Packets	87,286	112,682
	390,817	431,151

## Money and Postal Orders

25. Inland Money Orders to the Value of \$9,484,278.12 (£1,975,891.27 n.p.) were issued and \$9,467,863.72 (£1,972,471.61 n.p.) paid during the year. These figures represent increases of \$216,764.95 (£45,159.36 n.p.) and \$185,980.22 (£38,725.05 n.p.) respectively over Inland Money Orders issued and paid during 1969.

26. Comparative figures of British Postal Orders issued and paid are as follows:-

Year	Value - Issued	Value - Paid
1970	\$445,196.70 (£92,749.31 n.p.)	\$1,708,288.44 (£355,893.43 n.p.)
1969	\$454,364.48 (£94,659.27 n.p.)	\$1,648,263.70 (£343,388.27 n.p.)

27. Inland Postal Orders issued during 1970 amounted to \$583,502.09 (£121,562.98 n.p.) as compared with \$649,833.81 (£135,382.04 n.p.) in 1969. Orders paid during the year were valued at \$603,045.31 (£125,634.44 n.p.) as against \$656,509.10 (£136,772.73 n.p.) in 1969.

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

29. Particulars are as follows:-

Year	Countries	<u>Paid</u>	Issued
1970	U.S.A.	\$74,021.36 (£15,421.11 n.p.)	\$5,870.92 (£1,223.12 n.p.)
	Canada	\$183,620.53 £38,254.27 n.p.)	\$ 630.22 (£131.29 n.p.)
	U.K.	\$204,927.12 (£42,693.15 n.p.)	\$2,054.30 (£ 427.98 n.p.)
	Other	\$21,134.68 (£4,403.06 n.p.)	\$2,778.60 (£578.87 n.p.)

#### TRANSPORT AND HARBOURS DEPARTMENT

##### Administration

##### Staffing:-

30. During the year, there were 110 appointments to the Department and 54 promotions to higher posts. 66 persons resigned from the Department for various reasons and 175 were retired in accordance with the Department's Superannuation Regulations. 40 persons vacated their posts, 13 others were dismissed and the services of 2 individuals terminated; 59 employees were retrenched mainly due to the phasing out of a portion of the East Coast Railway. 68 others went on long leave. Accidents involving employees during the year under review amounted to 151. There were 4 deaths.

##### Training

31. During the year new ground in staff training was broken. Two courses in nautical studies were held to prepare candidates for the Caribbean Home Trade Mates and the Coastal Masters Certificates. A total of 38 persons enrolled for the courses, including 4 members of the Guyana Defence Force. Several of the participants have already obtained their certificates.

32. Through the efforts of the Public Service Ministry, 4 officers received training overseas. Mr. I.N. Roman, Pilot, attended the IMCO Training Centre in Greece and received training in operating and servicing electronic aids to navigations; Mr. J.S. Chung, Assistant to the General Manager and Mr. F.N. Andrews, acting Inspector, Ways and Works, were sent on a course in Training Methodology at the International Centre for Advanced Technical and Vocational Training in Turin, Italy and Mr. R.I. Choo-Shee-Nam, Superintendent of Surveys was attached to the British Admiralty for training in new hydrographic surveying techniques.

##### INDUSTRIAL RELATIONS:-

33. There were 38 meetings between Management and the Central Executive of the Transport Workers' Union during the year, and although the representations made by the Union were not wholly successful, yet it was heartening to note the friendly atmosphere which existed at meetings. There were 7 stoppages of work which were all of a sectional nature and did not involve a complete stoppage throughout the Department. It was drawn to the

attention of the Union that on some occasions, it contravened the agreement for avoidance and settlement of strikes. Only a few matters remained undecided at the end of the year, and it was hoped to finalise these as early as possible.

#### Advisory Council

34. The Transport Advisory Council met only twice during the year.

#### Finance

35. The deficit on the operation of the Road, Rail and Shipping services of the Department for the year 1970 amounted to \$2,441,669. The Harbour Services however, showed a surplus of \$1,062,275. and indeed this section of the Department's operations has been returning a favourable balance, year after year. The amount was however, never shown to the Department's credit in determining the true financial position, and as a result a rather unbalanced picture was presented.

36. Of the total deficit of \$2,441,669. the loss on the Railway services accounted for \$1,405,399. The East Coast Railway alone incurred a loss of \$1,171,345 which was \$169,716. above the 1969 figure. Revenue on the service fell by \$254,905. mainly due to the closure of the Mahaica - Rosignol section of the Railway from 1st July, while expenditure decreased by \$85,190.

37. The West Coast Railway incurred a loss of \$234,054. representing an increase of \$45,267. on the 1969 figure. Revenue fell by \$13,548. and expenditure increased by \$32,718.

