

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
Geneva

REVIEW OF MARITIME TRANSPORT 1997

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UNITED NATIONS
New York and Geneva, 1997

Annex I

CLASSIFICATION OF COUNTRIES AND TERRITORIES

Code 1	Canada	United States of America
Code 2	Austria Belgium Denmark Faeroe Islands Finland France Germany Gibraltar Greece Iceland Ireland Israel	Italy Luxembourg Monaco Netherlands Norway Portugal Spain Sweden Switzerland Turkey United Kingdom of Great Britain and Northern Ireland
Code 3	Japan	
Code 4	Australia	New Zealand
Code 5	South Africa	
Code 6	Albania Armenia Azerbaijan Belarus Bulgaria Czech Republic Estonia Georgia Hungary Kazakstan Kyrgyzstan	Latvia Lithuania Moldova Poland Romania Russian Federation Slovakia Tajikistan Turkmenistan Ukraine Uzbekistan
Code 7	China Democratic People's Republic of Korea	Viet Nam
Code 8 - 8.1	Northern Africa Algeria Egypt Libyan Arab Jamahiriya	Morocco Tunisia

Code 8.2	Western Africa Angola Benin Burkina Faso Cameroon Cape Verde Congo Côte d'Ivoire Democratic Republic of the Congo Equatorial Guinea Gabon Gambia	Ghana Guinea Guinea-Bissau Liberia Mali Mauritania Nigeria St. Helena Sao Tome and Principe Senegal Sierra Leone Togo
Code 8.3	Eastern Africa Burundi Comoros Djibouti Ethiopia Kenya Madagascar Malawi Mauritius	Mozambique Reunion Seychelles Somalia Sudan Uganda United Republic of Tanzania Zambia
Code 9 - 9.1	Caribbean and North America Anguilla Antigua and Barbuda Aruba Bahamas Barbados Bermuda British Virgin Islands Cayman Islands Cuba Dominica Dominican Republic Greenland Grenada	Guadeloupe Haiti Jamaica Martinique Montserrat St. Pierre and Miquelon Saint Kitts and Nevis Saint Lucia Saint Vincent and the Grenadines Trinidad and Tobago Turks and Caicos Islands United States Virgin Islands
Code 9.2	Central America Belize Costa Rica El Salvador Guatemala	Honduras Mexico Nicaragua Panama
Code 9.3	South America - Northern Seaboard Guyana French Guyana Netherlands Antilles	Suriname Venezuela

Code 9.4	South America - Western Seaboard Chile Colombia	Ecuador Peru
Code 9.5	South America - Eastern Seaboard Argentina Bolivia Brazil	Falkland Islands (Malvinas) a/ Paraguay Uruguay
Code 10 - 10.1	Western Asia Bahrain Cyprus Iran (Islamic Republic of) Iraq Jordan Kuwait Lebanon	Oman Qatar Saudi Arabia Syrian Arab Republic United Arab Emirates Yemen
Code 10.2	Southern and Eastern Asia Bangladesh Bhutan Brunei Darussalam Cambodia Hong Kong India Indonesia Macau Malaysia	Maldives Myanmar Pakistan Philippines Republic of Korea Singapore Sri Lanka Thailand
Code 11	Bosnia and Herzegovina Croatia Malta	Slovenia Yugoslavia
Code 12	American Samoa Christmas Island (Australia) Fiji French Polynesia Guam Kiribati Nauru New Caledonia	Papua New Guinea Samoa Solomon Islands Tonga Tuvalu Vanuatu Wake Island

NOTES TO ANNEX I

(1) This classification is for statistical purposes only and does not imply any judgement regarding the stage of development and the political situation of any country or territory.

(2) The groups of countries or territories used for presenting statistics in this *Review* are made up as follows:

Developed market-economy countries and territories: Codes 1, 2, 3, 4 and 5.

Countries of Central and Eastern Europe and Republics of the former Soviet Union: Code 6.

Socialist countries of Asia: Code 7.

Developing countries and territories: Codes 8, 9, 10, 11 and 12.

of which:

in Africa: Codes 8.1, 8.2 and 8.3

in America: Codes 9.1, 9.2, 9.3, 9.4 and 9.5

in Asia: Codes 10.1 and 10.2

in Europe: Code 11

in Oceania: Code 12.

(3) In certain tables, where appropriate, major open-registry countries are recorded as a separate group. The group comprises Bahamas, Bermuda, Cyprus, Liberia, Malta, Panama and Vanuatu.

(4) Trade statistics are based on data recorded at the ports of loading and unloading. Trade originating in or destined for neighbouring countries is attributed to the country in which the ports are situated; for this reason, land-locked countries do not figure in these tabulations. On the other hand, statistical tabulations on merchant fleets include data for land-locked countries that possess fleets.

a/ A dispute exists between the Governments of Argentina and of the United Kingdom of Great Britain and Northern Ireland concerning sovereignty over the Falkland Islands (Malvinas).

Annex II

World seaborne trade a/ according to geographical area, 1980, 1990, 1995-1996 and 1997 (estimates)
(Millions of tons)

Area b/	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Oil		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
<u>Developed market-economy countries</u>									
North America									
	1980	0.5	6.9	498.0	505.3	274.3	71.4	170.1	515.7
	1990	1.4	25.8	515.1	542.3	274.9	100.8	227.6	603.3
	1995	1.3	25.5	603.4	630.2	344.7	116.0	276.2	736.9
	1996	1.3	27.2	603.6	632.1	357.5	134.6	281.8	773.9
	1997	1.4	28.2	637.3	666.9	386.1	138.2	291.3	815.6
Japan									
	1980	-	..	83.6	83.6	216.3	35.0	361.5	612.8
	1990	-	1.2	81.9	83.1	201.2	82.0	440.7	723.9
	1995	-	4.3	87.7	92.0	230.5	96.2	479.9	806.6
	1996	-	4.6	88.9	93.5	235.1	97.0	482.7	814.8
	1997	-	4.8	92.4	97.2	239.6	98.7	509.1	847.4
Australia and New Zealand									
	1980	-	1.5	148.4	150.0	9.8	6.6	13.5	29.9
	1990	9.2	1.5	266.3	277.0	8.6	7.2	18.1	33.9
	1995	9.6	1.7	302.7	314.0	13.9	8.1	20.7	42.7
	1996	9.4	1.8	312.1	323.3	13.9	7.9	21.0	42.8
	1997	9.9	1.9	330.8	342.6	14.9	7.6	21.8	44.3
Europe									
	1980	95.7	79.3	387.4	562.3	585.5	145.1	680.5	1 411.1
	1990	162.1	124.2	482.2	768.5	446.8	172.7	763.2	1 382.7
	1995	192.5	143.0	558.7	894.2	521.2	191.2	886.6	1 599.0
	1996	177.7	152.6	564.8	895.1	566.0	152.2	891.6	1 609.8
	1997	185.9	161.1	589.1	936.1	553.0	144.9	942.3	1 640.2
South Africa									
	1980	-	0.1	68.9	69.0	15.0	1.0	9.7	25.7
	1990	-	-	82.5	82.5	21.9	0.3	9.6	31.8
	1995	-	-	91.9	91.9	24.3	0.3	10.3	34.9
	1996	-	-	93.0	93.0	24.0	0.3	10.4	34.7
	1997	-	-	99.8	99.8	24.0	0.3	10.9	35.2
Subtotal: Developed market-economy countries									
	1980	96.2	87.8	1 186.3	1 370.3	1 100.9	259.1	1 235.3	2 595.2
	1990	172.7	152.7	1 428.0	1 753.4	953.4	363.0	1 459.2	2 775.6
	1995	203.4	174.5	1 644.4	2 022.3	1 134.6	411.8	1 673.7	3 220.1
	1996	188.4	186.2	1 662.4	2 037.0	1 196.5	392.0	1 687.5	3 276.0
	1997	197.2	196.0	1 749.4	2 142.6	1 217.6	389.7	1 775.4	3 382.7
<u>Countries of Central and Eastern Europe</u>									
Countries of Central and Eastern Europe (including the former USSR)									
	1980	55.0	50.2	95.6	200.8	35.5	1.3	108.6	145.4
	1990	58.6	55.3	85.2	199.1	34.2	1.3	137.2	172.7
	1995	45.8	46.8	83.3	175.9	20.8	1.2	124.4	146.4
	1996	44.8	49.9	84.5	179.2	20.8	1.2	126.1	148.1
	1997	47.4	51.7	87.8	186.9	21.0	1.2	131.0	153.2

