UNCTAD/RMT(95)/1

NATIONS CONFERENCE ON TRAOE ANO OE¥EEO?^ENT

Geneva

Review of Maritime Transport 1995

Report by the UNCTAD secretariat

UNITED NATIDN5
New York and Ueneva, 1996

NOTE

The *Review ·/ Maritime Transport* is a recurrent publication prepared by the UNCTAD secretariat since 1968 with the ainr of fostering transparency of ‹naritinre markets an^ developments. Any factual or editorial corrections that may prove necessary based on comments made by Governments would be reflected in a corri₠€nd›m to be issued subsequently.

Symbols of United Nations documents are composed of capital letters combined with ^§ures. Use of such a symbol indicates a reference to a United Nations document.

The designations employed and the presentation of the material in this publication do not imply an expression of opinion by the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

UNCTAD/RMT(95)/1

UNITED NATIONS ?UEEIOATION

*Sales No. * **6.II.D.9**

ISEN 92-1-112403-4
ISSN 0566-7682

CONTENTS

CONTENTS (continued)

CONTENTS (continued!

Annex

LIST OF TABLES

CONTENTS (continued)

CONTENTS (continued)

CONTENTS (continued)

Table

LIST OFEO^ES

Box

LIST OF GRAPHS

Graph

ABBREVIATIONS

cif	cost, insurance and freight
CIS	Commonwealth of Independent States
DMEC	developed market-economy country
dwt	deadweight tons
fob	free on hoard
GDP	gross domestic product
	gross registered tons
Idt	light displacement tons
ENG	liquefled natural gas
NIC	newly industrializing countries
OECD	Organisation for Economic Cooperation and Development
TED	twen^-foot equivalent unit
ULCC	ultra-large crude carrier
VLCC	very large crude carrier
ws	Worldscale

ENPLANATORV NOTES

"Tons" refers to metric tons, unless otherwise stated.

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

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

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

In some tables, the data shown for earlier years have been revised and updated, and therefore differ from those shown in previous issues of the *Review.* This relates in particular to the distribution of world tonnage according to country groups, speciT\cally the classification *of major opeii-registiy countries.* Up to the 1994 edition of the *Review,* the majority of tables included five countries in this group, i.e. Bahamas, Bermuda, Cypms, Liberia and Panama, while some tables also included Malta and Vanuahi. In order to improve consistency and to refiect practices of ship registration, Malta and Vanuatu have been included in all tables referring to major open-registry countries. This reclassification primarily affects the share of developing countries in Europe in total world tonnage.

In the tables and the te^t, the use of the term "countries" refers to countries, territories or areas.

APPRGNIMATE VESSEL SI^E GRGUPS REFERRED TO IN TBE REVIEW OF MARITIME TRANSPORT, ACCORDING TO GENERALLV USED SHIPPING TERMINOLOGY

Cmde oil tankers;

ULCC	300,000 dwt plus
VLCC	150.000-299,999 dwt
Suezmax	100.000-149,999 dwt
Aframax	50.000- 99,999 dwt

Dry bulk carriers:

Capesize	^0,000 dwt ^lus
Panamax	50.000-79,999 dwt
Handymax	35.000-49,999 dwt
Ilandy	20.000-34,999 dwt

INTRODUCTION

The *Review of Maritime Transport* is an annual publication prepared by the UNCTAD secretariat. The purpose of the *Review* is to identic the main developments in world maritime transport and to provide relevant statistical data. Tmphasis is given to the development of the merchant marines in developing countries as compared with other groups ofcountries.

To maintain historical continni^ and special characteristics on shipping practices, the overall structure of the *Review of Maritime Transport* is similar to previous editions, for example the classiftcation of countries and territories which has been detailed in annex] for statistical pu^oses O^1ت. The current issue, however, includes a review of regional developments in Sub-Saharan Africa (see chapter IX).

SUMMARY OF MAIN DFYFLOFMFNTS

Development of the world economy and seaborne trade

- The world real GDP increased in 1995 by 3,7 per cent over 1994. The industrial countries experienced a growth of 2.5 per cent over the previous year, while developing countries registered an average increase of 6 per cent.

- The volume of world merchandise exports expanded in 1995 by 8 per cent, below the 9.5 per cent increase in 1994, but w^ll above the 5.5 per cent average annual gain for the previous 10 years. Virtually all the regions shared the modest slowdown in growth in the volume of world merchandise trade in 1995.

- The total OECD industrial production index in 1995 rose moderately by 2.8 per cent to 106.6 from 103.7 in 1994 (1990-100).

- I^^orld seaborne trade marked the tenth consecutive annual increase in 1995, reaching a new record at 4.65 billion tons. The annual growth rate continued to rise, registering 3.7 per cent, which was the highest since 1990.

- The tot‹al maritime services in ton-miles in global trade rose in 1995 by 3.0 per cent to 20,190 billion, as compared to 19,b00 billion in the previous ^ear.

Development of the world fleet

- The world merchant fleet continuously expanded to 734.9 million dwt by the end of 1995, represendng a ^.1 per cent increase over 1994. This fleet expansion reflected both increased newbuilding deliveries (32.8 million dwt) as well as reduced tonnage broken and lost (17.9 million dwt).

- The combined share of the world fleet of developed market-economy countries and the major open-registry countries was the same in 1995 as in the previous year (71.5 per cent). The developing countries' share of the 1995 world total fleet marginally increased to 18.7 per cent.'

' This f]gures is not readily comparable to Ogures given in earlier issues of the Review of Maritime Transport, due to the reclassification of Malta and ¥anuatu as major open-registry countries (see also Explanatory Notes and Eox 1).

Productivity of the world fleet and supply and demand in world shipping

- The main operational productivity indicators for the world fleet continued to improve in 1995. Tons of cargo carried per dwt stood at 6.33, which was higher than the 1994 level of 6.23 and a record-high. Ton-miles performed per dwt al^o continued the upward trend to reach a n^w record of 2? 473.

- The world total su^lus tonnage decreased to 5©.8 million dwt (the lowest since 1988), representing a record low of 6.9 per cent of the 1995 world merchant rteet. The 8иф1ш capacity in the oil tanker sector and the dry bulk sector declined by 26.2 per cent and 11.8 per cent respectively over 1994 to 28.8 million dwt and 17.9 nrillion dwt, respectively.

Shipbuilding, second-hand market and demolition

- The 1995 overall newbuilding contracts for main types of vessels were less than those in 1994, registering 41.4 million dwt. Shipbuilding activities in terms of deadweight were mainly concentrated on dry bulk carriers, tankers and container vessels, accounting for 50.5 per cent, 21.8 per cent and 20.5 per cent respectively of the total tonnage of the main ^^pes.

- The world total deliveries of newbuildings increased in 1995 b^ 17.9 per cent in gross-registered tons over 1994, registering ^^.2 million grt. Shipyards of developed market-economy countries maintained their predominant share of 62.0 per cent.

- In the second-hand market for rtve-year-old tankers, prices in 1995 improved in most segments specifically handy-si^e product tankers, as compared to 1994. For dry bulk carriers, a substantial increase in prices for 70,000 dwt class, modern vessels was recorded, whilst a signirtcant decline for 150,000 dwt class tonnages was observed. The total dry bulk carrier and tanker tonnages traded increased by 33 per cent to 36.4 million dwt as compared to 27.4 million dwt in 1994.

Port development

- World total container port tra^rc continued to expand in 1994 at the growth rate of 10.4 per cent over 1993, reaching 124,904,000 TEU, of which 01,800,000 TEU were handled at the ports of developing countries standing at 49.5 per cent (38.0 per cent in 1993).

Freight markets

- The overall 1995 liner freight index continued to fall to the average level of ?1, which was a three-point decline fronr the average of 1994 and the record low since 1988 (1985=100).

- The improvement in the 1995 dry bulk charter markets was attributed, /«ŧ^ʏ *alia,* to an estimated increase of 5.8 per eent in the seaborne trade of the three major dry bulk commodities.

- In the cnrde oil tanker markets, based on the relatively favourable sppply/dc^and conditions, overall freight rates improved in 1995, specifically for larger tankers, while the up^rn in rates for other types of tankers was moderate throughout the year. Un the other hand, small product carriers and handy-si^e clean tankers experienced relatively stable markets throughout 1995.

- World total freight payments as a proportion of total import value declined to 5.4© per cent in 1994 from 5.44 per cent in 1993. The proportion of developed market-eOonomy countries and developing countries decreased to 4.^9 per cent and 8.^5 per cent respectively in 1994, as compared to 4.33 per cent and 8.33 per cent respectively in 1993.

Multimodal transport and technological developments

- The modern trade and transport markets demand highly sophisticated and adaptable organi^itions with a practical worldwide door-to-door and just-in-time logistics capabili^. The shipping and related transport industry observed a hrrther

development of mega transport operators. These operators as global logistics suppliers involve not only owning larger containerships and a vast number of containers, but also having dedicated terminals, capahle agency and feeder services and efEcient inland logistics networks. The necessity to provide such comprehensive and worldwide services is encouraging large operators to consolidate their services, hence there has been an increasing trend towards large consortia.

Other developments

- The Negotiating Orou^ on Maritime Transport Services (NGMTS) of the World Trade Organization (WTO) con(inued negotiations on commitments in international shipping, auxilia!y services and access to and use of port facilities with the aim of eliminating market access restrictions in the maritime transport sector. Work has continued in 1996 to reach an agreement on progressive liberalization before the deadline established by the Ministerial Decision on Maritime Transport Services taken at Marrakesh in April 1994.

Review of regional developments - Sub-Saharan Africa

- In 1995, the economic activities of sub-Saharan African countries proved to be on a favourable trend, *inter alia,* the exports expanded by 14.3 per cent in value and 7.5 per cent in volume over 1994, and the imports also increased by 11.8 per cent in value and 5.6 per cent in volume. Real GDP also rose by about 5.م per cent over 1994.

- The total tonnage in deadweight of all the sub-Saharan African developing countries had decreased from 0.29 per cent of the world total in 1980 to 0.19 per cent in 1995. General cargo ships and tankers were 0.55 per cent and less than 0.20 per cent respectively of the sector's world total in 1995, whilst no dry bulkers nor containerships had been registered in the regmn.

- The total liner cargo of both import (54 per cent) and export (46 per ce^) increased at the average annual rate of 5.3 per cent, reaching 16.5 million tons in 1995, of which 41-45 per cent were loaded or discharged on the West coast. A similar volume was moved to or from the Southern coast, of which ahout two thirds were reported])? traded by South Africa.

A total of 149 full-eontainerships with the carrying capacity aggregating 176,800 TEUs were operated in African trades in 1994, of which 91 ships with 12^,500 TEUs were operated on the trade routes of Southern Africa, 33 ships with 37,700 TEUs in West Africa and 16 ship,s with 16,600 TEUs in East Africa.

€oal, iron ore and grain are the major dry hul^ cargoes traded by the subregions of sub-Saharan Africa. Coal exports from the Southern coast, which were hrlly dominated by South Africa, reached 56 million tons in 1995. Iron ore shipments were made from, the West coast and the Southern coast, combined exports aggregating 19.8 million tons in 1995.

The 1995 grain imports exceeded 5.0 million tons, of which more than half were imported from the United States.

Exports of crude oil reached 103.9 million tons, of which the major part was produced in West and Central Africa.

Ereight costs of land-lockd countries for the period 1990-1993, constituted a higher proportion of total import value than those of countries with direct sea access. In West Africa, Burkina Faso represented a higher percentage (^1.67 per cent) than Benin (16.76 per cent). Mali's proportion (^9.57 per cent) was also much higher than that of C6te d'Ivoire (19.3^ per cent). Niger's proportion (14.53 per cent) was also high, compared to those of neighbouring countries with sea ports, such as Togo (13.88 per cent) and Nigeria (9.5^ per cent). In the Central Africa, Rwanda represented ^9.91 per cent, much higher than Anya's proportion (13.81 percent). As regards Southern African land-locked countries, Gambia (16.4^ per cent) and Zimbabwe (1^.85 per cent) paid a Irigher cost than Mozambique (10.55 per cent).

Box

Vessel and registry groupings used in the Review of Maritime Transport

As in the grevions year's *Review,* f!ve vessel groupings h^ve been used throughout most shipping tables in this report. The eut-off point for all tables based on data from Lloyd's Maritime Information Services Ltd. is 100 grt, exeept those tables dealing with ownership where the cut-off level is 1,000 grt. The groups aggregate 20 principal types of ve,ssel categories, as noted below.

Review group	Constituent ship types
Oil tankers	©il tanlrers
Bulk carriers	Ore and bull‹ carriers, ore/bulk/oil carriers
Oeneral cargo	Refrigerated cargo, specialised cargo, ro-ro cargo, cargo (single- and multi-deck), general cargo/passenger
Oontainerships	Fully cellular
Other ships	Oil/chemical tankers, chemical tankers, other tankers, li^uefred gas carriers, passenger ro-ro, passenger, tank barges, general cargo barges, fishing, offshore supply, and all other types
Total ah ships	Summation of all the above-mentioned vessel types

With the formation of new States in Eastern Furope, the registry situation as at 31 December 1995 had changed. Lloyd's Register advises that vessels are only allocated to a new register after confirmation that a new registry has been created and ships entered into a registry. The following guidelines are offered by Lloyd's Maritime Information Services Ltd. for the Review of Maritime Transport, 1995 tables relating to fleet development.

Former USSR

(i) Confirmation has been received from the Azerbaijani (AZ£), Bstonian (BTN^
Razakstan (KAZ), LaNian (LAV), Lithuanian (LTH), Russian (RUS), Turkmenistan (TUR) and Ukrainian (UKE) registries, and these ftag codes have been created and maintained.
(ii)' The other republics, Armenia (ARM), Belarus (BBL), Ryrgyzstan (•^), Moldova (MOL), Tajikistan (TAJ), and Uzbekistan (UZB), have not confirmed the establishment of registries, Lloyd's Register has however, received information from the Russian Registry as tlag arrangements are still coordinated through this body. In conse‹uence, ships have been coded where appropriate. Only a handful of ships are still held under the USSR Hag (USR) where no confrrmation has been received.

Former Yugoslavia

Ships have been allocated to either Croatia (CRT) or Slovenia (SLO). Any as yet unallocated have been left under Vugoslavia (YUG).

Major open-registry countries

Contrary to the majority of tables in previous issues of the *Review,* this group of countries now consistently contains the ftags of Bahamas, Bermuda, Cyprus, Liberia, Malta, Fanama and Vanuanr,

Source: Lloyd's Maritime Information Services Ltd. (London).

Chapter I

DEVELOPMENT OF ^NTE^N^T!ON^L ^E^DO^NE TD^DE

The initial chapter ofthe Review ofMaritime Transport provides an overview ofthe demand for global shipping services, together with background information on the world economic situation and a review of developments in world seabome trade.

A. World economic background

I. World economic development continued along a positive path in 1995. ^he world real GDP expanded by 3.7 per cent over 1994, and that of industrial countries grew by 2.5 per cent as compared to 3.1 per cent in 1994. Uowever, the pace of economic expansion in the industrial countries slowed somewhat in the Erst half of 1995. Countries such as the United States, Canada and the United kingdom that had experienced a strong upswing in 1994, recorded more moderate growth in 1995, reEecting an adjustment ofthe previous year's boom. In 1995, economic activity renrained relatively strong in Germany, France, Italy and several other continental Furopean countries, still recovering from the 1992-1993 recession. Зарап, which experienced one of its most serious economic slowdowns in the post-war period was recovering steadily, albeit marginally, from the recession during the period 1994-1995, recording growth of 0.5 per cent for 1995. Growth in developing countries averaged 6 per cent in 1995. The maintenance of market conEdence and the continued solid economic performance by a large number of countries proved to be testimony to the substantial progress throughout the developing world. Among the regional groups of countries, Asia was particularly strong with an average rate of growth of 8.7 per cent over the previous year, including China with an annual growth rate of II.4 per cent. Growth in Africa improved, reaching 3.0 per cent in 1995 from 2.6 per cent in 1994, with the adoption of market-oriented policies in an increasing number of countries. Countries in transition experienced a Efth consecutive year of decline (-2.1 per cent in 1995), although the ratio of downPirn was much improved compared to those for the previous years. The economic performance varies considerably across the countries in transition, largely reEecting differences in stages of economic stabilisation and restructuring. The real GD? ofthe Russian Federation, Ukraine and most Transcaucasian and Central Asian countries continued to deciine in 1994 and the Erst half of 1995, though to a lesser extent than in the earlier part of the decade.^

2. The volume of world merchandise exports expanded by 8 per cent in 1995, slightly below the 9.5 per cent increase in 1994, but well above the 5.5 per cent average annual gain for the previous 10 years. Virtually all the regions shared in the modest slowdown in growth ofthe volume of world merchandise trade in 1995. Un the export side, Latin America was the only region to report accelerated growth. As for imports, every region reported slower growth with the slowdown being particularly sharp in North America and Latin America.

3. In 1995, the performance of Latin America, where export growth accelerated at 11.5 per cent (9.5 per cent in 1994) and import growth slowed dramatically (from 13.5 per cent in 1994 to 4.5 per cent in 1995), was directly related to the crises in Mexico and Argentina. Mexico's merchandise exports were estimated to have increased by more than one quarter and those of Argentina by about 20 per cent. Imports into both countries, in contrast, declined by about 15 per cent in volume terms. Urowth in the volume of North America's imports slowed $^aф1y in 1995 to 7.5 per cent. Thus, for the Erst time since 1991, import growth remained below the world average. For merchandise exports, the moderate overall deceleration in growth from nearly 10 per cent in 1994 to 8.5 per cent in 1995 was entirely attributable to the sharp slowdown in Canada's export volume growth (from 16 per cent in 1994 to 8.5 per cent in 1995).

4. Uespite slower growth in West Furopean domestic demand (around 2 per cent), the volume of merchandise imports in 1995 was up 7.5 per cent (8.5 per cent in 1994). The slowdown observed for the European Union, and in particular for Uermany, the United kingdom and Italy, was partly offset by

an acceleration of imports into the Netherlands, Spain and Turkey. Western Europe's merchandise exports expanded by 7 per cent, somewhat less than the global average (8.0 p^r cent) due to the market slowdown in interregional exports. A sharp deceleration was observed for exports from Germany and the United kingdom, while in Italy and Austria export growth exceeded 10 per cent.

5. Although Asia's import growth of 13 per cent in 1995 was somewhat less than in 1994, it exceeded the world average (8.5 per cent) for the fourth consecutive year. It was also the fourth consecutive year in which the volume of imports into Asia expanded more rapidly than exports. Although there was a slight deceleration in the imports into the six East Asian traders (Uong Kong, Republic of Korea, Malaysia, Singapore, Taiwan ?rovince of China and Thailand), the group as a whole reported an expansion of imports nearly twice the world average to 15.0 per cent. No ofEcial volume was available on China's import growth, but it can be estimated that import growth remained well below the Asian region's overall import expansion level in 1995 (13.0 per cent). As for Asia's exports volume growth, the deceleration to 9.5 per cent observed in 1995 was attributable mainly to the marked deceleration in the exports from China, Singapore, Australia and Indonesia. Although Japan's export gro^ edged up marginally in 1995 (to 2.5 per cent) it remained sharply below the world average (8.0 per cent) for the fifth consecutive year.

6. The countries of Central and Eastern Europe and the former USSR continued to expand their exports at a rate of 9.5 per cent in 1995, which was well above the world average for the third consecutive year. As regards imports, growth was estimated to have remained at 6.5 per cent, also for the third consecutive year.-ŧ•'

7. Another fundamental indicator for the global maritime sector is industrial production of the GECD countries. Graph 1 indicates the correlation between the annual change in GECD industrial production and world seaborne trade. In 1995 the total OECD industrial production index (1990=100) rose moderately by 2.8 per cent to 106.6 from 103.7 in 1994 when it had experienced a substantial increase of 4.4 per cent. This rise primarily reflects a 3.1 per cent production increase in the United States (5.4 per cent in 1994) and another similar 3.3-per-cent increase in the OECD European countries (4.9 per cent in 1994). Japan yielded an increase of 3.1 per ce^ to 96.0 from 93.1 in 1994 when a mere 1.2 per cent increase was made.- World seaborne trade also increased in 1995 for the third consecutive year, at an increased rate of 3.7 per cent over the previous year (3.0 per cent in 1994). ^he trade in manufactured goods was up 4.5 per cent in 1995, while tan^r cargoes and main dry bulk commodities increased by 2.1 per cent and 5.3 per cent respectively (see table 1).

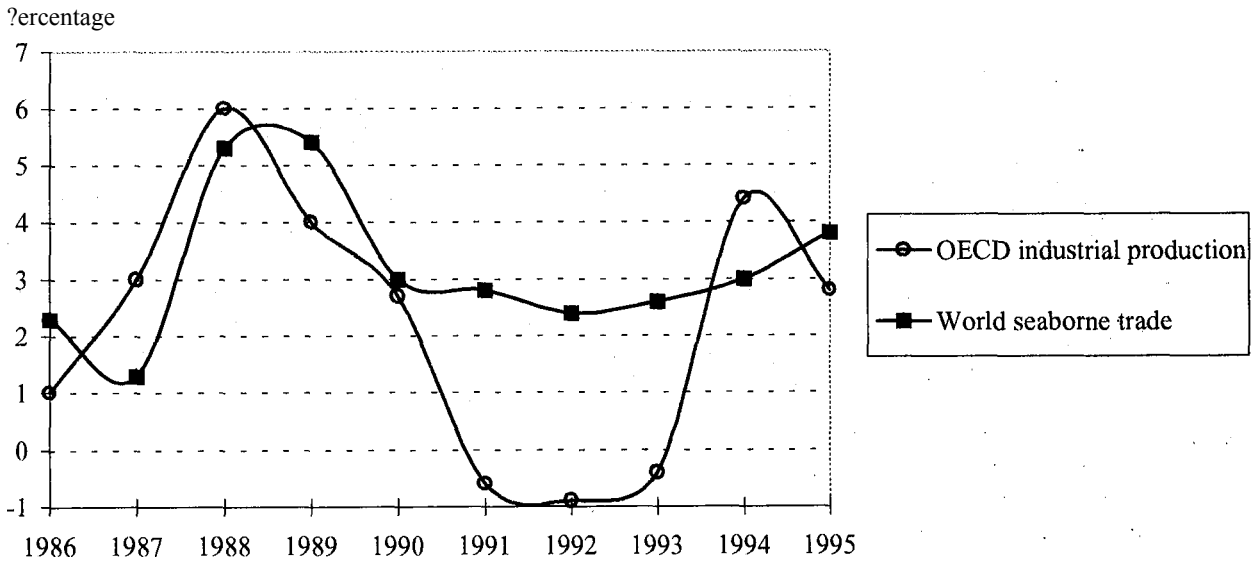
B. World seaborne trade

8. World seaborne trade continued to expand in 1995, as indicated in table 1 and graph 2. Total cargo tonnage marked the tenth consecutive annual increase, reaching a new record at 4.65 billion tons. The annual growth rate also continued to turn upwards, registering 3.7 per cent, which was the highest since 1990, and above the average annual rate of growth of 3.2 per cent over the period 1986-1994. By broad segments of maritime trade, tanker shipments represented 44.1 per cent of the total 1995 seaborne trade, increasing by 2.1 per cent to 2,050 million tons. The 1995 percentage growth was the second lowest since 1988. The volume of total dry bulk seaborne commodities registered a remarkable increase of 5.0 per cent to 2,601 million tons in 1995, with the volume of main dry bulk commodities accelerating even more by 5.3 per cent to 1,082 million tons.

9. World oil production continued to rise in 1995, growing by 1.8 per cent to 3,261 million tons, largely as a result of another surge in non-D?E€ production. OPEC's share of the world market was squeezed again, falling to 41.18 per cent from 41.38 per cent in 1994. OPEC output increased b^ 1.31 per cent to 1,342.8 million tons from 1,325.4 million tons, while non-OPEC supply grew by 2.15 per cent from 1,877.9 million tons to 1,918.3 million tons, causing world supply to increase by around 58 million tons over 1994ء Crude oil shipments increased moderately by 1.8 per cent to 1,428 million tons in 1995 from 1,493 million tons in 1994. Oil product shipments continued to increase by 3.3 per cent to 380 million tons in 1995, with continued large increases to countries in South-East Asia and the Par East. On the contrary, imports into the JJnited States fell considerably.^

Graph 1

Annual change in OECD industrial production and world seaborne trade, 1986-1995



Source: OECD, *Main Economic Indicators*, March 1996.

19. Volumes of dry bull‹ shipments showed overall strong growth in 1995. World crude steel production ‹moderately increased by ^.5 per cent to 748 million tons. The share of the European Union expanded in 1995 by ^,8 per cent to 155,9 million tons. The main contributor to this growth was Italy with an increase of 6.2 per cent over 1994. Asia also showed favourable growth of 2.7 per cent for 1995, registering 279.3 million tons. Japan and the Republic of Korea were ma)or contributors, representing an increase of 3.4 per cent and 8.9 per cent respectively over the previous year, whereas China made a marginal increase of 9.4 per cent. North America registered 129.6 million tons or an expansion of 3.8 per cent in 1995 over 1994, with the fourth consecutive year of increase.^^ ^aw material shipments to the steel industry thus augmented in 1995. Iron ore shipments grew by 4.4 per cent from 383 million tons to 499 million tons, and the col‹ing coal trade also expanded by 4.3 per cent from 164 million tons to 171 million tons. Thernral coal shipments showed a remarkable grov^h rate from 219 million tons to 236 million tons, principally due to strong growth in ^hort-haul inter-Asian trades. Grain shipments substantially increased by 7.6 per cent from 184 million tons to 198 million tons, Australia and Canada reduced their shipments in 1995 by 56 per cent and 23 per cent respectively over 1994. These reductions were compensated by exports fi'om the United States and Argentina whose shipments expanded by 35 per cent and 30 per cent respectively . The trades of primary aluminium products improved tremendously as world production increased in 1995 by 13.8 per cent to 17.3 million tons as compared to those in 1994, primarily due to a growth of 48,6 per cent in Western Europe.^^

IT Shipments of "other dry cargo", mainly general cargo including unitized cargo increased by 4.8 per cent over 1994. Total world liner shipments of containerized cargoes in 1995 were estimated to have reached 35.8 million TEUs, an increase of 11.9 per cent as conipared to the record of the previous year. The United States continued to be active in 1995, rising by 11.1 per cent to 13.5 million TEUs for combined imports and exports (7.8 per cent for imports and 15.9 per cent for exports). Europe's imports and exports registered an increase of 6.7 per cent, representing 14.4 million TEUs in total (8.9 per cent for imports and 4.8 per cent for exports). Japan continuously enlarged its import and export trade by 9,6 per cent to 6.7 million TEUs (1^.6 per cent for imports and 5.9 per cent for exports). Far Eastern NlEs substantially expanded their exports and imports by 17.9 per cent to 19.8 million TEUs (18.3 per cent for imports and 15.4 per cent for exports).-

Box 2

Strong energy demand predˈcted
Ucean Shipping report sees sustained growth in oi>, coal and LNG shipping markets over next 10 ^ears

Strong growth in world energy demand and in the oil, coal and liquefied natural gas (LNG) shipping markets is foreeast over the next 10 years. Developed countries will aeeount ^r less than half of glohal energy and oil demand by ^010 with vessel demand in the cmde trades rising by more than 13 per cent by ^000. further growth and some subsequent decline should leave the level of demand by 2005 some 21 per cent above present rates. Ocean ^hipping Gonsultants prediets in a new report entitled "Energy Shipping to 2005; Market ?rospects for Oil, Goal and LNG Shipping".

In the oil produets market, the report suggests the projected increaˈse in long-haul trades from the Middle East to Europe, North America and Asia will see vessel employment rise 36.5 per cent by 2000 and 46 per cent by 2005, The world tanker fleet is set to deGine from its current 26? million dwt to around 251 million dwt by 2000, but subsequent expansion will take it up to 291 million dwt by 2005, an overall growth of 9.5 per cem.

LNG imports by region (millions of tonnes)

	1993	1994	1995	1996	199?	1998	1999	2000
Western Europe	14.19	16.05	16.35	17.70	18.30	18.66	23.93	28.43
North America	1.75	1.75		1.75				ةة:أ
Eastern Europe					0			
South East Asia	44.48	50.00	55.78	56,53		69.88	72.38	?6 67
Middle East								2.50
TOTAL	60.42	67.80	73.88		83.88	90.29	98.59	114.38

Source: Ocean Shipping Consultants.

While the large tanker sectors (100-200,000 dwt and 200,000 dwt-plus) are set to expand by 6 per cent and 18 per cent respectively, the 50-100,000 dwt range will contract by 4.5 per cent according to the report.

In contrast with oil, demand for steam coal is forecast to experience sustained and rapid growth in seaborne trade. By 2000, seaborne imports are forecast to ris^ b^ 41 per cent to 300 million tons a year, compared with 212 million tons in 1994.

A^ia is forecast to be accounting for 49 per cent of global steam eoal imports by 2000 with the bul^ of the growth coming from)apan. South Norea and Taiwan. The relatively new exporters, Indonesia, ^ene^la and Golombia, are expected increasingly to inBuence the steam coal trades. The growth in trade is forecast to mean an increase in steam coal shipping of 39 per cent by 2000, to 1,556 billion tonne-miles, with a further increase to 1,707 billion tonne-miles by 2005.

For the coal trades as a whole (coking and steam), however, the report forecasts that
18 per cent in the second half of the 1990s, shipping demand will fall by 2.5 per cent. For the period 1993-2000, global consumption of LNG is forecast to grow b^ 32 per cent with a further increase of 23 per cent by 2005, most of the extra demand coming from developing countries, especially in the Middle East and East Asia. World trade of LNG is forecast to increase by 89 per cent in 1993-2000, with trade to western europe forecast to double and trade to South-East Asia up by 72 per cent. Beyond 2000, Ocean Shipping sa^s there will be a need for further new projects to meet demand.

Source: *Lloyd's List* (London). 5 July 1995.

Table 1

Development of international seaborne trade, a/ 1970. 1975. 1980 and 1985-1995
(Estimates of goods loaded)

Year	Tanker cargo		Dry cargo				Total (all goods)	
			Total		of which: main bulk commodities b/			
	Millions of tons	?ercentage annual change	Millions of toms	Tercentage annual change	Millions of tons	?ercentage annual change	Millions of tons	?ercemage annual change
1970	1 440		1 165	13.0	448	16.0	2 605	0
1975	1 644	10.0	1428	-3.0	635	-5.0	3 072	-4,
1980	1 871		1 833		796	4.5	3 704	
1985	1 459		1 923		857	2.9	3 382	**-0**
1986	1 514		1 945		834		3 459	
1987	1 506	-0.5	1 999		875	4.9	3 505	
1988	1 587		2 105		940	7.4	3 692	
1989	1 692		2 199	4.5	965	2.7	3 891	
1990	1 755		2 253		968	0.3	4 008	
1991	1 790		2 330	3.4	1 005		4 120	
1992	1 860		2 360	1.3	990		4 220	
1993	1 945	4.6	2 385		993	0.3	4 330	
1994	2 007		2 478		1 028		4 485	
1995 c/	2 050		2 601		1 082		4 651	

Sources: Based on data from the United Nations Statistical D^ce; Teamleys (Oslo), *World Bulk Trades 1994* and *Review 1995,* UNCTAD data bank and other specialized sources.

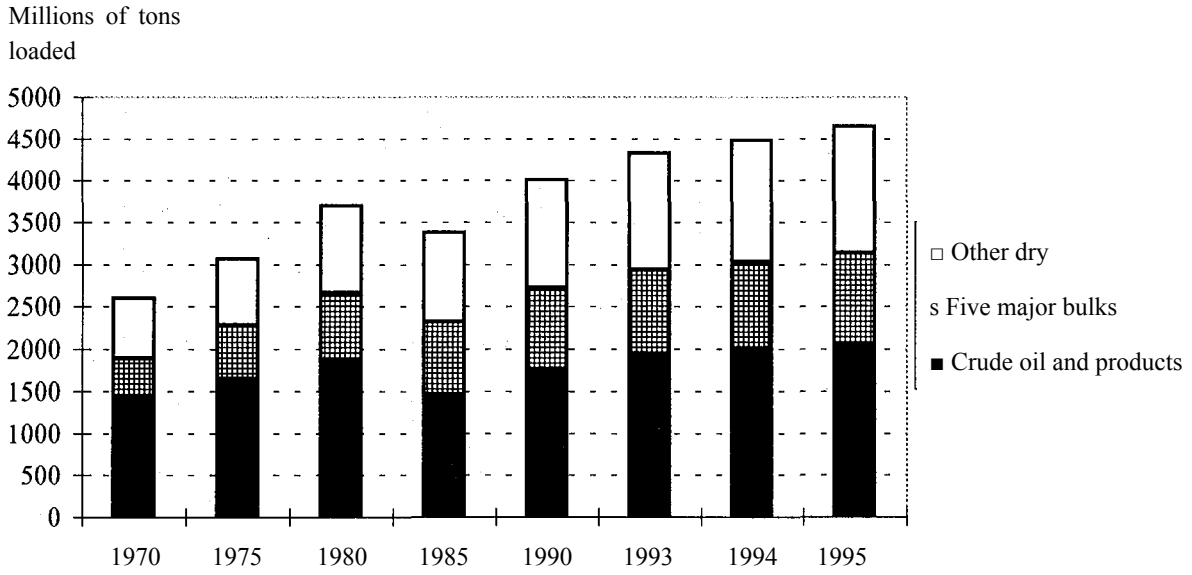
a/ Including international cargoes loaded at ports of the Creat Takes and St. Tawrence system for unloading at ports of the same system.

