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Review of Maritime Transport, 1983

Report by the UNCTAD secretariat*/

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*/ This review has been prepared by the UNCTAD secretariat in accordance with item V of the programme of work of the Committee on Shipping. It is being circulated initially in mimeographed form, in order that it should be at the disposal of Governments with the least possible delay. Subsequently, it will be issued as a United Nations publication, incorporating any factual and editorial corrections that may prove necessary in the light of comments received from Governments.

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CONTENTS

ABBREVIATIONS

BAF	Bunker adjustment factor
b/d	Barrels per day
CAF	Currency adjustment factor
c.i.f.	Cost, insurance, freight
dwt	Deadweight tons
f.o.b.	Free on board
GDP	Gross domestic product
GNP	Gross national product
grt	Gross registered tons
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
OBO	Oil/bulk/ore
OECD	Organisation for Economic Co-operation and Development
pwc	Pakistan white cuttings
ro/ro	Roll-on/roll-off
TEU	Twenty-foot equivalent unit
ULCC	Ultra large crude carrier
VLCC	Very large crude carrier

EXPLANATORY NOTES

References to dollars ($) are to United States dollars.

Tons refer to metric tons, unless otherwise stated.

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

Two dots (..) indicate that the 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 designations employed and the presentation of the material in this document do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities or concerning the delimitation of its frontiers or boundaries.

INTRODUCTION

The Review of Maritime Transport is an annual publication prepared by the secretariat of UNCTAD, in accordance with section V of the programme of work of the Committee on Shipping.*/ The purpose of the review is to outline and analyse the main developments in world maritime transport in the past year and to assess expected future short-term developments. Emphasis is given to developments in developing countries, in particular, to the development of their merchant marines, and how they compare with developments in other groups of countries.

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*/ Official Records of the Trade and Development Board, Tenth Session, Supplement No.5 (TD/B/301), annex III.

SUMMARY OF MAIN DEVELOPMENTS IN 1983

(i) For the fourth consecutive year, the annual total volume of world seaborne trade declined. However, the last quarter of 1983 showed some improvement, as cargo volume was 3 to 4 per cent higher than in the first quarter.

(ii) The size of the world merchant fleet at mid-1983 was 7.5 million deadweight tons less than the previous year, which is a significant change from its steady growth in earlier years.

(iii) Ownership remains concentrated in developed-market economy countries and open-registry country fleets, whose combined tonnage represented 76.1 per cent of the mid-year 1983 world merchant fleet. The share of developing countries, however, increased to 15.3 per cent from 13.6 per cent in 1982, while that of the socialist countries remained unchanged.

(iv) The low participation of developing countries in the world merchant fleet continued to be disproportional to their share of international seaborne trade. Specifically, in 1982 developing countries generated 37.9 per cent of world cargo moving in international seaborne trade but only owned 13.6 per cent of the deadweight tonnage. On the other hand, developed market-economy countries, either directly or indirectly through open-registry countries, owned 78.4 per cent of world tonnage while generating approximately 55 per cent of world trade.

(v) The demand/supply disequilibrium of the world shipping industry continued in 1983 and is reflected by declines in productivity indicators (ton-miles/dwt).

(vi) The freight markets also reflected the over-supply situation as many of the 1983 annual average freight rate indices were at a lower level than in the previous year except dry cargo tramp trip and crude tanker indices. The last quarter, however, showed some increases over the beginning of the year.

(vii) The proportion of freight charges to c.i.f. import values for developing countries continued to be twice as high as that of developed market-economy countries (10.7 per cent and 5.3 per cent, respectively).

(viii) The United Nations Code of Conduct for Liner Conferences entered into force on 6 October 1983, and, by the end of the year, 59 countries, representing 28.7 per cent of total world tonnage, had become Contracting Parties to the Convention.

(ix) The Preparatory Committee for the United Nations Conference on Conditions for Registration of Ships continued work on the draft text for an international agreement and considered that it had sufficiently advanced its work for the holding of a plenipotentiary conference. The Conference will be held in July/August 1984.

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Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. The total volume of international seaborne trade decreased to 3.3 billion tons in 1982 or a reduction of 8 per cent as compared to the level in the previous year. Tanker cargoes experienced the most marked decline, with a fall in volume of 213 million tons, while dry cargo shipments decreased by 73 million tons, of which 47 million consisted of the five main bulk commodities (iron ore, grain, coal, bauxite/alumina and phosphate). Table 1 gives the tonnages of different cargoes shipped in 1970 and 1980-1982 (the last year for which data are available).

2. Preliminary estimates for 1983 show that world trade declined further to 3.2 billion in that year.[1/] The 3.0 per cent annual rate of decline, however, is significantly less than in the two previous years, when the annual percentage of seaborne trade was reduced by 3.9 per cent and 8.0 per cent respectively (see table 1). Furthermore, a slight upturn occurred in the last quarter of 1983, with liquid and dry bulk cargoes increasing about 3-4 per cent over the first three months of the year.[2/]

3. The ton-mile demand for shipping services is summarized in table 2. Liquid hydrocarbons represent almost half, while general cargo and minor bulk shipments amount to about one quarter of the 1983 ton-miles. Major bulk cargoes of iron ore, coal and grain represent 26.1 per cent. Declines similar to those shown in table 1 for international seaborne trade have also occurred as total ton-miles performed fell 3.8 per cent by comparison with the figure for 1982-1983 and are down 21.4 per cent from 1980.

4. By commodity groups, coal experienced the largest drop in ton-miles (12.2 per cent) from the previous year (1982), while ton-mile statistics for crude oil, oil products, iron ore and grain showed a decline from 3.9 per cent to 1.9 per cent. In the case of the major dry bulk commodities - iron ore and coal - ton-miles declined (see table 2) in response to the contraction in 1983 world steel output to 289.4 million tons.[3/] This 4.0 per cent drop in steel production from its level in the previous year, which particularly reflected

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1/ Based on estimates given in Fearnley and Egers Chartering Co. Ltd., Review 1983 (Oslo).

2/ Based on the Review 1983, op.cit.

3/ Data of the International Iron and Steel Institute.

Table 1

Development of international seaborne trade, a/ 1970 and 1980-1982
(Goods loaded)

Year	Tanker cargo		Dry cargo: Total		Dry cargo: Of which: main bulk commodities b/		Total (all goods)	
	Millions of tons	Percentage increase/decrease over previous year	Millions of tons	Percentage increase/decrease over previous year	Millions of tons	Percentage increase/decrease over previous year	Millions of tons	Percentage increase/decrease over previous year
1970	1 440	13	1 165	13	488	16	2 605	13
1980	1 871	-6.6	1 833	3.3	796	4.5	3 704	-2.0
1981	1 693	-9.5	1 866	1.8	806	1.3	3 559	-3.9
1982 (est)	1 480	-12.6	1 793	-3.9	759	-5.8	3 273	-8.0

Sources : (i) For tanker cargo, total dry cargo and all goods, the data were communicated to the UNCTAD secretariat by the United Nations Statistical Office. 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. The 1982 figures are estimates, as final figures are not yet available.

(ii) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., World Bulk Trades 1982 (Oslo).

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. Also including petroleum imports into the Netherlands Antilles and Trinidad and Tobago for refining and re-export.

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

Table 2

World seaborne trade by types of cargo, 1970 and 1980-1983
(Billions of ton-miles)

Year	Crude oil	Oil product	Iron ore	Coal	Grain a/	Other cargo	Total trade
1970	5 597	890	1 093	481	475	2 118	10 654
1980	8 385	1 020	1 613	952	1 087	3 720	16 777
1981	7 371	1 000	1 508	1 120	1 131	3 710	15 840
1982	5 412	1 070	1 443	1 094	1 120	3 560	13 699
1983	5 200	1 050	1 400	960	1 080	3 490	13 180

Source: Fearnley and Egers Chartering Co. Ltd., Review 1983 (Oslo).

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

decreases in Japan and EEC, adversely affected shipments in the Pacific and to Europe. Coking and thermal coal shipments were further reduced by the re-entry of Poland as a large-volume supplier to the European steel industry and by postponements of the construction of coal-fired power plants in Japan.

5. The tanker trade followed a seasonal pattern similar to that of dry bulk shipments in 1983, with world crude oil consumption increasing from 42.0 million barrels per day at mid-year[4/] to a peak of 46.5 million barrels per day in October/November.[5/] While this seasonal increase is not unusual, as Northern hemisphere countries build stocks for the winter, it also reflects a strengthening of industrial production in the industrialized countries and corresponds to the general upturn in dry bulk shipments during the last quarter of 1983.

6. The distribution of world seaborne trade by goods loaded/unloaded, broad commodity classifications and country groupings is given in table 3. Globally, dry cargo represents over half the goods in 1982, while crude oil is the single largest cargo group. Comparable 1982 country grouping data indicated that developing countries generated 51.3 per cent of all goods loaded and accounted for 25.7 per cent of all goods unloaded, while developed market-economy countries generated 41.3 per cent of all goods loaded and 67.8 per cent of all goods unloaded. The socialist countries' shares are 7.4 per cent of the goods loaded and 6.5 per cent of the goods unloaded.

7. For developing countries in 1982 compared with the previous year, there was a decline from 53.3 per cent in the share of goods loaded and an increase over 24.7 per cent in the share of goods unloaded. The 1982 data also show that developing countries dominated petroleum loadings but that, for goods unloaded, the distribution was more even, with developing countries receiving 28.2 per cent of the crude oil, 20.8 per cent of the petroleum products and 24.8 per cent of the dry cargo. The socialist countries' share remained about the same,as the growth in both loaded and unloaded categories was less than one percentage point for the period in question.

4/ Lloyd's Shipping Economist London, January 1984, p.29.

5/ Lloyd's List, 6 March 1984, p.2.

Table 3

World seaborne trade a/ in 1970, 1981 and 1982 b/
by types of cargo and shares of groups of countries c/
(Millions of tons and percentages of world total)

Country group	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
		(Trade in millions of tons)							
World total	1970	110	330	1 165	2 605	1 101	302	1 127	2 530
	1981	1 364	327	1 864	3 555	1 363	310	1 838	3 512
	1982	1 163	350	1 760	3 273	1 283	330	1 780	3 393
		(Percentage share of each category of goods in total)							
World total	1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
	1981	38.4	9.2	52.4	100.0	38.8	8.8	52.4	100.0
	1982	35.5	10.7	53.8	100.0	37.8	9.7	52.5	100.0
		(Percentage share of trade by groups of countries)							
Developed market economy countries	1970	2.0	27.1	60.0	31.1	80.4	79.6	79.5	79.9
	1981	6.9	29.5	66.2	40.1	70.4	76.3	67.0	69.1
	1982	8.4	29.6	65.3	41.3	68.3	77.4	65.6	67.8
Socialist countries of Eastern Europe and Asia	1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
	1981	5.7	16.7	5.5	6.6	3.5	1.7	9.0	6.2
	1982	6.6	17.2	6.0	7.4	3.5	1.8	9.6	6.5
Of which:									
in Eastern Europe	1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
	1981	4.4	15.0	4.4	5.4	2.4	0.5	5.6	3.9
	1982	5.3	15.6	4.8	6.1	2.3	0.6	6.0	4.1
in Asia	1970	-	-	1.2	0.5	0.5	0.1	2.1	1.2
	1981	1.3	1.7	1.1	1.2	1.1	1.2	3.4	2.3
	1982	1.3	1.6	1.2	1.3	1.2	1.2	3.6	2.4
Developing countries	1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
	1981	87.4	53.8	28.3	53.3	26.1	22.0	24.0	24.7
	1982	85.0	53.2	28.7	51.3	28.2	20.8	24.8	25.7

(contd)

Table 3 (cont'd)

Of which:									
in Africa	1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
	1981	19.7	4.0	4.5	10.3	6.6	3.0	5.2	5.5
	1982	21.5	8.0	4.6	10.9	7.9	2.5	5.3	6.0
in America	1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
	1981	11.9	20.0	13.0	13.2	11.8	5.7	5.0	7.7
	1982	12.6	17.3	12.5	13.1	11.9	6.0	5.0	7.7
in Asia	1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
	1981	55.8	29.6	10.3	29.6	7.6	12.5	13.6	11.2
	1982	50.9	27.8	11.2	27.1	8.2	11.5	14.3	11.8
in Europe	1970	...	-	-	...	-	0.1	0.1	...
	1981	...	-	...	...	-	0.2	0.1	...
	1982	...	-	...	...	-	0.2	...	...
in Oceania	1970	-	0.1	0.8	0.4	...	0.5	0.3	0.2
	1981	-	0.2	0.4	0.2	0.1	0.7	0.2	0.2
	1982	-	0.2	0.4	0.3	0.1	0.6	0.2	0.2

Source: Annex II below.

a/ See note a/ to table 1.

b/ Preliminary estimates how data are to be published in the United Nations *Monthly Bulletin of Statistics*.

c/ See annex I below for the composition of these groups.

Chapter II

DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Size and ownership of the world fleet

8. A summary of the world merchant fleet by country groupings is given in table 4. In mid-year 1983, total deadweight tonnage of the world merchant fleet was 686.0 million dwt, which represents a decrease of 7.5 million dwt from the previous year. This decrease is in sharp contrast to the constant growth recorded in previous years.

9. Ownership of the world merchant fleet is concentrated largely in the developed market-economy and open-registry countries, with 47.0 per cent and 29.1 per cent respectively, representing a combined total of 522.2 million dwt or 76.1 per cent of the world merchant fleet. Socialist countries of Eastern Europe and Asia own 7.9 per cent, while the share of the developing countries shows a slight increase to 15.3 per cent of the world merchant fleet.

10. The mid-year 1983 figures show the increasing participation of open-registry fleets, which increased their share from 28.7 per cent in 1982 to 29.1 per cent in 1983 and of developing countries, which increased their share from 13.6 to 15.3 per cent during the same period. Within the group of developing countries, tonnage continues to be concentrated in Asia, as 70 per cent of the fleet of the developing countries is registered in this region.

11. The linkage between open-registry fleets and the fleets of the developed market-economy countries is illustrated in tables 5 and 6. For example, only 603 out of 6,403 open-registry ships (9.4 per cent) can be identified as linked to true managements in developing countries,6/ with 4,091 vessels (63.9 per cent) being managed in developed market-economy countries. Similarly, beneficial ownership is concentrated in the developed market-economy countries, and only 5.2 per cent of the dwt tonnage of the open-registry fleet can be identified with developing countries.

B. Types of vessel

12. The composition of the world merchant fleet at mid-year 1983 and the percentage changes from the previous year are shown in table 7. Bulk carriers are the main type of vessel (78.1 per cent). Within this category, oil tankers constitute the largest group (44.1 per cent), followed by ore and bulk carriers.

6/ Excluding the territory of Hong Kong but including vessels managed in countries, entities or territories, each managing less than 1 million dwt.