38. The position with regard the Shipping Services was much better. With revenue of \$2,746,097. and expenditure of \$3,548,738 compared with \$2,697,802. and \$3,578,117 respectively, the previous year the deficit on this service decreased by \$41,674.

39. The number of passengers on the shipping services increased by 314,785 over the 1969 figure. The gain was chiefly on the ferry Services; the Demerara and Berbice ferries showing, respectively, increases of 108,719 and 272,862. Vehicular traffic on the ferries also showed a substantial increase of 34,371 above the 1969 figure.

#### SHIPPING

##### Shipping Agents and Lines

40. 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, the United States of America, West Germany, the West Indies, Surinam and French Guiana. The Shipping Agents of the Principal lines calling at Georgetown are as follows:-

(i) Bookers Shipping (Demerara) Limited:

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

(ii) Sandbach Parker and Company Limited:

Royal Netherlands Steamship Company.  
K Line.



(iii) Sprostons Limited:

Nippon Yusen Kaisha Line.  
Saguenay Shipping Limited  
Societe Generale De Transportes Maritimes.

(iv) Weiting and Richter Limited:

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

(v) John Fernandes Limited:

Atlantic Line, Pearl Line.

(vi) Caribbean Molasses Company:

Athel Line.

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

Georgetown Port:

42. 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 M.H.W.S. The depth on the bar at M.L.W.S. 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 M.L.W.S. is 25 feet and the mean range of tide is:-

Spring:                      feet

Neap:                         feet

43. BAUXITE: is loaded into ocean-going freighters at Linden, 67 miles up the Demerara River.

Port Facilities:

44. 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. Depths alongside vary from 16 feet to 20 feet at M.L.W.S., but as the bottom is of soft mud, vessels can safely rest on the bottom.

45. 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 235 tons. Small privately owned tugs are also available for lighter towage.

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

47. Dry dock 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.

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

NEW AMSTERDAM PORT:

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

50. There is a silt bar at the river mouth which restricts the draught of vessels to 17 feet at M.H.W.S.; the depth 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. Vessles can anchor inside the harbour in depths of 10 to 15 feet M.L.W.S.

51. 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.

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

#### Essequibo River:

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

#### Springlands:

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

#### Pilotage and Port Dues:

55. 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 received payment of Tonnage and Light Dues and Pilotage Fees.

#### Harbours:

56. The following are comparative figures for 1969 and 1970 in respect of the number of vessels entering port and the total light tons and tonnage:-

	<u>1969</u>		<u>1970</u>		
No. of vessels:	Light Tons:	Tonnage:	No. of Vessels:	Light Tons:	Tonnage:
2,881	3,427,964	2,823,345	2,568	3,594,240	2,853,880
50	3,651	2,184	29	1,885	1,408
2,931	3,431,615	2,825,529	2,597	3,596,125	2,855,288

57. The gross revenue collected in respect of pilotage, light and tonnage dues amounted to \$1,908,944 for 1970 as compared with \$1,855,390 for 1969.

#### Internal Shipping Services:

58. The Department operated passenger and vehicular ferry services across the Demerara and the Berbice Rivers and the Essequibo Estuary.

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

- (a) A thrice weekly passenger and cargo service between Georgetown, Parika, Fort Island and Bartica.
- (b) A twice weekly cargo service between Georgetown, the Essequibo Islands and the Essequibo



Coast.

- (c) A weekly cargo and passenger service between Georgetown and the North West District.
- (d) A ferry service between Parika, the Essequibo Islands and Adventure.
- (e) A weekly passenger and cargo service between New Amsterdam and Ituni, 110 miles up the Berbice River.
- (f) A weekly launch service between New Amsterdam and Kwakwani 136 miles up the Berbice River.
- (g) A weekly launch service between New Amsterdam and ~~Ikurawa~~, 60 miles up the Canje Creek.
- (h) A weekly cargo service between Georgetown and Springlands.
- (i) A weekly passenger and cargo service between Georgetown and the Pomeroun District.
- (j) A weekly cargo service between Georgetown and Kaituma.

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

61. Statistics of traffic carried on Transport and Harbours Department's Shipping Services are tabulated below:-

Shipping:

	<u>1969</u>	<u>1970</u>
Passengers carried:	6,364,486	6,679,271
Goods carried (tons):	76,414	67,753
Gross receipts:	\$2,697,802	\$2,746,000

Railways:

62. There are two single track railways - one 60½ miles connecting Georgetown on the East Bank at the mouth of the Demerara River and Rosignol on the West Bank of the Berbice River opposite New Amsterdam and other - 18½ miles connecting Vreed-en-Hoop on the West Bank of the Demerara River and Parika on the East Bank of the Essequibo River. The section of the East Coast Railway between Mahaica and Rosignol was closed to passenger traffic from the 1st July, 1970. However, rice was still being transported from Burma to Georgetown.

