

CITY OF RENSSELAER  
IN  
COMMON COUNCIL  
WEDNESDAY EVENING  
REGULAR MEETING

The Council convened at *8:15* o'clock P. M. and was called to order by Pres. Lewis

The roll being called the following answered to their names:  
Pres. Lewis ✓

Alderman Braman ✓  
Mooney ✓  
Grimaldi ✓  
Nardacci ✓

Alderman Girolami ✓  
Pybell ✓  
Jeffries ✓  
Cook ✓  
Hunt ✓

Alderman *Mooney* moved that the minutes be adopted as printed subject to correction.

COMMUNICATIONS FROM THE MAYOR  
HEADS OF THE DEPARTMENTS, AND CITY OFFICIALS

The Clerk reports that the Mayor had approved of all resolutions passed at the last meeting.

TREASURER'S REPORT

PRESENTATION OF ACCOUNTS

Alderman moved that all bills be referred to the Auditing Committee.

All bills be allowed and ordered paid.

PRESENTATION OF PETITIONS AND ACCOUNTS

RESOLUTIONS

REPORT OF COMMITTEE

Alderman *Girolami* moved to adjourn, seconded by Alderman  
*2nd Braman*



CLAIMS

Ronald Farrell, Jr. incant, by Margaret Farrell his parent, and Margaret Farrell,  
individually vs City of Rensselaer

John V. Warren, Inc. vs. City of Rensselaer

CITY OF RENSSELAER  
RENSSELAER CO., N.Y.

Bids Received Wednesday  
March 6, 1974  
Office of City Clerk  
City Hall  
Rensselaer, New York

J. Kenneth Fraser  
and Associates, P. C.  
Consulting Engineers  
620 Washington Avenue  
Rensselaer, New York

TABULATION OF BIDS  
CONTRACT NO. 1  
PROJECT NO. C-36-802

<u>POSSIBLE BIDDERS</u>	<u>ADDRESSES</u>	<u>TOTAL AMOUNT</u>
* Wm. J. Keller & sons	Castleton, N.Y.	\$ 143,609.77
Laquidara, Inc.	Ballston Spa, N.Y.	\$
* Micheli Contracting Corp	Rensselaer, N.Y.	\$ 198,872.00
* John DiGiulio	Albany, N.Y.	\$ 174,660.00
* Joseph R. Wunderlich, Inc.	Latham, N.Y.	\$ 178,094.00
Quickway Excavators, Inc.	Troy, N.Y.	\$
Venditti Constr. Co.	Schenectady, N.Y.	\$
* County Excavation	Latham, N.Y.	\$ 191,547.00
Rexford Plumbing & Heating Company, Inc.	Rexford, N.Y.	\$

Copies

P E T I T I O N

We the undersigned petition the city of Rensselaer to have truck traffic directed one way to the port of Rensselaer, south on South Street ( Rt 9J ). When leaving the Port of Rensselaer, truck traffic be routed north on Riverside Ave. and Broadway, with no time limit specified.

The reason for this petition is: South St. is a hazard for children and adults alike as there are no sidewalks. Also South St. is only two (2) lanes.

Name

Name

Mrs Quill Glass  
Eugene K. Glass  
James P. Harrington Jr.  
Larissa Murgia  
Rudolf S. Mikes  
Carl Stokes  
Larry J. Sponshu  
Mrs Victoria Shighland  
Bernard David  
Lester A. Broder  
Edward Forte  
Maurice Forte  
Alfred J. Jukes  
Mary C. Jubb  
Mrs Hodsey  
Mrs Frank Vignotti  
Kathleen King  
Thomas Dunn  
Thomas Conlath  
Henry Bick  
Phil Griesbeck  
C. Griesbeck  
Martha Mendrick  
Mrs A. Keneston

