

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT  
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# **REVIEW OF MARITIME TRANSPORT 1997**

## **Chapter I**

### **Development of International Seaborne Trade**



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## Chapter I

### DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

*The first chapter of the Review of Maritime Transport provides an overview of the demand for global maritime transport services, together with background information on the world economic situation, and a review and forecast of developments in world seaborne trade.*

#### A. World economic background

##### World output

1. The global economic recovery that began in 1993 continued throughout 1996, when world output grew by 2.8 per cent (see table 1). However, growth has again failed to fulfil expectations that the world economy would enter a new era of sustained growth in excess of 3 per cent, which is expected to be achieved in 1997. Growth in the developed market-economy countries as a whole has continued to remain below the rates of the 1980s. The growth rate of 2.3 per cent in 1996 was slightly above the previous year but slower than had earlier been expected. Expansion in the United States was more sustained than most forecasts had predicted, and Japan finally reaped the benefits of its fiscal packages and achieved recovery faster than expected. But the widely expected recovery in Western Europe has not yet materialized.

2. Developing countries (including China) grew twice as fast as developed market-economy countries in 1996, as in the previous year. However, growth in the developing world was uneven and fragile. Latin America has recovered from the depressed conditions of the post-Mexican crisis, but its growth remained a modest 3.3 per cent. East Asia continued to be the brightest area in the world economy, but growth slowed down with the weakening of exports, and policies in some countries have been reoriented towards curbing growing external deficits and price levels, and in some cases towards coping with difficulties in the financial sector. Growth in both regions continued to heavily depend on capital inflows from developed market-economy countries.

3. Economic recovery in Africa, which began in 1994, gathered further momentum in 1996 as the

growth of regional output accelerated to 3.9 per cent from 2.8 per cent the previous year, reversing the decline in real per capita income that had persisted for almost a decade. Furthermore, the expansion in output was widespread among all subregions and countries. Such factors as favourable commodity prices and greater domestic policy efforts played an important role in the recovery. However, many of these factors are of a one-off nature and cannot be expected to increase output indefinitely. Sustained growth in Africa, as in poor countries elsewhere, ultimately depends on combining policy efforts with adequate external financing. In 1996, output in the transition economies of Central and Eastern Europe as a whole declined by 2.8 per cent. However, divergence in economic performance continued to widen. A number of countries in Central Europe sustained strong growth, whereas in many other countries there were further economic setbacks, leading to further falls in output.

##### Merchandise trade

4. The growth of world merchandise trade slowed down sharply in 1996, reaching only 4.6 per cent, as against approximately 10 per cent in the preceding two years (see table 2), and falling more than had been expected at the beginning of the year. The divergence between trade and output growth, which has been increasing since 1990, was greatly reduced in 1996. A modest acceleration of growth in world trade is expected in 1997.

5. An important factor in the slowdown in world trade was a sharp deceleration of import growth in developed economies, which together account for about two-thirds of world import demand, from 11.0 per cent in 1994 to only 5.2 per cent in 1996 (see table 2). Particularly drastic was the drop in both the United States and Japan. In Western Europe imports remained sluggish because

Table 1

World output, 1993-1997  
(Percentage change)

Country/region	1993	1994	1995	1996 a/	1997 b/
World	1.4	2.8	2.4	2.8	3.0
Developed market-economy countries	1.0	2.9	2.0	2.3	2.3
<u>of which:</u>					
United States	3.4	4.1	2.0	2.5	2.9
Japan	-0.2	0.5	0.8	3.5	1.9
European Union	-0.6	2.8	2.4	1.5	2.0
<u>of which:</u>					
Germany	-1.2	2.9	1.9	1.4	2.2
France	-1.5	2.7	2.2	1.3	1.9
Italy	-1.2	2.2	3.0	0.7	1.2
United Kingdom	2.2	3.8	2.4	2.0	2.5
Central and Eastern Europe	-8.1	-10.3	-2.7	-2.8	0.7
Developing countries c/	5.0	4.8	4.8	5.6	5.6
<u>of which:</u>					
Latin America	3.9	4.5	0.5	3.3	4.0
Africa	-0.6	1.4	2.8	3.9	3.9
Asia c/	6.7	5.6	7.3	6.9	6.7
<u>of which:</u>					
China	14.0	11.8	10.2	9.7	9.0
Other countries	5.0	3.9	6.5	6.1	6.0
<b>Memo item</b>					
Developing countries excluding China	3.9	3.7	4.0	4.9	5.1

**Source:** UNCTAD, *Trade and Development Report, 1997* (UNCTAD/TDR/17), United Nations Sales Publication (Sales No. E.97.II.D.8).

a/ Estimate.

b/ Forecast.

c/ Including China.

of slower GDP growth, whereas other factors were in play in the United States and Japan. In Japan, slower import growth coincided with a depreciation of the yen, after a surge during 1991-1995 associated with a substantial appreciation of the currency. In the United States the increase in imports of capital goods, especially computers and related equipment, which had manifested itself in earlier years, slowed dramatically in 1996.

