TD/B/C.4/178/Rev.1

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

Review of maritime transport, 1977

UNITED NATIONS

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
Geneva

Review of maritime transport, 1977

Report by the secretariat of UNCTAD

UNITED NATIONS
New York, 1979

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TD/B/C.4/178/Rev.1

UNITED NATIONS PUBLICATION

Sales No. E.79.II.D.7

Price: $U.S. 7.00
(or equivalent in other currencies)

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References to dollars ($) are to United States dollars, unless otherwise indicated.

References to tons are to metric tons, unless otherwise specified.

The term "billion" signifies 1,000 million.

Use of a hyphen between years, e.g., 1974-1975, signifies the full period involved, including the beginning and end years.

Details and percentages in tables do not necessarily add up to totals, owing to rounding.

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* *

The following symbols have been used in the tables in this *Review*:

A full stop (.) indicates decimals.

Two dots (..) signify that data are not available or are not separately reported.

A dash (—) signifies that the amount is nil, or less than half the unit used.

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The classification of countries and territories used in this *Review* is intended for statistical convenience and does not necessarily imply any judgement regarding the stage of development of any particular country.

ABBREVIATIONS

Names of organizations

EEC	European Economic Community
ESCAP	Economic and Social Commission for Asia and the Pacific
IBRD	International Bank for Reconstruction and Development (World Bank)
ICAO	International Civil Aviation Organization
IDA	International Development Association
OECD	Organisation for Economic Co-operation and Development
OPEC	Organization of the Petroleum Exporting Countries
UNCTAD	United Nations Conference on Trade and Development

Other abbreviations

b.h.p.	Brake horsepower
CAF	Currency adjustment factor
c.i.f.	Cost, insurance, freight
d.w.t.	Deadweight tons
f.i.o.	Free in and out of ship
f.o.b.	Free on board
GNP	Gross national product
g.r.t.	Gross registered tons
LASH	Lighter aboard ship
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
OBO	Ore/bulk/oil
p.w.c.	Pakistan white cuttings (jute)
ro/ro	Roll-on, roll-off
RSS	Ribbed smoked sheet (rubber)
TEU	Twenty-foot equivalent unit
ULCC	Ultra large crude carrier
VLCC	Very large crude carrier

INTRODUCTION

1. As in previous years, this review has been prepared by the secretariat of UNCTAD in accordance with item V of the programme of work of the Committee on Shipping.[1]

2. Statistical evidence and other information with regard to the development of international maritime transport is presented and discussed in the review with a view to relating year-to-year developments to relatively longer-term trends in world shipping. Particular attention is given to factors and developments affecting the trade and shipping of developing countries. In order to keep the size of the tables within manageable limits, in most cases data for the most recent years only have been included. Data for earlier years can be found in the *Review of maritime transport, 1972-1973*, and the *Review of maritime transport, 1976*,[2]

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[1] *Official records of the Trade and Development Board, Fifth Session, Supplement No. 2* (TD/B/116/Rev.1), annex II.

[2] *Review of maritime transport, 1972-1973: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.75.II.D.3) and *Review of maritime transport, 1976: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.78.II.D.5).

Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

3. The growth of seaborne trade in 1976 and 1977 was significantly influenced by an economic recovery in developed market-economy countries, which was, however, short-lived.[3] The OECD growth rate weakened markedly in the second quarter of 1977 and has since remained sluggish. Real GNP for OECD countries rose by an estimated 3.5 per cent in 1977 as compared with an increase of 5.2 per cent in 1976 and an average growth of 4.3 per cent from 1964-1965 to 1974-1975. According to preliminary information, OECD exports rose by 4.75 per cent as against an increase of 10.5 per cent in the previous year; imports rose by 5 per cent as against 14 per cent in 1976; oil imports rose by 5.75 per cent as against 9.5 per cent in 1976.[4] The estimated world production of crude oil increased by about 3.6 per cent in 1977 to 2,940 million tons; the production of OPEC countries rose by 1 per cent to 1,541 million tons.[5]

[3] See "World economic outlook 1977-1978: report by the UNCTAD secretariat" (TD/B/665/Add.1); reprinted in *Official Records of the Trade and Development Board, Seventeenth Session, Annexes*, agenda item 2; also *Handbook of International Trade and Development Statistics, Supplement 1977* (United Nations publication, Sales No. E/F.78.II.D.1).

[4] OECD, *OECD Economic Outlook* (Paris), No. 22, December 1977.

[5] Data provided to the UNCTAD secretariat by the secretariat of OPEC.

4. World seaborne trade in 1965, 1970 and 1974-1976 is shown in table 1. Further information by type of cargo and groups of countries is given in table 3 and annex II. Figures for 1977 are not yet available.

5. World seaborne trade increased by 9 per cent in 1976 in terms of goods loaded. According to preliminary estimates, trade rose again in 1977 by some 3.3 per cent in terms of weight and by 4.3 per cent in terms of ton-miles.

6. As shown in table 1, both tanker and dry cargo loadings increased in 1976 by 9 per cent. The share of tanker cargo rose marginally to 53.6 per cent of the world seaborne trade; in 1977 it should increase further since, according to preliminary estimates, tanker cargo loadings rose by 5 per cent compared with a 2 per cent increase for dry cargoes.

7. In 1975, crude petroleum accounted for 83 per cent of tanker cargo as against 81.7 per cent in the previous year; preliminary figures for 1976 and 1977 indicate marginal fluctuations in these years.

8. Detailed data concerning types of dry cargo are not available. Table 1 shows that seaborne trade in the five main bulk commodities rose in 1976 by 2 per cent, which was due mostly to the expansion of the grain trade by about 9 million tons; these commodities accounted for 41.6 per cent of dry cargo total as against 44.5 per

TABLE 1

Development of international seaborne trade [a] in 1965, 1970 and 1974-1976

(Goods loaded)

Year	Tanker cargo: Millions of tons	Tanker cargo: Percentage increase/decrease over previous year	Dry cargo: Total: Millions of tons	Dry cargo: Total: Percentage increase/decrease over previous year	Dry cargo: Of which: main bulk commodities [b]: Millions of tons	Dry cargo: Of which: main bulk commodities [b]: Percentage increase/decrease over previous year	Total (all goods): Millions of tons	Total (all goods): Percentage increase/decrease over previous year
1965	862	9	812	13	327	6	1,674	11
1970	1,440	13	1,165	13	488	16	2,605	13
1974	1,832	-2	1,471	5	668	7	3,304	1
1975	1,644	-10	1,428	-3	635	-5	3,072	-4
1976	1,797	9	1,555	9	646	2	3,352	9

Sources: (i) For tanker cargo, total dry cargo and total all goods: data communicated to the UNCTAD secretariat by the Statistical Office of the United Nations. Owing to possible subsequent revisions or other factors, these detailed data may differ marginally from the aggregated figures reported in the United Nations, *Monthly Bulletin of Statistics*, January issues.

(ii) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1976* (Oslo, 1977).

a 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. Including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export.

b Iron ore, grain, coal, bauxite/alumina and phosphate. Since 1973, the category "grain" includes also soya beans and sorghum.

cent in 1975. Estimates for 1977 indicate that, while seaborne trade in dry cargo increased by 1.8 per cent, the trade in iron ore, coal and grain declined by 3.7, 1.6 and 2 per cent respectively.

9. The remaining 909 million tons — i.e. 58.5 per cent of the dry cargoes carried by sea in 1976 — consisted of "general cargo" and "minor" bulk commodities; the latter comprise a wide range of cargoes, including sugar, salt, fertilizers, cement, gypsum, sulphur, pyrites, mineral sands, manganese and non-ferrous ores, petroleum coke, scrap iron, pig iron, steel products and wood products. "General cargoes" are mostly moved in liner vessels, including container vessels, although some are transported by tramps and specialized carriers; "minor" bulk commodities are increasingly carried by bulk carriers, although some are carried in small shipments on liner vessels. In 1976, about 78 million tons of "minor" bulk cargoes were carried by bulk carriers and combined carriers of 18,000 d.w.t. and over, as compared with 151 million tons in 1975.

10. Table 2 gives data on world seaborne trade in terms on ton-miles. Preliminary estimates for 1977 show that, notwithstanding a decline in figures for iron ore, coal and grain, the world seaborne trade rose again and reached a peak level.

TABLE 2

World seaborne trade in 1965, 1970 and 1974-1977 by types of cargo

(Billions of ton-miles)

Year	*Crude oil*	*Oil products*	*Iron ore*	*Coal*	*Grain*[a]	*Other cargo*	*Total trade*
1965	2 480	640	527	216	449	1 537	5 849
1970	5 597	890	1 093	481	475	2 118	10 654
1974	9 660	960	1 578	558	695	2 935	16 386
1975	8 882	845	1 471	621	734	2 810	15 363
1976	10 229	950	1 469	591	779	3 035	17 053
1977 (estimated)	10 800	1 020	1 400	585	760	3 220	17 785

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978.
[a] Includes wheat, maize, barley, oats, rye, sorghum and soya beans.

11. The percentage shares of various groups of countries in the volume of world seaborne trade, separately by loadings and unloadings and types of cargoes, in 1965, 1970, 1974 and 1975, are shown in table 3. The actual quantities loaded and unloaded by groups of countries are given in annex II. Comparable information for 1976 was not available at the time of writing.

12. In 1975, the developed market-economy countries accounted for 32.8 per cent of the tonnage loaded (31.4 per cent in 1974) and 76.6 per cent of the tonnage unloaded (78.3 per cent in 1974). These countries accounted for 62.4 per cent of dry cargo loadings (62.1 per cent in 1974) and 73.7 per cent of unloadings (77 per cent in 1974); their share of petroleum unloadings was 79.2 per cent for crude petroleum and 79 per cent for petroleum products (79 per cent and 80.3 per cent respectively in 1974), as opposed to only 2.4 per cent of total crude petroleum loadings.

13. In 1975, developing countries accounted for 61.1 per cent on the tonnage loaded (63.1 per cent in 1974) and 19.3 per cent of the tonnage unloaded (18.4 per cent in 1974). Their share in petroleum loadings declined from 95.4 per cent in 1974 to 93.9 per cent for crude petroleum and from 60.7 per cent in 1974 to 57.7 per cent for petroleum products; the percentage of petroleum unloaded in developing countries only amounted to 18.9 per cent of the world total in 1975. 161.6 million tons of petroleum products were loaded in

TABLE 3

World seaborne trade[a] in 1965, 1970, 1974,[b] 1975 and 1976[c] by types of cargo and shares of groups of countries[d]

(Millions of tons and percentages of world total)

Country group and year	*Goods loaded*				*Goods unloaded*			
	Petroleum				*Petroleum*			
	Crude	*Products*	*Dry cargo*	*Total all goods*	*Crude*	*Products*	*Dry cargo*	*Total all goods*
				(Trade in millions of tons)				
World total								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 110	330	1 165	2 605	1 101	302	1 127	2 530
1974	1 497	335	1 472	3 304	1 470	312	1 472	3 254
1975	1 364	280	1 428	3 072	1 373	287	1 395	3 055
1976	— 1 797 —		1 555	3 352	— 1 614 —		1 619	3 233
				(Percentage share of each category of goods in total)				
World total								
1965	37.2	14.3	48.5	100.0	37.1	13.2	49.7	100.0
1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
1974	45.3	10.2	44.5	100.0	45.2	9.6	45.2	100.0
1975	44.4	9.1	46.5	100.0	45.0	9.4	45.6	100.0
1976	— 53.6 —		46.4	100.0	— 49.9 —		50.1	100.0

TABLE 3 (*continued*)

World seaborne trade[a] in 1965, 1970, 1974,[b] 1975 and 1976[c] by types of cargo and shares of groups of countries[d]

(*Millions of tons and percentages of world total*)

Country group and year	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
	(Percentage share of trade by groups of countries)							
Developed market-economy countries								
1965	0.1	23.3	55.9	31.3	78.9	79.0	76.5	78.1
1970	1.5	26.9	60.0	30.8	79.9	79.4	79.1	79.5
1974	1.7	29.3	62.1	31.4	79.0	80.3	77.0	78.3
1975	2.4	30.0	62.4	32.8	79.2	79.0	73.7	76.6
Socialist countries of Eastern Europe and Asia								
1965	4.6	8.9	8.2	6.9	0.4	1.0	5.9	3.1
1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
1974	2.9	10.0	7.2	5.5	1.7	2.1	5.3	3.3
1975	3.7	12.3	7.3	6.1	1.9	2.1	6.5	4.1
Of which:								
in Eastern Europe								
1965	4.6	8.9	6.8	6.3	0.4	0.9	4.2	2.4
1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
1974	2.7	9.9	6.4	5.0	1.7	0.8	4.0	2.7
1975	3.1	12.3	6.4	5.5	1.9	1.3	5.2	3.4
in Asia								
1965	—	—	1.4	0.6	—	0.1	1.7	0.7
1970	—	—	1.2	0.5	0.5	0.1	2.1	1.2
1974	0.2	0.1	0.8	0.5	—	1.3	1.3	0.6
1975	0.6	0.1	0.9	0.6	—	0.8	1.3	0.7
Developing countries								
1965	95.3	67.8	35.9	61.8	20.7	20.0	17.6	18.8
1970	95.0	65.9	31.9	63.1	18.4	18.0	15.5	17.1
1974	95.4	60.7	30.7	63.1	19.3	17.6	17.7	18.4
1975	93.9	57.7	30.3	61.1	18.9	18.9	19.8	19.3
Of which:								
in Africa								
1965	16.0	1.7	10.6	11.1	2.5	5.1	4.1	3.6
1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
1974	16.6	2.7	7.6	11.2	1.2	2.7	3.7	2.5
1975	16.1	3.8	7.5	11.0	1.2	2.8	4.3	2.8
in America								
1965	20.9	42.8	15.4	21.0	12.7	6.0	4.3	7.5
1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
1974	7.4	35.0	13.8	13.1	10.2	6.6	4.6	7.3
1975	7.3	27.8	13.7	12.1	9.6	7.4	5.1	7.4
in Asia								
1965	58.4	23.3	9.2	29.4	5.5	8.5	9.0	7.5
1970	57.4	27.2	8.2	31.6	6.1	8.1	7.1	6.8
1974	71.4	23.0	8.6	38.5	7.8	7.4	9.2	8.4
1975	70.5	26.1	8.5	37.6	7.9	7.8	10.1	8.9
in Europe								
1965	..	—	—	..	—	0.1	..	..
1970	..	—	—	..	—	0.1	0.1	..
1974	..	—	—	..	—	0.1	..	..
1975	—	—	—	—	—	0.1	0.1	—
in Oceania								
1965	—	—	0.7	0.3	—	0.4	0.2	0.1
1970	—	0.1	0.8	0.4	..	0.5	0.3	0.2
1974	—	—	0.7	0.3	0.1	0.8	0.2	0.2
1975	—	—	0.6	0.3	0.1[c]	0.8	0.2	0.2

Source: Annex II of the present *Review.*

[a] See note *a* to table 1.

[b] Revised data.

[c] Preliminary estimates from data in United Nations, *Monthly Bulletin of Statistics,* vol. XXXII, No. 1, January 1978.

[d] See annex I below for the composition of these groups.

developing countries in 1975, i.e. some 56 million tons less than in 1970, 75 per cent of the decline being attributed to developing countries in America. The relative importance of different geographical groups of developing countries in the total loadings and unloadings has not changed significantly.

14. Socialist countries of Eastern Europe and Asia increased the percentage of cargoes loaded in their ports from 5.5 per cent in 1974 to 6.1 per cent in 1975; cargo unloaded rose from 3.3 per cent to 4.1 per cent. The increase was higher in the loadings of petroleum products and in dry cargo unloadings.

Chapter II

THE DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Changes in the world fleet

1. *Changes in the total tonnage*

(a) *Existing tonnage*

15. In mid-1977, world sea-going tonnage amounted to 388.5 million g.r.t. (641.3 million d.w.t.), which reflects a rise of 5.8 per cent in g.r.t. (6.7 per cent in d.w.t.) over mid-1976, compared with a corresponding increase of 9 per cent in g.r.t. (10 per cent in d.w.t.) from mid-1975 to mid-1976. This figure includes laid-up tonnage, which, according to the General Council of British Shipping, was 19.7 million g.r.t. or 37.1 million d.w.t. Despite the decline of the rate of growth of the world fleet, the tonnage increase was the third largest since 1948. Tonnage changes from 1965 to 1977 and the shares of various groups of countries are shown in table 4.

TABLE 4

Distribution of world tonnage[a] (g.r.t. and d.w.t.) by groups of countries of registration in 1965, 1970, 1976 and 1977

(*Mid-year figures*)

Flags of registration in groups of countries	Tonnage and percentage[b]							Increase in tonnage (g.r.t.)		
	Millions of g.r.t.				Millions of d.w.t.			Share of increase (percentage)		
	1965	1970	1976	1977	1970	1976	1977	1965-1977	1976-1977	Index 1977 (1965=100)
1. World total	146.8 (100.0)	217.9 (100.0)	367.1 (100.0)	388.5 (100.0)	326.1 (100.0)	601.2 (100.0)	641.3 (100.0)	100	100	265
2. Developed market-economy countries	102.2 (69.6)	141.1 (64.8)	207.3 (56.5)	211.0 (54.3)	210.9 (64.7)	337.0 (56.1)	345.1 (53.8)	45.0	17.3	206
3. Open registry countries[c]	22.1 (15.1)	40.9 (18.8)	99.5 (27.1)	109.2 (28.1)	70.3 (21.6)	184.2 (30.6)	203.2 (31.7)	36.0	45.3	494
4. Total 2 and 3	124.3 (84.7)	182.0 (83.6)	306.8 (83.6)	320.2 (82.4)	281.2 (86.3)	521.2 (86.7)	548.3 (85.5)	81.0	62.6	258
5. Socialist countries of Eastern Europe and Asia	10.9 (7.4)	19.5 (8.9)	31.4 (8.5)	33.3 (8.6)	21.7 (6.6)	37.0 (6.1)	39.8 (6.2)	9.2	8.9	306
Of which:										
in Eastern Europe	10.3 (7.0)	18.6 (8.5)	27.6 (7.5)	28.8 (7.4)	20.5 (6.2)	31.5 (5.2)	33.3 (5.2)	7.6	5.6	280
in Asia	0.6 (0.4)	0.9 (0.4)	3.8 (1.0)	4.5 (1.2)	1.2 (0.4)	5.5 (0.9)	6.5 (1.0)	1.6	3.3	750
6. Developing countries total	10.9 (7.4)	15.2 (7.0)	27.4 (7.5)	33.4 (8.6)	21.5 (6.6)	40.8 (6.8)	50.9 (7.9)	9.3	28.0	306
Of which:										
in Africa	0.6	0.8	2.5	3.8	1.1	3.6	5.7	1.3	6.1	633
in America	4.8	6.4	9.8	10.8	8.7	14.3	15.9	2.5	4.7	225
in Asia	5.5	8.0	15.0	18.6	11.7	22.8	29.1	5.4	16.8	338
in Europe	—	—	—	0.1	—	—	0.1	—	0.4	—
in Oceania	—	—	0.1	0.1	—	0.1	0.1	0.1	—	—
7. Other, unallocated	0.7 (0.5)	1.2 (0.5)	1.5 (0.4)	1.6 (0.4)	1.7 (0.5)	2.2 (0.4)	2.3 (0.4)	0.4	0.4	229

Source: Compiled from *Lloyd's Register of Shipping: Statistical Tables* (London) and supplementary data covering vessels of 100 g.r.t. and above.

[a] Excluding the United States of America reserve fleet and the United States and Canadian Great Lakes fleets, which in 1977 amounted respectively to 1.7, 1.7, 1.8 million g.r.t.

[b] Figures in parentheses.

[c] The composition of this group of countries differs from that adopted in the report «Economic consequences of the existence or lack of a genuine link between vessel and flag of registry: report by the secretariat of UNCTAD (TD/B/C.4/168 and Corr. 1). However, for the sake of statistical consistency, the classification of countries in the present *Review* has not been changed.

Tonnage on order as at	All ships (millions of d.w.t.)	Change (percentage)	Tankers (millions of d.w.t.)	Change (percentage)	Bulk carriers (including combined carriers) of d.w.t.)	Change (percentage)	Other ships (millions of d.w.t.)	Change (percentage)
30 September 1976	103.5		51.0		30.5		22.0	
		– 13.0		– 23.7		– 4.2		– 0.7
31 December 1976	90.0		38.9		29.2		21.9	
		–8.6		– 14.1		–6.6		– 1.5
31 March 1977	82.3		33.5		27.3		21.6	
		– 12.0		– 15.8		– 12.9		– 5.1
30 June 1977	72.4		28.2		23.8		20.5	
		–9.1		– 12.6		– 12.7		– 0.4
30 September 1977	65.8		24.6		20.7		20.4	

Source: Data provided by the Shipping Information Services of *Lloyd's Register of Shipping* and by Lloyd's of London Press Ltd.

TABLE 5

World tonnage on order as at 30 September 1977

(Thousands of d.w.t.)

Country grouping	All ships	Tankers 150 000 d.w.t. and over	Tankers under 150 000 d.w.t.	Ore/oil and OBO carriers	Other bulk carriers	Full container ships	Part container ships	Ro/ro cargo ships	LASH ships	Other ships
1. World total	65 755	17 231	7 394	3 198	17 551	1 855	299	1 602	96	16 529
2. Developed market-economy countries	37 236	11 419	4 422	912	8 707	1 272	204	1 170	—	9 130
3. Open registry countries .	14 123	4 525	1 898	345	4 283	418	31	57	24	2 541
4. Total 2 plus 3	51 358	15 944	6 320	1 257	12 990	1 690	235	1 227	24	11 671
5. Socialist countries total .	2 890	—	623	462	800	25	16	283	72	608
Of which:										
in Eastern Europe . .	2 752	—	612	462	755	25	16	283	72	527
in Asia	138	—	11	—	45	—	—	—	—	82
6. Developing countries total[a]	10 644	1 287	348	1 479	3 496	117	48	56	—	3 812
Of which:										
in Africa	956	—	2	—	153	—	—	10	—	791
in America	6 300	1 132	317	1 232	2 447	31	48	29	—	1 064
in Asia	3 387	155	29	247	896	86	—	17	—	1 958
in Oceania	0.3	—	—	—	—	—	—	—	—	0.3
7. Other unallocated . . .	862	—	102	—	265	22	—	37	—	437

Source: Shipping Information Services of *Lloyd's Register of Shipping* and Lloyd's of London Press Ltd.

[a] Developing countries in Europe had no tonnage on order.

(b) *Tonnage on order*[6]

16. During the 12-month period ending 30 September 1977, world tonnage on order dropped by 37.7 million d.w.t. to 65.8 million d.w.t.

17. The over-all decline was due mainly to the lack of new orders for tankers and bulk carriers, although it was partly offset by a 15 per cent decrease in deliveries. Orders for tankers of 150,000 d.w.t. and above declined by 21.5 million d.w.t., which represented 57 per cent of the reduction; bulk carriers (excluding combined carriers) and other tankers decreased respectively by 7.4 million d.w.t. and 4.9 million d.w.t.

18. World tonnage on order by types of vessels and groups of countries as at 30 September 1977 is shown in table 5.

2. *Productivity of shipping*

19. The productivity of the world fleet, measured in tons of cargo carried per d.w.t. of total fleet, has declined further as indicated in table 6, the growth of the world tonnage being substantially higher than the increase in the world seaborne trade.

20. Tables 7 and 8 show the trends in productivity of tankers of 10,000 d.w.t. and above and of bulk carriers of 18,000 d.w.t. and above in terms of ton-miles of cargo carried per year per deadweight ton of the active fleet.

TABLE 6

Cargo carried per d.w.t. of world fleet in 1967, 1970 and 1974-1976

Year	World fleet (millions of d.w.t. [a]	Total cargo carried (millions of tons)	Cargo carried per d.w.t. Tons	Cargo carried per d.w.t. Index (1960 = 100)
1967 . .	240.9	1 910	7.93	116
1970 . .	326.1	2 605	7.99	117
1974 . .	486.9	3 317	6.81	99
1975 . .	546.3	3 175	5.81	85
1976 . .	601.2	3 352	5.58	82

Sources: World fleet: *Lloyd's Register of Shipping: Statistical Tables* (London), various issues; total cargo carried: United Nations, *Monthly Bulletin of Statistics*, January issues.