Mrs Ulda Boel  
Mrs Larry Boel  
Mr Thomas W. W. W.  
Mr Roger Baynes  
Yvonne Merchant  
Lawrence Boel  
Marcia P. Harrington  
Thomas M. M.  
Grace Creighton  
John Creighton  
Kathy Simmonds  
John E. Capinello  
Michael L. Capinello  
John Capinello  
Henry D. Capinello  
Robert L. Thibault  
Margaret J. J.  
Peter G. Frankel  
Truman G. Gray  
Michael J. K.  
Mary Garcia  
Emma Mary  
Barley W. W.  
Josephine W. Sobel  
Dana Allen



2

#32

BY ALDERMAN HUNT:

RESOLVED that the Board of Public Safety be and it is hereby requested to investigate the feasibility of establishing a new route of truck traffic into the Port of Rensselaer to alleviate excess truck traffic along residential streets.

APPROVED AS TO FORM AND SUFFICIENCY THIS 6th DAY OF MARCH, 1974.

*Richard Meehy*

CORPORATION COUNSEL

*Send  
Nardacci*

	AYES	NOES
LEVERNE LEWIS	✓	
ANETTE GRAMAN	✓	
JOHN MOONEY	✓	
JOSEPH GRIMALDI	✓	
FRED NARDACCI	✓	
ARMAND GIROLAMI	✓	
ANDREW PYTEL	✓	
LESTER JEFFRIES	✓	
ALBERT COOK	✓	
ALBERT HUNT	✓	
ALBERT		



4

#34

BY: ALDERMAN PYTELL

RESOLUTION APPOINTING  
MEMBER OF THE NARCOTIC  
GUIDANCE COUNCIL OF THE  
CITY OF RENSSELAER, AND  
DESIGNATING TERM OF OFFICE

WHEREAS, a vacancy has occurred on the Narcotic  
Guidance Council of the City of Rensselaer by reason of the  
resignation of John Rucker,

NOW, THEREFORE, be it

RESOLVED that Janet Patko, 1818 Fourth Street,  
Rensselaer, New York, be, and she hereby is, appointed a member  
of the Narcotic Guidance Council of the City of Rensselaer for a  
term of one year.

Approved as to form and sufficiency  
this 6th day of March, 1974.

*John Rucker*

*James J. Tofin*

Assistant Corporation Counsel

LOVERNE LEWIS  
ANNETTE BRAMAN  
JOHN NOONEY  
BETTY CRIVALDI  
FRANK...

APR 5	NOON
✓	✓
✓	✓
✓	✓







8

1

#38  
Morney

**RESOLUTION AUTHORIZING THE ISSUANCE OF \$28,333.35 SERIAL BONDS OF THE CITY OF RENSSELAER FOR THE PURPOSE OF PAYING FOR SEWER RECONSTRUCTION AND IMPROVEMENT ON SIXTH STREET AND COTTAGE HILL STREET.**

BE IT RESOLVED, by the Common Council of the City of Rensselaer as follows:

SECTION 1. There shall be borrowed on the credit of the City of Rensselaer the sum of \$28,333.35 and serial bonds shall be issued in the aggregate amount of \$28,333.35 or such lesser amount as may be required for the purpose of providing funds to pay a portion of the cost of Sewer Reconstruction and Improvement on Sixth Street and Cottage Hill Street.

SECTION 2. The maximum cost of the object or purpose described in Section 1 of this resolution is hereby estimated to be the sum of \$28,333.35.

SECTION 3. The plan for financing of the object or purpose described in Section 1 of this Resolution is as follows: \$28,333.35 shall be provided by the issuance of serial bonds as herein authorized and the balance of the cost, to wit, - shall be paid from budgetary appropriations, and/or current funds of the City in Code No. -. The said sum of - shall be provided for said purpose prior to the issuance of the bonds herein authorized.

SECTION 4. It is hereby determined and declared that the period of probable usefulness of the object or purpose, or class thereof, for which the bonds herein authorized are to be issued is Forty years (40 ) and that Section 11:00, subdivision 4 of the local Finance Law applies to such object or purpose or class thereof.

