

ANNUAL PORT ACTIVITY REPORT

* Indicates Response Required

* You must press the Submit button at the bottom of the form to send your information to AIMU

PORT

CORRESPONDENT

YEAR

Website

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(This report required of Correspondents will be posted on the AIMU website. You are urged to file the report promptly.)

1.(a) Number of Claims and Number of Loss Prevention Assignments referred to you by Institute Members since your last Annual Port Report:

Claims

Loss Prevention

(b) Is this number more or less than last year's figure:

Claims:

Loss Prevention:

(c) Name the three principal commodities involved:

Commodity 1

MACHINERIES

Commodity 2

COCOA

Commodity 3

METALS

2.(a) Of the number of claims reported, how many resulted from theft and/or pilferage:

1

(b) Do you consider theft and pilferage in your port to be casual or organized:

- Casual
- Organized

(c) Did most of the theft and pilferage occur prior to or after arrival of the goods at your port:

- Prior to Arrival at Port
- After Arrival at Port

(d) Did governmental or commercial authorities take any important steps during the last 12 months to combat the theft and pilferage situation: Explain:

INCREASE OF PATROLLING AND DOCUMENTAL CHECKINGS.

3.(a) What nature of loss do you experience most frequently in connection with Containerized Cargo:

WETTING

4.(a) Did any port congestion exist during this 12 month period:

- Yes
- No

(b) If yes, what was the cause of the congestion, and is it improving or worsening:

(c) Were there any unusual delays in Customs:

NO

(d) Estimate average number of days between date of arrival of a vessel and the date the cargo released:

5 DAYS

(e) Did consignees take prompt delivery or did they use port terminal facilities for storage purposes:

BOTH

(f) What are the precautions currently in place to confirm that the correct carrier picked up the cargo from the port facility?

CHECKING ORIGINAL DOCS AT GATE

(g) the total number of claims how many resulted from non-delivery:

0

(h) Is this number more or less than last year's figure:

0

5. Did commercial organizations take any steps to protest laxity in port or terminal management, if such existed: Explain:

BOTH SHIPAGENTS AND FREIGHT FORWARDERS ASSOCIATIONS DO USUALLY PUT PRESSURE ON TERMINAL MANAGEMENT TO AVOID ANY POSSIBLE LAXISM.

6. (Answer this question only if your airport is a major international (gateway) airport.)

(a) Name of International Airport

Distance from City Center

(b) Would it appear that adequate security measures (perimeter fencing, night lighting of cargo terminal area, patrols, gate guards, etc.) are in force:

(c) Was the air cargo terminal congested during the year:

(d) Is there an adequate amount of ground handling equipment:

(e) Did good housekeeping within the air cargo terminals exist during the year:

(f) Are valuables afforded adequate protection:

(g) Did any major cargo losses occur during the year:

7. Additional Comments:

8. What issues do you foresee that could impact cargo movement by handling at your port in the coming year?

SOME DOCKS ARE PRESENTLY BEING ENLARGED TO ACCOMODATE MORE CARGO AND BIGGER SHIPS.

* 9. Correspondent contact information details

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