[a] Including respectively 33.4 million d.w.t. and 49.5 million d.w.t. of laid-up tonnage in 1975 and 1976 (according to the General Council of British Shipping).

[6] The discussion on the tonnage on order in this chapter is based on data provided to the UNCTAD secretariat by the Shipping Information Services of *Lloyd's Register of Shipping* and by Lloyd's of London Press Ltd. The data from this source do not include ships on order with the yards in the USSR, Romania and China.

TABLE 7

Estimated ton-miles of oil and grain shipments per d.w.t., in 1965, 1970 and 1974-1976, by oil tankers of 10,000 d.w.t. and above

Year	*Oil shipments (millions of tons)*	*Grain shipments (million of tons)*	*Total oil/grain shipments (millions of tons)*	*Estimated ton-miles of oil/grain shipments (thousand million)*	*Fleet fleet (millions of d.w.t)*[a]	*Total active fleet (millions of d.w.t)*[b]	*Ton-miles per active d.w.t. (thousand)*[c]	*Index active fleet productivity (1962 = 100)*
1965 . . .	722	13.8	735.8	3 172	80.0	79.6	39.8 (39.7)	108
1970 . . .	1 179	2.9	1 181.9	6 038	137.8	137.6	43.9 (43.8)	119
1974 . . .	1 484	7.0	1 491.0	9 523	230.5	230.3	41.4 (41.3)	113
1975 . . .	1 380	6.2	1 386.2	8 904	273.0	245.6	36.3 (32.6)	98
1976 . . .	1 557	5.4	1 562.4	10 301	307.0	264.5	38.9 (33.6)	106

Sources: Compiled on the basis of Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo, 1978), *World Bulk Trades 1976* (Oslo, 1977), and information provided by the publishers to the UNCTAD secretariat.

[a] Mid-year figures

[b] Estimated by the UNCTAD secretariat on the basis of information on the laid-up tanker tonnage issued by the General Council of British Shipping.

[c] Ton-miles per d.w.t. of total tanker fleet are indicated in brackets.

21. In 1976, the productivity index for tankers increased by 8 points because of an improvement in the trading conditions for tankers during the course of the year and a consequent reduction of slow steaming; moreover, the amount of laid-up tanker tonnage remained comparatively high. On the other hand, the productivity index for bulk carriers declined by a further 6 points as a result of a modest lay-up level, slower turn-rounds, and the carriage of part cargoes.

3. *Trends in types of vessel*

22. Table 9 shows the composition of the world merchant fleet by types of vessel since 1970 and indicates the growth rates of different types.

23. Ore/bulk carriers, tankers and general cargo ships accounted for 81 per cent of the total tonnage increase between mid-1976 and mid-1977; their respective shares were 37 per cent, 28 per cent and 16 per cent. The rate of growth of the tanker fleet was 3.5 per cent as against 12.1 per cent in the previous 12 months; a further decline can be expected since the world order book for tankers dropped during the year ending September 1977 by about 52 per cent. In the same period, orders for bulk carriers declined by 30 per cent. In view of the difficulties experienced in 1977 in fmding suitable employment for large bulk carriers, it is doubtful that the rate of growth of 12.2 per cent for this type of tonnage will be maintained.

24. The highest rates of growth were recorded for chemical carriers and liquefied gas carriers. Norway accounted for 42 per cent of the increase of chemical tankers. The tonnage of liquefied gas carriers rose by about 1 million g.r.t., of which 42 per cent was registered in Liberia, 15 per cent in Algeria, and 11 per cent in the United States of America.

TABLE 8

Estimated ton-miles of bulk commodities carried per d.w.t. [a] in 1967, 1970 and 1974-1976 by bulk carriers, including combined carriers of 18,000 d.w.t. and above

Year	*Dry bulk cargo (millions of tons)*	*Oil cargo (millions of tons)*	*Total bulk cargo including oil (millions of tons)*	*Estimated ton-miles of bulk cargo, carried, including oil (thousand million)*	*Total fleet (millions of d.w.t.)*[b]	*Total active fleet (millions of d.w.t.)*[c]	*Ton-miles per active d.w.t. (thousands)*[d]	*Index of active fleet productivity (1960 = 100)*
1967	258	29	287	1 330	33.2	33.2	40.1	119
1970	439	61	500	2 636	62.2	62.2	42.4	125
1974	680	140	820	4 603	121.8	121.3	37.9 (37.8)	112
1975	674	112	786	4 446	132.9	125.9	35.3 (33.5)	104
1976	730	121	851	4 577	145.5	137.9	33.2 (29.7)	98

Sources: Compiled on the basis of Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1976* (Oslo, 1977); also information provided by the publishers to the UNCTAD secretariat.

[a] Including oil cargoes in combined carriers.

[b] Mid-year figures.

[c] Estimated by the UNCTAD secretariat on the basis of information for inactive combined carriers, ore carriers and bulk carriers reported in H. P. Drewry (Shipping Consultants Ltd.,) *Shipping Statistics and Economics* (London), various issues.

[d] Ton-miles per d.w.t. of total bulk carrier fleet are indicated in parentheses.

TABLE 9

Analysis of the world fleet by principal types of vessel, 1970 and 1974-1977[a, b]

(Thousands of g.r.t.)

Principal types	*1970*	*1974*	*1975*	*1976*	*1977*	*Percentage change 1976/1977*
Oil tankers	86 140	129 491	150 057	168 161	174 125	3.5
	(37.9)	(41.6)	(43.9)	(45.2)	(44.2)	
Liquefied gas carriers	1 350	2 415	2 999	3 377	4 411	30.6
	(0.6)	(0.8)	(0.9)	(0.9)	(1.1)	
Chemical carriers	451	748	967	1 274	1 755	37.8
	(0.2)	(0.3)	(0.3)	(0.3)	(0.5)	
Miscellaneous tankers	—	122	114	115	168	46.1
		(—)	(—)	(—)	(—)	
Bulk/oil carriers (including ore/oil carriers)	8 317	22 035	23 716	25 023	26 089	4.3
	(3.7)	(7.1)	(6.9)	(6.7)	(6.6)	
Ore and bulk carriers	38 334	57 403	61 832	66 714	74 832	12.2
	(16.9)	(18.4)	(18.1)	(17.9)	(19.0)	
General cargo (including passenger/cargo)	72 396	68 674	70 399	73 608	77 088	4.7
	(31.8)	(22.1)	(20.6)	(19.8)	(19.6)	
Container ships (fully cellular)	1 908	6 291	6 244	6 685	7 543	12.8
	(0.8)	(2.0)	(1.8)	(1.8)	(1.9)	
Lighter carriers	—	666	796	796	795	-0.1
		(0.2)	(0.2)	(0.2)	(0.2)	
Vehicle carriers	—	469	542	687	633	-7.9
		(0.2)	(0.1)	(0.2)	(0.2)	
Fish factories and carriers; Fishing (including factory trawlers)	7 804	10 683	11 339	11 849	12 162	2.6
	(3.4)	(3.4)	(3.3)	(3.3)	(3.1)	
Ferries and passenger vessels	2 991	7 192	7 420	7 502	7 091	-5.5
	(1.3)	(2.3)	(2.2)	(2.0)	(1.8)	
All other vessels[c]	7 799	5 131	5 737	6 209	6 986	12.5
	(3.4)	(1.6)	(1.7)	(1.7)	(1.8)	
TOTAL (100.0)	227 490	311 320	342 162	372 000	393 678	5.8

Source: Lloyd's Register of Shipping: Statistical Tables (London), 1970 and 1974-1977 (mid-year figures).

[a] The data in this table are not comparable with the data in table 4 because they include the United States Reserve Fleet and the United States and Canadian Great Lakes fleets.

[b] Figures in parentheses indicate share of tonnage in world total.

[c] Including livestock carriers, supply ships and tenders, tugs, dredgers, ice-breakers, research ships and others; and for 1974-1976, cable ships and miscellaneous cargo ships also.

25. The world container fleet increased by 0.9 million g.r.t. and there was about 2 million g.r.t. of container ships on order to ensure its further growth. The tonnage of ro-ro vessels rose from 1.9 million g.r.t. in January 1976 to 2.3 million g.r.t. a year later.[7] In September 1977, orders for ro-ro cargo ships stood at 1.2 million g.r.t., which suggests that a further substantial increase of the ro-ro fleet can be expected. The lighter-carrier fleet remained virtually static, but a further 96,000 d.w.t. are on order.

[7] Fearnley and Egers Chartering Co. Ltd., *Ro-ro Cargo Vessels* (Oslo), January 1977, table 1.

4. *Trends in size*

26. In 1977, the average size of the main types of vessels in the world trading fleet increased further, except for container ships, as indicated in table 10. Between 1970 and 1977, the size of tankers and liquefied gas carriers rose by 99 and 91 per cent respectively, that of bulk carriers by 34 per cent, and that of container ships by 30 per cent; the lowest rate occurred for general cargo ships, the size of which increased by 8 per cent.

27. The average size of tankers in the world order book in September 1977 was approximately 89,000 d.w.t. as against about 43,000 d.w.t. for tankers

TABLE 10

Average size of selected types of vessel in the world fleet in 1965, 1970 and 1975-1977

	1965	*1970*	*1975*	*1976*	*1977*
Oil tankers (g.r.t.)	10 372	14 114	21 363	23 954	25 192
(Equivalent in d.w.t.)	..	24 340	40 090	45 579	48 503
Ore/bulk carriers (including bulk/oil carriers) (g.r.t.)	13 369	18 454	23 052	23 331	23 399
(Equivalent in d.w.t.)	..	30 172	39 556	40 213	40 445
General cargo ships (including passenger/cargo) (g.r.t.)	..	3 237	3 297	3 391	3 494
Container ships (g.r.t.)	..	11 423	14 859	15 091	14 878
Liquefied gas carriers (g.r.t.)	..	4 686	7 123	7 799	8 947

Source: Compiled on the basis of data published in *Lloyd's Register of Shipping: Statistical Tables* (London), respective issues.

TABLE 11

Propulsion analysis of the world fleet as at 1 July, 1965, 1970 and 1975-1977[a]

	1965	*1970*	*1975*	*1976*	*1977*
1. *Steamships*					
Reciprocating	21.5 (13.4)	10.1 (4.5)	4.0 (1.2)	3.7 (1.0)	3.3 (0.8)
Reciprocating and turbine	1.8 (1.1)	1.2 (0.5)	0.7 (0.2)	0.7 (0.2)	0.6 (0.2)
Turbine	47.6 (29.7)	67.3 (29.6)	118.7 (34.7)	129.5 (34.8)	133.9 (34.0)
Turbo-electric	4.2 (2.6)	3.4 (1.5)	2.7 (0.8)	2.4 (0.7)	2.3 (0.6)
Subtotal	75.1 (46.8)	82.0 (36.1)	126.1 (36.9)	136.3 (36.7)	140.1 (35.6)
2. *Motorships*					
Diesel	84.6 (52.7)	143.8 (63.2)	213.7 (62.5)	233.4 (62.7)	251.1 (63.8)
Diesel-electric	0.8 (0.5)	1.6 (0.7)	2.2 (0.6)	2.3 (0.6)	2.5 (0.6)
Subtotal	85.4 (53.2)	145.4 (63.9)	215.9 (63.1)	235.7 (63.3)	253.6 (64.4)
TOTAL (Steam- and motorships)	160.5 (100.0)	227.4 (100.0)	342.0 (100.0)	372.0 (100.0)	393.7 (100.0)

Source: Compiled on the basis of data contained in *Lloyd's Register of Shipping: Statistical Tables* (London), various issues.
[a] Figures in parentheses indicate percentage of world fleet.

being scrapped.[8] The average size of this type of vessel should therefore continue to increase. Only marginal changes can be expected with regard to ore/bulk carriers (including combined carriers) since the average size of those on order amounted to 39,673 d.w.t. compared with 40,445 d.w.t. in the existing fleet. Container ships may show an increase in 1978 as container vessels on order were on the average some 2,300 g.r.t. larger than those in the world fleet in 1977.

5. *Trends in propulsion*

28. Table 11 gives an analysis of the propulsion system of vessels in the world fleet in recent years.

29. The diesel engine remains the most popular prime mover, particularly in the slow-speed, direct-coupled form, and propels 63.8 per cent of the world gross registered tonnage. Steam turbines, however, dominate in sizes of 80,000 g.r.t. and over; as at mid-1977, there were 729 steamships in these size groups compared with 147 motor ships.[9] Table 12 indicates a marked increase in the share of turbines for vessels ordered in the 75,000-99,999 class; consequently, the percentage of steamships of 80,000 g.r.t. and over in the world tonnage should increase further.

[8] Based on data published by E.A. Gibson, Shipbrokers Ltd. (London), 15 December 1977.

[9] *Lloyd's Register of Shipping: Statistical Tables* (London), 1977, pp. 30-31.

TABLE 12

Trends in propulsion of vessels on order (under construction and not commenced) at 30 September, 1975-1977

	1975		*1976*		*1977*	
Size group (in g.r.t.)	*No. of vessels*	*of which motor ships (percentage)*	*No. of vessels*	*of which motor ships (percentage)*	*No. of vessels*	*of which motor ships (percentage)*
100– 9 999	2 902	100.0	2 587	100.0	2 450	100.0
10 000–29 999	879	96.4	1 048	98.4	939	99.1
30 000–74 999	510	92.7	337	92.3	235	91.1
75 000–99 999	104	56.7	89	51.7	50	26.0
100 000 and over	254	7.9	105	9.5	43	11.6

Source: Compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), for corresponding quarters.

B. Distribution of the world fleet

1. *Distribution of tonnage by type of vessel*

30. Annex III gives the distribution of world tonnage by flag of registration and by type of vessel at mid-1977. The distribution by groups of countries for different types of vessels is shown in table 13.

31. In the year ending mid-1977, the open registry fleets, which are generally regarded as beneficially owned by developed market-economy countries, rose from 99.5 million g.r.t. to 109,2 million g.r.t.; tankers and bulk carriers accounted for 74 per cent of the growth. The national-flag fleets of developed market-economy countries rose from 207.3 million g.r.t. to 211 million g.r.t.; mainly because of the 3.4 million g.r.t. increase in the bulk carrier tonnage; their tanker fleet declined by 1.2 million g.r.t.

32. The share of the fleets of developed market-economy countries (including open registry fleet) decreased by 1.2 percentage points to 82.4 per cent of the world total. The reduction applied to all types of vessels except barge carriers, and ranged from 1.8 percentage points for container ships to 0.3 percentage point for general cargo vessels. Developed market-economy countries own 89 per cent of the world tanker and bulk carrier tonnage, 67 per cent of general cargo and 95 per cent of container fleets. The share of open registry fleets rose by 1 percentage point to 28.1 per cent, reflecting an increased use of these flags by operators from developed market-economy countries.

33. Socialist countries of Eastern Europe and Asia marginally increased their share in the world tonnage from 8.5 per cent in 1976 to 8.6 per cent in 1977. No major changes took place in the structure of their fleet by types of ship. The share of these countries remained relatively higher for general cargo ships and the category "other ships".

34. The fleets of developing countries, including Yugoslavia but excluding open registry fleets of the Bahamas and Bermuda, increased from 7.5 per cent to 8.6 per cent in terms of g.r.t. and from 6.8 per cent to 7.9 per cent in terms of d.w.t. Developing countries of Asia accounted for some 60 per cent of the total growth; among them Kuwait, Republic of Korea and Algeria registered the highest increases. As in the previous year, developing countries were less affected by the depressed condition of the world freight market, particularly of its tanker section, and their share in the world *active* fleet in mid-1977 (i.e. excluding laid-up vessels) was greater and amounted to 9 per cent in terms of g.r.t. and 8.3 per cent in terms of d.w.t.

35. The percentage share of developing countries in the world d.w.t. tonnage in recent years is indicated in the text table below. The data in the table include Yugoslavia but exclude the Bahamas and Bermuda, and therefore are not comparable with the figures in tables 4 and 13.

36. Developing countries increased their share of all vessel types from 0.7 percentage points for bulk carriers to 1.8 percentage points for the category "other ships". Tankers and bulk carriers, prices for which remained particularly attractive for the buyers, accounted for respectively 44 and 22 per cent of the growth of the tonnage of theses countries; general cargo ships accounted for 20 per cent. The tanker fleets of petroleum-exporting developing countries rose by 60 per cent to 10.4 million d.w.t., and their share in the total tanker tonnage of developing countries increased from 39 per cent in July 1976 to 47.6 per cent a year later.

	1970	*1973*	*1974*	*1975*	*1976*	*1977*
Asia and Oceania	3.6	3.0	3.0	3.2	3.8	4.5
Africa	0.3	0.3	0.4	0.5	0.6	0.9
Latin America and Caribbean	2.2	1.9	2.0	1.9	1.9	2.0
Europe	0.7	0.6	0.5	0.5	0.5	0.5
Total developing countries	6.8	5.8	5.9	6.1	6.8	7.9

Source: Lloyd's Register of Shipping: Statistical Tables (London), various issues, with adjustment for the United States Reserve Fleet and the United States and Canadian Great Lakes fleets.

2. *Age distribution of the world merchant fleet*

37. The age distribution of the world fleet in mid-1977 is shown in table 14. In 1977, the percentage of tonnage under 5 years declined by 1 percentage point while tonnage from 5 to 9 years increased accordingly. The shares of the remaining two age groups have not changed.

38. The age composition of the fleet of developed market-economy countries has deteriorated. Their tonnage under 5 years dropped from 40 to 37 per cent, the shares of the next two age groups remained unchanged, while tonnage of 15 years and over increased from 16 to 18 per cent.

39. The fleet of open registry countries has become younger; 66 per cent under 10 years as against 63 per cent in 1976 and tonnage in the age group of 15 years and over declined from 24 to 21 per cent.

40. The age structure of fleet of socialist countries has deteriorated as their tonnage under 10 years decreased from 49 to 46 per cent, although the age group under 5 years remained unchanged. The percentage of their fleet from 10 to 14 years increased by 1 percentage point and the proportion of vessels of 15 years and over rose from 23 to 25 per cent.

41. Developing countries have further improved the age composition of their fleet; 39 per cent is under 5 years and 21 per cent is between 5 and 9 years, compared with 35 and 19 per cent respectively in 1976. Their tonnage of 15 years and over dropped by 5 percentage points to 27 per cent.

42. With regard to types of vessels, the world tanker fleet has become younger as the percentage of tankers under 10 years rose by 2 points to 73 per cent, while that of tankers of 15 years and over declined from 16 to 14 per cent. The age structure of the world bulk carrier fleet continued to deteriorate: tonnage under 5 years dropped from 41 to 37 per cent and there was an increase of 3 percentage points in the age group from 10 to 14 years and of 1 percentage point in the tonnage of 15 years and over. It is noteworthy that, of the three major types of vessels in the world fleet indicated in the table, general cargo ships have the worst age composition.

TABLE 13. **Percentage shares of world tonnage by type of vessel as at 1 July, 1965, 1970, 1976, 1977**[a] *(In terms of g.r.t.)*

Country grouping and year	*All ships of 100 g.r.t. and over* — *Millions of g.r.t.*	*All ships of 100 g.r.t. and over* — *Percentage of world total*	*Tankers*	*Ore and*[b] *bulk carriers including combined carriers*	*General cargo ships*[c]	*Container ships*	*Barge-carrying vessels*	*Other ships*
				Percentage share by vessel type				
World total								
1965	146.8	100.0	37.1	11.1		51.8		
1970	217.9	100.0	39.4	20.2	30.2	0.9		9.3
1976	367.1	100.0	45.7	24.2	19.6	1.8	0.2	8.5
1977	388.5	100.0	44.7	25.2	19.3	1.9	0.2	8.7
				Percentage share by groups of countries				
Developed market-economy countries								
1965	102.2	69.7	67.6	74.6		73.9		
1970	141.1	64.8	63.9	68.3	65.1	99.0	—	61.3
1976	207.3	56.5	56.5	61.3	46.9	90.6	100.0	57.2
1977	211.0	54.3	53.9	59.2	46.0	87.2	100.0	53.6
Open registry countries								
1965	22.1	15.0	23.8	20.3		6.7		
1970	40.9	18.8	26.4	24.1	7.6	1.0	—	3.6
1976	99.5	27.1	33.7	29.1	20.0	6.4	—	7.0
1977	109.2	28.1	35.0	29.7	20.6	8.0	—	9.7
Socialist countries of Eastern Europe and Asia								
1965	10.9	7.4	4.5	1.3		9.5		
1970	19.5	8.9	4.7	2.1	13.1	—	—	29.1
1976	31.3	8.5	3.9	3.7	17.4	1.4	—	28.4
1977	33.3	8.6	3.9	4.4	16.9	1.5	—	27.6
Of which:								
in Eastern Europe								
1965	10.2	6.9	4.3	1.3		8.2		
1970	18.5	6.8	4.6	2.1	12.0	—	—	28.8
1976	27.6	7.5	3.3	3.1	14.5	1.5	—	27.8
1977	28.8	7.4	3.3	3.6	13.6	1.5	—	26.9
in Asia								
1965	0.7	0.5	0.5	—		1.3		
1970	1.0	2.1	0.1	—	1.1	—	—	0.3
1976	3.7	1.0	0.6	0.6	2.9	—	—	0.6
1977	4.5	1.2	0.6	0.8	3.3	—	—	0.7
Developing countries (excluding open registry countries)								
1965	10.9	7.4	4.0	3.8		9.2		
1970	15.2	7.0	4.7	5.2	13.1	—	—	5.9
1976	27.4	7.5	5.7	5.5	14.8	1.5	—	7.0
1977	33.4	8.6	7.0	6.2	15.8	3.1	—	8.8
Of which:								
in Africa								
1965	0.6	0.4	0.1	—		0.5		
1970	0.8	0.4	0.2	—	1.3	—	—	0.7
1976	2.5	0.7	0.6	0.1	1.6	—	—	1.0
1977	3.8	1.0	1.0	0.1	1.7	—	—	1.8
in America								
1965	4.8	3.2	3.2	0.9		3.3		
1970	6.4	2.9	2.8	1.4	4.3	—	—	2.5
1976	9.8	2.7	2.3	1.9	4.7	—	—	2.7
1977	10.8	2.8	2.2	2.1	5.1	—	—	3.2
in Asia								
1965	5.5	3.8	0.7	2.9		5.4		
1970	8.0	3.7	1.7	3.8	7.4	—	—	2.6
1976	15.0	4.1	2.8	3.5	8.5	1.5	—	3.3
1977	18.6	4.8	3.8	4.0	8.8	3.1	—	3.7
in Europe								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1976	—	—	—	—	—	—	—	—
1977	0.1	—	—	—	0.1	—	—	—
in Oceania								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1976	0.1	—	—	—	0.1	—	—	—
1977	0.1	—	—	—	0.1	—	—	0.1
Other unallocated								
1965	0.7	0.5	0.1	—		0.7		
1970	1.2	0.5	0.3	0.3	1.1		—	0.1
1976	1.5	0.4	0.2	0.5	0.8	0.1	—	0.3
1977	1.6	0.4	0.2	0.5	0.7	0.2	—	0.3

Source: Compiled from *Lloyd's Register of Shipping: Statistical Tables* (London), and supplementary data on the United States Reserve Fleet and the United States and Canadian Great Lakes fleets.

[a] Including United States Reserve Fleet and United States and Canadian Great Lakes fleets.

[b] Ore and bulk carriers of 6,000 g.r.t. and above, including combined ore/oil and ore/bulk/oil carriers.

[c] Including passenger/cargo vessels (both liner and tramp).

TABLE 14

Age distribution of world merchant fleet by types of vessel as at 1 July 1977

(Percentage of total in terms of g.r.t.)

