

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT  
Geneva

***REVIEW OF MARITIME  
TRANSPORT  
2008***

*Report by the UNCTAD secretariat*

**UNITED NATIONS  
New York and Geneva, 2008**

- <sup>1</sup> For a more comprehensive overview of world economic development, see UNCTAD's *Trade and Development Report, 2008*, [www.unctad.org](http://www.unctad.org).
- <sup>2</sup> IMF (2008). *World Economic and Social Survey, Global Financial Stability Report, Containing Systemic Risks and Restoring Financial Soundness*. April: 10.
- <sup>3</sup> The 27 European Union Members are: Austria, Belgium, Bulgaria, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom of Great Britain and Northern Ireland.
- <sup>4</sup> Based on information published by WTO) in the *World Trade 2007, Prospects 2008*, Press Release, April 2008; WTO Statistics Database, *International Trade Statistics, 2007*; and *World Trade Report, 2007* ([www.wto.org](http://www.wto.org)).
- <sup>5</sup> It should be noted that when data is obtained from external sources including, for example, WTO, reference is made to the CIS and not the economies in transition. The CIS is comprised of the former Soviet Union Republics.
- <sup>6</sup> See, for example, "Major Deals Between China and Africa", Reuters, 2 November 2006, where it was reported that in January 2006 China's top offshore oil producer CNOOC agreed to pay \$2.3 billion for a stake in an oil and gas field in Nigeria, while in April 2006 China concluded an offshore exploration deal with Kenya. See also Dynaliners, *Liner Trade 2006*.
- <sup>7</sup> For South-South trade, see, for example, a background note prepared by the UNCTAD secretariat entitled "New and dynamic sectors of trade: the South-South dimension", TD/B/COM.1/EM.34/2, 10 August 2007; and a compilation by UNCTAD entitled "Some key issues in South-South trade and economic cooperation: outcome and papers presented to the workshop on trade", UNCTAD/DITC/TNCD/2005/6, 28 April 2005. See also a joint UNCTAD and JETRO report entitled "South-South trade in Asia: the role of regional trade agreements", UNCTAD/DITC/TAB/MISC/2008/2, 2008.
- <sup>8</sup> See *Acid News*, March 2008, which reports about a study by J. Corbett, J. Winebrake, E. Green, V. Eyring, and A. Lauer entitled *Mitigating Health Impacts of Ship Pollution through Low Sulfur Fuel Options: Initial Comparison of Scenarios*. See the following website for further information on related work: [www.catf.us/projects/international\\_air\\_quality/shipping](http://www.catf.us/projects/international_air_quality/shipping).
- <sup>9</sup> IMO (2007). *Review of MARPOL Annex VI and the NOx Technical Code, Report on the Outcome of the Informal Cross Government/Industry Scientific Group of Experts Established to Evaluate the Effects of the Different Fuel Options Proposed under the Revision of MARPOL: Annex VI, BLG 12/6/1*, 20 December.
- <sup>10</sup> UNCTAD secretariat, based on various specialized sources, including International Energy Agency (IEA) *Oil Market Report*, various issues, British Petroleum (BP) *Statistical Review of World Energy*, 2008 ([www.bp.com](http://www.bp.com)), Fearnleys', *Review 2007*, Clarkson Research Services, *Shipping Review and Outlook*, Spring 2008, Dynamar, DynaLiner, various issues, and various press articles from Fairplay at <http://www.fairplay.co.uk> and Lloyd's List at <http://www.lloydslist.com/ll/home/index.htm>.
- <sup>11</sup> Algeria, Indonesia, Islamic Republic of Iran, Iraq, Kuwait, Libyan Arab Jamahiriya, Nigeria, Qatar, Saudi Arabia, United Arab Emirates and the Bolivarian Republic of Venezuela. Angola joined OPEC on 1 January 2007.
- <sup>12</sup> Energy Information Administration (EIA), *International Energy Price Information*, accessed on 23 September 2008 (<http://www.eia.doe.gov/emeu/international/prices.html#Crude>).
- <sup>13</sup> For a good overview, see Kjell Aleklett, *Reserve Driven Forecasts for Oil, Gas and Coal and Limits in Carbon Dioxide Emissions, Peak Oil, Peak Gas, Peak Coal and Peak CO<sub>2</sub>*, Discussion Paper No 2007-18. December 2007, Uppsala University, Sweden. See also M.R. Simmons, *The Peak Oil Debate as the EIA Turns 30*, EIA 2008 Energy Conference, 7 April 2008; Paul Roberts, *Tapped Out*, *National Geographic Magazine*, June 2008.
- <sup>14</sup> Energy Information Administration (EIA) (2007). *International Energy Outlook 2007*: Chapter 3. May.
- <sup>15</sup> BP (2008). *Statistical Review of World Energy*.
- <sup>16</sup> See National Petroleum Council (NPC), *Facing the Hard Truth About Energy, A Comprehensive View to 2030 of Global Oil and Natural Gas*, 18 July 2007. Projections include those by the IEA, the Energy Information Administration (EIA) and the Association for the Study of Peak Oil France (ASPO). For additional information on the peak oil debate see ASPO's website <http://www.peakoil.net>. See also Melvin Jasmin and Missy Ryan, *World Crude Production Has Peaked: Pickens*, Reuters, 17 June 2008, Paul Roberts, *Tapped Out*, *National Geographic Magazine*, June 2008. See also, for example, a film documentary released in 2007 entitled *A Crude Awakening*. Related information is available at <http://www.oilcrashmovie.com/film.html>.

- 17 Includes crude oil, shale oil, oil sands and NGLs (the liquid content of natural gas where this is recovered separately). Excludes liquid fuels from other sources such as biomass and coal derivatives.
- 18 Includes inland demand, international aviation, marine bunkers, refinery fuel and loss, as well as fuel ethanol and biodiesel.
- 19 *Lloyd's List* (2008). Middle East Refining Will Increase EU Gasoline Glut, The European Surplus is Expected to Rise from Today's 40 m Tons to nearly 60 m by 2020. 13 March.
- 20 UNCTAD secretariat, based on various specialized sources, including the International Iron and Steel Institute (IISI) ([www.worldsteel.org](http://www.worldsteel.org)), Clarkson Research Services, *Dry Bulk Trade Outlook*, May 2008, *Clarkson Shipping Review & Outlook*, Spring 2008, Fearnleys, *Review 2007*, International Aluminium Institute (IAI) (<http://www.world-aluminium.org>), *Historical Statistics*, International Grains Council ([www.igc.org.uk](http://www.igc.org.uk)), Mineral Information Institute (MII) ([www.mii.org](http://www.mii.org)) and various press articles from *Fairplay* and *Lloyd's List*.
- 21 International Iron and Steel Institute (IISI) (2007). *A global Sector Approach to CO2 Emissions Reduction for the Steel Industry*, Position Paper, December.
- 22 Knut A. Dohle, DBV, Environmental aspects of container transportation, How will requirements in the future influence container transportation at sea? 2006.
- 23 For additional information on the food crisis see, for example, "Addressing the Global Food Crisis: Key trade, investment and commodity policies in ensuring sustainable food security and alleviating poverty". UNCTAD/OSG/2008/1, 30 May 2008.
- 24 Based on information published in *Shipping Review & Outlook*, Clarkson Research Services, Fall 2007 and Spring 2008; *Container Intelligence Monthly*, various issues; *Containerisation International Magazine*, various issues; Containerisation International Online ([www.ci-online.co.uk](http://www.ci-online.co.uk)); data supplied by Drewry Consultants Ltd.; and Dynaliners, *Liner Trade 2007, an Overview*, 2008.
- 25 UNCTAD estimates based on data supplied by Drewry Shipping Consultants in 2007 as well as on information published in Drewry, *Container Market Review 2006/2007*.
- 26 Drewry Shipping Consultants, 2007.
- 27 With respect to trade flows with the Far East; Africa includes West, East and Southern Africa.
- 28 Jeff Rubin and Benjamin Tal, Will Soaring Transport Costs Reverse Globalization?, CIBC World Markets Inc., StrategEcon, 27 May 2008. The authors maintain that "Higher energy prices are impacting transport costs at an unprecedented rate. So much so that, the cost of moving goods, not the cost of tariffs, is the largest barrier to global trade today. In fact, in tariff-equivalent terms, the explosion in global transport costs has effectively offset all the trade liberalization efforts of the last three decades. Not only does this suggest a major slowdown in the growth of world trade, but also a fundamental realignment in trade patterns".
- 29 *Transport Intelligence*, Soaring fuel prices have yet to dent demand for freight transport, TI Briefing, 28 May 2008. It was noted, in particular, that despite recent hikes in oil prices, "sea freight and, to a lesser extent, air freight volumes still growing modestly".
- 30 UNCTAD estimate based on international seaborne trade data for 2007 and global trade data supplied by Global Insight in 2007. It should be noted that this share amounts to 90 per cent of world merchandise trade when intra-European trade is excluded.
- 31 Based on data on world bunker prices, monthly averages in \$/tonne published on *Containerisation International*, [ci-online](http://www.ci-online.co.uk), <http://www.ci-online.co.uk>.
- 32 Dynamar B.V Transport and Shipping Information, DynaLiners, *Weekly News Summary, Analysis and Commentary on Liner Shipping*, 47/2007, 23 November 2007, page 6.
- 33 See World Shipping Council (WSC), *Record Fuel Prices Places Stress on Ocean Shipping*, 2 May, 2008.
- 34 Based on a private communication with Bunkerworld, the expert provider of market information for the marine fuels market ([www.bunkerworld.com](http://www.bunkerworld.com)). For additional information on fuel taxation see the Transport, Health and Environment Pan-European Program (PEP) website at <http://www.thepep.org/chwebsite/chviewer.aspx?cat=d10>.
- 35 See for example, *The Slow Route to Fuel Savings*, Loyd's Ship Manager (LSM), May 2008; Bonita Nightingale, *Life in the Slow Lane*, Lloyd's Shipping Economist (LSE), March 2008 and Erik Kirschbaum, *Harnessing Kite Power to a Ship*, International Herald Tribune, 20 January 2008.

