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JOINT COMMITTEE PRINT

THE IMPACT OF GOVERNMENT-GENERATED
CARGO ON THE U.S.-FLAG FOREIGN TRADE
FLEET FOR CALENDAR YEAR 1964

A STUDY

PRESENTED TO THE
SUBCOMMITTEE ON FEDERAL PROCUREMENT
AND REGULATION

OF THE

JOINT ECONOMIC COMMITTEE
CONGRESS OF THE UNITED STATES

BY THE

MARITIME ADMINISTRATION

DEPARTMENT OF COMMERCE



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LETTERS OF TRANSMITTAL

NOVEMBER 24, 1965.

To the Members of the Joint Economic Committee:

Transmitted herewith for the use of the members of the Joint Economic Committee and other Members of Congress is a study, "The Impact of Government-Generated Cargo on the U.S.-Flag Foreign Trade Fleet for Calendar Year 1964," prepared by the Maritime Administration.

The materials contained herein do not necessarily represent the views of the committee nor any of its individual members.

WRIGHT PATMAN,
Chairman, Joint Economic Committee.

NOVEMBER 23, 1965.

HON. WRIGHT PATMAN,
*Chairman, Joint Economic Committee,
U.S. Congress, Washington, D.C.*

DEAR MR. CHAIRMAN: Transmitted herewith is an analysis of the relative importance of Government-sponsored cargo in U.S. ocean shipping for calendar year 1964. As is evident from the figures, the importance of Government-generated revenues looms large in the income structure of our merchant marine.

The analysis was prepared by the Maritime Administration. In April 1965, during the course of the Maritime Administration's testimony before the subcommittee, a question arose as to the relative importance of Government cargoes to total freight shipments. Subsequently, the Maritime Administration investigated all of the sources of revenue received by the American merchant fleet from Government-sponsored cargo as well as Government-sponsored passenger travel; the results are presented herewith.

The analysis throws a good deal of light on a subject that hitherto has been obscured by lack of knowledge. As such, it provides very useful knowledge pertinent to the subcommittee's efforts to see established a more rational and equitable basis for setting ocean freight rates.

PAUL H. DOUGLAS,
*Chairman, Subcommittee on
Federal Procurement and Regulation.*

RELATED CORRESPONDENCE

SUBCOMMITTEE ON FEDERAL PROCUREMENT AND
REGULATION OF THE JOINT ECONOMIC COMMITTEE,
Washington, D.C., November 18, 1965.

HON. NICHOLAS JOHNSON,
*Maritime Administrator, Maritime Administration, General Accounting
Office Building, Washington, D.C.*

DEAR MR. JOHNSON: In the course of your testimony before the Joint Economic Committee's Subcommittee on Federal Procurement and Regulation last spring, you indicated that the Maritime Administration would analyze the impact of Government-generated cargo on the U.S.-flag foreign trade fleet.

As I recall, it was indicated during the hearings that Government cargoes constitute a very substantial part of the total cargoes of U.S. vessels. In the case of liner service it was indicated that the figure is over 50 percent.

Will you kindly advise me as soon as possible of your progress in this matter and submit whatever findings you have developed up to this point?

With best wishes,
Faithfully,

PAUL H. DOUGLAS, *Chairman.*

U.S. DEPARTMENT OF COMMERCE,
MARITIME ADMINISTRATION,
Washington, D.C., November 19, 1965.

Senator PAUL H. DOUGLAS,
*Chairman, Subcommittee on Federal Procurement and Regulation of the
Joint Economic Committee, U.S. Senate, Washington, D.C.*

DEAR SENATOR DOUGLAS: Your letter of November 18 requested that I advise you of our progress in analyzing the impact of Government-generated cargo on the U.S.-flag foreign trade fleet and that I submit our findings.

Since my testimony before your subcommittee last April we have expanded the scope of our study to include other Government cargo movements as well as agricultural shipments under Public Law 480 and MSTs shipments. The study in its present form investigates all sources of revenue received by the American merchant fleet from the movement of Government-generated cargo and passengers. It is believed to provide a complete and quite accurate total of these revenues. The title of the study is "The Impact of Government-Generated Cargo on the U.S.-Flag Foreign Trade Fleet for Calendar Year 1964."

