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NOTE

This review has been prepared by the UNCTAD secretariat in accordance with item V of the programme of work of the Committee on Shipping, for consideration at the twelfth session of the Committee. Any factual and editorial corrections that may prove necessary in the light of comments made by the Committee at that session or received directly from Governments would be reflected in a corrigendum to be issued subsequently.

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ABBREVIATIONS

BAF Bunker adjustment factor

CAF Currency adjustment factor

cif Cost, insurance, freight

dwt Deadweight tons

fob Free on board

GDP Gross domestic product

GNP Gross national product

GRT Gross registered tons

LDT Light displacement tons

LNG Liquefied natural gas

LPG Liquefied petroleum gas

OBO Oil/bulk/ore

OECD Organisation for Economic Co-operation and Development

ro/ro Roll-on/roll-off

TEU Twenty-foot equivalent unit

ULCC Ultra large crude carrier

VLCC Very large crude carrier

EXPLANATORY NOTES

Reference 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.

In some tables, data shown for earlier years have been revised and updated, and may therefore differ from those shown in previous issues of this Review.

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 the development of the merchant marines in developing countries as compared with 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 1985

(i) The total volume of international seaborne trade decreased slightly in 1985, with goods loaded estimated at 3.33 billion tons or 1 per cent less than in 1984.

(ii) The declining trend in the size of the world merchant fleet also continued in 1985. At mid-year 1985 the total deadweight of the world merchant fleet was 664.8 million tons, representing a decline of 9.7 million dwt or 1.4 per cent from the previous year's figures.

(iii) Ownership remained concentrated in the developed market-economy and open-registry countries, with a combined tonnage amounting at mid-year 1985 to 73.1 per cent of the total deadweight of the world merchant fleet. The share of developing countries increased to 17.1 per cent in 1985 from 15.9 per cent in 1984. Socialist countries of Eastern Europe and Asia owned 8.8 per cent of the world merchant fleet.

(iv) The participation of developing countries in the world merchant fleet continued to be considerably lower than their share of international seaborne trade. Thus, in 1985, developing countries generated 37 per cent of world cargo moving in international seaborne trade (exports and imports combined) but owned only 17.1 per cent of the deadweight tonnage. On the other hand, developed market-economy countries, either directly or indirectly through open-registry tonnage, owned 73.1 per cent of world tonnage while generating 56 per cent of world trade.

(v) The supply/demand disequilibrium remained one of the most serious problems in the world shipping industry, although in 1985 the amount of surplus decreased slightly as compared with 1984, partly as a result of higher levels of demolition of world merchant fleet tonnage. (Tonnage reported to be sold for scrapping during the year amounted to 41.7 million dwt, which is 43.3 per cent more than in 1984.) Nevertheless, surplus tonnage as at 1 July 1985 was still estimated at 161.8 million dwt or 24.3 per cent of the total world merchant fleet (surplus tanker tonnage was estimated at 102.7 million dwt or 37.1 per cent of the world tanker fleet).

(vi) The proportion of freight costs to c.i.f. import values for developing countries continued to be approximately twice as high as that for developed market-economy countries (9.8 per cent against 5.1 per cent).

(vii) Almost all freight rate indices (except that for vessels engaged in liner shipping and medium size crude carriers) showed a declining trend in 1985.

(viii) The United Nations Conference on Conditions for Registration of Ships held the second and third parts of its session from 28 January to 15 February 1985 and from 8 to 19 July 1985 respectively. Progress achieved at these meetings contributed to a great extent to the completion of the work on the international agreement. Subsequently, at the fourth part of its session, held from 20 January to 7 February 1986, the Conference finished its work and adopted the United Nations Convention on Conditions for Registration of Ships. The Convention will enter into force 12 months after the date on which not less than 40 States with a combined tonnage of at least 25 per cent of world tonnage have become Contracting Parties to it.

Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. As shown in table 1, according to preliminary estimates, the total volume of international seaborne trade decreased slightly in 1985 after a significant rise in 1984. It amounted to 3.33 billion tons, which represents a 1 per cent decline from the level of the previous year. (See also graph 1) Both tanker and dry cargoes experienced a decline, although tanker cargoes were affected most and their volume decreased by 1.3 per cent as compared to 1984. Dry bulk cargoes were reduced by 0.8 per cent in relation to the substantial growth shown in 1984. However, there were some seasonal variations during the year. The most positive element in the dry bulk trade was the increase in shipments of energy coal, which rose by 15 per cent. 1/

2. Table 2 shows world seaborne trade by types of cargo, in terms of ton-miles. Total 1985 ton-miles decreased by 1.5 per cent as compared to the level of 1984. This decrease may be attributed mainly to a reduction in the carriage of liquid hydrocarbons (2.7 per cent decrease) and grain (10.1 per cent decrease). As to the dry bulk commodities shown in table 2, only coal showed some growth (3.9 per cent) as compared with 1984. The share of liquid hydrocarbons in the 1985 total ton-miles slightly decreased (by 0.5 per cent) as compared to 1984 and amounted to 41.3 per cent. It should be noted that seaborne trade of crude oil (in terms of ton-miles) has been constantly decreasing since 1980, and in 1985 was nearly half the 1980 figure. The combined share of the three main dry bulk commodities (iron ore, coal and grain) slightly declined in 1985 to 30.2 per cent of the total ton-miles as compared with 1984, but unlike hydrocarbons their share has grown significantly since 1980, when it accounted for about 21.8 per cent of the total ton-miles.

3. The distribution of world seaborne trade by goods loaded/unloaded, broad commodity classifications and country groupings is given in table 3. Globally, dry cargoes represented 56.2 per cent of the loaded goods in 1984, while crude oil as the single largest cargo group comprised 32 per cent. Comparable country grouping data indicate that in 1985 developing countries generated 47.7 per cent of all goods loaded and 25.8 per cent of all goods unloaded, while developed market-economy countries accounted for 44.2 per cent of all goods loaded and 68 per cent of all goods unloaded. (See also graph 2). The socialist countries' shares were 8.1 per cent of the goods loaded and 6.2 per cent of the goods unloaded. The shares of goods loaded and unloaded combined are 37 per cent (developing countries), 56 per cent (developed market economy countries) and 7 per cent (socialist countries), respectively.

4. Developing countries experienced a decline in the share of world seaborne exports (all goods) which stood at 48.7 per cent of all goods loaded in 1983 and at 47.7 per cent in 1985. However, developing countries accounted for 80.1 per cent of the amount of crude petroleum and 55.6 per cent of petroleum products loaded in 1985. Their share has remained practically at the same level during the last three years. With respect to goods unloaded the share of developing countries decreased from 27.2 per cent in 1983 to 25.8 per cent in 1985.

Table 1

Development of international seaborne trade, a/ 1970 and 1980-1985
(Estimates of goods loaded)

	Tanker cargo		Dry cargo				Total (all geods)	
			Total		Of which : main bulk commodities b/			
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	Millions of tons	Percentage increase/ decrease over previous year
1970	1 440	13.1	1 165	13.0	488	16.0	2 605	13.0
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	1 480	-12.6	1 793	-3.9	759	-5.8	3 273	-8.0
1983	1 461	- 1.4	1 770	-1.3	732	-3.7	3 231	-1.3
1984	1 478	1.2	1 886	6.5	833	13.8	3 364	4.1
1985c/	1 459	- 1.3	1 871	-0.8	826	-0.8	3 330	-1.0

Sources : (i) For tanker cargo, total dry cargo and all goods, base 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.

(ii) For main bulk commodities: Fearnleys, World Bulk Trades 1984 (Oslo), and Review 1985.

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.

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

c/ UNCTAD preliminary estimates.

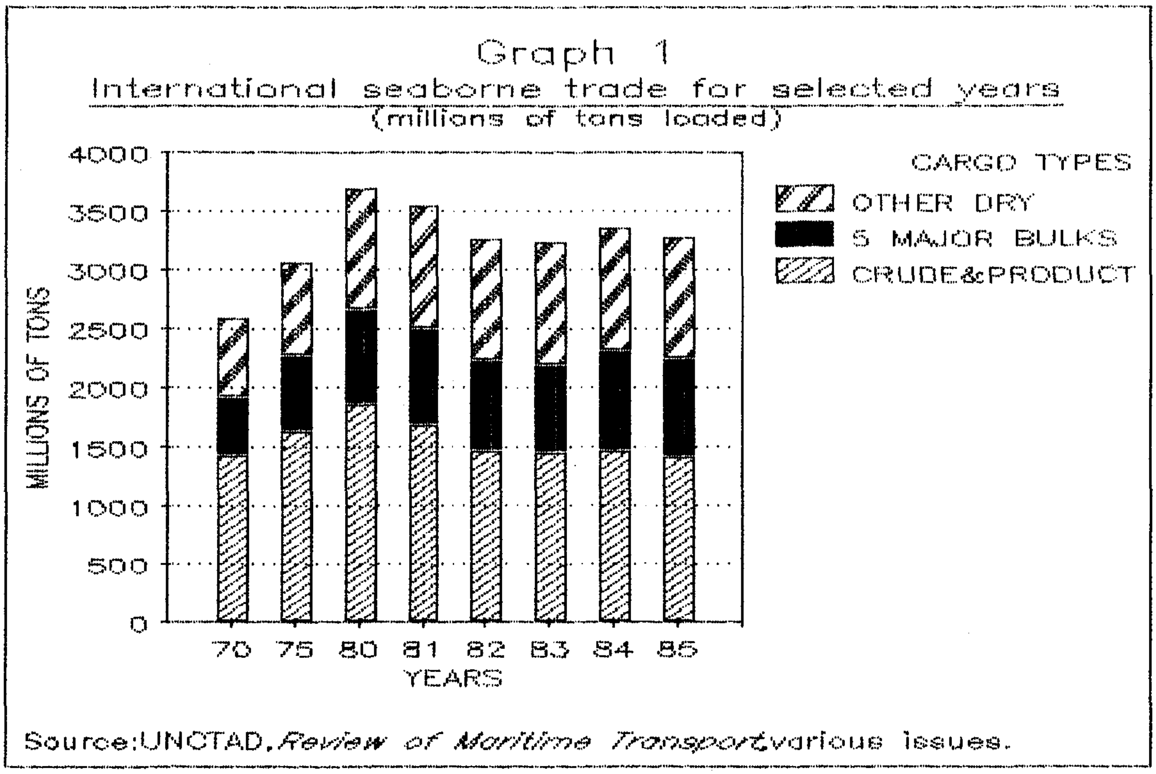


Table 2

World seaborne trade by types of cargo, 1970 and 1980-1985

(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	5,212	1,070	1,443	1,094	1,120	3,560	13,499
1983	4,478	1,080	1,320	1,057	1,135	3,510	12,580
1984	4,450	1,140	1,631	1,270	1,157	3,720	13,368
1985	4,320	1,120	1,610	1,320	1,040	3,750	13,160

Source: Fearnley, Review 1985 (Oslo).
[a/] Including wheat, maize, barley, oats, rye, sorghum and soya beans.

Table 3

World seaborne trade in 1970, 1983, 1984 and 1985 (est.) a/ by types of cargo and shares of groups of countries b/
(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	1 110	330	1 165	2 605	1 101	302	1 127	2 530
	1983	1 069	392	1 770	3 231	1 133	349	1 830	3 312
	1984	1 079	399	1 886	3 364	1 166	371	1 928	3 465
	1985	1 065	394	1 871	3 330	1 152	367	1 914	3 433
		(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
	1983	33.1	12.1	54.8	100.0	34.2	10.5	55.3	100.0
	1984	32.1	11.8	56.1	100.0	33.6	10.7	55.7	100.0
	1985	32.0	11.8	56.2	100.0	33.6	10.7	55.7	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
	1983	10.7	27.6	66.0	43.1	69.9	75.8	63.0	66.7
	1984	11.1	28.1	65.8	43.8	71.1	77.5	63.5	67.6
	1985	11.6	28.4	66.0	44.2	71.7	78.0	63.8	68.0
Socialist countries of Eastern Europe and Asia	1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
	1983	8.4	16.3	6.3	8.2	3.6	0.7	8.6	6.1
	1984	8.4	16.0	6.4	8.2	3.6	0.8	8.8	6.2
	1985	8.3	16.0	6.3	8.1	3.6	0.8	8.8	6.2
Of which									
in Eastern Europe	1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
	1983	6.5	15.1	5.1	6.8	3.4	0.4	5.7	4.4
	1984	6.5	14.8	5.3	6.8	3.4	0.5	6.2	4.6
	1985	6.5	14.8	5.3	6.8	3.4	0.5	6.2	4.6
in Asia	1970	–	–	1.2	0.5	0.5	0.1	2.1	1.2
	1983	1.8	1.2	1.2	1.4	0.2	0.3	2.9	1.7
	1984	1.9	1.1	1.1	1.4	0.2	0.3	2.6	1.6
	1985	1.8	1.1	1.0	1.3	0.2	0.3	2.6	1.6
Developing countries	1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
	1983	80.9	56.1	27.7	48.7	26.5	23.5	28.4	27.2
	1984	80.5	55.9	27.8	48.0	25.3	21.7	27.7	26.2
	1985	80.1	55.6	27.7	47.7	24.7	21.3	27.4	25.8

Table 3 (continued)

Of which in Africa	1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
	1983	15.7	8.6	4.8	8.8	8.2	3.6	5.4	6.2
	1984	15.6	8.5	4.6	8.6	7.9	3.4	5.3	5.9
	1985	15.6	8.5	4.6	8.7	7.7	3.3	5.2	5.8
in America	1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
	1983	14.1	18.8	12.8	14.0	7.8	4.5	4.4	5.6
	1984	14.0	18.5	12.8	13.8	7.2	4.1	4.1	5.2
	1985	14.0	18.3	12.7	13.7	7.0	4.0	3.9	5.0
in Asia	1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
	1983	51.1	28.7	9.7	25.7	10.5	14.7	18.3	15.3
	1984	50.9	28.9	10.0	25.4	10.2	13.6	18.0	14.9
	1985	50.5	28.8	10.0	25.1	10.0	13.4	18.0	14.8
in Europe	1970	–	–	–	–	–	0.1	0.1	–
	1983	–	–	–	–	–	0.1	0.1	–
	1984	–	–	–	–	–	0.1	0.1	–
	1985	–	–	–	–	–	0.1	0.1	–
in Oceania	1970	–	0.1	0.8	0.4	–	0.5	0.3	0.2
	1983	–	–	0.4	0.2	–	0.6	0.2	0.1
	1984	–	–	0.4	0.2	–	0.5	0.2	0.2
	1985	–	–	0.4	0.2	–	0.5	0.2	0.2

Source: UNCTAD data bank .

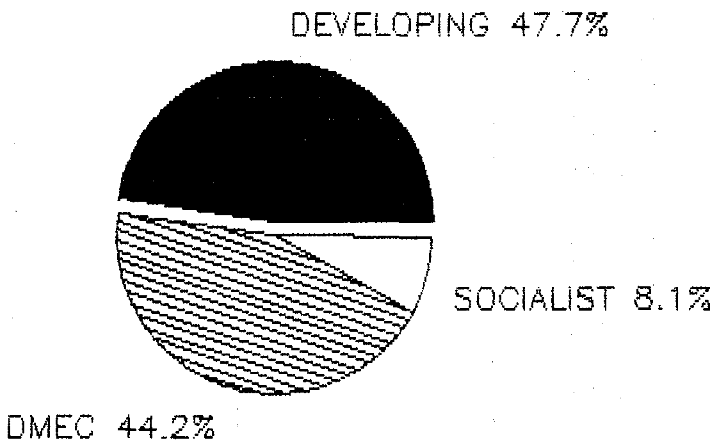
a/ See note a/ to table 1.

b/ See annex I below for the composition of these groups. (See note 2 to that annex regarding the recording of trade of land-locked countries.)

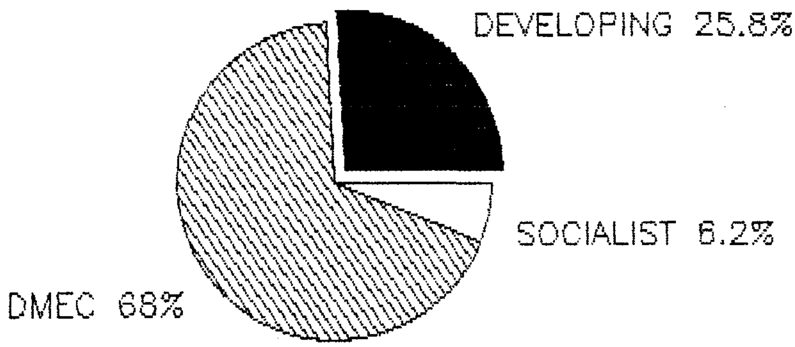
Graph 2

World seaborne trade by country groups, 1985

(percentage distribution of world total)



GOODS LOADED



GOODS UNLOADED

Source: See table 3

Chapter II

DEVELOPMENT OF THE WORLD FLEET

A. Size and ownership of world fleet

5. A summary of the world merchant fleet by country groupings for the years 1970, 1984 and 1985 is shown in table 4. The declining trend in the size of the world fleet, which started in 1983, has continued. At mid-year 1985, total deadweight tonnage of the world merchant fleet was 664.8 million tons. This represents a 9.7 million dwt or a 1.4 per cent decline from the previous year's figure. Nevertheless, the overall decrease since the peak of 1982 has only been 28.7 million dwt or 4.1 per cent.