- <sup>36</sup> See the Hapag-Lloyd website at [www.hapag-lloyd.com](http://www.hapag-lloyd.com).
- <sup>37</sup> Mike Wackett, *Maersk Suspends AE5 Service as Fuel Crisis Deepens*, Asia Mediterranean Northern Europe Financial Services, 20 June 2008.
- <sup>38</sup> See UNCTAD Transport Newsletter, various issues (<http://www.unctad.org/Templates/Page.asp?intItemID=2651&lang=1>), See also UNCTAD Review of Maritime Transport, Chapter 4, various issues (<http://www.unctad.org/Templates/Page.asp?intItemID=2618&lang=1>).
- <sup>39</sup> Mike Wackett, *Are Carriers Justified in Charging Non-Freight Paying Consignees BAF?*, Asia Financial Services, 11 July 2008.
- <sup>40</sup> For example Wallenius Wilhelmsen Logistics (WWL), a Swedish/Norwegian maritime transport provider, has designed a concept car and ro-ro carrier the *EC Orcelle* which can use renewable energy sources, including the sun, wind and waves as well as fuel cell technology, to meet all propulsion and onboard power requirements. Solar energy is harnessed through photovoltaic panels in the ship's three sails, which also help propel the ship using wind power. For further information see WWL website at <http://www.2wglobal.com/www/WEP/index.jsp>. See also *World Cargo News* at <http://www.worldcargonews.com/htm/n20050405.548544.htm>. See also the International Maritime Organization (IMO) work on the safety of maritime navigation and the protection of the marine environment at [www.imo.org](http://www.imo.org).
- <sup>41</sup> Additional information on SkySails systems and MV "Beluga SkySails" can be found at <http://www.skysails.info/index.php?L=1>.
- <sup>42</sup> See for example, Mike Wackett, *Cavotec Cold Ironing for CSL Vessel at LA*, Containerisation International, 17 July 2008 and Mike Wackett, *Is there a practical alternative to marine diesel?*, Containerisation International, 9 May 2008. See also Christ Thorby, *NYK tests new 'cold ironing' device*, Containerisation International, 4 September 2007.
- <sup>43</sup> Bill DiBenedetto, *Fuel Burn: Rising Energy Costs are Spurring Companies to Re-evaluate Supply Chains*, The Journal of Commerce Online, 18 June 2008.
- <sup>44</sup> This contrasts for example with the 1979 surge in oil prices where the increased cost burden was simply passed on from carriers to shippers and manufacturers, before hitting the retail customers. This is particularly relevant in the context of the apparel and textile sector. See for example, Mike Flanagan, *Analysis: Will Rising Oil Prices Boost Local Sourcing?*, just-style.com, 3 July 2008.
- <sup>45</sup> Freight rates are averages for East-bound and West-bound freight rates. Bunker prices are for Cst 380, Rotterdam. Data is downloaded from [www.ci-online.co.uk](http://www.ci-online.co.uk).
- <sup>46</sup> Based on data obtained from Containerisation International, ci-online, [www.ci-online.co.uk](http://www.ci-online.co.uk).
- <sup>47</sup> See for example D. Hummels, *Transportation Costs and International Trade in the Second Era of Globalization*, Journal of Economic Perspectives, Vol 21, 3(2007) 131-154. See also UNCTAD Transport Newsletter No. 31, March 2006, on *Ports and International Transport Costs*; and Transport Newsletter No. 24, June 2004, on *Recent Trends in Liner Shipping Freight Rates*.
- <sup>48</sup> See for example, D. Hummels, *Towards a Geography of Trade Costs*, University of Chicago, January 1999 and *Transportation Costs and International Trade in the Second Era of Globalization*, Journal of Economic Perspectives, volume 21, Number 3, 2007 (pages 131-154); J. Korinek, *Clarifying Trade Costs in Maritime Transport*, Working Party of the Trade Committee, OECD, 25 April 2008 (TAD/TC/WP(2008)10) and N. Limão and A J. Venables, *Infrastructure, Geographical Disadvantage, Transport Costs and Trade*, Journal of Economic Literature, December 2000. See also UNCTAD Transport Newsletter No. 38, March 2008, on *The modal split of international goods transport*; and No. 33, September 2006, on *Trade, Liner Shipping Supply, and Maritime Freight Rates*.
- <sup>49</sup> Ibid.
- <sup>50</sup> World Trade Organization (WTO), Statistics Database, Merchandise Trade by Commodity, 2006 ([www.wto.org](http://www.wto.org)).
- <sup>51</sup> See also Larry Rohter, *Shipping Costs Start to Crimp Globalization*, International Herald Tribune, 2 August 2008: "The industries most likely to be affected by the sharp rise in transportation costs are those producing heavy or bulky goods that are particularly expensive to ship relative to their sale price. Steel is an example. (...) Motors and machinery of all types, car parts, television sets and other home appliances could also be affected".
- <sup>52</sup> Ibid.
- <sup>53</sup> See Mike Flanagan, *Analysis: Will Rising Oil Prices Boost Local Sourcing?*, just-style.com, 3 July 2008.
- <sup>54</sup> Drewry Supply Chain Advisors, *China's Apparel Supply Chains Will They Become Uncompetitive?*, November 2007.

- 55 Frank Pendle and Renata Stiles, Global Market Review of Luxury of Apparel—Forecasts to 2014, September 2008.
- 56 See China Loses its Competitive Edge in Clothing, *juste-style.com*, 22 July 2008.
- 57 Professor Alan McKinnon, *The Potential of Economic Incentives to Reduce CO2 Emissions from Goods Transport*, Logistics Research Centre, Heriot-Watt University, Edinburgh, UK, May 2008
- 58 See Dynamar, *Dynaliners Trades Review 2008*, p.20.
- 59 Professor Alan McKinnon, *The Potential of Economic Incentives to Reduce CO2 Emissions from Goods Transport*, Logistics Research Centre, Heriot-Watt University, Edinburgh, UK, May 2008.
- 60 Ibid.
- 61 Jeff Rubin and Benjamin Tall, *The Carbon Tariff*, CIBC World Markets Inc, 27 March 2008. See also Issue Brief No. 2, International Centre for Trade and Development (ICTSD), *Climate, Equity and Global Trade*, December 2007.
- 62 The European Community Shipowners' Associations (ECSA) and the International Chamber of Shipping (ICS), *Climate Change and Shipping*, ECSA Position Paper, 10 January 2008.
- 63 See Mike Flanagan, *Analysis: Will Rising Oil Prices Boost Local Sourcing?*, *just-style.com*, 3 July 2008.
- 64 Based on data from the Network for Transport and the Environment published in *Environment*, 10 January 2008, Container Shipping Information Service (CSIS), <http://www.shipsandboxes.com/eng>.
- 65 See for example, K.J. Wilson, J. Falkingham, H. Melling and R. De Abeu, *Shipping in the Canadian Arctic: Other Possible Climate Change Scenarios*, IEEE International 2004.
- 66 Based on IMF data on world nominal GDP in 2007 and data on global oil production in 2007 published in *BP Statistical Review 2008*. See also Robert F. Wescott, Ph.D, *What Would \$120 Oil Mean for the Global Economy?*, *Securing America's Future Energy*, April 2006.
- 67 See Stern Review: the Economics of Climate Change, October 2006 ([http://www.hm-treasury.gov.uk/independent\\_reviews/stern\\_review\\_economics\\_climate\\_change/stern\\_review\\_Report.cfm](http://www.hm-treasury.gov.uk/independent_reviews/stern_review_economics_climate_change/stern_review_Report.cfm)).
- 68 Ibid.
- 69 Information in this chapter is based on data on vessels of 1,000 GT and above, as the country of ownership of smaller ships is not always available. Vessels of 1,000 GT and above account for 92.8 per cent (1.038 billion dwt) of the world total of 1.118 billion dwt for all ships of 100 GT or above.
- 70 Information in this chapter is based on data on vessels of 100 GT and above, except where the vessel owner's nationality is considered. For the latter case, data is for vessels of 1,000 GT and above.
- 71 The figures on the operational productivity of the world fleet are indicative estimates, only. While the data on the world fleet covers all commercial ships, including those that are employed in cabotage traffic, the UNCTAD estimates of international sea-borne trade do not include cabotage.
- 72 UNCTAD secretariat based on Drewry Shipping Consultants, *Shipping Insight*, various issues; Fearnleys *Review 2006*; Clarkson Research Services, *Shipping Review and Outlook*, 2006 and 2007.
- 73 <http://www.nytimes.com/2008/01/02/business/02cnd-oil.html?hp>
- 74 [http://www.economist.com/business/displaystory.cfm?story\\_id=11332313](http://www.economist.com/business/displaystory.cfm?story_id=11332313).
- 75 <http://www.telegraph.co.uk/money/main.jhtml?view=DETAILS&xml=/money/2008/04/22/cnoil122.xml&CMP=ILC-mostviewedbox>.
- 76 <http://www.telegraph.co.uk/money/main.jhtml?xml=/money/2008/04/17/cnoil117.xml>.
- 77 <http://omrpublic.iea.org/currentissues/full.pdf>.
- 78 *Shipping Insight*. February 2008.
- 79 Addition information on the WS system can be found on [www.worldscale.co.uk](http://www.worldscale.co.uk). See also Worldscale Association Ltd. (London) and Worldscale Association NYC Inc.
- 80 An archaic term derived from the maximum size vessel permitted under the Average Freight Rate Assessment procedure for adjusting long term oil freight contract rates.
- 81 [http://www.teekay.com/index.aspx?page=newsletter&article\\_id=121](http://www.teekay.com/index.aspx?page=newsletter&article_id=121).

- 82 Regulation (EC) No 457/2007 of the European Parliament and of the Council of 25 April 2007 amending Regulation (EC) No 417/2002 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers, *OJ L 113*, 30.4.2007, pg. 1–2. This regulation entered into force on 20 May 2007: [http://eurlex.europa.eu/LexUriServ/site/en/oj/2007/l\\_113/l\\_11320070430en00010002.pdf](http://eurlex.europa.eu/LexUriServ/site/en/oj/2007/l_113/l_11320070430en00010002.pdf).
- 83 *Shipping Insight*. April 2007, table 31.
- 84 UNCTAD secretariat based on Drewry Shipping Consultants, *Shipping Insight*, various issues; Fearnleys, *Review 2006*; Clarkson Research Service, *Shipping Review and Outlook*, 2006 and 2007, and Clarkson Research Service, *Dry Bulk Trade Outlook*, May and June 2007.
- 85 *Clarkson Dry Bulk Trade Outlook*, various issues.
- 86 <http://fearnbulk.com/index.gan?id=146&subid=0>.
- 87 *Clarkson's Dry Bulk Trade Outlook*, Vol. 14, No.5, May 2008: 5.
- 88 UNCTAD secretariat based on Drewry Shipping Insight, various issues; *Containerisation International*, various issues; *Containerisation International Online* [www.ci-online.co.uk](http://www.ci-online.co.uk); Clarkson Research Services, *Container Intelligence Monthly*, various issues, and *Shipping Review & Outlook*, 2006 and 2007; *Dynaliners Trades Review*, 2007; *Lloyds Shipping Economist*, various issues; and *Fairplay*, various issues.
- 89 Touristik International GmbH & Co.
- 90 <http://www.mpb.md.go.th/knowledge/containerype.pdf>.
- 91 F.o.b (free on board) – a transport term meaning that the cost of loading the goods onto the main mode of transport is included in the purchase price of the goods.
- 92 UNCTAD secretariat on the basis of information published in *Containerisation International*, 2006 and 2007 issues.
- 93 <http://www.thehindu.com/2008/05/29/stories/2008052957600300.htm>.
- 94 <http://kpwd.gov.in/pdf/portpolicy.pdf>.
- 95 See the *World Investment Report 2008* by UNCTAD for more details on TNCs in infrastructure.
- 96 Drewry (2007). Global Terminal Operators Report.
- 97 This calculation is based upon the total market share where a port operator has an interest. This is against an equity share calculation which would give a lower HHI figure.
- 98 Barnes Reports (2008). Worldwide Freight Trucking Long Distance Industry.
- 99 *Transport Intelligence, Global Freight Forwarding 2007*.
- 100 <http://www.businessdictionary.com>.
- 101 This figure includes only dedicated fully-cellular container vessels, whereas the actual container carrying fleet capacity is higher than this sum, as other types of vessels (e.g. general cargo or Ro-Ro ships) are also capable of carrying containers.
- 102 WT/L/579, Doha Work Programme, decision adopted by the General Council on 1 August 2004, annex D.
- 103 WTO negotiations on trade facilitation – compilation of members' textual proposals, TN/TF/W/43/Rev.14.
- 104 World Trade Organization negotiating group on trade facilitation, TN/TF/W/137, TN/TF/W/142 and TN/TF/W/147.
- 105 Annex D organizations include UNCTAD, WCO, the World Bank, OECD and the IMF.
- 106 WTO negotiations on trade facilitation – self assessment guide, TN/TF/W/143/Rev.2.
- 107 WTO negotiating group on trade facilitation, TN/TF/W/137: 3.
- 108 SAFE framework of standards to secure and facilitate global trade, rev. June 2007: 6, footnote 1.
- 109 See SAFE framework, rev. June 2007, Subsection 5.2: 37.
- 110 SAFE framework, rev. June 2007: 55.
- 111 *WCO News*, N°54, October 2007: 30.
- 112 *WCO Trends and Patterns Report – A Capacity Building Estimate*, ISSUE 2, December 2007: 16 (<http://www.wcoomd.org>).