A great deal of the detailed data supporting the summaries and totals is not presented as it is subject to the provision of the Federal Reports Act (5 U.S.C. 139) and the Anti-Disclosure Statute (18 U.S.C. 1905). However, the detailed payments made under Public Law 480 are publicly available from the individual payment vouchers of the Agriculture Department. The information on payments to individual shipping operators presented in table III are collated from that source.

The total freight earnings of our entire merchant fleet is not available. However, we did find that cargo generated by various Government programs in 1964 produced almost \$650 million in revenue. This does not include approximately \$200 million paid as direct operating subsidies and an additional \$100 million paid for construction subsidies as an aid to our shipbuilding industry. Thus the Government impact on the commercial sector of the maritime industry approaches \$1 billion.

Total freight revenues of the subsidized liner service operators is known and approximates \$643 million of which about \$245 million or 38 percent come as freight revenues from Federal program sources.

The total value of freight payments for the movement of Public Law 480 cargoes amounted to almost \$222 million. This includes more than \$81 million in rate premiums which represents the difference between world market rates and the rate required by U.S.-flag ships. Of this differential payment, \$72 million, or 89 percent, was earned by tramps and tankers in the irregular service. The remaining \$9 million was paid to liner operators.

The study of itself does not permit a ready evaluation of the issue of fairness and reasonableness of freight rates. As I pointed out in April, there are many variations of commodity mix, storage factors, differences in service and the like which make analytical conclusions from raw statistical data such as contained in the study subject to distortion.

As you know, the Federal Maritime Commission is now facing the rate issue in its current hearings on MSTs rates and shipping practices. A copy of the enclosed study has been made available to the Federal Maritime Commission as an aid to its investigation.

I appreciate your active interest and trust our study will be of benefit to the continuing work of your subcommittee.

Sincerely yours,

NICHOLAS JOHNSON,
Maritime Administrator.

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THE IMPACT OF GOVERNMENT-GENERATED CARGO ON THE U.S.-FLAG FOREIGN TRADE FLEET FOR CALENDAR YEAR 1964

INTRODUCTION

Agencies of the U.S. Government have been significant purchasers of ocean transportation for many years. Generally speaking, Federal agencies as users of ocean transportation are required by law to allocate at least half—and in some cases all—of the needed transportation to U.S.-flag shipping.

Many different programs generate a need for ocean transportation. The relative amount of transportation purchased by the Government in any given year varies considerably with the size of the program being sponsored. In general, Government purchases of ocean transportation have been increasing in recent years along with the general growth of our economy.

In the past, a lack of adequate information has made it difficult to ascertain the comparative significance or impact of Government-generated cargoes on the total cargo-carrying or earning capacity of the existing U.S.-flag foreign trade fleet. The information necessary for such a determination is voluminous and is widely dispersed among many agencies at various locations.

As an aid to the planning process in determining future requirements and in developing new or revised Federal shipping programs which may be more responsive to the needs, the Maritime Administration, with the cooperation of the various Federal shipping agencies, has attempted to identify the extent to which American-flag shipping is affected by Government-generated cargo.

METHOD AND SCOPE OF THE STUDY

This study limits itself to activities in calendar year 1964. The results are not necessarily representative of past operations nor do they permit one to draw conclusions as to trends. They do, on the other hand, indicate the various sources from which American-flag carriers obtained their revenues in 1964 given the conditions and Federal programs prevailing.

Methodology of this study involved a survey of the expenditure records, as appropriate, of the various Federal agencies purchasing transportation space in 1964. In most cases, such records are kept in detail and indicate among other things the date the transportation space was purchased, the name of the company providing the service, and the country of destination, the commodity, the quantity, the freight charges, etc.

Records of these thousands of transactions are not uniform. In some cases, dates of payment are recorded whereas in others, dates of

shipment or dates of issuance of bills of lading are recorded. A common denominator for the quantity of shipment is not found, and it is often expressed in various units, counts, or measure. In all but a few instances, accurate records of the expenditures for transportation are available. In only a few cases, for example, Export-Import Bank transactions, are data such that a total accounting is not readily ascertainable and an estimate has been used. However, the estimates used were based on memorandum detail. Because of its uniformity the revenue dollar is established as primary reference for determining the relative impact of Government-generated cargo on U.S.-flag operations. As stated above, the revenues derived by the Government-generated cargo are based on reports and analyses thereof of the various Government agencies procuring the transportation. The residual difference between the total and the Government generated cargo is assumed to be commercial carryings.