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

	<u>East Coast Railway:</u>		<u>West Coast Railway:</u>	
	<u>1969</u>	<u>1970</u>	<u>1969</u>	<u>1970</u>
Passengers carried	1,375,308	1,134,800	1,695,030	1,862,019
Goods carried (tons)	38,840	29,559	11,113	8,150
Gross receipts	634,534	399,629	513,666	501,117
Passenger train mileage	179,032	118,403	98,209	98,152
Goods train mileage	9,202	8,382	6,669	6,896

Transport in the Interior:

64. The Department operated interior road services from Bartica on the Essequibo River to:-

- (a) Tumatumari, Kangaruma and Mahdia on the Potaro River, distances of 95, 109 and 108 miles respectively.
- (b) Issano on the Mazaruni River, a distance of 196 miles.
- (c) Winiperu, Mazaruni West, a distance of 22 miles.

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

66. Statistics of the Department's road services were as follows:-

Road:	1	
	1969	1970
Passengers carried:	9,592	9,065
Goods carried (tons)	840	617
Gross receipts	\$102,787	\$74,083

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

67. During 1970 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.

68. Revenue earned on the railway, shipping and road transport services amounted to \$3,700,926 and this represented a ~~decrease~~ <sup>increase</sup> of 6-1% over earnings for 1969 which stood at \$3,948,790.

69. Despite a reduction in the tonnage of cargo carried on the shipping services from 76,414 tons in 1969 to 67,753 tons in 1970, revenue on these services increased from \$2,697,802 to \$2,746,000.

70. There was a decrease in passenger traffic in 1970 on the Parika/Adventure service and an increase in the Georgetown/Bartica Services.

71. Vehicular Traffic on the Berbice and Demerara ferries showed a further increase in the number of crossings. The comparative figures being 205,699 in 1969 and 240,070 in 1970.

72. On the railway services the position revenue-wise improved slightly over the previous year. The gross earnings on both East and West Coast amounted to \$880,745.56 as against \$1,148,200 in the previous year. This was mainly due to phasing out of the Mahaica/Rosignol section of the railway.

73. There was a decrease in 1970 in cargo carried on the West Coast railway service by about 2,963 tons. The reason for this, was that cargo was also transported by the Department's pontoons. On the East Coast Railway, there was also a decrease by 9,281 tons of cargo with a consequential drop in revenue.

74. In both the East and West Coast railway there was a decrease in goods traffic as there was a reduction of the transportation by rail of molasses and rice.

75. The Bartica/Potaro/Mazaruni Road Service showed a loss in revenue of about \$29,000; expenditure on the service also increased by \$30,000. The statistics indicate that for every \$1: earned, \$2.31 was spent.

76. The deficit on transport operations for 1970 increased from \$2,205,397 in 1969 to \$2,441,669 in 1970. The total expenditure on these services was \$6,142,594 or \$11,592 below the previous year's figure.

77. The M.V. "Ambrosio" which was put into service in 1969 underwent extensive overhaul of engines. It did transportation of cement from Puerto Rico to certain West Indian Ports and was specially chartered to Caribbean Cement Co. Ltd., in Puerto Rico. She remained idle in Georgetown until 23rd December, 1970 when she was sent to anchor off Kaow Island in the Essequibo River.
78. Reconstruction on the final phase of the Georgetown Ferry Stelling continued in 1970 with available funds. It was only possible to do the heavy construction, up to the point of the building constructed for the accommodation of passengers. An office for the Officer-in-Charge, a Cashier's Office and a temporary area for freight, were constructed.
79. Major repairs were carried out on the apron of the Vreed-en-Hoop Stelling and minor repairs were done in other areas.
80. In New Amsterdam, new quarters were built for Marine Officers who work in that area.
81. At Rosignol a passengers' waiting room was erected and a shed built on the Southern side of the Stelling.
82. At the request of the Ministry of Agriculture, a fisheries wharf was constructed with funds made available by that Ministry. Construction of a shed was started by the end of 1970.