- 113 Burundi, Kenya, Rwanda, United Republic of Tanzania and Uganda.
- 114 WCO Columbus Programme Brochure – *Enhancing the global dialogue on capacity-building* (<http://www.wcoomd.org>).
- 115 A Columbus Programme Phase 2: Implementation Tool, available at [www.wcoomd.org](http://www.wcoomd.org).
- 116 WCO Trends and Patterns Report – *A Capacity-Building Estimate, Moving from words to action*. Issue 1 (CBE 1), June 2007; WCO Trends and Patterns Report – *A Capacity-Building Estimate; The Implementation Path*. Issue 2 (CBE 2), December 2007; WCO Trends and Patterns Report - *A Capacity-Building Estimate; From Words to Action to Implementation*. Issue 3, June 2008. The three reports are available for downloading at [www.wcoomd.org](http://www.wcoomd.org).
- 117 See CBE 1: 15, 18.
- 118 See CBE 2: 9.
- 119 Regulation No. 1875/2006 was published in the *Official Journal* L 360, 19 December 2006: 64.
- 120 For further information on the implementation of the AEO programme see the European Commission's website, see <http://ec.europa.eu>.
- 121 See art. 1.12 of Regulation (EEC) No. 2454/93, as amended by art. 1 of Regulation (EC) No. 1875/2006.
- 122 See AEO Guidelines (TAXUD/2006/1450): 8.
- 123 Modernized Community Customs Code – frequently asked questions (MEMO/08/101) of 19 February 2008.
- 124 The AEO guidelines (TAXUD/2006/1450) and the AEO compact model (TAXUD/2006/1452) are available at <http://ec.europa.eu>.
- 125 Related information can be downloaded from the European Commission's website at <http://ec.europa.eu>.
- 126 Press release, 27 March 2008. For further information see the United States Customs and Border Protection (CBP) website (<http://www.cbp.gov>).
- 127 European Commission, Taxation and Customs Union press release. *United States Customs and Border Protection and European Commission adopt the joint roadmap towards mutual recognition trade partnership programmes*, 27 March 2008.
- 128 EU press release. IP/08/203, 11 February 2008. EU press releases are available at <http://ec.europa.eu>.
- 129 Ibid.
- 130 See EU press release IP/06/1821. See also RMT 2007: 105.
- 131 See EU press release, IP/08/87. 25 January 2008.
- 132 The common position was published in the *Official Journal* C 298E/1, 11 December 2007. The document is available for downloading at <http://eur-lex.europa.eu>.
- 133 Regulation (EC) No. 450/2008 of the European Parliament and of the Council, 23 April 2008. The regulation sets out the Community Customs Code (Modernized Customs Code), OJ L/145/1, 4.6.2008.
- 134 Art. 30(1) dealing with costs and charges. The provisions of the article will take effect on 1 January 2011.
- 135 For a brief overview, see MEMO/08/101 of 19 February 2008.
- 136 Regulation No. 648/2005 adopted on 13 April 2005 and published in the *Official Journal* of 4 May 2005.
- 137 International Maritime Organization (IMO), Maritime Safety Committee (MSC) (2008). *Measures to Enhance Maritime Security, Fifth special meeting of the Counter-Terrorism Committee, with International, Regional and Sub-Regional Organizations, Nairobi, Kenya, 29 to 31 October 2007*. Note by the secretariat, MSC 84/4, 14 January.
- 138 Documents made available during the meetings can be downloaded at the following address: <http://www.un.org/sc/ctc/nairobi/docs.html>.
- 139 See also *Review of Maritime Transport 2007*: 107.
- 140 PowerPoint presentation entitled *Prevention of terrorist movement and effective border security* available for downloading at <http://www.un.org/sc/ctc/nairobi/docs.html>.

- 141 IMO, MSC, *Measures to Enhance Maritime Security, fifth special meeting of the Counter-Terrorism Committee, with international, regional and sub-regional organizations, Nairobi, Kenya, 29 to 31 October 2007*. Note by the Secretariat, MSC 84/4, 14 January 2008.
- 142 See resolution MSC.243 (83) on the establishment of the IDE on an interim basis.
- 143 See MSC, *Report of the Maritime Safety Committee on its eighty-fourth session*. MSC 84/24, 23 May 2008.
- 144 IMO, Briefing on the IMO Meetings, MSC 84<sup>th</sup> Session, 7 to 16 May 2008.
- 145 The content of this circular was presented in the *Review of Maritime Transport 2007*: 105–106.
- 146 IMO, MSC, *Measures to Enhance Maritime Security, ISO Maritime and supply chain security standards (Update)*. ISO, MSC 84/4/5, 5 March 2008.
- 147 Additional information is available on the website of the International Organization for Standardization (ISO) at <http://www.iso.org/iso/home.htm>.
- 148 International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL).
- 149 Increased risk of premature death from pulmonary diseases and worsened respiratory diseases.
- 150 IMO, Marine Environment Protection Committee (MEPC). *Report of the Marine Environment Protection Committee on its fifty-seventh session*. MEPC 57/21, 7 April 2008. See also the website of the United Nations Framework Convention on Climate Change (UNFCCC) at [http://unfccc.int/methods\\_and\\_science/emissions\\_from\\_intl\\_transport/items/1057.php](http://unfccc.int/methods_and_science/emissions_from_intl_transport/items/1057.php).
- 151 See Summary of Status of IMO Conventions, 30 June 2008, available at [www.imo.org](http://www.imo.org).
- 152 See only *IMO Briefing* 34, 1 July 2008. *Oslo meeting prepares ground on GHG reduction mechanism*, available at [www.imo.org](http://www.imo.org).
- 153 MEPC, *Report on the Outcome of the IMO Study on the Greenhouse Gas Emissions from Ships*. MEPC 45/8, 29 June 2000.
- 154 MEPC, *Report of the Marine Environment Protection Committee on its fifty-sixth session*. MEPC 56/23, 30 July 2007, Annex 9.
- 155 MEPC, *Prevention of Air Pollution From Ships, Updating of the 2000 IMO GHG Study - preliminary progress report*. MEPC 57/4/18, 20 January 2008. See also *IMO's Work on the Reduction of Greenhouse Gas Emissions from Ships*, published in June 2008 on the IMO website.
- 156 MEPC, *Report of the Marine Environment Protection Committee on its fifty-sixth session, report on the outcome of the Informal Cross Government/Industry Scientific Group of Experts established to evaluate the effects of the different fuel options proposed under the revision of MARPOL Annex VI*. MEPC 56/23, 30 July 2007.
- 157 See Annex to MEPC, *Review of MARPOL Annex VI and the NO<sub>x</sub> Technical Code*. MEPC 57/4, 30 January 2008.
- 158 See, for example, John Vidal, CO<sub>2</sub> output from shipping twice as airlines. *The Guardian*. 13 March 2007.
- 159 MEPC. *Unified Interpretations to MARPOL Annex VI, Sulphur Limits in Fuel and Fuel Oil Verification Procedure for MARPOL Annex VI*. MEPC.1/Circ.614, 15 April 2008.
- 160 Those installed on ships constructed after 1 January 2016.
- 161 Those installed on ships constructed in or after 1 January 2011.
- 162 Diesel engine installed on a vessel constructed on or after 1 January 2000 and prior to 1 January 2011.
- 163 MEPC. *Report of the Marine Environment Protection Committee on its fifty-seventh session*. MEPC 57/21/Add.1, 1 May 2008.
- 164 See the terms of reference of the Working Group on Greenhouse Gas Emissions. MEPC. *Report of the Marine Environment Protection Committee on its fifty-seventh session*. MEPC 57/21, 7 April 2008: 53–54.
- 165 MEPC. *Possible expediting of IMO's work on reduction of GHG emissions from ships*. Note by Secretary-General, MEPC 57/4/7, 21 January 2008.
- 166 MEPC. *Report of the Marine Environment Protection Committee on its Fifty-Seventh Session*. MEPC 57/21, 7 April 2008.