6. In East Asia export growth declined significantly, falling below output growth for the first time in many years. A major factor was a drastic fall in the prices of certain electronic and information equipment, particularly semi-conductors, largely on account of market saturation. In China a reduction in export tax rebates in late 1995 had prompted enterprises to rush their exports as much as possible, including those planned for

Table 2

**Exports and imports by major regions and economic groupings, 1994-1996**  
(Percentage change in volume over previous year)

	1994	1995	1996 <i>a/</i>
<b>Exports</b>			
World	10.4	10.0	4.6
Developed market-economy countries <i>of which:</i>	9.6	7.4	4.2
Japan	1.7	3.3	0.8
North America	10.0	9.4	5.7
Western Europe	11.3	7.4	4.0
Developing countries <i>of which:</i>	13.5	16.2	6.1
Africa	4.3	8.3	8.1
Latin America	9.2	9.9	9.3
South and East Asia	14.8	18.0	5.8
West Asia	7.1	16.9	7.3
China	31.0	20.7	0.7
<b>Imports</b>			
Developed market-economy countries <i>of which:</i>	11.0	7.6	5.2
Japan	13.6	12.5	3.5
United States	12.0	8.0	6.4
Western Europe	9.1	6.7	5.3

*Source:* UNCTAD, *Trade and Development Report, 1997* (UNCTAD/TDR/17), United Nations Sales Publication (Sales No. E.97.II.D.8).

*a/* Preliminary.

1996. By contrast, in Latin America, particularly among the members of MERCOSUR, the rate of acceleration of exports achieved in 1995 was maintained in 1996.

#### OECD countries' industrial production

7. The industrial production of the OECD countries is also a fundamental indicator for the global maritime transport sector. Graph 1 indicates the correlation between the annual change in OECD industrial production and world seaborne trade. With regard to the diverging growth rates in OECD

industrial production and world seaborne trade in the period 1991-1993, the decline in industrial production, particularly since 1990, was mainly attributed to the decrease in production of crude steel, iron ore, coking coal, petroleum products, non-ferrous metals and fertilizer, and to the decline in the prices of these commodities. However, increasing trade in other manufactures, specifically by North America, Latin America and Asia, including China, maintained the growth of world seaborne trade. In 1996 the total OECD industrial production index (1990=100) rose marginally by 2.0 per cent to 108.1, from 106.0 in 1995, when it

had experienced a moderate increase of 3.0 per cent. This 1996 minimal increase primarily reflects the fact that the OECD European countries had achieved only a 0.2 per cent production increase to 104.2 per cent (104 per cent in 1995), while the United States and Japan had achieved a relatively lower increase of 2.7 per cent and 2.1 per cent - to 116.5 per cent and 96.2 per cent respectively - as compared with the favourable 3.3 per cent each in 1995. World seaborne trade also recorded a marginal increase in 1996 at the rate of 2.3 per cent over the previous year (3.7 per cent in 1995).

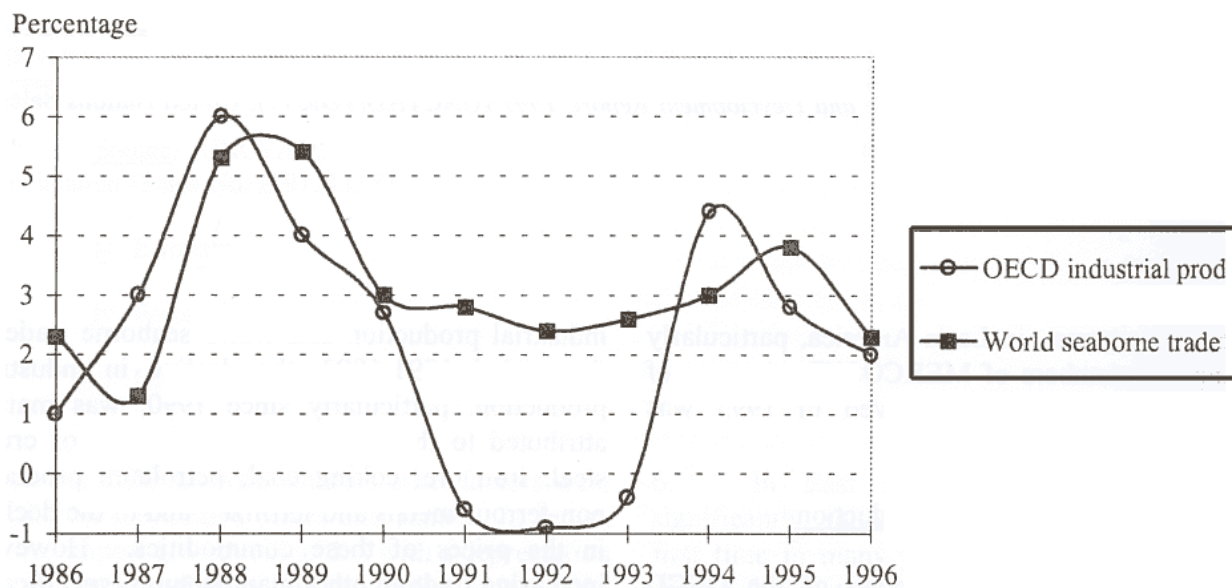
#### B. World seaborne trade

8. World seaborne trade continued to expand in 1996, as indicated in table 3 and graph 2. Total annual increase, reaching a new high of 4.76 billion

tons. The annual growth rate, however, turned rate of 3.3 per cent over the period 1987-1995. By broad segments of world maritime trade, tanker shipments represented 44.7 per cent of the total 1996 seaborne trade, increasing by 3.8 per cent to 2,127 million tons. However, growth in 1997 is estimated to be weaker, at 2.4 per cent. The volume of the total dry bulk seaborne commodities in 1996 registered an unfavourable increase of 1.1 per cent to 2,631 million tons, after a remarkable increase of 5.0 per cent in 1995. The volume of main dry bulk commodities, which represents slightly over 40 per cent of the total dry bulk seaborne cargo, increased only at less than 1 per cent. Nevertheless, the 1997 growth of overall dry bulk seaborne commodities is expected to be stronger, at 5.1 per cent, with the volume of main dry bulk commodities accelerating even more (by 5.2 per cent).