Area b/	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Oil		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
<u>Socialist countries of Asia</u> Socialist countries of Asia	1980	22.1	5.7	18.3	46.1	21.6	5.1	72.9	99.6
	1990	32.0	4.0	46.1	82.1	3.9	1.3	80.4	85.6
	1995	38.3	4.7	57.3	100.3	4.6	2.0	97.3	103.9
	1996	37.5	5.0	58.1	100.6	4.5	2.0	98.7	105.2
	1997	39.7	5.2	60.4	105.3	4.5	2.1	105.5	112.1
<u>Developing countries and territories</u> Northern Africa	1980	187.7	2.5	30.0	220.2	50.0	2.0	44.9	96.9
	1990	182.7	31.5	32.0	246.2	63.4	4.3	57.8	125.5
	1995	193.6	32.7	32.6	258.9	68.9	4.4	60.4	133.7
	1996	237.0	27.9	33.1	298.0	68.0	4.4	61.2	133.6
	1997	235.8	27.0	34.4	297.2	68.0	4.6	63.6	136.2
Western Africa	1980	102.6	1.9	66.8	171.3	4.3	5.5	30.8	40.6
	1990	127.1	3.4	55.2	185.7	4.0	3.2	27.7	34.9
	1995	138.3	3.2	56.8	198.3	4.4	3.0	29.1	36.5
	1996	142.4	3.4	57.6	203.4	4.3	3.0	29.5	36.8
	1997	143.1	3.5	59.8	206.4	4.3	3.1	30.7	38.1
Eastern Africa	1980	-	0.9	6.3	7.2	6.2	2.0	9.9	18.1
	1990	-	0.6	9.3	9.9	6.4	2.6	16.0	25.0
	1995	-	0.5	9.6	10.1	6.7	2.7	16.0	25.4
	1996	-	0.5	9.7	10.2	6.6	2.6	16.2	25.4
	1997	-	0.5	10.1	10.6	6.6	2.7	16.8	26.1
Subtotal: Developing countries in Africa	1980	290.3	5.3	103.1	398.7	60.5	9.5	85.6	155.6
	1990	309.8	35.5	96.5	441.8	73.8	10.1	101.5	185.4
	1995	331.9	36.4	99.0	467.3	80.0	10.1	105.5	195.6
	1996	379.4	31.8	100.4	511.6	78.9	10.0	106.9	195.8
	1997	378.9	31.0	104.3	514.2	78.9	10.4	111.1	200.4
<u>Developing countries in America</u> Caribbean, Central and North America	1980	53.5	29.6	53.5	136.6	62.8	8.9	30.2	102.0
	1990	95.3	18.8	47.5	161.6	33.7	11.2	35.4	80.3
	1995	112.2	21.1	54.1	187.4	36.4	11.0	39.6	87.0
	1996	124.4	25.4	54.9	204.7	36.0	11.0	40.2	87.2
	1997	134.3	25.4	57.0	216.7	36.0	11.5	41.8	89.3
South America: Western Seaboard	1980	7.6	3.4	26.7	37.7	4.9	1.4	13.7	20.1
	1990	17.4	8.2	36.0	61.6	3.5	1.3	14.4	19.4
	1995	21.2	8.9	41.2	71.3	3.9	1.3	16.7	21.9
	1996	23.5	9.5	41.8	74.8	3.8	1.3	16.9	22.0
	1997	25.4	9.8	43.4	78.6	3.8	1.4	17.6	22.8
South America: Northern and Eastern Seaboard	1980	127.8	64.5	162.3	354.6	136.2	5.8	54.5	196.5
	1990	58.4	28.5	214.8	301.7	37.8	4.3	45.7	87.8
	1995	77.6	32.4	243.0	353.0	41.2	4.2	51.9	97.3
	1996	86.1	33.1	243.3	362.5	40.5	4.1	53.3	99.9
	1997	93.0	33.0	259.8	385.8	40.5	4.3	56.2	101.0
Subtotal: Developing countries in America	1980	188.9	97.5	242.5	528.9	203.9	16.1	98.4	318.6
	1990	171.1	55.5	298.3	524.9	75.0	16.8	95.5	187.5
	1995	211.0	62.4	338.3	611.7	81.5	16.5	108.2	206.2
	1996	234.0	68.0	340.0	642.0	80.3	16.4	110.4	209.1
	1997	252.7	68.2	360.2	681.1	80.3	17.2	115.6	213.1

Area b/	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Oil		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
<u>Developing countries in Asia</u>									
Western Asia	1980	800.6	54.5	12.3	867.4	8.6	5.0	54.9	68.4
	1990	463.9	74.8	30.5	569.2	15.6	7.1	107.0	129.7
	1995	614.4	82.8	32.7	729.9	17.6	6.8	109.2	133.6
	1996	629.1	79.0	33.2	741.3	17.5	6.7	108.0	132.2
	1997	637.9	79.0	34.5	751.4	17.5	7.0	115.1	139.4
Southern and Eastern Asia (n.e.s)	1980	74.3	42.2	165.9	282.4	97.4	26.9	163.5	287.8
	1990	78.6	88.4	253.0	420.0	150.4	41.6	362.9	554.9
	1995	84.5	110.6	329.1	524.2	196.4	49.7	466.7	712.8
	1996	76.6	115.6	333.7	525.9	196.0	49.0	474.8	719.8
	1997	73.5	117.2	347.8	538.5	196.0	51.0	487.4	734.4
Subtotal: Developing countries in Asia	1980	874.9	96.7	178.2	1 149.8	106.0	31.9	218.5	356.2
	1990	542.5	163.2	283.5	989.2	166.0	48.7	469.9	684.6
	1995	698.9	193.4	361.8	1 254.1	214.0	56.5	575.9	846.4
	1996	705.7	194.6	366.9	1 267.2	213.5	55.7	582.8	852.0
	1997	711.4	196.2	382.3	1 289.9	213.5	58.0	602.5	874.0
Developing countries in Europe	1980	-	-	0.1	0.1	-	0.5	0.6	1.1
	1990	0.3	1.1	7.4	8.8	8.7	2.4	17.7	28.8
	1995	-	1.0	7.8	8.8	7.7	1.0	16.3	25.0
	1996	-	1.0	7.9	8.9	7.5	1.0	16.5	25.0
	1997	-	1.0	8.2	9.2	7.5	1.0	17.1	25.6
Developing countries in Oceania (n.e.s.)	1980	-	0.7	8.4	9.1	1.6	2.3	3.5	7.4
	1990	-	0.3	8.0	8.3	-	2.3	3.6	5.9
	1995	-	0.5	10.4	10.9	-	1.5	2.7	4.2
	1996	-	0.5	10.5	11.0	-	1.5	2.7	4.2
	1997	-	0.5	10.9	11.4	-	1.5	2.8	4.3
Subtotal: Developing countries	1980	1 354.1	200.2	532.3	2 086.6	372.0	60.3	406.6	838.9
	1990	1 023.9	255.6	693.7	1 973.0	323.5	80.3	688.2	1 092.0
	1995	1 241.8	293.7	817.3	2 352.8	383.2	85.6	808.6	1 277.4
	1996	1 319.1	295.9	825.7	2 440.7	380.2	84.6	821.3	1 286.1
	1997	1 343.0	296.9	865.9	2 505.8	380.2	88.1	849.1	1 317.4
<u>World total</u>	1980	1 527.4	343.9	1 832.5	3 703.8	1 530.0	325.8	1 823.3	3 679.1
	1990	1 287.2	467.6	2 253.0	4 007.4	1 315.0	445.9	2 365.0	4 125.9
	1995	1 529.3	519.7	2 602.3	4 651.3	1 543.2	500.6	2 704.0	4 747.8
	1996	1 589.8	537.0	2 630.7	4 757.5	1 599.2	479.8	2 733.6	4 815.4
	1997	1 627.3	549.8	2 763.5	4 940.6	1 623.3	481.1	2 861.0	4 965.4

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by reporting countries and specialized sources.

a/ Including international cargoes loaded at ports of the Great Lakes and St. Lawrence River system for unloading at ports of the system.

b/ See annex I for the composition of groups.