#### CIVIL AVIATION DEPARTMENT

83. During 1970 the Civil Aviation Department continued to deal with Technical Aviation matters such as:-

Personnel Licensing  
 Aeronautical Charts  
 Units of Measurement to be used in Air-Ground  
 Communications  
 Operation of AIRCRAFT  
 Aircraft Nationality and Registration Marks  
 Airworthiness of Aircraft  
 Facilitation  
 Aeronautical Telecommunications  
 Air Traffic Services  
 Aircraft Accident Inquiry  
 Aerodromes  
 Aeronautical Information Services

84. Staff Mr. H. J. Griffith, the Assistant Director of Civil  
Head Office Aviation returned to the Department on 2nd January, 1970, from the Police Force and another post of Technical Officer was created. Mr. L. Harry, Air Traffic Control Officer, Grade I, was appointed to act in this new post.
85. Timehri: In the Air Traffic Services Section, the Senior Air Traffic Control Officer, Mr. T. Anderson who was with the Department under the auspices of the U.N.D.P. returned to Sweden in September and Mr. A. Alexander, Air Traffic Control Officer, Grade I was appointed to act in this post. Six Air Traffic Control Apprentices completed their basic ATC training and returned to Guyana - three from Canada and three from Trinidad.



Two apprentices left to do basic training in Trinidad. Four Assistants were recruited and trained locally and became operational in the Aeronautical Information Service Unit.

86. The Post of Controller of Aerodrome Operations was redesignated Airport Manager and the post became vacant when Mr. D. Chalmers ~~immigrated~~ to Canada and resigned. Mr. G. Hopkinson, who was acting as Technical Officer was appointed to act as Airport Manager. A new post of Assistant Airport Manager was created and the Senior Clerk, Mr. Fryer was appointed to act therein.

87. In December recruitment of staff for a Works Branch commenced and by the end of the year, one plumber, three painters and six labourers were employed under the direct supervision of the Airport Manager.

#### Visits:

88. Mr. D. Challis of the Canadian Ministry of Transport visited Guyana during the year and after visiting the areas in which it is hoped to locate Aeronautical Beacons, selected the sites and made recommendations on power output, etc.,. The Director of Civil Aviation and Mr. Harry acting Technical Officer attended a Search and Rescue Conference in Trinidad to work out coordination between the Caribbean Governments. The conference dealt mainly with Search and Rescue for surface craft.

#### Projects:

89. In December work began on the implementation of the Canadian Aid to Civil Aviation Project and the Transport and Harbours Department commenced purchasing materials for the locator beacons at Timehri and plantation Uit and the Extended Range VHF station at Linden. It is hoped that these and four other beacons will be completed during next year.

#### Control Tower:

90. The rehabilitation of the Control Tower which began in 1969 was completed in April, 1970 and commissioned on 1st May, with completely new ATC equipment, desks and VHF transmitters and receivers supplied by the U.S. Government. The new equipment provides for future development having consoles for three working positions. A new air-conditioning system using ducts was installed and this resulted in a much needed reduction in the noise level in the Tower.

#### Terminal Building:

91. Work commenced on the addition to the Terminal Building of a Radar Tower and offices for the Meteorological Section, with funds provided by the United Nations Development Project. The Radar will be used for weather observations and will cover an area of two hundred and fifty miles radius. The General Office was removed from the Terminal Building and rehoused in the McCormick Building to make space for the new Aeronautical Information Service Unit and ATC reporting Office.

#### Development:

The Airstrips at Lower Kurupung and Port Kaituma were completed early in the year and together with Bemichi, Sandvoort and Black Bush, opened for traffic. Construction continued on the airstrips at Kilikibiri and Hobo Hill and maintenance works of major proportions were carried out at Kaituma, Lethem and Imbaimadai.

#### Aircraft Accident:

93. On December 24th 1970 a ventura aircraft carrying cargo from the U.S. en-route to Brazil crashed just prior to making a landing for fuel at Timehri. Both the pilot and co-pilot were killed. This mishap was observed by the Duty Air Traffic Control Officer, Control Tower. Although the point of the crash was approximately 4 miles from the Aerodrome,

officials of the Department did not arrive on the scene until about 3 hours after due to the almost inaccessible terrain and the difficulty in moving over the ground, including a river crossing.

COMMUNICATIONS:

94. About 40 SSB radio sets were received from the Canadian Government to be used for Aeronautical Communications in the interior and will be used jointly by Guyana Airways Corporation, the Meteorological Service and the Civil Aviation Department.

GUYANA AIRWAYS CORPORATION:

95. Guyana Airways Corporation was established on 1st September, 1963, by Order in No. 71 of 1963, under the Public Corporations Ordinance No. 23 of 1962. The Registered Office is at present 32, Main Street, Georgetown.

96. During 1970, the Corporation was administered by a Board consisting of eleven persons, viz:-

Mr. J. R. Viera, Chairman  
Mr. K. Percival, Deputy Chairman  
Permanent Secretary, Ministry of Communications, Official Member  
Mr. C. H. Da Silva, FCIS, Member  
Mr. R. Field-Ridley, Member  
Mr. W. Orderson, Member  
Mr. D. Brooks, Member  
Mrs. B. Simon, Member  
Mr. S. Fazil, Member  
Mr. B. Ramdhani, Member.