The tabular exhibits which follow identify the sources of business for the American-flag carriers in calendar year 1964 and summarize the findings of the study.

SUMMARY

Approximately 640 U.S.-flag ships were engaged at some time during 1964 in the carriage of cargo moving between the United States and foreign countries. Not all ships were fully employed in this movement, for many find employment from time to time in domestic traffic, or are temporarily inactive due to market conditions.

This fleet carried 40.2 million long tons of cargo during the year including outbound, intermediate foreign to foreign, and inbound movements from all sources. Of this amount Government programs generated 24.7 million long tons, or about 62 percent. Ships in the liner service carried 7.3 million long tons of Government-generated cargo which was about 44 percent of their total of 16.5 million tons. Dry bulk tramps carried 10.5 million tons of which 6.7 or 65 percent was from Government programs, and tankers lifted 13.2 million tons, 10.7 of which was from Government sources for about 81 percent.

The total value of the revenue produced by the Government-generated cargo amounted to \$646.8 million. Included are payments made directly by the Government for its own account and payments made by nongovernmental concerns for transportation resulting from loans, grants, or gifts. All transactions reserving cargo for U.S.-flag ships (as a result of sec. 901(b), Merchant Marine Act, 1936 (Public Law 664); the act of 1904, 10 U.S.C. 2631; and P.R. 17, 1934) are covered as are all types of service—i.e., passengers and freight in liner service, voyage and time charters, irregular service, and tanker service.

Federal programs which produced revenue for U.S.-flag ships in 1964 include the sale or donation of agricultural commodities, Public Law 480; military ocean transportation for the MSTs; foreign assistance through the Agency for International Development; various commercial cargoes resulting from purchases under Export-Import Bank loans; U.S. mail; and procurement of ocean transportation by the various Government agencies in the conduct of their normal

operations. The following table summarizes the value of the Government-generated revenue by source:

Value of Government-generated revenues by source

Source:	Amount (millions)
Public Law 480.....	\$221. 8
MSTS.....	¹ 282. 6
AID.....	87. 5
Eximbank (P.R. 17).....	29. 4
All other programs.....	25. 5
Total.....	646. 8

¹ Excludes about \$23,000,000 paid for domestic services.

The total earnings of U.S.-flag ships can be ascertained only for the subsidized lines as a group. The distribution of these earnings together with relative shares is shown in the following table:

Distribution of earnings together with relative shares: Subsidized fleet, 1964 (earnings from freight operations only; excludes passenger and charter revenue)

[In millions of dollars]

Source	Total	Out	In
Total.....	\$643. 8	\$418. 0	\$225. 8
Commercial.....	398. 9	199. 6	199. 3
MSTS.....	117. 6	88. 5	18. 1
Public Law 480.....	47. 6	47. 6
AID.....	34. 2	32. 2	2. 0
U.S. mail.....	9. 8	9. 4	. 4
All other.....	35. 7	30. 7	5. 0

RELATIVE SHARES (PERCENT)

Total.....	100	100	100
Commercial.....	62	48	88
MSTS.....	18	24	8
Public Law 480.....	7	11	1
AID.....	5	8	1
U.S. mail.....	-2	2
All other.....	6	7	2

As a group, the subsidized lines received about 52 percent of their outbound revenues from Government-generated cargo. Conversely, 88 percent of their inbound revenue was from purely commercial sources. MSTS was their largest customer, providing 18 percent of their gross earnings (excluding passengers and charters).

Within the subsidized group, the relative impact of Government-generated revenues varies considerably. One carrier received less than 10 percent of his revenue from Government cargo. At the other end of the spectrum, Government revenue accounted for about 80 percent of another operator's earnings. The degree to which a carrier lifts Government-generated cargo obviously depends on the trade areas he serves and the particular world political conditions prevailing and influencing Government programs.