6. The declining trend in the size of world merchant fleet derives to some extent from a substantial increase in the scrapping of the world's uneconomic tonnage, which stood at an especially high level during the first half of 1985. The total figure for tonnage broken up for the period from mid-year 1984 to mid-year 1985 amounted to 42.1 million dwt (including ship sales for breaking and ship losses). 2/

7. Ownership of the world merchant fleet remains concentrated largely in the developed market-economy countries and open-registry countries, with 42.5 per cent and 30.6 per cent respectively, representing a combined total of 486.3 million dwt or 73.1 per cent of the world merchant fleet. The share of developing countries increased to 17.1 per cent in 1985 from 15.9 per cent in 1984. Socialist countries of Eastern Europe and Asia owned 8.8 per cent of the world merchant fleet (6.2 per cent for socialist countries of Eastern Europe). The share of this group of countries' world merchant fleet tonnage has thus remained fairly constant at the level of 1970.

8. Reviews of maritime transport for the previous years provided details of the linkage between open-registry fleets and the developed market-economy countries. The overall picture with respect to beneficial ownership and true management of open-registry fleets, shown in the above-mentioned publications, does not usually change very significantly from year to year. Although no detailed information on this subject is provided in the present Review, it may be noted that both beneficial ownership and true management of the main part of the open-registry fleets has remained concentrated in the developed market-economy countries in 1985.

9. Table 5 shows the constant growth of the open-registry fleets since 1981, and the changes in the distribution of tonnage within this group of countries. It may be noted that open-registry tonnage increased from 202.2 million dwt in 1984 to 203.4 million in 1985. The share of Liberia, which accounts for the largest open-registry fleet, decreased from 74.9 per cent (in dwt) in mid-1981 to 55.8 per cent in mid-1985. In the same period the shares of other open-registry countries increased. Thus, the share

Table 4
Distribution of world tonnage (grt and dwt) by groups a/ of countries of registration, 1970, 1984 and 1985
(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	1984	1985	1970	1984	1985	1970–1985– (average)	1984–1985
World total	217.9 (100.0)	412.8 (100.0)	410.3 (100.0)	326.1 (100.0)	674.5 (100.0)	664.8 (100.0)	22.6	-9.7
Developed market-economy countries	141.8 (65.1)	187.3 (45.4)	176.7 (43.1)	211.9 (65.0)	303.4 (45.0)	282.9 (42.5)	4.7	-20.5
Open-registry countries	40.9 (18.8)	110.0 (26.6)	112.0 (27.3)	70.3 (21.6)	202.2 (30.0)	203.4 (30.6)	8.9	1.2
Total 2 & 3	182.0 (83.9)	297.3 (72.0)	288.7 (70.4)	282.2 (86.6)	505.6 (75.0)	486.3 (73.1)	13.6	-19.3
Socialist countries of Eastern Europe and Asia	19.5 (8.9)	43.5 (10.5)	45.5 (11.1)	21.7 (6.6)	55.4 (8.2)	58.5 (8.8)	2.5	3.1
Of which:								
in Eastern Europe	18.6 (8.5)	33.5 (8.1)	34.1 (8.3)	20.5 (6.2)	40.3 (6.0)	41.3 (6.2)	1.4	1.0
in Asia	0.9 (0.4)	10.0 (2.4)	11.4 (2.8)	1.2 (0.4)	15.1 (2.2)	17.2 (2.6)	1.1	2.1
Developing countries	14.5 (6.7)	68.0 (16.5)	71.7 (17.5)	20.5 (6.3)	107.1 (15.9)	113.4 (17.1)	6.2	6.3
Of which:								
in Africa	0.8	5.4	5.6	1.1	7.8	8.0	0.5	0.2
in America	6.4	14.8	15.5	8.7	22.2	23.3	1.0	1.1
in Asia	7.3	46.1	48.5	10.7	74.6	78.6	4.5	4.0
in Europe	–	1.4	1.8	–	2.1	3.0	–	0.9
in Oceania	–	0.3	0.3	–	0.4	0.4	–	–
Other, unallocated	1.2 (0.5)	4.0 (1.0)	4.3 (1.0)	1.7 (0.5)	6.4 (0.9)	6.7 (1.0)	0.3	0.3

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 1985 amounted respectively to 2.3, 1.6 and 2 million grt.

b/ Percentage shares are shown in brackets.

Table 5

Distribution of tonnage of open-registry fleets by open-registry countries (grt and dwt), 1981-1985

(mid-year figures)

	TONNAGE AND PERCENTAGE SHARES (shown in brackets)									
	in grt (millions)					in dwt (millions)				
	1981	1982	1983	1984	1985	1981	1982	1983	1984	1985
Open-registry countries Total	105.1 (100)	106.4 (100)	107.3 (100)	110.0 (100)	112.0 (100)	197.1 (100)	198.7 (100)	199.8 (100)	202.2 (100)	203.4 (100)
Liberia	74.9 (71.3)	70.7 (66.4)	67.6 (63.0)	62.0 (56.4)	58.2 (52.0)	147.7 (74.9)	139.2 (70.1)	133.2 (66.7)	121.4 (60.0)	113.5 (55.8)
Panama	27.7 (26.3)	32.6 (30.6)	34.7 (32.4)	37.2 (33.8)	40.7 (36.3)	45.7 (23.2)	54.8 (27.6)	58.3 (29.2)	62.0 (30.7)	67.3 (33.1)
Cyprus	1.8 (1.7)	2.2 (2.1)	3.4 (3.2)	6.7 (6.2)	8.2 (7.3)	2.7 (1.3)	3.4 (1.7)	5.8 (2.9)	11.8 (5.9)	14.3 (7.0)
Bahamas	0.2 (0.2)	0.4 (0.4)	0.8 (0.7)	3.2 (2.9)	3.9 (3.5)	0.3 (0.2)	0.6 (0.3)	1.2 (0.6)	5.7 (2.8)	6.9 (3.4)
Bermuda	0.5 (0.5)	0.5 (0.5)	0.8 (0.7)	0.8 (0.7)	1.0 (0.9)	0.7 (0.4)	0.7 (0.3)	1.3 (0.6)	1.3 (0.6)	1.4 (0.7)

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.

of Panama and Cyprus grew from 23.2 per cent and 1.3 per cent in 1981 to 33.1 per cent and 7 per cent in 1985, respectively. The fastest growth of tonnage was shown by Bahamas, which increased the tonnage under its flag from 0.3 million dwt in 1981 to 6.9 million dwt in 1985 and now represents 3.4 per cent of the combined tonnage of open-registry fleets. Bermuda accounts for 0.7 per cent of the combined tonnage of open-registry fleets in 1985.

B. Types of vessels

10. The composition of the world merchant fleet by principal types of vessel at mid-year 1983, 1984 and 1985 as well as the percentage changes between 1984 and 1985 are shown in table 6. As in previous years four types of vessel - i.e. oil tankers, bulk and combined carriers, general cargo and unitized ships - constitute in 1985 the main part of the world fleet. Their combined deadweight amounted to 637.3 million tons, which represents 94.6 per cent of the world fleet, as compared with 94.3 per cent in 1984.

11. The distribution of world tonnage by country groups and by types of vessels is given in table 7. The developed market-economy countries owned the largest share of each type of vessel. This is especially notable in such types of vessels as container ships (including lighter carriers), tankers, bulk and combined carriers, where these countries owned 63.4 per cent, 46.8 per cent and 38.9 per cent of the world merchant fleet of vessels in question respectively. Open-registry countries as a group show the second largest concentration of tonnage with 35.5 per cent of the world tanker fleet, 32.8 per cent of bulk and combined carriers fleet, 20.3 per cent of general cargoships and 13 per cent of the world container and lighter carriers fleet.

12. Since mid-1984 the share of developing countries in the world bulk and combined carriers fleet has increased to 19.4 per cent and in the world tanker fleet to 12.9 per cent. Their share in the world container fleet, however, decreased to 12.1 per cent. Developing countries owned 24 per cent of general cargo carriers. At mid-985 socialist countries of Eastern Europe and Asia owned 20.8 per cent of the world general cargo fleet, 4.4 per cent of tanker fleet, 7.3 per cent of bulk carriers, including combined carriers and 5.5 per cent of world container fleet.

13. Changes in the composition of the world fleet as shown in table 7 indicate that the share of tanker tonnage in the world fleet continued to decline in 1985, while that of bulk carriers increased. There was no significant change in the shares of general cargoships and container ships.

14. The share of developing countries in the total fleet increased from 15.9 per cent in 1984 to 17.1 per cent in 1985, and amounted to 113.4 million dwt. Meanwhile the distribution of this fleet among the developing countries remained unbalanced. Ten countries or territories 3/ represented 69.5 per cent of the aggregated deadweight owned by developing countries, while the next 10 most important developing countries combined owned a further 17.4 per cent.

Table 6

Analysis of the world fleet by principal types of vessel, 1983-1985 a/

(Thousands of dwt) b/

Principal types	1983	1984	1985	Percentage change 1984/1985
Oil tankers	306 094 (44.1)	286 786 (42.0)	268 355 (39.8)	- 6.5
Liquified gas carriers	9 530 (1.4)	10 151 (1.5)	10 249 (1.5)	+ 1.0
Chemical carriers	5 361 (0.8)	5 791 (0.8)	5 832 (0.9)	+ 0.7
Miscellaneous tankers	480 (-)	439 (-)	431 (-)	- 1.8
Bulk/oil carriers (inc. ore/oil carriers)	49 267 (7.1)	46 840 (6.9)	45 024 (6.7)	- 3.9
Ore and bulk carriers	171 370 (24.7)	180 846 (26.5)	192 288 (28.5)	+ 6.3
General cargo (inc. passenger cargo)	114 615 (16.5)	111 286 (16.3)	108 329 (16.1)	- 2.7
Container ships (fully cellular) and lighter carriers	15 720 (2.2)	18 036 (2.6)	19 939 (3.0)	+10.6
Vehicle carriers	3 230 (0.5)	3 663 (0.5)	3 339 (0.5)	- 8.9
Fish factories and carriers, and Fishing (inc. factory trawlers)	7 838 (1.1)	7 888 (1.1)	7 995 (1.2)	+ 1.3
Ferries and passenger vessels	2 516 (0.4)	2 552 (0.4)	2 622 (0.4)	+ 2.7
All other vessels	8 491 (1.2)	9 008 (1.3)	9 287 (1.4)	+ 3.1
World total	694 512 (100.0	683 286 (100.)	673 692 (100.)	- 1.4

Source: Shipping Information Services of Lloyd's Register of Shipping, and Lloyd's of London Press Limited, 1983-1985 (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.

Table 7

Percentage shares of world tonnage by type of vessel and groups of countries (as at 1 July), 1980, 1983, 1984 and 1985 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 and lighter carriers	Other ships
				Percentage share by vessel type				
World total	1980	682.8	100	49.7	27.2	17.0	1.6	4.5
	1983	686.0	100	44.5	31.4	16.4	2.1	5.6
	1984	674.5	100	42.4	33.0	16.1	2.7	5.8
	1985	664.8	100	39.3	34.9	15.9	3.0	6.9
				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
	1983	322.4	47.0	50.2	45.8	36.6	68.0	50.7
	1984	303.4	45.0	48.8	42.5	35.4	66.1	48.3
	1985	282.9	42.5	46.8	38.9	34.4	63.4	46.7
Open-registry countries	1980	212.5	31.1	36.2	31.7	20.8	13.5	17.0
	1983	199.8	29.1	33.3	31.4	20.0	10.0	17.2
	1984	202.2	30.0	34.8	31.9	20.5	11.7	18.8
	1985	203.4	30.6	35.5	32.8	20.3	13.0	23.1
Socialist countries of Eastern Europe and Asia	1980	48.7	7.1	3.4	5.8	17.0	3.0	20.5
	1983	54.4	7.9	3.9	6.3	19.2	4.0	17.5
	1984	55.4	8.2	3.9	6.8	19.9	4.7	17.0
	1985	58.5	8.8	4.4	7.3	20.8	5.5	15.2
Of which:								
in Eastern Europe	1980	37.8	5.5	2.8	4.2	12.3	2.9	19.2
	1983	40.2	5.9	3.1	4.2	13.3	2.9	16.4
	1984	40.3	6.0	3.0	4.5	13.7	3.5	15.7
	1985	41.3	6.2	3.4	4.7	13.9	3.3	14.0
in Asia	1980	10.9	1.6	0.6	1.6	4.7	0.1	1.3
	1983	14.2	2.0	0.8	2.1	5.9	1.1	1.1
	1984	15.1	2.2	0.9	2.3	6.2	1.2	1.3
	1985	17.2	2.6	1.0	2.6	6.9	2.2	1.2
Developing countries	1980	68.4	10.0	7.7	9.2	17.6	7.6	12.0
	1983	104.9	15.3	12.3	15.4	23.7	14.3	14.5
	1984	107.1	15.9	12.1	17.1	23.7	13.2	15.8
	1985	113.4	17.1	12.9	19.4	24.0	12.1	15.0
Of which:								
in Africa	1980	7.1	1.1	1.1	0.1	2.3	..	2.1
	1983	7.7	1.1	1.2	0.2	2.4	..	2.5
	1984	7.8	1.1	1.2	0.2	2.4	..	2.6
	1985	8.0	1.2	1.4	0.4	2.5	0.1	2.3
in America	1980	21.8	3.2	2.3	3.3	5.6	0.1	3.7
	1983	22.3	3.3	2.6	3.1	5.8	0.1	3.5
	1984	22.2	3.3	2.8	2.9	5.8	0.3	3.6
	1985	23.3	3.5	2.8	3.3	6.0	0.5	3.7

Table 7 (continued)

Country group	Year	Total dwt		Tankers	Ore and bulk carriers b/ including combined carriers	General cargo ships c/	Container ships and lighter carriers	Other ships
in Asia	1980	39.1	5.7	4.3	5.7	9.8	2.7	5.7
	1983	73.3	10.7	8.5	11.8	14.7	14.2	8.4
	1984	74.6	11.1	8.1	13.4	14.5	12.9	9.5
	1985	78.6	11.8	8.5	15.0	14.4	11.5	8.9
in Europe	1980	0.2	..	..	..	0.1	-	-
	1983	1.3	0.2	..	0.3	0.7	-	..
	1984	2.1	0.3	..	0.5	0.8	-	..
	1985	3.0	0.3	0.2	0.6	0.9	-	..
in Oceania	1980	0.2	..	..	..	0.1	-	-
	1983	0.2	..	..	..	0.1		0.1
	1984	0.4	0.1	..	0.1	0.2	-	0.1
	1985	0.4	0.1	..	0.1	0.2	-	0.1
Other, unallocated	1980	3.0	0.5	0.2	0.6	0.9	1.6	0.1
	1983	4.4	0.7	0.3	1.1	0.5	3.7	0.1
	1984	6.4	0.9	0.4	1.7	0.5	4.3	0.1
	1985	6.7	1.0	0.4	1.6	0.6	5.9	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.

15. The distribution of the world container fleet and its TEU capacity at mid-1985 is shown in table 8. The total number of container ships increased since mid-1984 from 900 to 970 (+7.8 per cent) and their TEU capacity rose from 832,112 to 942,222 (13.2 per cent). As with other types of vessels, the world container fleet remained concentrated in the developed market-economy countries, wich owned 53.2 per cent of the number of ships and 61.3 per cent of their TEU capacity. Open-registry countries represented 18.1 per cent and 13 per cent in the number of ships and world TEU capacity respectively. Although the number of ships and their combined TEU capacity slightly increased in developing countries since mid-1984, their share in world TEU capacity decreased from 14.5 per cent to 13.1 per cent as at mid-1985. The share of socialist countries of Eastern Europe remained practically unchanged with a sign of slight decrease to 2.7 per cent of world TEU capacity, while the share of socialist countries of Asia increased from 1.1 per cent in 1984 to 2.4 per cent of world TEU capacity in 1985.

16. Table 9 gives the latest available figures on world container port traffic in developing countries and territories for 1984 and data related to previous years. The world rate of growth for 1983/1984 was 15.6 per cent, while for developing countries and territories it was less significant and amounted to only 12.5 per cent. Both percentages were higher than those achieved in 1982/83. However, the growth was unevenly spread and frequently erratic from year to year. Although in a few cases this can be attributed to the coverage of the survey in a particular year (for instance a port failing or starting to report its container trade (Venezuela and Mexico)), in most cses it is due to the opening of new services, with new direct or transshipment calls or because of the commissioning of container facilities or because of external factors of a diverse nature (as in the case of Sri Lanka, Cyprus, Ecuador and the Dominican Republic).