Table 4

Distribution of world tonnage a/ (grt and dwt) by groups of countries of registration, 1970, 1982 and 1983
(Mid-year figures)

Flags of registration in groups of countries	Tonnage and percentage shares b/						Increase in tonnage (million of dwt)	
	In grt (millions)			In dwt (millions)				
	1970	1982	1983	1970	1982	1983	1970-1982-(Average)	1982-1983
World total	217.9 (100.0)	419.0 (100.0)	416.9 (100.0)	326.1 (100.0)	693.5 (100.0)	686.0 (100.0)	27.7	-7.5
Developed market-economy countries	141.8 (65.1)	209.1 (49.9)	197.3 (47.3)	211.9 (65.0)	344.9 (49.7)	322.4 (47.0)	8.5	-22.5
Open-registry countries	40.9 (18.8	106.4 (25.4)	107.3 (25.8)	70.3 (21.6)	198.7 (28.7)	199.8 (29.1)	10.0	1.1
Total 2 and 3	182.0 (83.9	315.5 (75.3)	304.6 (73.1)	282.2 (86.6)	543.6 (78.4)	522.2 (76.1)	18.5	-21.4
Socialist countries of Eastern Europe and Asia	19.5 (8.9)	41.3 (9.9)	43.1 (10.3)	21.7 (6.6)	52.0 (7.5)	54.4 (7.9)	2.5	2.4
Of which:								
in Eastern Europe	18.6 (8.5)	32.7 (7.8)	33.7 (8.1)	20.5 (6.2)	39.0 (5.6)	40.2 (5.9)	1.5	1.2
in Asia	0.9 (0.4)	8.6 (2.1)	9.4 (2.2)	1.2 (0.4)	13.0 (1.9)	14.2 (2.0)	1.0	1.2
Developing countries	14.5 (6.7)	60.0 (14.3)	66.3 (15.9)	20.5 (6.3)	94.5 (13.6)	104.9 (15.3)	6.5	10.4
Of which:								
in Africa	0.8	5.1	5.3	1.1	7.3	7.7	0.5	0.4
in America	6.4	14.1	14.9	8.7	21.2	22.3	1.0	1.1
in Asia	7.3	40.2	45.0	10.7	65.2	73.4	4.8	8.2
in Europe	-	0.4	0.9	-	0.6	1.3	-	0.7
in Oceania	-	0.1	0.2	-	0.2	0.2	-	-
Other, unallocated	1.2 (0.5)	2.2 (0.5)	2.9 (0.7)	1.7 (0.5)	3.4 (0.5)	4.4 (0.7)	0.2	1.0

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

a/ Excluding the United States Reserve Fleet and the United States and Canadian Great Lakes fleets, which in 1983 amounted respectively to 2.0, 1.7 and 2.0 million grt.

b/ Percentage shares are shown in brackets.

Table 5

True management[a/] of open-registry fleets, 1983

(Number of vessels and thousands of dwt)

Country or territory of true managers \ Country or territory of registration	Liberia		Panama		Cyprus		Bermuda		Bahamas		TOTAL	
	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt
United States of America	437	44 035	273	5 065	2	5	4	10	8	324	724	49 439
Hong Kong	491	30 785	675	14 284	4	56	2	4	-	-	1 172	45 129
Japan	204	10 236	741	10 139	1	4	-	-	-	-	946	20 379
Greece	127	9 759	418	6 162	251	2 500	-	-	1	17	797	18 438
United Kingdom	114	7 588	116	1 657	20	131	34	1 143	8	187	292	10 706
United Kingdom-based Greek shipowners	66	4 815	37	1 744	27	1 065	1	29	-	-	131	7 653
Monaco	42	4 259	32	2 611	-	-	-	-	1	29	75	6 899
Germany, Federal Republic of	79	1 905	194	3 266	84	987	1	7	1	6	359	6 171
Norway	108	4 413	36	838	-	-	1	13	5	95	150	5 359
Unspecified	65	2 473	168	2 650	-	-	-	-	-	-	233	5 123
Switzerland	61	3 540	84	1 165	3	26	-	-	4	47	152	4 778
Republic of Korea	10	1 053	78	1 436	-	-	-	-	-	-	88	2 489
United States-based Greek shipowners	24	1 649	9	75	2	101	-	-	-	-	35	1 825
Netherlands	17	1 018	80	551	1	3	1	6	2	3	101	1 581
Italy	14	1 008	38	390	6	122	3	9	-	-	61	1 529
Singapore	12	467	140	954	2	9	-	-	-	-	154	1 430
Canada	11	1 017	8	378	-	-	2	5	4	8	25	1 408
Denmark	24	892	16	60	3	7	-	-	17	251	60	1 210
Indonesia	19	345	61	781	-	-	-	-	-	-	80	1 126
Israel	17	837	7	180	-	-	1	2	-	-	25	1 019
62 countries, entities or territories, each managing less than 1 million dwt	66	2 627	344	2 257	29	136	6	72	5	35	450	5 127
Unidentified	13	533	231	1 728	42	947	4	6	3	15	293	3 229
TOTAL	2 021	135 254	3 786	58 371	477	6 099	60	1 306	59	1 017	6 403	202 047

Source: Based on data supplied to the UNCTAD secretariat by A. and P. Appledore Ltd.

a/ The "true manager" is the person, company or organization responsible for day-to-day husbandry of the ship concerned (as distinct from the manager of the company nominally owning the vessel). The country of management has been assumed to be the country of domicile of the true manager.

Table 6

Beneficial ownership[a/] of open-registry fleets, 1983

(Number of vessels and thousands of dwt)

Country or territory of beneficial ownership / Country or territory of registration	Liberia		Panama		Cyprus		Bermuda		Bahamas		TOTAL	
	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt	Number of vessels	dwt
United States of America	429	44 558	293	7 166	2	5	16	85	8	324	748	52 138
Hong Kong	452	29 427	460	10 112	4	56	-	-	-	-	916	39 595
Greece	237	18 730	462	8 441	278	3 647	-	-	1	17	978	30 835
Japan	204	10 736	792	10 816	1	4	-	-	-	-	997	21 556
Norway	138	6 113	39	931	-	-	1	13	5	95	183	7 152
Unspecified	95	3 943	172	2 709	-	-	-	-	-	-	267	6 652
Germany, Federal Republic of	81	1 923	196	3 302	87	999	1	7	1	6	366	6 237
Switzerland	69	4 008	81	1 401	3	26	-	-	4	48	157	5 483
United Kingdom	35	2 106	120	1 164	16	100	14	442	7	186	192	3 998
China	4	140	134	3 225	-	-	-	-	-	-	138	3 365
Republic of Korea	10	1 053	75	1 403	-	-	-	-	-	-	85	2 456
Italy	18	1 175	45	447	6	122	3	9	-	-	72	1 753
Netherlands	18	1 050	78	547	1	3	-	-	3	4	100	1 604
Canada	13	855	7	53	-	-	15	677	4	8	39	1 593
Israel	25	1 148	7	180	1	16	1	2	-	-	34	1 346
Denmark	24	892	16	60	4	16	-	-	17	251	61	1 219
Indonesia	23	401	62	798	-	-	-	-	-	-	85	1 199
Monaco	16	1 023	6	86	-	-	-	-	1	29	23	1 138
Pakistan	31	849	22	226	-	-	-	-	-	-	53	1 075
France	9	879	30	144	-	-	-	-	1	18	40	1 041
64 countries, entities or territories, each beneficially owning less than 0.5 per cent	77	3 712	458	3 432	32	158	5	65	4	16	576	7 383
Unidentified	13	533	231	1 728	42	947	4	6	3	15	293	3 229
TOTAL	2 021	135 254	3 786	58 371	477	6 099	60	1 306	59	1 017	6 403	202 047
Share in total open-registry fleets	31.6	67.0	59.2	28.9	7.4	3.0	0.9	0.6	0.9	0.5	100.0	100.0

Source: Based on data supplied to the UNCTAD secretariat by A. and P. Appledore Ltd.

a/ The beneficial owner is the person, company or organization which gains the pecuniary benefits from the shipping operations.

b/ The Government has advised that many of the vessels attributed to China are chartered ships, being operated by the China Ocean Shipping Company.

Table 7

Analysis of the world fleet by principal types of vessel, 1981-1983 a/
(Thousands of dwt) b/

Principal types	1981	1982	1983	Percentage change 1982/1983
Oil tankers	335 464 (48.1)	325 243 (46.3)	306 094 (44.1)	-5.9
Liquified gas carriers	8 328 (1.2)	9 182 (1.3)	9 530 (1.4)	+3.8
Chemical carriers	4 440 (0.6)	5 040 (0.7)	5 361 (0.8)	+6.4
Miscellaneous tankers	470 (0.07)	443 (0.06)	480 (-)	+8.3
Bulk/oil carriers (inc. ore/oil carriers)	48 447 (6.9)	49 070 (7.0)	49 267 (7.1)	+0.4
Ore and bulk carriers	151 005 (21.7)	162 149 (23.1)	171 370 (24.7)	+5.7
General cargo (inc. passenger cargo)	116 371 (16.7)	116 307 (16.5)	114 615 (16.5)	-1.5
Container ships (fully cellular)	12 416 (1.8)	13 181 (1.9)	14 635 (2.1)	+11.0
Lighter carriers	1 060 (0.18)	1 079 (0.2)	1 085 (0.1)	+0.5
Vehicle carriers	2 395 (0.3)	2 704 (0.4)	3 230 (0.5)	+19.5
Fish factories and carriers Fishing (inc. factory trawlers)	7 477 (1.1)	7 628 (1.1)	7 838 (1.1)	+2.7
Ferries and passenger vessels	2 424 (0.35)	2 471 (0.3)	2 516 (0.4)	+1.8
All other vessels	6 891 (1.0)	7 484 (1.1)	8 491 (1.2)	+13.5
World total (100.0)	697 188	701 980	694 512	-1.1

Source : Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Limited, 1981-1983 (mid-year figures).

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

b/ Percentage shares are shown in brackets.

The combined tonnage of general cargo and container vessels represents 18.6 per cent, with the balance of the fleet - 3.3 per cent - fragmented among more specialized vessel types. Container ships and vehicle carriers experienced the largest changes, with gains of 11.0 per cent and 19.5 per cent, respectively, while oil tanker tonnage continued the previous year's decline, dropping 5.9 per cent in dwt in 1983. By contrast, other types of carriers increased by comparison with the figures in the previous year and the net change for the total merchant fleet was a decrease of 1.1 per cent.

13. A comparative distribution of world tonnage by groups of countries and types of vessel is given in table 8. The developed market-economy countries own the largest share of the total deadweight tonnage (47.0 per cent) and also have the largest percentage of each type of vessel. It may be noted, in particular, that developed market-economy countries own 68.0 per cent of the world container fleet. Open-registry countries are the next largest country grouping, and are particularly concentrated in bulk carriers.

14. Developing countries, at mid-1983, owned 23.7 per cent of the world general cargo fleet, 12.3 per cent of the tanker fleet and 15.4 per cent of the ore and bulk carrier fleet. The socialist countries of Eastern Europe and Asia had 19.2 per cent of their fleet in the general cargo category and 17.5 per cent in the "other ships" group.

15. Changes in the composition of the world fleet are shown in table 8. The share of tanker tonnage in the world fleet continued to decline in 1983, while that of bulk carriers increased. There was no significant change in the shares of general cargo ships and container ships. The share of developing countries in the total fleet increased from 13.6 per cent in 1982 to 15.3 per cent in 1983 and their shares in all the various categories of vessels also expanded.

16. Container fleet development is indicated in table 9. The total number of ships in the world increased by 9 per cent and the TEU capacity rose by 17 per cent from 1982 to 1983. The world container fleet remained concentrated in the developed market-economy countries, which owned 66 per cent of TEU capacity in 1983. On the other hand, the share of the developing countries was 14.9 per cent and that of the socialist countries of Eastern Europe and Asia was 1 per cent.

Table 4
Distribution of world tonnage a/ (grt and dwt) by groups of countries of registration, 1970, 1982 and 1983
(Mid-year figures)

Flags of registration in groups of countries	Tonnage and percentage shares b/						Increase in tonnage (million of dwt)	
	In grt (millions)			In dwt (millions)				
	1970	1982	1983	1970	1982	1983	1970-1982-(Average)	1982-1983
World total	217.9 (100.0)	419.0 (100.0)	416.9 (100.0)	326.1 (100.0)	693.5 (100.0)	686.0 (100.0)	27.7	-7.5
Developed market-economy countries	141.8 (65.1)	209.1 (49.9)	197.3 (47.3)	211.9 (65.0)	344.9 (49.7)	322.4 (47.0)	8.5	-22.5
Open-registry countries	40.9 (18.8	106.4 (25.4)	107.3 (25.8)	70.3 (21.6)	198.7 (28.7)	199.8 (29.1)	10.0	1.1
Total 2 and 3	182.0 (83.9	315.5 (75.3)	304.6 (73.1)	282.2 (86.6)	543.6 (78.4)	522.2 (76.1)	18.5	-21.4
Socialist countries of Eastern Europe and Asia	19.5 (8.9)	41.3 (9.9)	43.1 (10.3)	21.7 (6.6)	52.0 (7.5)	54.4 (7.9)	2.5	2.4
Of which:								
in Eastern Europe	18.6 (8.5)	32.7 (7.8)	33.7 (8.1)	20.5 (6.2)	39.0 (5.6)	40.2 (5.9)	1.5	1.2
in Asia	0.9 (0.4)	8.6 (2.1)	9.4 (2.2)	1.2 (0.4)	13.0 (1.9)	14.2 (2.0)	1.0	1.2
Developing countries	14.5 (6.7)	60.0 (14.3)	66.3 (15.9)	20.5 (6.3)	94.5 (13.6)	104.9 (15.3)	6.5	10.4
Of which:								
in Africa	0.8	5.1	5.3	1.1	7.3	7.7	0.5	0.4
in America	6.4	14.1	14.9	8.7	21.2	22.3	1.0	1.1
in Asia	7.3	40.2	45.0	10.7	65.2	73.4	4.8	8.2
in Europe	-	0.4	0.9	-	0.6	1.3	-	0.7
in Oceania	-	0.1	0.2	-	0.2	0.2	-	-
Other, unallocated	1.2 (0.5)	2.2 (0.5)	2.9 (0.7)	1.7 (0.5)	3.4 (0.5)	4.4 (0.7)	0.2	1.0

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

a/ Excluding the United States Reserve Fleet and the United States and Canadian Great Lakes fleets, which in 1983 amounted respectively to 2.0, 1.7 and 2.0 million grt.

b/ Percentage shares are shown in brackets.