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

d f^CTAD preliminary estimates.

Graph 2

International seaborne trade for selected years



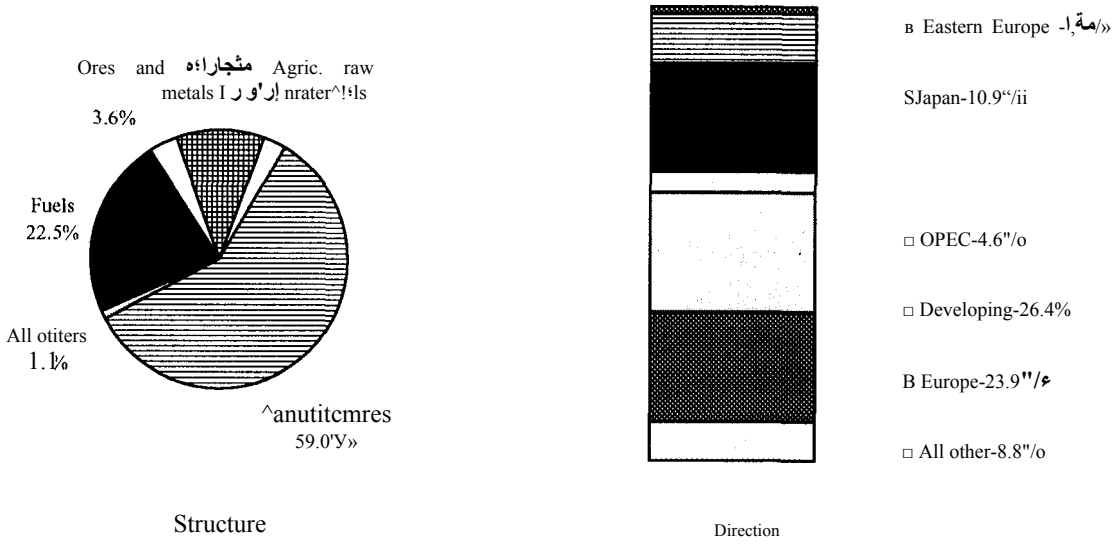
s; *Review ofMaritime Transport,* various issues.

12. Graph 3 illustrates the export structure and direction of trade of developing countries. The direction of the developing countries' exports by value is indicatdd, with 58.6 per cent of the total destined to developed market-economy countries and 26.4 per cent within the developing countries for 1992, as compared to 60.6 per cent and 26.0 per cent respectively for 1991. The structure of exports by value comprises five broad categories, of which manufacftired goods, ftiels and all food items are the dominant cargoes, accounting for 92.5 per cent of the 1992 total (92.0 per cent for 1991).

13. Table 2 provides data on total demand for shipping services expressed in ton-miles. Whereas world seaborne trade in volume increased by 3.8 per cent to 4,678 million tons in 1995, the total shipping performance measured in ton-miles increased by 3.0 per cent to 20,190 billion ton-miles. The world seaborne oil trade increased by 1.8 per cent in volume after a healthy demand growth came from non-0?£C sources, and the average shipment distance for crude oil decreased. Consequently, shipping requirement,ᵠ also decreased by 1.2 per cent to 7,380 billion ton-miles. Oil product shipments in 1995 increased by 3.3 percent to 380 nrilhon tons, with continued large expansion to countries in South-East Asia and the Far East, but with substantially reduced imports by the United States. Fhe overall ton-miles for oil product shipments increased by 4.3 per cent to 1,940 billion ton-miles. Fransport se^ices for non-oil shipme^s grew by 5.8 per cent, with coal up by 3.8 per cent to 2,090 billion ton-miles, iron ore up by 5.3 per cent to 2,280 billion ton-miles and grain up by 12.9 per cent to 1,120 billion ton-miles. The particularly important increase in shipping demand ill the grain trades rejects the observed shift in supply to Argentina, involving long transport distances.

Graph 3

Export structure and direction of trade for developing countries
(1992 percentage distribution by value)



ء: UNCTAD, *Handbook of International Trade and Development Statistics, 1994* (United Nations publication, Sales No. E/F/.95.I1.D.15), Table 3.2, pp. 72 -73.

Table 2

World seaborne trade by types of cargo. 1970. 1980 and 1985-1995
(Billions of toir-tniles)

Year	Gil		Iron or^	Coal	Grain a/	Other cargo	Total trade
	Cmde	Products					
1970	5 597	890	1 093	481	475	2 118	10 654
1980	8 385	1 020	1 613	952	1 087	3 720	16 777
1985	4 007	1 150	1 675	1 479	1 004	3 750	13 065
1986	4 640	1 265	1 671	1 586	914	3 780	13 856
1987	4 671	1 320	1 728	1 653	1 061	3 840	14 273
1988	5 065	1 445	1 919	1 719	! 117	4 040	15 305
1989	5 736	1 540	1 983	1 798	1 095	4 250	16 402
1990	6 261	1 560	1 978	1 849	1 073	4 440	17 161
1991	6 757	١ 530	2 008	1 999	1 069	4 510	17 873
1992	6 970	1 620	1 896	2 001	1 091	4 650	18 228
1993	7 391	1 775	2 001	1 949	1 038	4 840	18 994
1994	7 469	1 860	2 165	2 014	992	5 100	19 600
1995	7 380	1 940	2 280	2 090	1 120	5 380	20 190

Source: Fearnleys (Gslo), *Review 1995.*

a/ Including wheat, maize, barley, oats, rye, sorghum and so^a b^ans.

14. Summarised data on world seaborne trade by major cargo segments and country groups are provided in table 3 and graph 4. In terms of regional distribution, developing countries registered a marginal increase in their export share of oil products and dry cargoes in 1995, which was, however, overcompensated by a relative reduction in crude oil exports. Gonsequently, their total exports have declined marginally from 5d.8 percent in 1994, whilst their share for unloading slightly increased to 26.9 per cent (26.8 per cent in 1994). Within the group, Asian countries continued to expand their share in world trade in 1994 to 27.2 per cent for loading (26.9 per cent in 1993) and 17.8 per cent for unloading (17.6 per cent in 1993). In 1994, American countries maintained their share at the same level as in 1993 for both directions of trade. On the other hand, the share of African trades continued to diminish in 1994 to 19.1 per cent for loading and 4.1 per cent for unloading, as con^aredto 1©.2 per cent and 4.2 per cent respectively in 1993. Developed nrar^t-economy countries experienced a marginal increase in 1995 to 43.8 per cent for loading and remained at the same level as in 1994 for unloading (67.9 per cent). The share of countries of Central and Eastern Europe continued to decrease in 1995 to 3.5 per ce^ for loading and 3.0 per cent for unloading. Similarly, that ofthe socialist countries of Asia htrned downward in 1995 to ^.1 per cent for loading from 2.2 per cent in 1994, when it had turned upwards aEer stahili^ing at ^.1 per cent since 1991. Conversely their share for unloading continued to increase marginally in 1995 to ^.2 per cent from 2.1 per cent in 1994.

15. A forecast of world seaborne trade by main cargo sectors from 1996 to 2005 is provided in graph 5. The World Sea Trade Service (WSTS) forecasts that the trade, estimated at 3,^65 million tons for 1995 will increase by an average of 4.1 per cent per year over the decade, reaching 5,454 million tons by ^005. Dry bul^ cargo and oil tanker cargo are projected to increase at a rate of 4.5 per cent and 2.6 per cent per year to 1,685 million tons and 2,168 millioii tons respectively by 2005. ^he combined containerised and other general cargoes, estimated at the average annual growth rate of 6.4 per cent, are forecast to reach 1,601 million tons by the year 2005.

Table 3

World seaborne trade a/ in 1970, 1993. 1994 and 1995 (est.)
by types of cargo and country groups *bI*

Country group	Year	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all	Gil		Dry cargo	Total all
		C^de	?roducts			Cntde	?roducts		
		(Trade in millions of tons)							
World total	1970	1 110	330	1 165	2 605	1 101	302	1 127	2 530
	1993	1 443	502	2 385	4 330	1 465	480	2 477	4 422
	1994	1 498	509	2 478	4 485	1 508	490	2 575	4 573
	1995	1 532	518	2 601	4 651	1 550	508	2 685	4 743
		(?ercentage share of each category of goods in total)							
World total	1970	42.6		44.7	100.0	43.5	11.9	44.6	100.0
	1993	33.3	11.6	55.1	100.0	33.1	10.9	56.0	100.0
	1994	33.4	11.3	55.3	100.0	33.0	10.7	56.3	100.0
	1995	33.0	11.1	55.9	100.0	32.7	10.7	56.6	100.0
		(?ercentage share of trade by groups of countries)							
Developed market-economy countries	1970	2.0	27.1	60.0	31.1	80.4	79.6	79.1	79.9
	1993	13.9	33.7	62.7	43.0	73.0	81.9	61.8	67.7
	1994	13.3	33.6	63.2	43.2	73.3	822	62.1	67.9
	1995	14.0	33.8	63.3	43.8	73.5	82.3	61.9	67.9
Countries of Central and Ea.stern Europe (including the former USSR)	1970	3.4	8.0	6.9	5.6	1.2	1.0	3_g	2.3
	1993	3.9	10.1		4.3	1.7	0.2	5.0	3.4
	1994	3.0	9.0	3.2	3.8	1.5	0.2	4.8	3.2
	1995	2.6	8.5	3.0	3.5	1.3	0.2	4.6	3.0
Socialist countries of Asia	1970	▪	▪	1.2	0.5	0.5	0.1	2.0	1.2
	1993	2.4	0.9	2.2	2.1	0.3	0.4	3.4	2.0
	1994	2.5	0.9	*11*	2.2	0.3	0.4	٩٩	2.1
	1995	2.4	0.8	2.2		0.3	0.4	3.6	2.2

Table 3 (continued)

County group	¥^ar	Goods loaded				Goods unloaded			
		Oil		Dry cargo	Total all	Oil		Dry cargo	Total all goods
		Cmde	?roducts			Cmde	?roducts		
Developing countries	1970	94.6	64.9	31.9	62.8	17.9	19.4	15.1	16.6
	1993	79.8	55.3	31.8	؟06	25.0	17.5	29.8	26.9
	1994	81.2	56.5	31.4	50.8	24.9	17.2	29.6	26.8
	1995	81.0	56.9		؟06	24.9	17.1	29.9	26.9
of which in:				ص					
Africa	1970	25.5	^.4	9.1	15.2	1.7	4.7	3.6	2.9
	1993	21.4	7.1	4.0	10.2	٩١	2.1	4.0	4.2
	1994	21.7	70	3.8	10.1	5.2	2.0	3.9	4.1
America	1970	12.2	35.4	13.8	16.0	10.5	5.6	4.4	7.2
	1993	13.4	11.8	13.1	13.1	5.4	3.4	4.0	4.4
	1994	13.8	170	13.0		د.د	د.د	4.0	4.4
Asia	1970	56.9	27.0	8.1	31.3		8.5	6.7	6.4
	1993	45.0	36.1	14.0	76 0	13.7	11.4	21.0	17.6
	1994	45.7	37.2	13.9	27.2	13.9	11.3	71 ١	17.8
Lurope	1970					▪	0.1	0.1	
	1993	·	0.2	0.3	0.2	0.6	0.3	0.7	0.6
	1994	-	0.2	0.3	0.2	0.5	0.2	06	0.5
©ceania	1970		0.1	0.8	0.4		0.5	0.3	0.2
	1993	·	0.1	0.4	0.2	·	0.3	0.1	0.1
	1994	▪	0.1	0.4	07	·	0.3	0.1	0.1

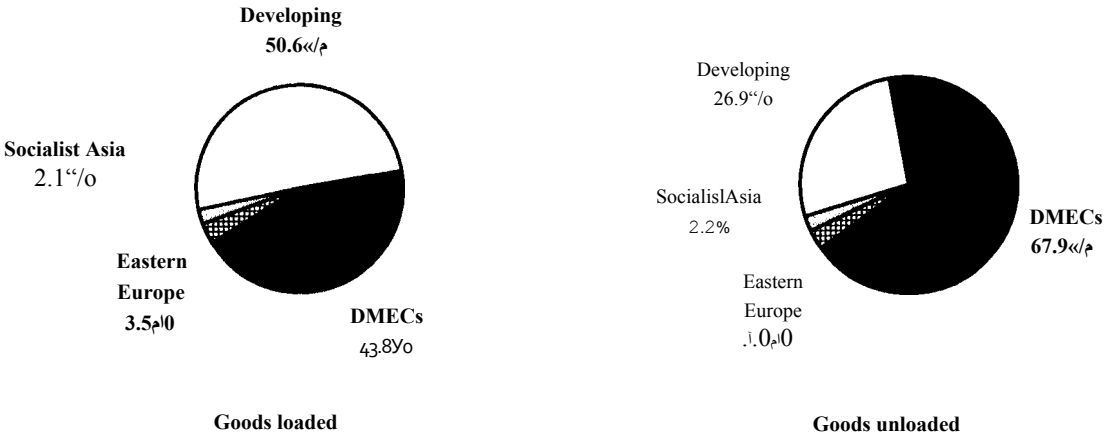
Sources: Based on statistics provided by the United Nations Statistical Office, the UNCTAD data bank, and other s^eciab?,ed sources.

a/ Including international cargoes loaded at ports ofthe Oreat fa^es and St. Lawrence system for unloading at ports ofthe same system, but excluding such traffic in main bul^ commodities.

b/ See annex 1 for the composition of these groups, and note 4 thereto regarding the recording of trad^ of land-locked countries.

World seaborne trade bv country groups

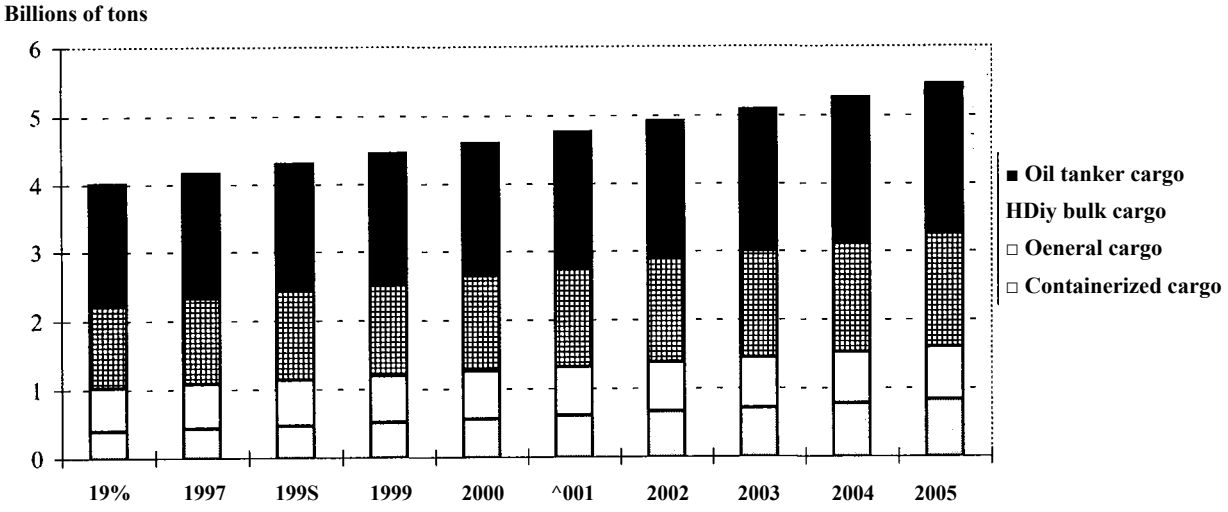
(Percentage distribution of toimage, 1995)



Source: UNCTAD data bank.

Graph 5

Forecast of world seaborne trade. 1996-2005



Source: D^/McGraw-Uill. *World Sea Trade Sen'icc.*

Chapter II

DEVELOPMENT OE THE FLEET

This chapter reviews the supply ofthe world maritime industry. The information and data comprehensively cover structure and ownership ofthe world fleet, the comparison ofcargo generation andfleet ownership, and a forecast for fleet development.

A. Structure ofthe world fleet

16. Table 4 presents comparative time series data on the world fleet for 1993, 1994 and 1995. The world merchant freet aggregated 734.9 million dwt by the end of 1995. This represents a 2.1 per cent increase over 1994, which moderately exceeded the 1.3 per cent increase in 1994. The higher rate of fleet expansion reflects both higher newbuilding deliveries (32.8 million dwt in 1995 as compared to 29.3 million dwt in 1994) as well as reduced levels of tonnage broken-up and lost (17.9 million dwt in 1995 as compared to 20.8 million dwt 1994 ط), leaving a net gain of 14.9 million dwt.

17. Ey vessel type, the combined tonnage of oil tankers and dry bulk carriers continued to dominate the world fleet. The former represented 36.4 per cent ofthe 1995 world total tonnage, as compared to 37.7 per cent in 1994 and the latter 35.6 per cent (34.8 per cent in 1994). The shares of general cargo ships and containerships were 14.2 per cent and 6.0 per cent respectively. Comparative data on ship-type structure indicate that the shares of ore/bulk carriers and containerships continue to increase, whilst those of oil tankers, ore/bulk/oil carriers and general cargo ships have been on the decline since 1993. Graph 6 illustrates the world fleet size trends by principal types of vessel for the 1980-1995 period.

18. The world freet of hrlly cellular containerships continued to expand both in terms of number of ships and their TEU capacity, reaching 1,771 ships of 2,720,000 TEU by the end of 1995, which represent an increase of 10.5 per cent in the number of ships and 14.9 per cent in TEU capacity over the previous year. Developments since 1993 show a 15.0 per cent annual average increase in the world total TEU capacity and a 2.2 per cent increase in carrying capacity per ship. Table 5 indicates developments in detail for the period 1993-1995.

19. Technological deyelopments haye continued to decisively shape the supply of container tonnage in 1995. ?articular developments have heen observed with regard to vessel sizes which have again increased dramatically rejecting operators' desire to reduce costs through economies of scale. In 1985 only around 10 per cent of the world containership capacity was provided by vessels of 2,500 TEU or more. In 1995 this share was already higher than 45 per cent of the existing fleet and more than 60 per cent of tonnage on order. This development is underlined by the lamrching in 1995 and the delivery in January 1996 of a new record-breaking containership, the "Regina Maersk" with a capacity of 6,000 TEU. The ship is employed on the Far East route. Plans continue to be discussed for the construction of ships of up to 8,000 س and the limiting factors to be overcome are not of technical but rather of an organizational/commercial nature. While potential size-related cost reductions are evident on a port-to-port basis, the establishment of an optimdm ship size in the context of door-to-door transport solutions is more difficult and could vary depending on trade routes and organizational sophistication.

20. In 1995 the world containership fleet continued to expand in open-registry countries to 33.0 per cent of the world TEU capaci^? as compared to 31.2 per cent in 1994. Conversely, the share of developed market-economy countries fell for the fourth consecutive ^ear to 30.4 per cent in 1995 from 33.7 in 1994. Thus, the combined share ofthe two groups decreased to 63.4 per cent from 65.0 per cent in 1994.

Table 4

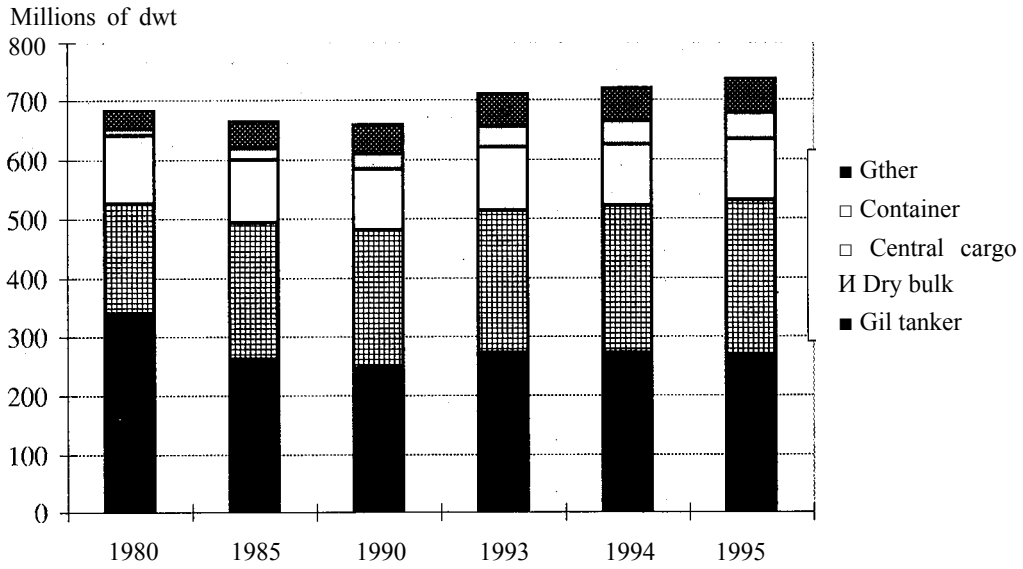
World fleet ' principal types of vessel, 1993-1995 a/
(Thousands of dwt)
(£nd-ɨ/ear Enures)

Principal types	1993	1994	1995	Percentage change 1994/1995
L 1ا tan^rs	271 222 *38.2*	270 997 *37.7*	267 651 *36.4*	
2. Bulk carriers	242 134 *34.1*	250 294 *34.8*	261 628 *35.6*	4.5
©re/bulk/oil	34 207 *4.8*	27 445	25 240 *3.4*	-8.0
©re/bulk	207 927 *29.3*	222 849 *31.0*	236 388 *32.2*	‘.‘
3. ©eneral cargo ships	106 866	103 731 *14.4*	104 145 *14.2*	0.4
4 ©ontainerships	34 848	39 005	43 849 *6.0*	■"‘
5. ©ther ^pes of ships	55 552 *7.8*	55 778 *7.8*	57 644 *7.8*	3.4
Liquefied gas carriers	13 388	14 044	14 691 *2,0*	
©hemlcal tankers	7 381	7 616	7 697	
Miscellaneous tankers	539	592 *0.1*	628 *0.1*	‘.‘
Perries and passenger ships	3 811 *0.5*	3 951 *0.6*	4 274 *0.6*	
©thers	30 433	29 575	30 354 *4.1*	
World total	710 622 *100.0*	719 805 *100.0*	734 917 *!000*	

Source: Lloyd’s Maritime Information Services Ltd. (London),

a/ Percentage shares are shown in italics.

World fleet size bv principal ифС5 of vessel: selected years 1980-1995



Source: klo>d's Maritinrc Information Services Ltd. (London).

2 !. The share of developing coumries in TEU capacity of the world fleet turned upwards to 16.7 per cent in 1995, the highest since 1991 when 17.1 per cent had been attained. This upward trend is attributed mainly to the increasing share of the developing countries of Asia (an increase of 39 ships with 70,000 TEU) which represe^s the major proportion (nearly 80 per cent) of the containership fieet registered in developing countries. The developing countries in America were another contributor to the increase with 19 more ships of 27,000 TEU moving up their share to 3.2 per cent in 1995 from 2.5 per ce^ in 1994. The share of other developing regions remained unchanged or practically non-existent.

22. Table 6 provides data on the age distribution of the world merchan fleet by ^pes of vessel and by groups of countries and territories. For the second consecutive year the average age distribution of the world fleet slightly improved in 1995. The average age of the total world fleet decreased marginally to 14.96 years from 15.0 years in 1994. By types of vessel, the average age of tankers fell to 14.97 years in 1995 from the previous year's average age (15.35 years). The share of tanker tonnage aged 15 years and niore decreased to 56.9 per ce^ in 1995 fi^om 58.8 per cent in 1994, mai\sy because comparatively ^ore older tankers were scrapped and newbuilding activities exceeded those of 1994..ص Ageing of the dry bulk carrier fleet continued in 1995 but with the average age slightly up to 14.63 years in 1995 versus 14.58 years in 1994, reflecting reduced scrapping activities in this sector. Containerships still represented the youngest fleet in 1995, albeit with an increase in average age of 1.4 per cent to 12.^0 years (1^.03 years in 1994).

23. By country grouping, developing coumries continued to show the lowest average age of all ships (14.23 years in 1995 versus 14.31 years in 1994) followed by developed market-economy countries (14.69 years in 1995 against 14.75 years in 1994), major opeir-regist^ cou^ries (15.46 years (۱۱ 1995, 15.81 years in 1994) and socialist cou\tries of Asia (17.16 years in 1995, 17.26 years in 1994). Countries of Central and Eastern Europe have the oldest fleet, with vessels built 10-14 years, and 15 and more years ^go representing 19.5 per cent and 63.2 per cent of their total fleet respectively (19.2 per cent and 60.3 per cent respectively in 1994).

Table 5

Distribution ofthe world fleet and TEU capacity of fully cellular containerships by groups of countries, 1993. 1994 and 1995
(End-year figures)

?lags of registration by groups of countries	Number of shi^s			TEU capacity and percentage shares a/		
	1993	1994	1995	1993	1994	1995
1. World total	1 423	1 603	1 771	2 092 204 *100.0*	2 366 720 *100.0*	2 720 092 *100.0*
2. Developed marlcet-economy countries	397	436	441	714 088	797 994	827 618 *30.4*
3. Ma)or open-registry countries	426	527	609	599 753 *28.7*	739 454 *31.2*	898 270 *33.0*
Total, 2 and 3	823	963	1 050	1 313 841 *62.8*	1 537 448 *65.0*	1 725 888 *63.5*
4. Countries of Central and Lastern Europe (including the former USSR)			50	35 343 *17*	37 698	29 502
5. Socialist countries of Asia		83	67	70 297 *3.4*	94 487	95 173
6. Developing countries	292	322	384	329 200 /ممج/	351 664 *14.9*	453 478 *16.7* ا
of which in: Africa	ء	ل	ء	585	585	4 779 *0.2*
America	‘‘	90	109	41 282	59 736	86 566 *3.2*
Asia	218	224	263	28؟ 49؟	287 370	357 282
Lurope	1	ء	4	574	2 833	3 711
©ceania	4	د	ؤ	1 264	! 140	1 140
7. ©ther, unallocated	180	178	200	343 523 *16.4*	345 423 *14.6*	416 051

Source: Lloyd’s Maritime Information Services Ltd. (London),

a/ Percentage shares are shown in italics.

Table 6

Age distribution ofthe world merchant fleet by types of vessel,
as at 31 December 1995
(?ercentage of total in terms of dwt)

Gountry grouping	Types of vessel	Total	0-4 years	5-9 years	10-14 years	15 years and over	Average age (years) a/	Average age (years) 1994 a/
World total	All ships	100	15.6	14.0	18.2	52.2	14.96	15.00
	Tankers	100	20.9	12.6	9.6	56.9	14.97	15.35
	Bulk carriers	100	12.3	15.5	25.9	46.3	14.63	14.58
	General car^o	100	7.4	10.2	19.8	62.6	17.01	16.61
	Gontainerships	100	26.0	19.0	17.5	37.5	12.20	12.03
	All o^ers	100	13.2	16.4	21.0	49.4	14.80	14.41
Developed market-economy countries	All ships	100	15.5	14.7	20.1	49.7	14.69	14.75
	Tankers	100	16.8	10.4	11.6	61.2	15.92	16.29
	Bulk carriers	100	11.8	17.3	29.6	41.3	14.09	14.04
	General cargo	100	12.9	14.8	23.2	49.1	14.88	14.42
	Gontainerships	100	25.9	19.1	15.7	39.3	12.39	11.71
	All o^ers	100	16.4	18.9	21.4	43.3	13.75	13.38
Major open-registry countr}es	All ships	100	16.7	11.7	14.5	57.1	15.46	15.81
	Tankers	100	26.5	11.2	6.5	55.8	14.37	15.28
	Bulk carriers	100	7.1	10.8	21.9	60.2	16.77	16.76
	General cargo	100	5.7	12.2	19.8	62.3	17.05	16.84
	Gontainerships	100	32.1	15.2	19.6	33.1	11.34	11.78
	All others	100	12.1	20.0	15.1	52.8	15.07	14.46
Subtotal	All ships	100	16.0	13.5	17.6	52.9	15.02	15.19
	Tankers	100	21.4	10.7	9.2	58.7	15.20	15.84
	Bulk carriers	100	9.6	14.3	26.0	50.1	15.34	15.26
	General cargo	100	9.8	13.7	21.7	54.8	15.82	15.43
	Gontainerships	100	27.5	18.1	16.7	37.7	12.12	11.73
	All others	100	15.2	19.2	19.6	46.0	14.12	13.67
Gountries of Gentral and ?astern ?urope	All ships	100	4.5	12.8	19.5	63.2	17.23	16.76
	Tankers	100	1.9	11.2	22.0	64.9	17.74	17.24
	Bulk carriers	100	5.2	10.6	24.2	60.0	16.95	16.22
	General cargo	100	4.5	13.6	15.7	66.2	17.49	17.14
	Gontainerships	100	4.6	21.5	30.5	43.4	14.81	14.44
	All others	100	6.4	16.1	15.8	61.7	16.73	16.63
Socialist countries of Asia	All ships	100	10.9	7.5	15.4	66.2	17.16	17.26
	Tankers	100	26.2	11.0	8.2	54.6	14.29	16.06
	Bulk carriers	100	9.6	7.0	18.1	65.3	17.22	16.78
	General cargo	100	3.7	4.7	12.4	79.2	19.32	18.69
	Gontainerships	100	25.0	19.1	34.5	21.4	10.69	13.92
	All others	100	5.0	4.1	10.7	80.2	19.32	19.48
Developing countries (excluding open-registry countries)	All ships	100	13.8	18.0	23.2	45.0	14.22	14.31
	Tankers	100	17.1	16.1	14.5	52.3	14.72	15.50
	Bulk carriers	100	15.8	25.3	33.2	25.7	11.73	11.78
	General cargo	100	2.8	6.4	16.4	74.4	18.84	18.20
	Gontainerships	100	21.4	21.5	14.7	42.4	13.03	11.18
	All others	100	11.6	11.9	26.9	49.6	15.21	15.06

Source: Gompiled on the basis of data supplied by Lloyd's Maritime Information Services Ltd. (London),

a/ To calculate average lower and upper limit of each ; it has been as.sumed that the a group, ?or the 5-years-and-over ; of vessels are distributed evenly between the group, the mid-point has been assumed to be 22 years.

B. Ownership of the world fleet

24. Table 7 and graph 7 provide data on the distribution of the world ^leet by groups of countries for the years 198ft, 1994 and 1995. During the last year, developed market-economy countries co^inued to decrease tonnage ownership by 3.8 per cent to 203.9 million dwt, whilst major open-registry countries expanded their fieet by 6.2 per cent to the record high of 321.3 million dwt. Developed market-economy cou^ries and major open-registry countries increased their combined tonnage by 2.1 per cent to 525.2 million dwt in 1995, thus accounting for 71.5 per cent of the world total tonnage. This represems the same level as 1994, but a signifrc^m decline from the relative position held in 198ft when 82.4 per cent of the world fleet was owned and registered in countries belonging to these two groups. The developing countries' share of the total deadweight cominued to marginally increase to 18.7 per cent, as compared to 18.5 per cent in 1994. This represe^s a tremendous expansion over 198ft, with an average annual increase of 4.6 million dwt. In 1995, the tonnage of developing countries in Asia increased by 3.1 per cent over the previous year to lftft.5 million dwt, thus accounting for 73.1 perce^ of the developing countries' total. The share of socialist countries in Asia remained stagnant at the level of 3.7 percer in 1995 (3.6 percent in 1994). The share of the countries in Gentral and Baste™ Burope was on the downward move to 4.5 per cent in 1995 (5.1 per cent in 1994).

25. Table 8 provides more detailed data on fieet distribution by vessel types and country groups for the years 198ft, 1994 and 1995. In the oil tanker sector, the share of developed market-economy countries decreased to 31.5 per cent in 1995. On the other hand, the share of major open-registry countries increased to 5ft.2 per cent, resulting in a combined share of 82,0 per cent of the two groups, which remained almost unchanged from the previous year, but substantially decreased from 88.7 per cent in 198ft. ?articipation by developing countries marginally decreased from 14.3 to 13.7 per cent in 1995, basically reflecting a declining slrare cf Asian developing conntries to 9.8 per cent in 1995, tire lowest share for any of the pri^rcipal vessel types.