Gross revenue data of the remaining segments of the U.S.-flag foreign trade fleet are not available except for the four largest non-subsidized berth operators. Collectively they had earnings of about \$219 million, of which \$141 million was from Government sources or a relative share of 64 percent. Thus, they are almost twice as de-

pendent upon Government programs as a source of revenue than are the subsidized carriers.

In summary, Government demands for ocean transportation have had a heavy impact on the capacity of the U.S.-flag foreign trade fleet. More than half the fleet's volume is so utilized.

The subsidized fleet is least reliant on this source of business although some individual carriers are heavily involved. Non-subsidized berth operators are much more heavily committed. Lack of direct Federal support coupled with relatively greater trade route flexibility probably has motivated their gravitation toward Government-generated cargo. The irregular tramps and tankers also rely extensively on Government-generated cargo.

TABLE I—PART A.—*Estimated impact of Government-generated movements on U.S.-flag shipping operations for calendar year 1964*

[Domestic operations excluded, revenue and long tons in thousands]

	Total U.S.-flag movements from all sources			Total generated from U.S. Government sources		Total generated from commercial sources		Percentage Government-generated is of the total (freight)	
	Number of ships	Total vessel operating revenue	Total long tons	Revenue	Long tons	Revenue	Long tons	Revenue	Long tons
Liner service:								<i>Percent</i>	<i>Percent</i>
Subsidized.....	315	¹ \$753, 478	12, 270	² 256, 035	3, 785	\$497, 443	8, 485	³ 37.8	30.8
Nonsubsidized.....	136	(⁴)	4, 232	163, 037	3, 511	(⁵)	721	(⁶)	83.0
Subtotal.....	451	(⁴)	16, 502	419, 072	7, 296	(⁵)	9, 206	(⁶)	44.2
Irregular service: Dry bulk freighters.....	121	(⁴)	10, 456	124, 189	6, 742	(⁵)	3, 714	(⁶)	64.5
Tanker service: Dry liquid bulk ⁴	67	(⁴)	13, 224	103, 516	10, 681	(⁵)	2, 543	(⁶)	80.8
Grand total.....	639	(⁴)	40, 182	⁶ 646, 777	24, 719	(⁵)	15, 463	(⁶)	61.5

¹ Includes \$94,000,000 for movement of passengers and \$8,400,000 charter revenue.² Includes around \$7,000,000 for movement of passengers for MSTs.³ Passenger revenue was deducted in making computation.⁴ Not available.⁵ The dry bulk cargo moved by tankers consisted of Public Law 480 grains, mostly wheat.⁶ Includes estimate of movements for Export-Import Bank and State Department. Expenditures by these agencies for U.S.-flag shipping were not available in detail. This

is only instance where estimates of movements were made. All other data represent actual recorded expenditures.

Data source: Total revenue figures (Maritime Administration); Government Procurement of Transportation; Official records of agencies involved except Eximbank and State Department, which are estimates. Total long tons (col. 3): Maritime Administration, Division of Cargo Data, Reports Branch, Aug. 6, 1965, except tanker tonnage. Number of Ships: Represents estimated average size of active fleet in 1964. Not all ships carried Government-sponsored cargo.

TABLE I—PART B.—Breakdown of relative share of U.S. operators' movements generated from individual Government agencies, calendar year 1964

[Revenue and long tons in thousands]

	Public Law 480		MSTS		AID		Other Government agencies ¹		Total Government-generated	
	Revenue	Long tons	Revenue	Long tons	Revenue	Long tons	Revenue	Long tons	Revenue	Long tons
Liner service:										
Subsidized	\$47,636	1,582	² \$128,684	972	\$34,208	945	\$45,507	286	\$256,035	3,785
Nonsubsidized	32,482	1,010	83,866	1,022	37,286	1,396	9,403	83	163,037	3,511
Subtotal	80,118	2,592	212,550	1,994	71,494	2,341	³ 54,910	369	419,072	7,296
Irregular service: Dry bulk freighters	95,466	4,426	14,257	1,555	14,466	761			124,189	6,742
Tanker service: Dry liquid bulk ⁴	46,191	2,249	55,750	8,360	1,575	72			103,516	10,681
Grand total	221,775	9,267	282,557	11,909	⁵ 87,535	⁶ 3,174	³ 54,910	369	646,777	24,719

¹ The Government agencies included here are: Eximbank, State, Smithsonian, Veterans' Administration, AEC, Commerce, FAA, GSA, USIA, and U.S. Post Office.