Table 8

Percentage shares of world tonnage by type of vessel
(as at 1 July) 1980, 1981, 1982 and 1983 a/
(In terms of dwt)

Country group	Year	Total dwt: Millions of dwt	Total dwt: Percentage of world total	Tankers	Ore and bulk carriers b/ including combined carriers	General cargo ships c/	Container ships	Other ships
				Percentage share by vessel type				
World total	1980	682.8	100	49.7	27.2	17.0	1.6	4.5
	1981	688.8	100	48.6	28.2	16.6	1.8	4.8
	1982	693.5	100	46.8	29.7	16.4	1.9	5.2
	1983	686.0	100	44.5	31.4	16.4	2.1	5.6
				Percentage share by groups of countries				
Developed market-economy countries	1980	350.1	51.3	52.5	52.7	43.4	74.3	50.4
	1981	352.4	51.1	53.4	52.0	41.1	71.9	50.8
	1982	344.9	49.7	52.8	49.3	38.9	71.3	51.3
	1983	322.4	47.0	50.2	45.8	36.6	68.0	50.7
Open-registry countries	1980	212.5	31.1	36.2	31.7	20.8	13.5	17.0
	1981	197.1	28.6	33.2	29.9	18.5	8.8	17.2
	1982	198.7	28.7	32.6	30.8	19.4	10.1	17.2
	1983	199.8	29.1	33.3	31.4	20.0	10.0	17.2
Socialist countries of Eastern Europe and Asia	1980	48.7	7.1	3.4	5.8	17.0	3.0	20.5
	1981	50.7	7.4	3.5	6.0	18.0	3.0	19.1
	1982	52.0	7.5	3.6	5.9	18.5	2.7	18.1
	1983	54.4	7.9	3.9	6.3	19.2	4.0	17.5
Of which:								
in Eastern Europe	1980	37.8	5.5	2.8	4.2	12.3	2.9	19.2
	1981	38.4	5.6	2.9	4.0	12.8	2.9	17.8
	1982	39.0	5.6	3.0	4.0	12.9	2.6	16.9
	1983	40.2	5.9	3.1	4.2	13.3	2.9	16.4
in Asia	1980	10.9	1.6	0.6	1.6	4.7	0.1	1.3
	1981	12.3	1.8	0.6	2.0	5.2	0.1	1.3
	1982	13.0	1.9	0.6	1.9	5.6	0.1	1.2
	1983	14.2	2.0	0.8	2.1	5.9	1.1	1.1
Developing countries	1980	68.4	10.0	7.7	9.2	17.6	7.6	12.0
	1981	85.9	12.5	9.7	11.6	21.7	13.8	12.8
	1982	94.5	13.6	10.7	13.3	22.6	13.1	13.3
	1983	104.9	15.3	12.3	15.4	23.7	14.3	14.5
Of which:								
in Africa	1980	7.1	1.1	1.1	0.1	2.3	..	2.1
	1981	7.2	1.1	1.0	0.2	2.3	..	2.3
	1982	7.3	1.1	1.1	0.2	2.3	..	2.4
	1983	7.7	1.1	1.2	0.2	2.4	..	2.5
in America	1980	21.8	3.2	2.3	3.3	5.6	0.1	
	1981	19.7	2.9	2.0	2.8	5.6	0.1	3.4
	1982	21.2	3.0	2.2	3.0	5.7	0.1	3.3
	1983	22.3	3.3	2.6	3.1	5.8	0.1	3.5

(Continued)

Table 8 (continued)

Country group	Year	Total dwt		Tankers	Ore and bulk carriers b/ including combined carriers	General cargo ships c/	Container ships	Other ships
in Asia	1980	39.1	5.7	4.3	5.7	9.8	2.7	
	1981	58.5	8.5	6.7	8.5	13.6	13.7	7.1
	1982	65.2	9.4	7.4	10.0	14.2	13.0	7.5
	1983	73.3	10.7	8.5	11.8	14.7	14.2	8.4
in Europe	1980	0.2	..	..	..	0.1	-	
	1981	0.3	..	..	0.1	0.2	-	..
	1982	0.6	0.1	..	0.1	0.3	-	..
	1983	1.3	0.2	..	0.3	0.7	-	..
in Oceania	1980	0.2	..	..	..	0.1	-	
	1981	0.2	..	..	..	0.1	-	0.1
	1982	0.2	..	..	..	0.1	-	0.1
	1983	0.2	..	..	..	0.1		0.1
Other, unallocated	1980	3.0	0.5	0.2	0.6	0.9	1.6	0.1
	1981	2.7	0.4	0.2	0.5	0.7	2.5	0.1
	1982	3.4	0.5	0.3	0.7	0.6	2.8	0.1
	1983	4.4	0.7	0.3	1.1	0.5	3.7	0.1

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

a/ Excluding the United States Reserve Fleet and the United States and Canadian Great Lakes Fleets.

b/ Ore and bulk carriers of 6,000 grt and above, including combined ore/oil and ore/bulk/oil carriers.

c/ Including passenger cargo vessels.

Table 9

Distribution of world fleet and TEU capacity of fully cellular containerships by groups of countries, mid-year, 1981, 1982 and 1983

Flags of registration by groups of countries	Number of ships			TEU capacity and percentage shares a/		
	1981	1982	1983	1981	1982	1983
World total	707	718	786	554 218 (100.0)	598 120 (100.0)	697 459 (100.0)
Developed market-economy countries	419	431	454	387 754 (70.0)	412 490 (69.0)	461 608 (66.2)
Open-registry countries	136	153	127	79 659 (14.4)	94 765 (15.8)	74 603 (10.7)
Total, 2 and 3	555	584	581	467 413 (84.4)	507 255 (84.8)	536 211 (76.9)
Socialist countries of Eastern Europe and Asia Of which:	56	35	49	16 754 (3.0)	15 934 (2.7)	26 525 (3.8)
in Eastern Europe	54	33	39	16 100 (2.9)	15 280 (2.6)	19 861 (2.8)
in Asia	2	2	10	654 (0.1)	654 (0.1)	6 664 (1.0)
Developing countries	76	76	128	53 192 (9.6)	53 814 (9.0)	104 264 (14.9)
Of which: in Africa	1	-	-	48 (-)	-	-
in America	13	16	11	1 357 (0.3)	1 529 (0.3)	985 (0.1)
in Asia	62	60	117	51 787 (9.3)	52 285 (8.7)	103 279 (14.8)
in Europe	-	-	-	-	-	-
in Oceania	-	-	-	-	-	-
Other, unallocated	20	23	28	16 859 (3.0)	21 117 (3.5)	30 459 (4.4)

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

a/ Percentage shares are shown in brackets.

17. Table 10 gives the latest available figures on world container port traffic for 1982. The over-all rate of growth of container traffic through ports halved between 1981 and 1982, falling most rapidly in ports of developing countries. Although the rate of growth experienced in the developing countries remained much higher than in the developed market-economy countries, the table reveals that such growth was very unevenly spread and frequently erratic from year to year.

C. Age distribution of the world merchant fleet

18. The age distribution of the world merchant fleet by vessel type and country grouping in mid-1983 is presented in table 11. Changes from the previous year are minimal, as the average age of all ships only increased by three months to 10.98 years. Tankers were the youngest segment of the fleet (9.98 years), while general cargo vessels were the oldest (13.58 years). Developed market-economy countries and open-registry fleets continued to have the lowest average-age ships (10.61 and 10.69 years respectively), followed by the developing countries (11.05 years) and the socialist countries of Eastern Europe and Asia (13.29 years). Within the developing country category, there is a relatively high percentage of tankers (15.3) and of bulk carriers (26.5) in the age group from 0 to 4 years.

D. Comparison of cargo turnover and fleet ownership

19. The relationship between cargo volumes generated by different groups of countries and fleet ownership is illustrated in table 12. The data confirm that developed market-economy and open-registry fleets continue to own a disproportionate share of the world merchant fleet compared to total cargo turnover. For example, in 1982, these two country groups generated 55.1 per cent of the world's international trade but jointly owned 78.4 per cent of the world's merchant fleet in deadweight tonnage. By comparison, the share of the developing countries in goods loaded and unloaded in world seaborne trade in 1982 was 37.9 per cent but their merchant fleet represented only 13.6 per cent of total world deadweight tonnage. The share of the socialist countries of Eastern Europe and Asia, on the other hand, was proportional to their share of the world's deadweight tonnage.

Table 10

Container port traffic of developing countries and territories, 1980 and 1982

Country or territory	Container traffic 1982 (TEUs)	Container traffic 1981 (TEUs)	Percentage change 1981/1982	Percentage change 1980/1981
Hong Kong	1 659 943	1 559 819	6.4	6.5
Singapore	1 116 288	1 064 504	4.9	16.1
Saudi Arabia	1 048 892	914 316	14.7	11.6
Republic of Korea a/	786 653	743 968	5.7	19.4
Philippines	640 845	552 898	15.9	26.4
United Arab Emirates a/	411 380	405 861	1.4	29.4
Nigeria	286 412	308 259	-7.1	32.2
Kuwait	285 576	223 226	27.9	30.7
Thailand	259 424	241 500	7.4	27.5
Brazil	259 181	223 118	16.1	26.9
Malaysia	223 180	204 644	9.1	19.2
India	214 496	202 410	6.0	39.9
Cyprus	180 172	143 117	25.9	187.7
Indonesia	158 352	135 102	17.2	60.9
Ivory Coast	157 276	168 111	-6.4	25.6
Jamaica	147 751	183 680	-19.6	2.6
China a/	146 281	91 238	60.3	67.5
Egypt	142 589	138 719	2.8	1.3
Panama	135 711	130 192	4.2	-0.1
Pakistan	124 229	89 512	38.8	48.8
Trinidad and Tobago	117 775	77 018	52.9	6.9
Mexico a/	117 568	100 091	17.5	14.3
Bahrain	112 005	121 621	-7.9	102.0
Jordan	105 498	76 844	37.3	84.0
Sri Lanka	103 244	57 808	78.6	42.2
Argentina	102 000	152 230	-33.0	24.1
Honduras	78 299	71 027	10.2	26.3
Chile	74 470	105 362	-29.3	68.0
Yugoslavia	68 701	71 741	-42.0	29.1
Morocco	68 368	59 735	14.5	-5.2
Papua New Guinea	63 294	51 654	22.5	-2.4
Western Samoa	61 710	43 320	42.5	N.A.
Kenya	56 638	44 036	28.6	44.0
Cameroon	49 931	45 403	10.0	28.4
Bahamas	47 022	45 070	4.3	-10.3
Costa Rica a/	46 820	8 049	481.7	101.2
Oman	44 112	28 908	52.6	55.9
Peru	39 038	28 301	37.9	39.1
Guatemala	36 486	34 472	5.8	-19.4
Haiti	34 351	32 582	5.4	6.9
Togo	34 004	31 990	6.3	N.A.
Ecuador	31 847	25 662	24.1	36.4
Romania	30 463	31 410	-3.0	N.A.
Others reported b/	464 672	437 671	6.2	23.4
Total reported c/	10 372 947	9 506 199	9.2	20.9
World total reported	42 238 321	40 575 756	4.1	8.2

Source: Derived from information presented in Containerization International Yearbooks 1983 and 1984.

a/ Data subject to omissions.

b/ Comprising 33 developing countries where less than 30 000 TEUs were reported.

c/ Certain ports did not respond to the background survey; although they were not among the largest ports, the total omission can be estimated at 5 to 10 per cent.

Table 11

Age distribution of world merchant fleet by type of vessel as at 1 July 1983
(Percentage of total in terms of grt)

Country grouping	Type of vessel	Total	0-4 years	5-9 years	10-14 years	15 years and over	Average a/ age July 1983 (Years)	Average age July 1982 (Years)
World total	All ships	100	16.9	34.7	24.3	24.1	10.98	10.73
	Tankers	100	11.9	48.8	23.2	16.1	9.98	9.82
	Bulk carriers b/	100	20.6	29.2	28.9	21.3	10.61	10.25
	General cargo	100	15.4	22.1	20.2	42.3	13.58	13.44
Developed market-economy countries	All ships	100	17.8	35.0	25.8	21.4	10.61	10.61
	Tankers	100	12.2	47.0	24.6	16.2	10.05	10.02
	Bulk carriers b/	100	20.7	30.0	29.4	19.9	10.42	10.57
	General cargo	100	20.3	21.8	20.2	37.7	12.65	12.74
Open-registry countries	All ships	100	13.1	40.2	26.6	20.1	10.69	10.06
	Tankers	100	9.6	54.6	24.9	10.9	9.40	9.09
	Bulk carriers b/	100	17.7	27.8	31.8	22.7	11.11	10.07
	General cargo	100	10.1	23.4	22.9	43.6	14.18	14.13
Total 2 and 3	All ships	100	16.2	36.8	26.1	20.9	10.63	10.39
	Tankers	100	11.2	49.9	24.7	14.2	9.80	9.59
	Bulk carriers b/	100	19.6	29.2	30.3	20.9	10.67	10.35
	General cargo	100	16.9	22.3	21.1	39.7	13.16	13.25
Socialist countries of Eastern Europe and Asia	All ships	100	15.9	24.9	17.9	41.3	13.29	13.13
	Tankers	100	12.3	30.1	10.4	47.2	13.98	14.12
	Bulk carriers b/	100	21.4	35.9	17.3	25.4	10.60	10.18
	General cargo	100	13.2	19.5	20.1	47.2	14.42	14.07
Developing countries (excluding open-registry countries)	All ships	100	20.2	32.7	20.0	27.1	11.05	10.87
	Tankers	100	15.3	49.4	18.5	16.8	9.68	9.85
	Bulk carriers b/	100	26.5	27.3	25.5	20.7	10.05	9.45
	General cargo	100	13.9	24.0	18.3	43.8	13.79	13.28

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

a/ To calculate average age it has been assumed that the ages of vessels are distributed evenly between the lower and upper limit of each age group. For the 15 years and over age group, the mid-point has been assumed to be 22 years.

b/ Including combined carriers.

Table 12

Comparison between total cargo turnover and fleet ownership by groups of countries, 1970, 1981 and 1982
(In terms of dwt)

Country grouping	Year	Goods loaded and unloaded (millions of tons)		Total of goods loaded and unloaded (millions of tons)	Deadweight tonnage of merchant fleet (millions of tons)	Percentage of world total of goods loaded and unloaded	Percentage of world total of merchant fleet owned (dwt)
		Loaded	Unloaded				
Developed market-economy and open-registry countries	1970 1981 1982	802.7 1 447.2 1 370.7	2 010.4 2 430.3 2 305.3	2 812.1 3 877.5 3 676.0	282.2 549.5 543.6	54.8 54.9 55.1	86.5 79.8 78.4
Socialist countries of Eastern Europe and Asia	1970 1981 1982	158.8 233.5 242.3	87.6 217.7 221.1	264.4 451.2 463.4	21.7 50.7 52.0	4.8 6.4 7.0	6.7 7.4 7.5
Developing countries	1970 1981 1982	1 643.3 1 896.7 1 660.4	431.6 867.4 866.2	2 074.9 2 764.1 2 526.6	20.5 85.9 94.5	40.4 39.1 37.9	6.3 12.5 13.6
World total a/	1970 1981 1982	2 604.8 3 555.4 3 273.4	2 529.6 3 511.9 3 392.6	5 134.4 7 067.3 6 666.0	326.1 688.8 693.5	100.0 100.0 100.0	100.0 100.0 100.0

Source: Annexes II and III in various issues of the Review of Maritime Transport.

a/ Including unallocated tonnage.