^6. ◦ the dry bnll‹ carrier sector, the tonnage share of developed marl‹et-economy countries in the world total continued to decrease to 22.4 per cent in 1995. Gonversely, major open-registry countries expanded ◦eir share to 45.6 per ce^. The combined tonnage accounts for 68.0 per ce^, which remained unchanged from 1994. Developing countries' share in 1995 slightly expanded to 22.2 per cent fi-om 21.8 per cent in 1994. The share of developing cou^ries in Asi^ very marginally increased in 1995 to 18.1 per ce^, which however was the highest in their principal types of vessel.

27. In (he sector of general cargo ships, the combined share of developed markt-economy cou^ries and major open-registry countries was on the downward trend, recording 53.6 per cent in 1995 as compared to 64.2 per ce^ in 198ft. Developing cou^ries continuously expanded to 24.4 per cent in 1995 (17.6 per cent in 198ft), which represe^ed the highest perce^age proportion in their principal types of vessel. The co^ainership sector continued to expand to 6.ft per cent of (he world deadweight in 1995, representing a constant expansion from 1.6 per ce^ in 198ft. Developed market-economy cou^ries decreased their share of the co^ainership deadweight tons further to 37.6 per cent in 1995. On the other hand, the open-regist!y countries' share constantly expanded to 33.8 percent in 1995. The 1995 combined share of the two country groups (71.4 per ce^) fell slightly below their 1994 share (71.6 per cent). The sh^re of developing countries in the world containership fleet increased to 17.2 per cent in 1995. Regional imbalances continued to be very pronounced in this sector, with Asian developing cou^ries alone accounting for 13.5 per cent of the world container tonnage or about 8ft per cent of that of developing cou^ries.

Table 7

Distribution of world tonnage (grt and dwf) by groups of countries of registration. 1980. 1994 and 1995 a/
(End-year figures)

?lags of registration by gronps of countries	Tonnage and percentage shares b/						Increase in tonnage (millions of dwt) d/	
	In grt (millions)			In dwt (millions)				
	1980 c/	1994	1995	1980 C/	1994	1995	1980-1995	1994-1995
1. Wcrld total	414.5	476.2	491.4	682.8	719.8	734.9		
	100.0	*100.0*	*100.0*	*!000*	*100.0*	*100.0*		
2. Deyeloped market-economy countries	214.3	144.5	141.5	350.1	211.9	203.9		**8.0**
	51.7	*30.3*	*28.8*		*29.4*	*27.8*		
3. Major open-registry countries	114.2	189.0	203.5	212.6	302.5	321.3	**7.2**	18.8
	27.6	*39.7*	*41.4*		*42.0*	*43.7*		
Total 2 and 3	328.5	333.5	345.0	5\2.7	514.4	525.2		10.8
	79.3	*70.0*	*70.2*	*82.4*		*71.5*		
4. Countries of Central and Eastern Europe (including the former USSR)	32.0	32.3	29.2			33.0	**-0.3**	
5. Socialist countries of Asia	7.3	17.3		**10.9**	25.6	27.0		1.4
6. Developing countries	44.7				133.4	137.5	4.6	4.1
	10.8	*18.2*	*18.4*	***10.0***	*18.5*	*18.7*		
Africa	4.9	5.0		7.2			**.0.0**	**0.0**
America	14.5	19.2	**20.2**				0.5	1.0
Asia	25.0	62.0	64.7	39.1	97.5		;4.1	3.0
Europe	0.1	0.3	0.3	**0.2**	0.3		**0.0**	**0.1**
Oceania	0.1	**0.2**	0.2	0.1	**0.2**	**0.2**	**0.0**	**0.0**
7. Other, unallocated	**2.0**	6.4	8.4	3.0			**0.6**	
	0.5			*0.4*	*1.3*			

Source: Lloyd's Maritime Information Services Ltd. (London).

a/ Excluding the United States Reserve Eleet and the United States and Canadian Oreat Lakes fleets, which 1995 amounted respectively to 3.0, 1.0 and 1.4 million grt (3.8, 1.9 and 2.0 million dwt).

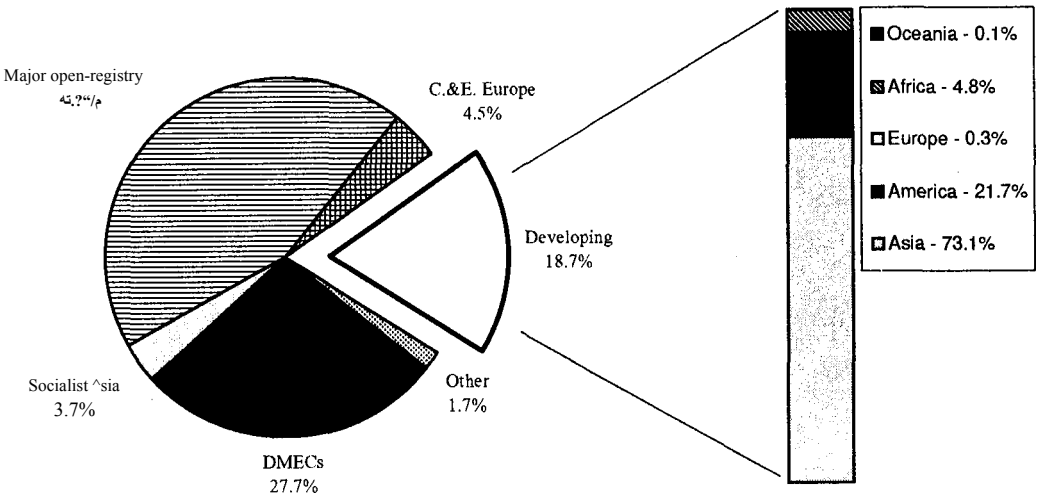
b/ Percentage shares are shown in italics.

d Mid-year figure.

d/ Average.

Graph 7

World tonnage by country groups, 1995
(Percentage distribution of dwt)



Source: Llo^^d's Maritime luformatiott Services Ltd. (London).

28. Data on (he 1995 structure of the merchant fleet of the main country groups is provided in table 9. Developed market-economy countries' tonnage in od tankers and dry bulk carriers reached 70.0 per cent of the group's total fleet, which is a moderate decrease from 71.3 per cent in 1994. Their general cargo ships amounted to 10.1 percent (10.2 per cent in 1994), whilst containerships accounted for 8.1 per cent as compared to 7.3 per cent in 1994. Major open-registry countries have a greater proportion of their fleets in the oil tanker and dry bulk carrier sector, accounting for a combined 79.0 per cent in 1995, which is almost the same share as in 1994 (78.9 per cent). Their share of general cargo ships (11.0 per cent) is higher than in developed market-economy countries (10.1 per cent). Dowever, containerships (4.6 per cent) account for less than the developed market-economy countries (8.1 per cent). In absolute terms, containership deadweight tonnage (16.5 million dwt) of developed market-economy countries continues to exceed that of major open-registry countries (14.8 million dwt), even if by a decreasing margin.

29. Tonnage distribution in developing countries is characterized by a comparatively high proportion of d!y bulk carriers (42.1 per cent in 1995 and 49.9 per cent in 1994) and general cargo shi^s (18.5 per cent in 1995 and the same percentage in 1994), while containerships represent only 5.5 per cent, which however slightly increased from 4.6 per cent in 1994. In (he countries of Gentral and Eastern Europe, general eargo ships were dominant, accounting for 39.4 per cent in 1995 (38.0 per cent in 1994), while containerships declined to 1.5 per cent (1.9 per cent in 1994). The socialist countries of Asia continued to have a prédominai share of both dry bull: carriers (42.2 per cent in 1995 and 39.8 per cent in 1994) and general eargo ships (31.9 per cent in 1995 and 32.4 per cent in 1994).

c. The 35 most important maritime countries and territories

30. The 35 most importai maritime countries in terms of deadweight are ranked in table 10. This table comprises merchant vessels registered under the national flag or a foreign flag when the controlling interest of the vessels is located in the maritime country or territory. These 35 countries control 93.4 per cent ofthe world merchant fleet (93.1 per cent in 1994). In 1995 the five largest countries or territories controlled 50.9 per cent of the world fleet (51.5 per cent in 1994) and the top ten coirolled 67.2 per cent (67.7 per cent in 1994).

Table 8

Percentage shares of world tonnage bv types of vessel and country groups.
1980 (as at 1 July), 1994 and 1995 (as at 31 December) a/
(In terms of dwt)

II Country group	Year	Total dwt		tankers	Bulk carriers *bI*	©eneral cargo ships	Container ships	Other ships
		Millions of dwt	Eercentage of world total	Eercentage share hy vessel type				
World total	1980	682.8	100.0	49.7	27.2	17.0	1.6	4.3
	1994	?19.8	100.0	37.6	34.8	14.4	3.4	7.8
	1993	734.9	100.0	36.4	33.6	14.2	6.0	7.8
				Eercentage share by group ofcountries				
Developed market-economy countries	1980	330.1	31.3	32.3	32.7	43.4	74.3	30.4
	1994	211.9	29.4	33.0	24.6	20.8	393	4^.6
	199و	203.9	27.8	31.3	22.4	19.7	37.6	41.8
Ma)or open-registry counnies	1980	212.3	31.1	36.2	31.7	20.8	13.3	17.0
	1994	302.3	42.0	48.1	43.3	33.6	32.1	
	199ك	321.3	43.7	30.2	43.6	33.9	33.8	
Countries of Central and Eastern Europe	1980	37.8	١٩	2.8	4.2	12.3	2.9	
	1994	36.8	3.1	2.4	4.3	13.4	١«	
	199و	33.0	4.3	2.2	3.6	12.3	1.3	
Socialist countries of Asia	1980	10.9	1.6	0.6	1.6	4.7	0.1	1.3
	1994	23.7	3.6	1.3	4.1	8.0	4.2	
	1993	27.0	3.7	1.3	4.4	8.3	3.8	
Developing countries	1980	68.4	10.0	7.7	9.2	17.6	7.6	12.0
	1994	133.4	18.3	14.3	21.8	23.8	13.7	16.6
	1993	137.3	18.7	13.7	22.2	24.4	17.2	17.1
of which in:								
Africa	1980	7.1	1.0	1.1	0.1			2.1
	1994	6.6	0.9	0.8	0.3	1.9	-	2.1
	1993	6.6	0.9	0.8	0.3		0.2	2 1
America	1980	21.8	3.2	2.3	3.3		0.1	3.7
	1994	28.8	4.0	3.0	3.6		3.1	٥،9
	1993	29.8	4.1	3.1	3.3		3.4	4.7
Asia	1980	39.1	3.7	4.3	3.7		2.7	٩?
	1994	97.3	13.6	10.3	17.7	14.0	12.3	9.4
	1993	100.3	13.7	9.8	18.1	14.4	13.3	102.
Europe	1980	0.2	-	-	-	0.1	-■	-
	1994	0.3	-	-	-	0.1	0.1	-
	1993	0.4	0.1	-	-		0.1	-
©ceania	1980	0.2	-	-	-	0.1	-	-
	1994	0.2	-	-	-	0.1	-	01
	1993	0.2	-	-	-	0.1	-	01
Other, unallocated	1980	3.0	0.4	0.2	0.6		1.6	01
	1994	9.6	1.3	0.6	1.9	0.3	6.6	٤12
	1993	12.2	1.7	1.0	1.9	1.3	6.3	1.0

Source: Compiled on the ba^is of data supplied by Lloyd's Maritime Information ^e^ices Ltd. (London),

a/ Excluding the United States Reserve Fleet and the United States and Canadian Great Lakes fleets,

b/ Ore and bulk carriers, including combined ore/oil and ore/bulk/oil carriers.

Table 10

The 35 most important maritime countries, as at 31 December 1995 a/

Country or territory (domicile b/	Number o vessels			Deadweight tonnage				
	National flag c/	Foreign flag	Total	National flag	?©reign flag	Total	Foreign flag as percemage of total	^otal as percentage of world total
Creece	1 019	1 970	2 9g9	50 879 872	69 7«1 923	120 661 795	57.83	17.98
Japan	954	1 862	2 816	2.3 429 025	03 340 704	86 769 729	73.00	U.93
United States	494	703	1 197	13 674 925	36 589 4.35	50 264 360	72.79	7.49
Notway	S3?	543	1 380	28 574 594	19 782 301	48 356 895	40.91	7.20
China	1570	344	1 914	23 165 633	12 081 092	35 246 725	34.28	5,25
Hong Kong	130	517	047	0 987 444	24 343 842	31 331 286	77.70	4.67
United Kingdom	391	485	870	5 190 402	16 767 190	21' 963 652	76.34	3.27
Kepubhc of Korea	475	284	759	9 721 121	11 209 024	20 930 145	53.55	3.12
kussian federation	2 723	194	2917	14 318 506	4 092 676	18 411 182	22.23	2.74
Germany	510	920	1 442	6 168 337	11 098 448	17 266 785	64.28	2.57
Taiwan Province of China	1S3	249	432	7 013 348	6 756 866	14 370 214	47 07	2.14
Sweden	201	142	343	2 135 543	10 938 623	13 074 166	83.67	1.95
Singapore	3S9	224	013	7 860 511	5 131535	12 998 046	39.48	1.94
India	390	52	442	11208 483	! 124 668	12 333 151	9.12	1.84
Denmark	401	198	059	7 204 .329	4 653 241	11857 570	39.24	77
Italy		150	630	7 019 049	3 827 616	11446 665	33.44	1.71
Hrazil	220	10	230	8 401 359	1371234	9 772 593	14.03	1.46
Turkey	4.31	12	443	9 402 295	61 510	9 463 805	0.65	1.41
Saudi Arabia	70	54	124	1 003 681	8 460 114	9 463 795	89.39	1.41
France	107	99	266	3 603 523	3 420 339	7 023 862	48.70	1.05
Netherlands	401	215	076	3 442 570	2 723 702	6 166 272	44.17	0.92
Ukraine	025	55	680	4 912 228	1017 633	5 929 861	17.16	0.88
Switzerland	13	183	196	540 914	4 588 792	5129 706	89.46	0.76
Iran, Islamic kep. of	142	2	144	4 890 729	33 572	4 924-301	0.68	0.73
khilippines	318	23	.341	4 538 886	157 079	4 695 965	3.34	0.70
komania	250	31	287	3 581 017	993 694	4 574 711	21.72	0.68
Indonesia	4.51	88	539	2 819 591	1 290 086	4 109 677	31.39	0.61
Belgium	136	142	178	204 035	3 840 885	4 044 9^0	94.96	0.60
Kuwait	34	?	41	2 906 050	929 592	3 835 642	24.24	0.57
Finland	111	50	167	1 107 357	2 505 986	3 613 343	69.35	0.54
Spain	102	145	307	805 3.39	2 754 998	3 560 337	77.38	0.53
Australia	77	24	101	3 111419	301 701	3 413 120	8.84	0.51
Thailand	219	47	266	1 942 542	I 360 019	3 302 561	41.18	0.49
Malaysia	109	15	184	3 091 251	169 730	3 260 981	5.20	0.49
Croatia {l	150	121	171	313 212	2 897 698	3 210 910	90.25	0.48
Total (35 countries)	15 231	10 178	25 409	286 381 180	340 397 548	626 778 728	54.31	93.38
?ercentage	59.9	40.1	100 45.7		54.3	100		II
World total	17 757	11 084	28 841 313 306 736		357 877 214	671 183 950	53.32	100.00)(
Percentage	61.0	38.4	100 46.7		53..3	100		

Source: Lloyd's Maritime Information Services Ltd. (London).

a/ Vessels of 1,000 ^rt and above, excluding the United States Reserve Fleet and the United States and Canada Great Lakes Ileets.

b/ The country of domicile indicates where the controlling interest of the fleet is located, in terms of the parent company. In several cases, this has required certain judgements to be made. Thus, for instance, Greece is shown as the country of domicile with respect to vessels owned by a Greek owner with representative ofbces in New York, London and Piraeus, although the owner may be domiciled in the United States.

c/ Includjng vessels flying the national flag but registered in territorial dependencies or associated self-governing territories. For the United Kingdom, British flag vessels are included under the national hag, except for Bermuda (listed in table 11 as an open-regist)y country) and Hong Kong (shown separately in the present table).

31. The trend for increasing foreign flag registry continued in 1995. Total tonnage registered under foreign flags in 1995 reached 340.4 million dwt, representing 54.3 per cent of the 35 countries' total fleet, as compared to 51.9 per cent in 1994, This indicates that more than half of the tonnage beneficially owned by the 35 countries was not registered in the countries of domicile of the parent companies. While registry under foreign flag^ has been a long-standing practice by owners from developed market-economy countries, it is becoming a common practice in other country groups, particularly in developing countries. In 1995, the toimage registered under foreign flags of the developing cou^ries of the 35 countries represented 18.3 per cent of the 35 counties' total foreign flag fleet, as compared to 16.9 per cent in 1994.

D. Major open registries

32. As indicated in the preceding para^-aphs, foreign registers co^inue to expand their share in the world merchan fleet. Table 11 summarizes the tonnage distribution of the seven major open-registry countries by principal types of vessel. The total tonnage registered in 1995 increased substantially by 6.6 per cent to 293.1 million dwt from 275.0 million dwt in the previous ye^r. Bahama continuously expanded its fleet in 1995 by 12.0 million dwt to 98.4 million dwt, exceeding Liberia whose fleet slightly increased by 0.5 million dwt to 92.3 million dwt. Vanuatu decreased to 2.1 million dwt from 2.3 million dwt in 1994. By vessel type, oil tankers represent 43,6 per cent of the total deadweight (44,7 per cent in 1994), followed by dry bulk carriers with 35.9 per cent (34.6 per cent in 1994), and general cargo ships with 10.4 per ce^ (11.0 per cent in 1994). Containership coiUinued to increase to 4.8 per cent in 1995 (4.3 per cent in 1994), thus confirming the trend to flag out also in this sector of maritime transport.

33. The parflcipation of nationals in the registry of the most important open or international registers is provided in table 12. The data compare th^ total tonnage registered in the selected counter of registry with the tonnage owned by the nationals of, and registered in, the countries of registry. Tor most open-registry counties, except Cyprus, the share of tonnage owned by the nations is minimal or zero. However, with international registry, ownership remained at the level of 9ft per cent or more.

34. The true nationality of the ships operated within the seven major open-registry fleets is analysed in table 13. In 1995, total tonnage of the 20 countries or territories accounted for 90,9 per cent of the total seven major open-registry fleets, as compared to 92,0 per cent in 1994, A similar decline is also observed in Liberia (90.9 per cent in 1995 versus 92.0 per cent in 1994) and the Bahamas (88.0 per cent in 1995, versus 89.4 per cent in 1994). ©wttership is concentrated in 10 countries or territories which conb-ol 78.8 per cent of the deadweight of vessels of the total seven major open-registry fleets. Similarly the top five countries or territories control 2,8s per cent. Greece was placed at the top in 1995 ^r the second consecutive year, with the largest share (22,1 per cent) of the to^l seven major open-registry fleets, and also the largest foreign-flag fleet owner with 9,8s million dwt ahead of Japan with 63.3 million dwt.

E. Comparison of cargo turnover and fleet ownership

35. The correlation bePveen cargo volume generated by different country groups and their fleet ownership in 198fi, 1994 and 1995 is summarized in table 14. In 1995, developed mar^t-economy cormtries, either directly, or through open or international ship registers, controlled 71.5 per cent (71.5 per cent in 1994) of the world fleet, while they generated 56 per cent of the world seaborne ftade (55.8 per cent in 1994). The share of developing couiftries in the world cargo turnover stood at 38.5 per cent (38.6 per cent in 1994), while their merchant fleet constituted 18.7 per cent of the world fleet in deadweight tons (18.5 per cent in 1994).

36. Long-term comparisons see the gap between cargo turnover and fleet ownership have narrowed substantially in both developed market-economy countries and developing countries. The ratio of goods loaded and unloaded in 1995 was almost unchanged from that in 198ft for both groups. Gn the other hand, the fl^et ownership of developed market-economy countries declined signiflca^ly from a high level of 82.4 per cent of the world fleet in 198ft to 71.5 per cent in 1995, while developing countries substantially raised their share to 18.7 per cent in 1995 from the 10,0 per cent registered in 198ft.

Table 12

Tonnage owned by the nationals of, and registered in, the country of registry in the total fleet ofthe most important open and international registers, as at 31 December 1995 a/
(Thousand dwt)

Countiy of registiy or register	Total tonnage registered in the country of register	Tonnage owned b^ nationals of, and registered in, the country of registi^	Share of tonnage owned b^ nationals in the total registered fleet (“/o)
Panama	98 409	0	0.0
Liberia	92 291	0	0.0
Cyprus	36 604	999	2.7
Bahamas	34 787	205	0.6
Norwegian International Ship Registry	29 151	25 992	
Malta	25 610	214	0.8
Danish International Ship Registry	7 117	6 949	97.6
Bermuda	4 751	0	0.0
¥anuatu	2 077	0	0.0

Source: on data supplied b^ Lloyd’s Maritime Information Services Ltd. (London).

a/ Ships of 1,000 ^rt and above. This table is not full^ comparable with tables 7 and 9, which list ships of 100 grt and above as the base.

Table 14

Comparison between total cargo turnover and fleet ownership
by groups ofcountries, 1980, 1994 and 1995

Country grouping	Year	Coods loaded and unloaded (millions of tons)		Tot^l of goods loaded and unloaded (millions of tons)	Merchant fleet (millions of dwt)	Eercentage of world total of	
		Loaded	Unloaded			Coods loaded and unloaded	Merchant Eeet owned (dwt)
Developed market-economy and major open-regiatry countries	1980	1 424	2 626	4 050	562.7	54.9	82.4
	1994	1 946	3 106	5 052	5144	55.8	71.5
	199S	2 040	3 220	5 260	525.2	56.0	71.5
Developing countries	1980	2 033	808	2 841	68.4	38.5	10.0
	1994	2 272	1 228	3 500	133.4	38.6	18.5
	1995	2 342	1 278	3 620	137.5	38.5	18.7
Countries ot Centra] and Eastern Europe (including tire former USSR)	1980	201	145	346	37.8	4.7	5.5
	1994	170	140	310	36.8	3.4	5.1
	199.5	173	142	315	33.0	3.4	4.5
Socialist countries of Asia	1980	46	100	146	10.9	2.0	1.6
	1994	97	99	196	25.6	2.2	3.6
	1995	96	103	199	27.0	2.1	3.7
World total مج	1980	3 704	3 679	7 383	682.8		
	1994	4 485	4 573	9 058	719.8		
	1995	4 651	٨٦٨?	9 394	734.9		

Source: As per tables 3 and 8.

a/ Including unallocated tonnage indicated in annex III.

Box3

LNG shipping in 1995

Market trends

The upward trend in the LNG market experienced in !994 continued throughout !995, with growth of 4.7 per cent. World trade in LNG totalled 9L9 Million m' or 68 million tons, as compared to 87.8 billion m⁹ or 65 million tons the previous year. Growth was primarily due to an increase in imports by countries ofthe ?ar East (mainly Japan and the Republic of Korea). European imports also rose due to spot purchases from Australia and Abu Dhabi, pending resumption of normal production Lv^ls in the Algerian liquefaction plants currently undergoing renovation work. Low gas prices in the United States and reduced Algerian capacity caused a further fall in United States imports to less than 19 shipments by 125,000-130,000 m⁹ vessels in 1995.

World fleet

At the end of 1995, the world fleet in service comprised 89 LNG carders with a total capacity of 9,608,700 m', as broken down in the following table.

Fleet of LNG carriers of 20,000 mi and over
as at 31 December 1995

Size group (in')	¥earof6uild								TOTALS	
	1980 and earlier		1981-1985		1986-1990		1991-1995			
	No.	in'	No.		No.	m'	No.	m	No.	m'
^0,000/ 49,999	11	385 600							11	385 600
50,000/ 74,999	أ	193 240	-	-	-	-	-	-	3	193 240
75,000/ 99,999	9	705 914	-	-		-	2	175 OOO	11	880 914
!00,000/124,999	4	493 762	-	-	-	-	-	-	4	493 762
125,000 and over	23	2 917 789	15	1 917 363	5	635 OOO	17	2 185 OOO	60	7 655 152
ا Total	50	4 696 305	<ة	1 917 363	ة	635 OOO	19	2 360 000	89	9 608 668

During 1995, six new vessels were delivered, with a total capacity of 794,300 اص. Four newbuildings, one medium and three large, were ordered in 1995. At the year-end, the order book for LNG carriers totalled 21 vessels for a total capacity of 2,480,000 m^: 2 small vessels of around 19,000 m', 2 medium vessels of around 65,000 m', 17 large vessels of between 128,000 ^nd 137,500 ml

Prospects

There were a number of decisive events in 1995, such as the launch of the long-awaited Nigerian project, the third Malaysian plant and the new plant in Qatar. The most important of all is the new Trinidad project, singled out by the fact that it is 30-per-cent-owned b^ LNG purchasers. This is an outstanding indication of encouragement to develop energy sources. Despite some slowdown in growth during 1995, the future for the LNG industry still looks bright in view ofthe large number of contracts for LNG supplies signed or awaiting finalization and the recent reinforcement of liquefaction, transportation and delivery of facilities.

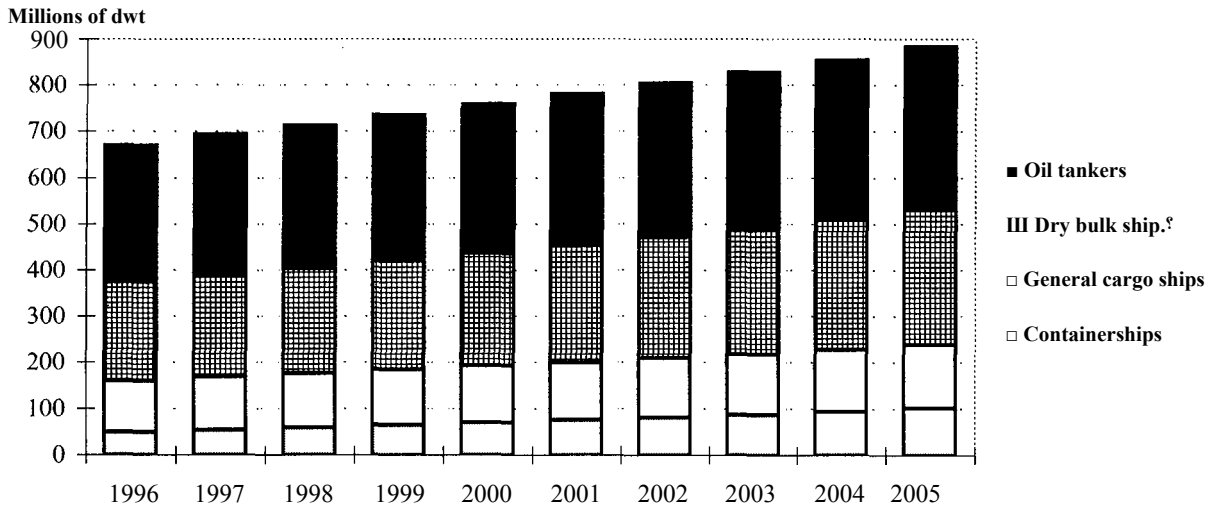
Sources: Barry Rogliano Salles (Paris); Jacobs and Partners Ltd., *World Tanker Fleet Review,* July-December 1995; Society of International Gas Tanker and Terminal Operators Ltd. (London).

F. Forecast for world fleet development

37. The forecasts for world fleet development by vessel type (fom main types) are shown in graph 8. The World Fleet Forecast Service (WFFS) projects that the total world fleet will increase at the average annul grot^^h rate of 3.6 per cent to 883.3 million dwt by the year 2005. Diy bulk carriers and oil tankers are expected to increase at tbe average annul growth rate of 4.4 p^r cent and 1 per cent to 295.4 million dwt and 35d.9 nrillion dwt respective!)? by 2005. The combined tonnage of container and general cargo ships will expand by an average of 5.4 per cent per year over the decade to 237.0 million dwt by 2005.

Graph 8

Forecast of world fleet by principal types of vessel. 1996-2005



Source: DRl/McGraw-Hill. World Fleet Forecast Service.

Chapter III

PRODUCTIVITY OT THE WORLD FLEET AND THE SUPPLY AND DEMAND SITUATION IN WORLD ^HIPPINO

This chapter provides information concerning the operational productivity of the world fleet and on analysis ofthe balance between supply and demand for tonnage. Key indicators are tons ofcargo carried and ton-miles performed per dwt, and analysis oftonnage oversupply by main shipping market sectors.

A. Estimate of tons and ton-miles per dwt

38. The main operational productivi^ indicators for the world fleet continued to improve in 1995 as shown in t^ble 15 and graph 9. Tons of cargo carried per dwt stood at the record-high level of 6.33. Ton-miles performed per dwt also continued the upward trend to reach a new record of 37,473. These substantially improved shipping activities reflect both the continuous expansion of world seaborne trade (an increase of 3.7 per cent in 1995) and a comparatively moderate and less-speculative expansion ofthe world fleet (an increase of 2.1 per cent in 1995), thus narrowing the supply/demand gap in world shipping.

39. Table 16 provides additional details on ton-miles performed by oil tankers, dry bulk carriers, combined carriers and the residual fleet. Ton-miles per dwt of tankers, combined carriers and residual fleet continued to increase in 1995 by 0.4 per cent, 10.8 p^r cent and 6.5 per cent respectively over 1994. On the other hand, ton-miles per dwt of dry bulk carriers marked a decline of 3.7 per cent in 1995. can be explained by an expanded supply of ore/bulk carriers (6.!percent over 1994) beyond the growth of main dry bulk cargo trades (5.3 per cent over 1994). These trends are also evidenced by the data on tonnage productivity in terms of cargo carried per dwt (table 17). There was an expansion in tons carried per dwt of oil tankers, combined carriers and the residual fleet - an increase of ^.8 per cent, 10.6 per cent and 3.7 per cent over 1994 respectively, whilst the performance of dry bulk carriers declined in tons carried per dwt by 4.8 per cent as compared to the 1994 results.

Table

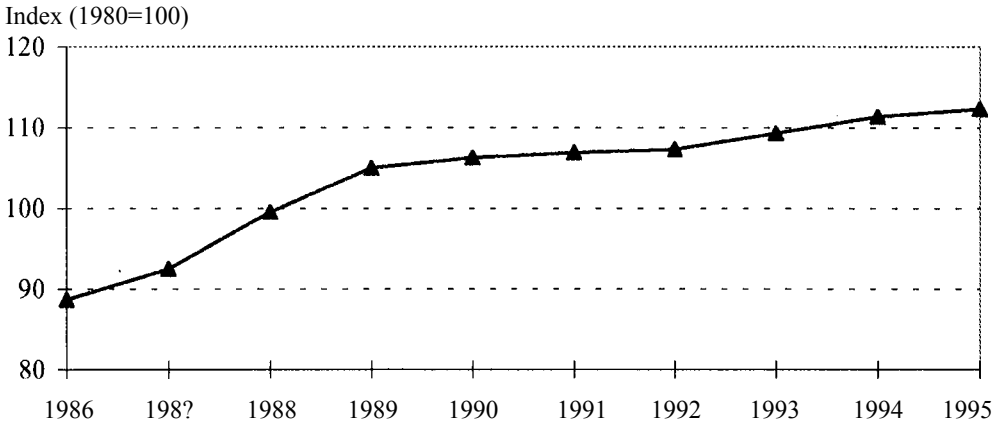
Cargo carried and ton-miles perfonned per dwt ofthe total world fleet. 1985-1995

Year	World fleet (millions of dwt)	Total cargo carried (millions of tons)	Total ton-miles performed (thousands of millions of tommiles)	Tons of cargo carried per dwt	Ton-^flles performed per dwt
1985	664.8	3 382	13 160	۹.09	19 800
1986	639.1	3 4۹9	13 8۹6	۹.41	21 680
1987	632.3	3 ۹0۹	14 298	ذ.4	22 610
1988	628.0	3 692	1۹299	5.88	24 360
1989	638.0	3 891	16 38۹	6.10	2۹ 680
1990	6۹8.4	4 008	17 121	6.09	26 OOO
1991	683.۹	4 120	17 873	6.03	26 1۹0
1992	694.7	4 220	18 228	6.07	26 240
1993	710.6	4 330	18 994	6.09	26 730
1994	719.8	4 48۹	19 600	6.23	27 230
199۹	734.9	4 6۹1	20 190	6.33	27 473 II

Source: World fleet: Lloyd's Maritime Information Services Ltd. (London) (mid-year data for 1984-1996, year-end data for 1991-199.۹); total cargo carried: f^CTAD data bank; ton-miles: Fearnleys (Oslo), *Review,* various issues.