Annex III(a)

Merchant fleets of the world by flag of registration, a/ groups of countries and types of ship b/ as at 31 December 1996
(in grt)

	Total fleet	Oil tankers	Bulk carriers	General cargo ^c	Container ships	Other types
World total d/	509 465 246	147 138 791	155 754 511	90 377 595	43 290 409	72 903 940
Developed market-economy countries						
Australia	2 748 289	488 097	1 039 327	115 247	77 162	1 028 456
Austria	94 671	..	..	94 671	..	..
Belgium	283 914	2 357	..	1 322	..	280 235
Canada	1 172 080	111 564	108 371	123 626	1 714	826 805
Denmark	5 998 075	1 026 666	521 416	725 800	2 017 057	1 707 136
Finland	1 521 973	302 929	80 106	437 096	..	701 842
France	4 385 450	1 872 076	447 553	325 588	575 488	1 164 745
Germany	5 907 504	10 898	47 511	1 032 658	3 922 337	894 100
Gibraltar	305 593	272 257	..	18 190	..	15 146
Greece	27 527 903	13 066 118	10 697 663	1 220 672	823 108	1 720 342
Iceland	217 874	1 763	415	5 090	9 650	200 956
Ireland	220 151	2 920	..	79 083	17 572	120 576
Israel	678 923	1 270	12 178	13 283	644 120	8 072
Italy	6 597 708	1 780 826	1 552 527	808 658	395 191	2 060 506
Japan	19 235 690	5 819 301	4 954 144	2 380 491	1 097 376	4 984 378
Luxembourg	878 477	164 625	86 374	61 548	65 399	500 531
Netherlands	5 196 831	626 611	174 335	1 698 526	1 139 284	1 558 075
New Zealand	398 620	67 572	25 046	77 527	..	228 475
Norway	21 819 761	8 895 053	3 858 041	3 767 339	69 015	5 230 313
Portugal	686 319	224 663	127 941	173 781	11 088	148 846
South Africa	407 283	5 171	..	579	268 518	133 015
Spain	1 686 619	514 818	23 233	202 462	71 902	874 204
Sweden	3 007 849	392 427	43 644	1 547 068	..	1 024 710
Switzerland	427 743	..	397 635	12 604	..	17 504
Turkey	6 433 465	709 484	4 167 685	1 200 215	30 802	325 279
United Kingdom	7 314 142	2 093 318	833 912	613 236	1 082 021	2 691 655
United States	17 095 496	6 530 601	1 637 866	2 050 307	3 629 914	3 246 808
Subtotal	142 248 403	44 983 385	30 836 923	18 786 667	15 948 718	31 692 710
Open-registry countries						
Bahamas	24 697 368	11 026 813	4 490 363	5 576 787	952 195	2 651 210
Bermuda	3 462 210	1 586 468	301 181	219 106	502 912	852 543
Cyprus	23 804 046	3 733 129	12 554 667	4 736 919	1 714 087	1 065 244
Liberia	60 382 578	28 043 728	16 942 168	4 437 852	3 694 443	7 264 387
Malta	19 490 707	7 370 317	7 478 135	3 405 332	554 284	682 639
Panama	82 871 307	21 077 622	33 085 123	14 056 055	8 091 923	6 560 584
Vanuatu	1 711 294	39 892	694 688	647 747	16 468	312 499
Subtotal	216 419 510	72 877 969	75 546 325	33 079 798	15 526 312	19 389 106
Central and Eastern Europe and former USSR						
Albania	43 356	..	..	41 117	..	2 239
Armenia	..	..	..	..	..	..
Azerbaijan	642 429	180 730	..	94 190	..	367 509
Belarus	..	..	..	..	..	..
Bulgaria	1 149 905	194 352	532 239	312 185	56 380	54 749

	Total fleet	Oil tankers	Bulk carriers	General cargo g/	Container ships	Other types
Czech Republic	78 148	..	78 148	..	..	..
Estonia	547 723	5 594	159 600	199 894	..	182 635
Georgia	165 181	114 972	..	50 209	..	..
Hungary	92 734	..	48 418	4 933	..	39 383
Kazakstan	9 165	..	..	1 948	..	7 217
Kyrgyzstan	..	..	..	..	..	..
Latvia	728 327	278 502	..	305 016	..	144 809
Lithuania	573 092	4 666	109 615	203 667	..	255 144
Moldova	..	..	..	..	..	..
Poland	2 299 628	6 298	1 455 032	542 655	..	295 643
Romania	2 565 255	429 210	864 697	1 039 886	15 160	216 302
Russian Federation	13 825 898	1 917 216	1 767 348	4 891 474	275 903	4 973 957
Slovakia	19 463	..	..	19 463	..	..
Tajikistan	..	..	..	..	..	..
Turkmenistan	42 403	2 846	..	16 764	..	22 793
Ukraine	3 845 767	78 734	451 688	2 275 646	121 913	917 786
Former USSR g/	..	..	..	..	..	..
Uzbekistan	..	..	..	..	..	..
Subtotal	26 628 474	3 213 120	5 466 785	9 999 047	469 356	7 480 166
Socialist countries of Asia						
China	17 004 116	2 190 138	6 780 545	5 431 260	1 388 957	1 213 216
Democratic People's Republic of Korea	693 262	4 155	107 243	464 313	..	117 551
Viet Nam	808 447	20 324	62 978	469 864	..	255 281
Subtotal	18 505 825	2 214 617	6 950 766	6 365 437	1 388 957	1 586 048
Developing countries of Africa						
Algeria	982 528	34 323	172 360	219 708	..	556 137
Angola	81 856	2 269	..	55 238	..	24 349
Benin	1 151	..	..	..	..	1 151
Cameroon	36 726	..	..	25 234	..	11 492
Cape Verde	14 882	445	..	9 066	..	5 371
Comoros	2 138	..	..	1 545	..	593
Congo	6 250	..	..	2 875	..	3 375
Côte d'Ivoire	12 730	789	..	916	..	11 025
Democratic Republic of the Congo	14 917	..	..	499	..	14 418
Djibouti	3 967	..	..	1 967	..	2 000
Egypt	1 347 624	222 460	523 964	389 156	..	212 044
Equatorial Guinea	20 618	..	..	7 056	..	13 562
Ethiopia	86 009	3 809	..	82 200	..	..
Gabon	33 183	652	23 782	3 110	..	5 639
Gambia	1 642	..	..	..	..	1 642
Ghana	134 686	965	199	34 648	..	98 874
Guinea	7 196	..	..	808	..	6 388
Guinea-Bissau	5 891	..	..	1 640	..	4 251
Kenya	19 817	4 708	..	2 312	..	12 797
Libyan Arab Jamahiriya	685 777	504 730	..	82 328	..	98 719
Madagascar	39 266	10 734	..	14 253	..	14 279
Malawi	..	..	..	..	..	..
Mauritania	42 679	..	..	1 399	..	41 280
Mauritius	243 910	52 757	1 871	122 860	47 522	18 900
Morocco	403 357	12 476	..	93 352	8 373	289 156
Mozambique	44 750	366	..	9 130	..	35 254

	Total fleet	Oil tankers	Bulk carriers	General cargo <i>g</i> /	Container ships	Other types
Nigeria	448 788	251 767	..	114 717	..	82 304
St. Helena	494	..	..	..	..	494
Sao Tome and Principe	2 848	..	..	1 591	..	1 257
Senegal	49 601	..	..	4 699	..	44 902
Seychelles	3 720	..	..	3 474	..	246
Sierra Leone	19 361	1 405	..	490	..	17 466
Somalia	13 941	..	..	6 663	..	7 278
Sudan	42 114	832	..	38 963	..	2 319
Togo	1 128	..	..	..	..	1 128
Tunisia	157 898	6 518	37 618	58 568	..	55 194
Uganda	3 394	..	..	3 394	..	..
United Republic of Tanzania	46 373	5 129	..	30 529	..	10 715
Subtotal	5 063 210	1 117 134	759 794	1 424 388	55 895	1 705 999
Developing countries of America						
Anguilla	2 034	..	..	1 925	..	109
Antigua and Barbuda	2 176 204	3 715	173 824	1 194 559	775 910	28 196
Argentina	609 764	113 686	33 678	144 454	37 886	280 060
Barbados	496 959	22 233	213 830	208 488	..	52 408
Belize	1 015 838	66 609	159 839	635 842	8 433	145 115
Bolivia	..	..	..	..	..	..
Brazil	4 547 264	1 809 246	1 889 695	356 640	194 565	297 118
Cayman Islands	826 680	86 854	281 963	325 655	49 203	83 005
Chile	695 897	92 508	190 509	114 333	25 246	273 301
Colombia	121 890	5 887	..	86 404	..	29 599
Costa Rica	5 942	..	..	448	..	5 494
Cuba	291 547	26 594	662	134 676	..	129 615
Dominica	1 617	..	..	1 383	..	234
Dominican Republic	11 984	674	..	7 845	..	3 465
Ecuador	178 361	81 415	..	41 114	..	55 832
El Salvador	1 479	..	..	..	..	1 479
Falkland Islands <i>f</i> /	29 918	..	..	735	..	29 183
Grenada	887	..	..	621	..	266
Guatemala	776	..	..	..	..	776
Guyana	16 209	125	..	8 188	..	7 896
Haiti	950	..	..	670	..	280
Honduras	1 200 981	102 822	115 499	716 782	6 067	259 811
Jamaica	9 261	1 887	..	5 589	..	1 785
Mexico	1 130 597	425 344	..	53 598	123 884	527 771
Montserrat	..	..	..	..	..	..
Nicaragua	4 169	..	..	498	..	3 671
Paraguay	43 615	4 480	..	30 002	823	8 310
Peru	344 273	75 972	15 297	59 678	..	193 326
St. Kitts and Nevis	300	..	..	300	..	..
St. Lucia	911	..	..	659	..	252
St. Vincent and the Grenadines	7 134 362	1 228 005	2 626 531	2 714 261	75 473	490 092
Suriname	7 824	1 842	..	2 852	1 343	1 787
Trinidad and Tobago	18 527	..	..	2 479	..	16 048
Turks and Caicos Islands	2 100	..	..	792	..	1 308
Uruguay	100 072	48 034	..	627	..	51 411
Venezuela	697 271	274 761	111 255	55 250	499	255 506
Virgin Islands, British	5 260	..	..	2 633	..	2 627
Subtotal	21 731 723	4 472 693	5 812 582	6 909 980	1 299 332	3 237 136