- 167 MEPC. *Report of the Intersessional Correspondence Group on Greenhouse Gas Related Issues, Submitted by Australia and the Netherlands*. MEPC 57/4/5, 21 December 2007, paragraphs 5.2 to 6.8.
- 168 Market-based approach to achieving environmental objectives that allows those reducing GHG emissions below a set threshold to use or trade the excess reductions to offset emissions at another source at a national or international level.
- 169 *IMO Briefing* 34, 1 July 2008. *Oslo meeting prepares ground on GHG reduction mechanism*, available at [www.imo.org](http://www.imo.org).
- 170 See the terms of reference of the Intersessional Correspondence Group, MEPC, *Report of the Marine Environment Protection Committee on its fifty-seventh session*. MEPC 57/21, 7 April 2008: 57.
- 171 See MEPC. *Report of the Marine Environment Committee on its fifty-sixth session*. MEPC 56/23, 30 July 2007 and *IMO Briefing* 26, 20 July 2007 ([www.imo.org](http://www.imo.org)).
- 172 See the website of the GEF/UNDP/IMO Global Ballast Water Management Programme (GloBallast) <http://globallast.imo.org/>.
- 173 See Summary of Status of IMO Conventions, 30 June 2008, available at [www.imo.org](http://www.imo.org).
- 174 See *IMO Briefing* 26, 20 July 2007.
- 175 See *IMO Briefing* 10, 28 March 2008. For additional information about the convention, see *Review of Maritime Transport 2007*: 109.
- 176 See *IMO Briefing* 03, 25 February 2008.
- 177 The port or coastal State, the flag State, the seafarer's State, the shipowner and the seafarers themselves.
- 178 Preliminary Overview of the Economies of Latin America and the Caribbean 2006: [http://www.cepal.org/publicaciones/xml/3/27543/lcg2327\\_i.pdf](http://www.cepal.org/publicaciones/xml/3/27543/lcg2327_i.pdf) and 2007: <http://www.eclac.org/publicaciones/xml/4/31994/lcg2355i.pdf> (2007 issue).
- 179 Panama, Costa Rica, Honduras, El Salvador, Guatemala, Belize and Nicaragua.
- 180 Reefer container: A thermal container with refrigerating appliances (mechanical compressor unit, absorption unit etc.) to control the temperature of cargo.
- 181 The figures are based on data from BTI, port data from 287 ports as presented in UNECLAC's Maritime Profile and COCATRAM. Port statistics for 2007 are still sparse and only few ports have published their figures for 2007.
- 182 *Source*: Drewry Shipping Consultants, London.
- 183 Wilmsmeier G., Hoffmann J. and Sánchez R. (2006). The impact of port characteristics on international maritime transport costs. In *Research in Transportation Economics*. Volume 16: 119–142, Elsevier; Clark X., Dollar D. and Micco A. (2004). Port efficiency, maritime transport costs, and bilateral trade. *Journal of Development Economics*. 75: 417–450; Sánchez R., Hoffmann J., Micco A., Pizzolotti G., Sgut M. and Wilmsmeier G. (2002). Port efficiency and international trade: port efficiency as a determinant of maritime transport cost. *Maritime Economics and Logistics*. Vol. 5 No. 2, June; Wilmsmeier G. and Hoffmann J. (2008). Liner shipping freight rates in the Caribbean. *Maritime Economics and Logistics*. Vol. 10 No. 1. January.
- 184 Sánchez R., Wilmsmeier G. (2006). The River Plate Basin. In *Research in Transportation Economics*. Volume 17, Elsevier; Wilmsmeier G. and Sánchez R. (2008). Interport competition in a single market under port devolution: lessons from the Southern Cone. In *The Human Element at the Ship/Port Interface*. Wittig W and Prieser C (eds.). Bremen, Germany.
- 185 Devolution is the transfer of some powers/responsibilities, and the delegation of some functions, from a central sovereign Government to local Government or the private sector.
- 186 Fay and Morrison (2006). *Infrastructure in Latin America and the Caribbean: recent development and key challenges*. Directions in Development: Infrastructure. Washington, DC. The World Bank.
- 187 Wilmsmeier G., Hoffmann J., Sánchez R. (2006). The impact of port characteristics on international maritime transport costs. In *Research in Transportation Economics*. Volume 16: 119–142. Elsevier.
- 188 For details see <http://www.iirsa.org>.
- 189 Now called Proyecto de Integración y Desarrollo de Mesoamérica, for details see <http://www.planpuebla-panama.org>.

## Annex I

Classification of countries and territories<sup>a b c d</sup>**I. Developed economies**

<b>Code 1</b>	Bermuda Canada Greenland	Saint Pierre and Miquelon United States of America
<b>Code 2</b>	Austria Belgium Bulgaria Cyprus Czech Republic Denmark Estonia Faroe Islands Finland France French Guiana Guadeloupe Germany Gibraltar Greece Hungary Iceland Ireland Italy	Latvia Lithuania Luxembourg Malta Martinique Monaco Netherlands Norway Poland Portugal Reunion Romania Slovakia Slovenia Spain Sweden Switzerland United Kingdom of Great Britain and Northern Ireland
<b>Code 3</b>	Israel	Japan
<b>Code 4</b>	Australia	New Zealand

**II. Transition economies**

<b>Code 5.1 In Europe</b>	Albania Belarus Bosnia and Herzegovina Croatia Montenegro Moldova	Russian Federation Serbia The former Yugoslav Republic of Macedonia Ukraine
<b>Code 5.2 In Asia</b>	Armenia Azerbaijan Georgia Kazakhstan	Kyrgyzstan Tajikistan Turkmenistan Uzbekistan

### III. Developing economies

<b>Code 6.1</b> <b>North Africa</b>	Algeria Egypt Libyan Arab Jamahiriya	Morocco Tunisia
<b>Code 6.2</b> <b>Western Africa</b>	Benin Burkina Faso Cape Verde Côte d'Ivoire Gambia Ghana Guinea Guinea-Bissau Liberia	Mali Mauritania Niger Nigeria Saint Helena Senegal Sierra Leone Togo
<b>Code 6.3</b> <b>Eastern Africa</b>	Burundi Comoros Djibouti Ethiopia Eritrea Kenya Madagascar Malawi Mauritius	Mozambique Rwanda Seychelles Somalia Sudan Uganda United Republic of Tanzania Zambia Zimbabwe
<b>Code 6.4</b> <b>Central Africa</b>	Angola Cameroon Central African Republic Chad Congo	Democratic Republic of Congo Equatorial Guinea Gabon Sao Tome and Principe
<b>Code 6.5</b> <b>Southern Africa</b>	Botswana Lesotho Namibia	South Africa Swaziland
<b>Code 7.1</b> <b>Caribbean</b>	Anguilla Antigua and Barbuda Aruba Bahamas Barbados British Virgin Islands Cayman Islands Cuba Dominica Dominican Republic Grenada	Haiti Jamaica Montserrat Netherlands Antilles Saint Kitts and Nevis Saint Lucia Saint Vincent and Grenadines Trinidad and Tobago Turks and Caicos Islands United States Virgin Islands

<b>Code 7.2</b> <b>Central America</b>	Belize Costa Rica El Salvador Guatemala	Honduras Mexico Nicaragua Panama
<b>Code 7.3</b> <b>South America - Northern Seaboard</b>	Guyana Suriname	Venezuela, Bolivarian Republic of
<b>Code 7.4</b> <b>South America – Western Seaboard</b>	Chile Colombia	Ecuador Peru
<b>Code 7.5</b> <b>South America – Eastern Seaboard</b>	Argentina Bolivia Brazil	Falkland Islands (Malvinas) <sup>e</sup> Paraguay Uruguay
<b>Code 8.1</b> <b>Western Asia</b>	Bahrain Iraq Jordan Kuwait Lebanon Oman	Qatar Saudi Arabia Syrian Arab Republic Turkey United Arab Emirates Yemen
<b>Code 8.2</b> <b>Southern Asia</b>	Afghanistan Bangladesh Bhutan India Iran, Islamic Republic of	Maldives Nepal Pakistan Sri Lanka
<b>Code 8.3</b> <b>Eastern Asia</b>	China Democratic People's Republic of Korea Hong Kong, China	Macao, China Mongolia Republic of Korea Taiwan Province of China
<b>Code 8.4</b> <b>South–Eastern Asia</b>	Brunei Darussalam Cambodia Indonesia Lao People's Democratic Republic Malaysia Myanmar	Philippines Thailand Timor-Leste Singapore Viet Nam
<b>Code 9</b> <b>Oceania</b>	American Samoa Christmas Island (Australia) Fiji French Polynesia Guam Kiribati Marshall Islands Nauru	New Caledonia Papua New Guinea Samoa Solomon Islands Tonga Tuvalu Vanuatu Wake Islands

### Notes to Annex I

- <sup>a</sup> This classification is for statistical purposes only and does not imply any judgement regarding the stage of development or the political situation of any country or territory.
- <sup>b</sup> The following are groups of countries or territories used for presenting statistics in this *Review*:
- Developed Economies:** Codes 1, 2, 3 and 4
- Transition Economies:** Codes 5.1 and 5.2
- Developing Economies:** Codes 6, 7, 8 and 9
- of which:*
- |             |                                  |
|-------------|----------------------------------|
| in Africa:  | Codes 6.1, 6.2, 6.3, 6.4 and 6.5 |
| in America: | Codes 7.1, 7.2, 7.3, 7.4 and 7.5 |
| in Asia:    | Codes 8.1, 8.2, 8.3 and 8.4      |
| in Oceania: | Code 9                           |
- <sup>c</sup> In certain tables, where appropriate, open-registry countries are recorded in a separate group.
- <sup>d</sup> 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, landlocked countries do not figure in these tabulations. On the other hand, statistical tabulations on merchant fleets include data for landlocked countries that possess fleets.
- <sup>e</sup> 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 II

World seaborne trade<sup>a</sup> by country groups

(In millions of tons)

Area <sup>a</sup>	Year	Goods loaded			Total goods loaded	Goods unloaded			Total goods unloaded
		Oil		Dry cargo		Oil		Dry cargo	
		Crude	Products <sup>b</sup>			Crude	Products <sup>b</sup>		
<b>Developed economies</b>									
North America	2006	22.1	86.3	490.8	599.2	510.8	155.6	492.0	1 158.4
Code 1	2007	23.3	90.9	516.4	630.6	524.2	159.7	504.9	1 188.8
Europe	2006	100.8	262.6	816.0	1 179.4	546.0	281.4	1 243.4	2 070.8
Code 2	2007	100.5	264.6	819.9	1 185.0	528.4	275.6	1 304.5	2 108.5
Japan and Israel	2006	0.0	11.7	152.4	164.1	210.5	55.8	582.5	848.7
Code 3	2007	0.0	11.9	165.4	177.3	220.9	55.0	590.5	866.4
Australia and New Zealand	2006	12.3	4.0	662.1	678.4	27.1	16.5	52.5	96.1
Code 4	2007	12.3	4.0	662.8	679.1	28.6	16.7	53.6	98.9
Subtotal: Developed economies	2006	135.2	364.6	2 121.3	2 621.1	1 294.3	509.3	2 370.4	4 174.0
	2007	136.1	371.4	2 164.5	2 672.0	1 302.1	507.1	2 453.6	4 262.8
Economies in transition	2006	115.0	47.3	95.3	257.6	5.6	2.7	46.3	54.6
Codes 5.1 and 5.2	2007	128.5	50.6	104.6	283.7	6.3	2.6	48.7	57.6
<b>Developing economies</b>									
North Africa	2006	132.8	37.7	75.0	245.5	8.1	11.0	125.9	145.0
Code 6.1	2007	139.6	39.2	81.4	260.2	9.2	14.3	147.0	170.5
Western Africa	2006	221.0	9.1	21.1	251.2	6.7	12.3	54.8	73.8
Code 6.2	2007	238.6	9.9	22.7	271.2	7.1	12.5	57.2	76.8
Eastern Africa	2006	12.0	1.1	14.2	27.3	2.4	7.5	28.7	38.6
Code 6.3	2007	12.7	1.3	15.4	29.4	2.5	8.0	31.1	41.6
Central Africa	2006	109.3	5.8	5.6	120.7	0.0	1.0	9.1	10.1
Code 6.4	2007	117.4	6.3	6.1	129.8	0.0	0.9	9.1	10.0
Southern Africa	2006	0.0	6.0	129.7	135.7	25.6	2.6	36.8	65.0
Code 6.5	2007	0.0	6.3	137.6	143.9	25.7	2.6	39.1	67.4
Subtotal Developing Africa	2006	475.1	59.7	245.6	780.4	42.8	34.4	255.3	332.5
	2007	508.3	63.0	263.2	834.5	44.5	38.3	283.5	366.3
Caribbean and Central America	2006	124.0	15.0	85.9	224.9	13.2	36.0	104.8	154.0
Codes 7.1 and 7.2	2007	119.8	15.9	90.5	226.2	14.2	39.6	99.6	153.4
South America: northern and eastern seaboard	2006	115.6	44.2	538.2	698.0	20.8	8.1	96.1	125.0
Codes 7.3 and 7.5	2007	117.4	45.5	601.1	764.0	21.9	8.4	101.4	131.7
South America: western seaboard	2006	31.9	10.6	123.9	166.4	15.4	6.5	40.1	62.0
Code 7.4	2007	33.5	11.1	139.0	183.6	16.0	7.0	42.0	65.0
Subtotal Developing America	2006	271.5	69.8	748.0	1 089.3	49.4	50.6	241.0	341.0
	2007	270.7	72.5	830.6	1 173.8	52.1	55.0	244.0	351.1