Graph 1

#### Annual change in OECD industrial production and world seaborne trade, 1986-1996



Source: OECD, *Main Economic Indicators*, March 1997.

Table 3

Development of international seaborne trade, a/ selected years  
(Goods loaded)

Year	Tanker cargo		Dry cargo				Total (all goods)	
			Total		of which: main bulk commodities b/			
	Millions of tons	Percentage annual change	Millions of tons	Percentage annual change	Millions of tons	Percentage annual change	Millions of tons	Percentage annual change
1970	1 440	13.1	1 165	13.0	448	16.0	2 605	13.0
1975	1 644	-10.0	1 428	-3.0	635	-5.0	3 072	-4.0
1980	1 871	-6.6	1 833	3.3	796	4.5	3 704	-2.0
1985	1 459	-2.6	1 923	0.6	857	2.9	3 382	-0.8
1990	1 755	3.7	2 253	2.5	968	0.3	4 008	3.0
1991	1 790	2.0	2 330	3.4	1 005	3.8	4 120	2.8
1992	1 860	3.9	2 360	1.3	990	-1.5	4 220	2.4
1993	1 945	4.6	2 385	1.1	993	0.3	4 330	2.6
1994	2 007	3.2	2 478	3.9	1 028	3.5	4 485	3.6
1995	2 049	2.1	2 602	5.0	1 082	5.3	4 651	3.7
1996	2 127	3.8	2 631	1.1	1 092	0.9	4 758	2.3
1997 c/	2 177	2.4	2 764	5.1	1 149	5.2	4 941	3.8

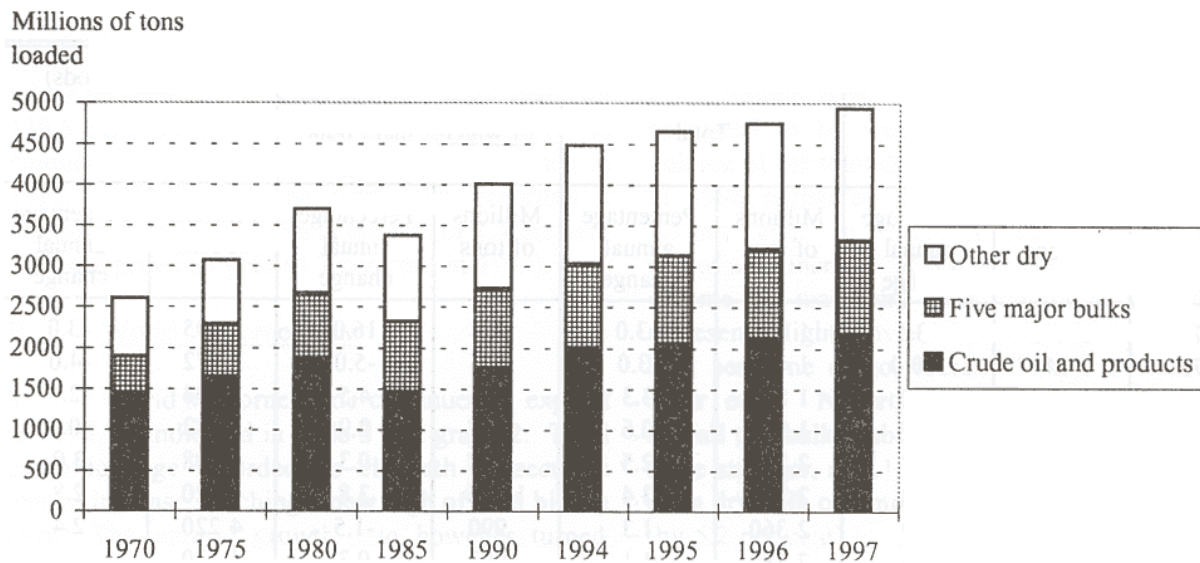
Sources: Compiled by the UNCTAD secretariat on the basis of data from the UNCTAD data bank and specialized sources.

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

b/ Iron ore, grain, coal, bauxite/alumina and phosphate.

c/ Preliminary estimates.

Graph 2

International seaborne trade for selected years

Source: *Review of Maritime Transport*, various issues.