	Total fleet	Oil tankers	Bulk carriers	General cargo \square	Container ships	Other types
Developing countries and territories of Asia						
Bahrain	164 258	53 551	7 984	64 576	..	38 147
Bangladesh	438 101	59 193	6 726	337 797	..	34 385
Brunei Darussalam	369 239	239	..	2 723	..	366 277
Cambodia	..	..	..	..	..	..
Hong Kong	8 031 438	396 083	5 909 856	759 447	865 588	100 464
India	7 148 336	2 634 000	3 081 050	576 561	84 345	772 380
Indonesia	2 982 043	856 234	221 758	1 231 195	60 623	612 233
Iran, Islamic Rep. of	3 565 682	1 860 142	1 014 628	532 141	1 593	157 178
Iraq	865 318	697 827	..	78 532	..	88 959
Jordan	41 005	..	40 117	..	..	888
Kuwait	2 028 448	1 342 512	..	260 261	85 594	340 081
Lebanon	275 167	1 698	73 076	196 070	..	4 323
Malaysia	4 187 153	590 192	1 272 436	693 613	415 532	1 215 380
Maldives	96 016	6 143	11 301	71 064	..	7 508
Myanmar	687 220	45 219	309 663	232 719	24 415	75 204
Oman	20 891	313	..	2 544	..	18 034
Pakistan	444 768	49 595	159 040	198 313	21 461	16 359
Philippines	9 033 523	157 526	6 333 650	1 830 389	166 128	545 830
Qatar	562 002	182 825	141 617	133 227	85 594	18 739
Republic of Korea	7 561 701	380 255	3 650 176	935 561	1 637 761	957 948
Saudi Arabia	1 219 948	258 852	..	574 560	126 117	260 419
Singapore	16 466 479	6 613 508	4 343 732	2 245 811	2 294 879	968 549
Sri Lanka	241 637	5 486	92 979	132 922	..	10 250
Syrian Arab Republic	425 414	..	50 382	371 778	..	3 254
Thailand	2 042 168	384 638	480 196	967 301	78 178	131 855
United Arab Emirates	894 998	410 495	36 654	184 424	132 667	130 758
Yemen	25 864	1 886	..	3 418	..	20 560
Subtotal	69 818 817	16 988 412	27 237 021	12 616 947	6 080 475	6 895 962
Developing countries of Europe						
Croatia	581 084	7 909	185 599	236 120	66 494	84 962
Slovenia	2 621	..	..	276	..	2 345
Yugoslavia	2 312	..	..	..	..	2 312
Subtotal	586 017	7 909	185 599	236 396	66 494	89 619
Developing countries of Oceania						
Fiji	36 307	3 164	..	12 236	..	20 907
Kiribati	6 352	1 957	..	3 728	..	667
Nauru	..	..	..	..	..	..
Papua New Guinea	56 845	7 250	..	40 786	..	8 809
Samoa	6 186	..	..	4 339	..	1 847
Solomon Islands	10 098	..	..	3 286	..	6 812
Tonga	11 411	..	..	6 899	..	4 512
Tuvalu	56 952	..	..	21 985	..	34 967
Subtotal	184 151	12 371	..	93 259	..	78 521
Developing TOTAL	97 383 918	22 598 519	33 994 996	21 280 970	7 502 196	12 007 237
Other unallocated	8 279 116	1 251 181	2 958 716	865 676	2 454 870	748 673

Annex III(b)

Merchant fleets of the world by flag of registration, a/ groups of countries and types of ship b/ as at 31 December 1996
(in dwt)

	Total fleet	Oil tankers	Bulk carriers	General cargo c/	Container ships	Other types
World total d/	758 179 172	271 454 368	272 564 486	104 636 655	48 766 684	60 756 979
Developed market-economy countries						
Australia	3 832 527	835 076	1 753 833	116 759	91 392	1 035 467
Austria	130 037	..	..	130 037	..	..
Belgium	293 077	3 628	..	1 715	..	287 734
Canada	805 705	178 198	162 507	117 714	1 910	345 376
Denmark	7 720 301	1 936 426	968 806	803 043	2 319 704	1 692 322
Finland	1 179 860	508 210	120 842	364 109	..	186 699
France	6 258 838	3 688 301	812 470	385 290	639 670	733 107
Germany	6 874 256	16 260	80 924	1 235 841	4 937 512	603 719
Gibraltar	579 854	536 119	..	29 919	..	13 816
Greece	48 042 326	25 236 215	18 912 482	1 700 044	900 771	1 292 814
Iceland	93 328	2 239	650	5 451	12 400	72 588
Ireland	191 490	4 059	..	112 673	16 974	57 784
Israel	803 350	2 512	18 043	15 178	763 738	3 879
Italy	8 442 167	3 040 721	2 881 742	713 123	408 305	1 398 276
Japan	27 451 536	10 498 667	9 136 978	3 173 363	1 094 810	3 547 718
Luxembourg	1 232 565	301 880	164 100	41 462	77 447	647 676
Netherlands	5 904 426	974 326	280 073	2 161 227	1 175 781	1 313 019
New Zealand	421 599	101 677	37 157	60 979	..	221 786
Norway	33 265 282	17 151 524	6 881 180	3 468 847	91 778	5 671 953
Portugal	997 991	402 142	236 307	228 498	14 262	116 782
South Africa	365 487	8 456	..	142	262 351	94 538
Spain	1 935 194	913 530	37 490	250 527	113 323	620 324
Sweden	2 404 621	686 067	62 846	1 077 985	..	577 723
Switzerland	738 174	..	697 757	12 428	..	27 989
Turkey	10 512 601	1 273 955	7 231 794	1 707 371	40 851	258 630
United Kingdom	9 039 307	3 878 117	1 523 378	578 947	1 183 094	1 875 771
United States	23 477 672	12 756 802	2 914 966	1 722 036	3 705 235	2 378 633
Subtotal	202 993 571	84 935 107	54 916 325	20 214 708	17 851 308	25 076 123
Open-registry countries						
Bahamas	38 242 885	20 715 234	7 824 583	6 762 548	965 693	1 974 827
Bermuda	5 208 272	3 239 779	547 808	188 552	469 337	762 796
Cyprus	37 966 130	6 752 008	21 726 491	6 371 794	2 002 156	1 113 681
Liberia	98 611 538	52 454 747	29 815 187	4 368 521	4 230 377	7 742 706
Malta	32 168 358	13 655 261	12 798 875	4 408 655	600 622	704 945
Panama	125 165 275	38 308 542	57 841 789	13 785 151	8 825 303	6 404 490
Vanuatu	2 093 163	65 866	1 164 991	487 471	19 929	354 906
Subtotal	339 455 621	135 191 437	131 719 724	36 372 692	17 113 417	19 058 351
Central and Eastern Europe and former USSR						
Albania	52 455	..	..	51 214	..	1 241
Armenia	..	..	..	..	..	..
Azerbaijan	492 631	233 594	..	102 891	..	156 146
Belarus	..	..	..	..	..	..
Bulgaria	1 639 142	314 974	833 739	379 830	67 117	43 482