## Annex II (continued)

Area <sup>a</sup>	Year	Goods loaded			Total goods loaded	Goods unloaded			Total goods unloaded
		Oil		Dry cargo		Oil		Dry cargo	
		Crude	Products <sup>b</sup>			Crude	Products <sup>b</sup>		
<b>Western Asia</b>	2006	709.4	115.8	192.6	1 017.8	36.2	37.0	336.8	410.0
<b>Code 8.1</b>	2007	726.7	117.8	206.7	1 051.2	37.6	37.6	363.9	439.1
<b>Southern and Eastern Asia</b>	2006	27.6	72.5	985.4	1 085.5	405.8	103.1	1 407.5	1 916.4
<b>Codes 8.2 and 8.3</b>	2007	27.6	76.5	1 054.1	1 158.2	424.8	101.9	1 466.4	1 993.1
<b>South-Eastern Asia</b>	2006	64.2	62.5	667.0	793.7	95.2	94.9	329.7	519.8
<b>Code 8.4</b>	2007	64.2	62.7	715.2	842.1	95.8	89.5	364.0	549.3
<b>Subtotal Developing Asia</b>	2006	801.2	250.8	1 845.0	2 897.0	537.2	235.0	2 074.0	2 846.2
	2007	818.5	257.1	1 976.1	3 051.7	558.2	229.0	2 194.3	2 981.5
<b>Developing Oceania</b>	2006	4.3	0.1	2.2	6.6	0.0	6.5	5.8	12.3
<b>Code 9</b>	2007	4.3	0.1	2.4	6.8	0.0	6.7	6.2	12.9
<b>Subtotal: Developing economies and territories</b>	2006	1 552.1	380.4	2 840.8	4 773.3	629.4	326.5	2 576.1	3 532.0
	2007	1 601.8	392.7	3 072.3	5 066.8	654.8	329.0	2 728.0	3 711.8
<b>World total</b>	2006	1 802.3	792.3	5 057.4	7 652.0	1 929.3	838.5	4 992.8	7 760.6
	2007	1 866.4	814.7	5 341.4	8 022.5	1 963.2	838.7	5 230.3	8 032.2

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by reporting countries, ports and specialized sources and published on ports' websites.

<sup>a</sup> See annex I for the composition of groups.

<sup>b</sup> Including LNG, LPG, naphtha, gasoline, jet fuel, kerosene, light oil, heavy fuel oil and others.

## Annex III (a)

Merchant fleets of the world by flags of registration, <sup>a</sup> groups of countries and types of ship <sup>b</sup>  
as of 1 January 2008  
(In thousands of GT)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPING ECONOMIES OF AFRICA</b>						
Algeria	736	16	121	45	0	554
Angola	57	5	0	10	0	42
Benin	1	0	0	0	0	1
Cameroon	17	0	0		0	14
Cape Verde	29	3	0	9	0	18
Comoros	766	158	115	400	4	89
Congo	4		0	0	0	4
Democratic Republic of the Congo	14	1	0	0	0	12
Côte d'Ivoire	9	1	0	0	0	8
Djibouti	4	0	0	0	0	4
Egypt	1 162	295	388	266	48	164
Equatorial Guinea	29	0		3	0	25
Eritrea	14	2	0	10	0	3
Ethiopia	123	5	0	118	0	0
Gabon	14	1	0	4	0	9
Gambia	35	4	0	27	0	4
Ghana	116	3	0	13	0	100
Guinea	20	0	0	1	0	19
Guinea-Bissau	7	0	0	1	0	5
Kenya	15	5	0	0	0	10
Libyan Arab Jamahiriya	98	8	0	44	0	45
Madagascar	35	5	0	15	0	16
Mauritania	52	0	0	1	0	51
Mauritius	40	0	0	14	0	27
Morocco	490	78	0	30	72	309
Mozambique	38	0	0	6	0	33
Namibia	126	0	0	2	0	124
Nigeria	431	280	10	18	0	124
Sao Tome and Principe	30	1	4	21	0	4
Senegal	46	0	0	1	0	45
Seychelles	183	95	0	43	0	45
Sierra Leone	476	61	11	309	14	81
Somalia	10	1	0	4	0	5
South Africa	193	0	0	0	27	165
Saint Helena	4	0	0	0	0	4
Sudan	26	1	0	22	0	3
Togo	19	0	0	4	0	14
Tunisia	140	16	17	3	0	104
United Republic of Tanzania	38	8	0	21	0	10
<b>DEVELOPING ECONOMIES OF AFRICA</b>						
<i>Total</i>	5 644	1 052	666	1 465	166	2 292



## Annex III (a) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPING ECONOMIES OF AMERICA</b>						
Anguilla	1	0	0	1	0	0
Argentina	837	363	87	85	13	289
Aruba	0	0	0	0	0	0
Barbados	727	156	234	244	0	93
Belize	1 258	36	192	754	7	268
Bolivia	103	31	4	37	0	30
Brazil	2 290	1 031	471	246	195	347
Cayman Islands	2 850	1 309	1 016	405	0	121
Chile	908	275	179	154	17	284
Colombia	89	8	0	39	0	42
Costa Rica	4	0	0	0	0	4
Cuba	61	15	6	9	0	30
Dominica	998	422	424	106	0	45
Dominican Republic	10	0	0	5	0	4
Ecuador	300	179	0	3	0	119
El Salvador	7	0	0	0	0	7
Falkland Islands <sup>d</sup>	49	0	0	1	0	48
Grenada	3	0	0	1	0	2
Guatemala	6	0	0	0	0	6
Guyana	42	5	0	23	0	14
Haiti	2	0	0	1	0	0
Honduras	710	147	63	248	2	250
Jamaica	171	2	118	39	8	4
Mexico	1 218	613	19	86	0	500
Netherlands Antilles	1 274	30	200	740	81	222
Nicaragua	6	1	0	0	0	4
Paraguay	51	3	0	38	6	5
Peru	273	51	0	25	0	196
Saint Kitts and Nevis	687	133	134	376	2	43
Suriname	5	2	0	3	0	0
Trinidad and Tobago	51	4	0	3	0	44
Turks and Caicos Islands	1	0	0	0	0	1
Uruguay	114	9	0	9	0	96
Venezuela	1 057	507	170	44	2	334
British Virgin Islands	16	0	0	1	0	15
<i>DEVELOPING ECONOMIES OF AMERICA</i>						
<i>Total</i>	16 175	5 332	3 316	3 728	332	3 467
<b>DEVELOPING ECONOMIES OF ASIA</b>						
Bahrain	326	81	43	2	96	104
Bangladesh	441	68	52	254	35	31
Brunei Darussalam	483	1	0	2	0	480
Cambodia	2 065	91	416	1 412	34	112
China	25 064	4 736	10 208	4 831	3 447	1 842
Hong Kong (China)	35 700	8 064	18 324	2 278	6 559	476
India	9 098	4 917	2 431	488	157	1 106

## Annex III (a) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
Indonesia	5 670	1 419	575	2 059	392	1 226
Iran (Islamic Republic of)	3 140	1 652	836	324	157	171
Iraq	159	48	0	39	0	72
Jordan	369	139	16	121	14	79
Democratic People's Republic of Korea	979	91	154	625	22	87
Republic of Korea	13 227	2 222	7 173	1 254	1 372	1 207
Kuwait	2 426	1 838	54	98	214	222
Lao People's Democratic Republic	3	0	0	3	0	0
Lebanon	136	1	34	91	0	10
Macao (China)	2	0	0	0	0	2
Malaysia	6 971	2 798	314	491	694	2 675
Maldives	126	10	0	104	0	12
Mongolia	687	27	402	237	0	21
Myanmar	203	3	35	136	0	29
Oman	24	2	0	2	0	21
Pakistan	351	160	36	130	0	25
Philippines	5 032	432	2 465	1 361	166	608
Qatar	620	303	15	32	184	86
Saudi Arabia	943	333	0	303	149	157
Singapore	35 942	16 536	7 212	3 419	6 535	2 240
Sri Lanka	161	11	30	84	16	20
Syrian Arab Republic	354	1	34	308	8	3
Taiwan Province of China	2 751	777	1 198	112	481	183
Thailand	2 846	397	892	1 093	255	208
Timor-Leste	1	0	0	0		1
Turkey	4 987	724	2 122	1 437	365	339
United Arab Emirates	809	243	87	82	214	182
Viet Nam	2 541	576	420	1 223	90	231
Yemen	29	11	0	5	0	13
<b>DEVELOPING ECONOMIES OF ASIA</b>	<b>164 664</b>	<b>48 711</b>	<b>55 579</b>	<b>24 440</b>	<b>21 655</b>	<b>14 279</b>
<b>DEVELOPING ECONOMIES OF OCEANIA</b>						
American Samoa	7	0	0	0	0	7
Fiji	32	0	0	9	0	22
French Polynesia	47	0	0	22	0	25
Guam	3	0	0	0	0	3
Kiribati	152	29	16	96	0	11
New Caledonia	10	0	0	2	0	7
Papua New Guinea	85	2	6	60	0	17
Samoa	10	0	0	8	0	2
Solomon Islands	12	0	0	2	0	10
Tonga	68	1	6	47	0	14
Tuvalu	855	608	42	137	9	58
Vanuatu	1 956	95	872	344	25	620
<b>DEVELOPING ECONOMIES OF OCEANIA</b>						
<b>Total</b>	<b>3 235</b>	<b>736</b>	<b>943</b>	<b>728</b>	<b>35</b>	<b>794</b>
<b>DEVELOPING ECONOMIES TOTAL</b>	<b>189 718</b>	<b>55 831</b>	<b>60 503</b>	<b>30 361</b>	<b>22 187</b>	<b>20 833</b>