9. World oil production continued to increase in 1996, growing by 2.91 per cent to 3,356 million tons. OPEC output increased by 1.42 per cent to 1,362 million tons from 1,343 million tons, while non-OPEC supply grew by 3.89 per cent from 1,918 million tons to 1,993 million tons, causing world supply to increase by around 95 million tons over 1995. As a result of the surge in non-OPEC production, OPEC's share of the world market further deteriorated, falling to 38.44 per cent from 41.18 in 1995. Crude oil shipments increased favourably by 4.0 per cent to 1,590 million tons in 1996, from 1,530 million tons in 1995. The growth in shipments of crude oil for 1996 was primarily from suppliers in Latin America, the Middle East Gulf and North Africa. At the receiving end, the United States increased its crude oil imports in 1996 by 3.7 per cent and thus remained the largest importer, with a one-third share of the OECD total. Japan, currently the second largest importer of crude oil with an expected one-fourth share of total OECD imports, registered a growth rate of 2.0 per cent in 1996.<sup>1</sup> While Northern Europe continued to import less crude oil, with shipments declining by 4.0 per cent in 1996, Southern Europe increased its crude oil imports by slightly more than 15 per cent. Overall European imports increased by 8.6 per cent

over 1995. In 1997, the United States will register growth of more than double the 1996 rate, whilst Japan and Europe are expected to experience sluggish growth in imports. On the other hand, Northern Europe's exports of crude oil are expected to increase by 4.5 per cent in 1997. The growth rate of world crude oil trade in 1997 is expected to be 2.4 per cent.

10. The global trade in petroleum products in 1996 increased moderately by 3.3 per cent. United States imports registered growth of about 15 per cent over 1995. Exports from Europe and Latin America, mainly the Caribbean, accounted for most of the increase. Both Northern and Southern Europe's imports in 1996 declined remarkably by nearly 20 per cent from the 1995 level, whilst exports from both regions grew at about 7.0 per cent. Exports from Latin America, specifically the Caribbean, experienced surges in 1996 of nearly 20 per cent over 1995. The overall trades in petroleum products in 1997 are expected to expand marginally at the rate of 2.4 per cent. United States imports will grow by a moderate 2.7 per cent, while shipments bound for the United States from the Caribbean will level off slightly. In 1997, Northern and Southern Europe's imports will fall by about

5 per cent, while growth in exports for 1997 from these regions (mainly Northern Europe) will increase at 5-6 per cent.

11. Volumes of overall dry bulk shipments in 1996 showed the weakest growth since 1986, as world crude steel production decreased slightly by 0.4 per cent to 750 million tons. The European Union's share fell in 1996 by 5.4 per cent to 147 million tons. Most of this decline is shared by Italy and Germany, with decreases of 11.7 per cent and 5.3 per cent respectively. On the other hand, Asia registered its sixth consecutive year of increase, with a growth rate of 3.0 per cent for 1996, reaching 290 million tons. China and the Republic of Korea continued to be major contributors, with increases of 7.9 per cent and 5.7 per cent respectively over the previous year. In 1996, China's production exceeded 100 million tons for the first time, whereas Japan's decreased by 2.8 per cent, registering slightly less than 100 million tons. North America registered 124 million tons - an increase of 0.7 per cent in 1996 over the previous year - with its fifth consecutive year of increase. As raw material to the steel-producing industry, iron ore shipments in 1996 decreased by 3.1 per cent to 390 million tons from 402 million tons in 1995, whereas this trade is expected to rebound in 1997, growing by 3.5 per cent. As far as different national markets are concerned, Japanese imports of iron ore decreased by 1.7 per cent to 106 million tons. It is expected, however, that the market will regain strength and grow by 2.5 per cent in 1997. Northern European imports of iron ore dropped significantly by 12.4 per cent to 83 million tons in 1996, with Latin America being the most affected trade partner. Imports will pick up modestly in 1997, growing by 2-3 per cent. Asia, including China, experienced in 1996 a favourable growth of 10.5 per cent over the previous year, registering 44 million tons, and is expected to increase demand by around 9 per cent for 1997. On the supply side, Australia experienced export growth of 2.1 per cent, reaching 117 million tons in 1996, and its exports are expected to grow by 5 per cent in 1997, the country thus maintaining its position as the largest exporter of iron ore. Latin America's exports of iron ore showed a significant decline of 5.5 per cent in 1996, recording 95 million tons; this trade, however, is expected to rebound in 1997, growing by 4 per cent.

12. Seaborne trade in coking coal, another input in steel production, increased by 1.2 per cent to 175 million tons from 173 million tons. Thermal coal shipments showed a robust growth from 250 million tons to 262 million tons, primarily attributable to a continued large increase in intra-Asian trades. Coking and thermal coal imports by Japan declined by 2.3 per cent to 116 million tons in 1996. This trade is expected to slightly strengthen by 1.0-1.5 per cent in 1997. Northern Europe, the second largest importer of both types of coal, registered growth of 5.1 per cent in 1996, representing imports of 94 million tons. In 1997, further growth of 4 per cent is expected. The Far Eastern newly industrializing economies (NIEs) imported 7.2 per cent more in 1996 than in 1995, registering 47 million tons, and their imports will continue to increase - by 5 per cent in 1997. Southern Europe's imports, which grew by 2.4 per cent in 1996 to 46 million tons, will show in 1997 continued growth of 6 per cent. Australia, the largest exporter of coking and thermal coal, exported 138 million tons in 1996 - an increase of 1.7 per cent over the previous year - and its exports are projected to expand by 3.5 per cent in 1997. Southern Africa's exports increased by 4.5 per cent in 1996, registering 45.5 million tons, and will further grow at the level of 6 per cent in 1997.