C. Age distribution of the world merchant fleet

17. The age distribution of the world merchant fleet by type of vessel and country grouping in mid-1985 is presented in table 10. Changes from the previous year are minimal. Average age of all ships remained about the same as in 1984, showing a slight increase to 11.24 years. The youngest type of vessel represented bulk carriers, including combined carriers (10.37 years), while general cargo vessels remained the oldest (13.37 years).

18. Developed market-economy countries and open-registry countries continued to have the lowest average age (10.8 years and 11.04 years respectively) followed by the developing countries (11.35 years) and the socialist countries of Eastern Europe and Asia (13.57 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 represented in table 11. The data demonstrate the fact that developed market-economy countries, either directly or indirectly through open-registry countries, continue to own a

Table 8

Distribution of the world fleet and TEU capacity of fully cellular container ships by groups of countries, at mid-year 1983, 1984 and 1985

Flags of registration by groups of countries	Number of ships			TEU capacity and percentage shares a/		
	1983	1984	1985	1983	1984	1985
World total	786	900	970	697 459 (100.0)	832 112 (100.0)	942 222 (100.0)
Developed market-economy countries	454	496	516	461 608 (66.2)	532 229 (64.0)	577 915 (61.3)
Open-registry countries	127	161	176	74 603 (10.7)	100 217 (12.0)	122 290 (13.0)
Total, 2 and 3	581	657	692	536 211 (76.9)	632 446 (76.0)	700 205 (74.3)
Socialist countries of Eastern Europe and Asia	49	61	75	26 525 (3.8)	33 340 (4.0)	47 963 (5.1)
Of which						
in Eastern Europe	39	49	48	19 861 (2.8)	23 902 (2.9)	25 674 (2.7)
in Asia	10	12	27	6 664 (1.0)	9 438 (1.1)	22 289 (2.4)
Developing countries	128	147	156	104 264 (14.9)	120 968 (14.5)	123 600 (13.1)
Of which						
in Africa	–	–	3	–	–	585 (0.1)
in America	11	11	16	985 (0.1)	2 048 (0.2)	3 873 (0.4)
in Asia	117	136	137	103 279 (14.8)	118 920 (14.3)	119 142 (12.6)
in Europe	–	–	–	–	–	–
in Oceania	–	–	–	–	–	–
Other, unallocated	28	35	47	30 459 (4.4)	45 358 (5.5)	70 454 (7.5)

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

a/ Percentage shares are shown in brackets.

Table 9

Container port traffic of developing countries and territories, 1983 and 1984

Country or territory	Container traffic 1984 (TEUs)	Container traffic 1983 (TEUs)	Percentage change 1983/1984	Percentage change 1982/1983
Hong Kong	2,108,583	1,837,047	14.7	10.6
Singapore	1,552,184	1,340,009	15.8	14.1
Republic of Korea	1,177,866	977,661	20.4	13.4
Saudi Arabia	1,175,542	1,186,539	- 1.0	13.1
Philippines	657,792	735,159	-10.5	5.4
United Arab Emirates a/	598,037	502,661	18.9	21.8
Brazil	531,940	362,511	46.7	37.5
Malaysia	375,716	293,403	28.0	30.2
Thailand	341,021	304,524	12.0	17.4
India	295,888	234,614	26.1	8.8
Cyprus	285,253	181,703	57.0	1.3
Kuwait	257,933	249,577	3.3	-11.8
Indonesia	219,093	233,379	-6.1	-9.3
Egypt	185,572	178,593	3.9	25.0
Sri Lanka	181,484	128,456	41.3	24.4
Nigeria	167,771	151,755	10.5	-36.7
Pakistan	160,000	140,370	14.0	13.0
Costa Rica	154,593	136,264	13.4	57.3
Côte d'Ivoire	151,252	139,254	8.6	-11.4
Jamaica	148,203	158,206	-6.3	9.8
Honduras	138,417	111,635	24.0	28.1
Panama	133,619	133,840	0	-11.7
Argentina	119,235	120,173	-0.7	26.4
Bahrain	111,809	94,844	17.9	2.0
Dominican Republic	104,833	67,260	55.9	19.7
Jordan	102,485	86,498	18.4	-16.6
Trinidad and Tobago	99,285	99,909	-0.6	1.0
Venezuela	96,488	49,128	96.4	-58.8
Kenya	92,462	83,853	10.2	45.4
Oman	91,488	67,029	36.4	49.3
Chile	90,758	69,345	30.8	-5.0
Cameroon	88,234	73,987	19.2	9.5
Guam	79,342	74,642	6.2	6.3
Guadaloupe	73,525	71,100	3.4	37.2
Papua New Guinea	67,491	64,731	4.2	-7.8
Morocco	65,224	62,835	3.8	-2.2
Colombia	56,869	45,080	26.1	10.4
Ecuador	52,065	35,012	48.7	9.9
Netherland Antilles	51,595	63,188	-18.3	-15.4
Syrian Arab Republic	50,770	46,808	8.5	- 4.1
Bahamas	46,783	48,760	-4.0	2.2
Guatemala	46,567	38,725	20.2	6.7
Peru	44,722	32,604	37.1	-14.8
Mexico a/	43,065	80,541	-46.5	-33.6
Haiti	37,016	35,366	4.5	0
Togo	36,305	31,822	14.1	-6.2
Zaire	35,887	26,544	35.2	6.9
Tanzania (United Republic)	33,765	27,282	23.8	0.6
Ghana	30,052	22,926	31.1	50.5
Others reported b/	482,668	506,115	-4.6	13.0
Total reported by developing countries c/	13,328,547	11,843,267	12.5	9.5
World total reported	52,714,948	45,569,690	15.6	7.3

Source: Derived from information presented in Containerisation International Year Books 1984 and 1985.

a/ Data subject to omissions.

b/ Comprising 35 developing countries and territories 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 5-10 per cent.

Table 10

Age distribution of the world merchant fleet by type of vessel as at 1 July 1985
(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 age (years) July 1985 a/	Average age (years) July 1984
World total	All ships	100	19.0	25.7	31.0	24.3	11.24	11.16
	Tankers	100	10.9	30.1	43.4	15.6	10.96	10.40
	Bulk carriers b/	100	27.6	21.4	29.0	22.0	10.37	10.63
	General cargo	100	14.6	25.2	19.3	40.9	13.37	13.60
Developed market-economy countries	All ships	100	19.3	28.2	31.1	21.4	10.80	10.73
	Tankers	100	10.3	33.0	41.2	15.5	10.87	10.42
	Bulk carriers b/	100	27.1	22.9	30.4	19.6	10.10	10.39
	General cargo	100	20.1	29.5	15.3	35.1	12.02	12.56
Open-registry countries	All ships	100	17.8	24.1	37.8	20.3	11.04	10.89
	Tankers	100	8.7	28.1	52.8	10.4	10.76	9.95
	Bulk carriers b/	100	27.1	19.2	29.7	24.0	10.73	11.00
	General cargo	100	14.2	23.6	23.8	38.4	13.24	13.93
Sub-total	All ships	100	18.8	26.6	33.7	20.9	10.88	10.78
	Tankers	100	9.6	31.0	46.0	13.4	10.83	10.24
	Bulk carriers b/	100	27.1	21.3	30.1	21.5	10.37	10.62
	General cargo	100	18.1	27.4	18.3	36.2	12.44	13.04
Socialist countries of Eastern Europe and Asia	All ships	100	15.8	21.3	20.7	42.2	13.57	13.47
	Tankers	100	14.1	21.6	20.2	44.1	13.92	14.26
	Bulk carriers b/	100	22.4	29.4	24.0	24.2	10.71	10.65
	General cargo	100	10.8	17.7	20.0	51.5	15.18	14.84
Developing countries (excluding open-registry countries)	All ships	100	21.0	25.0	27.0	27.0	11.35	11.29
	Tankers	100	16.7	28.3	37.8	17.2	10.63	10.16
	Bulk carriers b/	100	31.3	19.3	26.6	22.8	10.18	10.40
	General cargo	100	10.5	26.8	21.0	41.7	13.78	13.80

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 11

Comparison between total cargo turnover and fleet ownership by groups of countries, 1970, and 1981-1985

(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	802.7	2 010.4	2 812.1	282.2	54.8	86.5
	1981	1 447.2	2 430.3	3 877.5	549.5	54.9	79.8
	1982	1 370.7	2 305.3	3 676.0	543.6	55.1	78.4
	1983	1 410.4	2 218.2	3 628.6	522.2	55.4	76.1
	1984	1 492.8	2 351.5	3 844.3	505.6	56.3	75.0
	1985	1 491.9	2 344.5	3 836.4	486.3	56.7	73.1
Socialist countries of Eastern Europe and Asia	1970	158.8	87.6	264.4	21.7	4.8	6.7
	1981	233.5	217.7	451.2	50.7	6.4	7.4
	1982	242.3	221.1	463.4	52.0	7.0	7.5
	1983	265.7	201.2	466.9	54.4	7.1	7.9
	1984	275.8	214.4	490.2	55.4	7.2	8.2
	1985	269.7	212.9	482.6	58.5	7.1	8.8
Developing countries	1970	1 643.3	431.6	2 074.9	20.5	40.4	6.3
	1981	1 896.7	867.4	2 764.1	85.9	39.1	12.5
	1982	1 660.4	866.2	2 526.6	94.5	37.9	13.6
	1983	1 554.5	892.7	2 447.2	104.9	37.5	15.3
	1984	1 595.6	899.1	2 494.7	107.1	36.5	15.9
	1985	1 568.6	875.7	2 444.3	113.4	36.2	17.1
World total a/	1970	2 604.8	2 529.6	5 134.4	326.1	100.0	100.0
	1981	3 555.4	3 511.9	7 067.3	688.8	100.0	100.0
	1982	3 273.4	3 392.6	6 666.0	693.5	100.0	100.0
	1983	3 230.6	3 312.1	6 542.7	686.0	100.0	100.0
	1984	3 364.2	3 465.0	6 829.2	674.5	100.0	100.0
	1985	3 330.2	3 433.1	6 763.3	664.8	100.0	100.0

Source: UNCTAD data bank.

a/ Including unallocated tonnage indicated in annex III.

disproportionate share of the world merchant fleet compared to total world cargo turnover. Thus, in 1985 these two country groups combined generated 56.7 per cent of the world's international seaborne trade and owned 73.1 per cent of the world's merchant fleet (in terms of deadweight tonnage). At the same time, the share of developing countries in goods loaded and unloaded in world seaborne trade in 1985 was 36.2 per cent, but their merchant fleet represented 17.1 per cent of total world deadweight fleet. The share of the socialist countries of Eastern Europe and Asia, on the other hand, was slightly less than their share of the world's deadweight tonnage.

Chapter III

PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons and ton-miles per dwt

20. Both main productivity indicators (ton-miles performed per dwt and tons carried per dwt) estimated for the total world fleet as presented in table 12 showed that the productivity of the fleet increased significantly in 1984 as compared to 1983 but remained practically at the same level in 1985. Tons of cargo carried per dwt amounted in 1985 to 5.01 (as compared to 4.99 in 1984 and 4.7 in 1983) and ton-miles performed per dwt amounted to 19.8 (as compared to 19.82 in 1984 and 18.34 in 1983).

21. The above-mentioned productivity indicators (ton-miles performed per dwt and tons carried per dwt) estimated for individual types of carriers for 1984 and 1985, as shown in tables 13 and 14, demonstrate the improvement of productivity for all types of vessel in 1984 as compared with the previous year. This development may be largely attributed to an increase in world seaborne trade in 1984 accompanied by a decrease in the world merchant fleet.

22. In view of a certain decline of the world seaborne trade in 1985, both in terms of the amount of cargoes shipped and of ton-miles performed, the productivity indicators for bulk carriers and combined carriers showed a decline although it should be noted that they were above the level of 1983.

23. The productivity indicators for tankers showed an increase in 1985 as compared to 1984, which could be largely attributed to the growth of demolition of tanker tonnage and the resulting decrease in the tanker fleet.

B. Estimates of tonnage over-supply

24. As in previous years, the supply/demand disequilibrium remained one of the most serious problems in the world shipping industry in 1985. Table 15 shows the general situation in the market. Most noticeable is the steady growth of surplus tonnage from the beginning of the 1980s with its peak in 1983 when the average year figure of surplus tonnage reached 195.8 million dwt, which amounted to 28.5 per cent of the total world merchant fleet or 39.9 per cent of the world active fleet. In 1984 the amount of surplus tonnage and its share in the world fleet decreased for the first time since 1979. This tendency also continued in 1985, when the average year figure of surplus tonnage amounted to 161.8 million dwt or a reduction of 5.5 per cent as compared to 1984. This is, however, still equal to 24.3 per cent of the total world merchant fleet as at 1 July 1985 or 32.2 per cent of the world active fleet.

25. An analysis of tonnage over-supply by vessel types for the years 1980-1985 is shown in table 16. Over-supply conditions continued to be most noticeable in the tanker sector where, as from 1981, the share of surplus tonnage 4/ in the total world tanker fleet supply was over 30 per cent. The estimated share of surplus tanker fleet in 1985 (average year figure) shows 37.1 per cent figure which represents only a marginal improvement of the situation as compared with the previous year. 1985 was characterized by a

Table 12

Cargo tonnage carried and ton-miles performed per dwt of the total world fleet, 1970 and 1976-1985

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	3,230	12,850	4.70	18.34
1984	674.5	3,364	13,368	4.99	19.82
1985	664.8	3,330	13,160	5.01	19.80

Sources: World fleet: Lloyd's Register of Shipping: Statistical Tables (London), various issues (mid-year figures); total cargo carried: UNCTAD data bank; ton-miles: Fearnley's Review (Oslo), various issues.

Table 13

Estimated productivity of tankers, bulk carriers, combined carriers a/ and the residual fleet b/ 1970 and 1976-1985
(ton-miles performed per dwt)

Year	Ton-miles of oil and grain by tankers (thousands of millions) c/	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	5 893	18.40	2 422	15.66	1 310	28.92	3 874	22.35
1983	5 230	17.38	2 640	15.60	1 016	23.57	3 694	21.38
1984	5 305	18.93	3 041	17.07	1 187	28.13	3 835	22.05
1985	5 140	19.48	3 017	16.03	1 120	26.86	3 883	22.71

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/ Excluding grain since 1982, because data are not available.

Table 14

Estimated productivity of tankers, bulk carriers, combined carriers and the residual fleet, a/ 1970 and 1976-1985

(tons carried per dwt)

Year	Tons of oil and grain by tankers (millions)	Tons per dwt of tanker	Tons of dry bulk cargo by 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	1 191	3.72	455	2.94	232	5.12	1 321	7.62
1983	1 132	3.76	490	2.90	196	4.55	1 272	7.36
1984	1 174	4.19	566	3.18	214	5.07	1 358	7.81
1985	1 133	4.29	560	2.98	200	4.80	1 396	8.16

Sources: As for table 13.

a/ See footnote a/ in table 13.

Table 15

Tonnage over-supply in the world merchant fleet,
1970, 1975-1985
(million dwt and percentages)

	1970	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
			(million dwt)									
World fleet total a/ (as at mid-year)	326.1	546.3	601.2	641.3	662.8	673.7	682.2	688.8	693.5	686.0	674.5	664.8
Surplus tonnage b/	0.6	46.3	35.7	43.2	30.1	86.0	97.1	149.1	184.1	195.8	171.2	161.8
Active fleet c/	325.5	500	565.5	598.1	632.7	587.7	585.1	539.7	509.4	490.2	503.3	503.0
			(percentages)									
Share of surplus tonnage in total world fleet	0.2	8.4	5.9	6.7	4.5	12.8	14.2	21.6	26.5	28.5	25.4	24.3
Share of surplus tonnage in world active fleet	0.2	9.3	6.3	7.2	4.7	14.6	16.6	27.6	36.1	39.9	34.0	32.2

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

b/ Data for 1970-1978 apply only to tonnage laid up for lack of employment; figures as at the end of December.
Source: Institute of Shipping Economics, Bremen, Shipping Statistics Yearbook 1981.
Data for 1979-1985 apply to the whole tonnage regarded as surplus, which includes laid-up tonnage, idle and slow steaming tonnage (figures shown are averages for the respective year).

c/ Estimated a the difference between world fleet total and surplus tonnage.