Graph 9

Index of ton-miles performed per dwt of total world fleet. 1986-1995



tree: UNCTAD ululations based on table 15 of this publication.

B. Supply and demand in world shipping

40. A summary of the balance of tonnage supply and demand for the 1988-1995 period is provided in table 18. The moderate increase ofthe world merchant fleet of 2.1 per cent, linked with very positive developments in world trade, alleviated some ofthe problems of oversupply. The total surplus tonnage reaehed 50.8 million dwt (the lowest since 1988), representing a record low of 6.9 per cent of the 1995 world merchant fleet.

41. By mai^ vessel type, the capacity in the oil tanker sector continued to decrease to 2??.0 million dwt in 1995 (see table 19 and graph 10). A total of 28.8 million dwt or 10.4 per eent ofthe total world tanker fleet was in excess ofthe demand for global oil seaborne transport. This was a substantial improvement over 1994, when 13.8 per cent ofthe total world tanker fleet was surplus. This reduction in su^lus capacity was attributable to both demand and supply side developments. Increasing tanker scrapping (10.9 million dwt in 1995 and 13.1 million dwt in 1994) exceeding tanker newbuildings (10.8 million dwt in 1995 and 10.2 million dwt in 1994), and improving tanker trades (see tables 1 and 30) took some of the pressure off the market.

4^. Gvercapacit)? in the dry bulk sector also decreased in 1995 to 1?.9 million dwt. This represented a deeline of 11.8 per cent over 1994 and aceounted for ?.! per cent of the world dry bulk fleet. This favourable development can be explained mainly by improved demand generated by expanding main dry bulk commodities, specifically in the grain sector which experienced a sig^ficant change in trading patterns; the United States and Argentina replaced th^ shortage in exports of Australia and Canada.

43. Surplus capacity in the conve^ional general cargo sector was relatively less serious than in the bulk trades (liquid and dry) as shipowners concentrated more on steady shipping practices with less speculative elements. In 1995, the oversupply ofthe conventional general cargo sector decreased by 9.1 per cent to 2.b million dwt, representing 3.2 per cent ofthe world total conve^ional general cargo fleet. On the other hand, in the unitized cargo sector, mega containership-operators have expanded carrying capacity with larger newbuildings in operation on East-West tru^k trade routes. The total unhized fleet increased their surplus capaci^? by 0.2 million dwt, which represe^ed 1.3 per cent ofthe world unitized fleet.

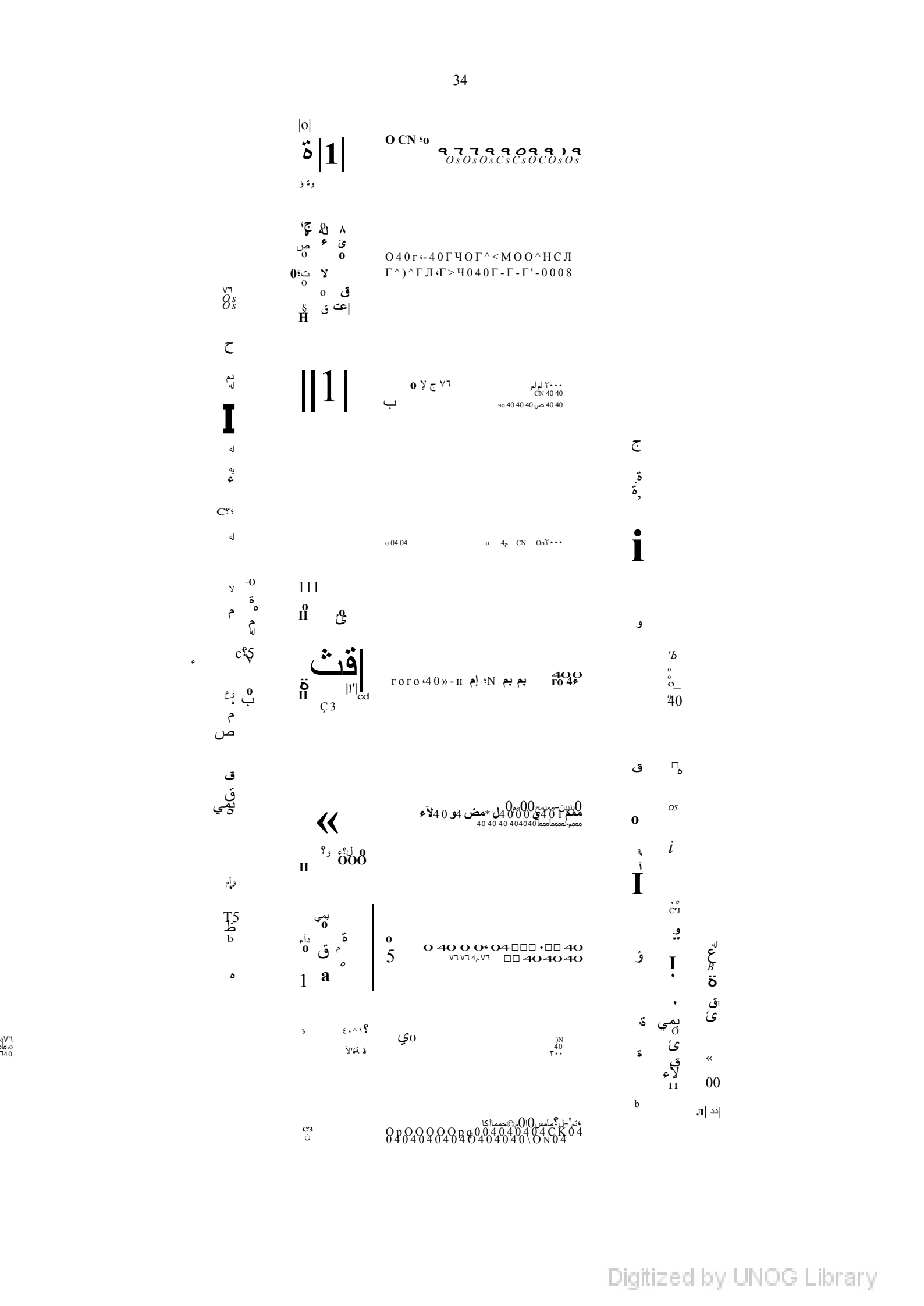


Table 18

Tonnage oversunplv in the world merchant fleet. 1988-1995 a/
(Million dwt and percentages)

	1988	1989	1999	1991	1992	1993	1994	1995
	Million dwt							
World merchant fleet (as at mid-year)	627.9	638.9	658.4	683.5	694.7	719.6	719.8	734.9
Su^lus tonnage b/	83.4	62.3	63.7	64.2	71.7	72.9	63.4	59.8
Active fleet *d*	544.5	575.7	594.7	619.3	623.9	638.6	656.4	684.1
	Percentages							
Su^lus tonnage as a percentage of the world merchant fleet	13.3	9.8	9.7	9.4	19.3	19.1	8.8	6.9

Sources: Lloyd's Maritime Information Services Ltd. (London); *Lloyd's Shipping Economist* (London), **various issues.**

a/ Mid-year data for 1988-1999, year-end data for 1991-1995.

b/ Estimates of average year figures. Su^lus tonnage is defined as tonnage that is ^ot fully utilized due to slow steaming, lay-up status or because it is lying idle ^r other reasons.

d World fleet minus su^lus tonnage.

Table 19

Analysis of tonnage oversupplv by main vessel type. 1988-1995 a/
(Average year figures in million dwt)

	1988	1989	1990	1991	1992	1993	1994	1995
Supply of world tanker fleet b/	250.6	253.9	266.2	273.5	283.4	284.6	282.9	277.0
Tot^l tanker fleet su^lus *d*	54.7	41.0	40.9	39.8	41.8	43.5	39.0	28.8
Share of surplus fleet in the world tanker fleet (per cent)	٠.١.	16.2	15.4	14.6	14.8	ت.تل	٠ـت.	10.4
Supply of world diy bulk fleet b/	220.6	225.4	228.7	235.0	237.3	238.6	242.6	252.9
Dry bulk fleet su^lus c/	23.4	17.0	19.4	20.7	25.1	23.6	20.3	17.9
Share of surplus in th^ world dry bulk fleet (per cem)	10.6	7.5		٩٩■٩٩	10.6	٠٠	8.4	7-1
Supply of world conventional general cargo fleet	64.7			٠.«	63.0	٠،٠	61.9	62.0
Conventional general cargo fleet surplus								2.0
Share of su^lus in the world conve^ional general cargo fleet (per cent)	4.5				4.3	4.5	٠،ذ	
Supply of world u^tized fleet d/	34.4	35.8	37.5	40.3	43.0	45.7	49.8	53.4
Surplus of u^tized fleet	0.8	0.8	0.5	0.4	0-7	0.7	0.5	0.7
Share of smplus in the world unitized fl^et (per cent)	٠،		٠.	1.0	٠،٠	٠,٤	1.0	٠، و

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

a/ Aggregates for all sectors as shown in this table are averages for the years shown and therefore differ from the world figures in table 18, which indicate estimates at mid-year. Table 19 excludes tankers and dry bulk carriers of less than 10,000 dwt and conventional general cargo/unitized vessels of less than 5,000 dwt.

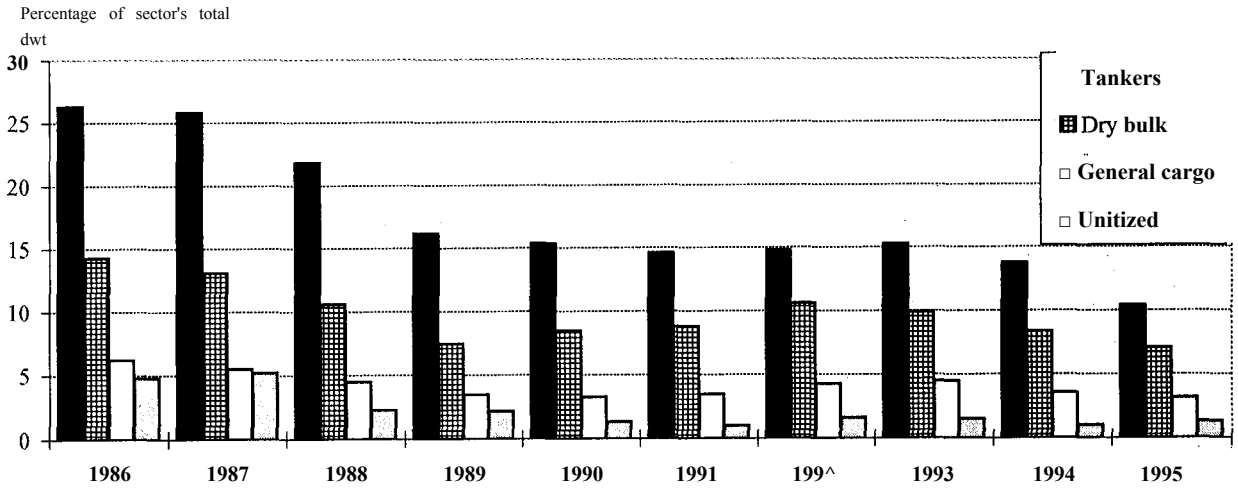
b/ Including combined ore/bulk/oil carriers on the basis of actual supply (for 1995, total of 25.8, of which 4.5 as tanker and 21.4 as dry bulker).

d Including 50 per cent of combined ore/bulk/oil carriers.

d/ Unitized fleet includes here fully cellular containerships, partly cellular containerships, ro-ro ships and ge carrrers.

Graph 10

Trends in surplus capacity by main vessel type, 1986-1995



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

Box 4

Stable markets boost global rig use levels to 10-year high

Wpridwide ptTshpre rig utilization is at its highest level since February 1985. The high level is due to stabilily in the two largest otTshore drilling markets, the North Sea and the United States Gulf of Mexico, Increased demand has also come from South-Last Asia since the beginning of the year.

Gf the world's 606 mobile drilling units, 526 are currently under contract, putting offshore drilling fleet utilization at 86.8 per cent. A net two-rig increase in the worldwide contracted rig count occurred in mid-August. "Increased worldwide utilization has come about this year through a combination of dwindling rig supply and slowly advancing rig demand."

The United States Gulf of Mexico rig count has risen, standing at 142 rigs under contract. Utilization of the 175-rig United States Gulf drilling rig fleet now stands at 81.1 per cent. Gffshore rig utilization in Lurop^ remains at 95.2 per cent in Lurope, where 99 of the 104 rigs are under contract.

A Houston-based offshore drilling contractor reports that the offshore drilling markets strengthened worldwide in July after driving in June 1995. The contractor's Summary of Gurrent Gffshore ^ig Economies (SCORE) which shows mobile offshore drilling rig da^rates as a percentage of estimated dayrates contractors would need to justify new construction rose to 42.8 per cent.

Worldwide rig markets strengthened broadly in July, resuming an upward trend begun in March 1995. Led b^ increased dayrates in the North Sea, the United States Gulf of Mexico and South-East Asia also reflected strengthening markets. In the North Sea, dayrates during July averaged 52.5 per cent of the rates needed to justify new construction, the first time any regional market has exceeded 50 per cent since 1991. July's North Sea SCGRE was 8.1 per cent higher than the level in June 1995 and 69.2 per cent higher than th^ level one ^ear previously. The Gulf of Mexico showed an increase of 5.1 per cent in July, with dayrates at 36.1 per cent of new constmction rates, up from 34.4 per cent in June, u^yrates in South-East Asia stood at 40.2 per cent of those needed to justify newbuilding in Jul^, up 1.9 per c^nt from June.

Source: *Lloyd's List* (London), 23 August 1995.

44. The average amount of tanker tonnage engaged in oil storage throughout 1995 increased to 10.29 million dwt (10.05 million dwt in 1994) (see table ^0). In June and July, when the VLCC/ULCC market piclced up, the tonnage for semi-permanent storage declined to the 6.1 million dwt level, and turned upwards through the third and fourth quarters. In December 1995, VLCCs and ULCCs accounted for 59.^ per cent (64.3 per cent in 1994) and 86.0 per cent (72.8 per cent in 1994) of the total tonnage for semi-permanent and short-term storage respectively.—

Table 20

Tanker tonnage engaged in oil storage. 1984-1995
(Capacity in thousand dwt)

Date	Semi-permanent		Short-term		Total	
	No.	Thonsand dwt	No.	Thousand dwt	No.	Thonsand dwt
January 1984	49	9 737	25	4 658	74	14 395
July 1984	43	9 601	48	11 134	91	20 735
January 1985	30	6 384	49	12 093	79	18 477
July 1985		8 342		9 714	76	**18 056**
January 1986	43	7 514	35	8 353	78	15 867
July 1986	40	6 696	33	9 196		15 892
Janua^ 1987	41	7 148	45	12 879		20 027
July 1987	39	**7 012**		7 917	67	14 929
January 1988	40	6 837	30	9 394	70	16^31
July 1988	37	6 553		7 636		14 189
January 1989	35	6 123	**20**	4 783	55	10 906
July 1989	35	6 123	19	5 125	54	11248
January 1990	37	6 234	16	4 162	53	10 396
July 1990	34	5 784	**20**	5 618	54	11402
December 1990	33	?979	27	**6 7^0**	60	12 649
July 1991	34	6 081	52	11499		17 580
December 1991	34	6 291	22	4 553	56	10 844
July 1992	36	**6 425**	25	5 734	61	12 159
December 1992	34	**6^99**	16	**7 88^**	50	9 185
July 1993	41	6 745	26	**5 368**	67	12 113
December 1993	39	7 019	**20**	3 582	59	10 601
July 1994	38	6 717	22	3 711	60	10 428
December 1994	36	6 461	19	3 047	55	9 50^
January 1995	36	6 461	19	3 131	55	
February 1995	36	6 229		3 464	57	9 693
March 1995	36	6 229	**22**	3 773	58	10 002
April 1995	37	6 315	19	3 207	56	9 522
May 1995	38	6 356	19	3 207	57	9 563
June 1995	37	6 084	20	3 541	57	9 625
July 1995	37	6 086	22	4 345	59	10431
August 1995	38	6 233		4 273	62	10 506
September 1995		6 233	24	4 289		10 522
Dctcber 1995		6 506	26	4 806	65	11312
November 1995	39	6 506	26	4 806	65	11 312
December 1995	43	6 961	**22**	4 373		11334

Source: John I. Jacobs pic. *World Tanker Fleet Review* (London), various issues.

Chapter IV

SHIPBUILDING, SECOND-HAND MARKET AND DEMOLITION

This chapter reviews the supply of tonnage in the world shipping industry, covering newbuilding ٢^،٢^. prices and deliveries and tonnage on order. // also reviews markets for second-hand tonnage ofmajor sectors and ship demolition.

A, Newbuilding orders

45. The newbuilding market did not prove to be as buoyant in 1995 as shipyards and shipowners had predicted. The perception that VLCC newbuilding would increase significantly proved unfounded as owners were reluctant to invest in newbuilding programmes without any foreseeable upturn in the tanker eharter market. Owners subsequently concentrated their capital on ensuring that their vessels passed fourth and even fifih special surveys. As a consequence, shipyards had to fill order books, throughout 1995, by undertaking the construction of an ever-increasing number of orders for containerships. On th^ dry cargo side, more favourable charter market showed that owners were more willing to commit investment to newbuilding programmes, particularly in the Panamax sector^ (see table 21).

46. The contracting volume for oil tankers decreased significantly from 13.8 million dwt in 1994 to 9.1 million dwt in 1995. The drop in orders came from YLCCs, down from 24 orders in 1994 to only 5 orders in 1995, including 3 vessels in Japan and 2 in Republic of Korea. The interest for Suezmax tankers increased in 1995 with a total of 12 vessels ordered in 1995 ^s compared to 7 vessels in 1994. The number of Aframax contracts decreased from 20 to 16 vessels. The contracting activity for product carriers was still high with a total of 38 vessels of 10,000-50,000 dwt ordered in 1995. The expectations of a decline in new orders for bulk carriers in 1995. as compared to the massive ordering activi^ in 1994, proved only true for the Capesize segment, which experienced a decrease from 58 vessels in 1994 to 45 vessels in 1995. Conversely, Panamax orders increased from 46 vessels in 1994 to 62 vessels in 1995. The ordering of handy-size vessels also grew, with 165 new orders during 1995 compared to 151 vessels in 1994. The strong growth in container vessel orders dnring the last few years continued throughout 1995. The container vessel orders in 1995 added up to 8.5 million dwt. The order of conventional general cargo ships increased to vessels of million dwt in 1995 from 227 vessels of 1.5 million dwt in 1994. All four TNG carrier orders recorded in 1995 were placed with Spanese yards. Japan also dominated the mar^t for L?G carriers, winning 33 out of 52 new orders. Sixteen car carriers and 45 fast ferries were placed on order during 1995. The order of 13 cruise vessels aggregating 794,000 grt in 1995 compares with 8 vessels, totalling 577,000 grt ordered in 1994 and 10 vessels of 90,000ö grt placed during 1993. Passengers' preference for newly-built tonnage as well as strengthened safety requirements and strong competitiveness on prices have begun to accelerate the dropping out of older, smaller and less attractive tonnages.^

B. Ship prices

47. Newbuilding prices for main types of vessels are indicated in table 22. The 1995 newbuilding price level ended up slightly higher than at the start of the year for both dry bulk carriers and tankers. This is mainly due to increased steel prices and a weak us dollar value, making margins even smaller for most shipyards. A cost around US$82 million at the beginning of 1995, increasing to us$ 85 million at the end of the year. The price level for other tankers increased by an average of 5 per cent. Bulk carrier newbuilding prices saw the same trend with a 120,000 dwt from us$ 39 million at the start of 1995 to us$ 40.5 million at the year-end. Prices for 2,500 T£U class containerships rose significantly to us$ 50 million in March. Afler that the price level was maintained towards the year-end, as demand for container tonnage remained strong.^'

Table 22

Representative newbuilding prices, 1980. 1985 and 1990-1995
(Millipns of dollars)

Type and size of vessel	1980	1985	1990	1991	1992	1993	1994	1995	Percentage 1994/1995
30 OOO dwt bulk	17	11	24	24	24		20		5.0
32 OOO dwt tanker	19			30	30			30	7.1
70 OOO dwt bulk		14	32	32	30		27	28	3.7
80 OOO dwt tanker		22	42	43	42	41	42	43	2.4
120 OOO dwt bulk		27	45	47	44	41	40	40	0.0
250 OOO dwt tanker		47	90	95		84	82	84	2.4
125 OOO m³ LNG		200	225	260	237	243	255	255	0.0
75 OOO m'LPG		44	78		80		70		
1200 TEU ro-ro	44	28	36	38	40		42	42	
15 OOO dwt general cargo ship	14	12	24	24	24	22			0.0
2 500 TEU full containership			52		59	48			22.0

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

c. Delivery of newbuildings

48. As shown in table 23, the total newbuildings delivered in 1995 reached I,518 vessels, aggregating 22.2 million grt. This represents a 6.2 per cent increase in the number of vessels and a 17.9 per cent increase in gross registered tons (grt) over 1994. Eulk carriers significantly expanded in 1995 by 30.7 per cent over 1994 to 8.4 million grt. Oil tankers drastically increased by 10.6 per cent over 1994 to 6.1 million grt, albeit the number of newbuildings decreased by II.9 per cent. Activities in the liner sector continued in 1995 to concentrate more on unitized cargo fleets. Deliveries of containership tonnage considerably increased by 18.4 per cent over 1994, while general cargo ships slightly decreased by 3.6 per cent over 1994.

49. Distribution of deliveries ofnewbuildings b^ groups of shipbuilding countries are indicated in table 24. The world total deliveries of newbuildings increased in 1995 by 13.7 per cent from the previous year to 26.4 million grt, with all the country groups except Socialist countries of Asia (mainly China) and Gthers (mainly Taiwan ?rovince of China), having delivered more newbuildings. Shipyards of developed market-economy countries increased their newbuilding tonnage by 10.5 per cent in 1995 to 12.6 million grt, of which 9.0 million grt (71.4 per cent) were delivered by Japanese shipyards, representing an increase of 8.4 per cent over the previous year (8.3 million grt). The share of developing countries' yards in the total newbuildings delivered in 1995 moderately grew by 2.9 percentage points over 1994, with performance concentrating heavily on Korean yards. Thus, newbuilding deliveries of developing countries, except for the Republic of Korea, decreased by ^2.6 per cent over the previous year. Conversely the Republic of Korea raised its newbuilding tonnage by 32.5 per cent to 5.3 million grt in 1995 (4.0 million grt in 1994). The countries of Central and Eastern Europe continued to substantially increase by 22.4 per cent from the previous year, despite a 12.6 per cent decrease in the output of Poland, the largest shipbuilding countiy in that group. The share of Taiwan Proviijce of China which represented the majority of the Others group, significantly declined by 21.2 per cent in 1995 from the previous year.

Table 23

Distribution of deliveries of newbuildings bv principal types of ship. 1994-1995 a/
(Number of ships, thousands of grt)

Ship type	1994		1995	
	No.	Thousand grt	No.	Thousand grt
©il tankers	185	5 470 *29.1*	163	6 050 *27.3*
Bulk carriers	194	6 459 *34.4*	257	8 443 *38.1*
©eneral cargo	324	1 627	320	1 569
Containerships	142	3 128 *16.6*	166	3 705 II *16.7*
Other ships	585	2 116 *11.3*	612	2 390 *!08*
^Yorld total	1 430	18 800 *100.0*	1 518	22 157 (····

Source: Lloyd's Maritime Information Services Ltd. (London),

a/ Percentage shares ofthe world total are in itahcs.

Table 24

Distribution of deliveries of newbuildings by groups of countries of build. 1994-1995 a/ b/
(Thousands of grt)

Country grouping	1994	1995 II
Developed market-economy countries	11419 *63.7*	12610 II *62.0* II
Developing countries	4 611 *25.8*	5 834 *28.7*
of which: Africa	*1* *0.0*	10 *0.0* .
America	261 *1.5*	149 *0.7*
Asia	4 058 *22.7*	5 486 *27.0*
Others	785 *1.6*	189 *0.9*
Countries of Central and Eastern Europe	821 *4.6*	1 005 *4.9.*
Socialist countries of Asia	468 *2.6*	434 *2.1*
Other, unallocated	598 *3.3*	472 *2.3*
World total	17908 *100.0*	20 355 *100.0*

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

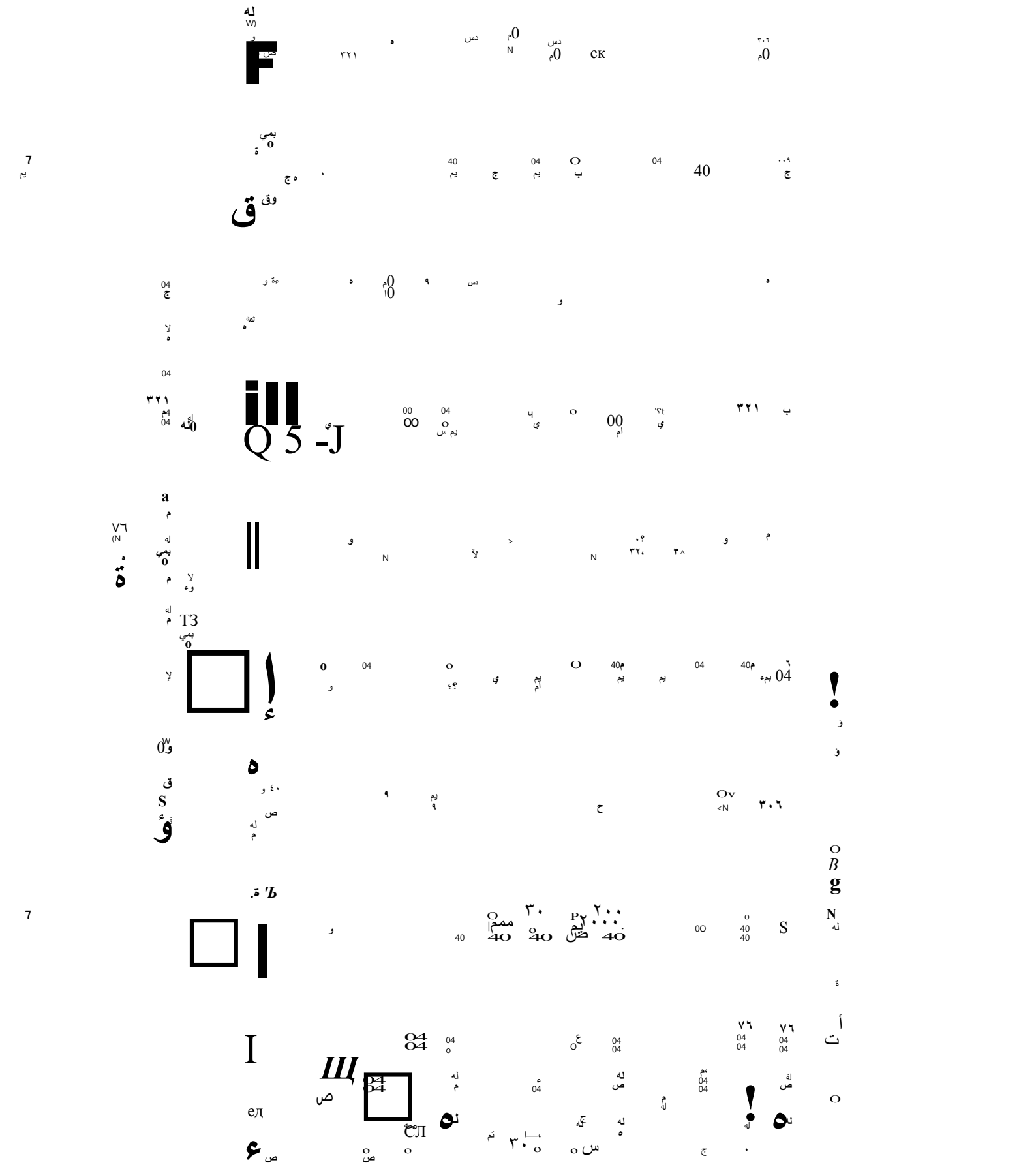
a/ Tercentage shares ofthe world total are in italics.

b/ ^neral cargo ships of 2,000 gross tons and oyer. This table is not fully comparable with table ^3, which lists ships of 100 grt and oyer.

D. Tonnage on order

50. The level of world tonnage on order is indicated in table 25. Since the beginning of 1995 the world order book continued to be on an upward trend through the year-end. Drders for oil tanker tonnage were ve^ unsatisfactoiy^. The contracting volume for oil tankers decreased significantly from 13.8 million dwt in 1994 to 9.1 million dwt in 1995. The drop in orders was mainly attributable to the decrease in VLCC orders, down from 24 units in 1994 to only 5 units in 1995.—

Conversely, continuous orders in 1995 for dry bullcers, with Panamax and handy-size tonnages in focus, maintained the order book for dry bulk carriers at a favourable level through to the end of the year. In December a record high of 31.4 million dwt was on the order book, fn the sector of other vessels, the upsurge of new orders in 1995 for containerships, conventional general cargo vessels and cruise vessels kept the backlog at a comparatively higher level throughout 1995 than in previous years.



Box 5

Shipping attracts cash despite poor market

The current state of worldwide shipping cannot be described ؛١^ ahractive for long-term investors, particular^ in a market where there is a huge amount of credit available but a shortage of borrowers with convincing projects. Nonetheless, given the fact that the carriage of goods by sea is a pillar of world trade,

؟bippiug ^/ط ٢٦٨ !٨ا

However, with a sufTrciently large world merchant fleet, which in some areas is still in oversupply and more than sufflcient s^pbuilding capacity worldwide with plans for expansion causing signiflcant worry, discipline is needed in meeting credit demand.

But the shipping industiy must flrrst demonstrate success in strengthening its ability to survive inevitable market fluctations.

The number of banks operating in the ship flnancing sector has risen from 89 in 1993 to 119 in 1994 representing an increase of 34 per cent, and an "astonishing" rise of?? per cent from 1992. This came at a time when earnings were barely sufticient enough to cover investment and opera

General prices for newly built wet and diy bulk tonnagg hit "rock bottom" last year with the highest values for tankers falling by 23 per cent since 1991 and b^ 22 per cent for bulk carriers.

Though markets had shown signs of recovery and stabilization for considerable time, rates in pertain areas were still unsatisfactory as operating costs continued to steadily rise. Handy-sized (geared), ?anamax and Gapesize bulk carriers currently earned on average only 65 per cent of the pure costs of newly built vessel.؟, ^^/hie.b

٨٨ ط » ^،،٩٨١ ٨٨١؛/

In the tanker sector, the relationships between new or market value was even less favourable, with Aframax tankers, ^uezmax tankers and VLCCs earning on average only 59 per cent of new costs.

Additional costs of at least 19 per cent of basic investments for tonnage had also to be expected, whieh results in a further deterioration in the relationship between capitalized value and new cost or second-hand cost of tonnage.

Box 5 (continued)

Development of prices for new vessels (average values) between 1996 and 1994

Type of ship	Highest level		Lowest level		Percentage change
	Year	Amount in fJS$ million	Year	Amount in US$ million	
Tankers					
VLCC	1991	١٨٩	1994		**-22**
Suezmax	1991	**68**	1994		-25
Aframax	1996	53	1994	إئ	
Average					-23
Bulk carriers					
Capesize	1991	56	1994	42	-25
Panamax	1991	34	1992/4		-18
Handymax	1991	**2-8**	1992/4		-24
Average					

Development of prices for second-hand vessels (average values) between 1996 and 1994
(basis: 5 years old)

Type of ship	Highest level		Lowest level		Percentage change
	Year	Amount in fJS$ million	Year	Amount in us$ million	
Tankers					
VLCC	1996/1	65	1994	48	-26
Suezmax	1991	46	١٠٠٦	33	-18
Aframax	1996	34	1992	23	-32
Average					-25
Bulk carriers					
Capesize	1991	37	1996	7م	*-30*
Panamax	١٠٠١	24	1992	19	
Handymax	1994	26	1996	16	-26
Average					-23

Source: Schiffshypothekenbank zu Lubeck AG.

Mortgage-backed lending from commercial banks, however, would continue to be the primai source of capital in ship flnancing wUle Urge соφоraГe loans, where the link between debt and the mortgaged vessel is not as close as in traditional ship financing, will play an increasing role

As the industry remains cyclical, reasonable cash reserves will be of paramount importance for obtaining new financing but above all, bankers and other pafiicipants in the maritime industry need more than ever a high degree of pmdence which appears to be in decline.

Source: *Lloyd's List* (London), 16 June 1995.