97. The Senior Staff (Department Heads) during this year comprised the following:-

Mr. R. L. Abrams, General Manager  
Mr. E.P. Christiani, Deputy General Manager  
Mr. A.G. Martins, Commercial Manager  
Mr. S.H. Kennard, Chief Engineer  
Captain G. Spence, Operations Manager  
Mr. C.R. Latchoo, Chief Accountant.

98. There were 22 Statutory and 1 Special Meeting during the year.

99. The Fixed Assets of the Corporation as at 31st December, 1970, amounted to \$7,868,070.23, less Depreciation and Obsolescence of \$1,629,096.74 leaving a net balance of \$6,238,973.49.

OPERATIONS

100. The fleet comprised of the following aircraft:-

DC 3s	4
Twin Otters	2
Grumman	1
Cessna 310G	1
Caribous	2

101. In mid 1970 two Caribous were added to the Corporation's fleet resulting in a significant increase in capacity, of approximately 28%. In addition, seven Captains were recruited to provide the basis for meeting requirements which had been growing at a steady rate over the past year and also to meet anticipated traffic increases. However, there was no evidence of any increase in load factors and if anything, this dropped due mainly to the intrusion of private operators, the tapering off of the Jaguar movements and mining operations in the Interior generally and the decrease in the meat traffic from the Rupununi. Added to this, the Ogle project which it was anticipated would enable expansion of coastal passenger operations with the Twin Otters and likely to prove an economic

success, never got underway and in addition, the new fares and rates structure proposed for the year was not approved and so could not be implemented.

102. Total flying time amounted to 9,998 hours, which represented an increase of 481 hours or 5% over 1969.

103. The Carifta operations proved a disappointment, attributable in great measure to inability to obtain high load factors, the uneconomic rate structure and the non-allocation to Guyana Airways Corporation of high rate cargo by BWIA. This resulted in a loss to the Corporation during the year of \$57,813.

#### FINANCE & ACCOUNTS:

104. The Corporation showed a loss of \$788,350.48 during the year from aircraft operations. A loss of \$1,129,489.02 for the year, resulted from total operations which comprise all other revenue and expenditure including overheads with such items as provision for depreciation and obsolescence, ~~interest~~ on capital and departmental overhead costs.

105. Aircraft allocated costs increased in 1970 to \$1,191,370 i.e. 46.6% over the previous year due to some extent to the introduction of the Caribou aircraft. Expenditure increased considerably for aircraft insurance from \$79,000 to \$155,355.45 and there were substantial increase in departmental costs of \$660,631, the significant items being Salaries and Wages \$282,666 or 23.5% transport \$59,680 or 26% over 1969.

106. Aircraft Revenue in 1970 was \$2,437,124 an increase of over 10.5% or \$233,465 over 1969. Aircraft expenditure in 1970 was \$3,225,175, an increase of 48.7% or \$1,56,680 over 1969. Total revenue increase was 11% and total expenditure increase just over 39.4%.

107. In September there was a general revision of salaries amounting to \$102,856 or an average overall increase for all categories of 8.3%.

#### AGENCIES DEPARTMENT:

108. Agency sales in 1970 increased by approximately 12 $\frac{1}{2}$ % over 1969. In 1969 the figure was \$2.08 million while in 1970 it rose to \$2.4 million. Commission earned increased by just over 16 per cent from \$322,354 to \$373,481.

109. The Corporation's share of the total BWIA, BOAC and Cruzeiro do Sul sales was equivalent to 42 per cent of the total, but obviously this could have been improved with a sound advertising programme and an even more effective sales force.

110. Though sales in the McKenzie area increased appreciably the Corporation was unable to get into the Demba business and this restricted to a large measure the further development of Agencies business in the area. An examination of the extension of Agencies in Barbice with a view to locating a suitable site for an office was carried out.

#### MAINTENANCE:

111. The ~~productivity~~ within the Engineering Department in 1970 continued to show some improvement over 1969 despite the fact that ~~hangars,~~ effective workshop and equipment and other facilities were still not available. The improvement has been due to improved maintenance techniques.

112. The significant factors of the year were that the Engineering Department had just substantially completed tooling up for Twin Otter maintenance, only to start all over again preparing for the introduction of new and more complicated DeHavilland DH4 Caribou aircraft. These aircraft presented many highly technological problems, for besides being more complicated than the other types within the fleet, particularly in such areas as avionics, electrics and airframe, the programming of equipment and spares holding, training and organising the introduction of yet another type of aircraft demanded extremely high engineering efforts.