	Total fleet	Oil tankers	Bulk carriers	General cargo <u>g</u> /	Container ships	Other types
Czech Republic	132 368	..	132 368	..	..	..
Estonia	550 097	8 752	258 785	205 876	..	76 684
Georgia	290 457	189 221	73 062	5 969	..	22 205
Hungary	70 864	..	..	70 864	..	..
Kazakstan	4 769	..	..	1 323	..	3 446
Kyrgyzstan	..	..	..	..	..	..
Latvia	783 921	430 680	..	264 504	..	88 737
Lithuania	518 443	8 399	160 212	219 563	..	130 269
Moldova	..	..	..	..	..	..
Poland	3 114 560	8 743	2 396 426	559 064	..	150 327
Romania	3 732 042	768 770	1 408 015	1 364 897	16 635	173 725
Russian Federation	13 584 396	2 839 609	2 712 801	5 237 847	300 226	2 493 913
Slovakia	24 533	..	..	24 533	..	..
Tajikistan	..	..	..	..	..	..
Turkmenistan	30 837	5 010	..	15 275	..	10 552
Ukraine	4 023 139	115 319	740 760	2 567 798	115 180	484 082
Former USSR <u>e</u>/	..	..	..	..	..	..
Uzbekistan	..	..	..	..	..	..
Subtotal	29 044 654	4 923 071	8 716 168	11 071 448	499 158	3 834 809
Socialist countries of Asia						
China	24 994 495	3 546 869	11 333 397	7 388 460	1 704 756	1 021 013
Democratic People's Republic of Korea	884 753	8 672	172 353	622 501	..	81 227
Viet Nam	1 200 679	34 277	105 992	682 535	..	377 875
Subtotal	27 079 927	3 589 818	11 611 742	8 693 496	1 704 756	1 480 115
Developing countries of Africa						
Algeria	1 110 949	52 547	288 145	296 086	..	474 171
Angola	104 343	2 665	..	87 321	..	14 357
Benin	210	..	..	..	..	210
Cameroon	39 802	..	..	33 514	..	6 288
Cape Verde	18 571	562	..	14 252	..	3 757
Comoros	3 498	..	..	2 834	..	664
Congo	4 431	..	..	4 100	..	331
Côte d'Ivoire	8 683	1 170	..	1 220	..	6 293
Djibouti	4 800	..	..	4 450	..	350
Democratic Republic of the Congo	15 842	..	..	599	..	15 243
Egypt	1 935 960	383 698	885 805	528 412	..	138 045
Equatorial Guinea	12 819	..	..	9 004	..	3 815
Ethiopia	105 685	5 818	..	99 867	..	..
Gabon	44 259	742	38 516	2 907	..	2 094
Gambia	2 556	..	..	..	..	2 556
Ghana	113 322	1 167	260	43 787	..	68 108
Guinea	2 573	..	..	285	..	2 288
Guinea-Bissau	2 699	..	..	540	..	2 159
Kenya	18 897	7 631	..	1 524	..	9 742
Libyan Arab Jamahiriya	1 138 641	1 002 761	..	91 357	..	44 523
Madagascar	40 390	16 927	..	16 349	..	7 114
Malawi	..	..	..	..	..	..
Mauritania	20 034	..	..	1 871	..	18 163
Mauritius	327 358	84 464	2 500	162 735	68 760	8 899
Morocco	385 637	22 687	..	107 336	10 071	245 543
Mozambique	29 507	419	..	16 591	..	12 497

	Total fleet	Oil tankers	Bulk carriers	General cargo $\text{c}/$	Container ships	Other types
Nigeria	682 197	493 198	..	138 519	..	50 480
Saint Helena	478	..	..	..	..	478
Sao Tome and Principe	2 492	..	..	1 285	..	1 207
Senegal	27 258	..	..	6 667	..	20 591
Seychelles	3 278	..	..	3 278	..	..
Sierra Leone	11 197	1 835	..	944	..	8 418
Somalia	12 289	..	..	7 019	..	5 270
Sudan	53 241	1 222	..	51 195	..	824
Togo	283	..	..	..	..	283
Tunisia	174 510	10 368	58 573	60 248	..	45 321
Uganda	2 743	..	..	2 743	..	..
United Republic of Tanzania	51 510	8 991	..	39 685	..	2 834
Subtotal	6 512 942	2 098 872	1 273 799	1 838 524	78 831	1 222 916
Developing countries of America						
Anguilla	3 224	..	..	3 224	..	..
Antigua and Barbuda	2 842 205	6 011	287 781	1 519 279	992 620	36 514
Argentina	724 007	195 837	51 950	189 007	48 942	238 271
Barbados	723 063	37 740	333 750	278 047	..	73 526
Belize	1 426 157	102 547	241 086	961 389	9 899	111 236
Bolivia	..	..	..	..	..	..
Brazil	7 375 501	3 107 749	3 317 363	389 949	235 996	324 444
Cayman Islands	1 221 147	155 100	529 639	390 044	57 080	89 284
Chile	857 644	165 672	324 216	99 123	29 990	238 643
Colombia	141 949	9 681	..	112 170	..	20 098
Costa Rica	1 208	..	..	..	..	1 208
Cuba	332 800	37 708	632	171 814	..	122 646
Dominica	1 901	..	..	1 901	..	..
Dominican Republic	11 242	1 635	..	8 641	..	966
Ecuador	216 959	133 711	..	50 692	..	32 556
El Salvador	..	..	..	..	..	..
Falkland Islands $\text{f}/$	19 977	..	..	630	..	19 347
Grenada	950	..	..	950	..	..
Guatemala	..	..	..	..	..	..
Guyana	14 421	..	..	8 640	..	5 781
Haiti	170	..	..	..	..	170
Honduras	1 629 371	186 840	190 065	1 121 235	6 918	124 313
Jamaica	6 339	3 292	..	2 813	..	234
Mexico	1 491 732	706 088	..	71 902	146 861	566 881
Montserrat	..	..	..	..	..	..
Nicaragua	1 773	..	..	1 175	..	598
Paraguay	49 724	8 892	..	35 077	2 181	3 574
Peru	338 636	144 893	25 195	90 019	..	78 529
Saint Kitts and Nevis	550	..	..	550	..	..
Saint Lucia	889	..	..	889	..	..
Saint Vincent and the Grenadines	10 901 760	2 274 881	4 525 163	3 580 270	96 531	424 915
Suriname	9 063	3 035	..	3 466	1 771	791
Trinidad and Tobago	10 893	..	..	4 644	..	6 249
Turks and Caicos Islands	405	..	..	161	..	244
Uruguay	122 031	95 702	..	1 241	..	25 088
Venezuela	1 020 503	469 121	187 631	75 586	1 180	286 985
Virgin Islands, British	3 806	..	..	3 203	..	603
Subtotal	31 502 000	7 846 135	10 014 471	9 177 731	1 629 969	2 833 694

	Total fleet	Oil tankers	Bulk carriers	General cargo g/	Container ships	Other types
Developing countries and territories of Asia						
Bahrain	241 911	97 002	13 143	98 759	..	33 007
Bangladesh	607 572	99 613	8 903	478 806	..	20 250
Brunei Darussalam	351 579	270	..	4 145	..	347 164
Cambodia	..	..	..	..	..	..
Hong Kong	13 693 422	692 325	11 039 500	926 661	961 078	73 858
India	11 639 054	4 701 590	5 183 986	771 402	110 767	871 309
Indonesia	3 851 425	1 373 611	344 174	1 717 519	79 508	336 613
Iran, Islamic Rep. of	6 211 404	3 631 439	1 703 213	727 307	1 905	147 540
Iraq	1 503 267	1 314 850	..	108 734	..	79 683
Jordan	67 760	..	67 513	..	..	247
Kuwait	3 207 685	2 421 047	..	330 975	91 461	364 202
Lebanon	413 817	2 811	125 658	280 744	..	4 604
Malaysia	6 132 722	1 024 824	2 267 788	980 900	491 473	1 367 737
Maldives	143 868	12 679	19 536	103 997	..	7 656
Myanmar	923 318	62 393	509 208	222 235	25 297	104 185
Oman	11 122	460	..	2 996	..	7 666
Pakistan	710 127	91 021	292 293	287 046	28 336	11 431
Philippines	13 902 366	258 382	11 076 831	2 075 311	220 874	270 968
Qatar	907 065	327 252	270 329	205 165	91 536	12 783
Republic of Korea	11 184 300	713 273	6 657 020	946 764	1 913 201	954 042
Saudi Arabia	1 480 091	480 244	..	627 441	116 911	255 495
Singapore	25 721 659	11 839 420	7 862 814	2 195 942	2 642 894	1 180 589
Sri Lanka	345 355	10 198	180 225	150 886	..	4 046
Syrian Arab Republic	650 362	..	79 816	570 546	..	..
Thailand	3 239 055	738 800	814 775	1 464 399	106 301	114 780
United Arab Emirates	1 350 183	737 810	62 352	257 532	142 960	149 529
Yemen	25 638	3 185	..	3 061	..	19 392
Subtotal	108 516 127	30 634 499	48 579 077	15 539 273	7 024 502	6 738 776
Developing countries of Europe						
Croatia	747 981	11 444	318 654	311 467	80 197	26 219
Slovenia	1 123	..	..	234	..	889
Yugoslavia	506	..	..	..	..	506
Subtotal	749 610	11 444	318 654	311 701	80 197	27 614
Developing countries of Oceania						
Fiji	29 219	3 605	..	10 497	..	15 117
Kiribati	7 094	3 048	..	3 352	..	694
Nauru	..	..	..	..	..	..
Papua New Guinea	62 118	10 044	..	48 888	..	3 186
Samoa	6 501	..	..	6 066	..	435
Solomon Islands	6 775	..	..	3 155	..	3 620
Tonga	14 555	..	..	10 403	..	4 152
Tuvalu	84 936	..	..	27 067	..	57 869
Subtotal	211 198	16 697	..	109 428	..	85 073
Developing TOTAL	147 491 877	40 607 647	60 186 001	26 976 657	8 813 499	10 908 073
Other unallocated	12 113 522	2 207 288	5 414 526	1 307 654	2 784 546	399 508