51. Table 26 reflects world toimage on order by groups of countries of registry and by principal types of vessel. World toimage on order at the end of 1995 reached 7^.1 million dwt, moderately increasing by 3.5 per cent from the volume at the end of the previous year. Tonnage on order by developed nrarket-economy countries anrounted to 17.6 million dwt, representing 25.2 per cent ofthe world total tonnage on order as compared to 25.5 per cent at the end of 1994. Ma)or open-registry countries represented 52.8 per cent with 37.0 million dwt on order, which considerably decreased from 38.4 million dwt (56.8 per cent) in 1994. The 1995 conrbined tonnage of the two country groups accounted for 78.0 per cent, which was slightly less than the 82.3 per cent in the previous year. Developing countries stood at 14.4 per cent (10.1 million dwt) ofthe world total tonnage on order at end 1995, substantially increasing from 8.7 per cent (5.9 luillion dwt) in 1994. This significant increase reflects the dramatically improved position of Asian developing countries which succeeded in nearly doubling their share to 11.6 per cent in 1995 from 6.6 per cent in the previous year. The share of countries of ©entrai and Eastern Europe remained unchanged in 1995. Dn the other hand, the socialist countries of Asia suffered a more than 59 per cent reduction in their share to 1.5 percent in 1995 from 3.3 percent in the previous year.

52. By principal types of vessel, the 1995 combined share of developed nrarket-economy countries and major open-registry countries in the orders for oil tankers and dry bulk carriers decreased to 7ft.2 per cent and 81.6 per cent respectively (86.9 per cent and 84.9 per cent respectively in 1994). On the other hand, th^ir share in the 1995 order book for general cargo ships, containerships and other types of vessel increased to 69.9 per cent, 82.6 per cent and 81.7 per cent respectively in 1995 fronr 65.1 per cent, 71.7 per cent and 81.2 per cent respectively in 1994.

53. The developing countries' share of tonnage on order rose in 1995 for oil tankers and dry bulk carriers to 26.6 per cent and 8.3 per cent respectively (9.7 per cent and 5.9 per cent in 1994), whereas their share of general cargo ships and containerships declined to 9.2 per cent and 11.7 per cent respectively (10.4 per cent and 13.3 per cent in 1994).

54. Asian develcping cnnntries represented around 80 per cent ofthe group's total tonnage on order in 1995. Their share in oil tankers in 1995 reinarl‹ably rose to ^ 1.3 per cent as compared to 6.0 per cent in 1994, while that of dry bulk carriers marginally increased to 6.5 per cent in 1995 (4.5 per cent in 1994). In the sectors of general cargo ships and containerships, the share of Asian developing countries declined to 5.9 per cent and 9.9 per cent respectively in 1995 from 7.0 per cent and 1^.6 p^r cent respectively in the previous year. The decline in African shipping observed for quite some time can now be expected to continue given the low rate of newbuilding ordering of only 0.5 per cent ofthe world total. This share is very much in line with those observed in previous years, 1.e. 0.1 per cent in 1994 and 0.^ per cent in 1993.

E. Sales and purchases of second-hand tonnage

55. As indicated in table ^7, buyers in 1995 chased handy-si^e product tankers, and a healthy freight market coupled with limited supply of quality tonnage drove the prices up by around 10 per cent in the sector of handy-size product tankers. Medium-sized oil tankers maintained a strong demand specifically for all quality tonnages through the year, but without strong enough support from the freight market to create any significant changes in the whole price structure. The market for 20,000-50,000 dwt bulk carriers was extremely active in 1995. (Owners of promptly available mode™ tonnage managed to obtain favourable premiums, ?rices for 50,000-100,000 dwt mode™ dry bulkers remained firm and stable, and special interest in sophisticated tonnage emerged in the autunm, leading to a hirther strengthening of prices for this siz^ of units. For dry bulk carriers over 100.000 dwt, many vessels offered for sale were built in the mid-1980s and proved difficult to dispose of, as buyers were generally sceptical towards the general condition and quality of such vessels. Gonsequently prices, even for mode™ quality units, were constantly sliding downwards, in spite of the booming freight market, and buyers only appeared after substantial discounts were available.^'

Table 26

World tonnage on order as at the end of 1995
(Thousands of dwt)

Countries of registry	All ships	Oil tanlcers	Diy bullc earners	Oeneral cargo	Oontainer ships	Other ships
World total	70 078	19 112	31 371	3 972	10 698	4 923
Developed marlcet-economy countries	17 644	4 181	5 861	1 648	3 978	1 975
Major open-registry countries	36 991	9 228	19 728	1 129	4 860	2 045
Subtotal	⁹4 635	13 409	25 589	2 777	8 838	4 020
Oountries of Oentral and £a,stem Lurope	1 669	324	614	603	70	58
Socialist countries of Asia	1 055	2	891	107	54	-
Developing countries, total	10 114	5 082	2 607	364	1 257	805
of which in:						
Africa	376	-	348	2	-	26
America	1 500	1 005	126	127	203	39
Asia	8 151	4 077	2 046	235	1 054	740
Lurope	87	-	87	-	-	-
Oceania	-	-	-	-	-	-
Unallocated	2 605	295	1 670	121	479	40

Source: Lloyd's Maritime Information Services Ltd. (London).

Table 27

Second-hand prices for five-vear-old vessels. 1989-1995
(as at end of year)
(Millions of dolors)

¥essels	1989	1990	1991	1992	1993	1994	1995	Percentage change 1994/1995
30 OOO dwt tanker	20.0	21.5	20.0	14.5	18.0	18.0	20.0	11.1
80 OOO dwt tanker	34.0	34.0	32.0	22.0	31.0	30.0	31.0	3.3
130 OOO dwt tanker	40.0	37.0	36.0	29.0	34.5	34.0	35.5	4.4
45 OOO dwt dry bulk carrier	18.7	14.2	20.2	17.5	18.5	20.7	21.5	3.9
70 OOO dwt dry bulk carrier	22.8	19.6	24.4	19.0	19.5	21.5	23.0	7.0
150 OOO dwt diy bulk carrier	37.4	32.8	43.3	33.0	33.0	32.0	28.0	-12.5

Source: Fearnleys (Oslo), *Review 1995.*

56. Table 28 reflects 1995 monthly fluctuations of sales and purchase of second-hand tankers, dry bulk carriers and combination carriers. In the tanker sector, the 1995 secoi^d-hand market saw many "niche" vessels changing hands, specifically in the sectors of medium-size crude oil tankers and product tankers. The total deadweight tonnage of the tankers transacted in 1995 signifieantly increased by 28.7 per cent from 1994 when there had been a marked drop of as much as 50 per cent from the 1993 transaction. Sales of ULCCs and VLCCs were almost non-existent throughout the year, as compared to 18 vessels in the previous year. This lack of activity in sales for further trading can also be explained by an increase in short distance haulage. Fifty-seven medium-size tankers were traded in the market (45 vessels in 1994) and 21 small crude tankers were sold (9 vessels in 1994). Fifty-nine product carriers changed hands during the year as compared to 44 vessels in 1994..— For second-hand dry bulk carriers, although 1995 saw the BFI (Baltic Freight Index) climb to above 2,000 in the early part ofthe year, the charter rates for the Uter part continued to slide, resulting in a subseque^ softening of second-hand prices. Despite this slip in the later stage in dry bulk charter rates, the overall levels were sufficient to prevent owners from scrapping vessels. Creek buyers generally showed interest in every size and quality. Indian and Turkish buyers were also very active, specifically in the 30,000-40.000 tonnes sector. Far Eastern buyers on the other hand seemed to concentrate on the 20,000-30.000 dwt size bulkers, whieh were suitable for their regional tmdes. The total tomiage of dry bulk carriers transacted in 1995 increased by as nruch as 36.4 per cent. Twenty-two sales of dry bulkers above 100,000 dwt changed hands in 1995 as compared to 17 vessels in 1994. Nearly 100 units of 50,000-100,000 dwt were sold as against 72 units in 1994. The market for 20,000-50.000 dwt was again extremely active in 1995. A total of 264 vessels were sold (250 vessels in ١994(..مم'

F. Demolition of ships

57. The trends, ^pes and average age of broken-up ships in 1995 are indicated in tables 29, 30 and 31. The demolition industry in 1995 particularly portrays a picture of gloom. Much of the disappointment prevailing in the industry's performance emanates from the lack of VLCCs actually scrapped. The industry was optimistic that 1995 would result in a mar^d increase in the nunrber of ^€€s scrapped, especially given the age of the current tanker fleet which means that special surveys were becoming imminent. Uowever with the total number of VLCCs demolished in 1995 not even reaching 30 units (36 units in 1994), it is clear that owners responded to slight increases in the freight market by retaining tonnage in the hope that freight rates would see an improven^ent.^ The decline was also experienced for Suezmax tankers (mainly 130,000 dwt tonners) with 9 units sold, compared to 13 units in 1994.

58. For smaller tankers, the actual tranactions were 1^ vessels of 50,000-100,000 dwt (15 in 1994) and 39 vessels of 10,000-50,000 dwt which was up from ^5 units in 1994. The average age of all tankers sold for demolition was 26.1 years, interestingly enough 1.5 years higher than the average age in 1994. ©nly 9 combined carriers were sold for breaking in 1995, as compared to 19 units in the previous year. The average age was 24.0 years, remaining unchanged from that in 1994. The healthy diy bulk freight market reduced scrapping of bulkers with only 33 units totalling 2.1 million dwt sold during 1995. This compares very unfavourably to 68 vessels of 3.8 million dwt sold in 1994. Cnly 7 Capesize and 5 Fanamax bulkers were sold in 1995 (14 and 8 respectively in 1994). The rest ofthe total 33 units were smaller vessels. The average age of all dry bulkers scrapped in 1995 was 24.5 years, which was the oldest since 1987متقم

59. Demolition markets in 1995 showed little geographical change. The Indian subcontinent was still the vastly dominating market, accou^ing for about 90 per cent of all breaking activity in the world. India remained the largest breaker in 1995 with 5.6 million dwt scrapped, and despite a marginal decrease in tonnage from 1994, it increased its market share. Bangladesh followed with a 4.6 million dM^ volume in 1995. Fakistan reduced its purchase in 1995 to 3.3 million dwt. China was uncompetitive throughout the year, ending up with less than 0.9 million dwt with no ^CCs recorded for scrap. The southern European demolition market in 1995 was reportedly limited to several smaller vessels. The geographical circumstances in the demolition industry are observed in the price fluctuations as indicated in table 32.ق'

ؤ عو ‖ ©ة	و	١٥	٩ ؟؛	ام
ق 1 II	ص	صا ٧١	ه O	ه ام
ق |	ه ه	لم	ي	يم
ة	٣١ o	.	١٥	١٥
i	!	لم	٣م	ي ي
ى ج	N ه NO ي	ص سس		يم
ص	ه	ه ٣١		ة
صء	N©	.		١٥ ON يم
ء	٣١	ي	يم	١٥ ٧١ يم
© لآـــا	ه	ب.٥	يم	ة
S	ه	o		!
ؤ	0O ه	لم لم		o .
II й ة	ئ	ه ١٥ لم	يم	٧١ ه
-0 II© يخا II	ه ١٥	لم ج		٣
ق	ه	ة	ق	ه يم
ظ	تجد H	ة ة8	0 O	1

ON ON ©

(N ة

O "O « o ق o H ۰ © © ب O © § ٥

o *S ه o Q ة تلا O ي O И لج ج ٥ СЛ

Table 29

Broketi-UD tonnage trends, 1980. 1988-1995

Broken-up tonnage	1980	1988	1989	1990	1991	1992	1993	1994	1995
Tonnage sold for breaking (i^llion dwt)	10.0	5-7	3-3	3-3	4.7	19.0	16.9	20.8	15.3
Share of broken-up tonnage in the total world fleet (percentage)	و'	0.9	0.5	0.5	0.7	2.7	2.4		ء.,

Source: Fearnleys (Oslo), *Review,* various issues.

Table 30

Tonnage reported sold for breaking bv types of vessel. 1990-1995
(Tliousand dwt and percentage scares)

Types of vessel	Thousand dtvt						Percentages					
	1990	1991	1992	199.Γ	1994	1995	1990	1991	1992	1995	1994	1995
Tankers	1 OOO	7 714	11 561	10 665	1ت102	10 877	29.9	ت.?ئ	60.9	65.5	65.1	71.0
Combined carriers	.آ78	426	.ءء»	2 040			11.ت	9.0		12.1	12.5	8.0
Dry bnl^ carriers	649	?2S	4 141	2 645	ىء	2©5	19.4	15.4	21.8	15.7	18.4	15.9
Other diy car^o ships	١.آ17	870	١69.1	١502	ص'	1 081	59.4	18.4	8.9	8.9	6.2	7.1
Total	.آ44و	4 7.آ8	18 97.5	ة؛ 852	20 772	15 .أ21	100.0	100.0	100.0	100.0	100.0	100.0

Source: Fearnleys (Oslo), *Review,* various issues.

Table 31

Average age of broken-up ships by type during 1987-1995 a/
(years)

¥ear	Tankers	Dry bulk carriers	Containerships	General cargo shi^s
1987	24.4	19.8	24.9	23.8
1988	24.6	22.4	25.1	24.2
1989	24.9	23.1	27.2	25.5
1990	26.4		19.5	
1991	25.3	*22.0*	19.0	24.8
1992	25.8	22.9	19.1	25.7
1993	24.7	24.0	22.9	26.4
1994	24.6		24.0	27.1
1995	26.1	24.5	24.0	25.8

Source; Institute of Shipping Economics and logistics (Bremen), *Shipping Statistics,* 1995, No. 1/2.

a/ Ships of 300 grt and over.

Table 32

Demolition prices in 1993-1995
(Dollars per Idt)

Month	Market								
	Ear East			Pakistan/India			Southern Eurcpe		
	1993	1994	1995	1993	1994	1995	1993	1994	1995
January	145.0	147.5	152.5	150.0	175.0	175.0	80.0	95.0	80.0
Eebmary	145.0	150.0	152.5	145.0	170.0	180.0	80.0	95.0	80.0
March	157.5	155.0	152.5	157.5	165.0	190.0	80.0	95.0	85.0
April	160.0	155.0	157.5	162.5	170.0	187.5	90.0	95.0	85.0
May	160.0	160.0	155.0	162.5	180.0	187.5	90.0	95.0	95.0
June	160.0	155.0	155.0	162.5	170.0	187.5	90.0	75.0	95.0
July	147.5	147.5	155.0	157.5	165.0	182.5	90.0	75.0	95.0
August	147.5	147.5	152.5	157.5	170.0	192.5	90.0	75.0	95.0
September	147.5	147.5	147.5	165.0	170.0	195.0	90.0	75.0	95.0
Dctober	155.0	147.5	147.5	165.0	170.0	185.0	90.0	80.0	100.0
November	160.0	147.5	145.0	157.5	167.5	185.0	90.0	80.0	100.0
December	155.0	147.5	145.0	162.6	177.5	185.0	90.0	80.0	100.0
Annual average	153.3	150.6	151.5	158.8	170.8	186.0	87.5	84.6	92.1
Annual average change)عام(	5.1	-1.8	0.6	4.8	7.6	8.9	-53.0	-3.3	8.9

Source: Institute of Shipping Togistics (Bremen), *Shipping Statistics,* various issues.

Chapter V

PORT DEVELOPMENT

This chapter covers recent developments in container port traffic ^٢ developing countries, institutional change in ports, the financing of ^٠٢٤ development and some technical innovations in container terminals.

A. Container port traffic

60. Table 33 gives the latest available Trgures on world container port traffic in developing countries and territories for 1994. The world rate of growth of container port throughput in 1994 was a 10.4 per cent. This annual trend is consistent with the average annual containerized trade growth of 10 per cent registered over the last decade. The throughput for 1994 was 1^4,963,605 TEUs which was an increase of some 11,750,000 TEUs over 1993.

61. The rate of growth for developing countries and territories was 1.36 times that of the world average and reached 14.^ per cent in the period 1993-1994. This was a decrease in comparison with the 17.0 per ce^ reached in 1992-1993. The growth is unevenly spread and frequently erratic from year to year due in some cases to improved data or lac^ of it, and in other cases to turbulent fluctuations in the trade.

62. In 1994 the selected 8outh-East Asian countries^' accounted for 13 per cent, or 17 million TEUs, ofthe world's container trade, their market share by the year 2000 is estimated to increase to 20 per cent, or 41 million TEUs. The investment requirement for this region will be immense, requiring a partnership of public and private Tinancing.

63. In the top 30 container ports in 1995 there were 12 ports from developing countries and socialist countries from Asia, lead by Uong Kong with some 12,600,000 TEUs. Their average annual growth was 12.7 per cent. Initial figures for 1995 for the main ports are contained in table 34, together with recent annual growth rates. While growth was still strong in 1995, rates have, with one exception, declined markedly from the previous year.

B. Institutional restructuring in ports

64. Institutional restructuring continues in many ports with the private sector playing a greater role particularly in the form of joint ventures. A ecent report^' by the International Labour Crganisation has found that the main reasons of port reform are to improve financial performance, to improve port effrciency, to promote service attitude and to create inter-port competitiveness. Lhe main factors affecting the type of reform that can be successftjlly implemented are the specific economic situation and development of the country, the existing soeial infrastructure, the efficiency and regulation of labour marlcets and the objectives of the adjustment process.

65. One ofthe most successful public operating port authorities is also restructuring for the future. In early 1996 the regulatory functions ofthe Port of Singapore Authori^? (PSA) will be transferred to the newly established Maritime and Port Authority of Singapore. The PSA will then concentrate on the introduction, development and expansion ofthe services and facilities needed. The purpose of this measure is for PSA to be transformed within the next two years from a public institution into a corporate body.

c. Port development financine

66. Buge new investments will be required in the world's container ports. The rapidly expanding economies of Asia are driving this demand, but new investme^s in port infrastructure and equipment will be needed worldwide, factors affecting this need for investment are the introduction of bigger vessels, notably 5,000 and 6,000 TEU ships and the services required for the growing marlcet for "hub-and-spok" transhipment and feeder operations.

Table 33

Container port traffic of developing countries and territories. 1994 and 1993

Country or teiritoiy	Container traff!C 1994 a/ (TEUs)	Container traffic 1993 (TEUs)	Percentage change 1994/1993	Percentage change 1993/1992
Uong Kong	11 مْ.م 030	9 204 236	20.1	15 5
Singapore	10 399 400	9 046 100	15.0	19.7
Taiwan Province of China	7 296 070	6 794 966	7.4	10.0
China	3 878 417	2 785 221	39.3	124.5
Republic ofKore^	3 212 637	3 070 681	4.6	11.6
United Arab Emirates	3 ^02 588	2 934 973	91	17.1
Philippines	2 007 281	1 662 894	20.7	43.2
Indonesia	1912160	1610 628	18.7	14.6
Thailand	1743 217	1 492 323	16.8	11.6
Malaysia	1 731 141	1 398 120	23.8	14.8
India	1 257 107	1 017 432	23.6	28.2
S^udi Arabia	1 183 103	1218 549	-2.9	7.3
Egypt	1 171 924	989 ^72	18.4	25.0
South Africa	1 093 915	976 619	12.0	9.9
SriEanka	972 642	858 39^	13 3	27.0
Brazil	888 511	934 220	-4.9	4.1
Chile	555 650	499 974	11.1	73.6
Mexico	549 988	460 708	19.4	4.6
Argentina	532 OOO	450 388	18.1	42.3
Pakistan	513 001	509 938	0.6	0.0
Malta	428 305	318 828	34.3	10.7
Costa Rica	*400 ···*	389 208	-2.8	40.3
Cyprus	372 400	420 673	"١١.و,	17.5
Panama	344 872	308 482	11.8	6.9
Jamaica	339 095	265 022	78 ٨	50.6
Cdte d'Ivoire	247 544	238 822	3.7	26.5
Lebanon	229 922	203 661	12,9	26.7
Kuwait	220 724	201 738	9.4	8.1
Honduras	*200 ···*	196 500	-1.8	-14.1
Bangladesh	*200 ···*	191 062	-4.7	16.3
	177 001	136 909	29.3	n.a.
Morocco	175 124	154 367	13.5	-0.7
Kenya	160 293	144 137	11.2	6.5
Peru	(·····	153 462	4.3	4.9
Trinidad and Tobago	152 877	146 213	4.6	12.6
Guam	144 254	148 417	-2,8	0.5
Syrian Arab Republic	132 961	120 495	10.4	30.2
P^pua New Guinea	118 233	110 169	7.3	2.6
Nigeria	116 483	150 324	-22.5	-11.2
мتrtطi٩ue	113 144	95 303	18.7	7.4
Iordan	111 299	108 958	2.2	9.4
Dominican Republic	110 000	107 042	-2.8	22.8
Iran, Islamic Republic of	106 738	91 18^	17.1	-17.5
Umguay	105 784	88 941	18.9	17.7
Coldmbia	105 143	120 700	-12 9	1.7
Bahrain	103 162	102 092	1.1	13.7
Guadeloupe	100 499	95 567	٦/	0.3
Mauritius	93 746	88 335	6.1	10.1
Tanzania, United Republic of	90 763	98 041	-7.4	n.a.
Ghana	88 534	92 900	بم.7	11.9
Oman	87 878	89 538	-1.9	-22.3
Djibouti	75 ···	65 302	-14.9	13.1
Cameroon	75 480	75 506	-0.0	-8.3
Bahamas	72 778	62 284	-16.9	-2 9
Yenezuela	;· ···	62 984	-11.1	30.0
Netherlands Antilles	69 8^3	72 438		10.0
Tunisia	66 441	57 360	15.8	15 1
Slovenia	60 508	61 430	-1.5	34.0
11 Total	61 177 650	53 550 632	14.2	17.0
ا) Other reported *bI*	620 561	596 244	4.1	9.5
Total reported c/	61 798 211	54 146 876	14.1	17.0 ll
ll World total reported	124 963 605	113 212 212	10.4	9.3 ll

Source: Derived from information contained : *Containerisation International ^1996* ,^□٠٢^٠٠.

a/ Data in italics are estimates made by the UNCTAD secretariat.

b/ Coinprising developing countries and territories where less tha^ 60,000 TEU per year were reported or where substantiaTlack of data was found.

c/ c؟rtain ports did 50nd to the background survey. Wliile they were not amongst the largest ports, total omission^ay be estimated at percent.

Table 34

Traffic for selected ports in 1995

Port	TEUs	Percentage change 1995	Percentage change 1994
Ilong Kong	12 600 OOO	14.0	701
Singapore	11850 OOO		15,ᵣ
Kaohsiung	5 053 183	3.1	
Bnsan	4 500 OOO	17.7	
Keelnng	2 165 193		
Dubai	2 073 081		
Manila	1 687 743		
Shanghai	1 526 500	27.3	
Tanjung Priolr	1519 529	19.6	
Bangkok	1 463 450		5.0
^ang	1 133 808	**ИЛ**	
Colombo	1 049 004		

Source: *Port Development International,* Januar^//?ebma^ 1996.

67. In the past, ports have depended on municipal, state or national funds hut now with the reduced public sector role in ports, port authorities have to look more to the private sector to finance investments which is being facilitated by deregulation and privatization. More port authorities have become "landlords" with a reduced number of them acting as public operators. With these changes in the legal framework of the port authorities, there are a large number of options for financing port development.

68. , **Self-financing:** The reserves of the port can be used to finance modest investnrents which will ^void firture payment for external loans. Uowever the constraints of different factors such as profitability, regulations and governmental policies, make this option possible only for routine investments. Nevertheless, new imaginative fornrs of self-financing are possible. In Gothenburg (Sweden), a new port company was created which was given the port assets on the understanding that there would be ו© further subsidies from the city. The company subsequently sold these assets to a •rational pension fund and leased it hac^ at a fixed rate linked to inflation. This provided the capital for Fmancing needed development.

69. **Debt and equity financing:** For a commercial lender, debt financing of infrastructure is considered as a risk-exposed investment dne to the amount of money needed and the long repayment period. Bond issues (debt) and floating of shares (equity) are other options, but they are related to the profirtabili^ of the port and its capability to maintain profitability. In fact, the nmjor fornr of financing port infrastruchrre in developing countries are through loans provided by multilateral development agencies (like the World Bank Group and the Buropean Bank for Reconstruction and Development) and backed by the government.

70. **Joint ventures:** A joint venture is not only a source of investments, but a way to increase port competitiveness. They may be set up between different parties such as the port authori^, operating companies and private capital investment groups, because of the existence of cornmon interests and complements^ resources: capital to invest, nranagement skills or technical/operating know-how. For example, finance for a new container terminal in TanjdngFriok (Indonesia) will come from a combination of sources. A joint venture with a state-owned transport, investment and communications conglomerate and a foreign company will provide 49 per cent, bank loans will cover 30 per cent ^nd the Indonesian Fort Go^oratioir will fund 21 per cent. The Fort Go^oration will raise its share by issuing bonds.

Gther forms of joint venture are the B.G.T. or Built-Gperate-Transfer option. this case a private eompan^ will finanee, eonstruct, operate and maintain a facility for a speciTu period and then transfer it to the public authorif?. This is an alternative for some developing countries, where governments lack the fmancial means but can provide business opportunities for the private sector.

71. User financing: In this case the potential user ofthe port facilities becomes the owner as he finances their construction. This is typical for bulk terminals related to specific trades such as mining, oil, steel mills, etc.,

D. Technological innovation

7^. A new development in the use of computers for container temtinal operation is the so-called "intelligent container crane". A central computer system keeps track ofthe position of each container in the container yard. Thus if the crane knows the X, y, z location of the spreader at the moment of shifting of the box, it knows what container it is moving. Thus a crane that knows its location in the terminal with the ability to interchange information with the central supervisory compصr is "intelligent".

73. This control removes the diffrc^ty of Icnowing the position of bo^es when they need to be shifted for operational reasons. The use of checlcers to control the positions of boxes in the terminal are no longer required. Further the transfer of information to the central control room by the crane driver using voice radio or a computer terminal ى not required. The system used for identifying the position of the cranes h^s various solutions; inductive loops located beneath the surface of the ground alo^g the erane traclcs, lines of transponders along the track, single transponders at the errance of terminal lanes with counting wheels ftnally different global positioning satellite (GPS) systems. The development of the GPS for orientation, the use of gyro-stabilized systems for steering and the use of radio frequency with a network controller and buffer for the messages, will permit the use of these "intelligent cranes" without special provisions beneath or along the terminal.

Box 6

Quay cranes come of age

Around one fifth of all in-service container cranage is above 20 years of age, creating a growing need for refurbishment sendees. Many of the oldest units are concentrated at ports in Europe, the United States. Australia and Japan, where renovation work and second-hand sales are blossoming.

More than 300 quayside container gantry cranes are now o^er 20 years of age. Ports are showing little sign of large scale scrappage of older units. Instead, many ar^ deciding to renovate such equipment. Furthermore, if they no longer need such refurbished machines, ports are tending to favour selling them into the fast expanding second-hand market rather than opting for outright dispos Despite their small dimensions, low capacity and relatively slow speeds, it is often more convenient and cheaper to upgrade older cranes than to replace them with new ones.

The cheapest new gantry crane, constmcted to the most modest Panamax size, currently carries an average price of more than us$ 5 million. Latest generation post-Panamax units ^ost upwards of us$ 6-8 million. Ports can undertake a huge amount of reconditioning for far less. Meanwhile, demand for newbuild cranes is still strong and order backlogs mean longer lead times. To respond to a surge in container traffic, it can be quicker to upgrade an existing unit rather than wait for a new crane.

fn growing numbers, ports are concentrating on the purchase of new post-Panamax cranage, whilst opting to refurbish existing cranes of small dimensions. A few are also looking to match capacity shortfalls by purchasing used cranage, of Panamax capacity, thereby contributing to the already brisk second-hand market. Used container crane prices can be well under 50 per cent of that paid for a newbuild replacement (some have been reported as low as 10-20 per cent) and will nearly always include some ma)or refurbishment as part of the overall package.

A total upgrade covering the enlargement of all dimensions (including boom height, outreach, and rail span) and a full replacement of mechanical and electrical parts is unlikely to cost more than 50-70 per cent of newbuild cost. Again, it can be accomplished within a relatively short time-scale.

A ‹survey of ports around the world suggests that refurbishment is, indeed, becoming very big business. In excess of 200 quayside gantry cranes are currently reckoned to be undergoing signifrcant reconditioning work. This may only concern simpler modifications, such as replacement of spreader, drive or cable components, although a growing number are undergoing important structural changes and being fitted with upgraded electronic systems.

A conservative e‹stimate indicates that more than 20 ships/shore cranes have been relocated during the past year or so, many through open sale. Units have been reinstalled at ports with the United Kingdom, the United States, South America, Australia and China. It is forecast that the total number of cranes disposals, involving on-sale or actual destruction, will number more than 50 over the next 1-2 years.

This may sound a lot, until one reviews the approximate age structure ofthe global fieet of quayside container gant!)? cranes. More th^n 330 cranes are reckoned to predate 1975. Around 100 units were actually built before 1970. It is unclear what proportion of these older cranes remains in operation.

A total of around 600 cranes pre-date 1980. It is known that the vast majori^? of ^11 current refurbishment^ are associated with cranes built before this date, with much ofthe more complex reconditioning covering units originally constructed bel'or'e 1975. The current figures of 200-plus crane refurbishments suggests that upwards 30-40 per cent of all units, pre-dating 1980, are in receipt of some reconditioning work.

A frfth of all operational ship/shore cranes are now into their third decade of operational life (pre-dating 1975). Around 35 per cent were constructed before 1980. It is also cle^r how the worldwide demand for quayside container cranes has gained momentum in recent years, culminating in record annual deliveries since 1980.

Box 6 (continued)

The advent ofthe post-Panamax crane in the late 1980s has naturally played a big part in fuelling the recent production boom. It has helped generate the potential for sales of second-hand smaller capacity cranes, as the rising production of post-Panamax cranage has restricted the corresponding manufacture of smaller sized units.

The high influx of new crane deliveries is doing rather more to keep down the average age of the fleet than is any corresponding clearance of old units. It is predicted, for example, that the proportion of cranes of 20 years' age or greater will not have ©hanged signiflcantly b^ 1997, even assuming that no fhrther units are scrapped. The percentage share will stifl amount to a little under 20 per cent, should the current fleet stmctnre remain unaltered.

The concentration of the oldest cranes are, as one might expect, to be found in Europe and North America. The following table shows with clarity how the majority (78 per cent) of cranes pre-dating 1975 are to be found at ports in either of these two regions. They account, moreover, for a sizeable 30 per cent of the entire ship/shore crane stock in operation within North America, and 27 per cent of European inventories.

(excluding units on order for delivery in 1995-1996)				
Region	pre-1975	1975-1984	1985-1994	Total
Europe	145	179	211	535
North America	118	127	140	3^5
Uentral/South America	14	25	28	67
North/East A‹ºia	32	103	262	397
South East Asia	6	26	127	159
Mid-East/Africa	٩	97	47	149
Australasia	14	29	12	55
World Total	334	586	827	1747

Source: Manufacture/port listings and Cl M^r^et Analysis.

Australasian ports are also burdened with a higher-than-average share of old-generation units, with cranes of ^0 years vintage or greater making up almost 25 per cent of all operational cranes here. The majori^ of all remaining eranes pre-dating 1975 are to be found in South America and East Asia (mainly Japan).

Japan is one country to be pursuing a vigorous programme of crane replacement as well as refurbishment. Even without considering the devastating Kobe earthquake (which eflectively put 46 working ship/shore cranes out of action, some possibly for good), Japanese ports have signifmantly reduced their collective count of older units.

There has been a constant relocation of cranage throughout Australia, following various changed port development plans and the ongoing restructuring of on© ofthe country's largest terminal operating companies. A number of crane renovations/di‹ºposals are also expected at the more "mature" terminals in Taiwan, Hong Kong, Singapore, Malaysia and South Korea. Activity at European ports has been mainly focussed on refurbishment, although here too some ofthe oldest cranes (typically pre-dating 1979) are increasingly subject to disposal and resale.

The refurbishment of older cranes is most markedly gathering momentum in the JJnited States, ?rojec'ts are underway at a wide range of ports. The bulk of old-design cranes found at United States terminals are earl^ generation Paceco "Poflainer" units, many of which are still rated to "40 long-tons or under" lift and featuring outreaches of 35m or less. These are a natural target for renovation and are proving popular in the resale market.

Source: *Cargo Systems International,* July 1995.

Chapter VI

FREIGHT MARKETS

This chapter indicates comprehensive conditions and trends in freight markets, covering main cargo sectors, liner freight rates as a percentage ofprices, estimates of global freight costs and maritime bunker prices.