## Annex III (a) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPED ECONOMIES</b>						
Australia	1 829	252	410	145	7	1 015
Austria	14	0	0	10	4	0
Belgium	4 091	1 280	1 364	286	153	1 008
Bulgaria	928	24	635	149	66	53
Canada	2 765	512	1 117	100	16	1 019
Denmark	9 486	1 784	369	455	5 565	1 314
Estonia	390	8	0	21	0	360
Finland	1 570	363	26	458	29	694
France	6 280	2 598	176	93	1 608	1 805
French Guyana	1	0	0	0	0	0
Germany	12 910	494	156	234	11 327	699
Greece	35 875	20 634	10 154	363	2 574	2 151
Guadeloupe	8	0	0	1	0	7
Iceland	180	0	0	1	0	178
Ireland	187	13	0	99	5	71
Israel	728	3	0	4	712	9
Italy	12 837	3 419	1 954	2 342	1 159	3 964
Japan	12 765	2 262	2 772	2 240	384	5 106
Latvia	262	66	0	57	0	139
Lithuania	426	3	20	219	3	180
Luxembourg	884	152	209	186	89	247
Martinique	1	0	0	0	0	0
Netherlands	6 125	437	3	2 345	1 432	1 907
New Zealand	391	74	12	157	0	148
Norway	18 152	6 878	2 439	4 026	167	4 641
Poland	193	11	0	34	0	148
Portugal	1 071	284	100	344	26	317
Reunion	4	0	0	0	0	4
Romania	270	32	0	82	0	156
Slovakia	238	0	42	196	0	1
Slovenia	2	0	0	0	0	2
Spain	3 054	590	27	326	263	1 848
Saint Pierre and Miquelon	1	0	0	0	0	1
Sweden	4 045	584	33	2 346	0	1 081
Switzerland	562	46	286	55	170	4
United Kingdom	14 975	1 335	1 451	2 429	6 630	3 130
United States	11 369	2 328	1 217	1 588	3 204	3 031
United States Virgin Islands	3	0	0	0	0	3
<i>DEVELOPED ECONOMIES Total</i>	164 870	46 465	24 972	21 398	35 594	36 441

## Annex III (a) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>TRANSITION ECONOMIES</b>						
Albania	69	0	0	68	0	1
Azerbaijan	708	227	0	101	0	381
Croatia	1 374	512	594	127	0	141
Georgia	1 046	83	305	535	17	107
Kazakhstan	55	29	0	3	0	22
Moldova	49	14	4	31	0	1
Montenegro	13	0	0	12	0	1
Russian Federation	7 529	1 193	517	2 944	92	2 782
Turkmenistan	52	6	0	17	0	29
Ukraine	1 145	34	100	612	29	370
<i>TRANSITION ECONOMIES Total</i>	12 041	2 098	1 520	4 449	138	3 835
<b>MAJOR 10 OPEN AND INTERNATIONAL REGISTRIES</b>						
Antigua and Barbuda	8 562	18	758	2 839	4 874	72
Bahamas	43 780	16 655	7 457	6 600	1 782	11 287
Bermuda	9 197	1 124	1 776	119	770	5 408
Cyprus	18 800	3 700	8 977	1 679	3 749	695
Isle of Man	8 448	4 812	1 678	396	160	1 402
Liberia	76 546	32 250	13 209	3 904	22 979	4 204
Malta	28 201	8 659	13 063	3 563	1 452	1 465
Marshall Islands	36 103	18 544	9 105	1 649	4 056	2 749
Panama	168 291	36 710	71 862	22 169	26 893	10 657
Saint Vincent and the Grenadines	5 966	357	2 128	2 833	125	523
<i>INTERNATIONAL REGISTRIES Total</i>						
	403 896	122 828	130 013	45 751	66 840	38 463
Unknown flag	4 254	763	554	1 370	54	1 512
<b>WORLD TOTAL<sup>e</sup></b>	774 779	227 986	217 563	103 330	124 814	101 085



## Annex III (b)

Merchant fleets of the world by flags of registration, <sup>a</sup> groups of countries and types of ship <sup>b</sup>  
as of 1 January 2008  
(In thousands of dwt)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPING ECONOMIES OF AFRICA</b>						
Algeria	744	26	204	55	0	458
Angola	47	8	0	12	0	27
Benin	0	0	0	0	0	0
Cameroon	10	0	0	3	0	6
Cape Verde	22	4	0	12	0	6
Comoros	1 045	273	198	501	5	68
Congo	1	0	0	0	0	1
Côte d'Ivoire	17	2	0	1	0	14
Democratic Republic of the Congo	5	1	0	0	0	4
Djibouti	1	0	0	0	0	1
Egypt	1 703	508	679	311	58	148
Equatorial Guinea	19	1	0	6	0	13
Eritrea	16	3	0	10	0	3
Ethiopia	159	9	0	150	0	0
Gabon	8	1	0	4	0	3
Gambia	12	5	0	5	0	2
Ghana	86	5	0	16	0	64
Guinea	10	0	0	0	0	10
Guinea-Bissau	2	0	0	0	0	2
Kenya	14	8	0	0	0	6
Libyan Arab Jamahiriya	97	13	0	57	0	27
Madagascar	32	7	0	18	0	7
Mauritania	25	0	0	1	0	24
Mauritius	37	0	0	12	0	25
Morocco	336	113	0	28	72	124
Mozambique	30	0	0	11	0	19
Namibia	77	0	0	4	0	73
Nigeria	626	477	13	26	0	111
Sao Tome and Principe	38	1	7	27	0	2
Senegal	19	0	0	2	0	17
Seychelles	243	156	0	57	0	30
Sierra Leone	588	101	17	418	18	34
Somalia	9	2	0	4	0	4
South Africa	117	0	0	0	30	87
Saint Helena	1	0	0	0	0	1
Sudan	29	1	0	26	0	1
Togo	40	14	0	24	0	2
Tunisia	13	0	0	4	0	9
United Republic of Tanzania	79	24	26	4	0	25
<b>DEVELOPING ECONOMIES OF AFRICA</b>						
<i>Total</i>	6 357	1 762	1 145	1 808	182	1 459

## Annex III (b) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPING ECONOMIES OF AMERICA</b>						
Anguilla	1	0	0	1	0	0
Argentina	1 143	628	144	115	18	238
Aruba	0	0	0	0	0	0
Barbados	1 006	242	389	301	0	74
Belize	1 490	50	294	918	9	219
Bolivia	127	50	7	49	0	21
Brazil	3 296	1 645	802	289	227	334
British Virgin Islands	11	0	0	1	0	10
Cayman Islands	4 358	2 238	1 719	259	0	142
Chile	1 088	459	299	101	21	207
Colombia	111	13	0	55	0	43
Costa Rica	0	0	0	0	0	0
Cuba	77	25	9	13	0	31
Dominica	1 734	755	796	148	0	36
Dominican Republic	7	0	0	6	0	1
Ecuador	377	309	0	3	0	65
El Salvador	2	0	0	0	0	2
Falkland Islands <sup>d</sup>	36	0	0	1	0	35
Grenada	1	0	0	1	0	0
Guatemala	4	1	0	0	0	4
Guyana	42	7	0	28	0	7
Haiti	2	0	0	1	0	0
Honduras	795	265	108	325	2	94
Jamaica	248	3	200	33	11	0
Mexico	1 519	1 005	28	78	0	409
Netherlands Antilles	1 713	51	374	909	102	278
Nicaragua	3	1	0	1	0	1
Paraguay	59	4	0	47	6	1
Peru	207	83	0	37	0	87
Saint Kitts and Nevis	977	205	219	520	2	30
Suriname	7	3	0	3	0	0
Trinidad and Tobago	19	4	0	0	0	14
Turks and Caicos Islands	0	0	0	0	0	0
Uruguay	75	14	0	12	0	49
Venezuela	1 574	875	281	58	2	358
<i>DEVELOPING ECONOMIES OF AMERICA</i>						
<i>Total</i>	22 111	8 935	5 668	4 315	401	2 791
<b>DEVELOPING ECONOMIES OF ASIA</b>						
Bahrain	394	154	60	2	100	78
Bangladesh	617	118	89	346	48	17
Brunei Darussalam	423	2	0	3	0	419
Cambodia	2 824	145	662	1 903	43	70
China	37 124	8 063	17 469	6 315	4 105	1 171
Democratic People's Republic of Korea	1 388	158	254	892	30	55
Hong Kong (China)	59 210	14 623	33 518	3 067	7 508	494
India	15 041	8 791	4 201	664	203	1 182

## Annex III (b) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
Indonesia	6 859	2 289	944	2 651	516	459
Iran (Islamic Republic of)	5 222	3 048	1 420	419	211	123
Iraq	202	78	0	54	0	70
Jordan	508	293	26	148	18	24
Republic of Korea	21 141	3 984	13 166	1 498	1 606	888
Kuwait	3 974	3 337	93	86	227	230
Lao People's Democratic Republic	5	0	0	5	0	0
Lebanon	154	1	54	92	0	8
Macao (China)	2	0		0	0	2
Malaysia	9 448	5 087	538	587	842	2 395
Maldives	164	21	0	138	0	6
Mongolia	1 061	48	679	315	0	19
Myanmar	237	5	49	169	0	14
Oman	16	3	0	2	0	11
Pakistan	565	288	66	184	0	27
Philippines	6 659	696	3 954	1 573	183	252
Qatar	894	546	22	48	202	77
Saudi Arabia	1 104	558	0	319	156	72
Singapore	55 550	29 576	13 308	2 576	7 709	2 382
Sri Lanka	215	19	49	115	21	12
Syrian Arab Republic	517	2	53	452	8	2
Taiwan Province of China	4 308	1 327	2 183	154	583	61
Thailand	4 224	700	1 471	1 550	346	157
Timor-Leste	0	0	0	0	0	0
Turkey	7 300	1 265	3 631	1 815	455	135
United Arab Emirates	1 028	408	142	90	227	163
Viet Nam	3 893	943	684	1 906	114	247
Yemen	26	17	0	2	0	6
<i>DEVELOPING ECONOMIES OF ASIA Total</i>	<i>252 297</i>	<i>86 591</i>	<i>98 783</i>	<i>30 139</i>	<i>25 459</i>	<i>11 325</i>
<b>DEVELOPING ECONOMIES OF OCEANIA</b>						
American Samoa	1	0	0	0	0	1
Fiji	16	0	0	7	0	9
French Polynesia	32	0	0	25	0	7
Guam	2	0	0	0	0	2
Kiribati	193	46	27	115	0	5
New Caledonia	5	0	0	3	0	2
Papua New Guinea	98	3	9	75	0	11
Samoa	10	0	0	9	0	1
Solomon Islands	6	0	0	2	0	5
Tonga	75	1	7	58	0	9
Tuvalu	1 441	1 108	72	212	13	35
Vanuatu	2 486	191	1 450	223	29	593
<i>DEVELOPING ECONOMIES OF OCEANIA Total</i>	<i>4 365</i>	<i>1 350</i>	<i>1 565</i>	<i>729</i>	<i>41</i>	<i>679</i>
<b>DEVELOPING ECONOMIES TOTAL</b>	<b>285 129</b>	<b>98 638</b>	<b>107 161</b>	<b>36 992</b>	<b>26 084</b>	<b>16 253</b>