Section 5. The Treasurer is hereby authorized to proceed with the sale of said bonds in the manner provided by law at such time as he shall determine and he is further authorized to determine, consistently with this resolution and with the provisions of the Local Finance Law, the date, maturities, forms, interest rate



Money 9  
#39

**RESOLUTION AUTHORIZING THE ISSUANCE OF \$28,333.35  
BOND ANTICIPATION NOTE OR NOTES OF THE CITY OF  
RENSSELAER IN ANTICIPATION OF THE ISSUANCE OF  
\$28,333.35 SERIAL BONDS OF THE CITY OF  
RENSSELAER FOR THE PURPOSE OF PAYING FOR SEWER  
RECONSTRUCTION AND IMPROVEMENT ON SIXTH STREET AND  
COTTAGE HILL STREET.**

**WHEREAS, the Common Council of the City of Rensselaer has heretofore at this meeting duly adopted a resolution authorizing the issuance of certain serial bonds in the amount of \$28,333.35 for the purpose of paying for Sewer Reconstruction and Improvement on Sixth Street and Cottage Hill Street.**

**WHEREAS, there are no bond anticipation note or notes outstanding which have been previously issued in anticipation of the sale of said bonds, and**

**WHEREAS, the Common Council desires to provide for the issuance of bond anticipation note or notes in anticipation of the sale of said bonds,**

**BE IT RESOLVED, by the Common Council of the City of Rensselaer as follows:**

**SECTION 1. A bond anticipation note or notes in the amount of \$28,333.35 shall be issued by the City of Rensselaer for the purpose aforesaid in anticipation of the sale of serial bonds of this City in the amount of \$28,333.35 as heretofore authorized by resolution adopted at this meeting entitled, " RESOLUTION AUTHORIZING THE ISSUANCE OF \$28,333.35 SERIAL BONDS OF THE CITY OF RENSSELAER FOR THE PURPOSE OF PAYING FOR SEWER RECONSTRUCTION AND IMPROVEMENT ON SIXTH STREET AND COTTAGE HILL STREET"**

Said note or notes are not issued in anticipation of bonds for an assessable improvement. No notes have been previously issued in anticipation of the sale of said bonds, the notes or note herein authorized being an original obligation.

**SECTION 2. The note or notes authorized shall be dated and shall mature at such time as the Treasurer of the City shall determine but its maturity shall not be more than one year after its date.**

**SECTION 3. The note or notes hereby authorized shall be executed in the name of the city by the Mayor and Treasurer, shall be attested by the City Clerk and shall be sealed with the seal of the City. The note or notes shall be in such form as the**

or notes not specifically determined by said resolution.

SECTION 5. The faith and credit of said city are hereby pledged for the punctual payment of the principal of and interest on said bond anticipation note or notes. Said bond anticipation note or notes shall be paid from the proceeds of the sale of the bonds in anticipation of which they are issued or may be redeemed as provided by the Local Finance Law of the State of New York.

SECTION 6. The sum of - appropriated from current funds in the resolution adopted at this meeting authorizing said bonds shall be provided prior to the issuance of the note or notes herein authorized.

SECTION 7. This resolution shall be dated March 6, 1973 and shall take effect immediately.

Approved as to form and sufficiency  
this 4th day of March 1974

---

CORPORATION COUNSEL

Dated at Rensselaer, New York  
March 4, 1974

	AYES	NOES
Laverne Lewis	✓	
Annette	✓	
John Moody	✓	
Joseph Orland	✓	
Fred N...	✓	
Armand Girouard	✓	
Andrew Pytell	✓	
Lester Jeffries	✓	
James Cook	✓	
Donald Hunt	✓	
TOTAL		

# ALBANY PORT DISTRICT COMMISSION

ALBANY—RENSELAER

PORT OF ALBANY

ALBANY, N. Y. 12202

WILLIAM H. ALLEN, JR., CHAIRMAN  
FRANK W. DUNHAM, JR., GENERAL MANAGER

February 19, 1974

Mr. Harry Beaudin, Jr.  
City Clerk, City of Rensselaer  
City Hall  
Rensselaer, N.Y. 12144

Dear Sir:

In accordance with the provisions of Chapter 192 of the Laws of 1925, State of New York, as amended, we enclose a copy of the Annual Report of the Albany Port District Commission for the fiscal year ended June 30, 1973.