Chapter III

THE PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons and ton-miles per dwt

20. Table 13 gives estimates of tons of cargo carried and ton-miles performed per dwt of the world fleet between 1970 and 1983. The information available indicates a general decline in productivity since 1970. The tonnage of cargo carried per dwt amounted to 4.72 in 1982 (as compared to 7.99 in 1970) while ton-miles performed per dwt were 20.46 in 1982 and 19.21 in 1983 (as compared to 32.67 in 1967). The large decrease in ton-miles performed between 1981 and 1982 (from 22.99 to 20.46) is particularly noticeable. The factors influencing the level of productivity can be traced to slow-steaming and reduced cargo volumes, coupled with big increases in deadweight capacity. Hence, the combination of an added supply of shipping tonnage and reduced demand for shipping services has adversely affected the ratio of cargo carried to world deadweight.

Table 13

Cargo tonnage carried and ton-miles per dwt of the total world fleet, 1970 and 1976-1983

Year	World fleet (millions of dwt)	Total cargo carried (millions of tons)	Total ton-miles performed (thousands of millions of ton-miles)	Tons of cargo carried per dwt	Ton miles performed per dwt (thousands)
1970	326.1	2 605	10 654	7.99	32.67
1976	601.2	3 391	17 053	5.64	28.36
1977	642.3	3 453	17 476	5.38	27.21
1978	662.8	3 461	17 022	5.22	25.68
1979	673.7	3 778	17 675	5.61	26.24
1980	682.8	3 704	16 777	5.42	24.47
1981	688.8	3 555	15 840	5.16	22.99
1982	693.5	3 273	13 699	4.72	20.46
1983	686.0	..	13 180	..	19.21

Sources: World fleet: Lloyd's Register of Shipping: Statistical Tables (London), various issues (mid-year figures); total cargo carried: United Nations, Monthly Bulletin of Statistics, January issues; ton-miles: Fearnley and Egers Chartering Co. Ltd., Review (Oslo), various issues.

B. Estimates of tonnage over-supply

21. The demand/supply disequilibrium that has characterized the world shipping industry in recent years still persists. Up to 1983, this situation was aggravated by a decline in cargo ton-mile demand without a corresponding decline in fleet tonnage.

22. In terms of ship type, over-supply conditions are still most noticeable in the tanker sector because liquid hydrocarbon ton-mile demand is well below that of previous peak periods, and tanker fleet capacity, even though reduced by about 6 per cent between mid-1982 and mid-1983, is still estimated to be 90 - 95 million deadweight tons in surplus,[7/] which is about 10 per cent less than last year. In the dry bulk sector, estimated surplus tonnage at the end of 1983 dropped by 16.6 per cent to about 25 million tons deadweight[8/] as cargo volumes expanded more than fleet tonnage. For the general cargo category, deadweight supply in the third quarter of 1983 exceeded demand by 10.3 million tons, producing a 10.8 per cent surplus.[9/]

7/ Based on Fearnley and Egers Chartering Co. Ltd., Review 1983 (Oslo).

8/ Ibid.

9/ Based on Lloyd's Shipping Economist, vol. 6, No. 1, London, January 1984.

Table 14

Estimated productivity of tankers, bulk carriers, combined carriers a/ and the residual fleet: b/ ton-miles performed per dwt, 1970 and 1976-1982

Year	Ton-miles of oil and grain by tankers (thousands of millions)	Ton-miles per dwt of tankers (thousands)	Ton-miles of dry bulk cargo by bulk carriers (thousands of millions)	Ton-miles per dwt of bulk carriers (thousands)	Ton-miles of oil and dry bulk cargo by combined carriers (thousands of millions)	Ton-miles per dwt of combined carriers (thousands)	Ton-miles of the residual fleet b/ (thousands of millions)	Ton-miles per dwt of the residual fleet (thousands)
1970	6 039	43.82	1 891	39.40	745	52.46	1 979	15.69
1976	10 335	33.71	2 917	29.11	1 660	36.64	2 141	14.36
1977	10 527	32.16	3 088	27.35	1 685	35.55	2 176	14.16
1978	9 950	30.16	3 387	27.76	1 524	31.36	2 161	13.31
1979	9 997	30.52	3 575	28.58	1 665	34.19	2 438	14.14
1980	9 007	27.56	2 009	14.47	1 569	32.43	4 192	24.83
1981	8 009	24.80	2 169	14.73	1 518	32.14	4 144	24.26
1982	5 412 c/	17.42	2 422	14.96	1 310	29.05	3 560	19.92

Sources: Compiled on the basis of Fearnley and Egers Chartering Co. Ltd., Review, World Bulk Trades and World Bulk Fleet, various issues.

a/ As from 1980 the data cover bulk carriers and combined bulk carriers of over 40,000 dwt as against 18,000 dwt in the previous years. The change affects figures for the bulk carrier fleet and consequently the residual fleet, but the combined bulk fleet is not affected as the combined bulk fleet of size range 18,000 dwt - 40,000 dwt forms only 0.3 per cent of the total combined bulk fleet.

b/ The "residual fleet" refers to all vessels included in table 4, excluding tankers, bulk carriers and combined bulk carriers of the size range indicated in footnote a/.

c/ Excludes grain, because data are not available.

Table 15

Estimated productivity of tankers, bulk carriers, combined carriers and the residual fleet, a/ tons carried per dwt, 1970 and 1976-1982

Year	Tons of oil and grain by tankers (millions)	Tons per dwt of tanker	Tons of dry bulk cargo bulk carriers of over 18 000 dwt (millions)	Tons per dwt of bulk carriers	Tons of oil and dry bulk cargo by combined carriers of over 18 000 dwt (millions)	Tons per dwt of combined carriers	Tons carried by the residual fleet (millions)	Tons per dwt of the residual fleet
1970	1 182	8.58	403	8.40	97	6.83	800	6.34
1976	1 563	5.10	607	6.06	244	5.39	910	6.10
1977	1 591	4.86	643	5.70	268	5.65	921	5.99
1978	1 589	4.82	675	5.53	261	5.37	966	5.95
1979	1 681	4.82	728	5.82	308	5.82	1 038	6.02
1980	1 564	4.79	396	2.85	282	5.83	1 406	8.33
1981	1 419	4.39	421	2.86	262	5.53	1 404	8.22
1982	1 043	3.60	455	2.61	232	5.40	1 240	6.97

Sources: As for table 13.

a/ See footnote a/ in table 13.

CHAPTER IV

SHIPBUILDING

A. Ship prices

23. Representative new building prices for 1980-1983 are shown in table 16. For all types and sizes of ships, prices declined from their levels in the previous year, with the most significant drops for large gas carriers (19.7 per cent) and 120,000 deadweight dry bulk vessels (22.5 per cent). In contrast, price decreases for general cargo ships and 1,200 TEU ro/ro vessels were less than 8.5 per cent. Prices of "handy-size" bulkers also experienced considerable drops, with decreases ranging from 21.9 per cent to 13.3 per cent, while Panamax dry bulkers were about one-fourth less than their 1982 price and 80,000 deadweight tankers were estimated to be 12.0 per cent less than in the previous year.

24. Second-hand prices in 1983 varied by ship type and size. For example, the 1983 year-end values of general cargo vessels (15,000 dwt) built in the 1970s were down from 3.3 per cent to 20.0 per cent compared with their levels in the previous year. Conversely, both tankers and dry bulk carriers increased their year-end values, with the strongest gain for larger vessels. 10/ Second-hand prices for containerships and ro/ro vessels remained about the same as in 1982, 11/ but some weakening of prices for smaller-size unitized vessels occurred in the last quarter of 1983, and seems to have been largely due to the anticipated massive increases in world TEU capacity scheduled for 1984. 12/

B. Tonnage on order

25. Tables 17 and 18 summarize the trends and status of new building orders. Over-all, the total tonnage on order has changed little from the third quarter of 1982 to September 1983. The composition, however, has shifted as dry bulk carriers now represent 58.9 per cent of deadweight ordered, while large tankers on order have contracted to less than 1.0 per cent. The ore/oil/OBO carrier share has remained static, but shares of orders for containerships, ro/ro ships and other ships have declined slightly (-1.4 per cent).

10/ Fearnley and Egers Chartering Co. Ltd., Review 1983 (Oslo).

11/ Lloyd's Shipping Economist, vol. 6, No. 1, January 1984.

12/ See, in this connection, Containerization International, vol. 18, No. 1, January 1984.

Table 16

Representative new building prices, 1980,1982 and 1983
(In millions of dollars)

Type and size of vessel	1980	1982	1983
30 000 dwt bulk	16.7	19.2	15.0
32 000 dwt tanker	18.7	27.7	24.0
70 000 dwt bulk	23.6	29.9	22.5
80 000 dwt tanker	28.3	34.1	30.0
120 000 dwt bulk	32.2	41.3	32.0
250 000 dwt tanker	75.0	75.0	73.0
125 000 m3 LNG	200.0	249.1	200.0
75 000 m3 LPG	77.0	70.0	55.0
1 200 TEU ro/ro	43.7	43.7	40.0
15 000 dwt general cargo ship	13.9	14.0	13.0
1 600 TEU full containership	31.5	34.7	28.0

Source: Lloyd's Shipping Ecopnomist (London), various issues.

Table 17

World tonnage on order at the end of each quarter, 1981, 1982 and 1983

Tonnage on order as at	All ships in millions of dwt	Percen-tage change	Tankers in millions of dwt	Percen-tage change	Bulk carriers (inc. combined carriers) in millions dwt	Percen-tage change	Other ships in millions of dwt	Percen-tage change
31 March 1981	53.4		16.0		28.7		8.6	
		+7.4		-8.0		+15.6		+8.6
30 June 1981	57.3		14.8		33.2		9.4	
		-1.2		-9.1		-1.5		+10.6
30 September 1981	56.6		13.4		32.7		10.4	
		-2.8		-13.3		+1.5		-3.1
31 December 1981	55.0		11.6		33.3		10.1	
		-5.2		-6.4		-5.7		-2.3
31 March 1982	52.1		10.9		31.4		9.9	
		-4.6		-4.6		-6.9		+2.7
30 June 1982	49.7		10.4		29.2		10.1	
		-7.1		-11.2		-8.7		+1.9
30 September 1982	46.2		9.2		26.7		10.3	
		-5.9		-14.6		-4.9		-0.9
31 December 1982	43.5		7.9		25.4		10.2	
		-10.9		-7.0		-15.1		-3.4
31 March 1983	38.7		7.3		21.5		9.9	
		+11.8		-8.6		+25.7		-3.4
30 June 1983	43.3		6.7		27.1		9.6	
		+6.8		+8.2		+8.5		+1.3
30 September 1983	46.3		7.2		29.3		9.7	

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

Table 18

World tonnage on order as at 30 September 1983
(Thousands of dwt)

Countries of registry	All ships	Tankers 150 000 dwt and over	Tankers under 150 000 dwt	Ore/oil and OBO carriers	Other bulk carriers	Full container ships	Part container ships	Ro/ro cargo ships	Other ships
World total	46 271	402	6 842	2 089	27 260	2 490	343	1 129	5 715
Developed market-economy countries	16 570	238	2 063	608	8 100	1 279	343	667	3 273
Open-registry countries	15 048	-	2 106	1 216	10 471	336	-	16	903
Total 2 and 3	31 618	238	4 170	1 824	18 571	1 614	343	682	4 176
Socialist countries, total	3 203	164	358	100	1 575	268	-	329	409
Of which:									
in Eastern Europe	2 270	164	352	100	895	182	-	329	248
in Asia	933	-	6	-	680	86	-	-	161
Developing countries, total a/	9 717	-	2 147	165	5 938	260	-	117	1 090
Of which:									
in Africa	675	-	8	-	480	-	-	37	150
in America	2 756	-	650	-	1 525	149	-	34	398
in Asia	6 286	-	1 490	165	3 933	112	-	46	541
Other unallocated	1 733	-	167	-	1 177	348	-	-	40

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

a/ Developing countries in Europe and in Oceania had no tonnage on order.

Note: Owing to rounding, the totals do not always add up.

26. Within the bulk carrier categories, ship sizes have decreased. For example, 59.4 per cent of the number of tankers on order are vessels of less than 60,000 dwt. 13/ Similarly, 61.6 per cent of the number of dry bulk carriers on order are "handy-size" (30,000 to 40,000 dwt). 14/

27. The distribution of new building orders by registries changed considerably between 1982 and 1983. Developed market-economy countries reduced their orders by almost 20.0 per cent, but this was compensated for by a 23.5 per cent increase in new orders of open-registry fleets, mainly for beneficial owners in developed market-economy countries. Socialist and developing countries expanded their share of the new orders in 1983 by 22.9 per cent and 9.2 per cent, respectively. With regard to the developing countries, almost two-thirds of the new orders were placed by developing countries in Asia. Of the vessel types ordered by developing countries, 22.1 per cent were for tankers under 150,000 dwt, 1.7 per cent for combined carriers and 61.1 per cent for other bulk carriers.

28. A more significant world trend is the turn-around in the rate of new orders. Table 17 gives the quarterly status for the 1981-1983 period. The data indicate that the continuous decline in all ships on order since June 1981 reversed itself by March 1983 and maintained a positive growth trend throughout the third quarter of 1983. However, the new trend was centred on dry bulk orders, as quarterly increases for tankers and other ships were less than 10 per cent.

C. Deliveries of new buildings

29. Tonnages of new buildings delivered in the first three quarters of each year during the period 1981-1983 are presented in table 19. Total deadweight tons of deliveries in the first three quarters of 1983 fell 6.7 per cent below the figure for the corresponding period in 1982, to 19.5 million dwt. Ore and bulk carrier deliveries experienced the greatest loss, with a drop of 23.6 per cent to 8.8 million dwt. All other types, however, showed an increase over the previous year, reaching levels approximating to deliveries in 1981.

30. New deliveries by country groupings are given in table 20. Developed market-economy countries significantly increased their share of new vessels by receiving 83.0 per cent of the 1983 deliveries. This represents a gain of 4.4 percentage points over 1982, corresponds to the reduction in the developing countries' share of new deliveries. The socialist countries' share and that of the unallocated group remained about the same for comparable periods, i.e., 70 per cent and 2.2 per cent, respectively.

13/ Based on the Review 1983, op. cit.

14/ Ibid.

