CONTENTS

Acknowledgements (i) - (iii)
List of Tables (xi) - (xx)
List of Charts and Maps (xxi)

Chapter

I INTRODUCTION .............................................1-30

Section (1) Description of the Port of Cochin.

Section (2) Outline of the present study:

(a) Scope of the study,
(b) previous studies in the subject,
(c) sources of data,
(d) methodology of the study,
(e) outline of the chapter-scheme.

II THE GROWTH OF COCHIN PORT - A HISTORICAL SURVEY ......................... 31-107

Section (1) The early history of the Port (upto 1850):

The opening of direct European trade with Cochin in 1500 - successive occupations of Cochin by European powers - destruction of Cochin's fort and port in 1806 - the position of Cochin around 1850

Section (2) The modern era of Cochin Port (from 1850 onwards):

A. Growth of the Port's physical facilities (since 1850):

(i) early physical conditions;
(ii) the early attempts for the development of Cochin, 1870-1900;
(iii) agitations for the development of Cochin, 1900-1920;
(v)

(iv) actual development of the Port, 1920-1940;
(v) further growth of port facilities, 1940-1961;
(vi) financing of the Port's development (: the order of investment, sources of finances, productivity of Port-investment);
(vii) some immediate effects of the expansion in port-facilities (: effects on turn-round of shipping, on port-charges and on ocean freight rates).

B. Growth of the Port's Communication links (since 1850):

(i) growth of communication by water-ways,
(ii) growth of communication by railways,
(iii) road development,
(iv) other communications.

C. Growth of the Port's traffic (since 1850):

The process of traffic expansion, causal factors:

(i) Traffic expansion due to the stimulus from new port-facilities;
(ii) traffic expansion due to widening of the Port's service-area and diversion of traffic from other ports;
(iii) traffic expansion due to economic development in the hinterland.

III THE HINTERLAND OF COCHIN PORT - ITS AREAL DEMARCATION AND ECONOMIC STRUCTURE. 108-135

Section (1) Port-hinterlands: definition

Section (2) Areal demarcation of Cochin's hinterland: The methodology adopted for the study - the results obtained.
Chapter

Section (3) Economic structure of the hinterland: Physical geography of the hinterland - agriculture in the hinterland - industry in the hinterland - population position.

Section (4) Transport alignments between the hinterland and the Port: Inland water-ways - railways - roads; organisation and rate-structure of the transport-system.

IV COMMODITY-FLOWS BETWEEN THE PORT OF COCHIN AND ITS HINTERLAND .......... 136-210

Section (1) Import-flows between the Port and the hinterland:
Detailed destinations and transport-use patterns of -

(1) mineral oils;
(2) coal,
(3) chemical fertilizers,
(4) food-grains,
(5) cashewnuts, salt and sulphur,
(6) metals and raw cotton and
(7) other items of import.

Section (2) Export-flows between the Port and the hinterland:
Detailed regional origins and transport-use patterns of -

(1) ores, minerals and metals,
(2) 'plantation crops',
(3) 'other agricultural produce',
(4) 'manufactured products', and
(5) other items of export.

Section (3) Transport-use studies of the traffic movements: Overall patterns

(1) The general picture of transport patterns,
(2) causal factors influencing transport patterns,
(3) changes in the transport patterns of Cochin's traffic - between 1931 and 1961.

Section (4) Regional traffic-spread in the Port's hinterland:
Overall patterns.

(1) The general pattern,
(2) 'traffic densities',
(3) export-hinterlands and import-hinterlands ('average lead' of import and export movements),
(4) relation between traffic intensity and distance from the Port.

V THE WORKING OF COCHIN PORT - SOME ASPECTS ............................. 211-276

Section 1. Out-turn studies of port-operations

A. Overall out-turn rates of the Port's cargo-handling operations, during 1960-61 (a study based on the performance of some 600 steamers).

Influence of the various working conditions on the rate of cargo-handling at the Port:

(i) influence of the steamer's berthing position (stream-moorings/wharf-berths),
(ii) influence of the time of work (night-shift/day-shift),
(iii) influence of the nature of cargo,
(iv) influence of the type of cargo-operations (loading/unloading).

Trend in the out-turn rate of cargo-handling operations at the Port, over years (1955 to 1961).

B. Turn-round of shipping at Cochin:
turn-round position in 1960-61;
trends in the turn-round position over years.
Chapter

Section (2) The study of dock labour at the Port

(1) General description of the present labour set-up at Cochin;

(2) Employment position at the Port: Under-employment among -

(a) Porterage Workers,
(b) stevedore workers
(c) lighterage workers,
(d) the coal and ore workers; overall employment position at the Port.

(3) Wage-studies: Comparison of wage rates among the different classes of dock labour at Cochin.

(4) Labour productivity at the Port: Estimates and composition of the productivity rates among different classes of dock labour.

Section (3) Financial aspects of the Port's working

(1) The Port's finances during 1960-61;

(2) the nature of port-changes at Cochin, and the cost of port-use;

(3) the pricing of port-services at Cochin - principles and practice.

VI THE TRADE PASSING THROUGH COCHIN - SOME ASPECTS .......................... 277-310

Section (1) Value aspects of the Port's trade.
Chapter

Itemwise Valuation of imports, and exports; comparison between value and tonnage of different items.

Section (2) External directions of the Port's trade: The concept of 'Foreland'.

Definition of 'Foreland' - the Foreland map of Cochin Port. Origins of Cochin's imports; destinations of Cochin's exports.

Trends in the external directions of Cochin's trade, over years (from 1901 to 1961).

Section (3) The Trade organisation of the Port. Agencies connected with the Port's trade; organisation of the Port's import-trade (itemwise study); organisation of the Port's export trade (itemwise study).

VII COCHIN PORT - IN RELATION WITH OTHER SOUTH-INDIAN PORTS ...................... 311-332

(1) Cochin, Calicut and Alleppy:

Traffic division and Competition.

Estimate of traffic diversion from Calicut and Alleppy areas to Cochin - Competition and complementarity between Cochin and these ports.

(2) Cochin, Bombay and Madras: Traffic division and competition.

Delimitation of the natural hinterlands of the three Ports (on the basis of transport-cost comparison); extent of competition between Cochin and Bombay; extent of competition between Cochin and Madras.
(3) Cochin, Mangalore and Tuticorin: Traffic division and competition.

Existing traffic division and competition between Cochin and these two Ports; likely future competition and traffic division between Cochin and these two Ports after the completion of the latter's projected development into Major Ports; estimate of the probable loss of Cochin's existing traffic to Mangalore and Tuticorin, on their developing into Major Ports.

Appendix No. 1: Some Economic Aspects of the Vessels calling at Cochin. 333-341

Appendix No. 2: An Explanatory Note on Some Tables. 342-351

Bibliography. 352-359