13. The 1996 seaborne trade in grain decreased by 4.1 per cent to 188 million tons from 196 million tons in 1995. Grain shipments in 1997 are expected to grow slightly by around 1 per cent. Climatic conditions in 1996 led particularly to reduced harvests in the United States, reduced world grain stocks and substantial price increases, which thus dampened the grain trade before a significant drop in prices and increased shipments late in the year. United States exports experienced in 1996 a decline of 11.2 per cent - from 101 million tons in 1995 to 90 million tons in 1996 - but will slightly increase by 1.5 per cent in 1997. Exports by other major exporting countries or country groups, such as Argentina, Canada and the European Union, expanded in 1996 by 4.3 per cent, 1.6 per cent and 6.3 per cent to 14 million tons, 21 million tons and 18 million tons respectively. In 1997, exports from Canada and the European Union are expected to grow by 1.5 per cent and 4 per cent respectively, while Argentine trades will stagnate or even slightly decline from the 1996 levels. Similarly, Australian



exports are expected to remain at around 19 million tons in 1997. As a main importing area, South-East Asia (including China), which makes up the largest grain-importing bloc, experienced a sharp decline in imports of about 16 per cent in 1996, registering 34 million tons, but these are expected to increase by 3.5 per cent in 1997. Imports by Middle Eastern countries declined by 7.9 per cent to 32 million tons, but the region will show a slight recovery in 1997. Imports by Japan, the largest individual importing country, increased in 1996 by 2.4 per cent to 29 million tons, whereas they are expected to decline in 1997 by nearly 2.5 per cent.<sup>1</sup>

14. Other principal dry bulk cargoes, including bauxite/alumina and phosphate, increased in 1996 by 1.5 per cent to 580 million tons and are expected to expand by 3-4 per cent in 1997.<sup>1</sup> Shipments of "other dry cargo", mainly general cargo or manufactured goods including unitized cargo, increased in 1996 by 1.3 per cent over the previous year and are expected to increase by nearly 5 per cent in 1997. Total world liner shipments of containerized cargoes in 1996 were estimated to have reached 36.96 million TEUs - an increase of 4.0 per cent compared with the volume of the previous year - and in 1997 are expected to further expand by 6.0 per cent. The United States continued to be moderately active in this area in 1996, its combined imports and exports increasing by 2.0 per cent to 13.5 million TEUs (3.5 per cent for imports and 0.5 per cent for exports). The United States 1997 trades are estimated to increase by about 5 per cent for combined imports and exports (6 per cent for imports and 4 per cent for exports). Europe's imports and exports registered a substantial increase of 6.7 per cent, representing a total of 15.7 million TEUs (4.9 per cent for imports and 8.3 per cent for exports). These trades are expected to continue upwards in 1997, by 6 per cent for each trade. Japan experienced import and export growth of only 0.2 per cent to 6.6 million TEU (0.8 per cent for imports and -0.6 per cent for exports) in 1996, but it is expected that trade will regain momentum in 1997, and grow by 3 per cent (0.5 per cent for imports and 6 per cent for exports). Far Eastern newly industrializing economies marginally increased their imports and exports by 1.8 per cent to 10.5 million TEUs (1.7 per cent for imports and 2.0 per cent for

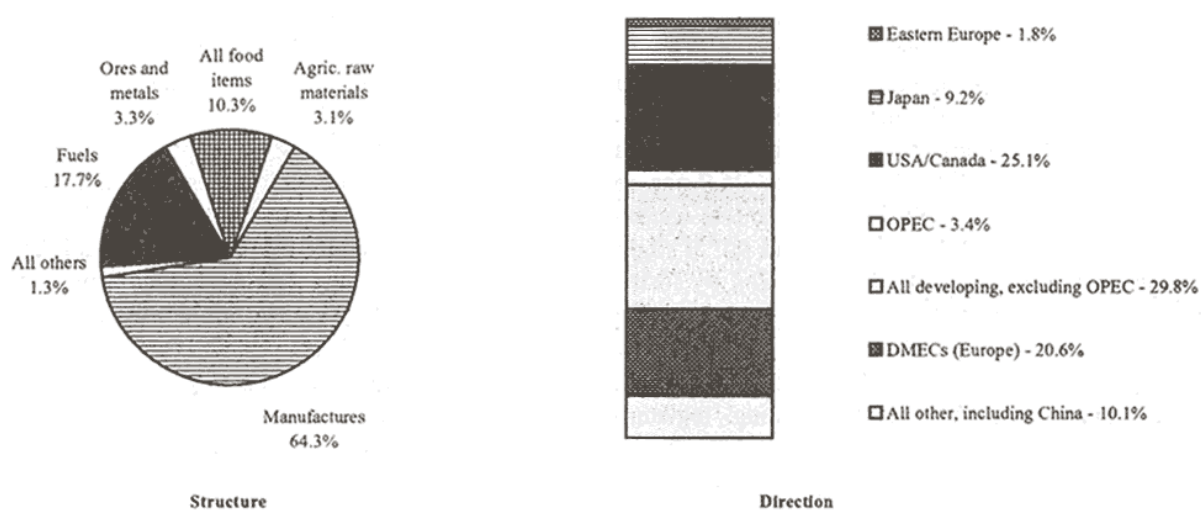
exports) in 1996. In 1997, however, imports and exports are expected to expand by 8-9 per cent. The intra-Asian market experienced a significant slow-down in 1996, with the growth rate dropping from 14.3 per cent to 5.9 per cent. The 1997 Asian trades are expected to continue at least at nearly the same level as in 1996.<sup>1</sup>