There are also enclosed ten additional copies to be presented to the President of the Common Council and each Aldermen at their next regularly scheduled meeting.

Very truly yours,

*F. W. Dunham, Jr.*  
F.W. Dunham, Jr.  
General Manager

FWD/AB  
Enc. 11

*David Field*

ANNUAL REPORT  
of the  
ALBANY PORT DISTRICT COMMISSION  
Fiscal Year July 1, 1972 to June 30, 1973

## FOREWORD

In accordance with the provisions of Chapter 192 of the Laws of 1925, State of New York, as amended, the Albany Port District Commission submits herewith its Annual Report for the fiscal year ended June 30, 1973.

It is sincerely hoped that this presentation of the functions and activities of the Commission during the past year will enable all persons interested in the Port of Albany to obtain a greater knowledge of the operation of this modern deepwater terminal. Comments relating to various problems currently faced by the Commission are also included.

The information contained in this Annual Report is intended to be of value to the diverse interests of the world of shipping and transportation as well as to the people of our local communities.

It should be noted that in this Annual Report all yearly statistics relating to financial aspects, tonnage, railroad and other operational information are based on the fiscal year ended June 30, 1973.

### THE COMMISSION

WILLIAM H. ALLEN, JR.	Chairman
GUY N. CHILDS	Treasurer
L. MURRAY DOODY	Secretary
CHARLES E. CAHILL	
CHARLES G. MALOY	

### ADMINISTRATIVE STAFF

FRANK W. DUNHAM, JR.	General Manager
EDWARD J. McHUGH	Director of Public Relations
JOHN E. BRANDOW	Counsel
ROBERT P. EGO	Superintendent of Maintenance

### FACILITIES

13,500,000	bushel capacity, grain elevator
400,000	sq. ft. fireproof, sprinklered storage
5,300	ft. dock apron
20	miles standard gauge railroad
8,712,000	sq. ft. industrial sites
43,200	sq. ft. covered lumber storage
853,000	sq. ft. open lumber storage
60	carload-per-day feed mill
250,000	barrel capacity, asphalt and petroleum terminal
18,000,000	gal. capacity, molasses storage (2 terminals)
200,000	sq. ft. warehouse, rubber products
5	acres, complete scrap iron yard
35,000	sq. ft. truck freight distribution terminal

THE INDUSTRIAL OCCUPANTS. . .

Agway, Inc.

Albany Asphalt & Aggregates Corporation

Alco Equipment, Inc.

Ashland Oil Incorporated

Atlantic Richfield Company

Barber & Bennett, Inc.

Becker Wrecking & Salvage Corp.

Blanchard Lumber Company

Capitol Bag & Waste Company

Cargill, Incorporated

Cirillo Bros. Petroleum of Albany, Inc.

Columbia Iron & Steel Company

Cozzolino Construction Corporation

Empire Wilbert Vault Co., Inc.

Goodyear Tire and Rubber Company

Gorman Brothers, Inc.

Industrial Molasses Corporation

Krackeler & Campbell, Inc.

John W. McGrath Corporation

Metropolitan Petroleum Corporation

Muldowney Truck & Tank Body Works

Jack T. Myers

National Molasses Company

North Atlantic Warehouse Company

Pacific Molasses Company

Port Concrete Corporation

THE INDUSTRIAL OCCUPANTS CONTINUED. . .

REA EXPRESS, Inc.

Ritz Trucking Company

Schiabo Hudson Corporation

Shepard & Morse Lumber Company

Shields Sales Corporation

Sonny's Truck Repairs, Inc.

United Brands Company

Woodin Transportation Company

A. Growick Corporation

Inland Pollution Control, Inc.

## ANNUAL REPORT

July 1, 1972 to June 30, 1973

The Port of Albany is the northerly terminus of the deepwater Hudson River channel. It is situated at sea level in 42°39' North Latitude and 73°45' West Longitude and is 124 nautical miles inland from New York City. The controlling depth of the river channel to Albany is 32 feet and the mean range of tides at the Port of Albany is 4.7 feet.