## Annex III (b) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>DEVELOPED ECONOMIES</b>						
Australia	2 144	430	649	136	10	919
Austria	18	0	0	12	6	0
Belgium	6 467	2 438	2 642	191	173	1 023
Bulgaria	1 314	35	1 017	160	78	25
Canada	3 169	849	1 708	90	17	505
Denmark	11 075	2 933	705	401	6 189	847
Estonia	110	13	0	27	0	70
Finland	1 203	609	38	375	37	144
France	7 914	4 718	346	55	1 776	1 020
French Guyana	0	0	0	0	0	0
Germany	15 031	816	324	301	13 234	357
Greece	61 384	38 273	18 928	417	2 820	945
Guadeloupe	5	0	0	2	0	4
Iceland	73	0	1	1	0	71
Ireland	184	18	0	136	7	22
Israel	855	5	0	5	840	5
Italy	13 267	5 616	3 651	1 478	1 301	1 221
Japan	14 810	4 217	4 893	2 278	402	3 020
Latvia	255	108	0	59	0	88
Lithuania	385	6	29	274	4	72
Luxembourg	1 120	237	368	103	108	304
Martinique	1	0	0	1	0	0
Netherlands	6 217	687	6	2 886	1 621	1 017
New Zealand	362	121	17	174	0	50
Norway	23 949	12 046	4 416	3 347	199	3 941
Poland	115	17	0	26	0	72
Portugal	1 125	509	170	264	33	148
Reunion	2	0	0	0	0	2
Romania	273	51	0	100	0	123
Slovakia	327	0	60	266	0	1
Slovenia	0	0	0	0	0	0
Spain	2 746	1 061	43	206	331	1 105
Saint Pierre and Miquelon	0	0	0	0	0	0
Sweden	2 424	868	47	1 260	0	248
Switzerland	887	69	504	74	236	5
United Kingdom of Great Britain	15 888	2 100	2 724	1 947	7 547	1 570
United States	12 139	3 981	2 316	916	3 389	1 537
US Virgin Islands	1	0	0	0	0	1
<i>DEVELOPED ECONOMIES Total</i>	207 241	82 833	45 603	17 969	40 356	20 481

## Annex III (b) (continued)

	Total fleet	Oil tankers	Bulk carriers	General cargo <sup>c</sup>	Container ships	Other types
<b>TRANSITION ECONOMIES</b>						
Albania	99	0	0	98	0	1
Azerbaijan	611	315	0	112	0	183
Croatia	2 191	959	1 049	147	0	36
Georgia	1 473	141	508	738	25	60
Kazakhstan	68	50	0	2	0	17
Moldova	72	25	4	42	0	1
Montenegro	14	0	0	14	0	1
Russian Federation	7 135	1 720	726	3 328	92	1 270
Turkmenistan	46	8	0	15	0	22
Ukraine	1 149	56	160	698	27	207
<i>TRANSITION ECONOMIES Total</i>	12 858	3 275	2 447	5 194	144	1 798
<b>MAJOR 10 OPEN AND INTERNATIONAL REGISTRIES</b>						
Antigua and Barbuda	11 183	29	1 229	3 635	6 205	85
Bahamas	59 744	30 510	13 239	6 610	1 998	7 387
Bermuda	9 870	2 100	3 438	123	813	3 397
Cyprus	29 431	6 561	15 964	2 061	4 570	277
Isle of Man	13 850	8 529	3 207	447	206	1 460
Liberia	117 519	57 990	23 938	3 667	27 257	4 667
Malta	45 218	15 354	23 339	4 124	1 785	616
Marshall Islands	59 600	33 720	16 504	1 884	5 008	2 485
Panama	252 564	66 342	130 433	17 274	30 007	8 508
Saint Vincent and the Grenadines	8 503	651	3 723	3 610	154	365
<i>MAJOR 10 OPEN AND INTERNATIONAL REGISTRIES Total</i>	607 484	221 788	235 015	43 433	78 002	29 246
Unknown flag	5 067	1 348	901	1 904	67	846
<b>WORLD TOTAL<sup>e</sup></b>	<b>1 117 779</b>	<b>407 881</b>	<b>391 127</b>	<b>105 492</b>	<b>144 655</b>	<b>68 624</b>

## Notes to annex III

Source: Lloyd's Register–Fairplay.

- <sup>a</sup> 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.
- <sup>b</sup> Ships of 100 GT and over, excluding the Great Lakes fleets of the United States, Canada and the United States Reserve Fleet.
- <sup>c</sup> Including passenger/cargo.
- <sup>d</sup> 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).
- <sup>e</sup> Excluding estimates of the United States Reserve Fleet and the United States and Canadian Great Lakes fleets.



## Annex IV

## UNCTAD Liner Shipping Connectivity Index

	2004		2005		2006		2007		2008		% change 2008/2004
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
China	100.0	1	108.3	1	113.1	1	127.9	1	137.4	1	37.4
Hong Kong, China	94.4	2	96.8	2	99.3	2	106.2	2	108.8	2	15.2
Singapore	81.9	4	83.9	4	86.1	3	87.5	4	94.5	3	15.4
Germany	76.6	7	78.4	7	80.7	7	89.0	3	89.3	4	16.5
Netherlands	78.8	6	80.0	5	81.0	6	84.8	5	87.6	5	11.1
United States	83.3	3	87.6	3	85.8	4	83.7	6	82.5	6	-1.0
United Kingdom	81.7	5	79.6	6	81.5	5	76.8	9	78.0	7	-4.5
Belgium	73.2	8	74.2	8	76.2	8	73.9	10	78.0	8	6.6
Malaysia	62.8	12	65.0	12	69.2	10	81.6	7	77.6	9	23.5
Republic of Korea	68.7	10	73.0	9	71.9	9	77.2	8	76.4	10	11.2
Spain	54.4	15	58.2	15	62.3	14	71.3	11	67.7	11	24.3
Japan	69.2	9	66.7	11	64.5	13	62.7	13	66.6	12	-3.6
France	67.3	11		10	67.8	11	64.8	12	66.2	13	-1.6
Taiwan Province of China	59.6	13	63.7	13	65.6	12	62.4	14	62.6	14	5.1
Italy	58.1	14	62.2	14	58.1	15	58.8	15	55.9	15	-3.9
United Arab Emirates	42.9	16	49.2	16	50.0	16	45.4	17	52.5	16	22.6
Egypt	38.1	18	39.2	18	46.7	17	48.2	16	48.8	17	28.2
Saudi Arabia	35.8	19	36.2	20	40.7	19	45.0	18	47.4	18	32.4
Sri Lanka	34.7	20	33.4	21	37.3	20	42.4	19	46.1	19	32.9
India	34.1	21	36.9	19	42.9	18	40.5	20	42.2	20	23.5
Australia	26.6	26	28.0	27	27.0	30	26.8	33	38.2	21	43.7
Thailand	31.0	23	31.9	22	33.9	22	35.3	21	36.5	22	17.6
Turkey	25.6	29	27.1	28	27.1	29	32.6	23	35.6	23	39.2
Portugal	17.5	41	16.8	43	23.6	36	25.4	38	35.0	24	99.4
Canada	39.7	17	39.8	17	36.3	21	34.4	22	34.3	25	-13.6
Mexico	25.3	30	25.5	32	29.8	26	31.0	25	31.2	26	23.2
Brazil	25.8	28	31.5	23	31.6	23	31.6	24	30.9	27	19.5
Panama	32.1	22	29.1	24	27.6	28	30.5	27	30.4	28	-5.0
Oman	23.3	31	23.6	35	20.3	42	29.0	31	30.4	29	30.4
Sweden	14.8	48	26.6	29	28.2	27	25.8	35	30.3	30	105.1
Philippines	15.5	45	15.9	45	16.5	49	18.4	48	30.3	31	95.9
Malta	27.5	25	25.7	31	30.3	25	29.5	29	29.9	32	8.7
Morocco	9.4	78	8.7	84	8.5	85	9.0	81	29.8	33	217.2
Lebanon	10.6	67	12.5	62	25.6	34	30.0	28	28.9	34	173.6
South Africa	23.1	32	25.8	30	26.2	31	27.5	32	28.5	35	23.2
Greece	30.2	24	29.1	25	31.3	24	30.7	26	27.1	36	-10.2
Denmark	11.6	64	24.3	34	25.4	35	22.1	42	26.5	37	129.2
Romania	12.0	61	15.4	48	17.6	45	22.5	41	26.4	38	119.2
Argentina	20.1	37	25.0	33	25.6	33	25.6	36	25.7	39	27.9
Indonesia	25.9	27	28.8	26	25.8	32	26.3	34	24.8	40	-4.0