Country grouping and type of vessel	*Total*	*0–4 years*	*5–9 years*	*10–14 years*	*15 years and over*
1. World total					
All vessels	100	37.4	27.4	15.2	20.0
Tankers	100	47.5	25.9	13.1	13.5
Bulk carriers[a]	100	37.0	34.0	18.2	10.8
General cargo	100	17.7	21.5	16.2	44.6
2. Developed market-economy countries					
All ships	100	37.4	30.8	14.2	17.6
Tankers	100	47.2	28.7	12.0	12.1
Bulk carriers[a]	100	36.6	37.1	16.8	9.5
General cargo	100	15.5	24.8	17.3	42.4
3. Open registry countries					
All ships	100	41.5	24.3	13.6	20.6
Tankers	100	49.5	24.3	12.4	13.8
Bulk carriers[a]	100	35.3	31.3	20.1	13.3
General cargo	100	19.9	12.7	7.7	59.7
4. Total: 2 plus 3					
All ships	100	38.8	28.6	14.0	18.6
Tankers	100	48.1	27.0	12.1	12.8
Bulk carriers[a]	100	36.2	35.2	17.9	10.7
General cargo	100	16.8	21.1	14.4	47.7
5. Socialist countries of Eastern Europe and Asia					
All ships	100	24.4	21.6	28.6	25.4
Tankers	100	26.6	12.9	38.5	22.0
Bulk carriers[a]	100	40.8	24.0	23.0	12.2
General cargo	100	19.7	22.3	26.5	31.5
6. Developing countries (excluding Cyprus, Liberia, Oman, Panama, Singapore, and Somalia					
All ships	100	39.0	20.5	13.8	26.7
Tankers	100	53.0	18.9	11.3	16.8
Bulk carriers[a]	100	47.7	22.2	20.1	10.0
General cargo	100	20.1	21.5	12.9	45.5

Source: Compiled on the basis of data supplied by the Shipping Information Services of *Llyod's Register of Shipping* and Lloyd's of London Press Ldt.

[a] Including combined carriers.

43. The improvement of the age composition of the fleet of developing countries was particularly marked in tankers. Their tanker tonnage under 5 years increased from 48 to 53 per cent and in the age group from 5 to 9 years it rose by 1 percentage point; the share of tankers from 10 to 14 years increased from 8 to 11 per cent, while tonnage of 15 years and over dropped from 26 to 17 per cent. The age composition of their bulk carrier fleet has deteriorated; tonnage under 10 years declined by 6 percentage points to 70 per cent and the share of bulk carriers from 10 to 14 years increased accordingly.

3. *Distribution of tonnage on order*

44. The distribution of the world tonnage on order in 1975-1977 by types of vessels and groups of countries is shown in table 15.

45. The tonnage of ships ordered by developing countries decreased from 15.3 million d.w.t. on 30 September 1976 to 10.6 million d.w.t. a year later. During this period, the world order book dropped further by 37.7 million d.w.t. to 65.8 million d.w.t. As a result, the share of developing countries in the total tonnage on order rose from 14.8 per cent to 16.2 per cent. The tonnage on order by developing countries declined in the 12 months ending September 1977 for all types of vessels, except full container ships; tankers and combined carriers were the most affected. Orders for tankers of 150,000 d.w.t. and over dropped from 4.1 million d.w.t. to 1.3 million d.w.t., which accounted for 60 per cent of the reduction in the total tonnage on order for developing countries; orders for tankers under 150,000 d.w.t., declined by about 0.5 million d.w.t. to 0.3 million d.w.t. and combined carriers on order decreased from 1.8 million d.w.t. to 1.5 million d.w.t.

46. The tonnage ordered by developed market-economy countries and open registry countries dropped from 84.9 million d.w.t. to 51.4 million d.w.t. and their combined share in the world orders declined from 82 per cent to 78.1 per cent. The tonnage on order for these groups of countries decreased for all types of vessels except for part container ships, ro-ro ships and LASH ships. Orders for tankers of 150,000 d.w.t. and over dropped by 18.3 million d.w.t. and for bulk carriers by 7.7 million d.w.t., accounting for 78 per cent of the reduction in the tonnage on order by the two groups of countries.

47. Socialist countries increased their orders by 0.6 million d.w.t. to 2.9 million d.w.t.; their share in the world tonnage on order rose from 2.2 per cent to 4.4 per cent.

TABLE 15

World tonnage on order as at 30 September 1975-1977

Country grouping and year	All ships	Tankers, 150,000 d.w.t. and over	Tankers, under 150,000 d.w.t.	Ore/oil and OBO carriers	Other bulk carriers	Full container ships	Part container ships	Ro/ro cargo ships	LASH ships	Other ships
					Million d.w.t.					
1. World total										
1975	165.3	87.1	27.4	7.2	25.3	2.2	—	1.1	—	15.1
1976	103.5	38.7	12.3	5.5	25.0	2.3	0.1	1.2	0.07	18.4
1977	65.8	17.2	7.4	3.2	17.6	1.9	0.3	1.6	0.1	16.5
					Percentage share by type of vessel					
1975	100	52.7	16.6	4.3	15.3	1.3	—	0.7	—	9.1
1976	100	37.3	11.9	5.3	24.2	2.2	0.13	1.1	0.07	17.8
1977	100	26.2	11.2	4.9	26.7	2.8	0.5	2.4	0.2	25.1
					Percentage share by country grouping					
2. Developed market-economy countries										
1975	52.9	54.1	47.1	55.3	52.3	83.5	100.0	65.0	—	51.0
1976	56.0	61.5	58.0	38.1	52.7	80.3	35.3	67.6	—	49.6
1977	56.6	66.3	59.8	28.5	49.6	68.6	68.3	73.0	—	55.2
3. Open registry countries										
1975	34.8	38.6	42.7	11.1	33.0	14.8	—	9.6	—	17.7
1976	26.0	27.0	29.1	20.2	30.2	13.6	—	1.0	—	21.2
1977	21.5	26.2	25.7	10.8	24.4	22.5	10.2	3.5	25.2	15.4
4. Total (2 + 3)										
1975	87.7	92.7	89.8	66.4	85.3	98.3	100.0	74.6	—	68.7
1976	82.0	88.5	87.1	58.3	82.9	93.9	35.3	68.6	—	70.8
1977	78.1	92.5	85.5	39.3	74.0	91.1	78.5	76.5	25.2	70.6
5. Socialist countries total										
1975	1.1	—	3.3	1.5	0.8	—	—	22.5	—	2.1
1976	2.2	—	4.6	8.4	1.8	0.8	16.2	23.1	100.0	2.2
1977	4.4	—	8.4	14.4	4.6	1.4	5.4	17.7	74.8	3.7
Of which:										
in Eastern Europe										
1975	1.1	—	3.3	1.5	0.8	—	—	22.5	—	1.8
1976	2.1	—	4.5	8.4	1.5	0.8	16.2	23.1	100.0	2.0
1977	4.2	—	8.3	14.4	4.3	1.4	5.4	17.7	74.8	3.2
in Asia										
1975	—	—	—	—	—	—	—	—	—	0.3
1976	0.1	—	0.1	—	0.3	—	—	—	—	0.2
1977	0.2	—	0.1	—	0.3	—	—	—	—	0.5
6. Developing countries total[a]										
1975	10.8	6.9	6.5	32.1	13.4	1.7	—	2.9	—	29.0
1976	14.8	10.6	7.2	33.3	14.2	4.2	48.5	5.5	—	25.7
1977	16.2	7.5	4.7	46.3	19.9	6.3	16.1	3.5	—	23.1
Of which:										
in Africa										
1975	1.2	1.2	1.1	—	0.1	—	—	1.1	—	4.3
1976	1.7	2.6	0.6	—	0.2	—	—	2.4	—	3.3
1977	1.4	—	—	—	0.9	—	—	0.6	—	4.8
in America										
1975	4.8	1.6	3.1	22.1	8.8	—	—	1.6	—	12.4
1976	7.1	2.9	4.8	24.4	10.5	2.1	48.5	0.4	—	8.5
1977	9.6	6.6	4.3	38.5	13.9	1.7	16.1	1.8	—	6.4
in Asia										
1975	4.8	4.1	2.3	10.0	4.5	1.7	—	0.2	—	12.3
1976	6.0	5.1	1.8	8.9	3.4	2.1	—	2.7	—	13.9
1977	5.2	0.9	0.4	7.8	5.1	4.6	—	1.1	—	11.9
in Oceania										
1976	—	—	—	—	0.1	—	—	—	—	—
7. Other unallocated										
1975	0.4	0.4	0.4	—	0.5	—	—	—	—	0.2
1976	1.0	0.9	1.1	—	1.1	1.1	—	2.8	—	1.3
1977	1.3	—	1.4	—	1.5	1.2	—	2.3	—	2.6

Source: Compiled on the basis of information provided by Shipping Information Services of *Lloyd's Register of Shipping* and Lloyd's of London Press Ltd.

[a] No tonnage on order for developing countries of Europe and Oceania in 1975 and 1977.

Chapter III

SHIPBUILDING[10]

48. During 1977, the world's shipyards delivered about 2,530 vessels with a total tonnage of about 26 million g.r.t., i.e. 6.6 million g.r.t. less than in 1976. Table 16 shows the number and tonnage of ships completed in recent years by types of vessels. As indicated in the previous chapter, the world order book decreased further on account of heavy deliveries and the continued low level of new orders for tankers. Cancellations of tanker orders also contributed to the decrease.[11] The annual intake of new orders for tankers and dry cargo vessels has dropped since 1975 to about 13 million g.r.t. compared with the world production of 26 million g.r.t. in 1977. As at 30 September 1977, the world order book stood at 42.2 million g.r.t. as against 62.4 million g.r.t. a year earlier; 56 per cent of the tonnage on order was under construction compared with 23 per cent at the end of March 1974, when orders reached their peak level, and 49 per cent at the end of the third quarter of 1976. Over 77 per cent of the world order book was scheduled for delivery by the end of 1978.

49. Tables 17 and 18 show the distribution of deliveries of new buildings and tonnage on order by groups of countries of build in recent years.

[10] Unless otherwise stated, the discussion in this chapter is based on data covering ships of 100 g.r.t. and upwards, published in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various issues. Percentage shares have been derived from figures in terms of g.r.t. The data from this source exclude ships on order with or delivered from yards in the USSR, Romania and China.

[11] An estimated 2 million d.w.t. were cancelled in 1977 as compared with 11 million d.w.t. in 1976 (Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978, p. 5).

TABLE 16

Deliveries of new buildings, 1970 and 1975-1977

(Number of ships and thousands of g.r.t./d.w.t.)

	1970[a]	1975	1976	1977
Tankers				
Number	256	395	356	271
g.r.t.	9 866	22 542	19 753	9 737
d.w.t.	—	45 089	39 378	19 098
Bulk/oil carriers				
Number	—	23	18	21
g.r.t.	—	1 599	1 253	1 336
d.w.t.	—	2 966	2 332	2 504
Ore and bulk carriers				
Number	199[b]	196	272	354
g.r.t.	5 313[b]	4 458	6 408	7 423
d.w.t.	—	7 731	11 124	12 596
General cargo ships[c]				
Number	487	350	379	533
g.r.t.	3 513	2 635	3 352	5 175
Other ships				
Number	1 677	1 560	1 416	1 351
g.r.t.	1 627	2 327	2 252	2 704
Total				
Number	2 619	2 524	2 441	2 530
g.r.t.	20 319	33 561	33 018	26 375

Source: Compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various quarterly issues.

[a] No deadweight figures are available for 1970.

[b] Figures for 1970 include bulk/oil carriers.

[c] Vessels of 2,000 g.r.t. and over.

TABLE 17

Distribution of deliveries of new buildings by groups of countries of build, 1970 and 1975-1977

(Thousands of g.r.t.)[a]

	1970	1975	1976	1977 Jan.-Sept.
Developed market-economy countries	19 570 (93.3)	31 585 (92.3)	30 451 (89.8)	18 354 (92.0)
Developing countries	144 (0.7)	851 (2.5)	1 501 (4.4)	817 (4.1)
Socialist countries	1 176 (5.6)	1 678 (4.9)	1 886 (5.6)	664 (3.3)
Other unallocated	90 (0.4)	88 (0.3)	83 (0.2)	114 (0.6)
World total	20 980	34 202	33 921	19 949

Source: Compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various issues.

[a] Figures in parentheses indicate percentage of world total.

TABLE 18

Distribution of tonnage on order by groups of countries of build, 1970 and 1975-1977

(Thousands of g.r.t.)[a]

	1970	1975	1976	1977
Developed market-economy countries	67 063 (96.2)	83 351 (89.9)	53 449 (85.6)	33 846 (80.2)
Developing countries	884 (1.3)	6 374 (6.9)	6 081 (9.8)	5 297 (12.5)
Socialist countries	1 592 (2.3)	1 936 (2.1)	2 251 (3.6)	2 320 (5.5)
Other unallocated	175 (0.2)	1 081 (1.1)	645 (1.0)	749 (1.8)
World total	69 714	92 742	62 426	41 212

Source: Compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), as at the end of the third quarter of each year.

[a] Figures in parentheses indicate percentage of world total.

50. Shipyards of developed market-economy countries accounted for 90.9 per cent of the tonnage completed during the year ending 30 September 1977 (compared with 92.8 per cent during the preceding 12 months) and 80.2 per cent of the world order book as at the end of September 1977 (compared with 85.6 per cent a year earlier). Shipyards of Japan accounted for 43.6 per cent of the tonnage delivered (compared with 50.2 per cent in the preceding 12-month period) and 29.1 per cent of the world order book (compared with 32.6 per cent in September 1976).

51. In September 1977, 23 developing countries were engaged in shipbuilding activities compared with 21 countries a year earlier. In the year ending 30 September 1977, the yards of developing countries delivered 1.4 million g.r.t. (5 per cent of the world total) as against 1.3 million g.r.t. (3.8 per cent of the world total) in the previous 12 months. The combined share of developing countries in the world order book increased from 9.8 per cent to 12.5 per cent, although in terms of tonnage it declined by 0.8 million g.r.t. The Republic of Korea and Brazil accounted for 57.8 per cent and 29.7 per cent respectively of the tonnage completed by developing countries during the year ending 30 September 1977 and for 19.8 per cent and 57.6 per cent of the order book of the yards of this group of countries. The Republic of Korea has announced plans to increase its annual shipbuilding capacity from 2.77 million g.r.t. in 1977 to 4.25 million g.r.t. in 1981, when ship exports are expected to reach $1.2 billion as against $347 million in 1976. Brazil has also plans to expand its shipbuilding by about 18 per cent in terms of steel throughput by 1980. The shipbuilding industry of the Republic of Korea is export-oriented: in 1976, some 90 per cent of the tonnage constructed in the country was for the account of foreign shipowners. That of Brazil relies mostly on the home market, and exports are estimated at about 10 per cent. However, despite the progress made by some countries, the shipbuilding capacities of developing countries as a group remain insufficient to meet their needs.

52. Throughout the year, discussions continued on the two inter-connected issues which were the subject of controversy during the previous year, namely, that of reducing world shipbuilding capacity, and that of harmonizing the conditions under which shipbuilding countries are competing with each other. OECD continued to be the main forum for discussions between the two major competing, developed market-economy shipbuilding regions. However, no general agreement has been reached.

53. Most of the developed market-economy countries have restrained any expansion of their shipbuilding activities, partly in recognition of the general overcapacity, and partly on account of the lack of orders, but competition between these countries appears to be frustrating agreement on any over-all plan to reduce existing capacity to any significant extent.

Chapter IV

WORLD SHIP PRICES

A. Changes in prices of new vessels

54. As can be seen from table 19, prices for new buildings have either remained constant or decreased moderately, according to the types of vessels. This is in marked contrast to the price decreases which occurred in 1976. Prices for bulk carriers up to Panamax size, the 87,000 d.w.t. tanker and the 5,000 d.w.t. ro/ro, remained at the previous year's level while those for the OBO, the 120,000 d.w.t. bulk carrier and large-size tankers declined from 6 per cent to 20 per cent; price movements for LNG and LPG carriers followed differing patterns. New building prices were generally some 25 per cent to 35 per cent lower than peak level prices in 1973-1974; prices for 87,000 d.w.t. and 400,000 d.w.t. tankers were more than 40 per cent lower.

TABLE 19

Representative new building prices, 1970 and 1973-1977

(Prices in millions of dollars at year end)

	1970	*1973*	*1974*	*1975*	*1976*	*1977*
30 000 d.w.t. bulk	8.7	12.0	16.5	13.5	11.0	11.0
30 000 d.w.t. product tanker	10.0	17.5	20.0	18.0	15.0	15.0
70 000 d.w.t. bulk	11.9	20.5	25.0	20.0	16.0	16.0
87 000 d.w.t. tanker	17.0	25.0	28.0	22.0	16.0	16.0
96 000 d.w.t. OBO	23.0	29.0	33.0	30.0	23.0	21.0
120 000 d.w.t. bulk	17.2	31.0	35.0	32.0	24.0	22.0
210 000 d.w.t. tanker	31.0	47.0	42.0	38.0	34.0	32.0
400 000 d.w.t. tanker	..	78.0	65.0	62.0	56.0	45.0
125 000 m^3 LNG	..	105.0	125.0	125.0	105.0	115.0
75 000 m^3 LPG	..	45.0	52.0	52.0	42.0	40.0
5 000 d.w.t. ro/ro	5.3	9.9	14.6	16.2	10.0	10.0

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978, table 16.

55. The new-building price for the hypothetical bulk carrier of about 25,000 d.w.t. rose from £6 million in June 1976 to £6.6 million in June 1977 and £6.8 million in December 1977 or by 13.3 per cent.[12] The price of the liner-type vessel, indicated in table 20, shows an increase of 9.5 per cent between mid-1976 and mid-1977. Prices for both types of ships showed smaller increases in the second half of the year.

B. Changes in prices of second-hand vessels

56. Second-hand tanker values decreased again in 1977 as a result of continued depressed conditions in tanker shipping. As indicated in table 21, prices for second-hand tankers as at the end of 1977 dropped by between 20 per cent and 45 per cent compared with the previous year and represented only 10 per cent to 20 per cent of their peak level in 1973; tankers of 50,000/60,000 d.w.t. built in 1963/65 and of 200,000-300,000 d.w.t. built in 1969 and later were most affected. Increased interest was shown, however, in tankers of 70,000-90,000 d.w.t. for trading from the

TABLE 20

Estimated prices for new and ready liner-type vessels of 11,000/13,000 d.w.t., 1970 and 1973-1977[a]

Mid-year	*Prices for constructing new vessels (thousands of ponds sterling)*	*Change over previous year (percentage)*
1970	1 350	12.5
1973	2 250	18.4
1974	3 500	55.6
1975	3 950	12.9
1976	4 200	6.3
1977	4 600	9.5
1977 (31 December)	4 700	2.2[b]

Source: Fairplay International Shipping Weekly (London), vol. 265, No. 4294, 19 January 1978.

[a] The data refer to a hypothetical open/closed shelter-decker of 11,000/13,000 d.w.t., propelled by a 7,000 b.h.p. diesel engine giving a speed of 15 knots. The ship is for delivery within the year and the quoted price does not include interest on loans.

[b] Increase over mid-1977.

[12] This is a hypothetical 16-knot bulk carrier powered by a 9,000 horse-power direct-coupled diesel engine, as reported in *Fairplay International Shipping Weekly* (London), vol. 265, No. 4924, 19 January 1978, p. 77. The prices are reported to be basic prices and do not include any escalation clauses. It is assumed that the vessels would be delivered within the year.

Caribbean to ports of the United States of America, and by American oil companies in modern motor-tankers of about 130,000 d.w.t.; prices for these categories of ships declined to a lesser degree.

57. The decline in second-hand prices for dry cargo vessels accelerated in 1977. To a large extent, this was due to massive deliveries of bulk carriers and general cargo ships, noted in chapter III above, which depressed freight rates and also second-hand values. Thus, prices for second-hand dry bulk carriers and liner type vessels as at the end of 1977, shown in tables 22 and 23, dropped by about 40-55 per cent as against 1976 levels.

TABLE 21

Tankers: second-hand prices, average values, 1970 and 1973-1977

(Prices in million of dollars at end of year)

d.w.t.	*Built*	*1970*	*1973*	*1974*	*1975*	*1976*	*1977*
20 000	1959/60	3.3	4.0	2.7	1.3	1.0	0.8
25 000	1958/59	4.0	5.0	3.0	1.4	1.2	1.0
35 000	1958/59	6.0	7.5	3.5	1.6	1.5	1.2
50 000	1963/64	10.0	13.0	7.0	2.7	3.5	2.0
60 000	1964/65	12.0	16.0	8.0	3.5	4.0	2.4
80 000	1966/67	19.0	25.0	9.5	4.8	5.0	3.5
100 000	1967/68	26.0	30.0	11.0	5.5	6.0	4.0
150 000	1974/75	..	..	..	15.0	17.0	13.5
200 000	1969/70	40.0	52.0	23.0	10.0	9.0	5.0
250 000	1972/73	..	65.0	28.0	16.0	15.5	9.5
300 000	1971/72	..	78.0	36.0	18.0	18.0	10.0

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978, table 19.

TABLE 22

Dry bulk carriers: second-hand prices, average values, 1970 and 1973-1977

(Prices in millions of dollars at end of year)

d.w.t.	*Built*	*1970*	*1973*	*1974*	*1975*	*1976*	*1977*
18 000	1963	2.8	4.5	4.8	3.5	3.0	1.5
25 000	1966	4.8	6.5	7.2	6.0	5.3	2.8
35 000	1965	6.0	8.0	9.0	6.5	5.5	2.9
50 000	1967	9.0	11.5	13.0	7.0	6.5	3.1
60 000	1972	11.0	17.0	17.0	10.5	9.5	6.2

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978, table 18.

TABLE 23

Liner-type vessels: second-hand prices, average values, 1970 and 1973-1977

(Prices in millions of dollars at end of year)

d.w.t.	*Built*	*1970*	*1973*	*1974*	*1975*	*1976*	*1977*
6 600	1958	1.0	1.1	1.5	1.3	1.2	0.7
12 500	1956	1.5	1.5	2.2	1.7	1.4	0.7
13 500	1959	1.7	2.1	3.1	2.6	2.0	1.0
16 000	1963	3.0	3.4	4.5	4.0	3.8	2.1

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1977* (Oslo), January 1978, table 18.

Chapter V

FREIGHT MARKETS[13]

A. General developments

58. The economic recession in developed market-economy countries and the world surplus of tankers and bulk carriers were the dominant factors which influenced the market in 1977. The increased supply of tonnage noted in chapter II above was not matched by a corresponding expansion of demand for shipping services, resulting in a generally weaker freight market than in 1976.

59. In the dry cargo trades, the initiative was with the charterers, who could choose tonnage and dictate the style of chartering. The volume of contract business and period time charter reported on the market in the first three quarters of 1977 was considerably less than in the same period of 1976, although period time charter revived from July onwards, mainly because owners wanted to fix before the market deteriorated further. Trip chartering increased again and was particularly popular with the charterers to such destinations as the Persian Gulf, the Red Sea and China. Time chartering of bulk carriers for round voyages for the carriage of grain from North and South America with delivery and redelivery in Europe was one of the features of the period under review. Congestion and delays which affected ships in many ports of the world continued to be a firming factor on the markets.

60. Grain accounted for about 70 per cent of the reported single-voyage fixtures for the period January–September 1977 as against 60 per cent for the same period on 1976. Loadings in ports of the United States of America in the Gulf of Mexico accounted for about 49 per cent of the single voyage grain business compared with 56 per cent in the first three quarters of 1976, while those of the River Plate increased from 4 to 11 per cent because of an exceptionally good harvest in Argentina. As a result of recessional conditions in the steel industry of developed market-economy countries, the volume of iron ore and coal fixtures declined from 29 per cent of the reported single-voyage fixtures for the period January–September 1976 to 17 per cent for the same period of 1977. Large bulk carriers and combined carriers were the most affected.

61. According to the General Council of British Shipping, as at 30 September 1977 laid-up dry cargo tonnage amounted to 10.5 million d.w.t. compared with 5.4 million d.w.t. a year before; combined carriers accounted for 54 per cent of the total.