113. The following are some productivity figures for this year -

Dakota C47	)	
Twin Otter DHC6	)	
Caribou DHC4	)	- Total flying hours -
Grumman Goose G21A	)	10,148.09
Cessna 310G	)	

114. Inspections completed were -

25 hr	-	-	39
50 hr			182
100 hr		-	99
300 hr		-	30
600 hr	-	-	13
1200 hr			7

115. There were 13 engine changes and 10 propeller changes. Aircraft owned by the Guyana Defence Force and the Civil Aviation Department were also maintained.

#### PERSONNEL

116. At the end of 1970 there were 437 employees compared with 365 in 1969.

117. Negotiations were still being finalised for signing of Union Agreements with the British Airline Pilots Association (BALPA) and the Clerical and Commercial Workers Union (CCWU).

118. The following are the statistics for 1970:-

#### Mileage Flown

DC3	...	816,930
Grumman	...	35,000
Twin Otter	...	406,420
Cessna	...	12,540
Caribou	...	160,225
		<u>1,431,115</u>

#### Hours Flown

DC3	...	5,634
Grumman	...	280
Twin Otter	...	2,903
Cessna	...	76
Caribou	...	<u>1,105</u>
		9,998

Passengers Carried	...	58,602
Passenger miles flown	...	6,622,025
Seat miles available	...	22,073,416
Passenger Load Factor	...	30%
Total weight carried	...	(a) Passenger & Baggage 9,687,400 lbs.
		(b) Excess Baggage 87,300 lbs.
		(c) Cargo, 13,710,700 lbs.
		(d) Mail ... 65,005 lbs.

TOTAL - 23,550,405 lbs.

Available Ton Miles	...	3,153,900
Weight Load Factor	...	63%.

GUYANA TELECOMMUNICATION CORPORATION:

119. The Guyana Telecommunication Corporation was established on March 1, 1967, by order in Council No. 11 of 1967 under the Public Corporation Ordinance No. 23 of 1962. The registered office is at present situated at 55 Brickdam, Georgetown.

120. Broad policies are formulated by a 9 - man Board appointed yearly by the Minister of Communications. Several committees assist in the efficient management of the Corporation, namely:-

Finance Committee, 9 members  
 Industrial and Appointments Committee, 7 members  
 Expansion Committee, 10 members  
 Board of Survey Committee, 5 members  
 Guyana Telecommunication Consultative Committee, 6 members  
 Guyana Frequency Assignment Committee, 5 members.

Senior Staff:

121.	General Manager	Deputy General Manager
	Secretary	Chief Accountant
	2 Senior Executive Engineers	4 Executive Engineers
	Public Relations Officer	Personnel Officer
	Service Superintendent	Superintendent of Stores
		Sales Superintendent.

Change of Membership of the Board:

122. During the period under review there were three changes in the membership, namely:-

- (i) Mr. N.J. Bissember, M.P., Barrister-at-Law, took over the Chairmanship from Mr. J.A.M. Proctor.
- (ii) Mr. O.R. Green, businessman, was appointed Deputy Chairman vice Mr. B.B. Blair who remained as member of the Board; and
- (iii) Mr. S.O. Felix, President of the Guyana Postal and Telecommunication Workers' Union was appointed a new member of the Board.

Meetings:

123. There were twelve Statutory Meetings, five Special Meetings, one meeting between the Board and the Guyana Postal and Telecommunication Workers' Union, two meetings with the Prime Minister to consider the financial situation of the Corporation relative to the Expansion and Development Programme.

Capital Assets:

124. Capital Assets were fixed at \$6.4m by the Government and the Corporation was required to issue to Government by way of compensation:

- (i) Debenture or debenture stock of nominal value plus interest;
- (ii) Perpetual debenture \$6,400,000; and
- (iii) Interest at the rate of 7% per annum on the said debenture.

Training:

125. During this period the Deputy General Manager and Executive Engineer (P.C.&T.) attended a two-week seminar in Managua, Nicaragua, on Telecommunication Planning and an Assistant Executive Engineer and the Exchange Supervisor attended a course in Training Methodology held in Turin, Italy.

126. Several batches of telephone operators and junior personnel benefited from a number of seminars conducted at Telephone House and fourteen courses were held by the Corporation in the field of Telecommunication.

127. Six officers were sent to the U.K. and were attached to the British Post Office or General Electric Company to be trained in the system which would be employed under the Expansion and Development Programme.

128. An executive Engineer sponsored by the Corporation, attended the 3rd Commonwealth Engineering Conference and three bursaries were awarded to employees' children. The selection was based on the results of the Secondary School Entrance Examination.

General:

129. There was an overall staff increase of 37 - an increase of 4.45% on the 1969 figure. There were 685 persons on the permanent staff and 186 weekly paid employees. The number of resignations and retirements were 43 and 23 respectively.