Table 19

Deliveries of new buildings, 1981-1983 a/
(Number of ships and thousands of grt/dwt)

Type of ship		1981	1982	1983
Tankers	Number	163	146	136
	Grt	3 555	2 301	2 656
	Dwt	6 213	3 903	4 700
Bulk/oil carriers	Number	15	14	14
	Grt	601	594	590
	Dwt	1 072	1 112	1 070
Ore and bulk carriers	Number	153	219	190
	Grt	4 600	6 318	5 068
	Dwt	8 278	11 548	8 817
General cargo ships b/	Number	147	178	189
	Grt	920	906	1 151
	Dwt	1 389	1 415	1 613
Other ships	Number	1 008	1 080	1 128
	Grt	1 979	2 409	3 144
	Dwt	2 298	2 891	3 264
Total	Number	1 486	1 637	1 657
	Grt	11 655	12 527	12 609
	Dwt	19 250	20 870	19 464

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

a/ The figures in this table refer to the period January - September for each year.

b/ Vessels of 2,000 grt and over.

Table 20

Distribution of deliveries of new buildings by groups of countries of build, 1981-1983 a/
(Thousands of grt) b/

Country grouping	1981	1982	1983
Developed market-economy countries	9 843 (81.7)	9 898 (78.6)	10 443 (83.0)
Developing countries	1 401 (11.6)	1 519 (12.1)	975 (7.8)
Socialist countries	650 (5.4)	942 (7.5)	881 (7.0)
Other, unallocated	154 (1.3)	228 (1.8)	282 (2.2)
World total (100.0)	12 048	12 587	12 581

Source : Compiled by the UNCTAD secretariat on the basis of data contained in Lloyd's Register of Shipping : Merchant shipbuilding returns, quarterly issues of the respective years.

a/ As for table 19, this table is based on the period january to september. However the total tonnages are not exactly the same as in table 19 because of possibly incomplete figures given in the quarterly returns.

b/ The percentage shares of the world total are indicated in brackets.

Chapter V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

31. An overview of liner, tramp and bulk trade freight indices is given in table 21. Except for the liner freight and VLCC/ULCC sectors, many annual indices decreased in 1983 compared to 1981. The comparisons between 1982 and 1983, however, indicate that, in the latter year, the annual dry cargo tramp trip and crude oil tanker (VLCC/ULCC) indices increased by 6.9 per cent and 11.5 per cent, respectively, over 1982, reflecting a marginal improvement in the market.

32. In the individual tanker trades, VLCC and larger-tanker freight rates to Western Europe from the Persian Gulf were highest in the third quarter of 1983[15/] but the Caribbean-United States Atlantic/Gulf (of Mexico) rates for smaller crude and product tankers continued to rise throughout the fourth quarter.[16/] The net 1983 results were a marginal improvement over the yearly average world-scale voyage rates in 1982 for all tanker groups except handy-sized clean vessels.[17/] The basic cause of the depressed rates is still the massive surplus of tanker capacity. Similarly, 1983 tanker time chartering activity remained minimal, as aggregate tonnages relating to storage and time charter fixtures amounted to only 19.1 million dwt. This is a 25 per cent increase over the previous year, but over 90 per cent of the fixtures were for less than a year,[18/] which indicates that tanker owners were unwilling to commit themselves to depressed long-term rates.

33. In the dry bulk sector, the annual average freight indices for 1983 also increased over 1982 but the monthly rates were more volatile. For example, at the beginning of the year, the dry cargo tramp trip charter index stood at 155, increased to 180 by July, fell to 167 by the third quarter and at year's end was 173.

34. The greatest changes occurred in handy-sized and Panamax bulk carriers catering to the grain and the coal trades. Rates for larger dry bulk carriers, particularly those in the iron ore trades, experienced smaller seasonal

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15/ Drewry Shipping Consultants Ltd., Shipping Statistics and Economics, February 1984.

16/ Fearnley and Egers Chartering Co. Ltd., Review 1983 (Oslo).

17/ Ibid.

18/ Drewry Shipping Consultants Ltd., op. cit., No. 159.

Table 21

Freight rate indices, 1981 - 1983
(Monthly or quarterly figures)

Freight rate indices	Liner freight rates a/ (1965 = 100)			Dry cargo tramp time charter b/ (1976 = 100)			Dry cargo tramp trip charter c/ (July 1965 to June 1966=100)			Tanker freight indices c: VLCC/ULCC			Medium-size crude carriers			Small crude and product carriers			Handy size dirty			Handy size clean		
Period	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983
January	308	322	319				225	165	155	33	22	25	78	51	52	113	79	86	191	140	134	204	133	119
February	312	321	319	264	117	94	220	166	163	28	20	25	69	45	48	114	78	75	190	129	119	173	125	121
March	315	321	320				215	169	167	29	20	27	63	46	48	99	74	85	159	129	126	165	134	114
April	317	322	319				204	177	168	29	22	22	56	47	48	86	73	81	138	123	133	147	135	114
May	315	321	319	221	129	106	200	173	178	33	24	24	59	50	53	107	82	87	146	135	119	145	136	110
June	316	323	319	—			202	159	177	33	23	23	54	50	50	95	78	75	140	130	110	152	129	106
July	315	322	319				201	147	180	24	24	29	49	52	58	69	74	79	125	127	116	124	123	114
August	315	322	318	174	84	100	177	145	173	27	32	34	40	48	64	68	73	90	125	117	122	125	119	120
September	316	320	316				179	150	167	27	46	38	48	49	61	79	76	89	124	134	131	128	125	115
October	316	319	318				177	151	167	24	28	35	47	53	53	75	87	74	133	122	125	134	122	115
November	319	318	324	142	84	103	178	153	176	25	28	33	48	52	52	78	88	76	138	134	116	140	99	121
December	317	318	324				169	152	173	22	25	35	56	50	53	82	75	83	131	134	132	144	124	127
Annual average	315	321	319	200	103	101	195	159	170	28	26	29	56	49	53	89	78	82	145	129	123	149	125	116

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). Worldscale = 100, as effective in each year. For tankers, vessel size groups are as follows : VLCC/ULCC 150,000 dwt upwards, medium-sized crude carriers 60-150,000 dwt, small crude and product carriers 30-60,000 dwt and handy-sized clean and dirty tankers below 30,000 dwt.

fluctuations because rate indices dropped only 10.0 per cent in the third quarter and finished the year 7.5 per cent higher than in January 1983.[19/]

35. Individual commodity freight rates closely followed the dry tramp charter indices. For example, grain and coal rates peaked in mid-1983 but rapidly declined during the third quarter only to increase again by year-end. Iron ore cargo rates, however, remained stable through most of 1983 but rose in the last quarter by about 28.5 per cent for shipments to Western Europe from Brazil and Liberia.[20/]

36. Selected freight rates for other dry bulk commodities that are of particular interest to developing countries are summarized below:

Commodity	Route	Freight rate range $US/Ton High	Low
Grain	United States (Gulf of Mexico)/Venezuela	17.25	12.75
Grain	United States (North Pacific)/Republic of Korea	15.75	...
Grain	River Plate/India	35.00	...
Sugar	Mauritius/United Kingdom	21.46	19.98
Sugar	Cuba/China	40.50	33.00
Fertilizers	Aqaba/West Coast India	11.25	11.00
Fertilizers	Casablanca/West Coast India	27.25	24.25
Cement	Democratic People's Republic of Korea/ East Coast India	17.25	...

Source: Lloyd's List, various issues

37. During 1983 dry bulk time chartering also remained low, as only 7.3 million dwt were reported on long-term charters, although this is a 13.0 per cent increase over 1982. Panamax vessels represented 40 per cent of the reported fixtures, while handy-size charters captured 30 per cent of the contracts.[21/] This low level of activity was in response to the continuation of low time-charter rates for all sizes of dry bulk carriers, whose average annual rates ranged from 35 per cent to 46 per cent of the peak 1980 rates and

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19/ Drewry Shipping Consultants Ltd., Quarterly Bulk Market Report, January 1984.

20/ Ibid.

21/ Drewry Shipping Consultants Ltd. Shipping Statistics and Economics, No. 159.

equalled approximately owner-operating costs. In the last quarter, however, time-charter rates increased 17.6 per cent for handy-size carriers and 29.6 per cent for larger ships.22/

38. The liner freight rate indices shown in table 21 are compiled by the Ministry of Transport for the Federal Republic of Germany and are based upon the foreign trade statistics of that country. Consequently, the indices may not be truly representative of trends for this segment of the world shipping industry. Nevertheless, it is thought that they provide a good indication of such trends. Annual 1983 averages decreased slightly (0.62 per cent) compared with their level in the previous year but increased by 1.54 per cent over the 12-month period (January-December). Significantly, most of the increases occurred during the last two months, when the index rose from 318 to 324 - a 1.9 per cent change within 60 days. A more global indication of liner conference freight trends are the number and percentage changes announced by liner conferences. Based upon 1983 data monitored23/ by the UNCTAD secretariat, four conferences announced upward tariff revisions that ranged from 5.0 to 6.0 per cent. However, these data cover only general rate changes. Information on special liner rates for individual commodities, which may be more important, is lacking. Also recorded were 33 increases in CAFs and nine increases in BAFs, and, on the other hand, the decreases in 77 CAFs and eight BAFs. The range of these surcharges were from +23 per cent to -22.5 per cent.

39. In view of the basic structual disequilibrium created by existing over-capacity and the continuing delivery of new buildings to the world fleet, there seems to be little prospect for a substantial improvement of freight rates in the near future.

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

40. In the case of developing countries, many of the key exports are moved by liner services rather than bulk carriers. Table 22 gives liner freight rates as a percentage of prices for selected commodities. Almost all freight rates increased marginally except for coffee, with the greatest changes for coconut oil and palm kernels, which rose by 20.1 per cent and 14.4 per cent respectively. The growth in the proportions of freight rates to c.i.f. values in 1982, as shown in table 22,

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22/ Fearnleys, Review 1983.

23/ With respect to nine conferences involved with developing countries.

Table 22

The ratio of liner freight rates to prices of selected commodities, 1970 and 1979-1982

Commodity	Route	Freight rate as a percentage of price a/ b/ c/				
		1970	1979	1980	1981	1982
Rubber	Singapore/Malaysia Europe	10.5	9.7	8.9	7.3	8.7
Tin	Singapore/Malaysia Europe	1.2	0.9	1.0	1.2	1.2
Jute	Bangladesh-Europe	12.1	16.1	19.8	21.4	21.7
Sisal hemp	East Africa-Europe	19.5	15.7	15.7	15.4	15.3
Cocoa beans	Ghana-Europe	2.4	2.0	2.7	3.0	3.6
Coconut oil	Sri Lanka-Europe	8.9	8.0	12.6	14.4	17.3
Tea	Sri Lanka-Europe	9.5	8.8	9.9	10.2	10.7
Coffee	Brazil-Europe	5.2	5.1	6.0	9.0	7.8
Palm kernels	Nigeria-Europe	8.8	11.9	18.3	27.7	31.7
Coffee	Colombia (Atlantic ports)-Europe	4.2	3.0	3.3	3.8	4.2
Cocoa beans	Brazil-Europe	7.4	6.1	8.6	9.3	11.9
Coffee	Colombia (Pacific ports)-Europe	4.5	4.6	4.4	5.5	5.0

Source : Compiled by the UNCTAD secretariat on the basis of 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, where applicable, Suez Canal surcharges, bunker and currency adjustment factors, a "tank cleaning surcharge" (for coconut oil only), port delay and additional port surcharges and a low productivity surcharge (for Colombia only). Conversion of rates to other currencies is based on parities given in International Financial Statistics published by the International Monetary Fund. 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/ For the period 1979-1982, the prices of coconut oil and sisal hemp were taken from UNCTAD, Monthly Commodity Price Bulletin, in the December issue of the respective following year.

occurred because the decline in most commodity prices outweighed the freight rate increases. It may be noted, in this connection, that the composite commodity price index dropped 20 per cent during the 1980-1982 period,[24/] and that, for non-oil primary commodities exported by developing countries, the combined index dropped more than 30.0 per cent over the period 1981-1982.[25/]

C. Estimates of global freight costs

41. Table 23 gives the ratio of ocean freight to the total c.i.f. value of imports by groups of countries. Globally, the percentage remained about 6.6 per cent over the 1981-1982 period. For developing countries, however, the percentage continued to be approximately double that of developed-market economy countries, i.e. 10.7 per cent as against 5.3 per cent (in 1982).

D. Shipping revenue

42. Table 24 shows the estimates of gross shipping revenue and the gross shipping revenue per dwt of 10 major maritime countries. The shipping revenue which accrues to a country's merchant fleet comprises all receipts of national flag ships. The data are derived from national published statistics of these countries. The figures shown do not normally correspond to those shown in the balance-of-payments because the latter usually exclude freight earnings derived from carrying the country's own imports and from the chartering of ships to the country's nationals since they do not result in receipts of foreign currency.

43. On the basis of the data given in the national statistics, the gross shipping revenue per dwt indicates the order of magnitude of the average income generated by each country's merchant fleet. However, it does not reflect the profitability of the country's earnings from its merchant fleet as no account has been taken of the cost of operating the fleet.

24/ Based on the World Bank, World Development Report 1983.

25/ Based on UNCTAD, Trade and Development Report 1983, (UNCTAD/TDR/3/Rev.1) United Nations publication, Sales No. E.83.II.D.13.

Table 23

Estimate of total freight costs in world trade, 1980, 1981 and 1982

Year	Country group	Estimate of total freight costs on imports (millions of dollars)	Value of imports (c.i.f.) (millions of dollars)	Freight costs as a percentage of import value
1980	1. World total	123 264	1 856 834	6.64
	2. Developed market-economy countries	79 514	1 441 080	5.52
	3. Developing countries - total	43 750	415 754	10.52
	Of which:			
	in Africa	10 432	77 757	13.42
	in America	10 929	123 495	8.85
	in Asia	21 979	211 089	10.41
	in Europe	92	936	9.83
	in Oceania	318	2 477	12.84
1981	1. World total	120 137	1 831 207	6.56
	2. Developed market-economy countries	73 606	1 370 190	5.37
	3. Developing countries - total	46 531	461 017	10.09
	Of which:			
	in Africa	9 873	91 423	10.80
	in America	11 383	129 319	8.80
	in Asia	25 102	236 805	10.60
	in Europe	86	873	9.85
	in Oceania	334	2 597	12.86
1982	1. World total	113 803	1 710 542	6.65
	2. Developed market-economy countries	68 465	1 286 550	5.32
	3. Developing countries - total	45 338	423 992	10.69
	Of which:			
	in Africa	8 139	75 198	10.82
	in America	9 503	101 108	9.40
	in Asia	27 301	244 429	11.17
	in Europe	77	783	9.85
	in Oceania	318	2 474	12.85

Source: Derived from IMF f.o.b./c.i.f. factors and IMF import data.

Note: The estimate for the world is not complete since data for countries that are not members of IMF are not included.