Deepwater terminal facilities under the jurisdiction of the Albany Port District Commission consist of general cargo berths with five transit sheds and supporting warehouse, grain loading and unloading berths on the Albany (westerly) side of the river and a lumber terminal berth with adjacent open and covered lumber storage areas on the Rensselaer (easterly) side of the river. The usable marginal wharf at Albany is 3,600 feet in length. An additional 600 feet of dock area is currently out of service and in need of rebuilding. There is 600 feet of usable dock at the Rensselaer lumber terminal with a further 600 feet potentially available if reconstruction can be accomplished. Immediately south of the Rensselaer lumber dock area is a turning basin providing a maximum width of 1,100 feet for the turning of ships. The largest ships which have been accommodated at the Port are in the category of 50,000 deadweight tons with overall lengths nearing 750 feet.

During the fiscal year 1,246,388 tons of waterborne cargo were handled at the Commission's docks. This is an increase of 450,309 tons above the previous fiscal year total and marks the best tonnage year since 1957.

The tonnage handled at the Commission docks was comprised of the following commodities:-

Grain (wheat and corn)	812,049 Tons
Molasses	160,534 "
Bananas	131,005 "
Wood Pulp	18,069 "
Lumber	15,036 "
Scrap Iron	68,023 "
Lignin Sulfonite	21,849 "
Frozen Foodstuffs	5,018 "
Banana Products	4,490 "
Manila Hemp	2,929 "
Silicon Metal	2,002 "
Caustic Soda	3,721 "
Machinery	1,196 "
Motorcycles	186 "
Hardboard	196 "
Motor Vehicles	130 "

The origins and destinations of cargo moving across the docks at the Port of Albany point up the truly international aspects of this inland deepwater port.

Wheat and corn were exported to ports of France, Holland, Belgium, Germany, Finland, England, Greece, Spain, Romania, Russia,

Italy, Algeria, Dominican Republic, Colombia, Peru, Uruguay, Bangladesh, India, and Japan. On December 4, 1972, the U.S. flag M/S OVERSEAS ANCHORAGE sailed from the grain loading berth with a cargo of 33, 107 tons of wheat marking a new record for grain tonnage loaded aboard a vessel at the Port of Albany.

Molasses was received from such diverse points as the island of Mauritius, Brazil and Peru, from ports in Australia, Durban in South Africa, from Trinidad and Aruba and ports of the Dominican Republic.

Bananas and banana products were received from the Central American countries of Honduras, Guatemala, and Panama.

In October, 1972, the installation of four banana-handling gantries on the new girder trackage alongside Transit Shed No. 2 was completed by the United Brands Company. Shortly thereafter the conveyor method of transferring bananas from ships to trucks commenced, thus providing a more efficient system of handling bananas at this facility.

Wood Pulp was received from Sweden, Finland, Norway and also the province of British Columbia in western Canada. Lumber was also received from British Columbia. Lignin sulfonite was shipped to Albany from the port of Bellingham, in the state of Washington. Manila fibre was received from ports in the Philippine Islands. General cargo and heavy machinery was received from Japan and scrap iron was shipped to Japan.

The cargo tonnage was handled by 163 ocean-going ships and 17 barges which berthed at the Commission's docks during the year. The figures listed herein do not include the large number of oil tankers and tank barges which delivered petroleum products to the many deepwater oil terminals in the Port area. These privately operated terminals, not under the direct jurisdiction of the Commission, received petroleum cargo from both domestic and foreign sources. In the calendar year 1972, according to statistics compiled by the Department of the Army, Corps of Engineers a total of 9,169,973 tons of petroleum products including asphalt were handled by water transportation at the various oil terminals in the Port area.

The first Russian vessels to call at Albany since pre-World War II days were the M/S KASIMOV which arrived on January 17, 1973, and the M/S KOMSOMOLETS LATVII which docked on the following day. Both of these vessels loaded grain for Russian ports. Three additional Russian ships loaded grain during the spring months of 1973.