62. In the bulk liquid trades during the period January–September 1977, the volume of reported dirty single-voyage fixtures reached 273 million tons, or about 33 per cent more than in the same period of 1976, while clean single-voyage fixtures remained on the level of 1976 and amounted to 16 million tons. The single-voyage clean market was quite active in the first quarter of the year, owing to heavy spot chartering to the ports of the United States of America to cover the demand for heating oil caused by an unexpectedly cold winter. Thus, in February, the fixtures to North America reached 72 per cent of the total volume of single voyage clean business reported in that month, as against 20 per cent in December 1976.

63. The amount of independent tanker tonnage under period time charter declined from about 121 million d.w.t. in September 1976 to approximately 93 million d.w.t. a year later, or from 63 per cent down to 47 per cent of the total fleet of independent tanker owners. Charterers evidently switched to single-voyage coverage on the expiration of period time charters which had been concluded at higher rates no longer prevailing on the market.

64. Taking into account the laid-up tonnage as well as slow steaming, the tanker surplus was estimated at about 108 million d.w.t. in November 1977 as compared with 60 million d.w.t. at the end of 1976. The amount of laid-up tanker tonnage was decreasing until April 1977, when it reached, according to the General Council of British Shipping, 26.8 million d.w.t., i.e. the lowest figure since May 1975. Thereafter, the trend was reversed and in October the figure stood at 37.4 million d.w.t.; it declined again by some 6.3 million d.w.t. in November, mainly due to the absorption by the market of VLCC and ULCC.

65. About 57 per cent of the active combined carrier fleet was engaged in oil trading during the period January–September 1977, compared with 52 per cent in 1976, which reflects the deterioration of dry cargo markets for this type of tonnage.

66. According to most forecasts for the tanker freight market, tanker surplus is likely to continue until 1983-1985.[14] During the surplus period, increases in transportation demand will be met by eliminating slow steaming, absorbing new building tonnage, reactivating the laid-up fleet, progressively utilizing the Suez Canal, reactivating or increasing the throughput of existing pipelines and phasing in of newly built pipelines.

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[13] Unless otherwise stated, paras. 60 and 62-65 of the present review are based on data contained in H. P. Drewry (Shipping Consultants) Ltd., *Shipping Statistics and Economics* (London), various issues.

[14] See, for instance, OECD, *Maritime Transport, 1976* (Paris), pp. 31-32; *Norwegian Shipping News* (Oslo), No. 17D, 16 September 1977, p. 14; *Sea trade* (Colchester, U.K.), vol. 7, No. 4, April 1977, pp. 41 and 43.

TABLE 24

Freight rate indices, 1975-1977

(Monthly or quarterly figures)

	Liner freight rates[a] (1965 = 100)			Dry cargo tramp time charter[b] (1976 = 100)			Dry cargo tramp trip charter[c] (July 1965 – June 1966 = 100)		
	1975	1976	1977	1975	1976	1977	1975	1976	1977
January	201	208	224				168	129	135
February	201	208	225	121	81	81	155	118	136
March	203	214	226				155	121	135
April	203	214	229				151	129	132
May	203	215	229	69	105	81	138	134	129
June	203	214	229				139	137	131
July	205	213	230				134	138	132
August	206	214	231	84	106	78	127	138	129
September	207	218	231				130	141	131
October	207	219	232				136	143	134
November	207	219	233	100	108	84	138	143	136
December	207	219	233				136	140	134
Monthly or quarterly average	205	215	229	94	100	81	142	134	133

	Tanker freight indices[c]														
	VLCC/ULCC			Medium-size crude carriers			Small crude and product carriers			Handy size dirty			Handy size clean		
	1975	1976	1977	1975	1976	1977	1975	1976	1977	1975	1976	1977	1975	1976	1977
January	20	22	26	46	45	54	66	69	91	101	98	129	102	104	143
February	19	27	25	42	43	56	60	80	118	93	108	157	92	122	173
March	19	24	29	36	44	53	58	70	86	89	106	125	86	114	140
April	16	29	24	34	42	50	60	69	81	86	96	110	89	110	125
May	17	32	22	31	54	47	64	84	83	90	109	112	97	103	114
June	24	25	20	44	52	39	70	91	78	102	111	106	114	108	108
July	29	30	22	57	58	44	79	83	80	105	98	112	99	109	109
August	30	31	24	44	53	42	72	80	75	98	100	113	105	113	110
September	29	28	23	50	49	42	81	79	77	117	104	113	129	120	115
October	18	30	25	40	51	43	71	79	74	114	112	113	128	119	116
November	20	33	28	41	57	47	73	92	83	102	117	132	120	126	130
December	20	34	30	50	63	55	85	104	95	103	147	136	116	157	149
Monthly or quarterly average	22	29	25	43	51	47	70	82	85	101	109	122	106	117	128

Note: All indices have been rounded to the nearest whole number.

[a] Liner index compiled by the Ministry of Transport of the Federal Republic of Germany. Monthly weighted assessments of freight rates on cargoes loaded or discharged by liners of all flags at ports in the Antwerp/Hamburg range.

[b] Compiled and published on a quarterly basis by the General Council of British Shipping

[c] Compiled and published by *Norwegian Shipping News* (Oslo). (World scale = 100, as effective in each year).

B. Changes in freight rates in 1977[15]

1. *Dry cargo tramp market freight rates*

67. Dry cargo tramp indices, both time and trip charter, reflected depressed conditions and relative stability of the tramp market during 1977, with generally higher rates in the first and last quarters. On average, the time charter index was 19 points lower than in the previous year as a result of a decreased interest shown by charterers in period fixing; indices for each of the main size groups are indicated below. The monthly average for the trip charter index was only marginally less than in 1976. Annex IV of the present review gives maximum and minimum levels for selected single voyage rates for 1974-1977.

2. *Cargo liner freight rates*

68. During 1977, the liner freight index of the Ministry of Transport of the Federal Republic of Germany rose by 14 points to reach 232 points in December, compared with an increase of 12 points in 1976. Annex V of the present review shows changes in liner rates and surcharges during 1977.[16] Table 25 gives a summary of these freight rate changes for the years 1974-1977. Annex V and table 25 do not include port congestion surcharges by liner conferences.

69. 135 changes in freight rate surcharges were announced in 1977 compared with 116 in 1976. The number of straightforward liner freight rate increases was higher in 1977 (160) than in the preceding two years (130 and 149 respectively in 1975 and 1976). However, 46 per cent of these were under 10 per cent as against 39 per cent in 1976 and only 11 per cent in 1975.

70. In 1977, there were no major changes in bunker prices. As a result, the number of changes in regard to bunker surcharges remained relatively small.

71. Simple averages of increases and decreases of surcharges in percentage points during the period 1975-1977 were as follows:

Type of surcharge	*1975*		*1976*		*1977*	
	Increase[a]	*Decrease*[b]	*Increase*[a]	*Decrease*[b]	*Increase*[a]	*Decrease*[b]
Bunker . .	1.10	2.20	1.15	1.37	3.77	1.87
Suez Canal	—	3.75	—	1.0	—	1.63
Others[c] . .	36.28	—	37.20	—	23.87	—

Source: Annex V of the present review and corresponding annexes in the *Review of maritime transport* prepared by the UNCTAD secretariat for earlier years.

[a] Including new surcharges.

[b] Including concellations of surcharges.

[c] Handling; terminal port charges; landing, storage and delivery charges, stevedoring, etc.

[15] Discussion in this section is based on the table 24 on page 20.

[16] Information concerning changes of currency adjustment factors is given in TD/B/C.4/178/Add.1.

Time charter freight rate index for different tonnage groups

(1976 = 100)

Year and quarter	*12,000-19,999 d.w.t.*		*20,000-34,999 d.w.t.*		*35,000-49,999 d.w.t.*		*50,000-84,999 d.w.t.*		*85,000 and over*		*Total*	
	Subindex	*Change (percentage)*	*Subindex*	*Change (percentage)*	*Subindex*	*Change (percentage)*	*Subindex*	*Change (percentage)*	*Subindex*	*Change (percentage)*	*Subindex*	*Change (percentage)*
1976												
1st quarter	101		87		81		72		63		81	
		−9.0		+13.8		+24.7		+59.7		+77.8		+29.6
2nd quarter	92		99		101		115		112		105	
		+16.3		+5.1		+8.9		−9.6		+1.8		+1.0
3rd quarter	107		104		110		104		114		106	
		−1.9		+3.8		—		+1.9		—		+1.9
4rd quarter	105		108		110		106		—		108	
		+4.8		−19.5		−33.6		−35.9		—		−25.0
1977												
1st quarter	110		87		73		68		86		81	
		−19.1		−2.3		+11.0		+1.5		—		—
2nd quarter	89		89		81		69		—		81	
		+18.0		−2.2		+1.2		−18.8		—		−3.7
3rd quarter	105		87		82		56		61		78	
		+5.7		+2.3		+3.6		+32.1		—		+7.7
4th quarter	111		89		85		74		—		84	

Source: Based on the time charter index numbers compiled by the General Council of British Shipping.

TABLE 25

Summary of liner freight rate changes and surcharges announced during the period 1974-1977

Type of freight rate change	*Number of freight rate changes*[a] 1974	1975	1976	1977
General increase in freight tariffs	142	135	144	163
General freight increases partly offset by incorporation in the tariffs of part or all of the pre-existing surcharges	4	2	13	11
Announcements of new surcharges or of increases in pre-existing surcharges	181	56	55	73
Bunker	168	28	40	44
Others (preshipment, emergency, handling, landing, storage, etc.)	13	28	15	29
Subtotal	327	193	212	247
Cases where pre-existing surcharges were incorporated into tariffs through corresponding increases in tariffs	16	11	8	3
Cases where surcharges were reduced or cancelled without being incorporated in tariffs	89	120	61	62
Bunker	88	80	51	53
Suez Canal	—	35	8	9
Others (preshipment, emergency, handling, landing, storage, etc.)	1	5	2	—
Subtotal	105	131	69	65
TOTAL	432	324	281	312

Source: Compiled on the basis of annexes V and VI of the present review and corresponding annexes or tables in the *Review of maritime transport* prepared by the UNCTAD secretariat for earlier years.

[a] The number of freight rate and surcharge changes summarized is greater than the number of announcements shown in annex V of the present review and corresponding annexes in the previous review because, as in previous years, in several cases one announcement carried more than one change.

Summary of straightforward increases in freight tariffs announced in 1975, 1976 and 1977[a]

Size of increase (percentage)	*1975*		*1976*		*1977*	
	Number of increases	*Percentage of total*	*Number of increases*	*Percentage of total*	*Number of increases*	*Percentage of total*
Under 5	1	0.8	9	0.6	4	2.5
5 and less than 7.5	5	3.8	22	14.8	32	20.0
7.5 and less than 10	8	6.1	27	18.1	38	23.7
10 and less than 12.5	30	23.1	31	20.8	31	19.4
12.5 and less than 15	24	18.5	26	17.4	27	16.9
15 and less than 20	49	37.7	19	12.8	22	13.8
20 and over	13	10.0	15	10.1	6	3.7
	130	100.0	149	100.0	160	100.0

Source: Annex V below and corresponding annexes in the *Review of maritime transport* prepared by the UNCATD secretariat for previous years.

[a] Excluding announcements which (i) referred to a flat increase in terms of an absolute amount per unit of cargo (4 in 1977 as against 11 in 1976 and 4 in 1975); (ii) did not specify the percentage amount of the increase (13 such announcements in 1977 as against 5 in 1976 and 1 in 1975).

3. *Tanker freight rates*

72. VLCC/ULCC freight rates experiences pressure from spot tankers of these sizes available in the Persian Gulf. During the May to July period, according to E.A. Gibson Shipbrokers Ltd., London, such tonnage amounted to some 5 to 6 million d.w.t. Poor market conditions for VLCCs and ULCCs depressed rates for medium-size crude carriers. The sharp increase of indices for small crude and product carriers and for handy-size tankers in February was caused by the active chartering of spot tonnage at high rates to the United States of America. For all sizes, freight rates were higher in the first and the last quarter of the year owing to seasonal factors.

C. Freight rate indices of selected commodities exported by developing countries

73. The up-dated freight rate indices for four selected commodities, as well as the combined index, is shown in table 26. The combined index rose by 8.6 per cent from 234 (1968 = 100) at the end of September 1976 to 254 a year later, as compared with an increase of 5.7 per cent during the preceding 12-month period.

D. Liner freight rates as a percentage of prices of selected commodities

74. Table 27 shows the ratio of liner freight rates to export prices of 12 primary commodities exported from developing countries to Europe during the period 1964-1976. In 1976, prices for these commodities—except tea, coconut oil and sisal hemp—increased; the increases were particularly high for coffee, cocoa beans from Ghana and rubber and ranged from 65 per cent to 134 per cent. At the same time, freight rates either declined or rose moderately, except for the rate for palm kernels. As a result of the interplay of the two factors, the ratio of liner freight rates to prices for most of the commodities indicated in the table declined; the exceptions were palm kernels, for which freight rates increased by 36 per cent, and sisal hemp, the price of which dropped by 27 per cent.

Changes in freight ratios

(Percentage)

	1964-1976		*1975-1976*	
	Increase	*Decrease*	*Increase*	*Decrease*
Palm kernels	+198.9		+11.4	
Jute	+119.5			−2.1
Sisal hemp	+104.8		+34.4	
Rubber	+48.7			−35.7
Tea	+47.7			−7.7
Tin	+16.7			−12.5
Coconut oil		−5.7		−8.8
Coffee (from Brazil)		−10.2		−54.6
Cocoa beans (from Brazil)		−25.6		−22.0
Coffee (from Colombia-Atlantic ports)		−28.6		−47.4
Coffee (from Colombia-Pacific ports)		−28.9		−49.2
Cocoa beans (from Ghana)		−45.2		−50.0

TABLE 26

Indices of freight rates of selected commodities exported by developing countries, 1975-1977

(End of quarter: 1968 = 100)

Year and quarters	*Commodity*				*Combined index*
	Cocoa	*Cotton*	*Rubber*	*Tea*	
1975					
1st quarter	243.2	244.5	247.1	219.8	239.3
2nd quarter	241.7	241.3	243.9	202.2	233.1
3rd quarter	234.2	229.2	229.5	191.4	221.5
4th quarter	252.3	244.1	237.4	184.6	230.3
1976					
1st quarter	258.6	243.1	248.2	183.9	233.3
2nd quarter	258.7	241.6	246.3	179.1	231.2
3rd quarter	264.0	245.5	249.2	178.6	234.1
4th quarter	288.0	250.0	247.3	186.4	241.1
1977					
1st quarter	298.0	262.6	250.5	195.3	250.1
2nd quarter	295.2	266.4	245.2	199.6	250.7
3rd quarter	289.5	269.2	257.1	202.4	254.3

Sources: Compiled on the basis of trade data and freight rates supplied to the UNCTAD secretariat by the Governments or trade organizations, conferences and shipping lines concerned, and of trade data from the following publications: *Annual Bulletin of Statistics,* International Tea Committee, (London), various issues; Secretariat of the International Rubber Study Group, *Rubber Statistical Bulletin,* (London), various issues; FAO, *Cocoa Statistics,* (Rome), various issues; International Cotton Advisory Committee, (Washington, D.C.), various issues.

TABLE 27

Ratio of liner freight rates to prices of selected commodities, 1964, 1970 and 1973-1976

Commodity	*Route*	*Freight rate as a percentage of price* [a, b]					
		1964	*1970*	*1973*	*1974* [c]	*1975* [c]	*1976* [c]
Rubber . .	Singapore/Malaysia-Europe	8.0	10.5	9.2	11.0	18.5	11.9
Tin . . .	Singapore/Malaysia-Europe	1.2	1.2	1.4	1.1	1.6	1.4
Jute . . .	Bangladesh-Europe	8.7	12.1	15.8	18.1	19.5	19.1
Sisal hemp	East Africa-Europe	8.4	19.5	10.0	7.3	12.8	17.2
Cocoa beans	Ghana-Europe	3.1	2.4	3.1	2.3	3.4	1.7
Coconut oil	Sri Lanka-Europe	8.8	8.9	—	7.9	9.1	8.3
Tea . . .	Sri Lanka-Europe	6.5	9.5	10.1	14.2	10.4	9.6
Coffee . .	Brazil-Europe	4.9	5.2	7.0	8.0	9.7	4.4
Palm kernels	Nigeria-Europe	9.5	8.8	7.2	9.6	25.5	28.4
Coffee . .	Colombia (Atlantic ports)-Europe	4.2	4.2	3.9	4.8	5.7	3.0
Cocoa beans	Brazil-Europe	8.6	7.4	6.9	6.1	8.2	6.4
Coffee . .	Colombia (Pacific ports)-Europe	4.5	4.5	4.3	5.4	6.3	3.2

Sources: Data supplied by the Royal Netherlands Shipowners' Association.

[a] C.i.f. prices were quoted for rubber (London-RSS), tin, jute (UK-pwc grade), sisal hemp, cocoa beans (Ghana-Europe), and palm kernels. For cocoa beans (Brazil-Europe) and coffee (Colombia-Europe and Brazil-Europe), unit values of exports were quoted. Prices of the remaining commodities are quoted on f.o.b. terms.

[b] Freight rates include Suez Canal varying surcharges, when applicable. Whenever a conversion of freight rates to other currencies has been necessary for 1976, this was based on currency parities as published in United Nations, *Monthly Bulletin of Statistics,* vol. XXXI, No 8 (August 1977), and valid as at the end of 1976. Annual freight rates were calculated by taking a weighted average of various freight rates quoted during the year, weighted by their period of duration.

[c] In 1974, prices of sisal hemp and palm kernels were taken respectively from UNCTAD, *Monthly Commodity Price Bulletin* (November 1975), and *Special Supplement,* (July 1975). In 1975, the price for sisal hemp was taken from UNCTAD, *Monthly Commodity Price Bulletin* (December 1976). In 1976, the prices for sisal hemp and coconut oil were taken from UNCATD, *Monthly Commodity Price Bulletin, 1960-1976, Special Supplement* (revised) (September 1977).

Chapter VI

PORT DEVELOPMENTS

A. General notes

75. In the *Review of maritime transport, 1976,* the UNCTAD secretariat surveyed for the first time developments and trends in the field of ports.

76. The 1977 *Review* uses both published data for the year 1976 and the replies to a questionnaire sent to 194 ports all over the world. A total of 81 port authorities responded to this questionnaire. It is worth noting, however, that the participating ports represent a different sample from that of the previous year, since a number of ports responding in 1976 did not respond in 1977 and vice versa. The ports that responded are mostly general cargo ports, although some are also equipped with installations for specialized cargoes. The sample covers ports of all sizes and at all stages of development.

77. Table 28 summarizes the replies to the UNCTAD questionnaire by region. The information obtained from the questionnaire is presented in table 29.

78. Owing to the lack of replies from certain regions, additional information has been collected from reliable sources. In summary, ports in developed countries are continuing their efforts to modernize existing installations and are developing new facilities mostly for containers and ro-ro, while ports in developing countries are expanding, restructuring and modernizing their facilities. In particular, they are constructing many new specialized facilities, for example, for containers and ro-ro, sugar, cereals and other bulk cargoes.

B. Demand for port services

79. From the figures for maritime traffic presented in table 1 above, it appears that, after a drop in traffic in 1975, the situation is slowly improving. At the same time, both shipowners and shippers are making wider use of modern shipping technologies such as roll-on/roll-off, containers and various barge systems.

80. The demand for port services has been affected in the past year by various factors, of which the following are of particular interest:

(*a*) The increased use of the roll-on/roll-off type of ships, which lends greater flexibility to shipping schedules, and in particular to the choice of ports of call;

(*b*) The development of new feeder services;

(*c*) The increased utilization of medium-size tankers and the stabilization of the largest ULCC size around 500,000/550,000 d.w.t.

81. Tables 30 and 31 summarize the information on container traffic provided by ports replying to the UNCTAD questionnaire. Containerization is not developing at the same rate in all regions. In developing countries, containerization is spreading fastest in Asia (see table 32). Other significant developments may be observed also in West Africa, the Caribbean and some Latin American countries (see tables 33 and 34).

82. Special mention should be made of developments in inland waterways and inland ports. In 1976-1977, attempts were made to improve inland waterways and the corresponding ports and their access. Various projects have been carried out or are planned. This is an important development since it will allow seagoing ships to navigate further on certain inland waterways and will thus make for a better integration of seagoing and inland waterway transport.

83. Table 35 lists a number of improvements being undertaken on certain important waterways.

C. Supply of port services

84. While the period 1975-1976 was marked by an unprecedented port development effort in developing countries, 1977 was characterized by a consolidation of the port development schemes and, for certain subregions, a reconsideration and scaling down of the improvement projects. Nevertheless, a significant number of new projects were announced.

TABLE 28

Summary of the range of questionnaires and answers by regions

Regions	*Europe*		*North and Central America*	*South America*	*Asia*	*Africa*	*Oceania*	*Total*
	Western	*Eastern*						
Number of questionnaires despatched	37	9	25	36	35	42	10	194
Replies received	25	2	10	4	26	7	7	81
Percentage of questionnaires completed in each region	67.5	22.5	40.0	11.1	74.0	16.6	70.0	41.8

TABLE 29

Data on selected ports, 1976

Country or territory	Port	Conventional break bulk	Ro/ro ships	Container ships	Barge-carrying ships	Specialized bulk liquid	Specialized dry bulk carriers	Specialized grain-carrying ships	Others	Annual tonnage (thousand tons)	Space for cargo storage (in square metres): Covered	Semi-covered	Open
Australia	Hobart	8	4	2	2	1	—	—	4	2 716	32 041	—	117 500
	Sydney	45	4	5	—	7	3	1	1	22 995	188 700	—	165 100
Belgium	Antwerp				Special reply					66 046	1 881 500	—	Unlimited
Benin	Cotonou	..	..	..	..	..	..	..	..	912.5	50 000	—	146 000
Canada	Halifax	..	..	..	..	..	..	..	..	10 954[1]	..	..	..
	Montreal	75	2	4	—	30	10	10	—	19 206[1]	..	..	..
	Vancouver	18	1	3	—	—	11	9	5	3 596	60 185	—	56 680
Chile	Antofagasta	6	..	..	..	..	2	1	—	801	23 400	..	41 190
	Valparaiso	8	—	—	—	—	2	—	—	1 222	96 820	—	43 600
Cyprus	Limassol	8/9	..	..	..	..	..	..	..	1 584	24 136	—	31 418
	Larnaca	2	..	..	..	..	..	..	..	710	5 670	—	8 835
France (continental)	Bordeaux	63	4	3	0	10	1	2	2	12 067	251 362	—	417 676
	Le Havre	..	26	11	5	..	..	..	..	82 000	588 780	—	1 340 281
	Marseilles	66	24	3	—	42	15	2	2	103 980	460 000	—	1 408 000
France (overseas)													
Polynesia	Papeete	3	—	—	—	1	—	—	5	239	13 500	700	14 500
New Caledonia	Noumea	..	13		..	3	—	1	2	7 492	17 600	—	200 000
Guadeloupe	Pointe à Pitre	8	1	0	0	3	2	0	1	936	15 000	—	120 000
Gambia	Banjul	2	—	—	—	—	—	—	2	259	24 326	—	—
Gabon	Owendo	3	..	..	..	..	..	..	..	1 245	14 600	—	65 500
Greece	Piraeus	38	9	1	2	1	1	1	—	9 635	211 500	—	890 000
Guatemala	Santo Tomas	4	3	1	—	1	—	2	1	1 336	48 500	2 500	12 000
Hong Kong	Hong Kong	21	8		—	10	—	—	11	23 339	..	..	..
India	Bombay	46	—	1	—	4	—	—	—	16 663	419 892	—	184 422
	Calcutta	28	—	—	—	6	2	1	—	8 018	755 000	—	222 000
	Cochin	8	—	—	—	2	1	2	—	16 663	69 400	—	—
	Kandia	5	—	—	—	2	—	—	—	6 921	49 574	4 500	—
	Madras	5	—	—	—	3	8	3	—	4 768	128 050	—	267 000
	Mangalore	1	—	—	—	1	2	—	—	429	9 855	—	6 633
	Mormugao	4	—	—	—	1	1	—	—	13 455	20 272	—	90 470
	Paradip	1	—	—	—	—	1	—	—	3 660	7 312	1 472	..
	Tuticorin	4	—	—	—	—	—	—	—	629	5 000	—	—
	Visakhapatnam	—	—	—	—	3	5	—	10	9 122	49 832	..	399 018
Iraq	Basrah	22	—	1	—	—	—	1	1	4 685	105 000	—	300 000
Iran	Khorramshahr	9				Break bulk				4 891	126 000	48 000	500 000
	Shahpore	10					1	1	1	4 398	26 178	—	89 000
	Busher	2							1	877	13 300	—	26 800
	Abbas	6				1	1		1	2 773	28 000	—	302 240
	Noshahr	2								136	5 982	—	13 500
	Pahlavi	4								423	16 210	—	20 900
Ireland	Dublin	29	2	6	—	7	5	1	4	6 519	65 965	..	79 320
Italy	Naples	18	3	1	1	12	3	4	—	17 230	..	..	..
	Genoa	61	21	4	1	37	10	3	—	49 492	140 000	—	55 000
	Trieste	36	4	8	—	11	5	1	1	35 812	495 330	85 635	332 000
Ivory Coast	Abidjan	21	1	1	—	2	—	—	—	7 697	114 000	—	211 200
Jamaica	Kingston	7	1	3	—	3	2	1	2	1 483	51 596	—	301 646
Japan	Tokyo	68	5	10	0	2	7	1	5	49 886	—	—	—
	Osaka	87	1	4	—	1	4	1	6	78 819	803 603	..	121 561
	Kobe	136	15	6	—	5	—	—	—	40 482	2 288 469	—	129 077
	Yokohama	56	—	7	—	—	—	—	—	113 805	206 805	..	417 450
Jordan	Aqaba	2	1	—	—	1	1	—	—	3 001	18 000	20 000	100 000
Lebanon	Beirut	2	7	15	1	..	..	1	—	..	100 000	—	200 000
Malaysia	Klang	10	—	2	—	5	—	1	—	5 364	143 280	3 790	46 956
	Penang	7	—	—	—	—	—	—	3	4 216	53 603	8 361	13 935
	Kuching	3				1				667	187 680		27 140
	Rajang River	8				1				243	12 355		12 263
Malta	Valetta	8	2	1	—	1	—	1	—	1 663	11 380	—	7 490
Mauritius	Port Louis	2	..	..	..	..	..	..	..	1 843	25 000	—	50 000
Netherlands	Amsterdam	..	..	..	..	..	..	..	..	18 280	337 284	..	..
	Rotterdam	..	..	..	..	..	..	..	..	269 000	1 064 410	14 314	8 135 000
New Zealand	Auckland	15	2	1	—	3	3	—	—	5 380	94 002	1 449	18 181
	Wellington	12	4	2	—	1	1	—	—	5 506	53 500	—	175 000
Nigeria	Lagos	13	..	1	—	3	2	1	1	10 189	316 129	—	131 000
Philippines	Manila south	16	1	4	3	..	..	..	..	5 078	68 000	..	143 000
	Manila north	22	2	10	..	..	..	..	..	..	..	..	..
Saudi Arabia	Jeddah	13	1	—	—	2	—	—	—	8 702	118 350	..	558 000