Annex IIINotes

Source: Lloyd's Maritime Information Services Ltd. (London).

a/ The designations employed and the presentation of material in this table refer to flags of registration and do not imply the expression of any opinion by the Secretariat of the United Nations concerning the legal status of any country or territory, or of its authorities, or concerning the delimitation of its frontiers.

b/ Ships of 100 grt and over, excluding the Great Lakes fleets of the United States and Canada and the United States Reserve Fleet.

c/ Including passenger/cargo.

d/ Excluding estimates of the United States Reserve Fleet and the United States and Canadian Great Lakes fleets, which amounted to respectively 2.9 million grt (3.7 million dwt), 1.0 million grt (2.0 million dwt) and 1.2 million grt (1.9 million dwt).

e/ All Republics of the former USSR which have not established new shipping registers (see box 1).

f/ A dispute exists between the Governments of Argentina and the United Kingdom of Great Britain and Northern Ireland concerning sovereignty over the Falkland Islands (Malvinas).

Annex IV

Selection of shipping Internet sites in alphabetical order

Company	Type	Address
Aalborg	Port	www.softdev.com/netcity/aalborg.havn
AAPA	Ports	www.seaportsinfo.com/portmenu.html
AAPA	Shipping lines	www.seaportsinfo.com/shipling.html
Aarhus	Port	www.euroports.com/aarhus/index.uk.html
ACL	Shipping	www.aclcargo.com
Ahlers	Ship operator	www.ahlers.be/
Aker Group	Oil	www.aker.no
American President Line	Ship operator	www.apl.com/
Amoco	Oil	www.amoco.com
Antwerp	Port	www.PortofAntwerp.be
APEX Maritime Co Inc	Shipbrokers	cyber.cclims.com/comp/apex/apex.html
Arco	Oil	www.arco.com
Asian Terminals Inc., Manila	Port	www.epic.net/asianterminals/
ATEL Capital Group	Ship finance	www.atel.com/
Australia-New Zealand Direct Line	Ship operator	www.ANZDL.com/
Baltic Exchange	Maritime association	www.balticexchange.com
BDP International Inc.	Shipbrokers	www.bdpint.com/
Bellingham	Port	www.portofbellingham.com/
Bender Shipbuilding	Shipbuilder	www.bendership.com
BHP	Oil	www.bhp.com.au
Bimco	Maritime association	www.bimco.dk
BP	Oil	www.bp.com
Brennan International Transport Inc.	Shipbrokers	www.nvocc.com/
Brest	Port	www.port.cci-brest.fr
Cargoweb	Freight	www.cargoweb.nl/
Cartagena, Spain	Port	www.apc.es
Chamber of Shipping	Maritime association	www.seanet.co.uk/classifi/marassoc/chamber
Charleston	Port	Web.InfoAve.Net/scspa/
Chevron	Oil	www.chevron.com
Cho Yang	Ship operator	www.dt.com.hk/choyang/kck.html
Colombia	Port	www.netrunner.net/~polomar/naves/ports.html
Columbus Line	Ship operator	www.columbusline.com
Connecticut Maritime Association	Maritime association	www.nsnnet.com:80/~cma/
Conoco	Oil	www.conoco.com
Coral Maritime Services Ltd.	Ship operator	www.shipping.co.il/coral
COSCO	Shipping	www.cosco.co.cn
Crowley Maritime Corporation	Ship operator	www.crowley.com
CSX Corporation	Ship operator	www.csx.com
Daewoo Heavy Industries	Shipbuilder	www.dhi.co.kr/
Dart Maritime Service Inc.	Ship agents	www.dartmaritime.com
Det norske Veritas	Classification society	www.dnv.no/
DFDS A/S-Scandinavian Seaways	Ship operator	www.scanseas.com/
Dorchester Maritime Ltd.	Ship operator	www.dorch.co.uk
Eimskip-Icelandic Steamship Co. Ltd.	Ship operator	www.eimskip.is/eindex.htm
European Union	Maritime association	www.europea.eu.int/en/gonline.html
Evergreen Shipping	Ship operator	www.evergreen.com
Expeditors International of Washington, Inc.	Shipbrokers	www.expd.com/
Fairplay	Maritime publication	www.fairplay-publications.co.uk
Federal Maritime Commission	Government	www.fmc.gov

Company	Type	Address
Finland, Gulf of Bothnia	Port	www.otm.fi/nowerail/
Fritz Companies	Ship agents	www.fritz.com
Gdansk	Port	www.pg.gda.pl/~korab/
Genoa, Italy	Port	www.portnet.it/
Germanischer Lloyd	Classification society	www.germanlloyd.de/
Greenpeace	Environmental group	www.greenpeace.org
Grupo Libra	Ship operator	www.grupolibra.com
Gulf & Atlantic Maritime Services Inc	Shipbrokers	www.gnamaritime.com/index.html
Halifax	Port	Fox.nstn.ca:80/~mrkting
Hamburger Lloyd AG	Ship operator	www.hlloyd.com/index.html
Hamburg Süd	Shipping	www.hamburg-sued.com
Hamilton, Ontario, Canada	Port	www.freenet.hamilton.on.ca
Hanjin Container Lines	Ship operator	www.hanjin.com
Harbour International Inc.	Ship agents	www.harbouronline.com
Hampton Roads	Port	www.hampton.roads.net/
Hellenic Shipbrokers Association	Maritime association	www.vic.com/poseidon/rigos
Hitachi Zosen	Shipbuilder	www.hitachizosen.co.jp
Hobart, Tasmania	Port	hobart.southcom.com.au/~mbht
Hong Kong, China	Port	www.info.gov.hk/mardep
Houston	Port	www.vannevar.com/port_of_houston
Hyundai Group	Shipbuilder	www.hyundai.net/
ICHCA	Maritime association	nw.demon.co.uk/ichca
Inchcape	Shipping	www.inchcape-shipping.com
Inmarsat	Maritime association	www.inmarsat.org
Interpool (IPX)	Ship agents	www.interpool.com/
International Association of Ports & Harbours	Maritime association	www.iaph.or.jp
Jacksonville	Port	www.jaxport.com
Janson Shipbrokers	Shipbrokers	www.janson.no
K-Line	Ship operator	www.k-line.com/
Kobe	Port	www.kobe-cufs.ac.jp/
Korab	General maritime site	www.pg.gda.pl/~korab/kor_Ink.html
Kotka	Port	www.kotka.fi/satama
Latvia ports	Port	www.itl.rtu.lv/transp/ports.html
Livorno	Port	www.portnet.it/
Lloyd's	Insurance	www.lloydsolondon.co.uk
Lloyd's List Australian Weekly	Liner services	www.llaw-net.aust.com/
Lloyd's Register	Classification society	www.lr.org
Lloyd's of London Press	Lloyd's List etc.	www.llplimited.com/
London	Port	www.portoflondon.co.uk
Los Angeles	Port	www.portla.com/
Maersk Line	Ship operator	www.maerskline.com
Matson Navigation Company	Ship operator	www.matson.com
Melfi Marine Corp. SA	Ship operator	www.caspar.on.ca/melfi/
Mitsui Engineering & Shipbuilding	Shipbuilder	www.mes.co.jp/
Mitsui OSK Lines	Ship operator	www.mitsui.com/
Mobil	Oil	www.mobil.com
Mobile	Port	alaweb.asc.edu/
Montreal	Port	www.port-montreal.com
Maritime Administration, Washington	Government	www.marad.dot.gov
MTL	Container terminal	www.mtl.com.hk/
Multiport	Ship agents	www.multiport.org
NAFTA	Maritime association	gopher://wiredtap.spies.com:70/11/Gov/NAFTA
Navarro's Brokerage Ltd., Trinidad	Ship agents	www.trinidad.net/navarros/
Nedlloyd Lines	Ship operator	www.nedlloyd.com/