Table 16

Analysis of tonnage over-supply by vessel type 1980-1985
(average year figures in million dwt) a/

	1980	1981	1982	1983	1984	1985 Est.
Supply of world tanker fleet	341.8	341.3	335.0	319.4	296.7	276.3
Total tanker surplus fleet, of which	74.0	107.7	130.7	134.0	111.7	102.7
Laid up and idle	25.3	41.1	76.7	89.2	71.3	71.2
Slow steaming	48.7	66.6	54.0	71.3	40.4	31.5
Share of surplus fleet in the world tanker fleet (per cent)	21.6	31.5	39.0	41.9	37.6	37.1
Supply of world dry bulk fleet	172.8	184.0	197.0	202.9	215.0	222.8
Dry bulk fleet surplus, of which	19.7	36.4	46.4	52.0	50.3	51.5
Laid up and idle	3.9	4.8	11.8	19.2	13.1	10.9
Slow steaming	15.8	31.6	34.6	32.8	37.2	40.6
Share of surplus in the world dry bulk fleet (per cent)	11.4	19.8	23.5	25.6	23.4	23.1
Supply of world general cargo fleet	b/ 103.4	b/ 108.4	85.4	82.1	79.8	75.5
General cargo fleet surplus	3	4.4	6.1	8.3	7.6	5.9
Share of surplus in the world general cargo fleet (per cent)	2.9	4.0	7.1	10.1	9.5	7.8
Supply of world unitized fleet	19.0	21.1	22.9	25.2	27.3	29.0
Surplus of unitized fleet	0.4	0.6	0.9	1.5	1.6	1.7
Share of surplus in the world unitized fleet (per cent)	2.1	2.8	3.9	5.9	5.9	5.9

Source: Based on Lloyd's Shipping Economist (London), various issues.

a/ Aggregates for all sectors as shown in the present table are averages for the years shown and therefore differ from the world total figures in table 15, which indicate estimates at mid-year.

b/ Average figures for the second half of the year.

steady reduction in demand for tanker tonnage in the freight market during the first three quarters of the year (from 181.3 million dwt in January to 163.5 million dwt in September), with an increase in demand in the last quarter. The maintenance of the share of surplus tonnage in the tanker sector was mostly accounted for by a large scrapping of tankers and respective combined carriers. Within the category of the tanker surplus fleet the amount of laid-up and idle tonnage increased by 2.8 times from 1980 to 1985 and the share of laid-up and idle tonnage in the total surplus tanker fleet grew from 31.2 per cent to 69.3 per cent. The major part of laid-up and idle tonnage in 1985 represented large tankers of 150 thousand dwt and more. They accounted for 86.8 per cent of all laid-up and idle tanker tonnage.

26. The situation in the dry bulk carrier sector showed in 1985 a sign of slight improvment as compared with the previous three years. An increase of world dry bulk fleet supply was accompanied by a steady growth of demand for this type of vessel (from 168 million dwt in January 1985 to 175.3 million dwt in October). Hence, the share of surplus tonnage in the total supply of world dry bulk fleet decreased by 0.3 per cent, although its physical amount grew by 2.4 per cent. Unlike the tanker sector, within the category of bulker surplus fleet the main part of over-supply referred to slow-steaming tonnage. This tendency can be followed from 1980, with slow-steaming tonnage accounting for 82.7 per cent of all surplus dry bulk tonnage up to 1985, when the share of slow-steaming tonnage was 78.8 per cent.

27. For the general cargo and unitized category of ships, supply and demand were much more balanced. The amount of general cargo and unitized fleet surplus and its share in the world general cargo and unitized fleet decreased as compared with two previous years, and showed at the end of October 1985 a surplus of 7.6 million dwt, which represented 7.3 per cent of the supply of world tonnage belonging to this section. The surplus of the container fleet in terms of TEU capacity (number of containers) in 1985 was much higher. According to estimates of some consultative companies and container operators, the 1985 surplus was 24 per cent to 29 per cent of the world fleet TEU capacity. 5/

Chapter IV

SHIPBUILDING

A. Ship prices

28. Representative newbuilding prices 6/ for the years 1980 and 1983-1985 contained in table 17 demonstrate the continuously decreasing tendency in prices for almost all types of ships which started in 1983 after the peak years 1981-1982. It reflects the general situation in the freight market, with its current tonnage over-supply especially in the tanker and dry bulk sectors. The most serious decline in 1985 occurred in prices for newbuildings of bulk carriers and large and medium-size tankers. Thus, prices for 30,000 dwt and 70,000 dwt bulk carriers in 1985 were 20.8 per cent and 18.5 per cent below those of 1984. Prices for 250,000 dwt and 80,000 dwt tankers decreased respectively by 17.5 per cent and 11.1 per cent as compared with 1984. Prices for 1,600 TEU full container ships also experienced a decrease which amounted to 7.4 per cent as compared with 1984. At the same time prices for general cargo ships, LNG carriers and small-size tankers remained at the same level as that of 1984.

29. The continuous decrease in newbuilding prices for dry bulk carriers continued through 1985. The decrease in prices for tankers started in the second half of 1985 but some improvement occurred in the last quarter of the year. Prices for general cargo ships, full container ships and ro-ro ships, as well as LNG carriers remained at the same level. 7/

30. General trends in changes of prices for selected types of newbuildings for the last three years can also be demonstrated by the prices for hypothetical ships, as calculated by Fairplay International. These prices are shown in table 18. Although changes in prices for three categories of hypothetical ships (newbuildings) chosen by Fairplay International do not fully correspond with those for representative newbuilding prices shown in table 17, they confirm the general tendency of a decrease in prices for newbuildings since the beginning of 1983.

31. Second-hand prices for almost all types of vessel declined during 1985, although the amount of the decline varied by ship type and size. For example, the price for a five-year-old 30,000 dwt bulk carrier in October 1985 was 38.5 per cent less than that in October 1984. Larger bulk carriers of the same age also accounted for a significant drop in prices. Thus, prices for 70,000 dwt and 120,000 dwt bulk carriers decreased by 29.4 per cent and 31.8 per cent respectively. From October 1984 to October 1985 second-hand prices for a five-year-old 15,000 dwt general cargo ship fell by 25 per cent. The decline in prices for second-hand eight-year-old tankers from October 1984 to October 1985 was 28.8 per cent for second-hand 250,000 dwt tankers, 26.7 per cent for 80,000 dwt tankers and 38.5 per cent for 32,000 dwt tankers. Conversely, second-hand prices for containerships and ro-ro vessels experienced a much lower decline and remained about the same as in 1984. 8/

B. Tonnage on order

32. Table 19 summarizes the trends during the 1983-1985 period and the third quarter of 1985 status of world tonnage on order. Overall, the total tonnage on order experienced a significant decrease from September 1984 to

Table 17

Representative newbuilding prices, 1980 and 1982-1985

(in million dollars)

Type and size of vessel	1980	1982	1983	1984	1985
30 000 dwt bulk	16.7	18.9	14.8	13.9	11.0
32 000 dwt tanker	18.7	27.9	23.3	18.0	17.5
70 000 dwt bulk	23.6	29.0	22.3	17.8	14.5
80 000 dwt tanker	28.3	34.0	30.0	24.2	21.5
120 000 dwt bulk	32.2	40.8	32.0	27.7	27.0
250 000 dwt tanker	75.0	75.0	72.5	57.0	47.0
125 000 m3 LNG	200.0	249.1	200.0	200.0	200.0
75 000 m3 LPG	77.0	69.2	55.4	48.9	45.0
1 200 TEU ro/ro	43.7	45.0	40.0	28.0	28.0
15 000 dwt general cargo ship	13.9	14.0	13.2	12.8	12.8
1 600 TEU full containership	31.5	36.0	28.8	22.9	21.2

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

Table 18

Prices for hypothetical ships, 1983-1985

(in million dollars)

	General cargo ship 5,000 dwt	Bulk carrier 38,000 dwt	Container ship 1,500 TEU
January 1983	9.6	18.7	34.2
September 1983	9.5	16.0	32.8
January 1984	9.2	15.5	31.0
September 1984	9.0	15.4	30.9
January 1985	9.0	15.2	31.0
June 1985	9.0	15.0	30.9
January 1986	9.2	15.0	31.0

Source: Fairplay International, 2 January, 1986, p.14.

Table 19

World tonnage on order at the end of each quarter, 1983, 1984 and 1985
(Millions of dwt and percentage change)

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 1983	38.7		7.3		21.5		9.9	
30 June 1983	43.3	+11.8	6.7	-8.6	27.1	+25.7	9.6	-3.4
30 September 1983	46.3	+6.8	7.2	+8.2	29.3	+8.5	9.7	+1.3
31 December 1983	47.9	+3.5	8.3	+14.9	29.8	+1.6	9.8	+0.9
31 March 1984	47.0	-1.8	7.8	-5.8	30.1	+0.9	9.1	-6.7
30 June 1984	46.6	-1.0	8.0	+1.5	30.2	+0.3	8.5	-7.0
30 September 1984	46.6	-	8.2	+3.4	29.8	-1.2	8.6	+0.9
31 December 1984	45.6	-2.1	9.3	+13.6	28.2	-5.4	8.1	-5.5
31 March 1985	43.6	-4.4	9.3	-	26.3	-6.8	8.1	-
30 June 1985	41.8	-4.3	9.7	+4.6	24.4	-6.9	7.6	-5.7
30 September 1985	40.2	-3.8	10.2	+4.7	22.5	-8.1	7.5	-0.9

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

September 1985. During this period it has decreased by 13.7 per cent to 40.2 million dwt, which is the lowest figure since March 1983. Bulk carriers on order showed the most significant decrease, amounting to 7.3 million dwt, which represents a fall of 24.6 per cent as compared with September 1984. With respect to tankers, however, tonnage on order increased by 24.4 per cent or 2 million dwt, which reflects the desire of tanker owners to replace scrapped tonnage by new, more efficient tonnage.

33. The distribution of newbuilding orders among country groupings (by countries of registry) as at 30 September 1985 shown in table 20 indicates that the combined total deadweight of developed market-economy countries and open-registry countries represents 69.3 per cent of the total tonnage on order. By comparison, developing and socialist countries accounted for 19.2 per cent and 9.2 per cent respectively. Newbuilding orders amounting to 2.3 per cent of the total figure as at 30 September were unallocated. Developed market-economy countries and open-registry countries had the largest portion in orders for all types of newbuildings as at 30 September 1985. Combined they accounted for 76.4 per cent of the deadweight tonnage of all tanker newbuilding orders, 76.7 per cent of orders for ore/oil and OBO carriers, 65.6 per cent of other bulk carriers, 61.1 per cent of full container ships, 54.5 per cent of ro-ro cargo ships.

34. Developing countries had a 16.7 per cent share in newbuilding orders for tankers (in dwt), 16.5 per cent for ore/oil and OBO carriers, 24.2 per cent for other bulk carriers, 21.3 per cent for full container ships, 4.3 per cent for ro-ro ships. Socialist countries of Eastern Europe and Asia accounted for 8.7 per cent of newbuilding orders for tankers, 6.8 per cent for ore/oil and OBO carriers, 7.4 per cent for other bulk carriers, 8 per cent for full container ships, 41.1 per cent for ro-ro cargo ships.

C. Deliveries of newbuildings

35. Data on tonnage of newbuildings delivered in the first three quarters of each year during the period 1983-1985 are presented in table 21. Total deadweight of vessels delivered by shipyards in the first three quarters of 1985 increased by 2.8 per cent as compared with the corresponding period of the previous year, although the number of vessels was 10.2 per cent less. By vessel type there was an increase in deliveries of tankers (1.8 per cent increase above the figures of the first three quarters of 1984), ore and bulk carriers (6.7 per cent increase). Deliveries of bulk/oil carriers which had suffered the most drastic loss in September 1984 when they had fallen from 1,070,000 dwt in the first three quarters of 1983 to 172,000 dwt showed in September 1985 a sign of improvement, growing more than three times to 554,000 dwt. Deliveries of general cargo ships (in deadweight tons) were reduced by 18.9 per cent, which happened after three years of continuous growth. Miscellaneous types of vessels as shown under "Other ships" also declined by 7.6 per cent in deadweight deliveries, as compared with the respective period of 1984.

36. New deliveries by country groupings - according to countries of build - are presented in table 22. Figures based on January to September deliveries in terms of grt show that the share of developed market-economy countries in newbuilding deliveries decreased to 72.9 per cent, while the share of developing countries increased nearly twice compared to the corresponding period of 1984, amounting to 18.8 per cent of 1985 newbuilding

Table 20

World tonnage on order as at 30 September 1985
(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	40 183	1 728	8 462	2 943	19 518	2 843	-	649	4 040
Developed market-economy countries	15 742	1 411	4 075	292	6 832	871	-	354	1 908
Open-registry countries	12 123	-	2 302	1 966	5 980	865	-	-	1 009
Sub-total	27 865	1 411	6 377	2 258	12 812	1 736	-	354	2 917
Socialist countries, total	3 687	317	568	200	1 445	228	-	267	661
Of which:									
in Eastern Europe	2 904	317	503	200	1 028	132	-	253	470
in Asia	783	-	65	-	417	96	-	14	191
Developing countries, total a/	7 711	-	1 413	485	4 724	605	-	28	456
Of which:									
in Africa	203	-	-	-	76	-	-	20	107
in America	2 031	-	479	-	1 335	92	-	6	120
in Asia	5 477	-	935	485	3 313	513	-	2	230
in Oceania	-	-	-	-	-	-	-	-	-
Other unallocated	919	-	103	-	536	274	-	-	6

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

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

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

Table 21

Deliveries of newbuildings, 1983-1985 a/

(Number of ships and thousands of grt/dwt)

Type of ship		1983	1984	1985
Tankers	Number	136	100	105
	Grt	2 656	1 406	1 494
	Dwt	4 700	2 464	2 508
Bulk/oil carriers	Number	14	6	8
	Grt	590	105	310
	Dwt	1 070	172	554
Ore and bulk carriers	Number	190	275	268
	Grt	5 068	6 587	6 847
	Dwt	8 817	11 131	11 876
General cargo ships b/	Number	189	228	186
	Grt	1 151	1 480	1 132
	Dwt	1 613	1 931	1 565
Other ships	Number	1 128	955	837
	Grt	3 144	3 507	3 654
	Dwt	3 264	3 452	3 189
Total	Number	1 657	1 564	1 404
	Grt	12 609	13 085	13 437
	Dwt	19 464	19 150	19 692

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 22

Distribution of deliveries of newbuildings by groups of countries of build, 1983-1985 a/

(Thousands of grt) b/

Country grouping	1983	1984	1985
Developed market-economy countries	10 443 (83.0)	10 012 (77.0)	9 740 (72.9)
Developing countries	975 (7.8)	1 264 (9.7)	2 506 (18.8)
Socialist countries	881 (7.0)	1 086 (8.4)	877 (6.6)
Other, unallocated	282 (2.2)	632 (4.9)	233 (1.7)
World total	12 581 (100.0)	12 993 (100.0)	13 355 (100.0)

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 21, this table is based on the period January to September. However the total tonnages are not exactly the same as in table 21 because of possibly incomplete figures given in the quarterly returns.

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

deliveries. At the same time the share of socialist countries of Eastern Europe and Asia dropped to 6.6 per cent as compared to 8.4 per cent in 1984.

D. Demolition of ships

37. A characteristic feature of 1985 was a considerable increase of demolition of world merchant fleet tonnage. The figures shown in table 23 indicate that scrapping started gathering momentum as from 1982 (when the amount of tonnage sold for breaking rose by 120 per cent from 1981). It is most noticeable that, after a certain decrease in demolition in 1984, the amount of tonnage reported as being sold for breaking in 1985 showed a record figure of 41.7 million dwt, which is a 43.3 per cent growth over the 1984 figure. Simultaneously, the share of broken-up tonnage in the total world fleet increased from 1.8 per cent in 1981 to 6.3 per cent in 1985.

38. Tankers continued to dominate the demolition market in 1985 and accounted for 26.7 million dwt (64.3 per cent of total tonnage sold for demolition in 1985). Bulk carriers accounted for 6.7 million dwt (16 per cent), other dry carriers for 4.4 million dwt (10.6 per cent) and combined carriers for 3.8 million dwt (9.1 per cent of total tonnage sold for demolition). 9/

39. Among the tankers sold for breaking in 1985, VLCC and ULCC carriers prevailed (vessels of 200,000 dwt and over). They accounted for 75.6 per cent of combined tanker tonnage scrapped. On the other hand, among the bulk carriers, vessels of up to 60,000 dwt prevailed, accounting for 83.9 per cent of dry bulk carriers sold for breaking. All other dry cargo ships broken up during 1985 were of handy size, i.e. below 40,000 dwt. At the same time 68.1 per cent of broken-up combined carriers were represented by the 100,000-200,0000 dwt size group. 10/

40. A further growth of demolition is expected in the near future, with indications that several yards are considering more demolition work. (The establishment of a new scrap yard in Liberia to begin work in 1986 was also announced.)

41. Changes in demolition prices in 1985 are shown in table 24. A rise in scrap prices in the first quarter of 1985 towards the level of the last months of 1984 was followed by a decrease during the rest of the year in southern Europe and partly in the Far East. Scrap prices in Pakistan/India were more or less even during the year and higher than those of 1984.