Table 24

Estimates of gross shipping revenue, 1981
(total and per dwt)

Countries	Gross shipping revenue (millions of dollars)	Total dwt[a/] (millions)	Gross shipping revenue per dwt (millions of dollars)
Denmark	1 753	7.9	222
Finland	961	3.7	260
Germany, Fed. Rep. of	4 291	12.4	346
India	...	9.7	...
Japan	12 411	67.5	184
Netherlands	1 533	8.6	178
Norway	4 378	38.5	114
Poland	...	5.0	...
Sweden	2 361	6.2	381
United Kingdom	5 634	41.2	137

Source: National statistics of various countries, 1981 and 1982.

a/ Excludes the deadweight tonnage of fishing vessels.

Table 25

The proportion of tankers and bulk carriers in relation to general cargo and container ships, 1981

Countries	Tankers/bulk carriers (thousands of dwt) 1	General cargo and container ships (thousands of dwt) 2	Tankers and bulk carriers as a percentage of total of columns 1 and 2
Denmark	5 734	1 963	74.4
Finland	3 093	584	84.1
Germany, Fed. Rep. of	7 818	4 197	65.1
India	6 748	2 878	70.1
Japan	55 620	8 119	87.3
Netherlands	5 373	2 686	66.7
Norway	34 002	1 952	94.6
Poland	3 017	1 715	63.8
Sweden	4 187	1 454	74.2
United Kingdom	33 884	4 844	87.5

Source: Data obtained from the Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Ltd.

Chapter VI

OTHER DEVELOPMENTS

A. Code of Conduct for Liner Conferences

44. As of January 1984, 59 26/ countries, accounting for 28.68 per cent of world tonnage, have become Contracting Parties to the Convention on a Code of Conduct for Liner Conferences, which entered into force on 6 October 1983. The Convention provides an internationally accepted regulatory framework within which liner conferences operate and, moreover, is an important instrument for the attainment of a more significant participation in shipping by developing countries.

45. The major provisions of the Convention 27/ should be seen in the light of its fundamental objectives and basic principles, which themselves reflect the recognized need for a universally acceptable regulatory instrument that takes into account the special needs and problems of the developing countries. The fundamental objectives of the Code are to ensure the right of participation of national lines in trade so that they are entitled to carry a substantial share of their countries' foreign trade, to balance the interests of shippers and shipowners, and to facilitate the orderly expansion of liner trade. To this end, the Code regulates, *inter alia*, the relationship between member lines of conferences, in particular the rights of admission of national shipping lines to conferences serving their countries' foreign trade, and sets forth rules

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26/ Bangladesh; Barbados; Benin; Bulgaria; Cape Verde; Central African Republic; Cameroon; Chile; China; Congo; Costa Rica; Cuba; Czechoslovakia; Egypt; Ethiopia; Gabon; Gambia; German Democratic Republic; Germany, Federal Republic of; Ghana; Guatemala; Guinea; Guyana; Honduras; India; Indonesia; Iraq; Ivory Coast; Jamaica; Jordan; Kenya; Lebanon; Madagascar; Malaysia; Mali; Mauritius; Mexico; Morocco; Netherlands; Niger; Nigeria; Pakistan; Peru; Philippines; Republic of Korea; Romania; Senegal; Sierra Leone; Sri Lanka; Sudan; Togo; Tunisia; Union of Soviet Socialist Republics; United Republic of Tanzania; Trinidad and Tobago; Uruguay; Venezuela; Yugoslavia; Zaire.

27/ For the full text of the Convention, as well as the resolutions adopted by the Conference of Plenipotentiaries, 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* (TD/CODE/13/Add.1) United Nations publication, Sales No.75.II.D.12.

for the establishment of pools or other types of trade-sharing arrangements in conferences as well as other internal conference activities, such as self-policing.

46. The Code also regulates the relationship between shippers and liner conferences by establishing equitable principles for the use of loyalty arrangements as well as the provision that conferences are required to hold consultations with shippers or their representative organizations on matters of concern to shippers, such as changes in freight rates, loyalty arrangements, imposition of surcharges, etc. In addition, it sets forth rules to govern freight rate increases, promotional freight rates, surcharges and currency adjustment factors.

B. United Nations Convention on International Multimodal Transport of Goods

47. The United Nations Convention on International Multimodal Transport of Goods, 28/ which was adopted by consensus on 24 May 1980 by the United Nations Conference of Plenipotentiaries, was opened for signature in New York from 1 September to 31 August 1981 and has remained open for accession thereafter. It will enter into force 12 months after 30 States have become Contracting Parties either by definitive signature, ratification or accession. By March 1984, three countries - namely, Chile, Malawi and Mexico - had ratified or acceded to the Convention, while four countries - namely, Morocco, Norway, Senegal and Venezuela - had signed the Convention subject to ratification.

C. Marine insurance - Drawing up of a set of standard clauses concerning marine insurance as a non-mandatory international model

48. The Subgroup of experts that was established at the seventh session of the Working Group on International Shipping Legislation continued its work on hull and cargo insurance at the ninth session held in February 1983. During these sessions, several working papers were submitted by the secretariat analysing specific aspects of marine hull and cargo insurance contracts and providing draft provisions. Two other studies were prepared for the informatio

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28/ For the text of the Convention, see United Nations Conference on a Convention on International Multimodal Transport, vol. I, Final Act and Convention on International Multimodal Transport of Goods (United Nations publication, Sales No. E.81.II.D.7(vol.I).

of the subgroup entitled the "Legal and documentary aspects of the French marine insurance contract" (TD/B/C.4/ISL/30) and "Legal and documentary aspects of Latin American marine insurance legal regimes" (TD/B/C.4/ISL/31), each of which analysed basic aspects of the marine insurance legal regimes in the countries concerned. 29/

49. By the end of the ninth session of the Working Group, the subgroup had formulated two alternative composite texts for hull insurance, one on an "all risks minus exceptions" basis and the other on a "named perils" basis, each presenting basic coverage clauses, including risks clauses, exclusion clauses, collision liability clauses and clauses on general average and sue and labour. In addition, draft clauses have been formulated on additional coverages: the insurance value, unrepaired damage, payment on account, actual and constructive total loss, abandonment and co-insurance, as well as a tender clause and a continuation clause. As for cargo insurance, three alternative sets of coverage clauses have been formulated on an "all risks" cover, an intermediate cover, and a restricted cover, each including a "both to blame" collision clause and a "pollution hazard" clause. In addition, a set of exclusion clauses and a general average and salvage clause have been formulated for the "all risks" cover.

D. United Nations Conference on Conditions for Registration of Ships

50. The Preparatory Committee for the United Nations Conference on Conditions for Registration of Ships was held at Geneva from 7 to 18 November 1983 and unanimously adopted a decision to the effect that it had sufficiently advanced its work to enable a plenipotentiary conference to be held. The composite text prepared by a negotiating group of the Preparatory Committee contains alternative formulations, reflecting the positions of different groups on such key issues as manning of vessels, the role of flag States in the management of shipowning companies and vessels, equity participation in capital, bareboat charters and identification and accountability. 30/ In accordance with the mandate given by General Assembly resolution 37/209 of 20 December 1982, the Conference of Plenipotentiaries will consider the adoption of an international agreement concerning the conditions upon which vessels should be accepted on national shipping registers. 31/

29/ Both documents have been printed in TD/B/C.4/ISL/38 United Nations publication, Sales No. E.83.II.D.9.

30/ See the report of the Preparatory Committee (TD/RS/CONF/3-TD/RS/CONF/PC/4), Annex II.

31/ The Conference is scheduled to be held at Geneva from 16 July to 3 August 1984.

E. UNCTAD technical assistance in shipping and ports

51. During 1983 the UNCTAD secretariat executed a total of 36 technical assistance projects financed by UNDP, recipient countries and funds-in-trust (as against 30 in 1982). These projects were basically concerned with the provision of advisors and consultants, training (fellowships and group training and, to a lesser degree, equipment procurement. Ten projects (eight in 1982) were initiated and six (12 in 1982) were completed. A total of 43 experts were engaged in the projects (52 in 1982) and 970 fellows/course participants were trained (482 in 1981). The total project budget during the year was $US 2.5 million ($US 3.2 million in 1981). Also, two shipping feasibility studies were completed for two developing countries. 32/

52. The TRAINMAR programme entered into its second phase and expanded its activities to cover eight different projects. The basic objectives of this programme are (i) to create and strengthen local training institutions; (ii) to develop and create training materials that can be delivered by local instructors; and (iii) to exchange training material and promote co-operation among the centres. To date, 10 countries have been associated with TRAINMAR. Furthermore, 12 courses were completed by the end of 1983, which were attended by 870 participants. 33/

32/ Funded from the UNCTAD regular budget, as mandated by Conference resolution 121(V).

33/ For further details, see the report by the UNCTAD secretariat "The UNCTAD programme of technical assistance and training in shipping, ports and multimodal transport" (TD/B/C.4/262).

ANNEXES

Annex I

Classification of countries and territories

Code 1 -	Canada	United States of America
Code 2 -	Japan	
Code 3 -	Australia	New Zealand
Code 4 -	Austria (L)	Italy
	Belgium	Monaco
	Denmark	Netherlands
	Faroe Islands	Norway
	Finland	Portugal
	France	Spain
	Germany, Federal Republic of	Sweden
	Gibraltar a/	Switzerland (L)
	Greece	Turkey
	Iceland	United Kingdom of Great Britain and Northern Ireland
	Ireland	Yugoslavia
	Israel	
Code 5 -	South Africa	
Code 6 -	Albania	Hungary (L)
	Bulgaria	Poland
	Czechoslovakia (L)	Romania
	German Democratic Republic	Union of Soviet Socialist Republics
Code 7 -	China	Viet Nam b/
	Democratic People's Republic of Korea	
Code 8 - 8.1	Northern Africa	
	Algeria	Morocco
	Egypt	Tunisia
	Libyan Arab Jamahiriya	

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a/ A dispute exists between the Governments of Spain and the United Kingdom of Great Britain and Northern Ireland concerning sovereignty over Gibraltar.

b/ 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 Viet Nam.

8.2 **Western Africa**

Angola
Benin
Cameroon
Cape Verde
Congo
Equatorial Guinea
Gabon
Gambia
Ghana
Guinea
Guinea-Bissau
Ivory Coast
Liberia
Mali
Mauritania
Nigeria
St. Helena
Sao Tome and Principe
Senegal
Sierra Leone
Togo
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 - 9.1 **Caribbean and North America**

Anguilla
Antigua
Bahamas
Barbados
Bermuda
British Virgin Islands
Cayman Islands
Cuba
Dominica
Dominican Republic
Greenland
Grenada
Guadeloupe
Haiti
Jamaica
Martinique
Montserrat
Saint Pierre and Miquelon
Saint Christopher and Nevis
Saint Lucia
Saint Vincent and the Grenadines
Turks and Caicos Islands
United States Virgin Islands

9.2	<u>Central America</u>	
	Belize	Honduras
	Costa Rica	Mexico
	El Salvador	Nicaragua
	Guatemala	Panama
9.3	<u>South America-Northern seatoard</u>	
	Guyana	Suriname
	French Guiana	Trinidad and Tobago
	Netherlands Antilles	Venezuela
9.4	<u>South America-Western seabcard</u>	
	Chile	Ecuador
	Colombia	Peru
9.5	<u>South America-Eastern seabcard</u>	
	Argentina	Falkland Islands (Malvinas)[c/]
	Bolivia (L)	Paraguay (L)
	Brazil	Uruguay
Code 10-10.1	<u>Western Asia</u>	
	Bahrain	Lebanon
	Cyprus	Oman
	Democratic Yemen	Qatar
	Iran (Islamic Republic of)	Saudi Arabia
	Iraq	Syrian Arab Republic
	Jordan	United Arab Emirates
	Kuwait	Yemen
10.2	<u>Southern and Eastern Asia</u>	
	Bangladesh	Macau
	Bhutan	Malaysia
	Brunei	Maldives
	Burma	Pakistan
	Democratic Kampuchea	Philippines
	East Timor	Republic of Korea
	Hong Kong	Singapore
	India	Sri Lanka
	Indonesia	Thailand

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

Code 11 - Malta

Code 12 - American Samoa
Christmas Island (British)
Fiji
French Polynesia
Guam
Kiribati
Nauru
New Caledonia
Papua New Guinea
Solomon Islands
Tonga
Tuvalu
Vanuatu
Wake Island
Samoa

Notes

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

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 figure in these tabulations. On the other hand statistical tabulations on merchant fleets include data for land-locked countries that possess fleets: these countries are marked "(L)".

3. The groups of countries or territories used for presenting statistics in this Review are made up as follows:

- Developed market-economy countries and territories:
  Codes 1, 2, 3, 4 and 5
- Socialist countries of Eastern Europe and Asia:
  Codes 6 and 7
- Developing countries and territories:
  Codes 8, 9, 10, 11 and 12

  of which:

in Africa:	Codes 8.1, 8.2 and 8.3
in America:	Codes 9.1, 9.2, 9.3, 9.4 and 9.5
in Asia:	Codes 10.1 and 10.2
in Europe:	Code 11
in Oceania:	Code 12

In certain tables, where appropriate, five open-registry countries are recorded as a separate group. The composition of this group was revised in 1981. The group comprises Bahamas, Bermuda, Cyprus, Liberia and Panama.

Annex II

World seaborne trade a/ according to geographical areas, 1970, 1981 and 1982
(Millions of tons)

Area b/	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
Developed market-economy countries									
North America	1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
	1981	..	9.6	504.1	513.7	230.3	50.2	195.0	475.5
	1982	-	18.3	454.5	472.8	189.4	56.7	161.9	408.0
Japan	1970	-	0.3	41.6	41.9	170.4	30.4	235.1	435.9
	1981	-	..	86.0	86.0	193.3	35.6	347.9	576.8
	1982	-	..	83.8	83.8	180.4	36.9	333.6	550.9
Australia and New Zealand	1970	-	1.3	92.3	93.6	18.8	2.9	15.4	37.1
	1981	-	2.8	172.6	175.4	9.9	4.0	21.6	35.5
	1982	-	2.6	152.4	155.0	11.5	4.1	19.7	35.3
Europe	1970	28.6	82.3	244.8	355.6	621.0	100.4	469 0	1190.4
	1981	94.2	84.0	402.1	580.3	508.7	146.0	656.9	1311.4
	1982	97.8	82.6	389.4	569.8	479.3	156.6	643.4	1279.3
South Africa	1970	-	-	13.2	13.2	8.8	2.6	6.2	17.6
	1981	-	0.1	69.7	69.8	17.0	0.8	9.8	27.6
	1982	-	0.1	69.2	69.3	16.2	0.8	9.8	26.8
Sub-total: developed market-economy countries	1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2028.0
	1981	94.2	96.5	1234.5	1425.2	959.2	236.6	1231.2	2426.8
	1982	97.8	103.6	1149.3	1350.7	876.8	255.1	1168.4	2300.3
Socialist countries of Eastern Europe and Asia									
Socialist countries of Eastern Europe (excluding USSR)	1970	0.2	3.4	34.8	38.5	10.8	3.0	29.2	43.0
	1981	-	3.9	31.5	35.4	27.2	0.8	48.9	76.8
	1982	-	4.7	34.2	38.9	25.0	1.2	49.4	75.6
USSR	1970	38.0	22.9	46.0	106.9	2.5	-	11.9	14.4
	1981	60.0	45.0	50.0	155.0	5.0	0.7	54.3	60.0
	1982	62.0	50.0	50.0	162.0	5.0	0.7	57.3	63.0
Socialist countries of Asia	1970	-	0.1	13.3	13.4	5.4	0.4	24.4	30.2
	1981	17.2	5.6	20.3	43.1	15.3	3.9	61.7	80.9
	1982	15.2	5.6	20.6	41.4	15.0	4.1	63.4	82.5

Annex II (cont.)