Company	Type	Address
Neptune Orient Line	Shipping	www.nolweb.com
Norsk Hydro	Oil	www.hydro.com
North Carolina	Port	www.ncports.com/
Norwegian Shipowners' Association	Maritime association	www.rederi.no/en/
NYK	Shipping	www.nyk.com
Oakland	Port	www.portofoakland.com/
Occidental Group	Ship operator	www.gate.net/~oxy/
Orient Overseas Container Lines	Ship operator	www.oocl.com/
Pal Indonesia Shipyard	Shipbuilder	www.inn.bppt.go.id/government/bpis/pal.html
Pensacola	Port	www.gulf.net/civic/cityhall/services/port.html
Philadelphia & Camden	Port	libertynet.org/~ppc/
Pittsburgh	Port	www.lm.com/~portpitt
P&O-Nedlloyd	Shipping	www.ponl.com
Polomar Inc.	Shipbrokers	netrunner.net/~polomar/
Portel - Information	Port	www.portel.es/
Portland, Oregon	Port	www.portofportlandor.com
Ravenna	Port	www.romagna.com/sapir/
RCL	Ship operator	www.oceanfreight.com
Repsol	Oil	www.repsol.es
Rimship AS	Shipbrokers	graficonn.no/rimship
Rotterdam	Port	www.cargoweb.nl
Safmarine	Shipping	www.safmarine.co.za
Saint John Port Corporation	Port	www.mi.net//port//port.html
Saint Paul	Port	pages.prodigy.com/MN/portweb/portweb.html
Santander	Port	cchp3.unican.es/Puerto/Home.html
Savona	Port	www.portnet.it/
Sea-Land Service Inc.	Shipping	www.sealand.com/
Shell	Oil	www.shell.com
Singapore	Port	www.singapore.gov.sg/
St. John, N.B.	Port	www.mi.net/port/port.html
Stockton	Port	www.portofstockton.com
Sud Americana de Vapores	Ship operator	www.csav.cl
Sunmar Container Lines	Ship operator	www.sunmar.com/
Tacoma	Port	www.portoftacoma.com/
Texaco	Oil	www.texaco.com/
TLS International, Inc.	Shipbrokers	www.pond.com/~tlsint/Welcome.html
Tor Line AB	Ship operator	www.torline.se/
TT Club	Insurance	www.ttclub.com/
UK Club	Insurance	www.ukpandi.com/
US Coast Guard	Maritime association	www.navcen.uscg.mil/
Wilhelmsen Lines (USA)	Ship operator	www.wlusa.com
Yang Ming Lines	Ship operator	www.yml.com.tw
Zim Israel Navigation	Ship operator	www.zim.co.il

United Nations Organizations

IMO	www.imo.org/
UNCTAD	www.unicc.org/unctad/
WMU	www.wmu.se/
WTO OMC	www.wto.org/

Source: *Lloyd's Shipping Economist - IT in Shipping*, September 1996, and UNCTAD secretariat sources.

Annex V

Extract from "Study on Policy Options for Replacing Ageing Ships in the Pacific Island Fleet" Report by the United Nations Economic and Social Commission for Asia and the Pacific, Bangkok, Thailand

Preface

1. Inter-island shipping services play a crucial role in providing the fundamental means of transportation in the South Pacific. To collect data and information, special missions were undertaken to the Cook Islands, Fiji, Papua New Guinea, Solomon Islands, Tonga, Vanuatu and Western Samoa. However, the services are handicapped by long distances between sparsely populated islands and the seasonal demand for movement of small quantities of cargo and continuous demand for passenger transport reaching peak levels at certain times. The limited revenues available to shipowners place them in a financially difficult situation in which they are often unable to replace obsolete and sometimes unsafe vessels. As a result, the average age of the fleet in the Pacific is excessive and even ships brought into service are often of an age and condition which are far from ideal.

Current domestic shipping operations

The existing fleet

2. Table A gives an outline of the present number, types and ages of ships in domestic fleets of the South Pacific. The ships have been classified broadly under four headings: conventional (deck) passenger/cargo vessels, landing craft, roll-on/roll-off passenger ferries and coastal tankers. Overall length has been used as the criterion of size as varied methods of measurement render gross tonnage virtually meaningless as a means of comparison, particularly in the case of small vessels. As may be seen from table A, the 20 year mark applies to over 50 per cent of the ships in the region and if replacement is to be considered, this still means a very significant number of vessels.

Control of domestic shipping operations

3. Almost all South Pacific governments have some form of legislation which provides for the issue of trading licences (as distinct from safety certificates) to vessels engaged in the domestic trade. The basic purpose behind such legislation is threefold:

- (i) to reserve the trade to national flag carriers except where some particular circumstances, such as a requirement for a specialized type of vessel, may create a need for entry of a foreign flag carrier;
- (ii) to prevent over-tonnaging in the domestic trade with the consequences flowing from too many ships chasing too little cargo; and
- (iii) to ensure provision of adequate services, not only in the more lucrative "inner-island" trades where large volumes of cargo and passengers are offered but also in the "outer-island" trades, where little in the way of traffic or commercial incentives exists.

4. It does not appear that these objectives are being fulfilled at the present time. Over-tonnaging appears to be prevalent, especially in the larger shipping countries, and the supply of poorly paying services to the outer islands has become a critical social and economic problem particularly in those countries which have disposed of their government-owned ships which were less reliant on freight and passenger revenues. Introduction of route licensing systems has not been successful and the control of freight rates and/or passenger fares in some countries is another aspect which may need examination.

Table A
South Pacific domestic fleet statistics 1996

Type	I Conventional Pass/Cargo					II Landing Craft					III Roll on-Roll off Ferries					IV Coastal Tanker			Total Vessel
	Over 55m	45 - 55m	35- 45m	25 - 35m	under 25m	Over 55m	45 - 55m	35 - 45m	25 - 35m	unde r 25m	Over 55m	45 - 55m	35 - 45m	25 - 35 m	Under 25m	Over 55m	45 - 55m	35 - 45m	
Cook Islands				2(2)															2(2)
Federated States of Micronesia	4(nil)					1(1)													5(1)
Fiji		1(1)	3(2)	3(1)	9(7)			1(nil)	3(2)		3(3)	1(1)	1(1)						25(18)
Kiribati	2(1)		3(1)		1(nil)					2(1)									8(3)
Marshall Islands	3(nil)							2(nil)											5(nil)
Solomon Islands		2(1)	6(3)	11(4)	19(8)				1(nil)	2(2)			1(1)						42(19)
Tonga					6(2)				2(2)	1(1)		1(nil)		2(2)					12(7)
Tuvalu	1(nil)																		1(nil)
Vanuatu				6(3)	23(15)				1(1)	2(1)									32(20)
Western Samoa								1(nil)	1(1)				2(nil)	1(1)					5(2)
Subtotal	10(1)	3(2)	12(6)	22(10)	58(32)	1(1)		4(nil)	8(6)	7(5)	3(3)	2(1)	4(2)	3(3)					137(72)
Papua New Guinea		15(1)	10(2)	10(3)	76(54)		1(nil)	3(2)		2(2)			2(2)	4(2)	2(1)		3(3)	2(1)	130(73)
TOTAL	10(1)	18(3)	22(8)	32(13)	134(86)	1(1)	1(nil)	7(2)	8(6)	9(7)	3(3)	2(1)	6(4)	7(5)	2(1)		3(3)	2(1)	267(145)

Key: Numbers denote total numbers of vessels of each type and size.

Numbers in brackets denote numbers of vessels over 20 years of age of each type and size.

- NOTE :
1. Figures are approximate, based on "Shipbuilding and Repair Facilities: Regional Planning Study", prepared by Leefax Services Ltd. for Forum Secretariat, 1992, updated where further information has become available.
 2. The fleet of Papua New Guinea is shown separately from that of other South Pacific countries in view of its predominant scale which is almost equivalent to the aggregated fleet of other South Pacific countries.

5. All these are matters which require attention if domestic shipping services are to be upgraded. Restriction of trading licences is considered to be one option to avoid an excessive number of vessels in the trade. However, this measure should be carefully studied vis-a-vis the enterprising initiative of the private sector.

Management

6. Smaller companies in the South Pacific, particularly in the shipping sector, face difficulties in management with the impossibilities of achieving economies of scale and the problems created by their remoteness from large business and manufacturing centres. For these companies, accessibility or availability of financial resources and their management is a vital need along with more professional methods of operation, especially when new ships are planned to be brought into the trade.

PROPOSALS FOR CONSIDERATION: FLEET REPLACEMENT

Strategy for fleet replacement

7. A broad outline for a fleet rebuilding and purchase programme is shown in Table B. This is based on the principle that the vessels over 20 years of age (as shown in Table A) should be progressively withdrawn from service and replaced over the five year period (1998-2002).