² Includes approximately \$7,000,000 for transportation of passengers.

³ Includes estimate of movements for Eximbank and State. All other data represent actual recorded expenditures.

⁴ The dry bulk cargo moved by tankers consisted of Public Law 480 grains, mostly wheat.

⁵ Includes \$10,167,875 of offshore revenue (foreign to foreign).

⁶ Includes 924,236 long tons of offshore cargo; i.e., cargo moving between foreign ports. NOTE.—Figures may not add up to totals due to independent rounding.

Data source: Government procurement of transportation: Official records of agencies involved, except Eximbank and State, which are estimates. MSTS long tons: Maritime Administration, Division of Cargo Data, Reports Branch, Aug. 6, 1965, except tanker tonnage, which is based on MSTS records.

TABLE II—SUMMARY.—Relative shares of Government-generated revenue from freight carryings only—liner service, calendar year 1964

[Dollar amounts in thousands]

	Total outbound/ inbound/freight revenue includ- ing U.S. mail (from all sources)	Government-generated freight revenue by agency						Total Government	Percentage Government to total
		MSTS ¹	Public Law 480	AID	U.S. mail	Other ² (actual)	Other ³ (estimated)		
Outbound (A):									
Subsidized operators.....	\$418,005	\$98,485	\$47,636	\$32,176	\$9,408	\$2,711	\$28,000	\$218,416	52.3
Nonsubsidized operators ⁴	163,555	61,554	28,264	31,661	504	1,262	5,400	128,645	78.7
Subtotal.....	581,560	160,039	75,900	63,837	9,912	3,973	33,400	347,061	59.7
Inbound (B):									
Subsidized operators.....	225,754	19,141		2,032	433	295	4,660	26,561	11.8
Nonsubsidized operators ⁴	55,614	6,941		4,625	15		920	12,501	22.5
Subtotal.....	281,368	26,082		6,657	448	295	5,580	39,062	13.9
Combined (C):									
Subsidized operators.....	643,759	117,626	47,636	34,208	9,841	3,006	32,660	244,977	38.1
Nonsubsidized operators.....	219,169	68,495	28,264	36,286	519	1,262	6,320	141,146	64.4
Grand total.....	862,928	186,121	75,900	70,494	10,360	4,268	38,980	386,123	44.7

¹ Excludes revenue from passengers, time charters and voyage charters which totaled \$13,071,000 in 1964.

² These are actual recorded data by following agencies: Veterans' Administration, Atomic Energy Commission, Commerce, Federal Aviation Agency, and U.S. Information Agency.

³ This is an estimate of Eximbank, State, and GSA ocean freight expenditures. Distribution of this revenue was made on the basis of 78 percent to subsidized, remainder to nonsubsidized. This distribution represents the pro rata share for all liner cargo.

⁴ This includes only 4 of the nonsubsidized operators. However, these are the 4 largest.

Source: Total operating revenue: Maritime Administration. Government Procurement of Transportation; Official records of agencies involved; Eximbank and State Department are estimates based on memorandum accounts.

TABLE III—PART A.—Summary of U.S.-flag movements of Public Law 480 cargo by type of service, calendar year 1964

Type of service	Grand total		Cargo where a differential was computed			Cargo where no differential was computed	
	Long tons	Revenue	Long tons	Revenue	Differential	Long tons	Revenue
Liner service:							
Subsidized.....	1,582,055	\$47,636,031	558,764	\$9,048,700	\$4,071,814	1,023,291	\$37,687,271
Nonsubsidized.....	1,009,954	32,481,976	533,052	12,747,972	5,064,331	476,902	19,734,005
Subtotal.....	2,592,009	80,118,007	1,091,816	22,696,732	9,136,145	1,500,193	57,421,276
Irregular service:							
Dry cargo tramp.....	4,426,248	95,465,464	3,843,144	88,508,355	50,334,348	1583,104	6,957,109
Tanker.....	2,249,007	46,191,342	2,100,738	42,243,456	22,019,493	148,269	3,947,886
Subtotal.....	6,675,255	141,656,806	5,943,882	130,751,811	72,353,841	1731,373	10,904,995
Grand total.....	9,267,264	221,774,813	7,035,698	153,448,543	81,489,986	12,231,566	68,326,271