## Annex IV (continued)

	2004		2005		2006		2007		2008		% change 2008/ 2004
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
Pakistan	20.2	36	21.5	37	21.8	38	24.8	39	24.6	41	21.9
Ukraine	11.2	65	10.8	68	14.9	56	16.7	55	23.6	42	111.3
Iran ( Islamic Republic of)	13.7	52	14.2	53	17.4	47	23.6	40	22.9	43	67.4
Uruguay	16.4	43	16.6	44	16.8	48	21.3	44	22.9	44	39.1
Colombia	18.6	39	19.2	41		40	29.1	30	21.6	45	16.3
New Zealand	20.9	34	20.6	38	20.7	39	20.6	45	20.5	46	-1.9
Venezuela (Republic Bolivarian of)	18.2	40	19.9	40	18.6	43	20.3	46	20.5	47	12.3
Dominican Republic	12.5	59	14.0	54	15.2	53	19.9	47	20.1	48	61.3
Israel	20.4	35	20.1	39	20.4	41	21.4	43	19.8	49	-2.7
Viet Nam	12.9	55	14.3	52	15.1	54	17.6	50	18.7	50	45.7
Nigeria	12.8	56	12.8	59	13.0	60	13.7	68	18.3	51	42.6
Jamaica	21.3	33	22.0	36	23.0	37	25.5	37	18.2	52	-14.5
Ghana	12.5	58	12.6	61	13.8	59	15.0	61	18.1	53	45.3
Senegal	10.2	72	10.1	78	11.2	67	17.1	53	17.6	54	73.7
Mauritius	13.1	54	12.3	63	11.5	64	17.2	52	17.4	55	32.8
Chile	15.5	44	15.5	47	16.1	52	17.5	51	17.4	56	12.5
Peru	14.8	47	15.0	50	16.3	50	16.9	54	17.4	57	17.5
Côte d'Ivoire	14.4	50	14.5	51	13.0	61	15.0	62	16.9	58	17.6
Jordan	11.0	66	13.4	57	13.0	62	16.5	56	16.4	59	48.8
Bahamas	17.5	42	15.7	46	16.2	51	16.5	57	16.4	60	-6.5
Slovenia	13.9	51	13.9	55	11.0	70	12.9	69	15.7	61	12.6
Puerto Rico	14.8	46	15.2	49	14.7	57	16.0	58	15.6	62	5.4
Guatemala	12.3	60	13.9	56	18.1	44	15.4	59	15.4	63	25.7
Croatia	8.6	85	12.2	64	10.5	72	12.3	70	15.4	64	79.1
Russian Federation	11.9	62	12.7	60	12.8	63	14.1	66	15.3	65	28.7
Yemen, Republic	19.2	38	10.2	76	9.4	75	14.3	64	14.4	66	-24.8
Ecuador	11.8	63	12.9	58	14.2	58	14.3	63	13.2	67	11.2
Trinidad and Tobago	13.2	53	10.6	71	11.2	68	13.7	67	12.9	68	-2.3
Costa Rica	12.6	57	11.1	67	15.1	55	15.3	60	12.8	69	1.5
Syrian Arab Republic	8.5	86	11.8	65	11.3	66	14.2	65	12.7	70	49.0
Togo	10.2	71	10.6	70	11.1	69	10.6	75	12.6	71	23.2
Benin	10.1	73	10.2	75	11.0	71	11.2	72	12.0	72	18.7
Cyprus	14.4	49	18.5	42	17.4	46	18.0	49	11.8	73	-17.9
Congo	8.3	87	9.1	81	9.1	77	9.6	79	11.8	74	42.3
Namibia	6.3	102	6.6	99	8.5	86	8.4	89	11.1	75	77.1
Cameroon	10.5	69	10.6	69	11.4	65	11.7	71	11.0	76	5.6
Kenya	8.6	84	9.0	82	9.3	76	10.9	73	10.9	77	27.4
United Republic of Tanzania	8.1	90	8.6	86	8.7	81	10.6	76	10.5	78	29.1
Djibouti	6.8	98	7.6	91	7.4	95	10.5	77	10.4	79	54.3
Fiji	8.3	88	8.3	87	7.2	97	7.4	97	10.3	80	24.9
Angola	9.7	76	10.5	73	9.5	74	9.9	78	10.2	81	5.7

## Annex IV (continued)

	2004		2005		2006		2007		2008		% change 2008/2004
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
Finland	9.5	77	10.2	77	8.6	84	10.7	74	9.7	82	2.9
Poland	7.3	92	7.5	92	7.5	94	7.9	94	9.3	83	28.1
Honduras	9.1	80	8.6	85	8.3	88	8.8	84	9.3	84	1.6
New Caledonia	9.8	75	10.3	74	9.0	78	8.8	83	9.2	85	-6.1
French Polynesia	10.5	70	11.1	66	8.9	79	8.6	86	9.0	86	-13.8
Gabon	8.8	81	8.8	83	8.7	80	8.6	87	8.9	87	1.8
Nicaragua	4.8	122	5.3	116	8.1	91	7.9	93	8.9	88	87.5
Mozambique	6.6	99	6.7	98	6.7	99	7.1	99	8.8	89	32.7
El Salvador	6.3	101	7.3	94	8.1	90	7.9	91	8.7	90	37.6
Guam	10.5	68	10.5	72	9.6	73	8.7	85	8.6	91	-18.4
Netherlands Antilles	8.2	89	8.2	89	7.8	92	9.2	80	8.6	92	4.9
Mauritania	5.4	112	6.0	106	6.3	102	7.9	92	7.9	93	48.0
Norway	9.2	79	8.3	88	7.3	96	7.8	96	7.9	94	-14.4
Madagascar	6.9	96	6.8	96	8.3	87	8.0	90	7.8	95	13.4
Lithuania	5.2	115	5.9	108	5.7	105	6.8	101	7.8	96	48.7
Algeria	10.0	74	9.7	79	8.7	83	7.9	95	7.8	97	-22.5
Ireland	8.8	82	9.7	80	8.2	89	8.9	82	7.6	98	-13.0
Tunisia	8.8	83	7.6	90	7.0	98	7.2	98	7.0	99	-20.7
Papua New Guinea	7.0	94	6.4	103	4.7	119	6.9	100	6.9	100	-0.6
Samoa	5.4	110	5.3	113	5.1	113	6.5	104	6.7	101	22.5
American Samoa	5.2	117	5.3	115	4.9	115	6.3	106	6.4	102	24.5
Guinea	6.1	104	6.9	95	8.7	82	8.5	88	6.4	103	4.6
Bangladesh	5.2	116	5.1	119	5.3	109	6.4	105	6.4	104	23.2
Saint Kitts and Nevis	5.5	108	5.3	114	5.6	106	6.2	109	6.2	105	12.8
Kuwait	5.9	106	6.8	97	4.1	127	6.2	108	6.1	106	4.6
Cuba	6.8	97	6.5	101	6.4	100	6.7	102	6.1	107	-9.7
Bahrain	5.4	111	4.3	126	4.4	124	6.0	110	5.8	108	6.7
Latvia	6.4	100	5.8	110	5.1	112	5.9	111	5.5	109	-13.4
Estonia	7.1	93	6.5	100	5.8	103	5.8	113	5.5	110	-22.3
Maldives	4.2	126	4.1	130	3.9	131	4.8	121	5.4	111	31.3
Sudan	7.0	95	6.2	104	5.7	104	5.7	114	5.4	112	-22.5
Libyan Arab Jamahiriya	5.3	114	5.2	118	4.7	118	6.6	103	5.4	113	2.2
Barbados	5.5	109	5.8	111	5.3	108	5.8	112	5.4	114	-2.1
Guinea-Bissau	2.1	152	5.2	117	5.0	114	5.1	117	5.3	115	151.9
Comoros	6.1	105	5.8	109	5.4	107	5.5	115	5.2	116	-15.1
Aruba	7.4	91	7.5	93	7.5	93	5.1	118	5.1	117	-30.9
Bulgaria	6.2	103	5.6	112	4.5	122	4.8	120	5.1	118	-17.5
Gambia	4.9	119	6.1	105	4.8	116	4.7	122	5.0	119	1.1
Sierra Leone	5.8	107	6.5	102	5.1	111	5.1	119	4.7	120	-18.9
Iceland	4.7	123	4.9	121	4.8	117	4.7	123	4.7	121	0.0
Saint Vincent and the Grenadines	3.6	134	3.6	135	3.4	135	4.3	126	4.5	122	27.1
Seychelles	4.9	120	4.9	120	5.3	110	5.3	116	4.5	123	-8.0

## Annex IV (continued)

	2004		2005		2006		2007		2008		% change
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	2008/ 2004
Vanuatu	3.9	128	4.5	123	4.4	126	4.3	127	4.4	124	11.3
Guyana	4.5	124	4.4	125	4.6	120	4.3	129	4.4	125	-4.0
Suriname	4.8	121	4.2	129	3.9	132	4.3	128	4.3	126	-10.7
Liberia	5.3	113	6.0	107	4.6	121	4.5	124	4.3	127	-19.6
Saint Lucia	3.7	132	3.7	133	3.4	134	4.2	130	4.2	128	14.9
Tonga	3.8	131	4.8	122	4.5	123	4.1	133	4.2	129	11.1
Faeroe Islands	4.2	125	4.4	124	4.4	125	4.5	125	4.2	130	-0.4
Grenada	2.3	149	2.5	147	3.4	136	4.1	132	4.2	131	82.6
Solomon Islands	3.6	133	4.3	127	4.0	129	4.1	131	4.2	132	14.8
Georgia	3.5	137	3.8	132	2.9	143	3.2	141	4.0	133	16.5
Equatorial Guinea	4.0	127	3.9	131	3.8	133	3.4	138	3.9	134	-4.6
Micronesia (Federated States of)	2.8	144	2.9	144	1.9	155	3.1	142	3.9	135	37.5
Antigua and Barbuda	2.3	146	2.6	146	2.4	150	3.8	135	3.8	136	63.8
Virgin Islands (U.S.)	1.8	155	3.0	142	3.2	139	3.8	134	3.8	137	115.3
Palau	1.0	158	1.0	159	1.9	156	3.1	144	3.8	138	264.1
Northern Mariana Islands	2.2	151	2.2	153	1.9	157	2.9	150	3.8	139	73.4
Brunei Darussalam	3.9	129	3.5	136	3.3	137	3.7	136	3.7	140	-5.9
Myanmar	3.1	139	2.5	149	2.5	149	3.1	143	3.6	141	16.4
Cape Verde	1.9	153	2.3	151	2.8	146	2.5	154	3.6	142	91.1
Cambodia	3.9	130	3.3	140	2.9	144	3.3	140	3.5	143	-10.8
Haiti	4.9	118	3.4	137	2.9	145	2.9	149	3.4	144	-29.9
Democratic Republic of the Congo	3.1	142	3.0	141	2.7	147	2.7	151	3.4	145	10.0
Eritrea	3.4	138	1.6	155	2.2	154	0.0	162	3.3	146	-2.9
Somalia	3.1	140	1.3	158	2.4	151	3.1	147	3.2	147	4.8
Qatar	2.6	145	4.2	128	3.9	130	3.6	137	3.2	148	21.7
Montenegro	2.9	143	2.9	143	3.0	142	3.0	148	3.2	149	9.6
Czech Republic	0.4	161	0.4	161	0.4	161	0.4	161	3.2	150	627.0
Marshall Islands	3.5	136	3.7	134	3.3	138	3.1	145	3.1	151	-12.5
Kiribati	3.1	141	3.3	139	3.1	141	3.1	146	3.1	152	-0.2
Switzerland	3.5	135	3.4	138	3.2	140	3.3	139	3.0	153	-14.6
Sao Tome and Principe	0.9	159	1.3	157	1.6	159	1.6	159	2.5	154	179.2
Belize	2.2	150	2.6	145	2.6	148	2.6	152	2.3	155	5.9
Dominica	2.3	147	2.5	148	2.3	152	2.4	155	2.3	156	-0.7
Greenland	2.3	148	2.3	150	2.3	153	2.3	157	2.3	157	-2.2
Albania	0.4	162	0.4	162	0.4	162	2.3	156	2.0	158	396.1
Tuvalu	na	na	na	na	na	na	na	na	1.8	159	na
Cayman Islands	1.9	154	2.2	152	1.8	158	1.8	158	1.8	160	-6.2
Bermuda	1.5	156	1.6	156	1.6	160	1.6	160	1.6	161	2.0
Iraq	1.4	157	1.6	154	4.1	128	2.6	153	1.2	162	-13.9
Paraguay	0.5	160	0.5	160	6.3	101	6.3	107	0.7	163	23.4

Source: UNCTAD, calculated from data of Containerisation International Online, [www.ci-online.co.uk](http://www.ci-online.co.uk).