Recruitment:

130. During the General Manager's tour of leave in the U.K. he interviewed a number of Guyanese at the Guyana High Commission Office in London and eight of the applicants interviewed were offered employment.

MAINTENANCE AND OPERATIONSGeorgetown Telephone Exchange Area:

131. Despite the exodus of suitably skilled maintenance staff which necessitated retraining of many employees, the staff engaged in maintenance in the Georgetown telephone area coped adequately with regular faults which occurred on all items of telephone equipment including maintenance of the underground cable system.

132. Twelve new Private Automatic Branch Exchange (P.A.B.X's) were installed. At the Georgetown Telephone Exchange a large P.A.B.X. was used to replace the older and rather congested lower capacity P.A.B.X.

Districts:

133. The maintenance teams deployed in the various districts throughout the length and breadth of the coastlands and as far inland as Linden coped adequately with their normal maintenance duties.

134. Most of the submarine cables performed satisfactorily throughout the year, necessitating little or no maintenance except for the one across the Barbice River between New Amsterdam and Blairmont and resulted in an expenditure of \$10,000.00.

135. Because of the inclement weather during the year, several lengths of overhead cables, telephone apparatus and exchange equipment were damaged as a result of several electrical storms mainly in Bartica, Linden, Ituni and Kwakwani, the worst area affected being Linden.



Radio and Transmission Section:

136. The engineering staff of this section maintained and installed radio communications equipment not only belonging to the Corporation, but also for government and private organisations.

137. In order to keep pace with the increasing volume of work it was necessary to recruit and train suitable staff.

138. Two officers at the levels of Assistant Executive Engineer and Leading Technical Officer have assisted in the installation and are engaged in the maintenance of the weather radar at the Timhri Airport.

Electrical Section:

139. This section is charged with the maintenance and installation of all electrical equipment belonging to the Corporation. It also undertakes maintenance of certain types of electrical apparatus and equipment for various Ministries of the Government, including Agriculture and Economic Development.

Mechanical Section:

140. The Corporation's fleet of vehicles has increased by a further 30 vehicles bringing the total to 80 vehicles at the end of 1970.

Sales and Service Section:

141. The following represents the number of different services for which Advice Notes were issued during 1970.

(i)	New Services	247
(ii)	Cessations	276
(iii)	Internal Removals	432
(iv)	External Removals	839
(v)	Change of Facilities	760
(vi)	Private Branch Exchange	2
(vii)	Private Automatic Branch Exchange	6
		2,562

142. At the close of the year there were:

- (a) 7,327 Direct Exchange lines in operation;
- (b) 4,817 telephone applications recorded on a waiting list;
- (c) 14,665 telephone stations or instruments installed throughout the country;
- (d) 46,931 outgoing overseas calls;
- (e) 4,517 outgoing telex calls.

NATIONAL CALLS

143. Customers made 6.6% less local calls and 8.3% less trunk calls than in 1969.

INTERNATIONAL CALLS

144. Customers made 26.5% more international calls than in 1969. This is due to the introduction of the tropospheric scatter system by Cable and Wireless (W.I.) Ltd., giving a much better quality and far more reliable service than hitherto.

EXPANSION AND DEVELOPMENT PROGRAMME

145. Since the signing of the contract, a considerable amount of preparatory work was done by the Corporation. The headquarters of all external work is sited at Thomas Lands. Certain sections of the Civil Works in Georgetown have been completed.

146. On the 16th April, 1970, the Minister of Communications performed the turning of the sod ceremony in Hadfield Street, Lodge Village. This marked the official beginning of the major part of the Expansion Programme. On the 17th September, 1970, a similar ceremony was performed in Republic Road, New Amsterdam.

Buildings, Towers and Masts:

147. Due to the excessive loads which the Exchange Buildings will have to carry, not only on the floors but also on the ceilings and walls, all the buildings will be fabricated from steel, ferro concrete and concrete blocks. The steel frames for the Exchange buildings commenced arriving from the United Kingdom in September.

148. The towers and masts have been finally designed and a firm order has already been placed from the sub-contractors in the United Kingdom.

Power Plants:

149. All power plants relative to the telephone exchanges, microwave stations and repeaters have been ordered.

Radio and Transmission Equipment:

150. The equipment is at present being manufactured and delivery is expected to commence in the early part of 1971.

Personnel:

151. Since the signing of the contract for the Expansion and Development Programme the Corporation recruited:-

- (i) 27 officers, most of whom were resident overseas more particularly in the United Kingdom;
- (ii) 140 labourers and other categories of personnel have been employed through the local Employment Exchange.