15. Graph 3 illustrates the export structure and direction of trade of developing countries. In 1994, the last year for which data are available, 56.7 per cent of developing countries' exports by value was destined for developed market-economy countries and 33.2 per cent for developing countries, as compared with 63.7 per cent and 27.9 per cent in 1990. The structure of exports by value comprises five broad categories, of which manufactured goods are the dominant cargo, accounting for 64.3 per cent of the 1994 total (52.9 per cent in 1990). Fuels are the second largest exports, sharing 17.7 per cent in 1994, compared with 27.5 per cent in 1990.

16. Data on total demand for shipping services expressed in ton-miles are provided in table 4. World seaborne trade in volume increased by 2.3 per cent to 4,760 million tons in 1996, whereas the total shipping activities measured in ton-miles in 1996 increased by only 1 per cent to 20,545 billion ton-miles. World seaborne crude oil trade in 1996 increased by 2.5 per cent in volume to 1,450 million tons, whereas ton-miles increased marginally (1.0 per cent) to 7,400 billion ton-miles. This is mainly due to the shift to closer non-OPEC sources, resulting in geographical changes of trade routes and thus in decreased average transport distance. Oil product shipments were estimated to have increased by 3.7 per cent to 395 million tons, with continued large increases in shipments to the United States. The overall ton-miles for oil product shipments increased by 3.1 per cent to 2,005 billion ton-miles. Transport services for three major dry bulk shipments declined by 1.3 per cent, with coal up by 1.8 per cent to 2,215 billion ton-miles, and iron ore and grain down by 2.9 per cent and 3.9 per cent to 2,220 billion ton-miles and 1,115 billion ton-miles respectively. The decrease in shipping demand in the iron ore and grain trades reflects the fact that total shipments in each trade declined by 3.0 per cent and 4.1 per cent respectively over 1995.

**Graph 3**

**Export structure and direction of trade of developing countries**  
(1994 percentage distribution by value)



Source: UNCTAD, *Handbook of International Trade and Development Statistics, 1995* (United Nations publication, Sales No. E/F/97.II.D.7), table 3.2.

**Table 4**

**World seaborne trade by types of cargo, 1970, 1980, 1985 and 1990-1996**  
(Billions of ton-miles)

Year	Oil		Iron ore	Coal	Grain <sup>a/</sup>	Other cargo	Total trade
	Crude	Products					
1970	5 597	890	1 093	481	475	2 118	10 654
1980	8 385	1 020	1 613	952	1 087	3 720	16 777
1985	4 007	1 150	1 675	1 479	1 004	3 750	13 065
1990	6 261	1 560	1 978	1 849	1 073	4 440	17 161
1991	6 757	1 530	2 008	1 999	1 069	4 510	17 873
1992	6 970	1 620	1 896	2 001	1 091	4 650	18 228
1993	7 391	1 775	2 001	1 949	1 038	4 840	18 994
1994	7 469	1 860	2 165	2 014	992	5 100	19 600
1995	7 375	1 945	2 287	2 176	1 160	5 395	20 338
1996	7 400	2 005	2 220	2 215	1 115	5 590	20 545

Source: Fearnleys (Oslo), *Review 1996*.

<sup>a/</sup> Including wheat, maize, barley, oats, rye, sorghum and soya beans.

17. Summarized data on world seaborne trade by major cargo segments and country groups are provided in table 5 and graph 4. In terms of regional distribution, developing countries continued to register a marginal increase in their share of crude oil shipments in 1996, while their share in dry cargo shipments was maintained at the level of the previous year. Consequently, their share in total exports increased marginally to 51.3 per cent in 1996 from 50.6 per cent in 1995, whilst their share for unloading slightly decreased to 26.7 per cent (26.9 per cent in 1995). Their share for both loading and unloading is expected to fall to slightly below 51 per cent (goods loaded) and to 26.5 per cent (goods unloaded) in 1997.

18. Within the group, Asian countries failed to maintain their 1995 share for loading, registering 26.6 per cent in 1996 (27.0 per cent in 1995), but managed to retain 17.7 per cent of goods unloaded (17.8 per cent in 1995). In 1997 their trade shares are estimated to fall slightly to 26.0 per cent for loading and 17.5 per cent for unloading. American countries increased their share in goods loaded to 13.5 per cent (13.1 per cent in 1995) and are expected to expand further to nearly 14.0 per cent in 1997, while their share in goods unloaded will continue to remain at the level of the previous years (4.4 per cent). The trades of African countries in 1996 expanded to 10.8 per cent (10.1 per cent in 1995) for loading, with an increase in crude oil from 21.7 per cent in 1995 to 23.9 per cent in 1996, while trades for unloading were maintained at the level of the previous years (4.1 per cent). Their trades for 1997 are expected to remain at the 1996

level or decrease marginally for both loading and unloading.