RELATIVE SHARE OF EACH TYPE OF SERVICE IN THIS TRAFFIC (IN PERCENT)

Liner service:							
Subsidized.....	17.1	21.5	7.9	6.5	5.0	45.9	55.2
Nonsubsidized.....	10.9	14.6	7.6	8.3	6.2	21.4	28.9
Subtotal.....	28.0	36.1	15.5	14.8	11.2	67.3	84.1
Irregular service:							
Dry cargo tramp.....	47.8	43.1	54.6	57.7	61.8	26.1	10.1
Tanker.....	24.2	20.8	29.9	27.5	27.0	6.6	5.8
Subtotal.....	72.0	63.9	84.5	85.2	88.8	32.7	15.9
Grand total.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Includes 297,688 tons of inbound cargo for which revenue figures were not available.

TABLE III—PART B.—Summary of cargo movements generated from total Public Law 480 programs by subsidized lines in calendar year 1964

Name of company	Number of ships participating	Number of sailings	Long tons	Total revenue	Total freight rate differential	Average revenue per long ton	Average differential per long ton	Average differential per ship	Average differential per sailing
American Export-Import Line			89,652	\$3,040,023	\$28,993	\$33.91			
Nondifferential cargo	(1)	(1)	83,735	2,936,255		35.07			
Differential cargo	4	5	5,917	103,768	28,993	17.54	\$4.90	\$7,248	\$5,799
American Mail Line, Ltd			162,858	3,975,671	667,698	24.41			
Nondifferential cargo	(1)	(1)	68,644	2,487,327		36.24			
Differential cargo	6	22	94,214	1,488,344	667,698	15.80	7.09	111,283	30,350
American President Lines, Ltd			39,168	1,748,082		44.63			
Nondifferential cargo	(1)	(1)	39,168	1,748,082		44.63			
Differential cargo									
Bloomfield Steamship Co.			17,000	241,877	122,285	14.23			
Nondifferential cargo	(1)	(1)	17,000	241,877		14.23			
Differential cargo	3	4			122,285		7.19	40,762	30,671
Delta Steamship Lines, Inc			286,467	7,295,271	960,189	25.47			
Nondifferential cargo	(1)	(1)	177,083	5,460,037		30.83			
Differential cargo	8	20	109,384	1,835,234	960,189	16.78	8.78	120,024	48,009
Farrell Lines, Inc			36,334	1,515,155		41.70			
Nondifferential cargo	(1)	(1)	36,334	1,515,155		41.70			
Differential cargo									
Grace Line, Inc			99,095	4,240,254	81,720	42.79			
Nondifferential cargo	(1)	(1)	91,427	4,113,355		44.99			
Differential cargo	2	3	7,668	126,899	81,720	16.55	10.66	40,860	27,240
Gulf & South American Steamship Co.			55,466	1,566,337	154,965	28.24			
Nondifferential cargo	(1)	(1)	41,523	1,243,775		29.95			
Differential cargo	5	7	13,943	322,562	154,965	23.13	11.11	30,993	22,138

See footnotes at end of table, p. 10.

TABLE III—PART B.—Summary of cargo movements generated from total Public Law 480 programs by subsidized lines in calendar year 1964—Continued