8. It is appreciated that some governments and shipowners will have views on replacement that differ in certain respects from those shown in the table; also that in some cases, notably that of Papua New Guinea, the basic statistics concerning the number of vessels in older age brackets require updating. It is therefore suggested that the first aim should be to seek agreement from member countries on the strategy to be pursued in working out the rebuilding programme. If they are agreed in principle on the strategy, then detailed proposals from individual countries concerning the number of vessels based on the following criteria can be considered.

9. As part of the general strategy in formulating the fleet replacement programme it is suggested that serious consideration is given to the proposal for making a feasibility study on the establishment of a regional ship financing institution as stated in the following paragraph. A feature of this proposal is the system of "co-ownership" by the financing institution and the borrowers (ship operators) which seems to offer particular advantages with the present financial constraints affecting the domestic shipping industry in the South Pacific.

Establishment of a regional ship financing institution

10. It may be advisable to consider the feasibility of establishing a ship financing institution on a regular basis in order to facilitate the implementation of the proposed ship acquisition programme. Such a project which could be called "Pacific Maritime Credit Corporation" will involve many complex issues such as raising necessary equity and operating fund, structure and management of the organization, recruiting staff members and the viability of its operation. Moreover, starting such a project may need concerted action of the governments in the region as well as adequate support by developed countries.

11. The "Pacific Maritime Credit Corporation" may be expected to provide, in addition to ship financing services, advisory services in both managerial and technical aspects. Moreover, the organization is considered instrumental in eliminating over-tonnaging and upgrading safety standards.

Table B

Proposed fleet construction/purchase programme

TYPE	I CONVENTIONAL PASS/CARGO				II LANDING CRAFT				III ROLL ON-ROLL OFF FERRIES				IV COASTAL TANKERS			TOTAL VESSELS
	45m	35m	25m	15m	45m	35m	25m	15m	45m	35m	25m	15m	45m	35m	25m	
Length Over-All																
Cook Islands		2														2
Federated States of Micronesia					1											1
Fiji		2		4			2		3							11
Kiribati	1						1									2
Marshall Islands					1											1
Solomon Islands		2	2	4			2			1						11
Tonga				2			1			1						4
Tuvalu		1														1
Vanuatu			2	8			2									12
Western Samoa							1				1					2
Subtotal	1	7	4	18	2		9		3	2	7					47
Papua New Guinea		2	2	24		2	2			2	2		3			39
Total	1	9	6	42	2	2	11		3	4	3		3			86

Financial strategies and measures for acquiring replacement vessels

Policy measures for governments

12. Promotional measures by government for the shipping industry include direct and indirect programmes for shipbuilders and shipowning/operating companies. Most of these programmes are intended to reduce capital and operating expenditures by providing grants and subsidies, and consequently to enhance the credit worthiness or the ability of the borrowers to repay, thereby reducing the risk to lenders. For example, the probability of repayment will increase when commercial loans are guaranteed by governments or when protectionist measures limit competition. Promotional measures for shipping and shipbuilding industries are summarized below.

A. Direct measures

- (1) Financing programmes
- (2) Construction subsidies
- (3) Operating subsidies
- (4) Scrap and build aids
- (5) Interest rate subsidies

B. Indirect measures

- (1) Cabotage and other measures to constrain competition
- (2) Loan guarantee
- (3) Tax and depreciation benefits
- (4) Exemption from customs duty
- (5) Freight subsidies for shippers

13. With regard to the application of direct promotional measures, it is recognized that these may be difficult for the governments in the South Pacific as they entail direct outflow from their treasures. Because few countries can afford a ship financing programme at the national level, governments could consider the benefits of closer regional cooperation in ship financing and building. This would provide the opportunity to realize economies of scale and to strengthen their negotiating power with the parties concerned including possible donor institutions.

14. Provision of subsidies for shipowners who intend to "scrap and build" will involve financial problems. However, if government guarantees give higher priority for loan applicants who undertake scrap and build, such an administrative measure will certainly accelerate the modernization of the fleet and enhance safety standards.

15. Some indirect promotional measures are applied by several countries in the South Pacific, for example, cabotage has been introduced by almost all countries. However, although licensing schemes are in place in some countries, there are doubts over their effectiveness. In this connection, it may be advisable to consider introducing a franchising scheme on trade routes where adequate volumes of cargo are not available. Under such a scheme, ship operators would be paid at a fixed level, providing a certain standard of service and capacity was to be maintained. In effect this would mean that the government or a part of the community would pay a ship operator to provide a regular service of say once a month with capacity for 20 tons and 20 passengers. Any revenue earned would be in addition to the fixed sum and other operators could compete on the same service.

16. There are arguments on the advisability of governmental measures to restrict competition in trade routes such as cabotage, licensing system and freight rate control. The opponents argue that such measures should be abolished on the following grounds:

- (a) Because freight rates are controlled at low levels by governments or agencies concerned, shipowners/operators cannot replace old ships;
- (b) Because of cabotage, regional cooperation among ship operators to rationalize their operations on a regional basis is difficult;
- (c) Licensing systems are preventing participation of cost-effective or innovative carriers on

trade routes to the detriment of service users;

(d) In general, governmental regulations restrict free competition, impede optimum distribution of national resources and consequently retard economic development.

17. On the other hand, the supporters of governmental measures to restrict competition argue that such measures are necessary on the following grounds:

(a) Because freight rates are controlled at low levels by governments or agencies concerned, shipowners/operators cannot replace old ships;

(b) Because of cabotage, regional cooperation among ship operators to rationalize their operations on a regional basis is difficult;

(c) Licensing systems are preventing participation of cost-effective or innovative carriers on trade routes to the detriment of service users;

(d) In general, governmental regulations restrict free competition, impede optimum distribution of national resources and consequently retard economic development.

18. It appears difficult to reach any clear-cut conclusion since each side has its plausible grounds, in particular in view of the existing situation in South Pacific countries. In summary, the advisability of deregulation in the domestic shipping market should be carefully considered by each country, taking into account its stage of economic and social development as well as the possibility of reactivating the national economy by the enterprising initiative of the private sector.

Policy options for the private sector

Types and sources of finance for ship replacement

19. There are various types and sources of finance for acquisition of ships which could be sorted into five categories, namely equity investments, bank or export credits, loan or lease from international institutions, bilateral aid loans from governments, and specialized ship mortgage banks.

(a) Equity investment

20. Usually four types of equity are adopted depending on the number of investors in the enterprise, viz. owner equity, limited partnership, ship fund shares and public offering share.

21. Equity investment is possible from both internal and external resources. Internal resources would be sought from retained profits from prior earnings, accumulated depreciation or other reserves. In the South Pacific countries, raising capital from internal resources is limited due to the generally tight market and limited profits. Hence, there is a need for raising equity capital from external resources, namely in the national and/or international capital market. However, in most countries in the region, such a national market has not been adequately developed, while raising equity capital in international capital markets is constrained by the issue of the solvency of the state in which the enterprise is registered. It is reported that ships could not fly the flag of the state and had to be registered under an open-registry flag when the funds for acquisition were raised abroad through ship fund shares. Furthermore, unless a satisfactory level of profit is expected for the company or for the ship acquisition project, attracting international capital may be very difficult.

22. For these reasons, equity investments are considered unsuitable for the South Pacific countries as an option of ship financing. Nevertheless, a self-supporting sustainable effort among indigenous entrepreneurs is important for raising necessary equity by their joint ventures or any other cooperative actions.

(b) Commercial banks

23. In the early 1980s, commercial banks were willing to offer loan coverage up to 80 to 90 per cent of ship acquisition projects, with a repayment period of ten years. Because of tough lessons learnt from the bankruptcies of established shipping companies in the 1980s, financial institutions reviewed their

lending policy and considered that the terms and conditions offered in the past had been too generous, and also that banks had been too loose in evaluating the risks in shipping. The loan standard of commercial banks for shipping projects has been revised over the years, and currently they offer 60 to 70 per cent of loan coverage over a shorter duration of seven to eight years. The use of a long-term chartering contract as a collateral has not been accepted in view of increasing instances of premature termination of charter agreements. It is noted that the financing terms mentioned above and conditions are those applied mainly in developed countries.

24. With regard to finance for purchase of used ships, it is reported that a bank which had primarily concentrated on financing secondhand ships to the private sector provides finance for 50-60 per cent of the asset value in general, and the period of financing was short, typically two-three years and, in specific cases, for a maximum five years. However, the ship must be registered under a flag which is acceptable to the bank. It was also reported that another bank provided a maximum of 70 per cent of the purchase price, provided the overall debt equity ratio of the enterprise as a whole is restricted to 2:1. The interest charge, if fixed, varied between 11 and 12 per cent, and if floating rates were used the spread was 2.5-3.5 per cent above LIBOR (London Interbank Offered Rate). The repayment period was limited to a maximum of 75 per cent of the economic life of the ship. Typically, this related to a period of 5 to 10 years, depending on the ship.