A. Freight rates of main cargo sectors

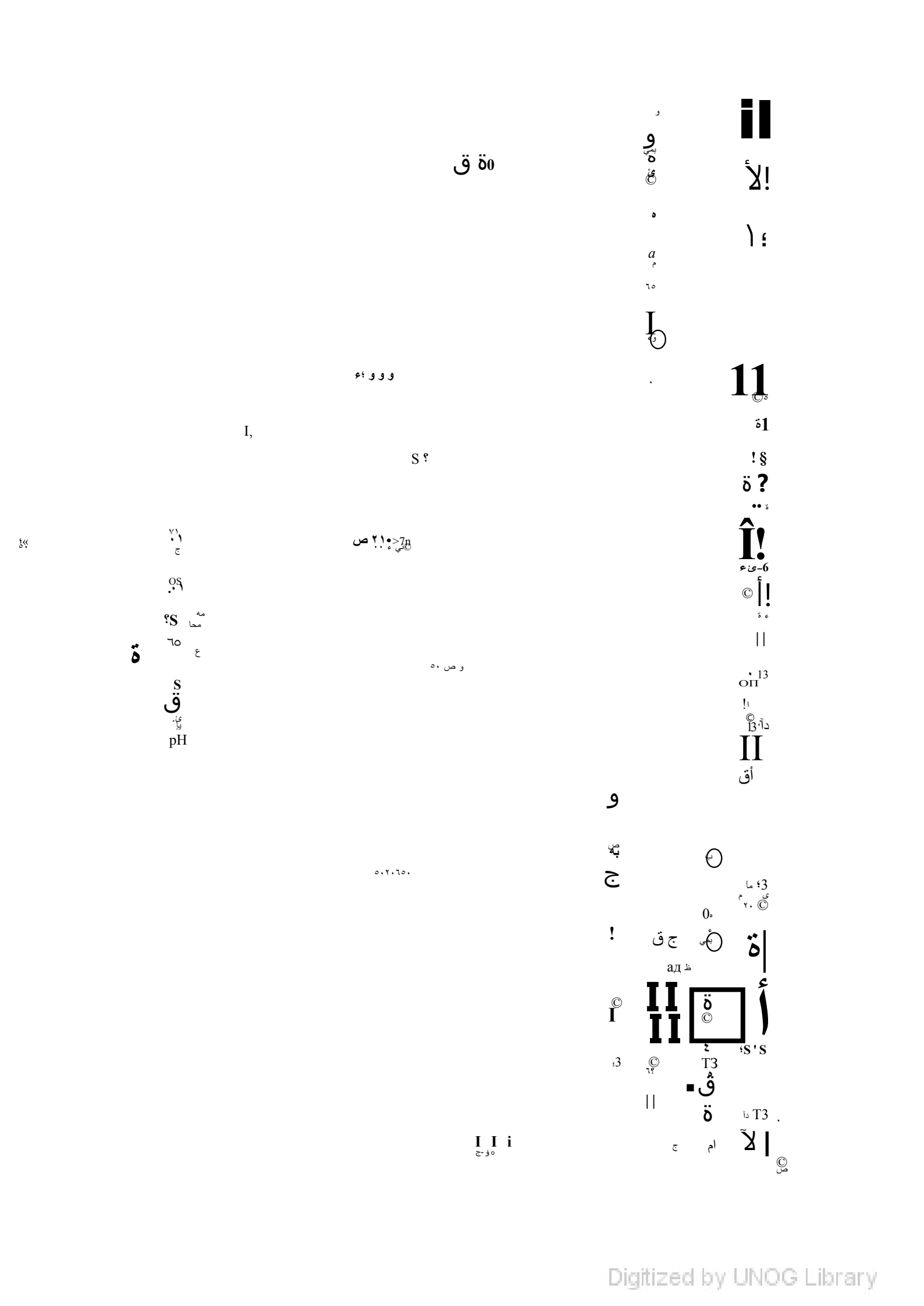
74. Table 35 indicates data on the development of freight rates for three principal shipping markets. The monthly freight indices cover the 1993-1995 period for selected liner rates, dry cargo time and trip charters, and tanker Worldscale for five sizes of crude and product vessel,[9].

75. The overall 1995 liner freight index continued to fall to an average level of 71, which was a 3 point decline from the average of 1994 and the record low since 1988, A closer look at the liner freight level in 1995 indicates that th^ average index of container rates fell by 5 points from their 1994 level, while conventional general cargo decreased by 2 point,s, reflecting the more volatile nature of the container cargo rate index. The overall index of homebound rates (to Antwe^/ Uamburg range) fell by 4 points from 1994, as compared to only 1 point down in the outbound rates. These 1995 downward trends in index for both ways of trade are the same as those registered in the previous year.^^

76. Gontainership charter rates are one of the main indicators of liner market developments. Uontainerships of 550 TEU capacity enjoyed a considerable increase of 8.7 per cent from 1994 to an average of uss 8,352 per day in 1995. The market for ships of 500 TEU to 999 TEU remained firm at established high rates since the middle of 1995. Uowever, not many fixtures were concluded, as most vessels remained firmly comnritted in their existing trades. $hips of 1,000 TEU to 1,200 TEU are of the feeder size for major trades, which are conducted by East-West mega operators. In this respect, tonnages have been truly matching market requirements. Charter rates for this class reached their highest level in August through ©ctober, with u$$ 11,700 per day being paid. The average rate of u$$ ، 1,298 per day represented an increase of 5.4 per cent from the previous year. Demand for self-sustained containerships of this size continues to be strong and in excess of supply in the global charter market since the previous year..^

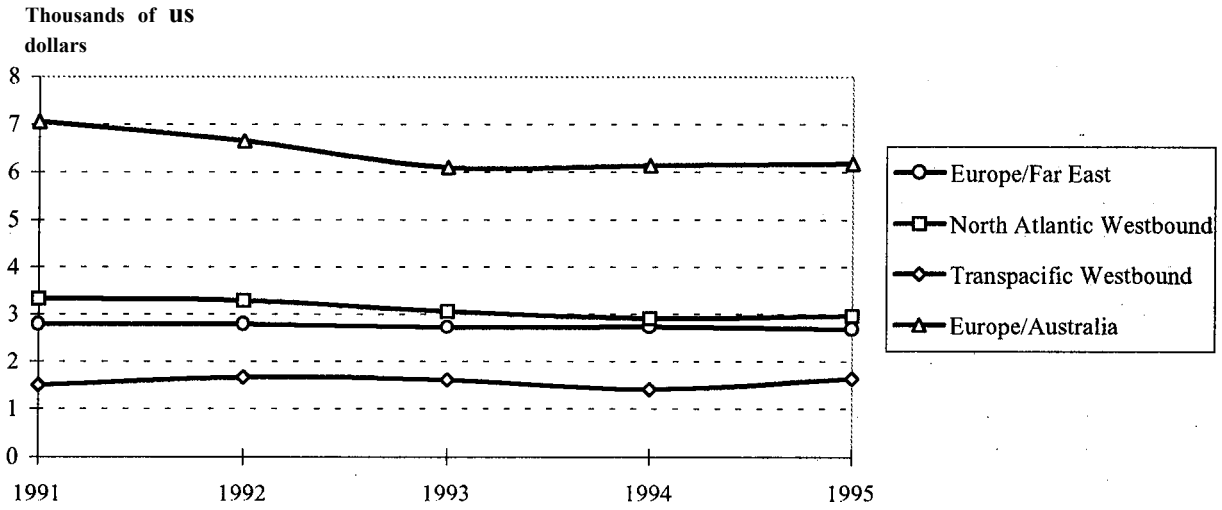
77. Container tariff rates (US$/TEU) of selected conferences turned upward in 1995 on North Atlantic Westbound and the Transpacific Westbound routes, thus halting the downward movement that had prevailed in the last thred or four years, Europe-Australia marginally increased. Conversely, (he Europe-Far East, which had turned upward in 1994, fell again, albeit marginally, in 1995. Crowth in Eastbound container traffic between Europe and the Far East slowed in 1995. Shipments of some of the major cargoes reportedly dipped mid-ye^r when Asian importers switched to cheaper North American suppliers as the dollar weakened. In the North Atlantic Westbound trade, the strong trade boom did not seem to suffer from the declining United States dollar exchange rate. In the Transpacific Westbound trade, the increase reflects the Ceneral Rate Increase of the Transpacific Westbound Rate Agreement (TWRA) on I January 1995. The Agreement adopted quarterly adjustments of Currency Adjustment Factor (CAF) and Fuel Adjustment Factor (FAF). These surcharges accrued from. the us dollar depreciation against Asian currencies and an increase in fuel prices at Asian loading ports contributed to the rate increase. Furthermore, one ofthe major non-conference lines was in "friendly" competition with the Westbound Transpacific Stabilization Agreement, for major cargoes such as cotton. This Agreement serves as a forum for conference and non-conference lines to discuss their respective rate levels (see graph 11)._—

78. In the dry bulk sector, the overall sibiation of the dry bulk charter market considerably improved in 1995 both in time and trip charters, compared with the market in 1994. As shown in table 35, the average time charter index rose by 10 points to reach 124 in 1995, almost the same


Digitized by UNOG Library

Graph 11

Major conference rates. 1991-1995



Source: *Lloyd's Shipping Economist*, April 1995 and previous issues.

level as recorded in 1993. The trip charter index also increased by 24 points to 225, a record high since 1990. These increases were partly due to external factors. The Kobe (Japan) earthquake in January caused heavy port congestion in major Japanese ports, specifically for import of iron ore, coal, and grain, and export of steel and Steel products in addition to activities of liner services. Floods and drought in China increased grain import requirements, which involved long hauls from the United $^tes and South America. Improved industrial performance in OECD countries also led to higher steel demand and increased production.^^

79. The 1995 overall improvement in dry bulk charter markets was also attributed to an estimated increase of 5.8 per cent in the seaborne trade ofthe three major dry bulk commodities (from 950 million tons in 1994 to 1,005 million tons in 1995). In 1995, seaborne iron ore volumes increased by 4.4 per cent from 383 million tons to 400 million tons. Froduction levels of the European Union crude steel industries grew by 2.8 per cent to 155.9 million tons. In Asia, the Republic of Korea and Japan also improved by 8.9 per cent (36.8 million tons in 1995) and by 3.4 per cent (101.6 million tons in 1995) respectively, while China only marginally increased production by 0.4 per cent to 93 million tons.^ The ship-charter rates for iron ore were unstable throughout the year. For the larger part of the year Brazil/Rotterdam fluctuated betweeu US$ 7.25 and US$ 9.50, finally falhng to the 5.75 level at year-end. Brazil/Japan naoved at an average US$ 14.00 with a peak of us$ 16.50 in April, ending the year at ahout us$ 10.00. Western Australia/Rotterdam peaked at ahout US$ 11.50 in April before sliding slowly to end the ye‹ar to about US$ 7.00.—

80. Coal became again the naost inaportant dry conamodity traded, as thernaal coal showed renaarkable growth (7.8 per cent) from 219 million tons to 236 million tons, while coking coal trade increased by 4,3 per cent fro^ 164 million tons to 171 million tons, basically due to strong growth in short-haul i^ra-Asia exports mainly from China and Indonesia (from 47 million tons to 53 million tons) and rapidly increased exports from the United States (from 56 million tons to 70 million tons). Freight rates for Uampton Roads/Rofrerdam rose to the highest of about US$ 9.25 in April. Tereafrer a steady decline was seen to US$ 5.90 at year-end. Richards BayUapan was at the peak of US$ 19.00 in April but ended the year below US$ 13.00. Richards Bay/Rotterdam was more stable between US$ 9.00 and US$ 11.00 for most of the year. Queensland/ Rotterdam, which relies almost entirely on modern tonnage, showed rates between US$ 11.50 and US$ 13.00 all year, until it fell to almost US$ 9.00 in December.—

Box 7

North-South container prospects

North-South container ftei^ht rates have ^eneraiU heen perceiveh, particularly by the developing countries in the southern ‘ as being higher than those in the East-West trades. The picture, hoivever, has changed dramatically, particularly in those markets ivhich have heen deregulated in the 1990s, highlighting the heneEits (for shippers, receivers, consumers and national econo!^ies) of free markets over cargo reservation and flag protectionism. This is one ‹)f the conclusions of a newly published Report from Drewry Shipping Consultants.

North-South trades are increasingly being subjected to the influence of the global pressure on E,ast-West freight rates; to the operation of open r^rket economies where oversupply of space results in falling rate levels; and to the marginal pricing practices of transhipr^nt carriers.

Preventing recovery

Rates are depressed on almost every North-South route, and even where cargo volunres are strong, overcapacity and greater competition is generally preventing any recovery. The only thing that varies fro!i one route to the next is the degree to which rates have been reduced ov^r the last four or five years. North-South freight rates have come down across the board, but particularly where market have been opened up after years of regulation and protection.

Despite the fact that all carriers are hurting financially and would very irruch appreciate some relief from the incessant pressure on freight rates, the market environment is working against any such developments, especially with regulators around the world watching liner shipping with unprecedented vigilance for signs of collusion.

The industry’s fixation with lower and lower costs, now seemingly achievable only through ever larger partnership arrangements, is proof enough that there is little or no confidence in any meaningful rate rises.

Estimated rate reductions on dynamic North-South container trades

Route	Period	Rate Reduction
Europe-East Doast 8outh America	1990-94	40»/o
East Coast South America-Europe	1990-93	50»/o
Europe-West Coast South America-Europe	1993-95	20م/۶
East Coast flnited States-North Coast South America	1991-94	25"/م
East Coast Dnited States-East Coast South America	1992-94	30-35«/۶
Far East-East Coast South America	1993-94	33«/م
Far East-West Coast South America	199^-93	15۶/۶
Far East-South Africa	1991-92	2©٫/><

Source: Drewiy Shipping Consultants (London),

Mega-carriers

Dnly those carriers able to keep cutting c^sts and achieve good asset utilization are likely to survive, and in this respect the mega-carriers should be best placed, as they have learned how to cope with a prolonged period of low rates, low margins and low profitabili^ on the East-West routes.

All North-South carriers will need to match the scale econonries of the most efficient operators on their trade - whether this is a specialist carrier ‹mr one of the global operators, Eor most lines this will inevitably mean not just vessel sharing, but closer Integration and actual at™lganrations. Carriers will have to adapt t‹i a low rate environment worldwide. Rates will never rise to the artificial levels of pre-deregulation days in the newly liberalized trades, and with the container market becoming increasingly global, the effect of axial competition (whether actual (١٢ as a threat) will act as a rate depressant across all routes to an ever greater extent.

Cost - the major area

This leaves cost as the nrajor area for carrier attention. A sp()kesiiian for a Iirega-carrier said that "This process of focussing on costs is only really beginning now on the North-^outh trades since the East-West players started moving in. People are not used to intense cost conipetition." Dn the cost front, operational scale is important, which itnplies that the larger carriers in each market are best placed to stand the heat in the North-South kitchen. This should favour the mega carriers - whether new-wave or traditionalist, although North-South specialists, and even some regi()nal carriers, may prosper in trades where substantial market share has been W(١n and they p(١$s٥ss the re٩nired critical mass.

Source: رععع۶<۶مح ***Biillelin,*** Yolunre 9(1, No. 5.95, based on a report by Drewry Shipping Consultants, entitled "North-South Container Trades - Will Global Carriers Destroy the Market?".

81. The 1995 grain shipnrents increased by 8 per cent to an estimated 198]«illion tons from 184 million tons in 1994. Due to a poor harvest, Australia and Ganada reduced exports by about 56 per cent and 23 per cent respectively from the previous year. These volumes were replaced by shipments fron• the United States and Argentina, which rose about 35 per cent and 39 per cent respectively, !■nports of the for!ner Soviet Union were halved from the previous ^ear, whilst China tripled the imports due to floods and a drought early in the year. Freight rates fluctuated witl• the United States Gulf/Japan showing the greatest variation. However, throughout the year, rates l››oved at an historically high lev^l with a highest at **us$ 37.59** in March in the United States Gulf/Japan trade. The South American grain season, with high volu>ne and considerable port congestion kept rates between **us$** 33.99 a]rd 35.99 through the sunrmer and this strong trend Hst^d until October when the market declined resulting from exporters' low stock and high prices, bicrcascd year-end activity, however drove the level up to nearly **us$** 39.99 again. The United States Gulf/Continent rates displayed a si›››¦lar trend, with a peak at **us$** 29.99 in March. Rates then fluctuated between **us$** 16.99 and **us$** 18,99 01ɔ›¦ October, and ended the year at the rate of **us$** 14.99 level.^'

82. Developments of d›y bulk markets are also ret)ected in the movements of the Baltic Freight Index (BFI). This index is weighted on the basis of the importance of the global major dry bulk trade routes. The composition ofthe index during 1995 was:

Route		fomtuodity Weishtins	
›	us Gulf-Norlh Uonlinent	Grain	Id per cent
	Transallanlic round	T/c	10 per cent
2	US Giilf-Japan	Grain	10 per cent
2a	US Gr‹![-rar East time chatter	Grain	10 per cent
٩	US North ?aci(ic-/apan	Grain	10 per cent
3a	Transpacific round	T/c	10 per cent
6	IJ Roads-R BayUapan	Goal	7.5 per cent
7	H Roads-Rotterdam	Goal	7.5 per cent
8	^tteensland-Rotterdatrr	Goal	7.! per cent
9	i'ar East to Nopac-Cont	T/c	10 per cent
10	¶'uharao-Rotterdam	Irtrn ore	7.5 per cent

83. Graph 12 shows the trend ofthe BFI and (selected trade routes for 1995. The surge in dry bul^ freight markets in the second quarter sent freight indicators up with a peak in April. The BFI reached th^ 2,259 Lvel in April. This escalation in freight rates could he attributed to an overall increase in demand in the major dry bulk seabome comrrrodities (by 5.3 ^er cent from the previous year) and rejects the sectoral developments of comrrrodity freight markets mentioned above.

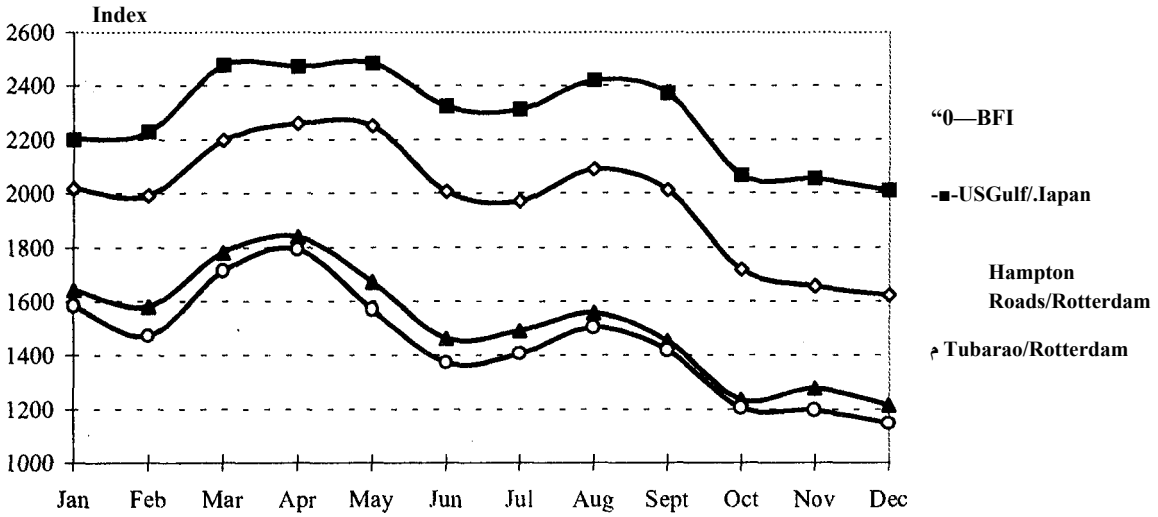
84. Table 36 indicates the highest and lowest freight rates reported during **1994** and **1995** in some of the Lading trades of rrrajor dry bulk commodities. In **1995** high rates and low rates respectively for the rrrajor conmrodities were up, compared to the previous year. The range between the year's high and low rates increased only for coal ‹›› the Hampton Roads and Richards Bay/Japan trades. Grain in the United $tates Gulf/Japan trade showed great variations throughout **1995,** registering **us$ 37.59** in nrid-March. For coal, the Hampton Roads and Richards Bay/Japan routes rose toapea^ (U$$ **18.59)** in April **1995.** The Richards Ba^/Rotterda^ route was also stable at the U8$ **9.99-1**1**.99** level for most of the year. The ore trades on the BraziFRotterdam route started the year at nearly **u^$ 9.99,** rising to the level of U8$ **19.99** in April, and maintained the **us$ 8.99** level until year-end when the market collapsed to almost **u$$6.99.**

Tanker market

85. The world seabome oil trade increased by 2.1 percent in volume in 1995, of which crude oil shipments increased by 2.3 per cent to 1,532 million tons and oil products by 1.8 per cent to 518 ›››illion tons. Gil product trade expanded with continued large increases to countries in $outh-£ast Asia and the Far Fast, but reduced imports b^ the United States, The tanker fleet decreased by 1.3 per cent to 267.7 million dwt. Faid-up tankers decreased from an average of 3.5 million dwt to 3.1 •nillion dwt, whereas tankers used for storage increased ^›››› 3.6 to 5.6 million dwt or 2.1 per cent of the tanker fleet. Based on the relatively favourable supply demand conditions, the capacity utilization rate for the active fleet ‹novcd up from 82.3 per cent in 1994 to 85.9 per cent in 1995. As a result, freight rates strengthened considerably for large tankers specifically in the second half of 1995, while the up^m in rates for other types of tankers was definitely more moderate throughout the year.^'

Graph 12

Baltic Freight Index and selected routes. 1995



London Commodity Exchange.

Table 36

Comparative freight rates for selected commodities. 1995 versus 1994

Commodity	Route	Ereight rate range			
		1995 (USS/ton)		I994(US$/ton)	
		High	Low	High	Low
Grain	Mississippi/Venezuela	25.00	15.50	20.50	10.00
Grain	United States (Gulf of Mexico)/Japan	37.50	25.40	35.00	18.25
Coal	Hampton Roads and Richards Bay/Japan	18.50	12.60	13.10	9.50
Coal	Richards Bay/Continental Europe	11.25	8.00	١١٨٨	5.50
Ore	Brazil/Jap^n	13.85	9.25	13.45	7.50
Ore	Brazil/Continental Europe	١١٦٩	6.20	10.50	4.30 II

Source: Drewry Shipping Consultant‹٩ Ltd. (London), *Shipping Statistics and Economics,* 1995-1996, various issues.

86. Table 35 indicates freight rate developnrents for five types of tanker. During the first half of 1995 the average VLCC market rates fluctuated between WS 45 and WS 50. During that period, 25 of a total of 31 VLCCs scrapped in 1995 went to the breakers. Consequent scarcity of tonnage helped owners to secure solid gaim٩ in rates and a brisk level of inquiry. During the following couple of months, there was a considerable amount of fresh business from eastern charterers whose activity became the driving force ofthe Middle East market. In September, the carefully built-up and finn market suddenly went into steep decline, where easterly businesses moved downwards to WS 45/50. Western trades also followed the market trend. Fart of this decline was linked to slower demand for larger shipments. Early October, charterers started absorbing December

tonnage earlier by fixing up to a couple of mo^hs forward and covered their end-1995 demand. The high demands lified the VLCC markets up to the recent record high of WS 54 for the year average (see table 35). In particular Westerrr African VLCC activity raised the rates at the year-end to WS 77.5 in line with a general boost in this sector.^'

87. In the sector of medium-size crude carriers, Suezmax (140,000 dwt) had a favourable year in 1995 primarily in their principal market in West Africa. In particular the freight rates firmed up in July and early August due to considerable interest, which enabled owners tentatively to push rates up through the WS90s to reach a peak of WS 100/105. In the last quarter, a dearth of Suezmax bookings sent the West African market on a slide, bringing rates down to the early WS 70s. This ‹slide was purely due to thin demand for this size of oil shipment as charterers preferred VLCCs for their consolidated cargo. Afranrax (80,000 dwt) experienced a very mixed nrarket during 1995. Rates for the Mediterranean trade averaged slightly in excess of WS 100 throughout the year. In the North Sea, rates were on average about seven points higher than in the Mediterranean, but the peaks in this market were far higher, reaching levels in excess of WS 120. In the Caribbean, rates fiuctuated during the year, between WS 115 and WS 155 on average, with 73,000 ton cargo to the United States Culf..^

88. Small product carriers found stable employment throughout 1995 in their principal trades originated in the Middle East, the Caribbean and the Mediterranean. Specifically during the busier mid-year months, activities for 50,000-60.000 tons stayed firm in the WS 140s with peaks at WS 150 in the Caribbean/United States trade. Froduct shipment‹ of 50,000 tons to the Far East from the Middle East were booked in the WS 180s range. The Mediterranean/United States kept 50.000 ton transactions at WS 130-140.

89. In the market for handy-‹ize clean tankers, demands for tonnage primarily from the Caribbean, the Middle East ^nd the Mediterranean retained the market level at WS 200-300, WS 180-230 and WS 160-220 respectively during 1995. The handy-size dirty market in 1995 decreased the average rates in World‹cale to WS 181 from WS 186 in 1994, largely varying in the range of WS 160s and WS 210s through th^ year, depending nrainly upon prompting demands for this size from refiners in oil consuming eountries.^ [35/]

90. ^he period market registered a slight increase in activity in 1995 o¥er the previous year. The time-charter market for ^€€s in 1995 was dominated by a major Middle-East charterer, ‹^ho fixed more than 10 ^TG€s for a 12-month charter. The VLCCs built in the mid-1970s were chartered at around us$ 17,000 per day while modern tonnages constructed in the 1990s gained daily rates ranging from us$ 24,200 to us$ 24,800, Another Middle East oil company booked three large tankers for 12 months, paying uss 15,750 per day for a 1975-built 250,000 tonner, and uss 18,750 per day for a 380,000 dwt built in 1976. A Far East oil company took a 1989-built 270,000 tonner for 5 years at uss 29,750 per day. A double hull 300,000 dwt was reportedly fixed by an American major oil company for seven years at an average of around USS 38,000 per day.—

91. In the Suezmax (140,000 dwt) sector in 1995, there was slightly more activity for the period-charter market than in 1994, but compared to other size sectors, the Suezmax charter market was rather quiet. Rates for modern single-hulled Suezmax vessels were at about uss 18,250 per day for 12 months and at about uss 1,000-1,500 additional for double-hulled tonners. An international major secured three Suezmax ships to be delivered in the second half of 1997 for a seven-year bareboat charter with an option for a lUrther seven years at uss 13,000 per day. The Aframax (80,000 dwt) time-charter market in 1995 was more active in general than the previous year. Main charterers of Aframax tonnages paid rates of about USS 17,500 per day for 6 to 12 months for a double-hulled ship. Rates for early 1980s-built tonners were around uss 14,000 per day for a similar period..^'

92. The time-charter nrarkets for the product-tanker sector were very active with charterers who had favourable prospect for spot product markets. USS 15,000-15,000 per day was paid for modern 40,000-45,000 dwt product cai^iers for a on^-year duration, Uowever availability of such modern vessels and charterers' willingness to commit thenrselves to these rate levels were actually vei^ differed.

B. Liner freight rates as a percentage of prices for selected conunodities

93. Table 37 provides data on liner freight rates as a percentage of n^ar^et prices for selected commodities and trade routes for 1970 to 1995. While commodi^? prices except for rubber, jute and tea, remained almost unchanged, overall freight rates were less under pressure than the previous year, bringing about a moderate increase of the freight/price ratio. The considerable decreases in the ratio were observed in the rubber and jute trades, where prices increased by 47 per cent and 21 per cent respectively. While the ratio of cocoa beans of Ghana and Brazil slightly increased, mainly due to a moderate increase in freight rates. the marginal increase in the tea rati© was attrihntable to the fall of its c.i.f. prices by 10.8 per cent from the previous year.

c. Estimates of total freight costs in the world

94. World total value of imports (ci^ increased significantly by 1^.8 per cent in 1994 from the previous year while world total payments for maritime services rose hy 11.9 per cent. Table 38 indicates estimated total freight payments for imports and its percetage of total import value by countiy groups. World total freight payments as a proportion of import value had been on a downward trend from as high as 6.64 per cent in 1986 to 5.40 per cent in 1994 (see also graph 13).

Table 37

Ratio of liner freight rates to prices of selected commodities

Commodity	Route	Freight rate as percentage of price a/b/ç/						
		1970	1975	1980	1985	1990	1994	1995
Rubber	Singapore/Malaysia-Europe	10.5	18.5	8.9	n.a.	15.5	11.4	7.8
Tin	Singapore/Malaysia-Europe	1.2	1.6	1.0	n.a.	1.7	1.3	1.1
Jute	Bangladesh-Europe	12.1	19.5	19.8	6.4	21.2	21.8	18.0
Cocoa beans	Ghana-Europe	2.4	3.4	2.7	1.9	6.7	6.2	7.1
Coconut oil	Sri Lanka-Europe	8.9	9.1	12.6	12.6	n.a.	7.3	6.7 II
Tea	Sri Lanka-Europe	9.5	10.4	9.9	6.9	10.0		6.1
Coffee	Brazil-Europe	5.2	9-7	6.0	5.0	10.0	2.7	2.8
Coffee	Colombia (Atlantic)-Europe	4.2	5.7		6.7	6.8		3.7
Cocoa beans	Brazil-Europe	7.4	8.2	8.6	6.9	11.0	8,6	9.5
Cortee	Colombia (Pacitlc-Europe)	4.5	6.3	4.4	6.1	7.4	3.8	4.0

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by the Royal Netherlands Shipowner‹?' Association (data)'or 1970-1989) and conferences engaged in the respective trades (data for 1990-1995).

a/ Cif prices are quoted for coffee (Brazil-Europe and Colombia-Europe) and coconut oil. Eor cocoa beans (Ghana-Europe and Brazil-Europe) and tea, average of the daily priees in London ar^ quoted, ?rices of the remaining commodities are quoted on fob terms.

b/ Freight rates include, where applicable, bunker surcharges and currency adjustment factors, a "tank cleaning ‹surcharge" (^r coconut 01 only), port del^y 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.

d For the period 1990-1995, the prices of the co^odities were taken from UNCTAD, *Monthly Commodity Price Bulletin,* March 1996.

Box 8

The Reefer Shipping Market in 1995

Market Conditions and Trends

The 1994/1995 season can be considered a period of consolidation. Given the weather conditions and, most important!)/, the persistently difficult economic environment, the season was encouraging, albeit below the expectations of shipowners/operators.

The spot segment, in particular, peiformed very respectably, with average rates gaining some 15 per cent over the entire season. This was at the upper end ofthe contract rate's roughly 7 to 15 per cent increase. Seasonal changes in rates showed great regularity.

Demand rebounded in the 12-month charter segment, with rates for large and mid-size vess6ls rising sha^ly. Conversely, the marlꝉet t'or old conventional non-palletized ships virtually disappeared.

Few new vessels entered the marlret in general, and none at all in the large ship segment.

Against a backdrop of slower growth in major industrialized countries, especially in the second half of the year, a combination of favourable and unLvourable elements prevented results flom being exceptionally good. Gn the whole, however, the season's average performance was distinctly better than in the previous year. Several noteworthy factors that influenced the 1994/1995 season were;

- The world-wide reefer fleet declined;
- GhiLan fruit exports got off to a good start. Gn the year, they increased some 5 per cent, with apple exports rising roughly 15 per cent and kiwi exports «urging around 25 per cent;
- Fmit exports from Argentina were strong;
- Israeli citms fruit exports expanded roughly 39 per cent;
- Gitrus fmit and banana imports into the former Soviet Gnion climbed nearly 59 per cent;
- Kiwi exports from New Zealand rose around 6 pꝰr cent, while apple exports gain 39 per cent;
- Fresh pineapple exports from Cte d'Ivoire were higher, despite light r from reaching the 159,999-tonne goal;
- Banana expoifls from)Western Africa, primarily from Gdte d'Ivoire and sha^ly;
- European apple stocks ros'e steeply;
- Australian frozen meat exports decreased;
- Citrus exports from Morocco diminished by around 29 per cent;
- Fruit consumption in Germany declined;
- The banana market was disrupted when the European Union implemented an import system.

The contract market

Gharter rates for the full season generally exceeded those of 1993/1994. Canary Board contracts, which are traditionally renewed in mid-July, were negotiated at the same rates as the previous year. However, other large contracts settled later in the ^ear were the subject of tougher negotiations. In particular, the New Zealand Apple and ?ear Marketing Board's tal^s with shippers were initially abandoned due to broad disagreement over rates. In the end, contracts were renewed at 19 to 15 per cent higher rates than the preceding year. The New Zealand Kiwi Marketing Board managed to obtain similar rates. 8outh African fruit exporters had to agree to pay about 13 per cent more than a year earlier, on larger volumes. Similarly, Ghilean exporters were obliged to renew contracts at 6 to 19 per cent higher rates, depending on the destination, even though volumes were lower.

^hile significant, these rates increases did not necessarily feed through to much higher income for owners, due to the substantial increase in bunker fuel costs over the period.