TABLE 29 (*continued*)

Data on selected ports, 1976

Country or territory	Port	Conventional break bulk	Ro/ro ships	Container ships	Barge-carrying ships	Specialized bulk liquid	Specialized dry bulk carriers	Specialized grain-carrying ships	Others	Annual tonnage (thousand tons)	Space for cargo storage (in square metres): Covered	Semi-covered	Open
Somalia	Berbera	2	..	..	..	..	..	..	..	107	5 000	Not measured	5 000
	Mogadiscio	..	..	..	..	..	..	..	..	428	10 000	Not measured	—
Spain	Valencia	12	4	2	2	5	6	1	2	6 127	28 881	26 930	174 564
Sweden	Stockholm	1	..	..	..	..	..	..	..	5 406	141 000	—	415 000
	Gothenburg	69	16	7	—	36	..	..	..	22 573	186 000	4 000	1 483 000
Syrian Arab Republic	Latakia	5	—	—	—	—	—	7	—	2 182	92 119	450 000	608 000
Thailand	Bangkok	12	0	4	17	—	—	—	2	3 552	136 722	—	224 680
United Arab Emirates													
Abu Dhabi	Mina Zayed	12	..	..	..	..	..	..	..	8 940	182 000	46 200	791 000
Sharjah	Port Khaled	..	2	..	..	..	..	..	..	214	9 290	..	161 840
Singapore	Singapore	35	—	4	—	9	4	2	—	..	523 746	—	145 177
United Kingdom	London												
	River	45	1	6	—	2	7	4	—	..			
	Docks	6	3	3	—	22	28	1	..	..	375 700	19 200	202 500
	Southampton	32	10	5	..	..	..	..	..	4 115	120 000	..	608 000
	Hull	34	10	1	—	3	..	1	28	5 339	113 000	..	..
	Newport	10	—	—	—	2	1	—	3	1 706	17 000	..	300 000
	Cardiff	2	—	—	—	3	13	3	3	2 811	..	..	..
United States of America	Houston	53	3	7	1	5	1	6	—	81 721	497 851[2]	..	232 220
	Long Beach	30	3	9	0	7	6	1	3	32 753[3]	223 460[2]	—	1 835 815[2]
	New York	80	3	22	1	1	—	—	1	11 614[4]	1 295 000[2]	..	14 426 000
	Seattle	50	1	14	—	2	4	1	3	5 009[1]	325 150[2]	—	—
Hawaii	Honolulu	12	2	5	0	7	4	1	0	5 232[1]	254 035	—	463 370
Venezuela	Puerto Cabello	11	—	—	—	—	—	2	2	3 137	49 100	—	150 000
	La Guaira	12	—	—	—	—	—	2	3	1 951	98 000	10 500	215 000
Yugoslavia	Koper	8	1	1	—	2	—	1	—	2 102	155 128	15 000	217 345
Zaire	Matadi	10	8	10	—	1	10	1	—	1 127	89 936	—	80 000

Source: Based on replies to the UNCTAD questionnaire.

[1] Figure converted from original tonnage given in «short» tons.

[2] Including transit and warehousing space.

[3] Revenue tons.

[4] Figure converted from original tonnage given in "long" tons.

TABLE 30

Container traffic in selected ports of developing countries, 1976

Country or territory	Port	Full containers: Loaded	Full containers: Discharged	Full containers: Total	Empty containers: Loaded	Empty containers: Discharged	Empty containers: Total	Grand total	
South and Central America Caribbean area									
Chile	Valparaiso	1 318	1 282	2 600	451	395	846	3 446	TEU
	Antofagasta	65	128	193	451	395	846	1 039	
Guatemala	Santo Tomas	200	80	280	0	60	60	340	Containers
Jamaica	Kingston	6 735	12 604	19 339	6 869	1 711	8 580	27 919	Containers
Guadeloupe (France)	Pointe à Pitre	2 700	19 300	22 000	..	..	..	..	Containers
Africa									
Benin	Cotonou	250	1 730	1 980	1 200	0	1 200	3 180	Containers
Gabon	Owendo	0	8 034	8 034	7 950	0	7 950	17 984	Containers
Ivory Coast	Abidjan	32 229	27 258	59 487	7 009	11 827	18 836	78 323	Containers
Nigeria	Lagos	2 537	41 889	44 426	36 438	0	36 438	80 864	Containers
Zaire	Matadi	898	2 643	3 541	1 221	0	1 221	4 762	Containers
Continental Asia and Indian Ocean islands									
Hong Kong	Hong Kong	428 499	387 836	816 335	82 339	130 385	212 724	1 029 059	TEV
India	Calcutta	16	6	22	294	280	574	596	..
	Cochin	1 142	223	1 365	99	772	871	2 236	..
	Bombay	2 578	1 347	3 925	157	768	925	4 850	..

TABLE 30 (*continued*)

Container traffic in selected ports of developing countries, 1976

Country or territory	Port	Full containers: Loaded	Full containers: Discharged	Full containers: Total	Empty containers: Loaded	Empty containers: Discharged	Empty containers: Total	Grand total	
Malaysia	Kelang	19 542	23 713	43 255	6 387	2 440	8 827	52 082	Containers
	Penang	5 886	3 074	8 960	1 256	3 976	5 232	14 192	TEU
Singapore	Singapore	119 966	134 455	254 421	27 824	11 703	39 527	293 948	TEU
Mauritius	Port Louis	822	2 456	3 278	1 563	—	1 563	4 841	Containers
Thailand	Bangkok	14 423	17 939	32 362	3 256	796	4 052	36 414	Containers
Pacific islands									
New Caledonia (France)	Noumea	0	7 305	7 305	5 814	—	5 814	13 119	Containers
Philippines	Manila	43 991	58 929	102 920	22 255	8 519	30 774	133 694	TEU
Tahiti (France)	Papeete	200	7 100	7 300	7 150	0	7 150	14 450	Containers
Middle East									
Saudi Arabia	Jeddah	0	75 250	75 250	68 358	0	68 358	143 608	Containers
United Arab Emirates	Sharjah	2 001	1 940	3 941	18	1 448	1 466	5 407	
Europe									
Cyprus	Limassol	3 080	5 586	8 666	3 279	1 130	4 409	13 075	
Malta	Valetta	1 570	5 916	7 486	3 841	54	3 895	11 381	Containers
Greece	Piraeus	24 477	37 663	62 140	10 075	6 529	16 604	78 744	

TABLE 31

Container traffic in selected ports of developed market-economy countries, 1976

Country	Port	Full containers: Loaded	Full containers: Discharged	Full containers: Total	Empty containers: Loaded	Empty containers: Discharged	Empty containers: Total	Grand total	
Australia	Sydney	89 348	163 143	252 491	52 357	6 460	58 817	311 308	Containers
Belgium	Antwerp	127 423	119 977	247 400	..	..	45 891	293 291	Containers
Canada	Halifax	31 559	35 557	67 116	5 520	1 131	6 651	73 767	Containers
	Montreal	63 833	56 179	120 012	4 624	9 301	13 925	133 937	Containers
	Vancouver	29 633	43 082	72 715	15 897	5 215	21 112	93 827	TEU
France	Bordeaux	10 221	5 112	15 333	54	2 838	2 892	18 225	TEU
	Le Havre	140 081	122 349	262 430	29 051	36 429	65 480	327 910	TEU
	Marseilles	43 117	39 632	82 749	5 515	11 707	17 222	99 971	Containers
Japan	Osaka	64 978	46 174	111 152	6 385	15 568	21 953	133 105	Containers
	Kobe	560 219	447 803	1 008 022	71 034	166 435	237 469	1 245 491	TEU
	Yokohama	201 637	139 909	341 546	22 453	59 080	81 533	423 079	TEU
	Tokyo	167 498	154 659	322 157	23 800	50 000	73 800	395 957	TEU
Ireland	Dublin	40 457	62 191	102 648	22 390	4 233	26 623	129 271	Containers
Italy	Naples	13 519	13 600	27 119	3 295	4 704	7 999	35 118	Containers
	Trieste	24 297	7 228	31 525	1 474	15 568	17 042	48 567	Containers
	Genoa	65 667	52 047	117 714	3 888	12 808	16 696	134 410	Containers
Netherlands	Amsterdam	9 277	12 056	21 333	992	2 028	3 020	24 353	Containers
	Rotterdam	333 076	354 275	687 351	73 186	55 644	128 830	816 181	Containers
New Zealand	Auckland	16 636	13 906	30 542	3 409	7 545	10 954	41 496	Containers
	Wellington	18 494	11 441	29 935	1 553	7 371	8 924	38 859	TEU
Spain	Valencia	30 785	14 626	45 411	2 300	15 882	18 182	63 593	TEU
	Bilbao	468 297	276 305	744 602	5 390	24 282	29 672	774 274	TEU
Sweden	Gothenburg	53 337	68 864	122 201	20 499	4 740	25 239	147 440	
	Stockholm	2 315	8 853	11 168	6 651	1 660	8 311	19 479	
United Kingdom	London	130 755	105 918	236 673	20 531	39 843	60 374	297 047	
United States of America	Houston	92 490	84 530	177 020	346	5 907	6 253	183 273	TEU
	Seattle	214 119	194 456	408 575	56 503	109 772	166 275	574 850	TEU
	Long Beach	160 237	297 584	457 821	35 174	65 323	100 497	558 318	TEU
	New York	347 354	398 357	745 711	—	—	166 958	912 669	
	Honolulu (Hawai)	50 996	161 893	212 889	83 575	2 563	86 138	299 027	
Yugoslavia	Kopar	5 622	4 853	10 475	2 968	2 524	5 492	15 967	

TABLE 32

Development of container traffic in the major Asian ports, 1974-1976

(*Number of containers*)

Port	1974	1975	1976
Hong Kong . . .	726 215	802 283	1 029 059
Singapore	153 411	191 568	311 772
Manila	65 773	95 176	133 695
Port Kelang . . .		55 610	68 728

Sources: Containerisation International Year Book, 1977 (London), and *Containerisation International* (London), vol. II, No. 12, December 1977, p. 53.

TABLE 33

Development of container traffic in several ports of West Africa, the Caribbean and South America, 1974 and 1975

(*Number of containers*)

	1974	1975
Douala (Cameroon)	8 141	11 381
Kingston (Jamaica)	31 200	51 317
Santos (Brazil)	29 451	33 014
Port of Spain (Trinidad) . . .	16 843	20 000

Source: Containerisation International Year Book, 1977 (London).

Bangladesh

In Chalna, a deep-water port is being constructed. The plans provide, among other things, for the construction of 11 berths, 7 transit sheds and 8 warehouses.[17]

[17] "Review of developments in shipping, ports and inland waterways" (E/ESCAP/STC 1/31), para. 132.

TABLE 34

Present and forecast traffic in several ports in developing countries

(*Number of containers*)

Port	1976	1977 (estimated)
Casablanca (Morocco)	28 036	33 750
Penang (Malaysia)	14 192	18 487
Port-au-Prince (Haiti)	8 538	10 260
Puerto Cortes (Honduras) . . .	28 591	42 785
Santa Cruz de Tenerife (Canary Islands)	50 433	70 700

Source: "World container port survey", *Container News* (New York), vol. 12, No. 12, December 1977, pp. 66-121.

China

Important modernization and port development work in being carried out in China's main ports, including a reconstruction programme in Shanghai, which will increase the number of berths to 52, the development of the two northern harbours Talien and Lusun for oil exports, the construction on new berths at Hsinkang, the expansion of the port of Tsingtao, and the modernization of the southern ports of Whampoa, Changchian and Mawei.[18]

Gabon

Expansion of the port of Owendo. A new timber terminal is being constructed and is expected to be finished in June 1978.[19]

India

In 1976 and early 1977, two new major Indian port extensions were commissioned, namely, the port at

[18] *Ibid,* paras. 95-102.

[19] Information provided by the Office des ports et rades du Gabon, in reply to an UNCTAD questionnaire.

TABLE 35

Current improvements to inland ports and waterways

Region	Waterways	Nature of improvement
North America	St. Lawrence	To further all-year-round navigability to Montreal.
	Mississippi	Construction of new river ports ("clean coal" in the Ohio River).
		Construction of the Tennessee Tombigbee waterway (to be completed by 1980).
South America	Orinoco	Project under study to allow ships up to 85,000 T to be serviced.
	Amazon	New equipment and new ports in connexion with the Trans-Amazon highway.
		Improvement of several existing ports.
	Paraná	New navigation canal "Canal Mitre y Paraná de los Palmas" with a draft of 30 ft. between Rio de la Plata and the Paraná river.
		New bulk installations (cereals) and steel mill.
Africa	Zaire	New projects in Kinshasa (Zaire) and Brazzaville (Congo).
	Senegal, Niger	Projects under study to reduce the land-locking of several regions.
Eastern Europe/Asia	Volga-Don Volga White Sea Canal	Linking Black, Azov, Caspian, White and Baltic Seas through the Volga Don canal in the south, and the Volga and White Sea canal.
Europe	Rhine, Main Danube	Work being completed for the creation of this new inland waterway and corresponding equipment of ports (Vienna, Budapest).
		Work in the lower Danube region for the construction of a canal to be operational in 1982, linking the sea port of Constanza to the lower Danube. Creation of new ports.
	Seine, Rhone	Improvements and creation of new ports.

Visakhapatnam, constructed at a cost of approximately $30 million and designed for the export of iron ore, and the Haldia deep-draught coal berth, which will undoubtedly enhance India's coal exporting potential.[20]

Iraq

Construction of three new berths at Umm Qasr at an estimated cost of $30 million, for completion late 1978.[21]

Ivory Coast

Construction of a sugar-handling berth at Abidjan, representing an investment of approximately $45 million.[22]

Jordan

A contract worth $54 million was granted by the Jordan Ministry of Transport for the construction in Aqaba of four general cargo berths, two roll-on/roll-off berths and a coastal wharf. Completion expected in 1980.[23]

Malaysia

Kuantan port is at present being constructed. It will include one multi-purpose berth, three general cargo berths, one mineral ore berth, a twin dolphin berth for palm oil tankers, and various types of storage facilities. The new port is expected to be terminated in 1978.[24]

Mauritius

Construction of a bulk sugar terminal at Port Louis with a storage capacity of 350,000 tons, representing an investment of approximately $45 million.[25]

Peru

As part of the regional development plan of North West Peru, a port master-plan of the Bayovar port complex has been commissioned by the Peruvian Government. The master plan covers facilities for crude oil, petroleum products, petrochemicals, ores, phosphates, fertilizers, salt, sulphuric acid and general cargo.[26]

Singapore

The Port of Singapore Authority has announced the construction of three coastal and three deep-water berths at Pasir Pajang Port; this will cost $16 million.[27]

85. It is interesting to note that, as a result of the very large and often un-coordinated port development in the Middle East during 1975-76 and the subsequent fear of serious over-capacity in the Persian Gulf, a first major port project, namely, Abu-Dhabi's $73 million outer harbour project, has been cancelled. Moreover, it is not unlikely that other schemes in the region will be abandoned or at least scaled down before the 1980s.

86. Another striking feature in 1977 is the emphasis given by Governments and port authorities alike to providing new facilities able to handle containers and ro/ro traffic in an appropriate and efficient manner. Some of these terminals are pure container terminals; others fall in the broad category of multi-purpose facilities.[28] The following list is not exhaustive but illustrates the considerable effort made by the appropriate authorities to meet the container and ro/ro challenge.

Brazil

Expected to be completed in 1979, the port of Santos will provide the first container terminal in Brazil. Another container port is planned at Sepetiba (20 kilometres from Rio de Janeiro).[29]

Greece

A new container terminal will be constructed at Piraeus at a cost of $60 million. The total area will eventually encompass 700,000 m^2 and provide 1,500 metres of quay (in length).[30]

Ivory Coast

Container terminals are being constructed at Vridi and at Locodjo (Abidjan).[31]

Nigeria

The third Apapa wharf extension (Tin Can Island Development) at Lagos caters for six additional berths, four of which will constitute the 1,000-metre-long container terminal while the remaining two will be convertible berths. This extension (including ro/ro facilities) is expected to be partly terminated by mid-1978.[32]

Panama

Construction of a container and ro/ro terminal in France Field (Colón), providing for three berths at a total investment cost of approximately $31 million.[33]

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[20] *Indian Shipping* (Bombay), vol. XXIX, No. 7, 1977, and *Ports and Harbours* (Tokyo), vol. 22, No. 12, December 1977.

[21] "Middle East survey: port construction and dredging projects", *International Dredging and Port Construction* (London), October 1977, pp. 39-75.

[22] Information provided by the Port autonome d'Abidjan in reply to an UNCTAD questionnaire.

[23] *Indian Shipping* (Bombay), vol. XXIX, No. 7, 1977, and *Ports and Harbours* (Tokyo), vol. 22, No. 12, December 1977.

[24] Information provided by the Kuantan Port Authority.

[25] *The Dock and Harbour Authority* (London), vol. 58, No. 679, June 1977.

[26] *Ports and Harbours* (Tokyo), vol. 22, Nos. 6 and 7, June/July, 1977, p. 52.

[27] *Journal pour le transport international* (Basel), 37th year, No. 49, 3 December 1976, p. 5877.

[28] See paragraph 84 for the facilities already mentioned for Abidjan, Kuantan, etc.

[29] *Portos e Navios* (Brazil), August 1976, *Ports and Harbours* (Tokyo), vol. 22, No. 2, Feb. 1977, p. 22; *Sea trade* (Colchester, United Kingdom), vol. 7, No. 11, November 1977, p. 29.

[30] Information provided by the Piraeus port authority in reply to an UNCTAD questionnaire.

[31] Information provided by the Port autonome d'Abidjan in reply to an UNCTAD questionnaire.

[32] *Containerisation International Year Book, 1977* (London), p. 141.

[33] Information provided by the Autoridad Portuaria Nacional. (*Revista de la Autoridad Portuaria Nacional,* Edición Conmemorativa del Segundo Aniversario, 1974-1976).

Saudi Arabia

The first stage of the Jeddah container terminal was opened in November 1977.[34]

Thailand

The port authority of Thailand has started an expansion project at Bangkok costing $22.5 million and providing berths for handling containers and ro/ro.[35]

Trinidad and Tobago

A 330-metre-long container berth is under construction at Port of Spain. It will offer a total open storage space of approximately 93,000 m² and two container freight stations and will be equipped with two gantry cranes.[36]

United Arab Emirates

The commissioning of the Sharjah container terminal in late 1976 was the start of the first transhipment container terminal in the Persian Gulf. The Khor Fakkan port is expected to be commissioned as a major container terminal in July 1978.[37]

87. Apart from the development schemes mentioned above, a number of important port projects will also be financed by the World Bank and other international lending institutions. Table 36 gives a full listing of the port development loans which were granted by IBRD and IDA during 1976-1977. These projects cover the construction of bulk facilities, general cargo facilities and container and roll-on/roll-off terminals. The loans for the 1976-1977 period amount to a total of $248.9 million for 10 projects, which compares with $107,5 million for 8 projects during 1975-1976. This increase of 130 per cent in the total value of the loans indicates the much larger scale of the port developments to which the World Bank is contributing.

D. Adequacy of port services

88. Port services are adequate if they are available as and when required by the port users and at reasonable costs. It is not possible to establish general criteria to measure the adequacy of port services, but there is one clear indicator of inadequacy and that is port congestion when ships and cargo are delayed excessively.

89. One indicator of the extent of port congestion for general cargo ships used in the 1976 *Review* is the average waiting time before berthing, as reported from a number of ports intermittently subject to congestion.[38] Figures for the first four months of each year since 1971 show the following progression:

Year	Average of waiting days per ship
1971	2.2
1972	2.3
1973	4.0
1974	4.8
1975	14.3
1976	39.5
1977	22.0

Since reports tend to come from the regions that suffer from the worst congestion, they are not representative of world-wide port conditions; rather, they show how conditions on the severely affected regions have developed. Clearly, conditions were still serious in 1977, but there was some improvement in comparison with 1976 figures.

90. In fact, the number of reports included in the above survey has steadily increased from 25 per month in 1971 to 42 per month in 1977. This increase in itself may distort the results but it seems to stem mainly from an increasing number of affected ports. Conditions in ports previously included in the survey have improved, notably in the Persian Gulf; other ports that were not congested before are now appearing in the reports, especially ports of the Red Sea and South America. So while congestion is less severe in individual ports, it seems to be becoming more widespread.

91. Evidence of an improvement in 1977 is given by the same indicator calculated on a monthly basis throughout the year, as following:

	Days		Days
January	29.0	July	16.4
February	25.6	August	14.6
March	17.9	September	13.6
April	14.3	October	15.3
May	17.0	November	13.1
June	13.8	December	12.3

These figures indicate that the over-all situation in congested ports has improved during 1977, although there has not yet been a return to the situation prevailing in 1974 before the onset of the recent crisis.

92. Reports from individual ports in the above survey were intermittent. Over the whole year, the average number of reports per month was 49, yet the total number of ports covered during the year was 91. These reports came predominantly from Africa and Asia west of Burma, with a sprinkling from South America. Yet the widespread levy of congestion surcharges by liner conferences suggests that there were more congested ports than were included in the survey. During 1977, the attention of the UNCTAD secretariat was drawn[39] to the levy of congestion surcharges in 79 ports. Of these 79 ports, 28—mainly in Europe, the Mediterranean and South America—were not covered in the waiting time survey. There were 40 ports in the survey for which there was clearly no evidence of surcharges. This should not be taken as an indication

[34] Advertisement by the Jeddah container terminal, *Lloyd's List* (London), 30 september 1977.