Table 23

Broken-up tonnage trends, 1981-1985

	1980	1981	1982	1983	1984	1985
Tonnage sold for breaking a/ (million dwt)	10.0	12.4	28.3	32.7	29.2	41.7
Share of broken-up tonnage in the total world fleet b/ (percentage)	1.5	1.8	4.1	4.8	4.3	6.3

Source:

a/ Fearnley, Review, various issues.

b/ For calculations in this table the amount of tonnage of total world fleet was based on data supplied by the Shipping Information Service of Lloyd's Register of Shipping and Lloyd's of London Press Ltd. (mid-year figures).

Table 24

Demolition prices in 1985

(dollars per LDT)

Month	Market		
	Far East	Pakistan/India	South Europe
January	135.0	100.0	75.0
February	137.5	105.0	82.5
March	131.0	112.5	82.5
April	127.0	112.5	82.5
May	112.5	112.5	75.0
June	107.5	112.5	72.7
July	112.5	107.5	72.5
August	112.5	102.5	72.5
September	107.5	100.0	72.5
October	112.5	100.0	72.5
November	112.5	100.0	67.5
December	112.5	100.0	67.5

Source: Institute of Shipping Economics, Bremen, Shipping Statistics, January 1986.

Chapter V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

42. As a result of the current tonnage oversupply and stagnant world economy the freight market was depressed in 1985. Table 25 shows freight rate indices for major market sectors. The annual average for 1985 reflects a decline in almost all indices, except that for liner freight rates which was 5.9 per cent above the level of 1984, and the tanker freight index for medium-size crude carriers which remained at the level of 1984. An increase of almost all indices in 1984 was followed in 1985 by a decrease, with certain indices sinking even below the level of 1983. In particular, the dry cargo tramp time charter freight index showed a decline of 13.8 per cent as compared with average figures for 1984.

43. The tanker freight market, as an individual market sector, was mostly depressed during the first half of 1985, which could be attributed to a relatively satisfactory stockpiling situation at the beginning of the year as well as to the increased hostilities against ships by parties at war in the Middle East, which prevented some shipowners from sending their vessels to the Persian Gulf. Thus, the indices for VLCC/ULCC showed a drop from 34 in January 1985 to 22 in July. Medium-size crude, as well as small crude and product carriers indices experienced a decrease from 53 to 43 and from 81 to 62 points respectively during the same period. A certain recovery of freight rates started as of September, when increased demand occurred for tonnage for deliveries of oil from the Middle East and the stocks, especially in Europe, needed to be supplemented. Thus, the tanker market experienced a rise in freight rates in the last quarter of the year, when November-December freight indices for almost all categories of tankers were higher than those for the corresponding period of 1984. However, the annual 1985 average showed a decline in tanker freight indices (except that for medium-size crude carriers) as compared to 1984, reflecting the fact that in the first three quarters of 1985 freight rates were generally lower than in 1984.

44. Freight rates on individual tanker trades recorded substantial changes during 1985. Thus, worldscale spot rates for 30,000 dwt dirty tankers from the Caribbean to United States East Coast were reported to be 115 in January, 95 in June and 145 in December 1985. Worldscale spot rates for 90,000 dwt carriers from the Persian Gule to West Europe were reported to be 52 in January 1985, 47 in June and 78 by the year end. 11/

45. In spite of certain improvements in the current situation in the tanker freight market, the level of utilization of tankers as storerooms remained relatively high. Thus, 93 tanker and combined carriers with a total deadweight of 18.5 million tons were reported to be employed in December 1985 for floating oil storage. Of these, 35 vessels with a combined deadweight of 6.9 million tons (which amounts to 37.3 per cent of the total figure) were owned by oil companies, while the remaining 58 vessels (accounting for a further 62.7 per cent) belonged to independent owners. 12/

Table 25

Freight rate indices, 1983 - 1985
(Monthly or quarterly figures)

Freight rate indices	Liner freight rates a/ (1980 = 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	1983	1984	1985	1983	1984	1985	1983	1984	1985	1983	1984	1985	1983	1984	1985	1983	1984	1985	1983	1984	1985	1983	1984	1985
January	112	138	168				155	173	170	25	28	34	52	58	53	86	98	81	134	135	104	119	125	117
February	115	138	172	94	117	115	163	173	172	25	23	36	48	64	53	75	92	93	119	141	120	121	145	117
March	114	136	171				167	173	171	27	33	30	48	62	55	85	89	78	126	135	111	114	135	120
April	114	142	161				168	182	177	22	29	35	48	56	54	81	92	73	133	134	109	114	130	120
May	116	149	164	106	128	116	178	178	172	24	33	25	53	56	54	87	92	74	119	121	112	110	133	117
June	119	146	163				177	168	166	23	68	23	50	61	49	75	91	67	110	116	105	106	132	112
July	120	154	156				180	166	161	29	56	22	58	53	43	79	77	62	116	118	107	114	124	109
August	124	155	153	100	114	91	173	167	161	34	29	26	64	49	47	90	72	72	122	111	113	120	109	102
September	123	161	155				167	167	158	38	27	34	61	53	59	89	80	87	131	121	115	115	125	112
October	119	163	150				167	171	166	35	30	31	53	55	60	74	93	83	125	123	119	115	136	120
November	127	160	148	103	134	102	176	178	165	33	31	40	52	58	76	76	96	104	116	129	142	121	121	151
December	130	165	146				173	175	164	35	32	42	53	56	78	83	94	97	132	124	138	127	119	166
Annual average	119	151	159	101	123	106	170	173	167	29	35	31	53	57	57	82	89	81	123	126	116	116	128	122

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. (See paragraph 55 for certain comments regarding this index).

b/ Compiled and published on a quarterly basis by the General Council of British Shipping.

c/ Compiled and published by Shipping News International (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 60,000-150,000 dwt, small crude and product carriers 30,000-60,000 dwt and handy-sized clean and dirty tankers below 30,000 dwt.

46. The dry bulk carrier freight market also suffered a depression in 1985. Although charter rates followed their traditional cyclical pattern with a rise in the spring, the peaks were much lower and the troughs much deeper than in previous years. At the same time average annual demand for dry bulk tonnage was higher than in 1982-1984. 13/

47. The trends in the dry bulk carriers freight market in 1985 may be illustrated by reference to the pattern of grain trade from the United States (Gulf of Mexico) to Japan (cargo sizes of 50,000-55,000 tons). Freight rates for this cargo stood at the beginning of the year at about $14.15 per ton, increased in April to $16.4, then went down to $10.5 in August, and stood at $13.15 in December. Thus, in this particular trade the annual rate average was $13.6 per ton as compared to $15 in 1984 and $16.4 in 1983, and all monthly freight rates in 1985 were below those in 1984. 14/

48. The highest and lowest rates recorded during 1985 (together with comparisons for 1984) for single voyages in certain leading trades which are of particular interest to developing countries are summarized below:

Commodity	Route	Freight rate range 1985 ($US/tons)		1984	
		High	Low	High	Low
Grain	United States (Gulf of Mexico)/China	23.25	21.00	29.00	23.50
Iron Ore	Liberia/Continental Europe	5.75	3.00	6.00	4.25
Iron Ore	Brazil/Continental Europe	6.50	3.60	5.50	5.50
Fertilizers	Aqaba/India	13.75	12.00	14.00	11.25
Fertilizers	United States (Gulf of Mexico)/India	36.50	25.00	37.00	30.00
Sugar	Queensland/Japan	15.75	13.50	15.75	14.25
Sugar	Mauritius/United Kingdom a/	16.95	13.85	15.50	13.80

Source: Fairplay International, 2 January 1986.

a/ Freight rates for this trade are in pounds sterling.

Both high and low freight rates for dry bulk commodities shown above, except for the iron ore trade from Brazil (high freight rates) and fertilizers from Aqaba (low freight rates), showed a decline in 1985 as compared to the previous year.

49. Although spot rates in the dry bulk market have been depressed throughout 1985, owners' real costs of operation have also been reduced significantly, as prices for bunker, the value of which frequently comprises 50-60 per cent of total cost, were extremely low in the second half of the year. As shown in table 26, bunker prices started decreasing as from May 1985. Despite a certain increase in November-December they were at the end of the year still 20 to 25 per cent lower than in January-February 1985.

Table 26

Bunker prices in 1985

(mid-month prices, $US/tonne)

January	185
February	192
March	163
April	170
May	142
June	138
July	136
August	146
September	143
October	135
November	152
December	153

Source: Drewry Shipping Consultants, Shipping Statistics and Economics, December 1985, p.6.

50. The time charter rates in the dry bulk sector also reflected the general situation of the freight market. After the upswing of 1984 these rates practically decreased to the level of 1983. Thus, the annual average index was 106, which represented a 13.8 per cent decrease as compared with 1984.

51. An analysis by vessel size shows that a 12-month period fixtures for a 100,000 dwt bulker amounted, at the beginning of the year, to $1.95/dwt/month, which was 5.4 per cent more than in January of the previous year. A rather steady decline in freight rates started in May, with the lowest level of $1.40/dwt/month recorded in November. The December 1985 figure was $1.45/dwt/month, which is 25.6 per cent lower than the January 1985 rate and 29.3 per cent less than in December 1984. The average rate for this vessel size in 1985 was 26.7 per cent lower than in 1984. For medium size ships (50,000 dwt) freight rates also followed a similar pattern, with the December 1985 rate at $2.55/dwt/month or 27.1 per cent lower than in January 1985 and 28.2 per cent less than in December 1984. However, the average figure of downfall was not so serious as the case of large-size bulk carriers. The difference between average rates in 1984 and 1985 amounted to 10.6 per cent. 15/

52. Handy size (25,000 dwt) dry bulkers did not experience a decrease in freight rates to such an extent as the two groups above. The December 1985 rate was 13 per cent lower than in January 1985 and amounted to $4.05/dwt/month. The average annual rate for this size of vessel in 1985 was 10.5 per cent lower than in 1984. 16/

53. The liner freight rate indices shown in table 25 are compiled by the Ministry of Transport for the Federal Republic of Germany and are based on the foreign trade of that country. Consequently, the indices may not be truly representative of trends for this sector of the world shipping industry. Nevertheless, it is considered that they provide a general indication of such trends. It should be borne in mind that this index is also seriously influenced by changes of currency rates of the Deutsche Mark versus the United States dollar. Although during 1985 the liner index decreased by 13.1 per cent over the January to December period it was 5.3 per cent higher than the 1984 annual average.

54. A more general indication of liner conference freight trends are the number and percentage changes announced by liner conferences. On the basis of 1985 data monitored by the UNCTAD secretariat with respect to nine conferences serving developing countries, five conferences announced general increases in tariffs at the level of 7 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 79 increases in CAFs and 6 increases in BAFs and, on the other hand, decreases in 50 CAFs and 31 BAFs. These surcharges ranged from +28.5 per cent to -42.52 per cent.

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

55. For many developing countries, most of the non-bulk key exports and imports are moved by liner services. Liner freight rates thus have a significant effect on the national income of developing countries, their balance of payments and competitiveness. Table 27 gives liner freight rates as a percentage of prices for selected commodities. The ratio of almost all freight rates decreased in 1984 as compared to 1983, with the largest decline in jute (Bangladesh-Europe), which dropped to 11.4 per cent from 21.4 per cent in 1983, palm kernels (Nigeria-Europe) which decreased to 12.7 per cent from 22.6 per cent in 1983, and coconut oil (Sri Lanka-Europe), which decreased to 5.7 per cent from 9.8 per cent in 1983. The ratio of freight rates to the price for only two commodities of those listed in table 27 showed an increase, viz. rubber from Singapore/Malaysia to Europe and sisal hemp from East Africa to Europe. The decline in the freight rate proportions may be attributed mostly to the increase in prices for the above-mentioned commodities (except for rubber) in 1984 and a relatively smaller increase and in some cases even a decline in certain freight rates.

C. Estimates of global freight costs

56. Table 28 gives the estimates of total freight costs in world trade as the ratio of ocean freight to the total c.i.f. value of imports by groups of countries. Globally the total freight costs in 1984 were estimated at $109.1 billion, which is 2.9 per cent more than in 1983. At the same time

Table 27

The ratio of liner freight rates to prices of selected commodities, 1970 and 1981-1984

Commodity	Route	Freight rate as a percentage of price a/ b/ c/				
		1970	1981	1982	1983	1984
Rubber	Singapore/Malaysia Europe	10.5	7.3	8.7	5.9	8.1
Tin	Singapore/Malaysia Europe	1.2	1.2	1.2	0.9	0.7
Jute	Bangladesh-Europe	12.1	21.4	21.7	21.4	11.4
Sisal hemp	East Africa-Europe	19.5	15.4	15.3	13.6	14.6
Cocoa beans	Ghana-Europe	2.4	3.0	3.6	2.6	2.1
Coconut oil	Sri Lanka-Europe	8.9	14.4	17.3	9.8	5.7
Tea	Sri Lanka-Europe	9.5	10.2	10.7	6.9	5.1
Coffee	Brazil-Europe	5.2	9.0	7.8	7.4	6.0
Palm kernels	Nigeria-Europe	8.8	27.7	31.7	22.6	12.7d/
Coffee	Colombia (Atlantic ports)-Europe	4.2	3.8	4.2	4.4	n.a.
Cocoa beans	Brazil-Europe	7.4	9.3	11.9	9.7	6.9
Coffee	Colombia (Pacific ports)-Europe	4.5	5.5	5.0	5.2	4.9

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, bunker surcharges and currency adjustment factors, a "tank cleaning surcharge" (for coconut oil only), port delay and additional port surcharges (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 1981-1984, 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.

d/ The ratio has been calculated on the basis of the official COWAC quote as the Nigerian Palm Produce Board regulates sailings on the basis of chartered-in capacity.

Table 28
Estimate of total freight costs in world trade a/
by groups of countries, 1980, 1983 and 1984
(totals and percentages of import values)

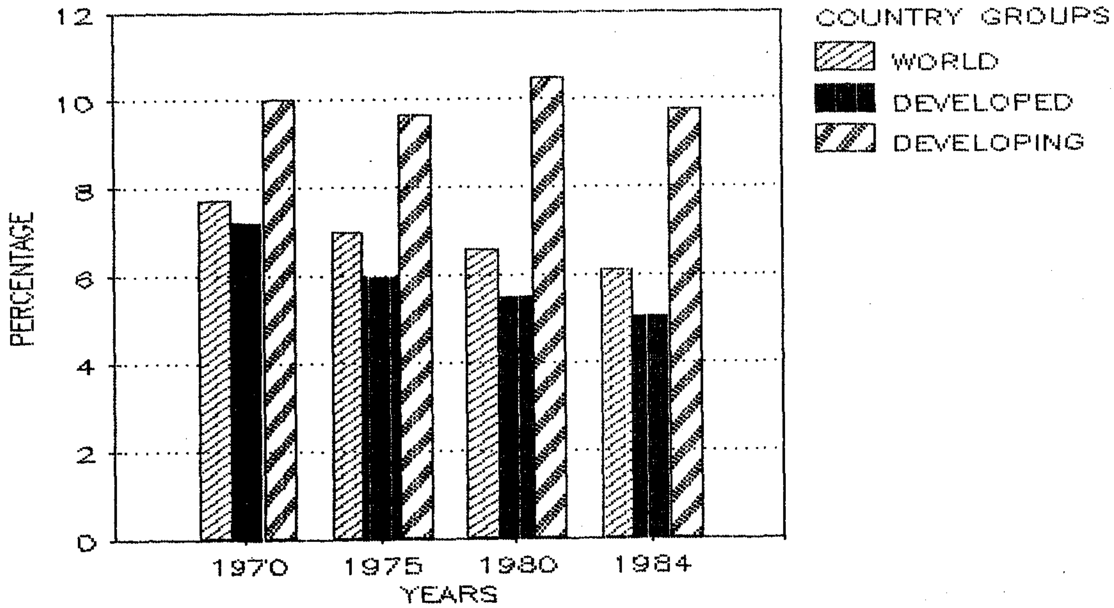
Year	Country group	Estimate of total freight costs of imports (millions of dollars)	Value of imports (c.i.f.) (millions of dollars)	Freight costs as a percentage of import value
1980	1. World total	123,264	1,856,834	6.64
	2. Developed market-economy countries	79,514	1,441,080	5.52
	3. Developing countries - 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
1983	1. World total	105,938	1,663,098	6.37
	2. Developed market-economy countries	65,787	1,265,710	5.20
	3. Developing countries - total	40,151	397,388	10.10
	Of which:			
	in Africa	7,185	68,283	10.52
	in America	7,842	76,771	10.21
	in Asia	24,820	249,963	9.93
	in Europe	72	733	9.82
	in Oceania	304	2,371	12.82
1984	1. World total	109,084	1,773,374	6.15
	2. Developed market-economy countries	70,069	1,374,850	5.10
	3. Developing countries - total	39,015	398,524	9.79
	Of which:			
	in Africa	7,244	66,893	10.82
	in America	7,435	82,779	8.98
	in Asia	23,964	245,777	9.75
	in Europe	71	716	9.92
	in Oceania	301	2,359	12.76

Source: Derived from IMF f.o.b./c.i.f. factors and IMF import data.
a/ The estimate for the world is not complete since data for countries which are not members of IMF are not included.

the value of international trade increased by 6.6 per cent. Consequently, the proportion of freight costs in the total value of world trade decreased from 6.37 per cent in 1983 to 6.15 per cent in 1984. For developing countries, however, and especially those in Africa and Oceania, this ratio continued to be approximately double that for developed market-economy countries, i.e. 9.79 per cent as against 5.1 per cent (this is also illustrated in graph 3). The differences in the ratio of ocean freight to the total c.i.f. value of imports by groups of countries may be partly explained by the following factors. Developed market-economy countries are substantial importers by sea of bulk cargoes, for which freight rates are relatively low. Furthermore, importers in developed market-economy countries can exercise greater control over levels of freight rates applicable to liner imports than importers in developing countries. The high level of freight factors applicable to the imports of developing countries particularly in Africa and Oceania may also to a certain extent be attributed to the fact that they generally import goods by sea from longer distances, and may be using more relatively expensive liner services.

