

Mr. Lincoln Cone of the American Merchant Marine Institute, Inc. of New York City has very generously supplied me with some studies of trend in size of vessels and has granted me permission to make use of such information. I will only touch briefly on the influence of those studies on the need to further improve Mobile Harbor as sought here today.

From information furnished by Mr. Cone I understand that as of 1966 there were 79 vessels in the world fleet of bulk carriers in the 40,000/59,999-ton range with a draft of 39.5 feet. The number of vessels in that range is expected to increase to 228 by the year 2000. In 1966 there were 22 such vessels in the 60,000/84,999-ton range with a draft of 46 feet, and by the year 2000 there are expected to be 77 such vessels in that range.

The value of a port, the value of port expansion, the value of a new port facility all go far beyond the immediate port area itself.

The value of a port to the economy of the entire Nation as well as its immediate value to the state in which it is located was discussed in a study released in September 1966 by the United States Department of Commerce, Maritime Administration entitled "The Economic Impact of United States Ocean Ports."

A port, and indeed any new facility at a port or an enlargement of the potential of a port, stimulates commerce, trade, industry, and employment, and by thus making a key contribution to the economic chain-reaction, creates an even greater potential for the hinterlands served by the port.

As a result of its study, the Maritime Administration found that in the 28 coastal states and the District of Columbia, in which are contained some 117 primary ports, that there is a total of 2.5 million people in domestic employment that can be attributed to exports alone.

The figure of 2.5 million includes 628,400 employed on farms, 1,275,500 employed in manufacture of goods, and 583,000 employed in other activities.

On a national level, the Administration found that over 3.1 million workers were employed in export-related industries.

To come closer home, of the 2.5 million workers in the coastal states the Administration found that in 1960 71,300 workers in the State of Alabama were employed in pursuits attributable to exports. And, to move in even closer, the Administration found in the same study that 9.4 percent of all employment in the State of Alabama is linked to the exportation of commerce.

In addition to its findings on exports the Administration also estimated that 941,200 workers were supported by activities connected with U.S. imports, and this estimate included employment in transportation, handling and distribution, the providing of fuel and supplies to the trade and transportation sectors, the processing of imported raw materials, and the replacement of plant and equipment used up in the handling of imports.

Other figures compiled by the Department of Commerce show that the Nation's imports have risen in phenomenal proportions over the past twenty-five years. In 1940, imports through seaports amounted to 41 million short tons. In 1964 the figure was 224 million tons. In the years between, progression was regular and substantial.

The Department of Commerce also compiles tonnages for individual ports and these figures appear in the Department's Report Form FT-985. For the calendar years 1962 through 1967 the report shows that with respect to imports, 5.1 million tons moved through the Port of Mobile in 1962; 6.6 million tons moved through Mobile in 1963; 7.2 millions in 1964; 8.6 millions in 1965; 9.4 millions in 1966; and 9.0 million tons in 1967. States differently, these figures reveal, using 1962 as 100, that the Port of Mobile had a progressive increase of imports during the five-year period which culminated in an increase of 80 percent in 1967.

I know that about 90 percent of all imports through Mobile consists of raw materials moving in bulk and requiring special facilities for handling from vessel to land transportation or shipside storage.

While our own Bulk Handling Plant at the State Docks is not the only dockside bulk facility at the Port of Mobile, our Plant handled 2.5 million tons in 1962; 2.9 million tons in 1963; 3.5 million tons in 1964; 4.1 million tons in 1965; 4.3 million tons in 1966; and 4.1 million tons in 1967; representing an increase in 1967 over 1962 of 64 percent.

Our present plant is working to capacity at all times but is overtaxed and something must be done in the immediate future to accommodate the ever-increasing flow of import raw bulk materials through the Port of Mobile.

The State Docks owns or has under its control 2500 acres of land in the Theodore Industrial Park located south of Mobile, and has recently completed