The 812,049 tons of grain exported from the Port elevator during the fiscal year constituted the greatest tonnage year for grain exports at Albany since 1956.

Frozen meat arrived from Australian ports and frozen orange juice concentrate and other frozen foodstuffs arrived from ports in Brazil and Argentina. Silicon metal was received from Norway and trucks were shipped to Norway. The first of several LASH (lighter-aboard-ship) barges arrived in April, 1973 with motorcycles from Barcelona, Spain.

The Port of Albany remained open to navigation throughout the winter months. In December, 1972, eleven ships handled 151,557 tons of cargo at the Commission docks. In January, 1973, fourteen ships handled 89,954 tons and in February, 1973, fourteen ships handled 135,711 tons. Also, during these winter months, many deepwater tankers delivered petroleum cargoes to the privately operated terminals in the Port area.

The Commission, as well as the users of the Port facilities are indebted to the U.S. Coast Guard for an efficient icebreaking program during the winter and are also appreciative of the cooperation and capable service rendered to vessels by the Hudson River Pilots Association.

Total revenues received by the Commission during the fiscal year from all operations amounted to \$931,777. Operating expenses totalled \$619,868, a reduction of \$181,656 from last year's operating expenses. This sizeable reduction in operating expenses resulted from the elimination of Port railroad operating costs. Throughout the fiscal year the railroad was jointly supervised by the Penn Central and Delaware & Hudson Railway with both revenues and expenses shared on a 50-50 basis by these carriers.

The net operating income for the year was \$311,909, an increase of \$86,656 above last year's operating income. Interest payments on bonds and bond anticipation notes totalled \$200,655 and the amount of funded debt retired during the year was \$310,571.

After allowance for depreciation and other factors, a fiscal year deficit of \$254,362 resulted. This is \$124,101 less than last year's deficit.

The Albany Port District Railroad which is operated for the benefit of users of port terminal facilities and industrial occupants, performed switching services for 17,564 revenue rail cars during the fiscal year.

As noted in last year's Report the Port Commission filed an application with the Interstate Commerce Commission on April 14, 1972, for "abandonment" of railroad operations with the intention that Port railroad operations would be assumed either jointly or separately by the Penn Central Railroad and/or the Delaware & Hudson Railroad.

The application which was designated by the Interstate Commerce Commission as Docket No. AB-45 has not yet been given final disposition by the Interstate Commerce Commission.

On May 23, 1972, the Port Commission executed an Agreement with the Penn Central Transportation Company, the terms of which provided for supervision, operation and maintenance of the Port railroad facilities by Penn Central. On June 30, 1972, an Agreement was executed with the Delaware & Hudson Railway Company to provide equal participation by D&H with Penn Central in the operation of the Port railroads.

The purpose of these Agreements was to create an interim method of railroad operation at the Port of Albany pending a decision by the Interstate Commerce Commission in Docket AB-45. Basically, these Agreements provided that railroad revenues will accrue to Penn Central and Delaware & Hudson on a 50-50 basis and railroad expenditures will similarly be shared by the two railroads on the same basis.

On July 10, 1972, the Interstate Commerce Commission issued Service Order No. 1102, authorizing the two railroads "to assume joint supervisory control over railroad operations of the Albany Port District Commission". This Service Order had an expiration date of December 31, 1972. Amendment No. 1 to the Service Order was issued by the I.C.C. on December 19, 1972, to extend the expiration date to June 30, 1973. Additional amendments have been issued to further extend the expiration date of the Service Order and as of the time of preparation of this Report the interim arrangement continues to be in effect. It is the hope of the Albany Port District Commission that final action on Docket AB-45 will be forthcoming without further delay so that Port railroad operations can be fully and completely in the control of one or both of the connecting railroads. Such action will accomplish a more efficient railroad operational service at the Port of Albany.