Graph 3

Freight as percentage of c.i.f. import values



Derived from IMF. *International financial statistics yearbook, 1985*

Chapter VI

OTHER DEVELOPMENTS

A. United Nations Convention on a Code of Conduct for Liner Conferences

57. During 1985 seven countries became contracting parties to the Convention, which entered into force on 6 October 1983. Thus, at the end of 1985 the total number of contracting parties stood at 66, 17/ accounting for 47.72 per cent of relevant world tonnage. The UNCTAD secretariat has continued to give assistance, on request, to countries wishing to implement the Code. In accordance with article 46 of the Convention, the Registrar of the Convention was appointed in November 1985 and his office was established in Geneva.

58. As a result of a number of developed market-economy countries becoming contracting parties in the last quarter of 1985, there was an increase of interest in the practical application of the Code. A few contracting parties, particularly those from the developed market-economy countries, had enacted national implementing legislation for the Code simultaneously with their ratification of the Convention. Among developing countries, however, few contracting parties had enacted specific national implementing legislation at the end of 1985, though several of them had commenced action towards introducing such legislation. Some developing country contracting parties were also engaged in re-examining their national cargo reservation régimes in the context of their obligations to the Code.

59. The Committee on Shipping at its eleventh session adopted decision 50 (XI) urging States which are contracting parties to implement the Convention in complete conformity with its scope and provisions. The decision also called upon States contracting parties, where necessary, to enter into multilateral and bilateral consultations to implement the Convention. The UNCTAD secretariat was further requested to prepare a comprehensive report on the implementation of the Convention and to continue to give guidance and assistance, on request, to developing countries with regard to the implementation of the Code.

60. The report on the implementation of the Code referred to above is under preparation and will be submitted to the Committee on Shipping at its twelfth session. To help governments, in particular those of developing countries, to determine the action to be taken at the national level to implement the provisions of the Code, the UNCTAD secretariat is also preparing a set of guidelines on the implementation of the Code. This document may also serve as background material for seminars on the Code.

B. United Nations Convention on International Multimodal Transport of Goods

61. The United Nations Convention on International Multimodal Transport of Goods, 18/ 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 1980 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 January 1986 four countries - namely, Chile, Malawi, Mexico and Senegal - had ratified or acceded to the Convention, while three countries - Morocco, Norway and Venezuela - had signed the Convention subject to ratification.

62. This slow progress - in reality no change has been observed over the last 12 months - has to a large degree been the result of the equally slow progress towards the coming into force of the United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules), since many countries deem it unadvisable to become contracting parties to the multimodal transport Convention ahead of the Hamburg Rules. Contracting parties to the Hamburg Rules now stand at 10, and although there are hopes that a number of important countries are close to becoming contracting parties to the Convention, there is still some way to go before its entering into force can be expected. 19/ However, at the eleventh session of the Committee on Shipping, the UNCTAD secretariat was requested to prepare a study on the economic and commercial implications of the Hamburg Rules and the multimodal transport Convention, including present insurance practices, and the implications of becoming contracting parties to these two Conventions. This study will be presented to the Committee on Shipping at its twelfth session in November 1986. Without prejudging the findings of the study it would seem that the availability of such a study would facilitate the decision-making process in some countries by highlighting the advantages of becoming contracting parties to the two Conventions.

C. Multimodal transport - general developments

63. Multimodal transport is becoming increasingly important throughout the world and the need for a streamlining of the cargo chain is becoming obvious to governments and industry alike. As a consequence, a multitude of different types of through or multimodal transport documents (MTDs) have come into being, some based on the "network" system, one or two on the "uniform" system, and a similar number on a mixture of the two. Only in a very few cases has any reference to the multimodal transport Convention been made and many of the so-called "through documents" are in fact not issued by a common carrier but by a company acting "as agent" on behalf of the actual ocean carrier or on behalf of the shipper. These types of documents do not offer shippers very good protection and the need for a universally accepted multimodal transport document is coming to be recognized. The drafting of the clauses of such a document (the reverse side of the document) reported in last year's Review has progressed smoothly and the draft document will be submitted to the Committee on Shipping for consideration at its twelfth session.

64. In last year's Review it was also reported that inland container depots (ICDs) were starting to gain acceptance in developing countries. This trend has continued as has the introduction of unit trains to and from these ICDs. 20/ Developing countries have also increasingly come to realize the necessity for some form of regulation of their multimodal transport traffic through the introduction of minimum rules for multimodal transport and multimodal transport operators.

65. To assist with this work the Workshop for senior officials, developed by UNCTAD, seeks to promote awareness of the advantages and pitfalls of multimodal transport and to improve the climate for the introduction of multimodal transport. It has been organized three times in Africa and Asia in

English in 1984 and 1985 and once in Africa in French in 1985 in co-operation with ECA and ESCAP. A total of about 80 senior government officials from 21 countries - including Malawi, one of the contracting parties to the Convention - have already participated in these workshops. Three to four workshops have been scheduled for 1986 in Africa and Asia. The Workshop has been translated into Spanish for delivery in Latin America, although no delivery in that part of the world has as yet been scheduled.

D. United Nations Conference on Conditions for Registration of Ships

66. The United Nations Conference on Conditions for Registration of Ships held the second and third parts of its session in Geneva from 28 January to 15 February 1985 and from 8 to 19 July 1985, respectively. The Conference was convened pursuant to General Assembly resolution 37/209 of 20 December 1982 to consider the adoption of an international agreement concerning the conditions under which vessels should be accepted on national shipping registers.

67. At the second and third parts of the Conference substantial progress was made on the composite text, which contained a draft text for the future international agreement. At the fourth part of the Conference, held from 20 January to 7 February 1986, the work on an international agreement was completed and the Conference adopted the United Nations Convention on Conditions for Registration of Ships. 21/

E. Marine insurance, maritime liens and mortgages, and maritime fraud

68. The Sub-Group of Experts established at the seventh session of the Working Group on International Shipping Legislation finalized its work on drawing up a set of standard non-mandatory international model clauses on marine hull and cargo insurance at the tenth session of the Working Group, held from 24 September to 5 October 1984. The Working Group adopted the texts of the Model Clauses on the understanding that corrections of an editorial nature would be communicated to the UNCTAD secretariat, and that the corrected texts would be examined by the Committee on Shipping at its eleventh session. At its eleventh session (November 1984) the Committee on Shipping, in its decision 52 (XI), instructed the Rapporteur of the Working Group to circulate the corrected texts of the Model Clauses together with the amendments of an editorial nature received from delegations and, after consultation with appropriate experts, to submit its final report to the Trade and Development Board at its thirtieth session.

69. At its thirtieth session, the Board adopted decision 316 (XXX) of 29 March 1985 on Model Clauses on Marine Hull and Cargo Insurance. In this decision, the Board requested the Secretary-General of UNCTAD to circulate the Model Clauses to the member States of UNCTAD, and to draw their attention to the amendments made by the Rapporteur of the Working Group, inviting them to provide comments thereon. It further requested the Secretary-General of UNCTAD to report to the Committee on Shipping at its twelfth session on the comments received, on the basis of which the Committee shall report to the Board for appropriate action on the Model Clauses.

70. The subject of maritime liens and mortgages was also reviewed by the Working Group on International Shipping Legislation at its tenth session. 22/ The sub-group dealing with this item held preliminary discussions and

recommended that an in-depth study be made on economic aspects of maritime liens and mortgages, and that the International Convention for the Unification of Certain Rules Relating to Maritime Liens and Mortgages of 1967 be taken as the basis for future work. During the eleventh session of the Working Group (14 to 22 October 1985) the Sub-Group continued its consideration of the subject of maritime liens and mortgages on the basis of the reports prepared by the UNCTAD secretariat. The Working Group adopted resolution 6 (XI) on maritime liens and mortgages, in which it recommended to the Board to take appropriate steps to provide for the convening jointly with the International Maritime Organization (IMO) of an intergovernmental group of experts, initially in Geneva in October 1986. This group of experts will examine the subject of maritime liens and mortgages including the possible consideration of:

(a) their views of the maritime liens and mortgages Conventions and related enforcement procedures, such as arrest;

(b) the preparation of model laws or guidelines on maritime liens, mortgages and related enforcement procedures, such as arrest;

(c) the feasibility of an international registry of maritime liens and mortgages.

71. Pursuant to resolution 49 (X) adopted by the Committee on Shipping, the Ad hoc Intergovernmental Group to Consider means of Combating all Aspects of Maritime Fraud, including Piracy held its first session in Geneva from 6 to 17 February 1984. The Ad hoc Intergovernmental Group adopted resolution 1 (I) in which it recommended that a second session of the Group be held and also requested the UNCTAD secretariat to prepare in-depth studies on various subjects relating to maritime fraud. These could include, inter alia, the feasibility of improving co-operation between State administrative and prosecuting authorities, a banking super-service scheme, minimal professional qualification for shipping agents and the availability and adequacy of shipping information needed to combat maritime fraud. At its second session (23 October to 1 November 1985) the Ad hoc Intergovernmental Group considered the reports prepared by the UNCTAD secretariat on the various subjects raised in resolution 1 (I). The Group adopted resolution 2 (II) in which it requested the UNCTAD secretariat to complete the study on ways and means to encourage commercial parties to prevent documentary frauds associated with the use of bills of lading, including the possibilities of using sea waybills. Resolution 2 (II) also requested the UNCTAD secretariat to undertake various other work relating to maritime fraud. These include such subjects as: a comparative study of the different minimum standards for shipping agents, and preparation of a draft set of standards, including financial standards, if appropriate; elaboration of proposals for improving the availability and dissemination of international ship-related information; examination of ways and means to increase co-operation among existing national and international bodies in the investigation and prosecution of maritime fraud; development of an UNCTAD training programme and an educational package on measures to combat maritime fraud.

F. UNCTAD technical assistance in shipping and ports

72. During 1985 the UNCTAD secretariat executed a total of 50 technical assistance projects financed by UNDP, recipient countries and funds-in-trust (as against 44 in 1984). These projects were basically concerned with the provision of advisors and consultants, training (fellowships and group training), and to a lesser degree, equipment procurement. Eighteen projects (12 in 1984) were initiated and 10 (same in 1984) were completed. Eighty-five experts were engaged in these projects (67 in 1984) and 3,200 fellows/course participants followed training activities (as against 1,500 in 1984). The total project budget in 1985 amounted to $2.2 million (UNDP financed projects) as against $2 million in 1984.

73. The secretariat has continued to develop and organize training activities at different levels in the fields of shipping, ports and multimodal transport and has commenced a new programme in maritime legislation. Training of senior, middle and junior management in these areas will continue as a high priority, with special attention being paid to the further elaboration of complementary training packages, either developed centrally through the Improving Port Performance (IPP) project or through centralized and decentralized development (TRAINMAR). 23/ Under the IPP, generously financed by the Swedish International Development Authority (SIDA), the secretariat, in 1983, completed the development of materials for a training course on the Management of General Cargo Operations. These materials, originally prepared in English, have been translated into French, Spanish, Portuguese, Arabic and Chinese and further translations into Bahasa Indonesia, Korean and Thai are being prepared. During the past three years over 200 instructors have been trained to deliver this course in their own countries and some 1,500 junior and middle managers in 30 countries have already participated in this first training programme. A second training programme, in the form of materials for a seminar on Container Terminal Development Policy, also financed by SIDA, has just been completed by the secretariat. These materials consist of six video programmes supported by case studies and exercises. The seminar has been designed for policy makers, such as senior civil servants and ports managers, engaged in planning container terminal development and operations. Deliveries in developing countries may be arranged on request.

74. During 1985 the TRAINMAR programme further expanded its role in the field of maritime training. These activities included the establishment of four new training centres, the development of three new courses, the facilitation of an exchange of pedagogical materials and the delivery of courses during 1985. Since its inception, TRAINMAR has established 20 training centres, developed 22 maritime courses (10 in ports, 4 in shipping, 3 in multimodal transport, 1 in maritime legislation, and 4 in technology of training), provided training to 350 instructors and delivered 225 courses for 3,000 managers from developing countries.

75. Ongoing activities include the implementation of technical assistance and training projects. The TRAINMAR network is being considerably reinforced. A five-year development plan has been prepared so that more countries can be progressively associated to the network, including industrialized donor countries. The programme will continue to address issues corresponding to the most urgent training requirements of the participating countries. With regard to IPP, SIDA has recently made funds available to UNCTAD for the preparation

of a further training programme on equipment management and maintenance, the subject rated as of the highest priority by the *Ad hoc* Intergovernmental Group of Port Experts which met in Geneva in February 1986.

G. Contracts for freight futures

76. The Baltic International Freight Futures Exchange (BIFFEX) and the International Futures Exchange, Bermuda (INTEX) started trading in freight futures contracts on spot dry bulk shipments on 1 May 1985, using the Baltic freight index (BFI). These organizations provide the freight futures market for the first time with a hedge against the freight risks of the dry bulk ocean freight industry. On 10 February 1986 BIFFEX also introduced freight futures contracts for tanker shipments.

Notes

1/ See Fearnleys, Review 1985, p.4.

2/ Based on Institute of Shipping Economics and Logistics, Bremen, Shipping Statistics, vol. 29, No. 9, September 1985, p.22.

3/ Republic of Korea, Hong Kong, Singapore, India, Brazil, Phiippines, Saudi Arabia, Islamic Republic of Iran, Argentina, Kuwait (in order of importance).

4/ Surplus tonnage defined as tonnage which is not fully utilized owing to slow steaming, lay-up status, or lying idle for reasons other than lay-up (i.e. casualty, storage, under repair, etc.). As in previous issues of the Review, the calculation of surplus and its share in supply was based upon the method used by Lloyd's Shipping Economist, where total supply is the sum of dry bulk supply or tanker supply and a proportion of the total combined carrier fleet, allocated to either dry bulk or oil trades according to an analysis of trading patterns. The amount of surplus was calculated in a similar way.

5/ Transmodal Industries Research, London. The Marine Times, India, 28 December 1985, p.9.

6/ Newbuilding prices are based on reported prices for ships ordered in Japan (in Europe, in the case of gas carriers). Account is taken of particularly favourable finance terms. In comparing newbuilding prices for several years, differences in exchange rates of the United States dollar need to be taken into consideration.

7/ Lloyd's Shipping Economist, vol. 8, No. 1, London, January 1986, p.37.

8/ Lloyd's Shipping Economist, vol. 8, No. 1, January 1986, p.337.

9/ Estimates are based on Fearnley, Review 1985, p.31.

10/ Ibid.

11/ Fearnley, Review 1985, p.35.

12/ Fairplay International, London, 1985, 19/26 December, p.10.

13/ Lloyd's Shipping Economist, vol. 8, No. 1, London, January 1986, p.36.

14/ Fearnley, Review 1985, p.36.

15/ Ibid.

16/ Ibid.

17/ Bangladesh; Barbados; Benin; Bulgaria; Cape Verde; Central African Republic; Cameroon; Chile; China; Congo; Costa Rica; Côte d'Ivoire; Cuba;

Czechoslovakia; Denmark; Egypt; Ethiopia; Finland; France; Gabon; Gambia; German Democratic Republic; Germany, Federal Republic of; Ghana; Guatemala; Guinea; Guyana; Honduras; India; Indonesia; Iraq; Jamaica; Jordan; Kenya; Lebanon; Madagascar; Malaysia; Mali; Mauritius; Mexico; Morocco; Netherlands; Niger; Nigeria; Norway; Pakistan; Peru; Philippines; Republic of Korea; Romania; Saudi Arabia; Senegal; Sierra Leone; Sri Lanka; Sudan; Sweden; Togo; Tunisia; Union of Soviet Socialist Republics; United Kingdom (also on behalf of Gibraltar and Hong Kong); United Republic of Tanzania; Trinidad and Tobago; Uruguay; Venezuela; Yugoslavia; Zaïre.