[35] *Fairplay International Shipping Weekly* (London), vol. 264, No. 4918, 24 November 1977, p. 55, and "Review of developments in shipping, ports and inland waterways" (E/ESCAP/STC1/31).

[36] *Ports and Harbours* (Tokyo), vol. 22, No. 5, May 1977, p. 39.

[37] *Port Khor Fakkan, Freightway to the Gulf,* published by the Sharjah Port Authority.

[38] See *Review of maritime transport, 1976, op. cit.,* paras. 107 *et seq.*

[39] By circular from individual conferences or from references in the international press (*Journal pour le transport international* (Basel); *Journal de marine marchande et de la navigation aérienne* (Paris); and *Sea* trade (Colchester, United Kingdom).

TABLE 36

World Bank loans or credit for port development granted in 1976-77

Country	Type and date	Amount of loan/credit (millions of dollars)	Total project cost (millions of dollars)	Description of project
Algeria	IBRD May 1977	80	80	Construction of a new deep-water port near the town of Jijel to serve mainly the new Jijel steel complex Maturities: 1981-1994 Interest rate: 8.2 per cent
Burma	IDA December 1976	10	16.1	Port of Rangoon rehabilitation, deepening the access channel Maturities: 1987-2026 Service charge: 3/4 per cent
Guatemala	IBRD July 1976	2.3		Reconstruction (earthquake) Maturities: 1980-1998 Interest rate: 8.85 per cent
Honduras	IBRD April 1977 IDA April 1977	12 (of which $5 m. is a third window loan) 5	29.9	Building of new port at Puerto Castilla and expansion of new facilities at San Lorenzo Maturities: IBRD: 1983-2001 $5 m 1982-1997 $7 m IDA: 1987-2027 Interest rates: IBRD: 4.5 per cent $5 m 8.5 per cent $7 m Service charges: IDA: 3/4 per cent
Indonesia	IBRD November 1976	32	79.3	Improvement of Port of Tanjung Priok, containers and general cargo handling Maturities: 1981-1996 Interest rate: 8.5 per cent
Mauritius	IBRD November 1976	3.6	23.5	Expansion of port of Port Louis and improvement of operating conditions Supplement to the $10 million loan granted in 1974 Maturities: 1983-2001 Interest rate: 4.7 per cent
Republic of Korea	IBRD April 1977	67	112	Development of port of Busan: container berth, access road, dredging Maturities: 1981-1994 Interest rate: 8.5 per cent
Senegal	IBRD April 1977	6	23.9	Expansion of port of Dakar. Improvement of existing conditions and operations of industrial fishing fleet Maturities: 1983-2001 Interest rate: 4.2 per cent
United Republic of Cameroon	IBRD September 1976 IDA September 1976	15 10	 120	Expansion and building of new facilities, building of a new dockyard and floating dock, road and rail access to the port Maturities: IBRD: 1981-1996 IDA: 1986-2026 Interest rate: IBRD: 8.9 per cent Service charge: IDA: 3/4 per cent
Yemen	IDA May 1977	6	27.9	Development of port of Hoddeidah and rehabilitation of the lighterage port of Mocha Maturities: 1987-2027 Service charge: 3/4 per cent

Source: Compiled by the UNCTAD secretariat on the basis of the World Bank *Annual Report 1977* (Washington, D.C.).

that the surcharge list is incomplete, since these ports were found in fact to be the least congested of those surveyed. Based on the surcharge information, the waiting-time survey apparently ignores at least 35 per cent of congested ports. This suggests there might well have been at least 140 general cargo ports subject to intermittent congestion in 1977.

93. A notable feature of the survey reports is that, in many ports, waiting time is no longer quoted as a single figure but as a range. This stems from the measures taken in severely congested ports to limit the congestion. Various berthing priorities have been accorded and, in particular, vessels which can use port facilities with the greatest efficiency have taken precedence. Although the statistical evidence is that port services have improved, not all port users may have benefited; even those who have benefited may have done so at great cost, in particular by employing vessel types and handling techniques which would not normally have been considered appropriate. Examples of the measures which ship operators or shippers have been led to take include: the employment of ro-ro vessels; 100 per cent palletization; streamlined documentation; restricted sailing schedules. Although contributing to reduced port congestion, such measures may lead to supplementary costs.

94. The changes which have been made or accepted by ship operators and shippers show recognition of the fact that efficient transportation requires co-ordination of all the different elements involved. Until recently, is

has been customary to assume, at least for general cargo trades, that ports must be adapted to whatever shippers and ship operators demand. The recent very high costs incurred in congested ports have made it clear that it may sometimes be necessary for ships and shipping services to be adapted to ports.

95. Although emergency measures have been taken with success in some ports, the major steps which have eased port congestion have been physical port expansion and strengthened management. UNCTAD has been asked for assistance at a number of ports and has sent port congestion task forces to five countries in 1977. Although a number of short-term measures to ease congestion have been identified in every case, it has been a consistent finding that the remedy for congestion lies in better management and improved supervision of operations.

Chapter VII

OTHER DEVELOPMENTS

A. Code of Conduct for Liner Conferences

96. Article 49, paragraph 1, of the Convention on a Code of Conduct for Liner Conferences provides that the Convention "shall enter into force six months after the date on which not less than 24 States, the combined tonnage of which amounts to at least 25 per cent of world tonnage, have become Contracting Parties to it ...". As at 14 February 1978, 25 countries accounting for 5.7 per cent of the relevant world tonnage were contracting parties.[40]

97. At the eighth session of the Committee on Shipping in April 1977, developing countries re-emphasized their support for the Convention.[41] Among developed market-economy countries, in December 1977 the Commission of the European Communities submitted to the Council of the EEC for consideration a document entitled "Proposal for a Council Regulation concerning accession to the United Nations Convention on a Code of Conduct for Liner Conferences", which recommends that member States of the EEC should become contracting parties to the Convention, subject to certain conditions.

B. Joint ventures involving developing countries

98. In 1977, several new joint ventures involving developing countries were reported: between Nigerian

[40] In this connexion, see "Signatures and ratifications of, or accessions to, the Convention on a Code of Conduct for Liner Conferences: note by the UNCTAD secretariat" (TD/B/C.4/INF.20). For the text of the Convention, see *United Nations Conference of Plenipotentiaries on a Code of Conduct for Liner Conferences*, vol. II, *Final Act (including the Convention and resolutions) and tonnage requirements* (United Nations publication, Sales No. E.75.II.D.12).

[41] See *Official Records of the Trade and Development Board, Seventeenth Session, Supplement No. 3* (TD/B/648), para. 33.

TABLE 37

Average daily number and net tonnage of vessels using the Suez Canal in 1966, 1976 and 1977

Types of vessels	Average 1966[a]		Average 1976		Average Jan.-July 1977	
	Number	Net tonnage	Number	Net tonnage	Number	Net tonnage
Tankers						
Loaded, northbound	12.3	255 701	2.5	52 688	2.6	57 599
Loaded, southbound	1.9	21 085	0.9	10 359	0.9	10 240
Ballast, northbound	0.7	7 069	0.3	3 320	0.4	3 868
Ballast, southbound	12.3	280 896	3.5	147 066	3.5	140 670
Subtotal	27.2	564 751	7.2	213 433	7.4	212 377
(Percentage tankers)	(46.7)	(75.2)	(15.6)	(41.5)	(13.7)	(35.6)
General cargo and containers						
Loaded, northbound	—	—	9.4	68 918	11.0	91 849
Loaded, southbound	—	—	14.1	87 679	16.0	114 991
Ballast, northbound	—	—	4.0	15 822	5.4	23 302
Ballast, southbound	—	—	0.4	2 605	0.3	1 599
Subtotal	—	—	27.9	175 024	32.7	231 741
(Percentage general cargo and containers)			(60.7)	(34.0)	(60.8)	(38.8)
Others						
Loaded	27.9	172 882	7.7	92 477	11.0	123 528
Ballast	3.1	13 737	3.2	33 474	2.7	29 566
Subtotal	31.0	186 619	10.9	125 951	13.7	153 094
(Percentage others)	(53.3)	(24.8)	(23.7)	(24.5)	(25.5)	(25.6)
TOTAL	58.2	751 370	46.0	514 408	53.8	597 212

Source: Compiled on the basis of information published in *Suez Canal Authority, Monthly Report* (Ismailia, Egypt), various issues.

[a] For 1966, separate information was not given by the source for general cargo and container vessels.

and Indian interests, resulting in the establishment in Nigeria of Equatorial Carriers Ltd.; between Seatrain Lines Inc. and Trinidad and Tobago, resulting in the formation of the Shipping Corporation of Trinidad and Tobago. The Saudi Arabian Triad Group, Finlines and Valmet of Einland established Saudi International Shipping Co.; Indonesian and Swedish interest formed PT Indonesian Tankers; Moroccan, British and Belgian interests formed Atlas Société marocaine de navigation S.A. Although the UNCTAD secretariat has requested the respective developing countries to provide information on these joint ventures, at the time of writing no further details had been received. It is intended, however, to report on these developments in the next *Review of maritime transport.*

C. Suez Canal

99. The number and tonnage of ships transiting the Suez Canal increased during 1977. In the first six months of the year, the daily traffic in terms of net tonnage was 16 per cent higher than in 1976, although still some 21 per cent below the pre-closure level. The traffic decreased marginally for tankers but rose for general cargo and container ships by 32 per cent. Traffic details are given in table 37.

100. Work continued on widening and deepening the Canal to permit the passage of vessels drawing up to 53 feet, and is expected to be completed in 1980. As announced, the project will cost about $1,200 million and will enable Egypt to increase canal revenues from about $450 million in 1976 to about $1,000 million in 1980.

D. Air transport

101. Trends in air freight transport (in terms of ton-kilometres) for 1972-1976 are shown in table 38.

102. In 1976, the amount of cargo carried by air by the scheduled services of airlines of ICAO member States, excluding the USSR, increased from 6.6 to 7.1 million freight tons or by 7.6 per cent in comparison with 1975, while the average distance rose from 2,613 kilometres to 2,700 kilometres.[42]

[42] ICAO, *Digest of Statistics No. 218-B, Airline Traffic — Volume 2, 1972–1976,* Series T. No. 36 (Montreal, 1977), p. B.3.

TABLE 38

Trends in air freight volume and in air freight operating revenues, 1972-1976[a]

(Scheduled operations of airlines of ICAO member States)

Year	Freight volume: Ton-kilometres (million)	Freight volume: Percentage change over calendar year	Total freight operating (millions of dollars)	Freight operating revenues: Per ton-kilometre (US cents)	Freight operating revenues: Percentage change over previous calendar year
1973	15 705		2 890	18.4	
1974	17 168	9.3	3 654	21.3	15.8
1975	17 410	1.4	4 196	24.1	13.2
1976	18 414	5.8	4 640	25.2	4.6

Source: ICAO, *Digest of Statistics No. 222, Financial Data, 1976,* Series F-No. 30 (Montreal, 1977), pp. B-2 and B-6.
[a] International and domestic scheduled services, excluding China and domestic services of the USSR.

E. UNCTAD technical assistance

103. UNCTAD continued to assist developing countries by providing field experts to assist Governments, port authorities and shipping companies, by holding training courses, and by offering fellowships. In 1977, UNCTAD had a total of 38 experts engaged in field work for a total of 300 man/months. Three seminars were held during the year: in London, on ocean chartering; in Abidjan, on port operations; and in Manila, jointly with ESCAP, on port planning. The third UNCTAD training course on the economics and management of shipping was held in Singapore. Nine citizens of developing countries studied overseas on fellowships for a total period of 23 man/months. Eollowing the recommendations made by the Committee on Shipping and the Group of Experts on Port Congestion, a number of task force missions have been carried out, including missions to Benin, Cyprus, Morocco and the Yemen Arab Republic. The total cost of UNCTAD technical assistance for the year is estimated at around $2.3 million.

ANNEXES

ANNEX I

Classification of countries and territories

Notes

Note 1

This classification is intended for statistical purposes only and does not imply any judgement regarding the stage of development on any country or territory.

Note 2

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

Note 3

In certain tables, where appropriate, six "open registry countries" (Cyprus, Liberia, Oman, Panama, Singapore and Somalia) are recorded as a separate group.

Classification of countries and territories

Code 1 — Developed market-economy countries in America

Canada
United States of America

Code 2

Japan

Code 3

Australia
New Zealand

Code 4 — Developed market-economy countries in Europe

Austria (L)
Belgium
Denmark
Faeroe Islands
Finland
France
Germany, Federal Republic of
Gibraltar
Greece
Iceland
Ireland
Italy
Monaco
Netherlands
Norway
Portugal
Spain
Sweden
Switzerland (L)
Turkey
United Kingdom of Great Britain and Northern Ireland
Yugoslavia

Code 5 — Developed market-economy countries in Africa

South Africa

Code 6 — Socialist countries of Eastern Europe

Albania
Bulgaria
Czechoslovakia (L)
German Democratic Republic
Hungary (L)
Poland
Romania
Union of Soviet Socialist Republics

Code 7 — Socialist countries of Asia

China
Democratic People's Republic of Korea
Socialist Republic of Viet Nam[a]

Code 8 — Developing countries and territories in Africa

8.1 Northern Africa

Algeria
Egypt
Libyan Arab Jamahiriya
Morocco
Tunisia

8.2 Western Africa

Angola
Benin
Cape Verde
Congo
Equatorial Guinea
Gabon
Gambia
Ghana
Guinea
Guinea-Bissau
Ivory Coast
Liberia
Mauritania
Nigeria
St. Helena
Sao Tome and Principe
Senegal
Sierra Leone
Togo
United Republic of Cameroon
Western Sahara
Zaire

8.3 Eastern Africa

Burundi (L)
Comoros
Djibouti
Ethiopia
Kenya
Madagascar
Mauritius
Mozambique
Reunion
Seychelles
Somalia
Sudan
Uganda (L)
United Republic of Tanzania
Zambia (L)

Code 9 — Developing countries and territories in America

9.1 Caribbean and North America

Antigua
Bahamas
Barbados
Bermuda
British Virgin Islands
Cayman Islands
Cuba
Dominica
Dominican Republic
Greenland
Grenada
Guadeloupe
Haiti
Jamaica
Martinique
Montserrat
St. Kitts-Nevis-Anguilla
St. Lucia
St. Pierre and Miquelon
St. Vincent
Turks and Caicos Islands
United States Virgin Islands

9.2 Central America

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

9.3 South America: northern seabord

Guyana
French Guiana
Netherlands Antilles
Surinam
Trinidad and Togabo
Venezuela

[a] Statistical data for the former Democratic Republic of Viet-Nam and the former Republic of South Viet-Nam for 1975 and earlier years are included under Socialist Republic of Viet Nam.

9.4 South America: western seaboard

Chile	Ecuador
Colombia	Peru

9.5 South America: eastern seaboard

Argentina	Paraguay (L)
Brazil	Uruguay
Falkland Islands [Malvinas]	

Code 10 — Developing countries and territories in Asia

10.1 Western Asia

Bahrain	Lebanon
Cyprus	Oman
Democratic Yemen	Qatar
Iran	Saudi Arabia
Iraq	Syrian Arab Republic
Israel	United Arab Emirates
Jordan	Yemen
Kuwait	

10.2 Southern and Eastern Asia

Bangladesh	Macao
Bhutan	Malaysia
Brunei	Maldives
Burma	Pakistan
Democratic Kampuchea	Philippines
East Timor	Republic of Korea
Hong Kong	Singapore
India	Sri Lanka
Indonesia	Thailand

Code 11 — Developing countries in Europe

Malta

Code 12 — Developing countries and territories in Oceania

American Samoa	New Hebrides
Christmas Island (British)	Papua New Guinea
Fiji	Samoa
French Polynesia	Solomon Islands
Gilbert Islands	Tonga
Guam	Tuvalu
Nauru	Wake Island
New Caledonia	

ANNEX II

World seaborne trade[a] according to geographical areas, 1965, 1970, 1974 and 1975

(Millions of tons)

Area[b] and year	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developed market-economy countries								
North America								
1965	0.1	3.4	228.5	232.0	73.7	65.3	155.2	294.0
1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
1974	1.6	7.1	342.9	351.6	188.5	106.0	191.1	485.6
1975	1.4	6.0	340.8	348.2	210.8	89.0	179.5	479.3
Japan								
1965	—	0.8	22.0	22.8	69.7	14.0	115.0	198.7
1970	—	0.3	41.6	41.9	170.4	30.4	235.1	435.9
1974	..	2.1	65.0	67.1	238.1	30.2	328.9	597.2
1975	—	1.3	68.8	70.1	225.9	21.4	302.1	549.4
Australia and New Zealand								
1965	—	1.2	25.2	26.5	18.7	2.0	13.8	34.4
1970	—	1.3	92.3	93.6	18.8	2.9	15.4	37.1
1974	0.2	2.4	166.0	168.6	11.9	4.8	24.7	41.4
1975	0.2	2.8	170.4	173.4	10.9	4.0	24.0	38.9
Europe								
1965	0.3	50.8	182.4	233.5	324.0	89.2	355.3	768.5
1970	16.3	81.7	242.1	340.0	608.2	100.2	464.4	1 172.8
1974	23.6	86.6	321.2	431.4	711.3	108.5	578.1	1 397.9
1975	31.7	73.6	291.1	396.4	625.9	110.8	511.2	1 247.9
South Africa								
1965	—	0.3	8.3	8.5	4.7	1.5	6.2	12.4
1970	—	—	13.2	13.2	8.8	2.6	6.2	17.6
1974	—	..	19.1	19.1	12.6	1.1	11.3	25.0
1975	—	0.2	20.5	20.7	15.0	1.2	10.6	26.8
Socialist countries of Eastern Europe and Asia								
Socialist countries of Eastern Europe (excluding the USSR)								
1965	0.4	3.6	22.1	26.1	2.4	1.9	22.6	26.9
1970	0.2	3.4	34.8	38.5	10.8	3.0	29.2	43.0
1974	—	3.1	45.4	48.5	20.4	2.5	41.9	64.8
1975	—	3.5	44.8	48.3	19.4	3.6	44.0	67.0
USSR								
1965	28.3	18.0	32.8	79.1	—	—	12.8	12.8
1970	38.0	22.9	46.0	106.9	2.5	—	11.9	14.4
1974	40.0	30.2	48.0	118.2	4.4	—	17.6	22.0
1975	42.2	30.8	46.8	119.8	6.5	—	29.0	35.5
Socialist countries of Asia								
1965	—	—	7.6	7.6	0.2	0.3	11.8	12.2
1970	—	0.1	13.3	13.4	5.4	0.4	24.4	30.2
1974	4.0	0.2	12.0	16.2	—	4.0	18.0	22.0
1975	8.0	0.2	12.1	20.3	—	2.4	18.7	21.1
Developing countries and territories								
Northern Africa								
1965	84.6	3.4	29.2	117.2	10.9	3.9	16.3	31.1
1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
1974	120.2	6.3	31.8	158.3	5.4	2.6	27.8	35.8
1975	115.9	7.8	24.7	148.4	5.7	2.1	32.0	39.8

ANNEX II (*continued*)

World seaborne trade[a] according to geographical areas, 1965, 1970, 1974 and 1975

(*Millions of tons*)

Area[b] and year	*Goods loaded*				*Goods unloaded*			
	Petroleum				*Petroleum*			
	Crude	*Products*	*Dry cargo*	*Total all goods*	*Crude*	*Products*	*Dry cargo*	*Total all goods*
Western Africa								
1965	14.7	0.3	41.1	56.1	1.5	4.6	9.9	15.9
1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
1974	127.7	1.6	63.6	192.9	4.8	3.4	17.4	25.6
1975	104.0	1.6	67.7	173.3	4.8	3.7	16.9	25.4
Eastern Africa								
1965	—	0.5	11.0	11.5	3.3	3.0	6.0	13.2
1970	—	1.2	16.1	17.3	5.5	2.6	8.3	16.4
1974	—	1.1	16.5	17.6	6.6	2.3	9.7	18.6
1975	—	1.2	14.8	16.0	6.3	2.1	10.5	18.9
Caribbean and North America								
1965	—	0.2	20.4	20.6	4.8	3.0	7.7	15.9
1970	—	1.4	28.4	29.8	23.5	4.5	11.2	39.2
1974	7.0	25.2	25.8	58.0	58.7	6.4	12.3	77.3
1975	—	9.4	23.3	32.7	46.7	5.8	13.0	65.5
Central America								
1965	1.0	2.6	9.9	13.5	3.5	3.4	4.1	10.9
1970	—	3.7	11.9	15.6	6.0	5.5	6.5	18.0
1974	0.5	2.1	17.3	19.9	8.1	5.8	10.6	24.6
1975	5.0	1.5	14.2	20.7	7.5	5.6	12.1	25.2
South America: northern seaboard								
1965	123.3	99.2	27.7	250.2	53.9	3.0	4.7	61.6
1970	131.1	111.8	36.0	278.9	63.1	3.0	6.7	72.9
1974	93.4	87.6	38.0	219.0	40.5	5.6	8.3	54.3
1975	84.6	64.4	30.4	179.4	33.0	7.0	10.5	50.5
South America: western seaboard								
1965	6.0	0.8	25.9	32.7	1.1	1.5	5.1	7.7
1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
1974	8.9	1.9	27.9	38.7	6.1	0.4	8.7	15.2
1975	8.4	1.6	24.4	34.4	7.0	0.8	7.6	15.4
South America: eastern seaboard								
1965	—	0.8	34.4	35.3	15.4	1.4	13.1	29.8
1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
1974	0.6	0.5	93.6	94.7	37.1	2.6	27.3	66.9
1975	0.9	0.9	103.7	105.5	38.2	2.1	27.9	68.2
Western Asia								
1965	348.7	43.3	6.9	398.9	10.9	2.2	13.7	26.9
1970	601.9	66.2	6.0	674.2	12.9	1.2	17.7	31.8
1974	1 003.2	53.6	12.0	1 068.8	30.0	3.8	34.3	68.1
1975	895.5	50.9	14.3	960.7	28.2	3.7	39.7	71.6
Southern and Eastern Asia (n.e.s.)								
1965	14.6	13.1	65.5	93.3	23.3	17.0	58.2	98.5
1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
1974	66.5	23.6	114.4	204.5	84.6	19.3	101.2	205.1
1975	66.1	21.9	107.4	195.4	80.5	18.6	102.0	201.1
Developing countries in Europe								
1965	..	—	—	..	—	0.2	0.4	0.6
1970	..	—	—	..	—	0.3	0.7	1.0
1974	—	—	..	..	—	0.3	0.6	0.9
1975	—	—	0.1	0.1	—	0.3	0.8	1.1
Oceania n.e.s.								
1965	—	—	5.6	5.6	—	0.9	1.7	2.5
1970	—	0.2	9.5	9.7	0.6	1.6	2.9	5.1
1974	—	..	10.8	10.8	1.7	2.4	2.3	6.4
1975	—	0.1	8.3	8.4	1.2	2.4	2.6	6.2
WORLD TOTAL[c]								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 111	330	1 165	2 605	1 101	302	1 127	2 530
1974	1 497	335	1 471	3 304	1 470	312	1 471	3 254
1975	1 364	280	1 428	3 072	1 374	286	1 395	3 055

Source: Data communicated to the UNCTAD secretariat by the Statistical Office of the United Nations Secretariat.

[a] Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system and including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 37 million tons in 1965, 42 million tons in 1970, 36 million tons in 1974, and 39 million tons in 1975.

[b] See annex I of the present review for the composition of these groups.

[c] Figures rounded to the nearest million.

