

tionally the revenues from facilities originally built by general obligation bond issues which have been amortized.

A local public port body is in an enviable position to build a public terminal operated for all users on a tariff basis. In contrast, where construction is by private interests, lending institutions would require guaranteed income from the facility in the form of a long-term lease, which usually indicates a single user for a single purpose. Moreover, public bodies can borrow at lower interest costs because the interest income on their obligations is tax exempt.

Practically all new general cargo port terminal construction in the United States today is undertaken by local public authorities, whereas bulk and industrial and other specialized terminals are normally provided by private interests for their own, nonpublic, use. There is no general demand for any Federal financial assistance with respect to the latter facilities.

It is estimated that 6 percent of the costs of port facilities and structures are met out of general tax resources and bond borrowings of State and local government units. Informatively, 36 percent of such costs are met by the port revenues of said government units; 50 percent by private interests and the balance by State grants and Federal Government loans and grants.

C. TREND OF CAPITAL OUTLAYS FOR PORT DEVELOPMENT

1. ANNUAL CAPITAL EXPENDITURES

Total port development expenditures for the Great Lakes and the three ocean coasts of the United States, including the States of Alaska and Hawaii, during the 17-year period January 1, 1946 through December 31, 1962, were \$1,619,600,000. This reflects an increase of \$400,249,000 or 33 percent over the \$1,219,351,000 expended during the 14½-year period ending June 30, 1960.

The rate of capital expenditures for port development purposes has accelerated remarkably in the last 10 years. In comparison with the 10-year period immediately following the end of World War II, the overall yearly average expenditure has risen from \$62.9 million to \$95.4 million during the 1960's.

The regional pattern and emphasis of expenditures for port development have remained relatively constant, maintaining, for the most part, the historic relationships among port areas.

The annual rate of port development expenditures in the United States continues its overall upward trend, and ports are continuing to carry out a vigorous program of modernization and expansion. It should be noted too that announced plans for future development in almost every port area indicate that this program of construction and rehabilitation promises to continue for some time to come.

The following table gives a summary breakdown of port development expenditures by coastal region in the United States. Annual data are shown in the succeeding table.