Area b/	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
Sub-total: socialist countries of Eastern Europe and Asia	1970	38.2	26.4	94.1	158.9	18.7	3.4	65.5	87.6
	1981	77.2	54.5	101.8	233.5	47.5	5.4	164.9	217.7
	1982	77.2	60.3	104.8	242.3	45.0	6.0	170.1	221.1
Developing countries and territories									
Northern Africa	1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
	1981	184.1	10.6	29.3	224.0	79.9	2.7	52.5	135.1
	1982	175.3	25.3	28.1	228.7	90.2	3.2	54.2	147.6
Western Africa	1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
	1981	84.5	1.8	48.6	134.9	4.4	4.6	32.2	41.2
	1982	74.1	2.0	46.9	123.0	5.2	3.0	31.9	40.1
Eastern Africa	1970	-	1.2	16.1	17.3	5.5	2.6	8.3	16.4
	1981	-	0.7	6.2	6.9	5.7	2.0	10.1	17.8
	1982	-	0.7	6.1	6.8	5.8	2.1	8.3	16.2
Caribbean and North America	1970	-	1.4	28.4	29.8	23.5	4.5	11.2	39.2
	1981	15.7	19.3	28.1	63.1	53.2	6.8	12.9	72.9
	1982	14.0	15.1	26.1	55.2	49.0	8.7	12.5	70.2
Central America	1970	-	3.7	11.9	15.6	6.0	5.5	6.5	18.0
	1981	54.1	5.4	15.6	75.1	4.4	3.1	17.2	24.7
	1982	57.2	5.5	13.6	76.3	4.3	3.5	15.7	23.5
South America: Northern seaboard	1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
	1981	86.3	33.0	24.4	143.7	57.1	3.3	20.7	81.1
	1982	70.4	31.0	20.9	122.3	56.7	3.1	22.2	82.0
South America: Western seaboard	1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
	1981	5.8	3.1	24.7	33.6	3.3	2.4	13.6	19.3
	1982	4.4	3.1	23.7	31.2	2.1	2.5	12.7	17.3
South America: Eastern seaboard	1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
	1981	0.7	4.6	149.7	155.0	43.4	2.1	28.3	73.8
	1982	1.1	5.9	135.7	142.7	40.5	2.1	25.2	67.8
Western Asia	1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
	1981	687.9	56.3	13.7	757.9	5.5	4.9	77.1	87.5
	1982	525.4	56.9	13.8	596.1	6.6	5.0	75.1	86.7
Southern and Eastern Asia (n.e.s.)	1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
	1981	73.7	40.6	179.2	293.5	98.2	33.9	173.4	305.5
	1982	65.8	40.0	183.9	289.7	99.1	32.8	179.9	311.8
Developing countries in Europe	1970	..	-	-	..	-	0.3	0.7	1.0
	1981	-	-	0.3	0.3		0.5	1.1	1.6
	1982	-	-	0.3	0.3		0.6	0.9	1.5

Annex II (cont.)

Area b/	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
Oceania (n.e.s.)	1970	-	0.2	9.5	9.7	0.6	1.6	2.9	5.1
	1981	-	0.6	8.1	8.7	1.7	2.1	3.1	6.9
	1982	-	0.7	7.4	8.1	1.6	1.9	3.0	6.5
Sub-total: developing countries	1970	1041.4	216.9	368.4	1627.7	189.9	54.2	169.7	414.0
	1981	1192.8	176.0	527.9	1896.7	356.8	68.4	442.2	867.4
	1982	987.7	186.2	506.5	1680.4	361.1	68.5	441.6	871.2
World total c/	1970	1111	330	1165	2605	1101	302	1127	2530
	1981	1364.2	327.0	1864.2	3555.4	1363.5	310.4	1838.3	3511.9
	1982	1162.7	350.1	1760.6	3273.4	1282.9	329.6	1780.1	3392.6

Source: Compiled on the basis of data communicated to the UNCTAD secretariat by the Statistical Office of the United Nations.

a/ Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system. 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 42 million tons in 1970, 50 million tons in 1981 and 48 million tons in 1982.