ANNEX III

Merchant fleets of the world by flag of registration[a], groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(d.w.t. figures are shown in parentheses except in cases where such data are not available)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
WORLD TOTAL[e]	388 493 147 (641 315 662)	173 819 548 (334 781 702)	97 860 659 (169 489 113)	75 443 415	7 543 242	33 826 283
DEVELOPED MARKET-ECONOMY COUNTRIES						
Australia	1 374 197 (1 910 403)	284 272 (466 625)	590 745 (965 827)	265 870	92 508	140 802
Austria	53 284 (76 377)	—	11 845 (18 224)	32 639	8 800	—
Belgium	1 595 489 (2 437 681)	291 643 (514 162)	675 009 (1 182 580)	351 443	58 821	218 573
Canada	1 030 377 (853 050)	205 494 (283 713)	128 742 (268 756)	105 270	17 565	573 306
Denmark	5 331 165 (8 567 313)	2 682 725 (5 126 628)	637 836 (1 052 812)	1 148 723	424 048	437 833
Faeroe Islands	57 110 (32 993)	—	—	8 054	—	49 056
Finland	2 262 095 (3 414 997)	1 166 590 (2 068 514)	401 285 (680 155)	451 962	3 895	238 363
France	11 613 859 (20 051 782)	7 512 825 (14 504 450)	1 630 673 (2 860 910)	1 351 686	253 332	865 343
Germany, Federal Republic of	9 592 314 (15 584 267)	3 534 126 (6 799 298)	2 151 818 (3 724 178)	2 653 283	708 216	544 871
Gibraltar	10 549 (15 730)	—	9 568 (14 135)	576	—	405
Greece	29 517 059 (49 322 789)	9 725 491 (18 040 675)	10 579 616 (18 410 094)	8 523 438	20 738	667 776
Iceland	166 702 (144 421)	2 434 (3 756)	—	69 350	—	94 918
Ireland	211 872 (281 031)	3 972 (5 382)	142 943 (226 822)	20 111	6 530	38 316
Italy	11 111 182 (17 732 545)	4 684 889 (8 679 317)	3 987 407 (6 853 445)	1 134 619	171 241	1 133 026
Japan	40 035 853 (65 869 598)	17 116 763 (32 485 230)	13 477 764 (22 483 685)	4 519 912	1 261 599	3 659 815
Netherlands	5 290 360 (8 055 125)	2 285 647 (4 207 833)	601 478 (973 190)	1 658 270	182 537	562 428
New Zealand	199 462 (210 587)	32 442 (51 003)	—	123 223	—	43 797
Norway	27 801 471 (49 192 943)	14 400 791 (28 103 105)	9 612 948 (16 612 389)	1 585 218	55 285	2 147 229
Portugal	1 281 439 (1 906 937)	653 329 (1 209 269)	73 204 (117 063)	368 664	6 260	179 982
South Africa	476 324 (544 599)	45 367 (73 767)	40 463 (64 324)	243 178	2 994	144 322
Spain	7 186 081 (11 711 543)	4 217 362 (7 814 782)	1 115 586 (1 940 455)	946 581	33 610	872 942
Sweden	7 429 394 (12 616 984)	3 713 242 (7 265 150)	2 224 819 (3 860 444)	963 010	66 916	461 407

ANNEX III (*continued*)

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	*Oil tankers*	*Bulk carriers*[c]	*General cargo*[d]	*Container ships*	*Others*
Switzerland	252 746 (382 071)	—	125 121 (199 623)	121 250	—	6 375
Turkey	1 288 282 (1 821 282)	366 610 (607 456)	333 055 (547 912)	468 771	—	119 846
United Kingdom	31 646 351 (51 722 148)	14 834 078 (28 043 035)	8 259 967 (14 263 933)	4 228 484	1 470 518	2 853 304
United States of America	11 907 030 (17 167 593)	5 740 782 (10 661 132)	270 171 489 043)	2 153 763	1 712 399	2 029 915
Yugoslavia	2 284 526 (3 445 194)	233 774 (393 834)	816 088 (1 377 139)	1 166 639	20 226	47 799
SUBTOTAL: developed market-economy countries	211 006 573 (345 071 983)	93 734 648 (177 408 116)	57 898 151 (99 187 138)	34 663 987	6 578 038	18 131 749
OPEN REGISTRY COUNTRIES						
Cyprus	2 787 908 (4 015 428)	301 699 (481 000)	210 980 (330 690)	2 175 111	5 081	95 037
Liberia	79 982 968 (155 951 179)	50 772 231 (105 012 525)	23 242 751 (42 732 312)	3 951 127	299 281	1 717 578
Oman	6 137 (9 339)	—	—	4 573	—	1 564
Panama	19 458 419 (31 593 234)	6 523 949 (12 470 302)	4 289 344 (7 096 677)	7 208 396	136 938	1 299 792
Singapore	6 791 398 (11 351 841)	3 103 824 (5 911 644)	1 297 586 (2 162 461)	2 041 303	162 076	186 609
Somalia	158 166 (229 451)	24 992 (39 076)	9 054 (13 184)	123 942	—	178
SUBTOTAL: open registry countries	109 184 996 (203 150 472)	60 726 695 (123 914 547)	29 049 715 (52 335 324)	15 504 452	603 376	3 300 758
SOCIALIST COUNTRIES OF EASTERN EUROPE AND ASIA						
Socialist countries of Eastern Europe						
Albania	55 870 (74 457)	—	—	54 631	—	1 239
Bulgaria	964 156 (1 294 978)	290 239 (460 814)	233 270 (336 341)	322 499	—	118 148
Czechoslovakia	148 689 (224 794)	—	102 589 (164 382)	4 100	—	—
German Democratic Republic	1 486 838 (1 950 208)	275 441 (488 654)	238 451 (369 000)	743 803	—	229 143
Hungary	63 016 (87 760)	—	—	63 016	—	—
Poland	3 447 517 (4 892 102)	572 131 (1 028 817)	1 203 981 (1 927 522)	1 254 204	—	417 291
Romania	1 218 171 (1 727 609)	246 927 (437 750)	464 376 (714 308)	369 407	—	137 461
Union of Soviet Socialist Republics	21 438 291 (23 041 993)	4 385 489 (6 740 060)	1 229 165 (1 906 253)	7 515 477	108 780	8 199 380
SUBTOTAL	28 822 548 (33 293 901)	5 770 227 (9 162 095)	3 471 742 (5 417 806)	10 369 137	108 780	9 102 662

ANNEX III (*continued*)

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Socialist countries of Asia						
China	4 245 446 (6 256 880)	996 412 (1 673 425)	746 576 (1 243 841)	2 327 940	—	174 518
Democratic People's Republic of Korea	89 482 (101 117)	21 734 (33 252)	—	28 958	—	38 790
Socialist Republic of Viet Nam	128 525 (175 712)	33 906 (55 621)	—	80 865	—	13 754
SUBTOTAL	4 463 453 (6 533 709)	1 052 052 (1 762 298)	746 576 (1 243 841)	2 437 763	—	227 062
SUBTOTAL: Socialist countries of Eastern Europe and Asia	33 286 001 (39 827 610)	6 822 279 (10 924 393)	4 218 318 (6 661 647)	12 806 900	108 780	9 329 724
Developing countries of Africa						
Algeria	1 055 962 (1 651 315)	623 203 (1 204 199)	63 094 (93 612)	123 034	—	246 631
Angola	22 043 (26 627)	1 875 (2 750)	—	17 588	—	2 580
Benin	912 (255)	—	—	—	—	912
Cape Verde Islands	3 966 (5 187)	—	—	2 252	—	1 714
Comoros	765 (1 051)	139 (59)	—	626	—	—
Congo	4 172 (483)	—	—	—	—	4 172
Egypt	407 818 (533 387)	126 887 (207 547)	—	227 048	—	53 883
Equatorial Guinea	3 070 (3 366)	—	—	3 070	—	—
Ethiopia	23 989 (30 985)	2 051 (2 980)	—	21 142	—	796
Gabon	98 645 (171 025)	74 471 (141 158)	—	22 131	—	2 043
Gambia	1 608 (1 328)	—	—	641	—	967
Ghana	182 696 (208 211)	—	—	136 041	—	46 655
Guinea	12 597 (16 787)	—	10 764 (15 290)	436	—	1 397
Guinea Bissau	219 (. .)	—	—	—	—	219
Ivory Coast	115 717 (147 682)	—	—	103 073	—	12 644
Kenya	15 192 (19 883)	2 704 (4 642)	—	9 320	—	3 168
Libyan Arab Jamahiriya	673 969 (1 195 029)	595 381 (1 133 189)	—	36 332	—	42 256
Madagascar	39 850 (51 609)	1 324 (2 319)	—	33 561	—	4 965
Mauritania	1 113 (645)	—	—	—	—	1 113
Mauritius	37 288 (46 055)	—	—	32 913	—	4 375
Morocco	270 295 (415 545)	105 582 (186 773)	32 494 (49 500)	75 456	—	56 763

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	*Oil tankers*	*Bulk carriers*[c]	*General cargo*[d]	*Container ships*	*Others*
Mozambique	27 618 (24 150)	366 (412)	—	14 102	—	13 150
Nigeria	335 540 (523 446)	143 469 (272 443)	—	176 088	—	15 983
Senegal	28 044 (26 312)	3 876 (5 246)	—	5 879	—	18 289
Seychelles	59 140 (49 676)	1 595 (2 700)	—	29 958	—	27 587
Sierra Leone	7 298 (8 639)	—	—	5 042	—	2 256
Sudan	43 375 (56 893)	—	—	42 255	—	1 120
Togo	134 (..)	—	—	—	—	134
Tunisia	100 128 (147 449)	26 827 (46 824)	20 157 (32 173)	46 552	—	6 592
Uganda	5 510 (9 115)	—	—	5 510	—	—
United Republic of Cameroon	78 180 (116 257)	47 527 (85 950)	—	25 078	—	5 575
United Republic of Tanzania	35 613 (42 446)	239 (261)	—	26 765	—	8 609
Zaire	109 785 (157 603)	—	—	95 951	—	13 834
Zambia	5 513 (9 110)	—	—	5 513	—	—
SUBTOTAL: developing countries Africa	3 807 764 (5 697 551)	1 757 516 (3 299 452)	126 509 (190 575)	1 323 357	—	600 382
DEVELOPING COUNTRIES AND TERRITORIES OF AMERICA						
Anguilla	399 (525)	—	—	399	—	—
Antigua	149 (182)	—	—	—	—	149
Argentina	1 677 169 (2 262 170)	562 712 (832 863)	251 344 (401 449)	733 431	—	129 682
Bahamas	106 317 (147 321)	14 631 (22 366)	53 792 (82 886)	26 350	—	11 544
Barbados	4 448 (514)	—	—	291	—	4 157
Belize	620 (800)	—	—	620	—	—
Bermuda	1 751 515 (3 040 194)	1 008 861 (1 836 015)	594 200 (972 468)	33 074	1 593	113 787
Brazil	3 329 951 (5 335 672)	1 202 047 (2 112 391)	827 431 (1 513 835)	1 142 641	—	157 832
Cayman Islands	123 787 (176 418)	4 099 (6 970)	23 656 (36 015)	82 706	—	13 326
Chile	405 971 (589 588)	61 128 (102 734)	66 971 (114 673)	246 401	—	31 471
Colombia	247 240 (297 123)	4 784 (6 830)	—	236 851	—	5 605

ANNEX III (*continued*)

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Costa Rica	6 811 (7 370)	—	—	5 484	—	1 327
Cuba	667 518 (839 416)	64 382 (97 072)	29 845 (49 933)	421 418	—	151 873
Dominican Republic	8 469 (11 894)	674 (1 609)	—	7 410	—	385
Ecuador	197 244 (277 131)	113 969 (189 226)	—	73 485	—	9 790
El Salvador	1 987 (3 303)	—	—	1 816	—	171
Falkland Islands	6 937 (4 383)	—	—	537	—	6 400
Grenada	226 (340)	—	—	—	—	226
Guatemala	11 854 (16 076)	—	—	11 475	—	379
Guyana	16 274 (15 180)	1 626 (1 745)	—	6 358	—	8 290
Honduras	104 903 (116 317)	1 364 (2 303)	—	99 240	—	4 299
Jamaica	7 075 (5 864)	—	—	6 290	—	785
Mexico	673 964 (890 370)	336 312 (539 062)	32 105 (50 760)	133 589	—	171 958
Montserrat	1 248 (1 861)	—	—	1 248	—	—
Nicaragua	34 588 (48 026)	5 237 (7 972)	—	24 825	—	4 526
Paraguay	21 930 (23 619)	1 813 (2 514)	—	15 566	—	4 551
Peru	555 419 (687 421)	79 789 (121 128)	147 548 (261 871)	194 096	—	133 986
St. Kitts-Nevis	256 (90)	—	—	—	—	256
St. Lucia	928 (911)	—	—	387	436	105
St. Vincent	8 428 (11 209)	387 (444)	—	7 498	—	543
Surinam	7 277 (9 086)	208 (354)	—	6 241	—	828
Trinidad and Tobago	17 192 (10 947)	1 736 (2 000)	—	3 314	—	12 142
Turks and Caicos Islands	2 405 (3 700)	499 (850)	—	1 782	—	124
Uruguay	192 792 (309 239)	133 618 (232 864)	—	47 607	—	11 567
Venezuela	639 396 (780 397)	267 846 (392 759)	9 070 (13 921)	248 238	—	114 242
Virgin Islands (British)	4 057 (5 335)	—	—	3 337	—	720
SUBTOTAL: developing countries and territories of America	10 836 744 (15 929 992)	3 867 722 (6 512 071)	2 035 962 (3 497 811)	3 824 005	2 029	1 107 026

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	*Oil tankers*	*Bulk carriers*[c]	*General cargo*[d]	*Container ships*	*Others*
DEVELOPING COUNTRIES AND TERRITORIES OF ASIA						
Bahrain	6 409 (4 709)	931 (1 300)	—	1 943	—	3 553
Bangladesh	244 314 (347 019)	41 472 (63 623)	55 752 (93 026)	126 146	—	20 944
Brunei	899 (896)	—	—	283	—	616
Burma	67 502 (76 859)	6 258 (7 519)	—	51 254	—	9 990
Democratic Kampuchea	3 558 (3 779)	—	—	998	—	2 560
Democratic Yemen	6 390 (7 324)	—	—	3 255	—	3 135
Hong Kong	609 679 (896 350)	26 032 (43 705)	387 865 (657 515)	117 830	55 200	22 752
India	5 482 176 (8 746 101)	1 146 718 (2 044 571)	2 340 766 (4 051 040)	1 833 741	—	160 951
Indonesia	1 163 173 (1 462 858)	101 138 (153 273)	44 272 (65 858)	831 297	—	186 466
Iran	1 002 061 (1 666 093)	616 555 (1 154 026)	—	347 671	—	37 835
Iraq	1 135 245 (2 022 176)	978 664 (1 853 095)	—	80 898	—	75 683
Israel	404 651 (541 231)	368 (642)	206 423 (314 263)	104 852	87 826	5 182
Jordan	696 (1 200)	—	—	496	—	200
Kuwait	1 831 194 (3 130 995)	1 078 775 (2 071 546)	12 860 (18 822)	673 033	—	66 526
Lebanon	227 009 (307 879)	—	—	221 989	—	5 020
Malaysia	563 666 (815 391)	7 258 (11 485)	300 728 (482 760)	178 322	—	77 358
Maldives	110 681 (137 470)	2 192 (2 826)	—	106 645	—	1 844
Pakistan	475 600 (634 581)	15 941 (26 880)	21 903 (32 919)	419 286	—	18 470
Qatar	84 710 (149 361)	72 570 (138 020)	—	—	—	12 140
Philippines	1 146 529 (1 640 391)	294 918 (526 797)	187 961 (317 940)	542 064	—	121 586
Republic of Korea	2 494 724 (3 898 330)	1 053 626 (1 965 053)	398 559 (648 406)	627 689	89 884	324 996
Saudi Arabia	1 018 713 (1 739 408)	859 216 (1 578 131)	—	113 132	—	46 365
Sri Lanka	92 581 (126 998)	21 355 (36 432)	—	61 200	—	10 026

ANNEX III (*concluded*)

Merchant fleets of the world by flag of registration[a] groups of countries and types of ships,[b] in g.r.t. and d.w.t., as at 1 July 1977

(*d.w.t. figures are shown in parentheses except in cases where such data are not available*)

	Total	*Oil tankers*	*Bulk carriers[c]*	*General cargo[d]*	*Container ships*	*Others*
Syrian Arab Republic	20 679 (31 003)	—	—	19 043	—	1 636
Thailand	260 664 (401 951)	143 927 (249 278)	—	103 672	—	13 065
United Arab Emirates	152 100 (249 164)	77 899 (146 162)	—	64 353	—	9 848
Yemen	1 436 (1 850)	—	—	1 260	—	176
SUBTOTAL: developing countries and territories of Asia	18 607 039 (29 041 367)	6 545 795 (12 074 364)	3 957 089 (6 682 549)	6 632 352	232 910	1 238 893
DEVELOPING COUNTRIES OF EUROPE						
Malta	100 420 (141 587)	23 267 (37 975)	20 574 (31 360)	48 977	—	7 602
SUBTOTAL: developing countries of Europe	100 420 (141 587)	23 267 (37 975)	20 574 (31 360)	48 977	—	7 602
DEVELOPING COUNTRIES AND TERRITORIES OF OCEANIA						
Fiji	10 879 (10 488)	254 (400)	—	5 858	—	4 767
Nauru	48 353 (62 014)	—	19 564 (31 953)	25 610	—	3 179
New Hebrides	12 189 (15 085)	—	—	11 674	—	515
Gilbert Islands / Tuvalu	1 333 (868)	—	—	1 333	—	—
Papua New Guinea	16 217 (15 613)	1 276 (1 198)	—	7 806	—	7 135
Solomon Islands	1 746 (1 955)	—	—	1 058	—	688
Tonga	14 180 (17 117)	—	—	11 363	—	2 817
SUBTOTAL: developing countries and territories of Oceania	104 897 (123 140)	1 530 (1 598)	19 564 (31 953)	64 702	—	19 101
Other (unallocated)	1 558 713 (2 331 960)	340 096 (609 186)	534 777 (870 756)	574 683	18 109	91 048

Sources: Lloyd's Register of Shipping: Statistical Tables, 1977 (London), and supplementary data regarding the Great Lakes fleets of the United States of America and Canada and the United States Reserve Fleet.

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

[b] Ships of 100 g.r.t. and over, excluding the Great Lakes fleets of the United States of America and Canada and the United States Reserve Fleet.

[c] Ore and bulk carriers of 6,000 g.r.t. and over, including ore/bulk/oil carriers.

[d] Including passenger/cargo.

[e] Excluding estimates of:

	Total	*Oil tankers*	*Bulk carriers*	*General cargo*	*Others*
United States Great Lakes Fleet	1 692 651 (2 842 387)	25 717 (38 837)	1 570 358 (2 746 208)	20 113	76 463
Canadian Great Lakes Fleet	1 792 571 (2 549 855)	69 179 (104 171)	1 490 609 (2 206 228)	134 472	98 311
United States Reserve Fleet (vessels of 1,000 g.r.t. and over)	1 700 000 (2 125 000)	210 000 (330 000)	—	1 490 000	—

ANNEX IV

Selected maximum and minimum[a] tramp freight rates, 1974-1977

(United States dollars, unless otherwise specified)

Commodity and routes	1974 High	1974 Low	1975 High	1975 Low	1976 High	1976 Low	1977 High	1977 Low
Heavy grain								
Gulf of Mexico (United States of America)-India	60.00	45.75	28.25[b]	24.00[b]	26.50[b]	26.25[b]	..	..
River Plate-Antwerp/Hamburg range	32.00	26.50	16.00	13.00	21.25[b]	20.75[b]	15.00	15.00
River Plate-Japan	45.00[c]	32.50[c]	19.50[c]	17.20[c]	24.00[c]	16.50[c]	21.50	17.00
North Pacific-Republic of Korea	30.00	20.00	20.50	11.65	16.60[c]	11.35[c]	14.50	13.25
Coal								
Hampton Roads-Japan	25.50	10.50	9.00	5.65	8.00[d]	5.50[d]	7.45	6.25
Sugar								
Mauritius-United Kingdom (sterling)	13.90	11.15	10.65	7.50	13.65	9.90	11.90	11.05
Philippines-United States of America	30.00	29.00	16.50[e]	16.00[e]	26.50[e]	22.00[e]	21.00	15.90
Ore								
Brazil-Continental Europe[f]	10.50	4.10	4.00	3.00	5.00	3.10	4.25	3.35
Monrovia-Continental Europe[f]	6.25	4.45	3.10	2.30	4.45	2.40	2.95	2.95
Phosphate								
Aqaba-West Coast India	20.75	16.00	16.00	7.50	9.50	9.50	9.75	8.25
Fertilizers								
Gulf of Mexico (United States of America)-India[g]	65.25	48.00	42.50	25.00	23.00	23.00	24.25	21.00

Source: Lloyd's List (London), 6 January 1975, 5 January 1976 and 4 January 1977, and, for 1977, *Fairplay International Shipping Weekly*, (London), vol. 265, No. 4924, 19 January 1978, p. 89.

[a] Approximate levels.

[b] About 14,000 tons.

[c] 20,000-25,000 tons.

[d] About 50,000 tons.

[e] *Fairplay International Shipping Weekly*, (London), vol. 257, No. 4820, 8 January 1976, p. 115; for 1976: *ibid.*, vol. 261, No. 4874, 20 January 1977, p. 81.

[f] 60,000-80,000 tons.

[g] Di-ammonium phosphate.

ANNEX V

Liner freight rate changes and surcharges announced during the year 1977[a]

NOTE. — In this annex, the following abbreviations and symbols have been used:

Bunker	bunker surcharge	NA	not available in the source
CAF	currency adjustment factor	PU	per paying unit
FT	per freight ton	T	per ton
LSD charges	landing, storage and delivery charges	(...)	indicates that the previous level of surcharges was not specified in the source.

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
1	European/South and South East African Conference	1 January			Bunker from 16.50 to 14.50 per cent
2	Australia Northbound Shipping Conference . . .	1 January			Bunker from 7.92 to 5.74 per cent (to Japan and Republic of Korea) and bunker from 10.20 to 8.82 per cent (to Philippines and Hong Kong)
3	Japan/Thailand Freight Conference	1 January			Bunker from 13.20 to 11.90 per cent
4	Entente de fret en sortie des ports du sud de la France sur le Bangladesh, le Pakistan, l'Inde et le Sri Lanka	1 January	20 per cent		13 per cent and 7 per cent Suez surcharge incorporated in tariff
5	Brazil/Far East/Brazil Freight Conference . . .	1 January			Bunker from 14.70 to 13 per cent
6 7	Japan/Sabah Freight Conference Japan/Sarawak Freight Conference	1 January			Bunker from 14.10 to 12.60 per cent
8 9	Australia/Eastern USA Shipping Conference Australia/Eastern Canada Shipping Conference	3 January			Bunker from 9.50 to 8.67 per cent
10	New Zealand-Far East Lines	7 January	15 per cent		
11	Conférence Sud-France / Israël et vice versa (ISFRACON)	15 January	7 per cent to Israel 3.50 per cent from Israel		
12	Adriatic-Levant Freight Agreement (ALFA) . . .	17 January	10 per cent (for Syria and Cyprus) 15 per cent (for Greece, Turkey and Lebanon)		
13	UK/Spain Freight Association	17 January	NA		CAF incorporated in tariff which will now be based on US dollars instead of sterling

[a] Announced by shipping conferences or groups of lines serving particular trades, but excluding announcements by individual lines.