On August 15, 1972, the Commission issued Schedule No. 12-I, publishing rules and charges governing the handling of freight at the Port of Albany. This new schedule became effective on September 15, 1972, replacing Schedule No. 12-H, and published increases in dockage charges for self-propelled vessels and barges berthed at the Commission's dock facilities. This modest increase in the rate of dockage charges, together with an increase of number of vessels berthed at the Port earned total dockage revenues for the fiscal year of \$204,477 as compared to \$78,878 for the previous fiscal year. In fiscal 1973, a total of 163 ocean-going ships berthed at the Commission docks, an increase of 48 vessels above the previous fiscal year total.

Following several meetings with representatives of the Feed Mill Division of Agway, Inc. a renewal lease agreement was executed with this firm on September 30, 1972. The new lease agreement provides for continuing occupancy and operation of the Agway feed mill for a three-year period.

On October 13, 1972, the U.S. Coast Guard cutter MORGENTHAU arrived at the Port on a good-will visit, remaining until October 16, 1972. This "high endurance" cutter, commanded by Captain John C. Parker, USCG, was well reviewed by the people of the Port area and hundreds of visitors inspected this vessel which incorporates the most modern concepts of naval architecture and engineering.

On October 25, 1972, the Commission executed a lease agreement with Inland Pollution Control, Inc. for the use and occupancy of approximately one-acre of land bordering upon the southerly limit of the turning basin in the Rensselaer area of the Port. The firm will use this area for the storage and handling of pollution control equipment including land access to the river for watercraft used in the handling of pollution control equipment when required at terminal facilities in the area.

In view of a number of diversified types of cargo being received at the Commission facilities, the Commission on December 1, 1972, issued Schedule No.-12-J, rules and charges governing the handling of freight at the Port of Albany, to replace Schedule No. 12-I which had been issued on August 15, 1972. The primary purpose of the new issue is to publish specific truck loading and transferring charges for a number of commodities and also to adjust such rates to compensate for increasing costs. The new rates became effective January 1, 1973.

The Commission was represented by its General Manager at several meetings during the year conducted by the American Institute of Merchant Shipping and the U.S. Army, Corps of Engineers, to consider the practicality of additional improvements required in the Hudson River channel to facilitate full operational navigation of deepwater ships to and from the Port of Albany.

To accomplish 24-hour around-the-clock navigation of all deep-water vessels in the upper reaches of the river north of Kingston, N.Y., additional anchorage areas and channel widening would be primary requisites. The Port Commission endorsed the position taken by the Hudson River Pilots Association in regard to these improvements.

The lease agreement with the National Molasses Company was amended on February 1, 1973, to provide for the inclusion of an additional six acres of undeveloped land upon which the molasses firm is planning the installation of liquid storage facilities.

The Commission executed an agreement on May 2, 1973, with the engineering firm of Parsons, Brinckerhoff, Quade and Douglas, Inc. for a study and evaluation of the sewerage system of the Albany Port District. It was felt that such a survey is essential to update information about all of the sanitary and storm sewer lines which were installed over a period of forty-five years including modifications thereto by the U.S. Army during the period of occupancy of the Port by the Army in World War II. The current construction of a new major sewerage disposal plant by the County of Albany on lands immediately adjacent to Port property is also a factor in the timeliness of determining the condition and adequacy of the Port's sewer system.

On June 27, 1973, the Commission received public bids for the purchase of \$500,000 Construction Serial Bonds of 1973. The purpose of these bonds is to finance the balance of construction costs of the truck distribution terminal facilities built for and leased to REA Express, Inc. in 1968. The sale of the bonds was awarded to, Bankers Trust Company of Albany, N.A., whose bid was based on 5-3/8% interest.

In view of the need for capital financing for further improvements and modernization of facilities at the Port of Albany, the General Manager attended a meeting in Washington, D.C., on February 15, 1973, which was scheduled by the American Association of Port Authorities, Inc., with the Assistant Secretary for Policy and International Affairs, U.S. Department of Transportation. The purpose of the meeting was to discuss findings of the Department's 1972 National Transportation Report bearing upon future port development expenditures; port development alternatives and investment aspects; and the respective role of Federal and local government and private industry in the field of port development. The message delivered by spokesmen for the various maritime-oriented Federal agencies was basically that although the Federal agencies can supply technical information of various sorts, the outlook for Federal assistance in financing port development is extremely dim.