18/ 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).

19/ The United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules) will enter into force one year after 20 States have become contracting parties to it.

20/ In the United States some multimodal transport operators began to operate double-stack container trains in 1985 in an effort to reduce transport costs per container.

21/ For the text of the Convention, see TD/RS/CONF/23.

22/ Pursuant to resolution 49 (X) of the Committee on Shipping.

23/ With regard to ports, as recommended in the report of the Ad hoc Intergovernmental Group of Port Experts, Geneva, 25 February to 5 March 1986, see TD/B/C.4/AC.7/L.1 and Add.1; see also TD/B/C.4/AC.7/3.

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) Belgium Denmark Faeroe Islands Finland France Germany, Federal Republic of Gibraltar Greece Iceland Ireland Israel	Italy Monaco Netherlands Norway Portugal Spain Sweden Switzerland (L) Turkey United Kingdom of Great Britain and Northern Ireland Yugoslavia
Code 5 -	South Africa	
Code 6 -	Albania Bulgaria Czechoslovakia (L) German Democratic Republic Hungary (L)	Poland Romania Union of Soviet Socialist Republics
Code 7 -	China Democratic People's Republic of Korea	Viet Nam
Code 8 - 8.1	Northern Africa	
	Algeria Egypt Libyan Arab Jamahiriya	Morocco Tunisia
8.2	Western Africa	
	Angola Benin Cameroon Cape Verde Congo Côte d'Ivoire Equatorial Guinea Gabon Gambia Ghana Guinea	Guinea-Bissau Liberia Mali (L) Mauritania Nigeria St. Helena Sao Tome and Principe Senegal Sierra Leone Togo Zaire

8.3 Eastern Africa

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

Code 9 - 9.1 Caribbean and North America

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

9.2 Central America

Belize	Honduras
Costa Rica	Mexico
El Salvador	Nicaragua
Guatemala	Panama

9.3 South America-Northern seaboard

Guyana	Suriname
French Guyana	Trinidad and Tobago
Netherlands Antilles	Venezuela

9.4 South America-Western seaboard

Chile	Ecuador
Colombia	Peru

9.5 South America-Eastern seaboard

Argentina	Falkland Islands (Malvinas) a/
Bolivia	Paraguay (L)
Brazil	Uruguay

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

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	Malaysia
Bhutan	Maldives
Brunei Darussalam	Pakistan
Burma	Philippines
Democratic Kampuchea	Republic of Korea
Hong Kong	Singapore
India	Sri Lanka
Indonesia	Thailand
Macau	

Code 11 - Malta

Code 12 -

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

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, 1983 AND 1984
(Millions of tons)

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
Developed market-economy countries									
North America	1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
	1983	0.5	19.4	438.6	458.5	162.6	68.5	163.9	395.0
	1984	0.5	19.5	453.5	473.5	174.8	86.2	176.3	437.3
Japan	1970	-	0.3	41.6	41.9	170.4	30.4	235.1	435.9
	1983	-	...	91.0	91.0	176.0	43.2	331.2	550.4
	1984	-	...	94.1	94.1	189.2	44.5	369.4	603.1
Australia and New Zealand	1970	-	1.3	92.3	93.6	18.8	2.9	15.4	37.1
	1983	0.1	3.7	174.6	178.4	8.9	3.6	17.9	30.4
	1984	0.1	5.6	212.7	218.4	9.4	4.1	17.0	30.5
Europe	1970	28.6	82.3	244.8	355.6	621.0	100.4	469 0	1190.4
	1983	114.0	85.2	402.3	601.5	429.3	149.0	629.0	1207.3
	1984	118.9	87.1	420.8	626.8	440.2	153.1	652.1	1245.4
South Africa	1970	-	-	13.2	13.2	8.8	2.6	6.2	17.6
	1983	-	-	61.0	61.0	15.0	...	10.1	25.1
	1984	-	...	60.0	60.0	15.0	...	10.2	25.2
Sub-total: developed market-economy countries	1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2028.0
	1983	114.6	108.3	1167.5	1390.4	791.8	264.3	1152.1	2208.2
	1984	119.5	112.2	1241.1	1472.8	828.6	287.9	1225.0	2341.5
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
	1983	0.1	11.2	42.5	53.8	32.0	0.7	48.6	81.3
	1984	0.1	11.6	52.4	64.1	32.3	0.8	50.4	83.5
USSR	1970	38.0	22.9	46.0	106.9	2.5	-	11.9	14.4
	1983	70.0	48.0	47.6	165.6	7.0	0.8	56.1	63.9
	1984	70.2	47.6	48.3	166.1	7.1	0.9	68.3	76.3
Socialist countries of Asia	1970	-	0.1	13.3	13.4	5.4	0.4	24.4	30.2
	1983	19.9	4.5	21.9	46.3	2.4	1.1	52.5	56.0
	1984	20.4	4.5	20.7	45.6	2.4	1.1	51.1	54.6

Area b/	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
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
	1983	90.0	63.7	112.0	265.7	41.4	2.6	157.2	201.2
	1984	90.7	63.7	121.4	275.8	41.8	2.8	169.8	214.4
Developing countries and territories									
Northern Africa	1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
	1983	92.2	29.1	28.1	149.4	84.4	5.8	61.2	151.4
	1984	91.2	29.1	29.7	150.0	83.3	5.6	62.9	151.8
Western Africa	1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
	1983	75.0	3.1	47.9	126.0	3.4	4.1	26.6	34.1
	1984	77.1	3.2	47.8	128.1	3.5	4.2	26.8	34.5
Eastern Africa	1970	-	1.2	16.1	17.3	5.5	2.6	8.3	16.4
	1983	-	1.6	8.3	9.9	4.7	2.7	12.1	19.5
	1984	-	1.7	9.5	11.2	4.9	2.7	12.2	19.8
Caribbean and North America	1970	-	1.4	28.4	29.8	23.5	4.5	11.2	39.2
	1983	9.1	8.0	21.9	39.0	17.8	7.5	14.3	39.6
	1984	9.0	8.0	21.8	38.8	14.9	7.1	14.2	36.2
Central America	1970	-	3.7	11.9	15.6	6.0	5.5	6.5	18.0
	1983	67.5	4.1	13.6	85.2	4.2	2.2	15.0	21.4
	1984	67.1	4.0	15.2	86.3	4.0	2.1	14.9	21.0
South America: Northern seaboard	1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
	1983	64.6	51.5	19.6	135.7	26.4	3.6	14.8	44.8
	1984	65.5	51.8	20.7	138.0	25.1	3.4	13.2	41.7
South America: Western seaboard	1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
	1983	9.7	3.8	24.5	38.0	3.9	1.5	13.2	18.6
	1984	9.6	3.7	26.4	39.7	3.7	1.5	13.9	19.1
South America: Eastern seaboard	1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
	1983	...	6.3	147.6	153.9	36.5	1.0	23.5	61.0
	1984	...	6.1	155.7	161.8	36.7	1.1	24.1	61.9
Western Asia	1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
	1983	462.9	65.9	14.5	543.3	8.8	9.5	100.8	119.1
	1984	465.8	66.9	18.6	551.3	8.9	9.5	105.7	124.1
Southern and Eastern Asia (n.e.s.)	1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
	1983	82.9	46.5	157.4	286.8	110.3	41.6	234.7	386.6
	1984	83.8	48.2	169.9	301.9	110.0	41.1	241.2	392.3
Developing countries in Europe	1970	-	-	-	..	-	0.3	0.7	1.0
	1983	-	-	0.3	0.3	-	0.4	1.1	1.5
	1984	-	-	0.4	0.4	-	0.4	1.1	1.5

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
	1983	-	0.2	6.8	7.0	-	2.0	3.1	5.1
	1984	-	0.2	7.9	8.1	-	2.0	3.2	5.2
Sub-total: Developing countries	1970	1041.4	216.9	368.4	1627.7	189.9	54.2	169.7	414.0
	1983	863.9	220.1	490.5	1574.5	300.4	81.9	520.4	902.7
	1984	869.1	222.9	523.6	1615.6	295.0	80.7	533.4	909.1
World total c/	1970	1110.0	330.0	1165.0	2605.0	1101.0	302.0	1127.0	2530.0
	1983	1068.5	392.1	1770.0	3230.6	1133.6	348.8	1829.7	3312.1
	1984	1079.3	398.8	1886.1	3364.2	1165.4	371.4	1928.2	3465.0

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. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 42 million tons in 1970, 27 million tons in 1983 and 31 million tons in 1984.

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 1985
(dwt figures are shown in parentheses)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
World total e/	410,266,534 (664,799,643)	134,382,185 (261,438,670)	130,792,823 (232,106,872)	73,672,283 (105,846,080)	18,363,828 (19,939,033)	53,055,415 (45,468,988)
Developed market-economy countries						
Australia	2,088,349 (3,094,094)	548,430 (944,254)	931,547 (1,539,688)	212,859 (286,513)	98,631 (102,774)	296,881 (220,865)
Austria	134,225 (226,459)	-	63,038 (109,712)	65,190 (107,747)	5,997 (9,000)	-
Belgium	2,400,292 (3,853,551)	107,857 (194,450)	1,365,073 (2,498,432)	162,260 (233,091)	227,426 (252,617)	537,676 (674,961)
Canada	1,332,986 (1,133,063)	186,174 (289,527)	355,542 (653,906)	33,026 (24,514)	25,182 (24,569)	733,062 (140,547)
Denmark	4,942,175 (7,419,442)	2,048,313 (3,911,007)	423,443 (753,519)	754,326 (1,048,525)	986,143 (1,048,870)	729,950 (657,521)
Faroe Islands	103,077 (73,105)	499 (1,188)	-	21,704 (28,656)	-	80,874 (43,261)
Finland	1,974,008 (2,853,850)	886,963 (1,669,979)	280,198 (431,042)	443,617 (570,987)	3,895 (4,225)	359,335 (177,617)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
France	8,237,418 (13,712,641)	4,331,525 (8,588,066)	1,400,056 (2,463,956)	959,426 (1,270,202)	673,387 (724,234)	873,024 (666,183)
Federal Republic of Germany	6,177,032 (9,240,871)	1,241,242 (2,440,548)	768,081 (1,279,591)	1,758,746 (2,915,847)	1,551,076 (1,746,972)	857,887 (857,913)
Gibraltar	583,270 (1,020,889)	166,522 (340,251)	282,363 (485,550)	102,047 (154,722)	8,488 (12,470)	23,850 (27,896)
Greece	31,031,544 (55,356,085)	9,275,745 (18,572,360)	15,324,326 (27,796,476)	5,416,439 (8,197,785)	102,876 (150,945)	912,158 (638,519)
Iceland	180,323 (168,527)	1,539 (2,651)	-	67,202 (113,541)	-	111,582 (52,335)
Ireland	194,022 (226,548)	4,555 (7,830)	57,097 (99,500)	39,855 (61,089)	18,386 (26,262)	74,129 (31,867)
Israel	549,732 (657,458)	991 (1,897)	63,714 (107,115)	144,440 (179,751)	330,436 (362,943)	10,151 (5,752)
Italy	8,843,181 (14,373,122)	3,579,014 (6,721,634)	3,040,934 (5,373,520)	813,920 (1,111,829)	268,689 (284,607)	1,140,624 (881,523)
Japan	39,940,135 (63,451,188)	13,837,455 (26,179,292)	13,899,762 (24,422,068)	3,795,612 (5,980,371)	1,867,213 (1,683,524)	6,540,093 (5,185,933)
Monaco	3,268 (4,959)	3,268 (4,959)	-	-	-	-

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Netherlands	4,301,324 (5,949,419)	552,571 (1,017,787)	698,890 (1,200,910)	1,356,762 (2,077,454)	573,885 (568,148)	1,119,216 (1,085,120)
New Zealand	295,899 (334,243)	73,496 (116,670)	12,776 (20,118)	84,906 (87,480)	62,598 (66,396)	62,123 (43,579)
Norway	15,338,557 (25,721,469)	7,192,278 (14,037,917)	3,929,812 (6,941,899)	1,252,762 (1,658,476)	57,123 (39,949)	2,906,582 (3,043,228)
Portugal	1,436,892 (2,405,741)	860,155 (1,719,450)	157,590 (264,480)	237,196 (313,092)	9,184 (11,896)	172,767 (96,823)
South Africa	632,455 (673,223)	37,720 (62,571)	128,622 (226,099)	27,283 (31,915)	286,732 (274,454)	152,098 (78,184)
Spain	6,256,188 (10,820,000)	2,874,361 (5,954,110)	1,320,864 (2,370,931)	1,001,196 (1,590,016)	139,278 (191,236)	920,489 (713,707)
Sweden	3,161,939 (4,230,771)	768,175 (1,484,193)	393,985 (630,288)	1,010,285 (1,289,727)	152,187 (140,386)	837,307 (686,177)
Switzerland	341,972 (535,810)	-	246,964 (401,381)	84,943 (115,500)	-	10,065 (18,929)
Turkey	3,684,357 (6,291,799)	1,574,383 (3,011,790)	1,129,430 (1,940,408)	772,635 (1,226,758)	-	207,909 (112,843)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
United Kingdom	14,343,512 (21,794,712)	5,790,015 (10,801,144)	3,014,191 (5,401,133)	1,338,880 (1,856,873)	1,521,704 (1,443,872)	2,678,722 (2,291,690)
United States	15,526,408 23,042,740	6,775,046 (13,770,474)	528,760 (1,049,779)	1,558,367 (2,047,940)	3,261,422 (3,420,097)	3,402,813 (2,754,450)
Yugoslavia	2,699,302 (4,180,383)	217,236 (364,701)	1,114,981 (1,912,816)	1,262,840 (1,828,746)	33,649 (47,712)	70,596 (26,408)
Sub-total:	176,733,842 (282,846,162)	62,935,529 (122,210,709)	50,932,039 (90,374,317)	24,778,724 (36,409,147)	12,265,587 (12,638,158)	25,821,963 (21,213,831)
Open-registry countries						
Bahamas	3,907,267 (6,862,347)	3,002,322 (5,724,104)	405,312 (720,125)	160,183 (214,367)	4,578 (9,850)	334,872 (193,901)
Bermuda	980,707 1,460,832	220,472 (416,954)	258,358 (432,666)	184,899 (257,118)	3,177 (4,333)	313,801 (349,761)
Cyprus	8,196,056 (14,299,321)	3,308,801 (6,378,614)	2,714,309 (4,691,743)	1,914,097 (2,934,016)	74,467 (129,292)	184,382 (165,656)
Liberia	58,179,717 (113,552,239)	30,772,608 (64,878,787)	20,773,173 (39,491,185)	2,225,191 (3,331,969)	385,270 (485,932)	4,023,475 (5,364,366)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Panama	40,674,201 (67,266,670)	7,810,923 (15,372,378)	17,431,043 (30,769,568)	9,727,284 (14,745,709)	1,522,989 (1,962,719)	4,182,053 (4,416,296)
Sub-total:	111,937,948 (203,441,409)	45,115,126 (92,770,837)	41,582,195 (76,105,287)	14,211,654 (21,483,179)	1,990,390 (2,592,126)	9,038,583 (10,489,980)
Socialist countries of Eastern Europe and Asia						
Socialist countries of Eastern Europe						
Albania	56,133 (79,940)	-	-	54,894 (79,940)	-	1,239 (-)
Bulgaria	1,322,231 (1,889,722)	311,735 (508,354)	524,886 (828,770)	336,763 (445,901)	18,249 (17,641)	130,598 (89,056)
Czechoslovakia	184,299 (276,647)	-	102,589 (165,649)	81,710 (110,998)	-	-
Democratic Republic of Germany	1,434,428 (1,815,995)	35,860 (63,257)	323,437 (512,705)	826,870 (1,085,479)	6,520 (7,960)	241,741 (146,594)
Hungary	77,182 (109,739)	-	-	77,182 (109,739)	-	-