ANNEX V *(continued)*

Liner freight rate changes and surcharges announced during the year 1977[a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	*Surcharges* New or increased	*Surcharges* Reduced, cancelled or incorporated in tariff
14	Association of West India Transatlantic Steamship Lines (WITASS)	24 January		LSD charges for Montserrat from $10.45 to $11.17/FT	
15	European South Pacific and Magellan Conference (ESPM)	1 February		Bunker from (...) to $9.30/FT (for Italy) and bunker from $7.50 to $8/FT (for all other ports)	
16 19	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 February		Bunker from 17.59 to 20.05 per cent	
20	Conférence Centre Amérique	1 February		Bunker from $7.40 to $7.73/PU	
21	Continent/Israel/Continent Shipping Conference (CONISCON)	1 February	6 per cent to Israel 3 per cent from Israel		
22	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hongkong, la Chine, la Corée et le Japon	1 February		Bunker from 17.59 to 20.05 per cent	
23	Conférence COA	1 February			Bunker from 11.50 to 10.50 per cent
24	Australia/Western USA and Canada Shipping Lines	1 February	12 per cent (except for frozen meat)		Bunker incorporated in tariff
25 26	Australia/Eastern USA Shipping Conference Australia/Eastern Canada Shipping Conference	1 February	12.50 per cent (except for frozen meat)		Bunker from 8.67 to 8.05 per cent
27	Continent West Africa Conference (COWAC)	1 February		32 French francs/PU discharging surcharge for Lagos/Apapa	
28	Australia Northbound Shipping Conference	1 February		Bunker from 8.82 to 9.63 per cent (to Philippines and Hong Kong) and bunker from 5.74 to 6.34 per cent (to Japan and Republic of Korea)	
29	Japan/Gulf of Aden and Red Sea Ports Conference	1 February		Bunker from 17.59 to 20.05 per cent	
30	Fiji Conference Lines	7 February		3.80 per cent bunker	
31	Association of West India Transatlantic Steamship Lines (WITASS)	7 February		$7.60/FT handling and port charges for Venezuela	
32	Continent / Turkey / Continent Conference (CONTURCON)	14 February		Bunker from (...) to 20 per cent	

33 Entente de fret des lignes de navigation desservant Papeete et Nouméa au départ des ports européens	21 February		Bunker from 14.90 to 17.95 per cent	
34 Conferencia de Fletes Italo-Franco-Española (COFICE)	21 February	15 per cent		
35 Mauritius and South Africa/Australia Lines	27 February		Bunker from (...) to $12/FT	
36 Europe/River Plate Freight Conference	1 March			Bunker from (...) to 16.67 per cent (from UK-Ireland)
37 Accordo Agenti Mar Rosso e Golfo di Aden	1 March	10 per cent		
38 Continent/Ceylon Conference	1 March	15 per cent		
39 UK and Eire/Ceylon Conference	1 March	20 per cent		
40 Europe/India-Pakistan-Bangladesh Conferences	1 March	15 per cent		
41 India-Pakistan/Europe Conferences	1 March	12.50 per cent		7 per cent Suez surcharge incorporated in tariff and bunker from 13 to 11.64 per cent (to Europe)
42 Conférence Centre Amérique	1 March		Bunker from $7.73 to $8.11/PU	
43 Australia Northbound Shipping Conference	1 March		Bunker from 9.63 to 9.81 per cent (to Philippines and Hong Kong)	Bunker from 6.34 to 4.21 per cent (to Japan and Republic of Korea)
44 European South Pacific and Magellan Conference (ESPM)	1 March		Bunker from $9.30/FT to $11/PU (from Italy)	
45 Med-Gulf Conference	1 March	5 per cent		
46 Levant Conference	2 March		5 per cent bunker (to northern Turkish ports)	
47 Pacific Coast Shipping Conference	15 March	12.50 per cent		
48 Brazil/Mediterranean/Brazil Freight Conference	20 March		Bunker from (...) to 13.60 per cent	
49 Association of West India Transatlantic Steamship Lines (WITASS)	21 March		Isthmus of Panama handling charges from $7.70 to $8.50/FT	
50 UK/New Zealand Conference	1 April	5 per cent		
51 Continental Red Sea Conference and EDACRA	1 April	12.90 per cent		
52 Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	1 April	12.50 per cent		
53 Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	1 April	9.25 per cent		
54 Mauritius Conference Lines	1 April	20 per cent		
55 Conférence Centre Amérique	1 April	Between $4/PU and $7.50/PU		
56 UK/USA Gulf Westbound Rate Agreement	1 April	8.50 per cent		
57 Cyprus Agreement	1 April	5 per cent		

ANNEX V *(continued)*

Liner freight rate changes and surcharges announced during the year 1977[a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
58	Far Eastern Freight Conference (FEFC)	1 April			Suez surcharge from 4.75 to 2 per cent and bunker from 20.05 to 19.40 per cent
62	Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hongkong, la Chine, la Corée et le Japon.				
63	Inter American Freight Conference (Sections A and D)	1 April		Bunker from $10 to $11.50/FT (US Gulf and East ports to South American Atlantic ports)	
64	Lines serving the trade Australia–Oceania	1 April	12.50 per cent		Bunker from (...) to 4.18 per cent (to Fiji and Tonga)
65	Brazil/Far East/Brazil Freight Conference	1 April		Bunker from 13 to 14.70 per cent	
66	Japan/Gulf of Aden and Red Sea Ports Conference	1 April			Bunker from 20.05 to 19.40 per cent
67	USA-Far East Conference	1 April	15 per cent		
68	River Plate/Mediterranean/River Plate Freight Conference	1 April	NA		
69	Australia-Carribean Service	1 April	20 per cent		
70	Ceylon/UK and Eire Conference	1 April	15 per cent		6.25 per cent Suez surcharge incorporated in tariff and bunker from (...) to 12.59 per cent
71	Ceylon/Continental Conference	1 April	12.50 per cent		6.25 per cent Suez surcharge incorporated in tariff and bunker from (...) to 12.97 per cent
72	Australia Northbound Shipping Conference	1 April		Bunker from 9.81 to 10.36 per cent (to Philippines and Hong Kong) and bunker from 4.21 to 5.60 per cent (to Japan and Republic of Korea)	
73	Italy/Far East Conference	1 April			Bunker from 20.05 to 19.40 per cent
74	Japan-Republic of Korea Services	1 April	15 per cent		
75	Brazil/Europe/Brazil Freight Conference	4 April		Bunker from 13.60 to 15.80 per cent (to Europe) and bunker from 10.30 to 12.50 per cent (to Brazil)	
76	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	4 April		Bunker from 10.60 to 12.10 per cent	

77	Brazil/Mediterranean/Brazil Freight Conference	8 April		Bunker from 15.80 to 17.10 per cent (from Brazil)	
78	South Atlantic-North Europe Rate Agreement	10 April	12 per cent		
79	Conférence maritime France/Tunisie	11 April	15 per cent		10 per cent cancelled (to Tunisia)
80	Australia-Caribbean Services	15 April			Bunker from 7.50 to 6.25 per cent
81	Conference of Malta and Alexandria Steamship Companies	18 April		12.50 per cent handling surcharge for Alexandria	
82	Japan/Hong Kong and Japan/Straits Freight Agreements	20 April		Bunker from 12.70 to 17.60 per cent	
83	Japan/Mexico Freight Conference	22 April		Bunker from (...) to $10/PU	
84	Japan/West Coast South America Freight Conference	22 April		Bunker from $8.40 to $10.10/FT	
85	Europe/Indonesia and Indonesia/Europe Freight Conferences	25 April		Bunker from 18.30 to 19.60 per cent	
86	Marseilles North Atlantic USA Freight Conference	1 May	10 per cent		
87	Continent / Turkey / Continent Conference (CONTURCON)	1 May	8 per cent		
88	Conférence Centre Amérique	1 May			Bunker from $8.11 to $7.97/PU
89	Gulf/European Freight Association	1 May	10 per cent		
90	Continents/US Gulf Freight Association	1 May	10 per cent		
91	Ceylon/UK and Eire Conference	1 May			Bunker from 12.97 to 12.75 per cent
92	Ceylon/Continental Conference	1 May		Bunker from 12.59 to 12.75 per cent	
93	Australia Northbound Shipping Conference	1 May			Bunker from 5.60 to 5.58 per cent (to Philippines and Hong Kong) and bunker from 10.36 to 10.17 per cent (to Japan and Republic of Korea)
94	Conférence Centre Amérique	2 May		Atlantic Colombian additional port charges: $1.85/PU (to Colombia) and $1.32/PU (from Colombia)	
95	Association of West India Transatlantic Steamship Lines (WITASS)	2 May		Atlantic Colombian additional port charges: $1.85/T (to Colombia) and $1.32/FT (from Colombia)	
96	European South Pacific and Magellan Conference (ESPM)	2 May		Pacific Colombian additional port charges: $2.86/FT (to Colombia) and $1.70/FT (from Colombia)	
97	River Plate/Mediterranean/River Plate Freight Conference	10 May		Bunker from 15.47 to 16.33 per cent	
98	Continent West Africa Conference (COWAC)	10 May		Discharging surcharge for Nigeria from 32 to 34 French francs/PU	
99	Japan/Latin America Eastbound Freight Conference	10 May		Bunker from $8.40 to $10.10/FT	

ANNEX V *(continued)*

Liner freight rate changes and surcharges announced during the year 1977[a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
100	US North Atlantic/Israel Eastbound Freight Conference	16 May	7 per cent		
101	Israel/USA Conferences				
102	Gulf and South Atlantic Mediterranean Freight Conference				
103	River Plate/Europe/River Plate Freight Conference	23 May		Bunker from (...) to 17.50 per cent	
104	Association of West India Transatlantic Steamship Lines (WITASS)	23 May		For Paramaribo: port charges from $6.50 to $8.50/FT and LSD charges from $11.05 to $12.15/FT	
105	UK/Port Said Freight Conference	30 May		Surinam stevedoring additional charge $3.25/FT	
106	UK/Lobito Conference	1 June	12.50 per cent		15 per cent bunker and 1 per cent Suez surcharge incorporated in tariff
107	US and Canada Pacific Coast/European Conference	1 June	25 per cent		
108	UK/North Continent/Seychelles Conference	1 June	8 per cent		
109	UK/Continent-Male Conference				
110	UK/Red Sea Conference Lines	1 June	12.50 per cent		
111	Conference of Malta and Alexandria Steamship Companies	1 June	12.50 per cent		Bunker incorporated in tariff
112	Conférence Centre Amérique				
113	Australia Northbound Shipping Conference	1 June			Bunker from $7.97 to $7.66/PU
		1 June			Bunker from 10.17 to 9.97 per cent (to Philippines and Hong Kong) and bunker form 5.58 to 5.54 per cent (to Japan and Republic of Korea)
114	Mediterranean/North Pacific Coast Freight Conference (MED/PAC)				
115	Association of West India Transatlantic Steamship Lines (WITASS)	1 June	7.50 per cent		
		6 June		Kingston additional stevedoring charges: for Continental Europe from $2.80 to $4/FT; for UK from £1.60 to £2.35/FT	
116	South Atlantic-North Europe Rate Agreement	12 June	NA		
117	North Atlantic Westbound Freight Association				
118	North Atlantic-UK Freight Conference				
119	Europe/Indonesia and Indonesia/Europe Freight Conferences	20 June			Bunker from 19.60 to 18.30 per cent
120	Japan/Gulf of Aden and Red Sea Ports Conference	1 July	13.81 per cent		Bunker from 19.40 to 16.62 per cent

121 Far Eastern Freight Conference (FEFC) 124 Japan/Europe and Europe/Japan Freight Conferences Philippines/Europe Conference Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hongkong, la Chine, la Corée et le Japon	1 July	12.50 per cent		Bunker from 19.40 to 16.62 per cent and Suez surcharge from 2 to 1.78 per cent
125 West Coast of India and Pakistan/USA Conference	1 July			Bunker from \$8.35 to \$6.35/M³ or from \$9.31 to \$7/1000 kg
126 North Atlantic Mediterranean Freight Conference	1 July	9 per cent (to French Mediterranean)		
127 Trans-Pacific Freight Conference	1 July	12 per cent		
128 Japan/Philippines Freight Conference	1 July	15 per cent		
129 UK/Arabian and Iranian Ports Conference . . .	1 July	7.50 per cent		
130 Associated Continental Middle East Lines (ACMEL)	1 July	7.50 per cent		
131 South and East Africa/USA Conference	1 July	15 per cent (for Dar-es-Salaam)		
132 Australia Northbound Shipping Conference . . .	1 July		Bunker from 9.97 to 10.48 per cent (to Philippines and Hong Kong)	Bunker from 5.54 to 5.51 per cent (to Japan and Republic of Korea)
133 Conferencia de Fletes Italo-Franco-Española (COFIFE)	1 July	NA		
134 Med-Gulf Conference	1 July	5 per cent		
135 River Plate/Mediterranean/River Plate Freight Conference	1 July	14 per cent southbound 12 per cent northbound		Bunker incorporated in tariff
136 Japan/India-Pakistan-Gulf/Japan Conference . .	1 July			Bunker from 16.40 to 15.30 per cent (to India) and bunker from 16.40 to 14.70 per cent to Pakistan and Persian Gulf
137 US Atlantic and Gulf/Venezuela and Netherlands Antilles Conference	11 July	12 per cent		
138 UK-Israel Conference	15 July	5 per cent		
139 Conférence Sud-France/Israël	15 July	14 per cent		
140 Israel/Sud-France Conference (ISFRACON) . .	15 July	9 per cent		
141 UK/Jeddah and Yembo Conference	18 July	7.50 per cent		
142 Levant Conference	1 August	12.50 per cent		5 per cent bunker incorporated in tariff
143 Mediterranean Middle East Conference (MEDMECON)	1 August	7.50 per cent		
144 Med-Gulf Conference	1 August	8 per cent (to Puerto Rico)		
145 UK/Australia Conference Lines	1 August	11 per cent		
146 Outward Continent/Australia Conference . . .	1 August	7 per cent		

ANNEX V *(continued)*

Liner freight rate changes and surcharges announced during the year 1977 [a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
147	European South Pacific and Magellan Conference (ESPM)	1 August		Bunker from \$8 to \$8.50/FT (except for Italy)	
148	Australia/Mauritius and South Africa Tariff Agreement	1 August	12.50 per cent		
149	UK/West Africa Lines Joint Service (UKWAL)	1 August		Handling charge for Liverpool from £2 to £2.95/FT and handling charges for Glasgow/Grangemouth from £1.50 to £2/FT	
150	West Coast of Italy, Sicilian and Adriatic Ports/North Atlantic Range Conference (WINAC)	1 August	5 per cent		
151	Australia/Karachi Gulf Services	1 August	6.91 per cent		3.09 per cent bunker incorporated in tariff
152	Continent/Israel/Continent Conference	1 August	5 per cent (to Israel) 4 per cent (to continental Europe)		
153	Zurich Agreement	15 August	5 per cent (to Greece and Syria)		
154	West Coast of India-West Asia (Gulf) Shipping Conference	15 August	NA		
155	Association of West India Transatlantic Steamship Lines (WITASS)	29 August		LSD charges for Montserrat: from £6.50 to £7.10/T from UK-Ireland and from \$11.20 to \$12.25/T (from Continent and Scandinavia)	
156	Mediterranean/USA Great Lakes Westbound Freight Conference	1 September	5 per cent		
157	Continent/Port Said and Suez Conferences	1 September	12.50 per cent		
158	Continent / Turkey / Continent Conference (CONTURCON)	1 September	10 per cent (from Turkey)		
159	Zurich Agreement	1 September	DM5/per weight ton or DM3/PU (to Anwerp-Hamburg range)		
160	European South Pacific and Magellan Conference (ESPM)	1 September			Bunker from \$8.50 to \$8/FT
161	Trans Freight Lines	1 September	9 per cent		
162	Far East/River Plate/Far East Conference	1 September	10 per cent		Bunker from 15.50 to 14.10 per cent

163	Australia Northbound Shipping Conference	1 September		Bunker from 10.12 to 10.31 per cent (to Philippines and Hong Kong) and bunker from 5.51 to 5.94 per cent (to Japan and Republic of Korea)	
164	Great Lakes and European Lines	24 September	7.50 per cent		
165	South Africa/Far East Freight Conference	1 October	9.50 per cent		
166	Australia and New Zealand/Eastern Shipping Conference	1 October	13 per cent (between Japan, East and South Australia and New Zealand) 14 per cent (between Japan and New Guinea 15 per cent (between Japan and North and West Australia)		
167	Entente de fret des lignes de navigation desservant Papeete et Nouméa au départ des ports européens	1 October	10 per cent		Bunker from 17.95 to 16.25 per cent
168	Continental Canadian Westbound Freight Conference	1 October	8 per cent		
169	Japan and Hong Kong/South Africa Shipping Conference	1 October	9.70 per cent		
170	Japan/East Africa Freight Conference	1 October	8.60 per cent		
171	US North Atlantic Mediterranean Freight Conference	1 October	15 per cent (to Mediterranean except France, Israel and Spain)		
172	New Zealand European Shipping Association	1 October	6 per cent		
173	UK/Sudan Conference Lines	1 October	5 per cent		
174	Japan/Hongkong and Japan/Straits Freight Agreements	1 October	10 per cent		
175	Australia to Europe Shipping Conference	1 October	9 per cent		
176	Med-Gulf Conference	1 October	5 per cent		
177	Continent West Africa Conference (COWAC)	1 October	NA		
178	Australia Northbound Shipping Conference	1 October		Bunker from 10.31 to 10.57 per cent (to Philippines and Hong Kong) and bunker from 5.94 to 5.98 per cent (to Japan and Republic of Korea)	
179	Canadian North Atlantic Westbound Freight Conference	1 October	7 per cent		
180	Far East/Somalia Freight Agreement (FESFA)	1 October	8.60 per cent		
181	East Coast India/West Asia (Gulf) Conference	1 October	15 per cent		

ANNEX V *(continued)*

Liner freight rate changes and surcharges announced during the year 1977[a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
182	US Atlantic and Gulf/Panama Canal Zone Conference	12 October		Panama Terminal surcharge: $1.25/T	
183	Colon and Panama City Conference	12 October		Panama Terminal surcharge: $1.25/T	
184	US Atlantic and Gulf/West Coast of Central America and Mexico Conference	12 October		Panama Terminal surcharge: $1.25/T	
185	Mediterranean Canada Westbound Freight Conference	15 October	7.50 per cent		
186	Great Lakes and European Lines	19 October	7.50 per cent		
187	US Atlantic and Gulf Venezuela and Netherlands Antilles Conference	20 October		Panama Terminal surcharge: $1.25/T	
188	Europe/East Africa Conference	1 November	10 per cent		
189	Conférence Centre Amérique	1 November	$4/PU for Venezuela; $3/PU for Atlantic Colombian ports		
190	Inter-American Freight Conference (Section C)	1 November	10 per cent (for Brazil)		
191	Fiji Conference Lines	1 November	NA		Bunker incorporated in tariff
192	Conferencia de Fletes Italo-Franco-Española (COFIFE)	1 November	5 per cent (for the Marseilles-Spain sector); 10 per cent (for the Marseilles-Spanish Morocco sector)		
193	Australia Northbounf Shipping Conference	1 November		Bunker from 10.57 to 11.12 per cent (to Philippines and Hong Kong) and bunker from 5.98 to 6 per cent (to Japan and Republic of Korea)	
194	Association of West India Transatlantic Steamship Lines (WITASS)	14 November		LSD charges for Georgetown from $8.90 to $12.50/FT; LSD charges for Grenada from $6.20 to $7.15/FT; LSD charges for Dominican Republic from $7.55 to $10.30/FT	
195	Indonesia/Japan and Japan/Indonesia Freight Conferences	1 December	14.10 per cent		
196	Bay of Bengal/Japan/Bay of Bengal Freight Conference	1 December	10.14 per cent		
197	Japan/Ceylon Freight Conference	1 December	9.26 per cent		
198	Australia Northbound Shipping Conference	1 December			Bunker from 11.12 to 10.79 per cent (to Philippines and Hong Kong)

199 Australia/Eastern USA Shipping Conference 200 Australia/Eastern Canada Shipping Conference	4 December	9.50 per cent		
201 Japan/Thailand Freight Conference	1 January 1978	10 per cent		
202 Japan/Sabah Freight Conference 203 Japan/Sarawak Freight Conference	1 January	10.80 per cent		
204 Japan/South Pacific Freight Conference	1 January	10.80 per cent		
205 Brazil/Far East/Brazil Freight Conference	1 January	9.60 per cent		
206 Continent West Africa Conference (COWAC)	1 January	8 per cent		Bunker from 10.50 to 9.70 per cent
207 European South Pacific and Magellan Conference (ESPM)	1 January	7 per cent		
208 UK/West Africa Lines Joint Service (UKWAL)	1 January	NA		
209 Brazil/Europe/Brazil Freight Conference	1 January	5 per cent		Bunker from 15.80 to 15 per cent (to Europe) and bunker from 12.50 to 11.90 per cent (to Brazil)
210 European/South and South East Africa Conference	1 January	12.50 per cent		14.50 per cent bunker incorporated in tariff
211 North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	1 January	8 per cent (to Europe) 5 per cent (to Brazil)		
212 Mediterranean West Africa Conference (MEWAC)	1 January	12 per cent		
213 UK/Arabian and Iranian Ports Conference 214 Associated Continental Middle East Lines (ACMEL)	1 January	5 per cent		
215 Far East/Canary Islands and Western Sahara Freight Conference 216 Japan/West Africa (Angola-Cameroon range) Freight Conference 217 Japan/West Africa (Nigeria-Senegal range) Freight Conference	1 January	9.20 per cent		
218 Australia Northbound Shipping Conference	1 January	9.50 per cent (to Japan and Republic of Korea); 8 per cent (to Philippines and Hong Kong)		
219 Mediterranean Middle East Conference (MEDMECON)	1 January	7.50 per cent		
220 Continental North Atlantic Westbound Freight Conference	1 January	16 per cent		
221 UK/Bermuda and Nassau Freight Association	1 January	15 per cent	Liverpool handling charge from (...) to $3/FT	Bunker from (...) to $5.25/FT
222 US South Atlantic North Europe Rate Agreement	1 January	NA		
223 Japan/Latin America Eastbound Freight Conference	1 January	10.50 per cent		
224 Japan/West Coast South America Freight Conference 225 Japan/Mexico Freight Conference	1 January	9.60 per cent		
226 Japan/West Africa, Canary Islands Freight Conference	1 January	9.20 per cent		

ANNEX V (*concluded*)

Liner freight rate changes and surcharges announced during the year 1977 [a]

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
227	Conferenza Italia / Portogallo and vice versa (ITALPORT)	1 January	10 per cent		
228	UK/Madeira and Canary Islands Rates Agreement Conference	2 January	17.50 per cent		
229	Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	2 January	NA		
230	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	12 January			Bunker from 12.10 to 11.20 per cent (to Europe) and bunker from 12.10 to 11.50 per cent (to Brazil)
231	UK/Australia Conference Lines	1 February	6 per cent		
232	Outward Continent/Australia Conference	1 February	4 per cent		
233	UK/USA North Atlantic Westbound Rate Agreement	1 February	12 per cent		
234	Marseilles North Atlantic USA Freight Conference	1 February	15 per cent		
235	Conférence de fret France/Antilles et Guyane Françaises	1 February	18 per cent		
236	Conférence marchandises Mexique	1 February	8 per cent		
237	Continental/US Gulf Freight Association	1 February	NA		
238	US North Atlantic Baltic Freight Conference	1 February	7 per cent		
239	US North Atlantic Mediterranean Conference	1 February	15 per cent		
240	West Coast of Italy, Sicilian and Adriatic Ports/North Atlantic Range Conference (WINAC)	1 February	15 per cent		
241	Med-Gulf Conference	1 February	15 per cent		
242	Mediterranean/North Pacific Coast Freight Conference (MED/PAC)	1 February	5 per cent		
243	Mediterranean/USA Great Lakes Westbound Freight Conference	25 February	20 per cent		
244	USA/Far East Conference	1 March	7 per cent		
245	Pacific Westbound Conference	1 March	7 per cent		
246	East Coast India/West Asia (Gulf) Conference	1 April	5 per cent		
247	Trans-Pacific Freight Conference of Japan and Korea	} 1 April	11 per cent		
248	Japan-Korea/Atlantic and Gulf Freight Conference				
249	Japan-Korea/West Canada Freight Conference				
250	Japan-Korea/East Canada Freight Conference				

Sources: Announcements in *Journal de la marine marchande et de la navigation aérienne* (Paris) and *Journal pour le transport international* (Basel), 1977 issues; also information provided to the UNCTAD secretariat by liner conferences.

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Printed in Switzerland
GE.79-V-52540 (9631)
October 1979—3,690

Price: $U.S. 7.00
(or equivalent in other currencies)

United Nations publication
Sales No. E.79.II.D.7