b/ See annex I 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 grt and dwt, as at 1 July 1983
(dwt figures are shown in parentheses)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
World total e/	416 870 218 (685 996 813)	156 764 583 (305 422 442)	121 130 691 (215 304 608)	77 565 475 (112 388 667)	14 193 666 (14 635 152)	47 215 803 (38 245 944)
Developed market-economy countries and territories						
Australia	2 022 481 (3 013 890)	472 968 (773 013	1 010 044 (1 700 372)	248 583 (325 843)	92 508 (94 272)	198 378 (120 390)
Austria	113 740 (195 887)	-	58 545 (109 712)	49 198 (77 175)	5 997 (9 000)	-
Belgium	2 273 503 (3 690 728)	266 085 (483 842)	1 319 596 (2 420 340)	189 815 (276 897)	153 548 (161 004)	344 459 (348 645)
Canada	1 371 474 (1 229 742)	233 295 (360 872)	332 051 (644 181)	71 576 (70 366)	30 648 (31 198)	703 904 (123 125)
Denmark	5 115 097 (7 926 127)	2 423 185 (4 581 228)	485 462 (869 758)	798 016 (1 282 545)	833 332 (827 939)	575 102 (364 657)
Faeroe Islands	77 739 (54 726)	499 (1 221)	-	11 258 (21 858)	-	65 982 (31 647)
Finland	2 358 127 (3 600 996)	1 226 682 (2 285 150)	340 720 (539 201)	505 805 (655 199)	3 895 (4 837)	281 025 (116 609)
France	9 868 075 (16 819 510)	5 443 330 (10 767 873)	1 814 857 (3 258 016)	1 074 078 (1 461 308)	592 298 (627 159)	943 512 (705 154)
Federal Republic of Germany	6 896 961 (10 797 478)	2 024 678 (3 958 653)	1 138 074 (1 961 446)	1 745 929 (3 007 896)	1 220 821 (1 279 543)	767 459 (589 940)
Gibraltar f/	231 122 (376 649)	112 105 (220 783)	12 982 (21 916)	69 662 (103 744)	-	36 373 (30 206)
Greece	37 477 642 (65 986 213)	12 056 296 (23 772 401)	16 785 184 (30 077 989)	7 569 628 (11 344 387)	152 089 (220 877)	914 445 (570 559)
Iceland	179 435 (168 793)	1 539 (2 651)	-	67 364 (115 889)	-	110 532 (50 253)
Ireland	222 831 (266 296)	12 252 (19 773)	90 352 (151 615)	52 049 (72 848)	4 956 (5 709)	63 222 (16 351)
Israel	689 647 (865 663)	991 (1 897)	193 374 (303 130)	145 817 (178 652)	340 527 (375 882)	8 938 (6 102)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Italy	10 015 211 (16 474 699)	3 872 419 (7 352 521)	3 775 325 (6 723 478)	897 344 (1 245 337)	252 013 (264 864)	1 218 110 (888 499)
Japan	40 751 915 (66 640 057)	16 316 768 (30 827 441)	13 533 752 (23 414 490)	3 700 385 (6 307 453)	1 746 491 (1 577 090)	5 454 519 (4 513 583)
Monaco	16 136 (26 199)	16 136 (26 199)	-	-	-	-
Netherlands	4 939 806 (7 479 719)	1 600 157 (3 003 726)	783 306 (1 330 147)	1 344 830 (2 133 082)	400 069 (361 217)	811 444 (651 547)
New Zealand	251 194 (269 949)	52 309 (83 296)	-	94 596 (108 097)	42 276 (38 642)	62 013 (39 914)
Norway	19 229 966 (33 524 485)	9 946 927 (19 571 203)	5 391 473 (9 408 443)	904 273 (1 373 768)	52 196 (34 033)	2 935 097 (3 137 038)
Portugal	1 357 681 (2 161 097)	780 598 (1 472 285)	132 594 (222 097)	264 202 (357 652)	9 207 (11 896)	171 080 (97 167)
South Africa	764 809 (891 742)	37 597 (62 571)	206 265 (352 752)	100 225 (130 952)	286 732 (274 454)	133 990 (71 013)
Spain	7 504 690 (12 788 157)	4 234 180 (8 153 331)	1 198 731 (2 127 645)	1 083 194 (1 723 817)	111 171 (152 241)	877 414 (631 123)
Sweden	3 432 683 (5 056 492)	1 368 597 (2 655 767)	358 999 (568 719)	913 609 (1 222 573)	85 789 (72 377)	705 689 (537 056)
Switzerland	321 331 (478 843)	1 500 (2 500)	181 343 (287 405)	128 423 (170 191)	-	10 065 (18 747)
Turkey	2 524 374 (4 088 392)	841 817 (1 550 219)	894 851 (1 515 215)	618 343 (945 177)	-	169 363 (77 781)
United Kingdom	19 121 457 (29 878 378)	8 284 972 (15 359 843)	4 617 351 (8 176 472)	1 651 198 (2 250 532)	1 519 393 (1 433 158)	3 048 543 (2 658 373)
United States of America	15 651 600 (23 714 866)	7 717 854 (15 579 138)	446 344 (845 468)	1 830 677 (2 283 923)	2 151 666 (2 039 048)	3 505 059 (2 967 289)
Yugoslavia	2 546 638 (3 898 464)	230 880 (386 662)	922 829 (1 588 133)	1 288 314 (1 848 305)	33 649 (47 712)	70 966 (27 652)
Sub-total	197 327 365 (322 364 237)	79 576 616 (153 316 059)	56 024 404 (98 618 140)	27 418 391 (41 095 466)	10 121 271 (9 944 152)	24 186 683 (19 390 420)
<u>Open-registry countries</u>						
Bahamas	860 952 (1 184 415)	423 959 (671 238)	163 192 (286 653)	102 580 (147 714)	1 355 (1 162)	169 866 (77 648)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Bermuda	819 450 (1 291 421)	172 702 (317 212)	444 135 (737 380)	109 162 (143 212)	4 755 (6 508)	88 696 (87 109)
Cyprus	3 450 241 (5 784 798)	1 268 094 (2 459 940)	763 756 (1 293 969)	1 286 920 (1 951 648)	11 458 (19 691)	120 013 (59 550)
Liberia	67 564 201 (133 239 734)	38 605 181 (81 534 161)	22 766 327 (43 373 933)	2 844 176 (4 242 161)	279 935 (352 824)	3 068 582 (3 736 655)
Panama	34 665 508 (58 318 952	8 433 174 (16 658 130)	12 315 215 (21 942 855)	10 466 454 (16 002 574)	921 440 (1 087 189)	2 529 225 (2 628 204)
Sub-total:	107 360 352 (199 819 320)	48 903 110 (101 640 681)	36 452 625 (67 634 790)	14 809 292 (22 487 309)	1 218 943 (1 467 374)	5 976 382 (6 589 166)
<u>Socialist countries of Eastern Europe and Asia</u>						
<u>Socialist countries of Eastern Europe</u>						
Albania	56 133 (79 940)	-	-	54 894 (79 940)	-	1 239 -
Bulgaria	1 293 277 (1 856 342)	338 120 (548 101)	508 383 (803 462)	319 873 (427 035)	8 700 (8 500)	118 201 (69 244)
Czechoslovakia	184 266 (276 647)	-	102 559 (165 649)	81 707 (110 998)	-	-
German Democratic Repubic	1 420 834 (1 793 102	56 127 (99 887)	296 239 (463 976)	819 030 (1 079 030)	-	249 438 (150 209)
Hungary	81 536 (112 485)	-	-	81 536 (112 485)	-	-
Poland	3 686 127 (5 069 024)	548 480 (995 734)	1 273 912 (2 046 787)	1 448 609 (1 779 602)	-	415 126 (246 901)
Romania	2 390 764 (3 493 047)	295 435 (536 113)	1 023 808 (1 675 015)	814 805 (1 099 425)	-	256 716 (182 494)
Union of Soviet Socialist Republics	24 549 350 (27 573 767)	4 858 059 (7 435 556)	2 428 526 (3 864 438)	7 862 397 (10 239 640)	405 141 (412 429)	8 995 227 (5 621 704)
Sub-total	33 662 287 (40 254 354)	6 096 221 (9 615 391)	5 633 427 (9 019 327)	11 482 851 (14 928 155)	413 841 (420 929)	10 035 947 (6 270 552)
<u>Socialist countries of Asia</u>						
China	8 674 599 (13 075 306)	1 225 813 (2 004 858)	2 589 218 (4 432 728)	4 338 514 (6 084 516)	115 648 (157 312)	405 406 (395 892)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Democratic People's Republic of Korea	438 972 (724 779)	171 219 (340 651)	53 136 (95 796)	173 846 (258 650)	-	40 771 (29 682)
Viet Nam	268 733 (389 592)	35 384 (58 615)	7 100 (11 849)	204 668 (310 152)	-	21 581 (8 976)
Sub-total	9 382 304 (14 189 677)	1 432 416 (2 404 124)	2 649 454 (4 540 373)	4 717 028 (6 653 318)	115 648 (157 312)	467 758 (434 550)
Sub-total: Socialist countries of Eastern Europe and Asia	43 044 591 (54 444 031)	7 528 637 (12 019 515)	8 282 881 (13 559 700)	16 199 879 (21 581 473)	529 489 (578 241)	10 503 705 (6 705 102)
Developing countries and territories of Africa						
Algeria	1 368 652 (1 976 387)	594 991 (1 130 592)	80 988 (129 181)	202 543 (292 264)	-	490 130 (424 350)
Angola	91 602 (133 416)	2 052 (3 036)	-	80 121 (125 248)	-	9 429 (5 132)
Benin	4 450 (4 880)	-	-	3 104 (4 550)	-	1 346 (330)
United Republic of Cameroon	42 273 (58 875)	-	-	33 711 (54 757)	-	8 562 (4 118)
Cape Verde	12 838 (20 905)	-	-	10 479 (19 114)	-	2 359 (1 791)
Comoros	977 (1 793)	-	-	977 (1 793)	-	-
Congo	8 577 (10 840)	-	-	-	-	8 577 (10 840)
Djibouti	3 597 (3 256)	-	-	1 780 (2 300)	-	1 817 (956)
Egypt	662 567 (828 048)	101 527 (168 918)	22 605 (38 300)	423 340 (560 291)	-	115 095 (60 539)
Equatorial Guinea	6 412 (6 700)	-	-	6 412 (6 700)	-	-
Ethiopia	28 409 (43 177)	3 368 (5 228)	-	24 099 (37 777)	-	942 (172)
Gabon	78 340 (143 789)	74 471 (141 162)	-	455 (630)	-	3 414 (1 997)
Gambia	3 415 (4 243)	-	-	1 597 (2 900)	-	1 818 (1 343)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Ghana	254 244 (296 757)	-	-	188 757 (254 133)	-	65 487 (42 624)
Guinea	6 944 (2 927)	-	-	210 (185)	-	6 734 (2 742)
Guinea-Bissau	3 677 (2 523)	-	-	1 075 (1 020)	-	2 602 (1 503)
Ivory Coast	153 573 (195 263)	1 500 (1 650)	-	134 954 (180 003)	-	17 119 (13 610)
Kenya	5 305 (3 266)	-	-	1 168 (1 590)	-	4 137 (1 676)
Libyan Arab Jamahiriya	903 821 (1 604 965)	796 586 (1 504 356)	-	62 654 (78 509)	-	44 581 (22 100)
Madagascar	77 397 (107 071)	8 264 (13 487)	-	60 937 (86 713)	-	8 196 (6 871)
Malawi	924 (100)	-	-	-	-	924 (100)
Mauritania	11 416 (5 687)	-	-	1 880 (2 685)	-	9 536 (3 002)
Mauritius	31 386 (42 013)	-	-	27 635 (41 330)	-	3 751 (683)
Morocco	396 425 (587 024)	61 623 (111 050)	80 405 (133 399)	74 804 (116 994)	-	179 593 (225 581)
Mozambique	43 441 (41 034)	6 549 (10 619)	-	15 396 (22 255)	-	21 496 (8 160)
Nigeria	463 517 (638 123)	147 995 (287 992)	-	277 494 (331 762)	-	38 028 (18 369)
Sao Tome and Principe	993 (992)	-	-	-	-	993 (992)
St. Helena	3 150 (2 264)	-	-	-	-	3 150 (2 264)
Senegal	43 688 (33 250)	3 620 (4 970)	-	9 968 (14 916)	-	30 100 (13 364)
Seychelles	1 160 (321)	-	-	-	-	1 160 (321)
Sierra Leone	5 237 (1 324)	-	-	-	-	5 237 (1 324)
Somalia	18 775 (16 727)	-	-	12 735 (12 322)	-	6 040 (4 405)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Sudan	94 024 (124 311)	-	-	91 483 (123 539)	-	2 541 (772)
Togo	53 384 (77 280)	-	-	52 676 (77 280)	-	708 (-)
Tunisia	270 394 (440 896)	131 836 (259 350)	37 230 (58 572)	55 519 (72 188)	-	45 809 (50 786)
United Republic of Tanzania	58 512 (71 081)	3 682 (5 302)	-	40 799 (58 851)	-	14 031 (6 928)
Zaire	92 044 (133 256)	-	-	77 950 (118 513)	-	14 094 (14 743)
Sub-total	5 305 540 (7 664 764)	1 938 064 (3 647 712)	221 228 (359 452)	1 976 712 (2 703 092)	-	1 169 536 (954 508)
<u>Developing countries and territories of America</u>						
Anguilla	4 124 (5 364)	-	-	3 911 (5 364)	-	213 (-)
Antigua	559 (443)	-	-	296 (443)	-	263 (-)
Argentina	2 469 686 (3 563 290)	892 582 (1 428 052)	446 759 (748 656)	859 758 (1 180 907)	-	270 587 (205 675)
Barbados	84 386 (142 622)	-	80 006 (141 894)	440 (663)	-	3 940 (65)
Belize	620 (805)	-	-	620 (805)	-	-
Bolivia	14 913 (18 934)	-	-	14 913 (18 934)	-	-
Brazil	5 807 906 (9 624 845)	1 758 621 (3 239 719)	2 510 789 (4 282 828)	1 317 637 (1 857 414)	-	220 859 (244 884)
Cayman Islands	329 893 (483 760)	59 665 (112 500)	41 278 (66 069)	170 482 (266 935)	11 495 (13 564)	46 973 (24 692)
Chile	487 528 (745 899)	29 095 (42 494)	241 327 (457 223)	138 897 (185 575)	-	78 209 (60 607)
Colombia	358 869 (462 611)	30 744 (49 859)	47 324 (70 827)	270 609 (339 856)	-	10 192 (2 069)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Costa Rica	23 902 (25 936)	-	-	14 618 (22 242)	-	9 284 (3 694)
Cuba	960 993 (1 216 721)	68 184 (103 326)	61 907 (100 039)	643 645 (857 643)	-	187 257 (155 713)
Dominica	890 (1 243)	-	-	890 (1 243)	-	-
Dominican Republic	35 685 (58 747)	674 (1 635)	9 420 (16 564)	24 769 (40 166)	-	822 (382)
Ecuador	388 444 (543 756)	162 930 (287 261)	-	193 699 (233 851)	-	31 815 (22 644)
El Salvador	3 497 (3 318)	-	-	-	-	3 497 (3 318)
Falkland Islands g/	7 907 (4 125)	-	-	537 (630)	-	7 370 (3 495)
Grenada	425 (577)	-	-	321 (435)	-	104 (142)
Guatemala	18 070 (27 186)	-	-	17 593 (27 186)	-	477 (-)
Guyana	20 248 (19 633)	1 161 (1 205)	-	9 498 (13 910)	-	9 589 (4 518)
Haiti	1 762 (851)	-	-	247 (361)	-	1 515 (490)
Honduras	221 665 (298 125)	38 386 (71 636)	-	164 270 (215 336)	2 561 (2 721)	16 448 (8 432)
Jamaica	9 419 (12 878)	-	-	2 810 (4 890)	3 428 (5 110)	3 181 (2 878)
Mexico	1 475 104 (2 148 815)	744 267 (1 299 870)	128 603 (206 369)	174 896 (239 443)	-	427 338 (403 133)
Montserrat	711 (1 016)	-	-	711 (1 016)	-	-
Nicaragua	18 604 (25 740)	3 711 (5 883)	-	13 180 (19 857)	-	1 713 (-)
Paraguay	34 421 (41 406)	5 079 (7 030)	-	25 421 (32 661)	-	3 921 (1 715)
Peru	780 711 (1 014 483)	134 303 (217 344)	183 941 (312 181)	284 116 (411 403)	-	178 351 (73 555)
Saint Christopher and Nevis	556 (459)	-	-	300 (368)	-	256 (91)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Saint Lucia	5 352 (7 232)	-	-	4 995 (7 232)	-	357 (-)
Saint Vincent and the Grenadines	80 331 (122 968)	6 870 (7 849)	58 972 (94 336)	13 351 (19 946)	-	1 138 (837)
Suriname	15 222 (19 187)	208 (360)	-	11 441 (16 286)	1 343 (1 771)	2 230 (770)
Trinidad and Tobago	20 096 (13 776)	-	-	4 516 (6 016)	-	15 580 (7 760)
Turks and Caicos Islands	2 572 (3 475)	890 (1 450)	-	1 291 (2 025)	-	391 (-)
Uruguay	217 272 (330 951)	94 933 (169 063)	13 203 (22 165)	87 944 (123 132)	-	21 192 (16 591)
Venezuela	973 125 (1 356 987)	517 282 (824 805)	36 246 (64 684)	288 657 (386 558)	-	130 940 (80 940)
Virgin Islands (British)	7 382 (8 454)	818 (997)	-	5 252 (7 191)	-	1 312 (266)
Sub-total	14 882 850 (22 356 618)	4 550 403 (7 872 338)	3 859 775 (6 583 835)	4 766 531 (6 547 923)	18 827 (23 166)	1 687 314 (1 329 356)
<u>Developing countries and territories of Asia</u>						
Bahrain	24 558 (26 631)	2 311 (3 452)	-	9 110 (15 166)	-	13 137 (8 013)
Bangladesh	380 476 (514 205)	49 994 (81 618)	-	298 277 (418 225)	-	32 205 (14 362)
Brunei	616 (498)	-	-	-	-	616 (498)
Burma	107 114 (128 242)	2 986 (4 739)	-	86 428 (117 189)	-	17 700 (6 314)
Democratic Kampuchea	3 558 (3 839)	-	-	998 (1 481)	-	2 560 (2 358)
Hong Kong	4 383 526 (7 248 268)	522 347 (956 300)	3 238 396 (5 581 808)	223 352 (302 641)	334 732 (375 518)	64 699 (32 001)
India	6 226 646 (10 081 564)	1 286 247 (2 241 707)	2 855 260 (5 004 804)	1 876 690 (2 699 888)	-	208 449 (135 165)
Indonesia	1 949 699 (2 801 546)	367 194 (618 824)	205 768 (347 317)	1 090 570 (1 590 113)	58 937 (74 130)	227 230 (171 162)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Iran (Islamic Republic of)	1 794 642 (2 907 389)	916 462 (1 727 008)	265 584 (463 204)	421 363 (589 750)	-	191 233 (127 427)
Iraq	1 561 417 (2 694 455)	1 140 953 (2 167 642)	-	245 477 (366 255)	46 939 (51 378)	128 048 (109 180)
Jordan	40 548 (53 057)	-	12 974 (21 916)	20 727 (30 355)	-	6 847 (786)
Kuwait	2 548 112 (4 121 735)	1 683 763 (3 007 569)	-	372 225 (558 473)	122 013 (135 529)	370 111 (420 164)
Lebanon	458 926 (681 151)	14 087 (23 246)	15 910 (26 559)	358 702 (542 470)	1 946 (1 543)	68 281 (87 333)
Malaysia	1 475 048 (2 075 387)	153 655 (270 946)	426 192 (751 206)	302 652 (425 617)	150 081 (177 927)	442 468 (449 691)
Maldives	182 891 (267 326)	1 377 (1 981)	33 571 (54 427)	145 810 (209 682)	-	2 133 (1 236)
Oman	13 080 (10 917)	119 (82)	-	3 259 (5 650)	-	9 702 (5 185)
Pakistan	555 171 (785 023)	43 429 (89 937)	11 950 (17 527)	479 099 (667 424)	-	20 693 (10 135)
Philippines	2 964 472 (4 719 338)	564 549 (1 081 737)	1 190 758 (2 093 948)	901 292 (1 316 817)	5 438 (8 725)	302 435 (218 111)
Qatar	315 088 (474 126)	76 776 (144 019)	-	157 694 (246 093)	54 420 (59 898)	26 198 (24 116)
Republic of Korea	6 386 002 (10 429 775)	960 753 (1 843 830)	3 577 475 (6 280 863)	993 999 (1 568 303)	306 232 (329 167)	547 543 (407 612)
Saudi Arabia	5 296 798 (9 311 863)	3 234 490 (6 373 143)	490 601 (838 191)	964 896 (1 345 548)	82 687 (99 362)	524 124 (655 619)
Singapore	7 009 106 (12 027 581)	2 428 609 (4 813 360)	1 937 005 (3 571 012)	1 818 108 (2 637 638)	606 027 (752 476)	219 357 (253 095)
Sri Lanka	380 229 (586 695)	56 824 (100 379)	168 344 (275 830)	145 795 (206 964)	-	9 266 (3 522)
Syrian Arab Republic	48 064 (70 305)	-	-	46 518 (69 396)	-	1 546 (909)
Thailand	566 654 (868 076)	140 848 (247 616)	89 614 (165 062)	299 430 (427 036)	7 668 (10 204)	29 094 (18 158)
United Arab Emirates	301 099 (450 327)	86 762 (171 909)	17 059 (27 743)	155 089 (212 402)	-	42 189 (38 273)
Yemen	3 203 (1 850)	-	-	1 260 (1 850)	-	1 943 (-)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Yemen (Democratic)	13 975 (14 109)	1 886 (3 185)	-	3 207 (4 768)	-	8 882 (6 156)
Sub-total	44 990 718 (73 355 278)	13 736 421 (25 974 229)	14 536 461 (25 521 417)	11 422 027 (16 577 194)	1 777 120 (2 075 857)	3 518 689 (3 206 581)
Developing countries of Europe						
Malta	906 736 (1 341 915)	7 457 (11 970)	335 711 (550 888)	550 973 (776 539)	-	12 595 (2 518)
Sub-total	906 736 (1 341 915)	7 457 (11 970)	335 711 (550 888)	550 973 (776 539)	-	12 595 (2 518)
Developing countries and territories of Oceania						
Fiji	23 960 (26 551)	4 933 (7 473)	-	8 910 (12 340)	-	10 117 (6 738)
Kiribati	2 272 (1 846)	-	-	1 701 (1 484)	-	571 (362)
Nauru	69 904 (95 321)	-	36 976 (59 321)	27 853 (33 557)	-	5 075 (2 443)
Papua New Guinea	23 911 (25 919)	1 942 (2 518)	-	10 579 (14 243)	-	11 390 (9 158)
Solomon Islands	4 886 (3 822)	-	-	1 933 (2 227)	-	2 953 (1 595)
Tonga	15 680 (20 437)	-	-	12 163 (17 799)	-	3 517 (2 638)
Tuvalu	526 (458)	-	-	353 (250)	-	173 (208)
Vanuatu	26 726 (38 572)	-	18 809 (27 667)	4 598 (6 597)	-	3 319 (4 308)
Samoa	4 995 (5 962)	-	-	3 838 (5 536)	-	1 157 (426)
Sub-total	172 860 (218 888)	6 875 (9 991)	55 785 (86 988)	71 928 (94 033)	-	38 272 (27 876)
Sub-total: developing countries and territories	66 258 704 (104 937 463)	20 239 220 (37 516 240)	19 008 960 (33 102 580)	18 788 171 (26 698 781)	1 795 947 (2 099 023)	6 426 406 (5 520 839)
Other, unallocated	2 879 206 (4 431 762)	517 000 (929 947)	1 361 821 (2 389 398)	349 742 (525 638)	528 016 (546 362)	122 627 (40 417)

Source: Lloyd's Register of Shipping: Statistical Tables, 1982 (London), and supplementary data regarding the Great Lakes fleets of the United States 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 grt 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 grt and over, including ore/bulk/oil carriers.

d/ Including passenger/cargo.

e/ Excluding estimates of the United States Reserve Fleet and United States and Canadian Great Lakes fleets, which amounted respectively to 2.0 m.grt (2.5 m.dwt), 1.7 m.grt (3.1 m.dwt) and 2.0 m.grt (2.9 m.dwt).

f/ A dispute exists between the Governments of Spain and the United Kingdom of Great Britain and Northern Ireland concerning sovereignty over Gibraltar.

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