Name of company	Number of ships participating	Number of sailings	Long tons	Total revenue	Total freight rate differential	Average revenue per long ton	Average differential per long ton	Average differential per ship	Average differential per sailing
Lykes Bros. Steamship Co., Inc.			442, 124	\$13, 857, 332	\$746, 615	\$31. 34			
Nondifferential cargo	(¹)	(¹)	325, 356	11, 022, 887		33. 88			
Differential cargo	27	39	116, 768	2, 834, 445	746, 615	24. 27	\$6. 39	\$27, 652	\$19, 144
Moore-McCormack Lines, Inc.			177, 270	5, 427, 750	707, 800	30. 62			
Nondifferential cargo	(¹)	(¹)	72, 048	3, 918, 337		54. 39			
Differential cargo	22	37	105, 222	1, 509, 413	707, 800	14. 35	6. 73	32, 173	19, 130
Pacific Far East Line, Inc.			13, 990	545, 158	9, 886	33. 97			
Nondifferential cargo	(¹)	(¹)	12, 013	514, 105		42. 80			
Differential cargo	1	1	1, 977	31, 053	9, 886	15. 71	5. 00	9, 886	9, 886
Prudential Lines, Inc.			36, 833	914, 687	165, 184	24. 83			
Nondifferential cargo	(¹)	(¹)	17, 268	550, 903		31. 90			
Differential cargo	5	7	19, 565	363, 784	165, 184	18. 59	8. 44	33, 037	23, 598
States Steamship Co.			106, 283	2, 476, 721	391, 538	23. 30			
Nondifferential cargo	(¹)	(¹)	46, 165	1, 521, 603		32. 96			
Differential cargo	6	17	60, 118	955, 118	391, 538	15. 89	6. 51	65, 056	23, 032
United States Lines Co.			19, 515	791, 714	34, 941	40. 57			
Nondifferential cargo	(¹)	(¹)	12, 527	655, 450		52. 32			
Differential cargo	3	3	6, 988	136, 264	34, 941	19. 50	5. 00	11, 647	11, 647
Grand total			1, 582, 055	47, 636, 031	4, 071, 814	30. 11			
Nondifferential cargo	(¹)	(¹)	1, 023, 291	37, 687, 271		36. 83			
Differential cargo	92	165	558, 764	9, 948, 760	4, 071, 814	17. 80	7. 29	44, 259	24, 678

¹ Not available.

NOTE.—Nondifferential cargo: Includes all berth-type conference rated cargo as well as some open rated bulk-type cargo for which, because of some particular reason, no differential was computed.

Differential cargo: Consists chiefly of open rated bulk-type commodities moving in the liner service for which the Department of Agriculture computed a differential. The amount of the differential equals the difference in cost of moving cargo in U.S.-flag vessels over cost to Government if foreign-flag vessels had been utilized.

TABLE III—PART C.—Summary of cargo movements generated from total Public Law 480 programs by unsubsidized berth-type operators in calendar year 1964

Name of company	Number of ships participating	Number of sailings	Long tons	Total revenue	Total freight rate differential	Average revenue per long ton	Average differential per long ton	Average differential per ship	Average differential per sailing
Isthmian Lines, Inc.			77,539	\$2,860,147	\$466,076	\$36.89			
Nondifferential cargo	(1)	(1)	25,265	1,281,838		50.74			
Differential cargo	10	16	52,274	1,578,309	466,076	30.19	\$8.92	\$46,608	\$29,130
Waterman Steamship Corp.			167,617	4,504,922	985,277	26.88			
Nondifferential cargo	(1)	(1)	48,824	2,246,502		46.01			
Differential cargo	13	26	118,793	2,258,420	985,277	19.01	8.29	75,791	37,895
States Marine Lines, Inc.			394,529	14,123,645	711,598	35.80			
Nondifferential cargo	(1)	(1)	279,733	11,969,380		42.79			
Differential cargo	22	29	114,796	2,154,265	711,598	18.77	6.20	32,345	24,538
Central Gulf Steamship Corp.			213,062	6,774,892	1,555,860	31.80			
Nondifferential cargo	(1)	(1)	83,192	2,853,651		34.30			
Differential cargo	16	27	129,870	3,921,241	1,555,860	30.19	11.98	97,241	57,624
T. J. Stevenson & Co., Inc.			100,833	2,589,058	932,582	25.68			
Nondifferential cargo	(1)	(1)	16,241	669,620		41.23			
Differential cargo	5	10	84,592	1,919,438	932,582	22.69	11.02	186,516	93,258
Alcoa Steamship Co., Inc.			42,118	1,261,809	443,174	29.96			
Nondifferential cargo	(1)	(1)	12,451	443,532		35.62			
Differential cargo	3	3	29,667	818,277	443,174	27.59	14.94	147,724	147,724
United Fruit Co.			14,261	367,503	45,948	25.77			
Nondifferential cargo	(1)	(1)	11,196	269,481		24.07			
Differential cargo	1	1	3,065	98,022	45,948	31.98	14.99	45,948	45,948
Grand total			1,009,954	32,481,976	5,064,331	32.16			
Nondifferential cargo	(1)	(1)	476,902	19,734,005		41.38			
Differential cargo	70	112	533,052	12,747,972	5,064,331	23.92	9.50	72,347	45,217

¹ Not available.