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Poland	3,315,285 (4,439,947)	290,385 (514,049)	1,337,383 (2,122,099)	1,263,115 (1,527,326)	-	424,402 (276,473)
Romania	3,023,770 (4,502,639)	383,720 (699,760)	1,439,012 (2,366,259)	934,204 (1,245,798)	-	266,834 (190,822)
Union of Soviet Socialist Republics	24,745,435 (28,153,312)	4,590,956 (7,045,970)	2,973,718 (4,758,258)	7,787,075 (10,071,178)	625,085 (638,087)	8,768,601 (5,639,819)
Sub-total:	34,158,763 (41,267,941	5,612,656 (8,831,390)	6,701,025 (10,753,740)	11,361,813 (14,676,359)	649,854 (663,688)	9,833,415 (6,342,764)
Socialist countries of Asia						
China	10,568,236 (15,918,020)	1,461,781 (2,382,936)	3,530,549 (5,973,936)	4,685,659 (6,611,250)	326,942 (444,748)	563,305 (505,150)
Democratic People's Republic of Korea	512,568 (829,392)	171,219 (340,651)	64,054 (111,748)	230,797 (345,245)	-	46,498 (31,748)
Viet Nam	298,584 (446,242)	38,037 (64,563)	14,200 (23,706)	222,969 (345,755)	-	23,378 (12,218)
Sub-total:	11,379,388 (17,193,654)	1,671,037 (2,788,150)	3,608,803 (6,109,390)	5,139,425 (7,302,250)	326,942 (444,748)	633,181 (549,116)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Sub-total, Socialist countries of Eastern Europe and Asia:	45,538,151 (58,461,595)	7,283,693 (11,619,540)	10,309,828 (16,863,130)	16,581,238 (21,978,609)	976,796 (1,108,436)	10,466,596 (6,891,880)
Developing countries and territories of Africa						
Algeria	1,347,398 (1,943,157)	594,269 (1,130,628)	57,494 (93,910)	202,543 (292,253)	-	493,092 (426,366)
Angola	90,978 (127,431)	2,052 (3,036)	-	72,137 (112,895)	-	16,789 (11,500)
Benin	4,887 (4,880)	-	-	3,104 (4,550)	-	1,783 (330)
Cameroon	76,433 (88,504)	-	-	67,057 (83,586)	-	9,376 (4,918)
Cape Verde	14,095 (22,092)	-	-	11,594 (20,301)	-	2,501 (1,791)
Comoros	1,302 (2,194)	-	-	977 (1,793)	-	325 (401)
Congo	8,458 (10,840)	-	-	-	-	8,458 (10,840)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Côte d'Ivoire	141,674 (175,325)	789 (1,170)	-	121,965 (155,347)	-	18,920 (18,808)
Djibouti	2,868 (2,650)	-	-	1,780 (2,300)	-	1,088 (350)
Egypt	952,644 (1,307,108)	96,687 (160,740)	273,203 (448,682)	449,541 (608,103)	-	133,213 (89,583)
Equatorial Guinea	6,412 (6,700)	-	-	6,412 (6,700)	-	-
Ethiopia	56,744 (71,989)	3,368 (5,228)	-	50,835 (62,969)	-	2,541 (3,792)
Gabon	97,528 (169,612)	74,471 (141,162)	-	19,018 (25,960)	-	4,039 (2,490)
Gambia	2,588 (4,046)	-	-	1,597 (2,900)	-	991 (1,146)
Ghana	162,593 (177,158)	-	-	100,479 (135,276)	-	62,114 (41,882)
Guinea	7,179 (2,927)	-	-	210 (185)	-	6,969 (2,742)
Guinea-Bissau	3,677 (2,523)	-	-	1,075 (1,020)	-	2,602 (1,503)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Kenya	8,052 (4,859)	-	-	1,168 (1,590)	-	6,884 (3,269)
Libyan Arab Jamahiriya	853,782 (1,513,747)	745,056 (1,409,288)	-	63,769 (82,074)	-	44,957 (22,385)
Madagascar	74,235 (97,712)	9,863 (15,824)	-	55,555 (77,043)	-	8,817 (4,845)
Malawi	424 (300)	424 (300)	-	-	-	-
Mauritania	17,103 (8,337)	-	-	1,880 (2,685)	-	15,223 (5,652)
Mauritius	37,716 (53,829)	-	16,432 (29,321)	14,939 (21,011)	-	6,345 (3,497)
Morocco	460,927 (679,513)	61,623 (111,011)	124,833 (212,410)	70,052 (107,243)	4,608 (10,071)	199,811 (238,778)
Mozambique	40,850 (36,240)	366 (419)	-	17,679 (27,043)	-	22,805 (8,778)
Nigeria	443,384 (607,095)	150,090 (292,028)	-	245,530 (287,824)	-	47,764 (27,243)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Sao Tome and Principe	1,488 (1,172)	-	-	495 (180)	-	793 (992)
St Helena	3,640 (2,829)	490 (565)	-	-	-	3,150 (2,264)
Senegal	50,991 (44,261)	3,631 (4,880)	-	15,648 (23,391)	-	31,712 (15,990)
Seychelles	1,740 (821)	-	-	-	-	1,740 (821)
Sierra Leone	5,913 (1,324)	-	-	-	-	5,913 (1,324)
Somalia	29,340 (31,051)	-	-	23,300 (26,646)	-	6,040 (4,405)
Sudan	95,742 (126,381)	-	-	93,082 (125,609)	-	2,660 (772)
Togo	53,988 (77,989)	-	-	52,677 (77,350)	-	1,311 (639)
Tunisia	284,314 (449,259)	131,836 (259,350)	37,230 (58,572)	48,140 (56,788)	-	67,108 (74,549)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Belize	620 (805)	-	-	620 (805)	-	-
Bolivia	14,913 (18,934)	-	-	14,913 (18,934)	-	-
Brazil	6,057,364 (10,039,581)	1,773,738 (3,265,478)	2,748,474 (4,756,363)	1,145,809 (1,542,194)	43,778 (56,265)	345,565 (419,281)
Cayman Islands	413,752 (582,280)	21,858 (35,870)	117,283 (191,846)	160,472 (240,661)	6,314 (9,852)	107,825 (104,051)
Chile	454,484 (701,776)	582 (820)	239,629 (465,051)	105,992 (148,883)	-	108,281 (87,022)
Colombia	365,638 (470,778)	31,756 (51,620)	47,324 (70,827)	281,675 (346,916)	-	4,883 (1,415)
Costa Rica	19,936 (20,286)	-	-	11,724 (17,628)	-	8,212 (2,658)
Cuba	965,077 (1,236,163)	68,184 (103,326)	61,907 (100,039)	647,131 (876,512)	-	187,855 (156,286)
Dominica	1,390 (2,144)	-	-	1,390 (2,144)	-	-

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Dominican Republic	46,676 (73,243)	674 (1,635)	9,420 (16,040)	30,004 (48,818)	-	6,578 (6,750)
Ecuador	443,893 (624,779)	156,918 (282,596)	11,153 (20,147)	240,357 (294,862)	-	35,465 (27,174)
El Salvador	3,501 (3,318)	-	-	-	-	3,501 (3,318)
Falkland Islands f/	6,907 (4,125)	-	-	537 (630)	-	6,370 (3,495)
Grenada	425 (577)	-	-	321 (435)	-	104 (142)
Guatemala	16,046 (24,138)	-	-	15,569 (24,138)	-	477 (-)
Guyana	23,368 (22,662)	933 (955)	-	9,822 (14,325)	-	12,613 (7,382)
Haiti	2,688 (1,705)	-	-	247 (361)	-	2,441 (1,344)
Honduras	356,610 (516,210)	50,767 (93,619)	14,852 (25,963)	259,893 (376,499)	5,035 (6,241)	26,063 (13,888)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Jamaica	9,419 (12,878)	-	-	4,358 (7,703)	3,428 (5,110)	1,633 (65)
Mexico	1,467,191 (2,077,451)	534,648 (883,730)	309,930 (526,485)	171,173 (237,657)	-	451,440 (429,579)
Montserrat	711 (1,016)	-	-	711 (1,016)	-	-
Nicaragua	17,956 (25,409)	3,187 (5,552)	-	13,180 (19,857)	-	1,589 (-)
Paraguay	42,851 (50,957)	2,935 (3,880)	-	34,213 (44,337)	-	5,703 (2,740)
Peru	818,103 (1,096,603)	182,776 (315,079)	191,731 (324,233)	265,452 (380,101)	-	178,144 (77,190)
Saint Kitts, Nevis	556 (459)	-	-	300 (368)	-	256 (91)
Saint Lucia	1,786 (2,142)	-	-	1,429 (2,142)	-	357 (-)
Saint Vincent and the Grenadines	235,183 (359,486)	-	171,084 (275,514)	62,961 (83,135)	-	1,138 (837)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Suriname	15,222 (19,187)	208 (360)	-	11,441 (16,286)	1,343 (1,771)	2,230 (770)
Trinidad and Tobago	18,969 (12,376)	-	-	3,673 (4,616)	-	15,296 (7,760)
Turks and Caicos Islands	3,095 (3,310)	890 (1,450)	-	1,190 (1,860)	-	1,015 (-)
Uruguay	173,423 (263,056)	96,356 (172,148)	-	48,399 (66,840)	-	28,668 (24,068)
Venezuela	984,881 (1,421,829)	486,595 (792,863)	74,857 (127,871)	273,196 (393,350)	-	150,233 (107,745)
British Virgin Islands	8,592 (9,057)	818 (997)	-	5,251 (7,191)	-	2,523 (869)
Sub-total:	15,461,496 (23,282,719)	4,255,430 (7,353,523)	4,502,310 (7,765,459)	4,649,798 (6,363,079)	75,854 (101,428)	1,978,104 (1,699,230)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Developing countries and territories of Asia						
Bahrain	47,552 (60,757)	2,896 (4,238)	16,623 (29,443)	9,110 (15,169)	-	18,923 (11,907)
Bangladesh	358,071 (480,422)	38,194 (62,155)	8,211 12,000	272,282 (386,846)	-	39,384 (19,421)
Brunei	1,235 (1,382)	382 (421)	-	-	-	853 (961)
Burma	116,556 (138,901)	2,935 (4,713)	-	89,316 (123,004)	-	24,305 (11,184)
Democratic Kampuchea	3,558 (3,839)	-	-	(1,998)	-	2,560 (2,358)
Hong Kong	6,858,099 (11,332,555)	384,020 (667,465)	5,428,192 (9,443,447)	476,652 (598,837)	310,946 (341,973)	258,289 (280,833)
India	6,604,548 (10,760,881)	1,701,789 (2,967,850)	2,953,632 (5,154,964)	1,638,594 (2,384,790)	1,339 (1,840)	309,194 (251,437)
Indonesia	1,936,420 (2,673,698)	481,268 (822,267)	128,255 (192,807)	912,355 (1,341,055)	58,888 (74,130)	355,654 (243,439)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Iran (Islamic Republic of)	2,379,957 (3,864,513)	918,207 (1,730,598)	777,314 (1,331,718)	456,744 (638,925)	-	227,692 (163,272)
Iraq	1,011,864 (1,685,917)	747,091 (1,388,782)	-	137,030 (188,223)	-	127,743 (108,912)
Jordan	48,300 (76,155)	-	25,948 (43,832)	22,176 (32,323)	-	176 (-)
Kuwait	2,349,904 (3,505,829)	1,253,669 (2,136,334)	-	357,139 (544,022)	265,066 (285,852)	474,030 (539,621)
Lebanon	504,956 (790,014)	14,087 (23,246)	131,023 (232,172)	289,859 (443,600)	1,946 (1,543)	68,841 (89,453)
Malaysia	1,773,115 (2,582,744)	224,068 (380,345)	467,916 (826,327)	440,916 (665,589)	189,397 (223,992)	451,598 (486,491)
Maldives	133,254 (205,327)	1,377 (1,981)	54,077 (89,978)	71,649 (107,171)	-	6,151 (6,197)
Oman	17,495 (12,434)	432 (542)	-	6,497 (5,778)	-	10,566 (6,114)
Pakistan	450,996 (654,682)	44,260 (90,821)	11,950 (17,527)	374,093 (536,199)	-	20,693 (10,135)
Philippines	4,593,979 (7,571,141)	556,396 (1,087,170)	2,756,476 (4,797,623)	940,487 (1,422,476)	28,225 (43,056)	312,395 (220,816)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Qatar	353,221 (525,699)	112,197 (207,151)	-	132,785 (208,215)	88,181 (91,537)	20,058 (18,196)
Republic of Korea	7,168,940 (11,772,926)	990,893 (1,957,640)	4,257,822 (7,466,224)	953,006 (1,509,114)	325,389 (348,029)	641,830 (491,919)
Saudia Arabia	3,137,178 (5,247,299)	1,561,585 (3,011,140)	386,703 (660,581)	646,643 (930,585)	83,128 (99,324)	459,119 (545,669)
Singapore	6,504,582 (11,187,280)	2,004,263 (3,923,860)	2,257,759 (4,152,824)	1,308,601 (1,933,314)	602,883 (763,069)	331,076 (414,213)
Sri Lanka	634,658 (974,235)	137,638 (248,384)	228,883 (381,971)	257,833 (340,358)	-	10,304 (3,522)
Syrian Arab Republic	58,000 (83,770)	-	-	53,427 (78,511)	-	4,573 (5,259)
Thailand	586,288 (863,424)	143,710 (254,523)	12,649 (20,180)	347,523 (504,595)	21,502 (30,177)	60,904 (53,949)
United Arab Emirates	868,564 (1,523,669)	628,564 (1,180,675)	8,586 (14,407)	184,525 (286,199)	-	46,889 (42,388)
Yemen	3,203 (1,850)	-	-	1,260 (1,850)	-	1,943 (-)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Yemen (Democratic)	11,931 (12,921)	1,886 (3,185)	-	2,643 (4,234)	-	7,402 (5,502)
Sub-total:	48,516,424 (78,593,664)	11,951,807 (22,155,486)	19,912,019 (34,868,025)	10,382,563 (15,232,463)	1,976,890 (2,304,522)	4,293,145 (4,033,168)
Developing countries of Europe						
Malta	1,855,807 (2,988,755)	326,350 (622,136)	805,607 (1,358,712)	697,383 (998,253)	-	26,467 (9,654)
Developing countries and territories of Oceania						
Fiji	30,608 (26,764)	4,933 (7,473)	-	12,732 (11,684)		12,943 (7,607)
Kiribati	2,051 (1,297)	-	-	980 (628)		1,071 (669)
Nauru	66,725 (93,391)	-	36,976 (59,321)	27,853 (33,557)		1,896 (513)
Papua New Guinea	28,517 (35,059)	2,421 (3,581)	-	13,128 (19,953)	-	12,968 (11,525)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
Solomon Islands	5,811 (4,552)	-	-	2,280 (2,638)	-	3,531 (1,914)
Tonga	17,252 (22,447)	-	-	13,512 (19,789)	-	3,740 (2,658)
Tuvalu	526 (458)	-	-	353 (250)	-	173 (208)
Vanuatu	138,025 (226,436)	-	105,592 (178,714)	25,704 (41,639)	-	6,729 (6,083)
Samoa	26,087 (35,293)	-	-	24,930 (34,867)	-	1,157 (426)
Sub-total:	315,602 (445,697)	7,354 (11,054)	142,568 (238,035)	121,472 (165,005)	-	44,208 (31,603)
Sub-total developing countries and territories:	71,729,106 (113,353,054)	18,419,638 (33,683,480)	25,871,696 (45,073,126)	17,771,349 (25,349,996)	2,057,352 (2,416,021)	7,609,071 (6,830,431)
Other unallocated	4,327,487 (6,697,423)	628,199 (1,154,104)	2,097,065 (3,691,012)	409,318 (625,149)	1,073,703 (1,184,292)	119,202 (42,866)

Notes

Source: Lloyd's Register of Shipping - Statistical tables, 1985 (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 2.3 million grt (3 million dwt), 1.6 million grt (3 million dwt) and 2 million grt (2.9 million dwt).

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

Annex III (continued)

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 1985
(dwt figures are shown in parentheses)

Countries	Total	Oil tankers	Bulk carriers c/	General cargo d/	Containerships and lighter carriers	Others
United Republic of Tanzania	50 576 (59 048)	3 682 (5 652)	-	31 875 (46 008)	-	15 019 (7 388)
Uganda	3 394 (5 900)	-	-	3 394 (5 900)	-	-
Zaire	84 720 (121 416)	-	-	70 626 (106 673)	-	14 094 (14 743)
Sub-total:	5,579 777 (8,042 219)	1 878 697 (3 541 281)	509 192 (842 895)	1 920 133 (2 591 196)	4 608 (10 071)	1 267 147 (1 056 776)
Developing countries and territories of America						
Anguilla	3 966 (5 351)	-	-	3 558 (5 097)	-	408 (254)
Antigua	559 (443)	-	-	296 (443)	-	263 (-)
Argentina	2 457 337 (3 568 739)	841 607 (1 341 545)	504 666 (865 080)	818 067 (1 126 934)	15 956 (22 189)	277 041 (212 991)
Barbados	8 408 (9 466)	-	-			

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Committee on Shipping

Review of Maritime Transport, 1985

Report by the UNCTAD secretariat

Corrigendum

Paragraph 12, line 5:

For mid-985 read mid-1985

Paragraph 13, last line

For cargoships read cargo ships

Paragraph 16, line 10:

Before it read cases

Page 24, table 15, footnote c/

For a read as

Paragraph 44, line 5:

For Gule read Gulf

Annex III:

Insert after page 10 the enclosed page.

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Annex III (continued)

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