19. Developed market-economy countries experienced a marginal decrease in 1996 to 42.8 per cent for loading, mainly owing to a decline of 1.5 per cent in loading of crude oil, while in 1997 their trades are estimated to regain the level of 1995 (43.5 per cent) for loading, with the overall main cargo sector marginally improving. In the meantime their inbound trades will maintain the relatively high share of 68 per cent in 1997. The 1997 share of countries of Central and Eastern Europe will be unchanged from the 3.8 per cent for loading and 3.1 per cent for unloading registered in 1995. Similarly, the share of the socialist countries of Asia will remain stable at around 2.1 per cent for both loading and unloading, with the 1997 estimates largely depending on the economic performance of China.

20. A forecast of world seaborne trade by main cargo sectors from 1997 to 2006 is provided in graph 5. The World Sea Trade Service (WSTS) forecasts that the trade, estimated at 4,088 million tons for 1996, will expand by an average of 3.9 per cent per year over the decade, reaching 5,675 million tons by 2006. Dry bulk cargo and oil tanker cargo are projected to increase at a rate of 4.9 per cent and 1.6 per cent per year to 1,955 million tons and 2,080 million tons respectively by 2006. The combined containerized and other general cargoes, whose average annual growth rate is estimated at 6.6 per cent, are forecast to reach 1,640 million tons.

Table 5

World seaborne trade a/ in 1980, 1990, 1995, 1996 and 1997 (est.)  
by types of cargo and country groups b/

Country group	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Oil		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
(Trade in millions of tons)									
World total	1980	1 527	344	1 833	3 704	1 530	326	1 823	3 679
	1990	1 287	468	2 253	4 008	1 315	446	2 365	4 126
	1995	1 529	520	2 602	4 651	1 543	501	2 704	4 748
	1996	1 590	537	2 631	4 758	1 599	480	2 734	4 813
	1997	1 627	550	2 764	4 941	1 623	481	2 861	4 965
(Percentage share of each category of goods in total)									
World total	1980	41.2	9.3	49.5	100.0	41.6	8.9	49.5	100.0
	1990	32.1	11.7	56.2	100.0	31.9	10.8	57.3	100.0
	1995	32.9	11.2	55.9	100.0	32.5	10.5	57.0	100.0
	1996	33.4	11.3	55.3	100.0	33.2	10.0	56.8	100.0
	1997	32.9	11.2	55.9	100.0	32.7	9.7	57.6	100.0
(Percentage share of trade by groups of countries)									
Developed market-economy countries	1980	6.3	25.5	64.7	37.0	72.0	79.5	67.8	70.5
	1990	13.4	32.6	63.4	43.8	72.5	82.4	61.7	67.3
	1995	13.3	33.6	63.2	43.5	73.5	82.3	61.9	67.8
	1996	11.9	34.7	63.2	42.8	74.8	81.7	61.7	68.0
	1997	12.1	35.6	63.3	43.4	75.0	81.0	62.1	68.1
Countries of Central and Eastern Europe (including the former USSR)	1980	3.6	14.6	5.2	5.4	2.3	0.4	6.0	4.0
	1990	4.6	11.8	3.8	5.0	2.6	0.3	5.8	4.1
	1995	3.8	9.0	3.2	3.8	1.3	0.2	4.6	3.1
	1996	2.8	9.3	3.2	3.7	1.3	0.3	4.6	3.0
	1997	2.9	9.4	3.1	3.8	1.3	0.2	4.5	3.1
Socialist countries of Asia c/	1980	1.4	1.7	1.0	1.2	1.4	1.6	4.0	2.7
	1990	2.7	0.9	2.0	2.0	0.3	0.3	3.4	2.1
	1995	2.5	0.9	2.2	2.2	0.3	0.4	3.6	2.1
	1996	2.3	0.9	2.2	2.1	0.3	0.4	3.6	2.1
	1997	2.4	0.9	2.1	2.1	0.2	0.5	3.7	2.2
Developing countries	1980	88.7	58.2	29.0	56.3	24.3	18.5	22.3	22.8
	1990	79.6	54.7	30.8	49.2	24.6	18.0	29.1	26.5
	1995	81.2	56.5	31.4	50.6	24.8	17.1	29.9	26.9
	1996	83.0	55.1	31.4	51.3	23.8	17.6	30.0	26.7
	1997	82.5	54.0	31.3	50.7	23.4	18.3	29.7	26.5
of which in: Africa	1980	19.0	1.5	5.6	10.8	4.0	2.9	4.7	4.2
	1990	24.1	7.6	4.3	11.2	5.6	2.3	1.3	4.5
	1995	21.7	7.0	3.8	10.1	5.2	2.0	3.9	4.1
	1996	23.9	5.9	3.8	10.8	4.9	2.1	3.9	4.1
	1997	23.3	5.6	3.7	10.4	4.8	2.2	3.8	4.0
America	1980	12.4	28.4	13.2	14.3	13.3	4.9	5.4	8.7
	1990	13.3	11.9	13.2	13.1	5.7	3.8	4.0	4.5

