



YEARLY PORT ACTIVITY REPORT

* Indicates Response Required

CORRESPONDENT

O.F. Gollcher & Sons Ltd.

PORT

Malta

YEAR

2011

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(This report required of Correspondents will be posted on the AIMU website. You are urged to file the report promptly in accordance with the schedule established by the Institute.)

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

Claims

1

Loss Prevention

Nil.

(b) Is the number of Claims and Loss Prevention Assignments more or less than last year.

Claims more or less than last year

2010: Nil.

Loss Preventions more or less than last year

Nil.

(c) Name the three principal commodities affected.

Commodity 1

Canary seed.

Commodity 2

Not applicable.

Commodity 3

Not applicable.

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

Nil.

(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:

In general theft is not on an alarming basis and the local Authorities are vigilant about this matter.

3.(a) What nature of loss do you experience most frequently in connection with CARGO SHIPPED IN CONTAINERS

Theft/Damage (from Groupage).

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 of delivery of her cargo to consignees at the port precincts:

2 to 3 days.

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

purposes:

It is usual for consignees to take prompt deliveries.

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

Proper documentation - This is not a problem we have encountered.

(g) Of the total number of claims, how many resulted from non-delivery of cargo

Nil.

(h) Was this number more or less than last year

Not applicable.

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

We do not have this problem.

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:

Yes.

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

No.

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

Yes.

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

Yes.

(f) Are valuables afforded adequate protection?

Yes.

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

Not that we are aware of.

7. Additional Comments

The Malta Freeport Terminal is a major hub port for transshipment of containers to/from Mediterranean ports. The major user of this port is CMA-CGM who have a long term concession to manage the terminal.

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

At this stage we do not foresee any issues.

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