Box 8 (continued)

The spot market

Average spot rates also firmed appreciably, rising by around 15 per cent. The busy season began early. In northern Chile, grapes were harvested approximately 15 days earlier than noimal and, by the beginning of January, rates wem already around 44 per cent above 1994 levels. Rates rose steadily to pea^ in early April and then declined just as steadily to slow season lows. The seasonal rate increase, which occurred earlier and more regularly than last year, produced the highest rates during the normal period. The following downturn was smoother than in 1994. 8till, contra^ to expectations, summer rates matched last gear's level,ۥ, and even lower on certain one-time voyages.

From early to mid-January, spot rates remained stable at $9.65, or 44.5 per cent higher than a year earlier. The upward trend then bega^, with early-February rates for modern 350,000-450,000 **cf** shi^s starting at approximately $0.81/cf/30 days, compared with $0.70 in 1994. They then rose to $0.95 b^ the middle of the ^onth, against $0;75 in 1994, climbing to $1,175 in early March ^nd $1,225 in mid-March, culminating at $1.25 in earN April. This pea^ represents around a 9 per cent increase compared with the $1.15 high reached in early March 1994.

Rates then began to decline regularly, but were still at $0.90 in early May. By early June they had slipped to $0.50, falhng to just $0,325 ۱۱J early July. Rates bottomed out at $0.30/cf30 days in mid-Jul^, an average summer season low, matching 1994 levels. $ome voyages were reported to have been negotiated at $0.^75-0.^5.

From July to Gctober, demand focussed almost entirely on modern ships, primarily used to transport bananas, cars and rice, and to ship garlic and peanuts from €hina to Furope. Gwners of older ships that had been chartered during the busy period were forced to lay up their vessels in the low season, although somewhat later than usual, or sell some of them for scrap.

The time-charter market

The time-charter market was relatively active across all ship categories, particularly for large carriers. Banana growers, traders and shippers again played a dominant role. Rates advanced around 15 per cent for both mid-size and large vessels.

Twelve-month rates for modern palletized carriers were around $0.75/cf/30 days for 260,000-300.000 cf ships, compared with $0.65 in 1994, and $0.75 for 400,000-550,000 cf vessels ($0.64 in 1993). Rates were virtually the same for all ship categories, with a premium paid for the largest and fastest units, and for those with ample container capacity. The long-period time-charter market for older, non- or semi-palletized ships was practically non-existent and demand in this categoiy has nearly disappeared.

The fleet

The global fleet of reefer ships has shrunk for the second consecutive year. At 1 January 1996, it comprised 1,319 vessels with a capaei^ of more than 40,000 cf, for a total capacity of 362,295,000 cf This repre‹ۥents a decrease of 4.6 per cent in the number of ships and 4.4 per cent in capacity from 1 January 1995.

Newbuildings also declined for the second year in a row. ©nly ,six new vessel‹ۥ totalling 1,362.500 cf were delivered, compared with 26 units totalling 9,1^1,500 cf in 1994. Larger carriers accounted for most newbuildings in the two preceding years, with ships exceeding 300,000 cf in capacity accounting for 85 per cent of deliveries in 1993 and 60 per cent in 1994. In contrast, no vessel in 1995 had a capacity of more than 270.000 cf Twen^? new miits should be delivered in 1996, adding total capacity of around 6,320,000 cf Larger ships are ^gain becoming important, with 35 per cent of newbuildings having a capaciri? of more than 300.000 cf

Similarly to last year, a large number of ships were removed from the market as a result of scrapping, shipwreck or conversion. F'ifty-seven vessels totalling 16,830,000 cf were taken out of service in 1995, compared with 58 ships with a combined capaciiy of 17,010,000 cfin 1994.

Source: Barry Rogliano Salles (?aris).

Table 38

Estimates of total freight costs in world trade a/ bv groups
(Millions of US dollars)

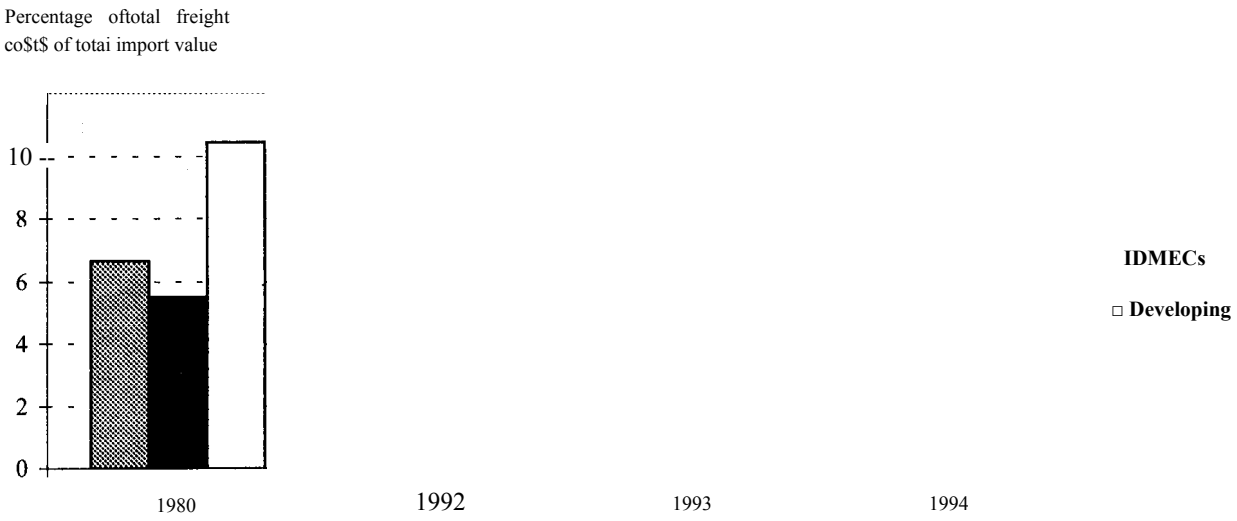
Year	Countiy group	Estimate of total freight costs of imports	Value of imports (cif)	Freight costs as percentage of import value
1989	EWorld total	123 264	1 856 834	
	2. Developed market-economy countries	78 286	1 4^5 979	5.49
	3, Developing countries - total	44 978	439 855	19.44
	Africa	19 432	77 757	13.42
	America	19 929	123 495	
	Asia	21 979	211 989	
	Europe	1 329	16 937	
	Oceania	318	2 477	
1993	!.World total	196 926	; 691 914	5.44
	2. Developed market-economy countries	112 647	;699 779	4.33
	3. Developing countries - total	83 379	991 144	8.33
	Africa	9-837	88 979	11.96
	America	15 998	189 994	
	Asia	56 951	797 439	8.95
	Europe	971	11373	8.54
	Oceania	522	4 268	12.23
1994	EWorld total	219 317	4 963 338	5.49
	2. Developed market-economy countries	125 252	2 922 819	4.29
	3. Developing countries - total	94 965	1 149 528	8.25
	Africa	19 669	96 453	11.95
	America	17 438	219 359	7.95
	As'ia	64 156	805 293	7.97
	Europe	1 331	15 699	8.53
	Oceania	489	3 922	12.24

Source: Derived from IMF cif/fob factors and IMF import data.

a/ The estimate for the world is not complete, since data for countries th^t are not members of the IMF are not included.

Graph 13

Estimates of total freight costs in world trade bv groups



Source: Table .3ᵍ

95. The relative level of freight costs incurred to developed market-economy countries continued to be nearly half that of developing countries, and the ratip between the two groups had renrained almost unchanged from 1980 to 1994. The difference between the two groups is mainly attributable to different trade structures, differences in the regional infrastructure facilities at ports and inland distribution systems, and the more influential shipping strategy of slrippers of developed market-economy countries when negotiating with shipowners, or liner conferences/operators for larger cargo volumes.

96. The overall ratio of developing countries declined almost yearly from 1980 to 1994, as did that of developed market-economy cou}rtries. Within the group, Asia accounted for 49 per cent of the total freight costs and the same in percentage of the total value of imports of developing countries in 1980, yielding 10.4 per cent as the ratio of freight costs. In 1994, tlrey accounted for 68.2 per c^}rt of the total freight costs and 70.6 per cent of the total import value of the developing countries. resulting in the most favourable relative freight factor (7.97 per cent) of all developing regions.

D. Marine bunker prices

97. ¥/orld marine bunker prices had tei^ded to remain at inflated levels during the first and .second quarters of 1995. A sigi^ificant drop in prices was experienced towards the middle of the year, but they recovered during the fourth quarter reaching levels only slightly below those experienced in early 1995. On average, global priees for high-viscosity fuel oil (HVF) and i^ermediate fuel oil (IFO) increased considerably in 1995 by 14.9 per cent and 12.3 per cent respectively from the previous year. The lowest inerea,se^ of 8.0 per cent and 6.5 per cent were marked on the West coast of the United States. Table 39 reveals tire developments of prices during 1995. In contrast to U¥F and IFO prices, which dramatically picked up in the first half and then tumed downwards during tire third quarter, irrarine diesel oil (MDO) prices continuously moved upwards at all global markets, except for the Fersian Gulf

Table

Fluctuations in marine bunker fuel prices, a/ 1993-1995
(US dollars per ton)

		1993	1994	1995				1995 percentage change (fourth quarter to first quarter) ١٦
		4Q	4Q	ول	2Q	3Q	4Q	
Persian Gulf (Mina Ahmadi)	HVF	61	89	199	100	83	97	-3.0
	IF©	79	96	196	106	88	101	-4.7
	MDG	71?	197	183	185	179	179	-2.2
Mediterranean (Genoa)	HVF	79	99	117	113	95	111	-5.1
	IF©	79	193	122	١١٦	101	115	-5.7
	MD©	199	159	171	178	173	١٦٩	8.2
North-NYest Furore (Rotterdam)	HVF	69	94	196	101	85	97	-8.5
	IF©	66	98	199	105	88	96	-11.9
	MDO	144	131	136	148	138	143	5.2
Gurt' of Mexico (Houston)	HVF	64	91	95	102	84	91	-4.2
	IF©	67	94	98	104	87	93	-5.1
	MDO	158	147	146	149	148	151	3.4
Garibbean (Cristobal)	HVF	69	96	196	112	94	98	-7.6
	IF©	76	194	112	117	98	104	-7.1
	MD©	178	174	174	175	174	175	0.6
West Coast of United States (Eos Angeles)	HVF	66	91	96	103	86	92	-4.2
	IF©	71	96	190	107	89	96	-4.0
	MDO	298	177	159	155	169	171	7.6
F^r East (Singapore)	HVF	62	99	192	100	85	102	0.0
	IF©	66	93	195	103	88	105	0.0
	MDO	147	146	147	147	148	150	2.0

Source: Drewry Shipping Consultants (London), *Shipping Staiis* ‹'.١' *and Economics,* various issues.

a/ Average prices I'or each quarter.

HVF, high-viscosit)/ fuel oil
IFO, intermediate Ibcl oil
MDO, marine diesel oil

Chapter VII

MULTIMODAL TRANSPORT AND T£€DNOLOOI€AL DEVELOPMENTS

This chapter updates developments in the field of multimodal transport, including general developments in this field, new block train services and other new features.

A. General developments in the field of multimodal transport

98. The modern trade and transport marl‹et demands highly sophisticated and adaptable organizations with a genuine worldwide door-to-door and just-in-time logistics capability with the greater accent upon the partnership with the customer. The shipping and transport world sees a firrther development of mega transport operators, where the acquiri}^g of larger ships is only a part of the whoL picture. To be a global logistics supplier involves also owing and Lasing vast number of containers, having dedicated tern^inals, agency, truclcing and general logistics subsidiaries. The need to provide such comprehensive and world scale services is proving too much even for the big players to do by themselves, hence there is the increasing treJ›d towards large consortia. Big ocean and multimodal transport operators set up for this pu^ose jointly owned and managed container and chassis pools to use each others' equipment as necessary. So the picture is of massive global companies coming together to fomi increasingly tightly ^nit mega consortia. This concept of cooperation between shipping lines giv^s them the capability to use each other's containers thus easing the burden of repositioning containers. Usage will be charged on an agreed daily rate. The agreement may pave the way for the introduction of an interchangeable "grey box" that would not carry the nanre of an individual carrier or a jointly owned container bearing the names of all participating lines.

99. Another feature observed L the to combine different modes, including the air transport, to provide logistics door-to-door services to satisfy particular needs of cvstoJ››ers. For example, two big road transport operators, one in Furope and another in the United ^tat^s, having already been for some time in cooperation in Transatlantic door-to-door LCL services with th^ use of nrariti]ue transport, have recently nrade an agreement with an air line to provide an alternative Transatlantic crossings with the use of air transport. The service is based on the use of the computer system permiding a customer to ma^e choice between the air and maritime mode of Transatlantic crossing showing him the details concerning the time and price difference. Sea-air transport also played a growing part in goods traffic of the ai^orts situated in the vicinity ofthe seaports. The concept is applied by companies which uns^ff ocean containers with high value cargo arriving at the port and tranship their content by air to other destinations for a swifier journey.

100. In order to promote the development of multimodal transport through closer cooperation between the many different players and better coordination between public and private entities, new institutional aiTangements continued to be introduced. In this respect the creation of the Gouncil of Gombined Transport in France at the beginning of 1995 should be noticed as a part of an efforts of the elaboration and application of the combined transport policy. The mission of the Council is to contribute to the cooperation among the different actors of th^ transport chain on the national and the international level and to advise in this respect public authorities and professionals. The Council includes represenh‹tives of different branches of transport and freight-forwarding industry.

1©1.)¥ith fast-growing external trade in China there has h^en a deployment of logistics services provided by foreign c^rrier^ on the Chinese territo^ with the implantation of their subsidiaries in order to solve problems of door-to-door services. For example, a foreign mega liner operator was expecting to commence regular trucl‹ing operations within China, its subsidiary having received an independent licence. The company will be able to move containers from any point in Cuangdong province to any other point in the country. The liner operator is the first foreign based company to

be issued such peianits, although several joint venture trucking companies having been established in China.

10^. In contrast to the situation in China, freight-forwarding and multimodal transport operations in Wiet Nam are still under development, foreign companies are restricted to establishing representative offices only and have to work through local agents due to the perceived ne^d to protect local conjpanies. The Government encourages cooperation between the I^rajor players to raise the industiy standards, but continues to exercise a tight control over the situation and does not allow ownership in the transport sector by foreign based con^panies. Currently there are ntore than 30 locally-controlled freight forwarders in Viet Nanj, but the n^arket is dominated by Vietrans, the $t^te-owned company controlled by the Ministry of Foreign Trade.

£· Land-bridges and other block train services

103. To operate fast growing rail container services in India, the Container Corporation of India Ltd. (CGNCGR) was established by the Indian Government. A total volume of 380,000 TFGs for the year 1994/1995 were handled compared with ^37,000 TEUs in 1993/1994 financial year, and 450,000 TEUs were forecasted for 1995/1996. In pursuance of the policy of liberalization and the introduction of private capital into $tate-owned industry 20 per cent of CGNCGR's share capital was sold off to a number of private companies. A total of 22 inland clearance depots (ICDs) were operated by the company in 1995, where export and import containers were loaded and discharged to or from container trains and Customs formaiities were carried out. Giv^n the growth of demand the company was planning to open 6 new ICDs in 1995-1996. A complement networl¦ of !CD was operated hy another government agency, Co^ainer)Warehousing Coloration (CWC), as well as hy some private con^panies, such as mega liner operators.

164. Table 40 provides information on container blocl¦ trains linlcii^g ports with major inland points. Although nmst ofthe contaii^er movements were of international character, there was a growing donjestic tmffrc of containers. In the first three quarters of 1994/1995 almost 79,000 T£Ds were moved for domestic customers, representing mainly liigh-value manufactured products which can justify the relatively high cos! of rail container transport. Tlie main obstacles for the development rail container transport in India was the very heavy utilisation of the Indian Railways, limited wagon supply, as well as impossibility by a substantial number of shippers and importers to handle full container business at their own factories and warehouses due to local access problems.

105. A five-year plan to convert 6,000 Icilometres of the Indian metre gauge routes to broad gauge has been under way since April 199^ in order to create additional capacity for the Indian Railways system whose main corridors of trun^ routes are saturated despite doubling and electrification. According to this plan, 4,800 kilometres were already converted during the first three years of the plan and by the end of March 1997 all the planned 6,000 kilometres will be converted to the broad gauge.

Table 40

The number of container block trains operated monthly between ocean ports and ICDs in India

Destination	Number of trains (monthly in each direction)
Bombay - New Delhi	40
Nhava Sheva - New Delhi	٦٩
Delhi - Madras	15
Bangalore - Madras	15
Ludhiana - Bombay	10
Ahmedabad - Bombay	10

Source: Cargo Systems, luly 1995, p.43-44.

106. A proposal has been put forward concerning the creation of a land-bridge to connect northern Malaysia (Fenang Fort) with the southern Thailand port of Songhkla in order to deviate traffic from the congested Straits of Malacca. The outlined proposal contained a 200-kilometres tri-modal: rail, road and pipeline connection, where rail and road infrastructure is already in place, though it needs upgrading. Cun-ent estimated project costs are in the order of $2.75 bilhon.^

107. In China new construction and double-tracking were under way on routes totalling 3,346 kilometres in 1995, more than ever before in China's railway history. The work on adding capacity or Tdling gaps in the network was under way on six trunk lines of vital importance for the growing economy of the country, including the construction of 2,370-kilometres-long railway to the south of Beijing-Jiolong (Kowloon) which will serve the sea ports and ports on the Yangtze River. Several intermodal terminals handling container traffic were constructed during the year 1995 and the development of intermodal corridors with the establishment of container handling companies was an important feature in the improvement ofthe rail container services in this country. The main breakthrough in this area was the inauguration in August 1995 ofthe container shuttle train service between Uong Kong and the inland points in Wuhan and Zhengzhou. Design capaeity of the service is about 500 TEUs a month with eight block trains.

108. In Viet Nam a project aiming the movement of containers between Uaiphong and Hanoi is under development which includes upgrading the trac^, improving other infrastructure and acquiring the necessary rolling stock to transport 20 and 40-foot long containers.

109. Despite the efforts made by Int^rcontainer (1C) - the main rail operator of container block trains in Europe - and other operators of container block or shuttle trains, the share of rail transport in the whole volume of container traffic from/to the main European ports continue to be low and sometimes even decreasing. For example, ofthe 2,200,000 TEUs handled in the port of Antwerp in 1994, only 167,000 TEUs were moved by rail. Through its "Quality-net" Intereontainer operates block trains on the main ax^s from the main ports to the nodes situated at Metz (France), Duisbomg and Mannheim (Germany), Malaszevice (Foland) and Sopron (border between Austria and Uungary).

110. To eater for the demand for traffic between the countries of the European Union and the countries of the former Council for Mutual Economic Assistance (CMEA) 1C is offering a range of block train services connecting the main ports and inland centres (table 41) and some others are planned to be introduced shortly. It is also operating a block train between Antwerp and the CIS and serves, in particular, 200 terminals in the Russian Federation, Ukraine, Belarus, Kazakstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan. Another container service from Western European terminals and terminals in Moscow and St. Fetersburg was introduced by IC through Finland.

Table 41

Eist of 1C West-East container block train services

Route	Name of service
Uungar^ - Trieste	Adria Express
Bremerhaven/Hamburg - Eovosice	Hansa Bohemia Confiner Express
Bremerhaven/Hamburg - So^ron	Hansa Hungaria Container Express
Bremerhaven/Hamburg - Salzburg	Mozart
Bremerhave^Hambur^ - Vienna	Nordsee Don^uwaUer Container Express
Ljubliana - Leghorn	LL-Service
Antwe^ - Malaszewicse/CIS	Strela
Rotterdam - Malaszewicse	
Berlin - Moscow	Dstwind

Source: Intercontainer-lnterfrigo Furomodal, No. 2, 1995, p. 18.

111. The volume of freight traffic through the fixed link established by the Channel tunnel grew steadily involving both public and private operators in container and accompanied commercial vehicles transportation. Accompanied vehicles are transported between the Folkestone and Calais portals ofthe tunnel by shuttle trains and containers are moved by direct trains operated by French and British railways. The record number of vehicles carried a day by shuttle trains was about 1,800 in summer 1995 with the monthly figure more than 37,000 with the share of cross-Channel traffic up to 35 per cent. The number of through railfreight trains was at that period between 465 and 644 per month.

112. The benefits from using the double-stack container train technology have stimulated further expansion of such services on th^ North American continent. Over 1986-1994, double-stack rail capacity serving the international trade through the Pacific seaboard increased by 389 per cent to 3.29 million TFUs. A new double-stack service was open in October 1995 between New York and Atlanta following the completion of an overhead elearance programme which cost was us$ 17 million.

113. It is interesting to note that serious consideration is being given to the use of the double-stack container trains on the projected new "Betuwe" line between the port of Rotterdam and the German border. Th^ feasibility of such a decision will depend on the economic considerations taking into account the necessity of enlarged loading gauges, higher situation of the eatenary and, equally important, on the fact that double-stack technology would be used only on a short section ofthe network.

C. Inland navigation

114. An important step in the developnrent of inland navigation on the American continent will be done with the construction of a 420-kilometres canal along the Atlantic coast in Mexico which will link the transport systenj of this country (particularly the ports of Tampico and Matanjoros) with the network of inland waterways of the United States. The canal will have the width of 38 metres and depth 3.7 metres for the use of barges with the capacity of 1,500 tons. It is expected that work will begin in mid-1996 and will be completed in two years. The use of the inland water transport will make it possible to reduce congestion and other problems faced by road transport which currently accounts for 45 per cent of the bilateral trade. Additionally, the canal will accommodate a large share of the growing trade volume between the two countries.

115. China is also proceeding with an ambitious plan to upgrade its inland waterways system. Under this plan it is intended to improve the conditions on m^jor and smaller rivers and on the Grand canal. The plan includes:

upgrading the conditions for navigation on the Xiangjiang and Xijiang rivers to permit to raise the loading capacity of barges deployed from 300 to 1,000 tons. At the same time the capacity of the barges deployed on the Grand canal in Zhejiang province will be raised from 100 to 300 tons;

the ports of Zhozhou and Henyang in Hunan province will be upgraded to be able to accommodate barges with the capacity 1,000 dwt. New berths will be built in these ports;

the ports of Jiaxing, Hangzhou and Huzhou will s^e the upgrading and improving of their cargo handling facilities with the construction of purpose-designed road/rail transfer yards.

The cost ofthe projects is about u$$ 600 million, of which us$ ^10 million will be financed by a World Bank loan.

D. Container leasing industry

116. For the container leasing sector 1995 was a fairly favourable year with somewhat recovered lease rates and better level of utilisation of stocks. Concerning the structure of the industry, the two major leasing companies had in their hands more than 50 per cent of whole container leased fleet, which amounted to 4,^60,000 TFUs. Fleets ofthe major container leasing and transport companies in 1994 and 1995 are shown in table 4^.

Table 42

Distribution of the world container fleet bv owner in 1994-1995

Owner	1994		1995	
	TEUs	per cent	TEUs	percent
Major lessors	3 675 OOO	43.7	4 OOO OOO	43.9
Other lessors	2^5 OOO	2.7	260 OOO	2,9
Leased total	3 900 OOO	46.4	4 260 OOO	46.8
Ocean carriers	4 100 OOO	48.8	4 440 OOO	48.8
Other	400 OOO	4.8	400 000	4.4
World total	8 400 OOO	100	9 100 OOO	100 1

Source: *Containerisation International,* August 1995, p.

117. The v^st majority, namely 86.2 per cent of the total leased container fleet were standard dry cargo containers, and the rest includes special and domestic European and North American dry cargo and reefer containers. According to the survey of the Institute of International Gontainer Lessors (IICL), at the beginning of 1995 the major United States leading companies had 44,167 domestic units, of which 33,339 were 48-foot and 3,878 were 45-foot containers. New acquisitions planned by the major leasing companies in 1995 were estimated at 485,©©© TEUs including 44©,©©© TEUs dry freight including high cubes (9©,©©© TEUs), 11,©©© domestic and swap bodies and 34,©©© TEUs different special type containers.

E. Container production

118. Annual container demand and production were strongly influenced by replacement of scrapped containers which generated between 4© and 5© per cent of all requirements for new containers. According to an analysis,^ the quantity purchased for replacement was 45©,©©© TEUs of the total new additions of 1,15©,©©© TEUs L 1995.

119. Mass dry freight container production in Ghina, the uncont^sted Lader in this industry, continued to grow in 1995. According to the estimations of the Ghina Container Industry association, in 1995 about 672,500 TEUs were produced against 450,000 TEUs in 1994. Total two-shifts production capacity of all Chinese container factories was 946,600 ^Us in 1995. There are about 40 production centres closely situated to the sites of the first use of containers that makes the production more competidve. In parallel the growth of this industry co^inu^d in Indonesia, Thailand and Malaysia, •e second largest container manufacturing region in the world with the common ouqiut exceeding 200,000 TEUs in 1995. All these countries joined the ranks of major container producers onfy five years ago, however, with many factories operating well below their production capacity and several of them already closed due to unstable market condition, ove^roduction and the fierce competition. India approximately doubled its container production capacity from 70,000 TEUs in *1994* to 146,500 TEUs in 1995, the main question, however, stayed to be whether India's manufacturers could secure enough business to utilize such increased capacity. The container manufactming industry in the Republic ofKorea continued to lose business to lower cost competitors in other countries. In order to overcome cost disadvantages in mass container production, stronger emphasis was placed on the developme^ of offshcre projects and on special co^ainer production, including the production of components for export. Container manufacturing was relatively stable in Europe. Unlike the Asian region, wh^re over 9© per cent of production are

dry cargo containers, Furopean companies continued to primarily compete in the production of different types of specialized and reefer containers. The total number of containers manufiictured in Europe in 1995 was about 134,500 TEUs.

120. ?rices for dry freight eontainers increased notably in 1995, attributable mostly to the high prices of materials (steel and paints). The spread of average container prices by major container manufachiring regions for years 1992-1995 is shown in table 43.

F. Container dimensions

121. The Uouncil of Ministers of Transport ofthe European Upion proposed, subject to the approval by the European Farhament, to increase the maximum total length of road trains to 18.75 m (presently 18.35 m) and that of semi-trailers, and consequently of containers and swap bodies to 13.6 m. Similarly it was proposed to increase the maximum width to ^.55 m from the presently permissible 2.50 m. Gernrany has already introduced the width limit of 2.55 m for vehicles and containers and, aeeording to official announcements, France may introduce it from the beginning of 1996. Fhese decisions, if confirmed, would preclude the use of 45-foot long containers (13.72 m) on European roads, a practice so far tolerated, but subjected to special licences for road transport. At the same time the Council of Ministers of transport did not agree on a possible increase of the total weight of road vehicles from 40 to 44 tonnes.

Table 43

Frices for dry freight eontainers in different produetion regions
(in US dollars)

Country/region	1992	1993	1994	1995
Republic of Korea				
20 foot	2 500	2 300	2 500	2 650
40 foot	4 000	3 700	4 …	4 250
Taiwan Province of Ghina				
20 foot	2 700	2 600	2 600	2 700
40 foot	4 300	4 150	4 150	4 300
China				
20 foot	2 400	2 100	2 250	2 350
40 foot	3 800	3 350	3 600	3 750
Thailand				
20 foot	2 500	2 250	2 350	2 500
40 foot	4 …	3 600	3 750	4 …
Malaysia				
20 foot	2 500	2 300	2 400	2 550
40 foot	4 …	3 700	3 850	4 100
Indonesia				
20 foot	2 400	2 050	2 200	2 300
40 foot	3 800	3 300	3 550	3 700
Europe				
20 foot	2 800	2 500	2 600	2 700
40 foot	4 600	4 000	4 150	4 300

Source: *Containerisation International,* September 1995, p. 91.

Note: The price of 49 foot high cube containers is about 10 per cent high than that of 40 foot long container with height 8 foot 6 inches.

122. With regard to "swap bodies" the Technical Committee 119 of the European Standardization Committee (CEN) decided to standardize two classes of swap body sizes: "C" with 7.45 m length and "A" with 13.6 m length. A question of the width remains to be a controversial issue, since the adoption of the width 2.55 111 creates additional difficulties for the European inland water and short sea transport.

123. In the United States, the Federal Uighway Administration is not in favour of increasing road vehicles sizes and weights as part of the North American Free Trade Agreement harmonization process, though the Administration declared that it committed to finding a means, ill consultation with Congress, to make vehicles sizes and weights and safe^? standards compatible with Canada and Mexico. The enforcement of the 1992 United States regulation conceding the mandatory written certification of loaded containers on their contents, origin and gross weight, which was intended to prevent overloading of containers, has been pos^oned until 1 September 1996. The reason for this was strong opposition from transport operators, mainly from road transport operators. Objections focused O11 the unnecessary problems posed by increasing the emphasis O11 written documentation in a logistics chain which is now essemially a paperless environment.

124. According to a survey ,ظ'the total fleet of domestic containers in the United States increased by 3.6 per cent between 1994 and 1995, showing that the most popular domestic container is 48 foot wide-body box. The survey pointed out that about 8,000 domestic containers were lying idle. The composition of this fleet is shown in tabl^ 44.

125. A United States-based transport and logistics operator plans to launch a prototype European version of its domestic refrigerated container in 1996. The new container instead of 45 foot (13.72 m) length for the United States domestic containers will be a 13.6 m lo^g but with the same 2.6 111 width and 9 foot 6 inch height liigli-cube container. Staclcing posts and IS© staclcing posts will be retained in order to make this unit compatible with vessel operations where 45-foot slots are available, to offer double-stack capability on the North American continent and still to be compatible with the length of the European swap bodies. It is recognized that operations with these conuiners on the European railways will be restricted and will require special rolling stock, but the company believes that commercial incentives will be sufficient to ensure success of these containers.

G. Plenary meeting of the ISO Technical Committee 104

126. The ISO Technical Committee 1^4 "Freight Containers" (TC 164) held its 18th plenary meeting 22 and 23 June 1995 in Uamburg. The Commiftee considered the question whether any hirther activity in relation to the series 2 containers should be continued. The document NPl 1911 - 1 "Series 2 freight co^ainers" reached the stage of a Committee ©ocument (CD) in May 1991. After the ECE/UNCTAD seminar on the Impact of Loading Units Dimensions on Combined Transport held in 1992, it was deeided that for the time being there was no worldwide alternative to the present series I ISO containers. Consequently, at the previous meeting of ISO/TC104, held in 1993, the status ofthe document NPl 1911-1 as a simply internal

Table 44

Composition ofthe United States fleet of domestic containers

Container dimensions	1994	1995	Percentage change
45’ x 192"	1 240	1 174	-5.3
4^’ x 102"	52 087	54 ^34	4.1
53’ x 102"	1 770	1 651	
Total	55 097	57 059	

Source: ***Cargo Systems,*** November 1995, p.

Committee document was confirmed and no firrther work was proposed in this direction at that session. In result ofthe vote (8 for, 7 against, 1 abstained) th^ question of the second generation container standard have been retained in the work programme.

127. The Commidee snrdied a proposal on the revision of the rating of 29-foot long containers. The Committee rejected this proposal, since this revision would tend to increase ^e rating of 29-foot containers up to 39 tonnes which is not acceptable for the transport industry of almost all countries in the world. The Commidee also adopted its $trategic Folicy Statement containing the scope of the Commidee and items of its work prograninre. The Statement puts forward as the cuiTent priority of the work accelerating of the publication of th^ approved draft standards, and its readiness to follow up the evolving needs of (he shippers and the transport indust‘y.

128. It should be kept in mind that at its latest resolution (April 1994) the ISO Council invited the TC 194 to continue to pay special attention to the specific problems and needs of developing countries with respect to freight container systems. Th^ monitoring the developments in the field of international container standards in the TC 194 is very important for the developing countries since the question ofthe second generation of containers continues to be in the agenda. Their participation in the work of this body is very limited, this situation has not improved since the beginning of the work on container standards whhin ISO. UNCTAD stands as the only international body to protect the interests of developing countries during the process of work on new generation of freight containers.

129. The Committee endorsed impoitant changes relating to the international container standards concerning the sofiware:

ISO 6346 Freight containers - Marking and Coding,
ISO 9897 CEDEX Freight containers - Container and equipnrent data exchange, and
ISO 19374 Freight containers - Autonratic identification.

A new feature introduced to the standard ISO 6346 is that the marking of ISO containers with type and size code has become obligato^. This has been done in order to make easier the distinction between ISO containers that comply with all strength features (as stackability, racking force features, ground Hoor fork lifi truck capability) as given in ISO 1496, and other containers that do not meet these strength requirements. The Committee endorsed ‹e role of the International Oontainer Bureau (BIC) in maintaining the system of coding as the only international authority that has the right to allocate owner codes according to this standard. According to a new revision of ISO 6346, this code may also be used for chassis and for detachable container equipment such as refrigeration units. In such cases, the owner/ operator shall replace the last letter ofthe owner’s code (i.e. the "U") by, in case of chassis, an "X", in case of detachable equipment an "Y". A new version of ISO 6346 was published in December 1995.