Country group	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Oil		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
Asia	1995	13.8	12.0	13.0	13.1	5.3	3.3	4.0	4.4
	1996	14.7	12.7	12.9	13.5	5.0	3.4	4.1	4.4
	1997	15.5	12.4	13.0	13.8	4.9	3.6	4.0	4.3
	1980	57.3	28.1	9.7	31.0	6.9	9.8	12.0	9.7
	1990	42.2	34.9	12.6	24.7	12.6	10.9	19.9	16.6
	1995	45.7	37.2	13.9	27.0	13.9	11.3	21.3	17.8
	1996	44.4	36.2	13.9	26.6	13.4	11.6	21.3	17.7
	1997	43.7	35.7	13.8	26.1	13.2	12.1	21.0	17.6
Europe <sup>c/</sup>	1980	-	-	-	-	-	0.2	-	-
	1990	-	0.2	0.3	0.2	0.7	0.5	0.8	0.7
	1995	-	0.2	0.3	0.2	0.5	0.2	0.6	0.5
	1996	-	0.2	0.3	0.2	0.5	0.2	0.6	0.5
	1997	-	0.2	0.3	0.2	0.5	0.2	0.6	0.5
Oceania <sup>c/</sup>	1980	-	0.2	0.5	0.2	0.1	0.7	0.2	0.2
	1990	-	0.1	0.4	0.2	-	0.5	0.1	0.2
	1995	-	0.1	0.4	0.2	-	0.3	0.1	0.1
	1996	-	0.1	0.4	0.2	-	0.3	0.1	0.1
	1997	-	0.1	0.4	0.2	-	0.3	0.1	0.1

**Sources:** Compiled by the UNCTAD secretariat on the basis of data supplied by reporting countries, the UNCTAD data bank and other specialized sources.

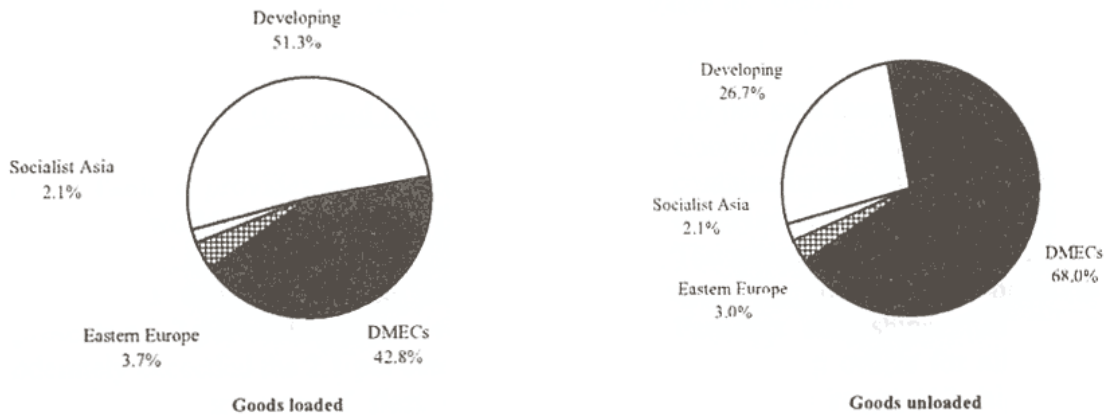
<sup>a/</sup> Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the same system, but excluding such traffic in main bulk commodities.

<sup>b/</sup> See annex I for the composition of these groups, and note 4 thereto regarding the recording of trade of land-locked countries.

<sup>c/</sup> Estimates.

Graph 4

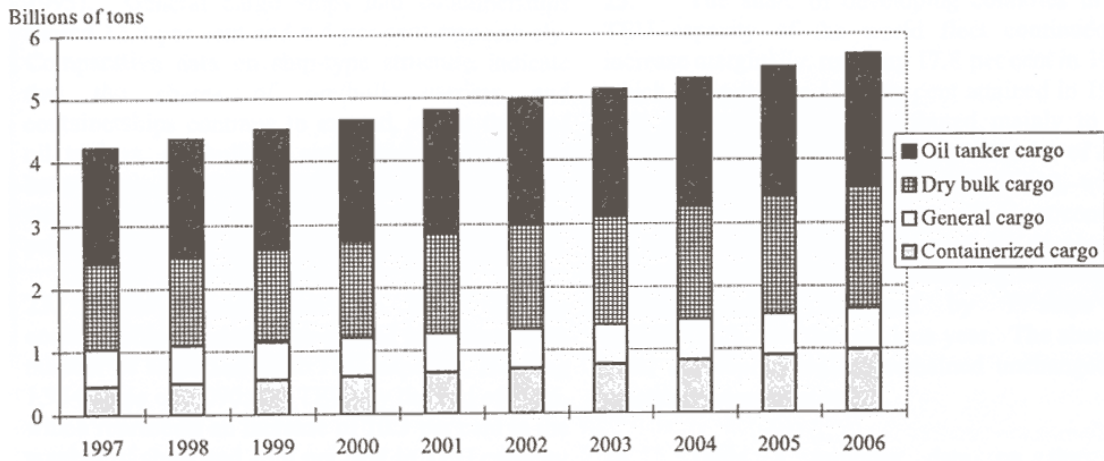
World seaborne trade by country groups  
(Percentage distribution of tonnage, 1996)



Source: Based on table 5.

Graph 5

Forecast of world seaborne trade, 1997-2006



Source: DRI/McGraw-Hill, *World Sea Trade Service*.