DISTRIBUTION OF REVENUE AND COST OF OPERATIONS

Revenue:

152.	The Operating Revenue for the year was	..	\$2,972,983
	and Non-Operating Revenue	.. .. .	73,102
			<b>\$3,046,085</b>

153. This was \$185,366 more than the total revenue for 1969. Inland Telephone Receipts was over 90% of the total receipts, the same as in previous years.

154. Receipts from overseas Radiophone and Telex increased by 57% on the total for 1969.

155. Receipts on Non-Operating Revenue again decreased.

Expenditure:

156. Operating Costs excluding Debenture Interest and Depreciation totalled .. .. . \$2,884,600 which was \$512,191 more than the cost for 1969 at .. \$2,372,409 Staff costs i.e., Salaries, Wages and Allowances increased by .. .. . \$ 505,117 therefore, other costs were only increased by \$7,074.
157. The rise in staff costs was due to increased staff, and mainly new rates of pay agreed with the Union. This cost was over 78% of the total operating costs, excluding Debenture Interest and Depreciation.
158. The excess of Revenue over Expenditure was before costs of Depreciation and Debenture Interest .. .. . \$161,485 The cost of Depreciation and Debenture Interest was .. 931,113
- \$769,628

Capital:

159. Assets other than for the Expansion Programme were increased by \$217,621. This increase was evenly distributed between all the categories of Assets.

Expansion Programme:

160. The Corporation received loans totalling \$2,389,008 from the Midland Bank, United Kingdom, for the purposes of materials and services supplied by the General Electric Company. Local works and financial charges for 1970 cost \$739,517.

CONCLUSION

161. The staff costs are too high. At 60% of the total expenditure, it is 10% higher than the accepted Telecommunications maximum. The revenue has increased by just over 6%, while costs have increased by over 14%. The Corporation's revenue is therefore not enough to meet its total costs.

MOTOR VEHICLES AND ROAD TRAFFIC

162. In the year 1970 the Public Roads have improved considerably with the completion of the Adventure-Charity, Georgetown-Rosignol and New Amstar-Corriverton Roads in the Counties of Essequibo, Demerara and Berbice by the Ministry of Works, Hydraulics and Supply and in consequence there has been a rapid growth of Vehicular traffic providing adequate public transport facilities throughout the country.
163. Within the city of Georgetown and its environs the Motor Transport Services Limited operated a fleet of 36 buses with the inclusion of an additional residential area - South Ruimveldt Gardens. The operation on this new route began on the 21st August, 1970. However, in view of the density of traffic and especially at peak hours six additional buses had to be ordered to augment the current fleet of the Motor Transport Services Limited.
164. On the 1st July, 1970 the Guyana Transport Services Limited started operations on the Georgetown to Rosignol Route. The Company started with a total of eleven vehicles - eight buses for conveyance of passengers and three vans for cargo services. Subsequently the vans were replaced by two Prime Movers and three trailers for cargo haulage. During the early stages the emphasis was on the passenger service between Mahalca and Rosignol owing to the phasing out of East Coast Railway in that area.
165. Owners of private buses were granted permission by the Prescribed Authority to operate on alternative routes since the Guyana Transport Services Limited was offered an exclusive franchise by Government to operate the Georgetown to Rosignol Route.



166. Permission to operate a temporary service on the West Bank of Demerara on Fridays between the hours of 1.00 p.m. to 4.00 p.m. for the specific purpose of conveying labourers to collect their weekly wages at Wales is still in force and it is anticipated that this facility will continue on a temporary basis for some time.

167. The Georgetown to Linden bus service which was inaugurated on the 7th December, 1968 has a total of fourteen buses - nine large Buses and five Mini Buses. Four Buses operated on an hourly basis between Georgetown and Linden and five Buses operated between Georgetown and Timehri on a fixed schedule issued by the Ministry of Communications in consultation with the Traffic Department.

168. The mini buses operated the Mocha branch route and at intervals between Georgetown and Timehri.

169. During 1970 one thousand and fifty seven new Hire Car Road Service Licences were issued and one thousand and three were renewed.

170. Six hundred and sixty one new Hire Car Driver's Licences were issued and one thousand eight hundred and thirty seven were renewed.

171. As regards Goods Transportation Licences seven hundred and sixty four were issued and seven hundred and ninety four were renewed.

I would like to record thanks to the Heads of Departments, the Corporations and their entire staff for their co-operation which was so willingly given. This and their team work contributed immensely towards the smooth operations through-out the Ministry of Communications, during 1970.



( R.A. CHEONG )  
Acting Permanent Secretary.

MINISTRY OF COMMUNICATIONS  
G.P.O. BUILDING,  
GEORGETOWN  
M.P. C-12/4/5:

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