NOTE.—Nondifferential cargo: Includes all berth-type conference rated cargo as well as some open rated bulk-type cargo for which, because of some particular reason, no differential was computed. Differential cargo: Consists chiefly of open rated bulk-type

commodities moving in the liner service for which the Department of Agriculture computed a differential. The amount of the differential equals the difference in cost of moving cargo in U.S.-flag vessels over cost to Government if foreign-flag vessels had been utilized.

TABLE III—PART D.—Summary of cargo movements generated from various Public Law 480 programs by the irregular service carriers in calendar year 1964

	Number of ships	Number of voyages	Long tons	Total revenue	Total freight rate differential	Average differential per long ton	Average differential per ship	Average differential per voyage	Average revenue per long ton	Average revenue per ship	Average revenue per voyage
Dry cargo tramp.....	¹ 157	¹ 376	4,426,248	\$95,465,464	\$50,334,348	-----	-----	-----	\$23.12	\$608,060	\$253,898
Nondifferential cargo.....	35	44	² 583,104	6,957,109	-----	-----	-----	-----	24.38	198,775	158,116
Differential cargo.....	122	332	3,843,144	88,508,355	50,334,348	\$13.88	\$412,577	\$151,609	23.03	725,478	266,576
Tanker.....	¹ 45	¹ 106	2,249,007	46,191,342	22,019,493	-----	-----	-----	20.54	1,026,474	435,767
Nondifferential cargo.....	4	4	148,269	3,947,886	-----	-----	-----	-----	26.63	986,972	986,972
Differential cargo.....	41	102	2,100,738	42,243,456	22,019,493	10.48	537,061	215,877	20.11	1,030,328	414,152
Grand total.....	¹ 202	¹ 482	6,675,255	141,656,806	72,353,841	10.84	415,827	158,324	22.21	809,467	309,971

¹ Some ships participate in carrying both types of cargo. Hence, there is some duplication in the number of vessels. However, a grand total of 174 vessels with a total of 457 voyages actually participated in this movement. Hence, these figures are used in grand total computation.

² Includes 297,688 long tons of title III inbound barter cargo for which revenue figures were not available. This tonnage was deducted from total when computing average revenue per ton/ship.

NOTE.—Nondifferential cargo: Includes bulk-type cargo moving in the irregular service for which, because of some particular reason, no differential was computed. Differential cargo: Consists of bulk-type commodities moving in the irregular service for which the Department of Agriculture computed a differential. The amount of the differential equals the difference in cost of moving cargo in U.S.-flag vessels over cost to Government if foreign-flag vessels had been utilized.

TABLE III—PART E.—*Summary of U.S.-flag movements of Public Law 480 cargo by type of carrier in those instances where a differential was computed, calendar year 1964*

	Number of ships used	Number of voyages made	Long tons	Total revenue	Total freight rate differential	Average revenue per long ton	Average differential per long ton	Average differential per ship	Average differential per sailing
Liner service:									
Subsidized.....	92	165	558,764	\$9,948,760	\$4,071,814	\$17.80	\$7.29	\$44,259	\$24,678
Nonsubsidized.....	70	112	533,052	12,747,972	5,064,331	23.92	9.50	72,347	45,217
Subtotal.....	162	277	1,091,816	22,696,732	9,136,145	20.79	8.37	56,396	32,982
Irregular service:									
Dry cargo tramp.....	122	332	3,843,144	88,508,355	50,334,348	23.03	13.88	412,577	151,609
Tanker.....	41	102	2,100,738	42,243,456	22,019,493	20.11	10.48	537,061	215,877
Subtotal.....	163	434	5,943,882	130,751,811	72,353,841	22.00	12.17	443,889	166,714
Grand total.....	325	711	7,035,698	153,448,543	81,489,986	21.81	11.58	250,738	114,613