As mentioned in last year's Report the likelihood of financial assistance from the Capital District Transportation Authority is

remote, primarily because the Authority is facing continuing problems in the financial operations of bus transportation in the Capital District. During the current fiscal year the New York State Department of Transportation indicated an interest in endeavoring to assist in the modernization of Port facilities and several meetings were held with representatives of this Department to develop an exchange of information and ideas about the future growth of the Port of Albany.

A successful one-day seminar on the Port of Albany was held at Siena College on June 6, 1973, under the sponsorship of the Community Relations Committee of the Associate Board of Trustees of Siena College, whose chairman is Mr. Joseph Shaw, President of Associated Industries, Inc. A panel of distinguished transportation representatives participated in the afternoon session which was followed by a dinner at the College at which Mr. Paul A. Amundsen, Executive Director of the American Association of Port Authorities, Inc. delivered the principal address. Approximately 300 business, labor and civic leaders attended the seminar and voiced definite interest and enthusiasm in the future growth and development of the Port of Albany as a regional transportation facility which can produce a significant economic impact in New York State and the western New England area.

As an outgrowth of the Seminar a Port Leadership Action Group was designated to work under the chairmanship of Mr. Shaw to implement the goals which were established at the Seminar.

This group, comprised of leading business and civic representatives will work closely with a Department of Transportation Task Force named by Commissioner Raymond T. Schuler to review and update the proposals contained in the Port Commission's Master Plan.

The Port Commission is indebted to the President of Siena College, Rev. Matthew T. Conlin, O.F.M., to Mr. Shaw and his associates of the Board of Trustees and to all others who worked diligently to assure the success of the Seminar which crystallized interest in the Port of Albany and served as a catalyst to bring various port-minded groups together to join forces for the betterment of the Port of Albany. It is sincerely believed that specific benefits to the Port resulting from these efforts will become evident in the current fiscal year and will continue on into future years.

The Commission maintains membership and active representation in a number of transportation-oriented organizations including the American Association of Port Authorities, Inc., the North Atlantic Ports Association, the World Trade Council, and the New York State Waterways Association.

A close liaison is also maintained with the New York State Departments of Commerce and Transportation, the Capital District Chamber of Commerce, the Albany Area Chamber of Commerce, the Hudson River Valley Commission, the Hudson River Pilots Association, and other interests concerned with industrial transportation in the region served by the Port.

The Commission wishes to express its continuing appreciation and gratitude to the cities of Albany and Rensselaer which comprise the Albany Port District. These two communities have faithfully given financial support to the Port since the creation of the Commission in 1925. It is increasingly recognized that the economic benefits of the Port extend far beyond these two cities. Hence, the Commission is hopeful that a program of expanded financial aid to the Port can be developed through the New York State Department of Transportation. The Port of Albany is truly a regional facility and some form of broadened financial base must be achieved in order to continue Port growth and development. The economic benefits which result from such growth are indeed a justification for such funding. Future Port growth is directly dependent upon the availability of capital funding for reconstruction and rehabilitation of existing facilities. As mentioned earlier in this Report, the Siena College seminar and the results thereof are expected to be very helpful toward this end.

The Commission is indebted to the many services of the Federal government which participate in the operation of the Port of Albany. Among these are the U.S. Customs Service, the U.S. Immigration Service, the U.S. Department of Agriculture, the U.S. Public Health Service, the U.S. Army, Corps of Engineers, and the U.S. Coast Guard.

The Commission is appreciative of the helpful cooperation received from the industrial occupants of the Port area, the users of Port facilities, the various labor groups, and all others who play a part in the diverse functions of the Port.

The cumulative efforts of all of these groups are essential to the continuance of efficient operations as a properly functioning inland deepwater Port terminal for the benefit of all of the people in the Port's hinterland.