13©. The Committee endorsed the drafi international standard DIS 989? CEDEX Freight containers - Oontainer and Equipment Data Exchange which was distributed for the vote by member bodies, the closing date for this vote is 14 March 1996. The drafi contains data elements for many applications, such as universal co^ainers, refrigerated containers, tank containers, container chassis and other related data elements. Many containers leasing companies use these data elements and EDIFAOT messages to communicate with their agencies all over the world, terminals, container depots, damage surveyors, repair shops. ISO elaborated and accepted a ?-layer model for the problems incurred in EDI which is called the open Systems Oterconnection (OSI) model.

131. Another important development was the approval by ISO/TO 1©4 member bodies of the upgrading of Annex в to the ISO 1©3?4 Freight container - Automatic Identification from informative to nourrative character. Several nrillions of electronic tags containing the co^ainer data set according to the coding scheme and protocol of IS0 1©3?4 Annex в have been mounted on co^ainers and rolling stock and have apparently proved to firnction efficiently. The patent holder, AMTEOH Oo^oration, has accepted definitely and irrevocably to give, free of charge and license, free usage of this patent for all internrodal applications. The new version of ISD 19374 was published in December 1995.

Chapter VIII

OTHER DEVELOPMENTS

This chapter updates the status of various international agreements dealing with maritime and related transport and outlines some of UNCTAD's initiatives />? human resource development.

A. WTO Negotiating Group on Maritime Transport Services

13^. The Negotiating Group on Maritime Transport Services (NGMTS) had been established subsequent to the Ministerial Decision on Maritime Transport Services taken at Marrakesh in April 1994. The mandate ofthe Group was to hold comprehensive negotiations on commitments in international shipping, auxiliary services and access to ^nd use of port facilities and to conclude these negotiations by the end of June 1996. By the end of 1995, 42 cou^ries were full members of the NGMTS, while 15 countries and 3 international organizations (UNCTAD, World Bank and OFCD) had acquired observer status. Up to the end of 1995, the Group held ^ight meetings which were primarily devoted to the development of a draft model schedule of maritime transport and the elaboration of a questionnaire on the characteristics of national maritime transport and related sectors as well as on the discussion and evaluation of country replies. At the end of 1995, that it since its eighth session, the Group concentrated on actual bilateral negotiations through a process of requests and offers for comnritments for the elimination of market restrictions in the maritime transport sector.

133. The work ofthe Group ce^red around what had been identified as the "three pillars" of the maritime transport sector, i.e. the provision of "blue water" services (shipping services in the strict sense), auxiliary services such as agency, freight forwarding, cargo handling, etc. and additional commitments relating to aecess on a non-discrimiiratoiy basis to services generally available in the port, such as pilotage, lighterage, repair, bunker, etc. The split ofthe sector into these three pillars was not really to be seen as a rejection of how the sector works, but rather as a tool to facilitate negotiation. It enabled negotiators to tackle the sector in the most pragmatic mamrer, particularly in view ofthe fact that large differences exist among countries in the speed and extent of implementing progressive liberalization measures. Work has continued in 1996 ıvith the aim of reaching an agreement on the progressive liberalization of maritime transport services before the established deadline.

B. Conventions on maritime transport

United Nations Convention on a Code of Conduct for Liner Conferences

ı 34. The United Nations Convention on a Code of Conduct for Liner Conferences.^^ came into force on 6 October 1983. The Convention provides an international regulatoiy framework for liner conferences. The Code seeks to ensure rights of national shipping lines to participate in liner conferences and to cany a substantial share of their liner cargoes, to balance the interests of shippers and shipowners and to facilitate the orderly expansion of liner trade. By the end of 1995, the number of Contracting ?arties had reached 78, namely: Algeria; Bangladesh; Barbados; Belgium; Benin; Bulgaria; Burkina Faso; Cameroon; Cape Verde; Central African Republic; Chile; China; Congo; Costa Rica; C6te d'Ivoire; Cuba; Czech Republic; Denmark (except Greenland and the Faeroe Islands); Fgypt; Fthiopia; Finland; France; Cabon; Cambia; Cermany; Chana; Guatemala; Guinea; Guyana; Honduras; India; Indonesia; Iraq; Italy; Smaica; Jordan; Kenya; Kuwait; Lebanon; Madagascar; Malaysia; Mali; Mauritania; Mauritius; Mexico; Morocco; Mozambique; Netherlands (for the Kingdom in Furope and Aruba); Niger; Nigeria; Norway; Fakistan; Feru; Fhilippines; Forftrgal; ^atar; Republic of Korea; Romania; Russian Federation; $audi Arabia; Senegal; $ierra Leone; Slovakia; $pain; $omaha; Sri Lanka; Sudan; Sweden; Togo; Trinidad and Tobago; Tunisia; United Kingdom of Great Britain and Northern Ireland (on behalf of the United Kingdom, Gibraltar and Hong Kong); United Repubhc of Tanzania; Uruguay; Venezuela; Vugoslavia; Zaire; Zambia.

United Nations Convention on International Multimodal Transport of Goods

135. This Convention. — adopted by consensus on 24 May 1980 by the United Nations Conference of PlenipotentUries. was opened for signaftire in New York from 1 September 1980 to 31 August 1981 and remained open for accession thereafter, ft will enter into force 12 months after 30 States have become contracting parties by definitive signature, ratification or accession. The Convention is intended to stimulate the development of smooth economic and efficient multimodal transport serviees and to deUrnrine certain rules relating to the carriage of goods by international multimodal contracts, including equitable provisions conceding the liability of multimodal transport operators. By the end of 1995, the Convention had been ratified/acceded to by the following seven States: Chile, Malawi, Mexico, Morocco, Rwanda, Senegal and Zambia. Another two eountries - Norway and Venezuela - have signed the Convention subject to ratification.

United Nations Convention on Conditions for Registration of Ships

136. The United Nations Convention on Conditions for Registration of Ships was adopted by consensus on 7 Februai^ 1986 by the United Nations Conference on Conditions for Registration of Ships at the fourth part of its session.^' The Convention contains a set of minimum conditions which should be applied and observed by States when accepting ships on their ship register(s). ft defines the elements of the "genuine link" that should exist between a ship and the State whose flag it flies, and thus contains provisions for the participation by nationals of the flag State in the ownership, manning and management of ships. The Convention also stipulates that flag States are required to exercise effectively their jurisdiction and control over ships flying their flag. It also provides for the establishment by a flag State of a competent and adequate national maritime administration which is responsible for a number of specific tasks such as ensuring that a ship ftying its flag complies with the State's laws and regulations conceiuing registration of ships and complies with applicable international rules and standards concerned with the safe^? of ships and persons on board and the prevention of pollution ofthe marine environment. The Convention will enter into force months after the date on which no less than 40 States, the combined tonnage of which amounts to at least 25 per cent of world tonnage, as stipulated in anne^ IB to the Convention, have become Contracting Tarties to it. By the end of 1995, the Convention had been ratified by the following ten States: Cdte d'Ivoire, Egypt, Ceorgia, Chana, Haiti, Hungai^, Iraq, Eibyan Arab Jamahiriya, Mexico and ©man. Another 10 States had signed the Convention subject to ratification, acceptance or ^pprov^l; Algeria, Bolivia, Cameroon, Czech Republic, Jndonesia, Morocco, ?oland, Russian ?^deration, Senegal and Slovakia.

United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules)

137. The United Nations Convemion on the Carriage of Goods by Sea, 1978,— came into force on 1 November 1992. The object of the Convention is to strike a fairer balance between carriers and shippers in the allocation of risks, rights and obligations with regard to liability. By the end of 1995, the number of Contracting ?arties had reached 23, namely: Austria, Barbados. Botswana, Burkina Faso, Cameroon, Chile, Czech Republic, Egypt, Guinea, Hungary, Kenya, Eebanon, Eesotho, Malawi, Morocco, Nigeria, Romania, Senegal, Sierra Eeone, Tunisia, Uganda, United Republic of Tanzania and Zambia. Additionally. 21 countries have signed the Convention subject to ratification.

International Convention on Maritime Liens and Mortgages. 1993

138. The Convention was adopted by consenus on 6 May 1993 by the Unfted Nations/International Maritime Grganization Conference of Flenipotentiaries on a Convention on Maritime Liens and Mortgages, whieh met at Geneva. The Convention is intended to improve conditions for ship financing and the development of national merchant fleets and to promote international unifornrity in the field of maritime liens and mortgages. The Convention was opened for signa^re at United Nations Headquarters in New York from 1 September 1993 to 31 August 1994 and has remained open for accession thereafter. ft will enter into force six months following the date on which 10 Sûtes

have expressed their consent to be bound by it. By the end of 1995, the Convention had been ratified/acceded to by two States: Monaco and Tunisia, Another ten States had signed the Convention subject to ratification namely: Brazil, China, Denmark, Finland, Germany, Cuinea, Morocco, Norway, Faraguay and Sweden. —

Review ofthe 1952 Convention on Arrest of Shins

139. The eighth session of the Joint UNCTAD/IMO Jntergovernmental Croup of Experts met in London from 8 to 10 Dctober 1995 to continue its work in reviewing the International Convention for the Unification of Certain Rules relating to the Arrest of Sea-going Ships, 1952. The Croup commenced the in-depth examination of the drafi articles for a convention on arrest of ships (document TD/B/CN.4/GE.2/5) which had been prepared during th^ seventh session. The Group agreed that the outcome of its work would be embodied in a new convention rather than a protocol, bearing in mind the comprehensive na^rre ofthe work.

c. Human resource development

140. The TRAINMAN Frogramme continued to provide support to institutions organizing management training in shipping, ports and multimodal transport. More than 50 training centres in almost as many countries participate in the TRAINMAR network that enables them to cooperate and thereby expand and improve the training they offer. In addition to the support of a small programme team in UNCTAD headquarters, support may be provided to centres and regional networks through separately hmded projects. Three new projects were initiated: in Nigeria, where a study of the maritime sector and its role in development was undertaken; and two in Europe, funded separately by the European Union and Belgium, for the preparation of training materials suitable for use both in Burope and in regional networlcs. Two current projects were extended: in the Caribbean (financed by Trance) to contribute to the development of commercial exchanges and ^e reinforcement of cooperation by the development of training activities in the shipping sector; and in Romania (financed by the £C) to assist the Maritime Training Center of Constanza in creating a technological training capability in management issues.

Ml. The second regional UNCTAD/BIMCO Seminar on Charter ?arties and Ship Financing was held in Banglcol¼, Thailand, from 30 Cctober to 3 November 1995 for participant from 14 Asian cou^ri^s. The objective of the seminar, organized jointly with the United Nations Fconomic Commission for Asia and the Facific (ESCAF) and with the cooperation of IMC, was to analyse the terms of charter parties most eommonly used in the trade of the region, to brief the audience on recent changes and to promote discussion among the various countries and organizations represented.

142. In the area of human resource development,five seminars on Strategic FlanPing for Senior Shipping Management (Stratship) were delivered ^t training centres in Hong Kong, Fortugal, Singapore, Sweden and the United Kingdom. The JOBMAR programme continued with participants from West Africa attending on-the-job training assignments in Western Europe. Additionally, development work was commenced in 1995 on a new course on strategic planning for shipping managers in the dry bulk and tanker sectors (Stratbulk), with the financial support of Norway. Equally training materials w^re developed for the first session of a certificate course on the modern management of ports.

Box ؏

A premium on competence

Quality assurance is being extended ؛· the realms ofthe ship register and flag States now need ؛· he seen as responsible if they wish to attract shipowners.

Possibly the most important initiative taken by the international shipping commmiity in recent years is the International Safety Management Code - described as (he "license to operate ships" and designed to ratchet up the quality of ship operation. And while this bears heavily upon shipowners, it is the flag States - the ship registers - which must take ultimate responsibility for the owners' compliance.

The mandato^ Code, which a number of administrations will require certain ships to comply with next year (from 1996 onwards), empowers the flag States to authorize competent bodies to undertaken the auditing function, and with a whole world fleet requiring its owners and individual ships to be submitted to the auditing process before they can receive their Safe؟/ Management Certificate, there is considerable interest in the intentions ofthe flag States.

Some administrations have already determined upon their plans. A number of major ‹shipping nations, notably the United Kingdom and the United States are expected to use their own government survey services to undertake the procedure, ethers are expected to use the major cla^siflcation societies, bearing in mind their global coverage of surveyors for this considerable ongoing burden. All the major societies have begun to recmit extra surveyors to undertake th^ work. Vanuatu and Liberia are expected to require the work to be done by International Association of Classification Society Surveyors.

Other flags may permit independent surveyors to undertake the auditing, although reservations have been expressed about the abilities of firms that have limited geographical coverage. As one of the world's largest registers, the ?anama flag has su^rised many by coming to an agreeme^ with the independent marine consultant British Maritime Technology (BMT) to undertake ISM Code auditing on its behalf.

There are however some suspicions that there are flag States which have yet to appreciate the importance ofthe ISM Code and its ramifications. It is clear that there will be intense international scrutiny of the effectiveness of the flag States and those who undertake work on their behalf Port state control will be more than able to check up on whether the actuality ofthe ‹ship's condition and operation corresponds with the claims of the certificates, and the audit trail will lead from the ship, to her owners, back to the issuing authority. The reputation of a register will be easily e‹stablished, or demolished, by the ISM Code process.

Lastly the responsibility for ensuring that the manpower aboard ships on its register are compliant with convention requirements are also being greatly tightened up with the revision ofthe Standards of Training Certification and)Yatchkeeping Convention. Here again there is a checking procedure which ends with the flag ^tate administration, which ultimately takes responsibility for certificates of competency issued in its name. And there are serious and severe sanction‹؟, if a marine administration fails to convince IMO that its standards are fit to be approved. In a labour supplying countiy and originators ofthe training and certification, failure to be listed by IMC will invalidate the certificates of its seamen and render them unable to work aboard the ships of other !lag States. These are serious considerations for any flag $tate to contemplate. The smalle‹؟t ship register now has to put in train arrangements to ensure that its ship operation and manpower are operated to an internationally approved standard. At stake is the veracity of their certificates and the credibility of the register itself

Source: *Lloyd's List Maritime Asia,* December 1995, page 27.

Chapter IX

REVIEW OF REGIONAL DEVELOPMENTS - SUB-SAHARAN AFRIGA

This chapter reviews the global and intraregional trades in sub-Saharan Africa, along with the developments ofshipping and related services.

A. Economic background

1. General situation

143. Until 1993, sub-Saharan African comrtries had not shown tangible signs of strong recover and sustainable growth, despite several years of implementing struc^ral adjustment progra^es. The overall subregion's economic performance had continued to be characterized by low productivity, management problems, failure to diversify from a limited production and export base, and high vulnerability to the exteural economic environment. In 1995, however, economic developme!Tts were nrore favourable, with exports expanding by 14.3 per cent in value and 7.5 per cent in volume over 1994, and imports increasing by 11.8 per cent in value and 5.6 per cent in volume. At the same time, real GDP was estimated to have risen by about 5.© per cent.^^' This generally positive development, however, cannot conceal considerable differences in economic performance of individual countries. Table 45 gives proof of the difficulties - sometimes due to external factors - experienced by a number of African economies, i!^cluding some of the largest ones among them.

Macro-economic performances

(a) Real GDP

144. As indicated in tabl^ 45, the GDP growth ofthe countries of sub-Saharan African was fairly low for the period of 1999 through 1993. The overall economic activities regained sonre momentum in 1994, attaining 2.1 per cent of GD? growth over the previous year. A similar trend is observed in the GD? growth rate fiuctuation of industrial cou'tri◦s and all African countries, but the trend is in sha^ contrast with that of all developing countries, ◦pecifically Asian countries which alined an average of 7,25 per cent for the period.

145. In West Africa, economies of C6te d'Ivoire, Senegal, Burkina Faso, Niger, Mali and Togo developed favourahfy in 1994 afier having gone through an extended phase of negative growth in the previous years. In 1994, countries in this subregion generally recorded positive growth rates which, overall, have been above the average rate of sub-Saharan Africa, with the no^bL exception of Nigeria, which had been on the downward trend since 1988. The Nigerian economy grew by only 1.2 per cent in 1994, thus adversely affecting the subregion's total GDP growth.

146. In the Central African subregion, Congo, Cameroon and ^aire co^ributed to the substantial decline in 1993 and 1994, when there was a virtual breakdown of the financial system in these countries. The performance of the three oil exporters in the subregion was relatively poor. In Cameroon output continued to fall, not only in the oil sector but also in agriculture and non-oil industry. Despite higher oil production, the general performance of the economy of the Congo was hampered by continuing bpdgetary problems since 1993, and that of Gabon by debt-burdens.^

147. In Fastern and Southern Africa, Malawi endured the worst decline (-12,4 per cent) of the entire region of sub-Saharan Africa. Fconomic results in Gambia remained disappointing despite the implementation of a wide-ranging refomr programme. There was son^e recovery in Keuya, as strict budgetary management led to an improvement in th^ financial situation. Zimbabwe continued to sustain the growth experienced over the last seven years with the exception of 1992. Growth rates of Botswana and the United Republic of Tanzania have consistently been above sub-Saharan average, albeit gradually declining since 1987.مئث

Table 45

Real GDP ofthe countries of sub-Saharan Africa
(Annual percentage ehange, 19??-1994)

	Average 1977-86	19^7	1988	1989	1990	١٠٠١	١٠٠٦	1993	1994	1995
World	3.3	4.0	4.6	3.5	2.4	1.3	2.0	2.5	3.6	3.7
Industrial countries	2.7	3.2	4.4	3.3	2.4	08	1.5	1.1	٦١	2.5
Developing countries	4.5	5.7	5.2	4.2	4.0	4.و	5.9	6.1	6.2	6.0
Africa	2.1	1.6	3.6	3.4	٦١	1.7	0-7	0.8	2.6	3.0
Sub-Saharan AfrUa	• 2.8	3.2	2.5	2.3	1.1	1.6	0.9	1.5	2.1	5.0
We^t Africa										
Benin	4.9	-1.8	١١	-٦٩	3.1	4.7	4.1	3.2	3.4	
Côte d'Ivoire	٦٠	-1.6	-2.0	-1.1	-2.1	-0.8	-	-0.8	1.7	
Gambia	3.5	2.8	1.7	4.3	5.7	٦٦	4.4	2.1	-	
ار Ghana	1.1	4.8	5.6	5.1	3.3	5.3	3.9	5.0	3.8	
Guinea	1.8	3.3	6.3	4.0	4.3	2.4	3.0	4.7	4.0	
GuUea-Bissau	6.5	5.6	6.9	4.5	٩٦	3.0	2.8	2.7	6.3	
Liberia	٨٩	1.3	3.1	-10.^	0.3	٦٠	١٠	٦٦	٦٦	
Mauritania	^٦	٦٠	3.1	4.8	-1.8	2.6	1.7	4.9	4.6	
ا Nigeria	-1.2	-0.7	9.9	7.2	8 7	4.8	٦٠	2.3	1.3	
Senegal	٦٨	4.0	5.1	-1.4	4.5	0.7	٦٠	-2.0	2.0	
Sierra Leone	0.3	4.0	2.5	2.4	-0.1	0.7	-0.8	1.5	3.5	
Togo	1.8	0.5	6.2	3.9	0.1	-0.9	-3.7	-13.5	10.7	
Burleina Faso	3.6	-1.4	6.6	0.9	-1.5	10.0	٦٩	-0.^	1.2	
Mali	1.6	١٦	-0.2	11.8	0.4	-٦٩	7.8	-0.7	2.4	
Niger	2.1	-3.6	6.9	0.9	-1.3	2.5	-6.5	1.4	4.0	
Central Alfiea										
Cameroon	8.0	0.5	-12.9	-3.5	-4.5	-6.7	-4.8	-٦٦	-3.8	
Congo	7.1	03	1.8	٦٠	0.7	٦٦	2.4	-1.2	-6.7	
Gabo^	-4.5	-15.4	3.5	5.0	5.4	5.0	0.7	٦٦	1.7	
Zaire	1.1	٦٩	0.6	-1.4	-6.6	-8.4	-10.5	-16.2	-7.6	
Burundi	3.6	5.5	5.0	1.3	3.5	5.0	٦٦	-5.7	-6.7	
Chad	0.9	-1.8	13.8	58	-2.3	١٦٦	8.1	-12.0	4.1	

Table 45 (continued)

	Average 1977-86	1987	1988	1989	1990	1991	1992	1993	1994	1995 a/
Rwanda	3.8	-0.3	3.8	1.0	0.4	0.3	0.4	-10.9	-	
Central African Republic	2.0	-5.0	1.3	3.4	-1.0	-0.6	-2.5	-2.2	6.7	
Southern Africa										
Angola	-	9.4	-8.4	4.4	-5.3	-1.6	1.3	-23.8	2.7	
Mozambique	-2.3	14.6	8.2	6.5	0.9	4.9	-0.8	19.3	5.4	
Botswana	10.8	12.2	14.1	9.2	7.3	7.6	2.3	0.4	2.8	
Malawi	2.9	1.6	3.3	4.1	4.8	7.8	-7.9	10.8	-12.4	
Zambia	0.3	2.8	1.9	1.0	-0.5	-0.2	-5.2	9.2	1.4	
Zimbabwe	2.5	-0.5	7.3	4.5	2.2	4.3	-6.2	2.1	4.5	
East Africa										
Ethiopia	1.6	9.9	2.4	1.2	-2.2	-1.0	-3.2	-12.3	1.3	
Kenya	5.1	5.9	6.0	4.6	4.8	1.9	-1.5	-0.6	3.2	
Somalia	2.9	4.1	-5.0	2.4	-0.2	-	-	-	-	
United Republic of Tanzania	1.8	5.1	4.2	4.0	4.8	5.7	3.5	3.7	3.1	

Source: Compiled by the UNCTAD secretariat on the basis of data in IMF, World Economic Outlook, October 1995.

a/ Fstimate.

(b) Total trade in goods

148. Table 46 compares yearly developments of total trades in goods of sub-Saharan Africa with those of all developing countries ofthe world. The exports ofthe forr^er group increased at an average annual rate of 3. ١ per cent in value and 1.8 per cent in volume, with imports increasing at 4.^ per cent per year in value, but decreasing 1.2 per cent per year in volume over the period from 1987 through 1995. In the meantime, over the same period, the exports of all developing countries expanded at the average annual growth rate of 13.0 per cent in value and 9.8 per cent in volume, while imports also increased at 13.3 per cent per year in value and 10.3 per cent in volunre.

149. The trades of sub-Saharan Africa decreased specifmally during the period fronr 1991 through 1993 exports (at an average rate of-3.5 per cent in value and -0.7 per cent in volume), and over the period from 1991 through 1994 for imports (at an average rate of -1.0 per cent in value and -3.3 per cent in volume). These slow-downs in trades correspond to the stagnation in GDP growth of industrial countries over the period from 1990 through 1993. ©n the other hand, the exports of the developing countries expanded at the average rate of 6.9 per cent in value and 7.5 per cent in volume from 1991 through 1993, and the imports steadily increased at the average rate of 11.^ per cent in value and 10.4 per cent in volume from 1991 through 1994. This favourable trade expansion of the developing countries can be largely attributed to the increasing intraregional trades of East and South-East Asia, and South A!nerica.

Table 46

Total trade in goods of sub-Saharan Africa and developing countries
(Annual percentage change 1977-1995)

			Average 1977-1988	1987	1988	1989	1990	1991	1992	1993	1994	1995 a/
Sub-Saharan Africa	Value a/	Export	4.9	5.0	2.5	4.0	5.6	-3.9	-3.9	-2.8	7.4	14.3
		Import	5.4	12.4	6.8	1.6	7.3	-0.9	0.8	-2.0	-0.4	11.8
	Volume	Export	0.9	-1.2	0.6	2.8	2.6	-1.9	-2.8	2.5	5.8	7.5
		Import	-0.5	1.6	0.8	-0.4	-3.0	-3.5	-1.4	-3.2	-5.2	5.6
Developing countries of the world	Value a/	Export	5.5	25.2	14.7	12.5	13.6	4.9	9.7	6.1	13.6	16.6
		Import	7.6	17.4	18.5	10.5	12.9	11.6	13.0	9.5	10.8	15.7
	Volume	Export	1.6	14.6	13.5	9.3	6.3	6.0	9.8	6.7	10.8	10.8
		Import	4.1	10.0	12.3	10.9	7.3	9.4	13.3	10.5	8.5	10.3

Source: IMF, ***iVorld Economic Outlook,*** October 1995.

a/ Estimated.

(c) Me‹chandise trade structure

150. Data on the foreign trade strucbjre of sub-Saharan African countries in teniis of conrnrodity groups and direction of trade are shown in table 47. Major export items are fuels, manufactured goods and food items, two thirds of which are traded with the developed countries of Europe. Nearly one third of fuels is destined to the United States. Imports are dominated by manufacUred goods, which accouU for nearly 75 per cent of the total imports, followed by food items (16 per cent). They are mainly traded with the developed countries of Europe (nearly 6© per cent). Intraregional trade is developing positively albeit at low levels, and accounted for 7.5 per cent of all exports of sub-$aharan African countries in 1992 (5.9 per cent in 1990 and 5.1 percent in 1980), and for 6.5 per cent of all injports in 1992 (4.8 per cent in 1990 and 5.5 per cent in 1980).

B. General situation of merchant fleets of Africa

151. Table 48 provides data on the overall developnrent of the nrerchant fleets of the world and sub-Saharan African countries by principal ^pes of ship. The share of sub-Saharan African countries in total world deadweight tonnage had decreased fronj 0.29 per cent of th^ world total in 1980 to 0.24 per cent in 1990 and hjrther to 0.19 per cent in 1995. General cargo ships continued to decrease from 1.2^ per cent of the world total of this type in 1980 to 0.55 per cent in 1995 while tanl‹ers remained between 0.14 per eent and 0.20 per cent of the world total. No dry buyers and containerships had been registered in this regioij.

152. A subregional analysis reveals a decrease in West African countries' total tonnage (about two thirds of the region's total tonnage) since 1980. Gnly the share in tanker tonnage expanded steadily, even if at a very low level, from 0.08 per cent of the world total tanker tonnage in 1980 to 0.19 per cent in 1995, Nigeria's oil tanker tonnage, which accounts for about 99 per cent of the subregion's total, grew from 275,000 dwt in 1980 to 455,000 dwt in 1990 and 497,000 dwt in 1995. In the general cargo ship sector of West and Gentral Africa, fleets of Canreroon, Côte d'Ivoire, Ghana and Nigeria, the total tonnage of which represents

89-99 per cent of the subregion's engagement, continuously decreased their tonnage from 989,999 dwt in 1989 to 449,999 dwt in 1999 and ^99,999 dwt in 1995. The total tonnage of the subregions other than West Africa remained practically non-existent, accounting for only 9.91-9.93 per cent ofthe world total in 1995.

c. Movements of major dry bulk cargoes

153. Tables 49, 59 and 51 indicate major dry bulk cargo movements (coal, iron ore and grain) to and from the subregions of sub-Saharan Africa. The coal exports from the Southern coast which are fully dominated by South Africa, continue to show an upward trend, from 52 million tons in 1993 to 56 !«illion tons in 1995,, of which nearly two thirds are destined to Europe and Japan. Iron ore shipments originate from the West coast and the Southern coast. Liberia exports the majority ofthe West coast shipments and South Africa those ofthe Southern coast. The United States has been the biggest grain supplier to all the sub-Saharan African subregions, representing !«ore than half of the total (!«ports of the region, followed by Northern Europe.

D. Movements of crude oil and petroleum products

154. ^!•ude oil and petroleum products movements of sub-Saharan Africa are shown in tables 5^, 53 and 54. Nearly half of crude oil exports are destined to the United States, which thus has a major effect on the region's total export volume, followed by Northern Europe (a share of one quarter) and Southern Europe (about 19 per cent). Grude oil shipments from the west coast represent more than two thirds of the total, being !«ainly produced b^ Nigeria in West Africa ^nd the other comparatively smaller producers such as Cameroon, Congo and Gabon in Central Africa. Angola, the second largest oil producer in sub-Saharan Africa, producing more than 15 per cent of the region's total, do!«inates the oil shipment from the Southern coast.

Table 47

Foreign trade structure of sub-Saharan African countries

(1992, total in thousands of millions of us dollars, regional allocation in percentage)

Destination / Commodity groups	World total	Europe	"^■	Japan	Africa (excluding South Africa)	Asia (excluding China)	**Others**
	EXPORT						
Ah products	79.1	69,4	18.2	2.3	7.5	4.6	7.9
of which:							
All food hems	9.5	69.9	5.1	62	12.5	6.3	9.9
Agricultural raw materials		58.7	3.3	4,9	9.7	11.8	11.6
Ore and metals	4.3	57.7	7.4	13.^	5.2	^«2	8.3
Fuels	4L7	69.8	26.8	9.4	4.3	1,6	6.1
Manufactured goods	11.1	69.6	56	9.6	14.9	19.9	7,4
	IMPORT						
All products	82.8	55.5	8.8	5,6	6.3	13.8	19,9
of which:							
All food items	13,2	45.5	14.8	9.1	9.9	12.1	18.5
Agricultural raw materials	**2.2**	36.3	13.7	1.9	14.5	13.3	21.2
Ore and metals	1.5	38.9	3.4		5.3	17.3	25.5
Fuels	4.6	21.3	3.9	9.9	38.3	29.6	7.8
Manufactured goods	69.1	61.6	7.8	7.6	2.8	13.1	7.1

Source: UNCTAD, *Handbook of International Trade and Development Statistics. 1994* (United Nations publication. Sales No. F/F.95.11.D.15) ublcs 3.2 and 3.3, pages 82-83, 192-193.

Table 48

Merchant fleets ofthe world and those registered in sub-Saharan African countries, selected years, 1980-1995

(in thousand dwt)

	Year	Total	Tanker	Dry bulker	General cargo	Container	Others
World total	**1980**	**682 768**	**339 324**	**185 652**	**115 824**	**11243**	**30 725**
	1985	**664 800**	**261 439**	**232 107**	**105 846**	**19 939**	**45 469**
	1990	**658 377**	**245 936**	**234 659**	**102 676**	**25 955**	**49 151**
	1994	**719 805**	**270 996**	**250 293**	**103 717**	**39 005**	**55 794**
	1995	**734 917**	**267 650**	**261 628**	**104 129**	**43 849**	**57 661**
Sub-Saharan Africa - total	**1980**	**1 985**	**459**		**1 416**		110
	1985	**1 647**	**448**		**1 032**		**167**
	1990	**1 554**			**819**		**282**
	1994	**1 353**		**19**			**240**
	1995	**1 373**		**39**	**570**		**238**
West Africa	**1980**	**1 309**	777		**966**		
	1985	**1 106**	**298**		**691**		**117**
	1990	1 102	**439**		**451**		212
	1994	**940**	**479**		**293**		**168**
	199⁹	**931**	**501**		**268**		**16**
Central Africa	**1980**	**362**	**141**		**191**		**30**
	1985	**269**	**141**		110		**18**
	1990	**155**			**171**		**34**
	1994	**104**		**19**	**50**		**35**
	1995			**38**	**41**		**35**
Southern Africa	**1980**	**133**			111		
	1985	**164**			**140**		**70**
	1990	**151**			**127**		20
	1994	142			**118**		
	1995	**143**			**116**		
East Africa	**1980**	**181**	**26**		**148**		
	1985	**108**			**91**		
	1990	**146**	10		120		**16**
	1994	**167**	20		**131**		**16**
	1995	**184**	22		**145**		**17**

Source: t^CTAD, *Revie^r of Maritime Transport,* **various issues.**

Note: Tonnages registered in th^ Liberia and South Africa are not included.

Box 10

Devaluation ofthe CFA Franc

The " financière africaine (CFA), established in 1948, consisted of 13 African countries until 1988, when the Comoros also became a member. The initial 13 countries had two separate monetary arrangements. In West Africa, the Union monétaire Uuest Africaine (West African Monetary Union) consists of seven counUies (Benin, Burl‹ina Faso, Cdte d'Ivoire, Mali, Niger, Senegal and Togo) with a common central bank (Banque Centrale des Etats de l'Afrique de l'Cuest). In Central Africa there is a Union Monétaire de l'Afrique Centrale, comprising six countries (Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea and Cabon) with its own common central bank (Banque des Etats de l'Afriqqe Centrale). The two groups maintain separate currencies, although they are commonly referred to as the CFA franc.f

Full and free convertibility of the CFA franc ittto the French franc is guaranteed by the Bank of France at fixed parities. In return, the CFA member States are required to deposit 65 per cent of their foreign exchange reserves in Frettch francs ^ith th^ Bank of France, and tlte central battks of both groups, as well as the central Bank of Comoros, also keep an operation account with the Erench Treasury. Both the CFA and the Comorian franc had been pegged at a parity of 5© to the French franc until 12 .January 1994, when the CFA franc was devalued by 50 per cent (raising the parity to 10©) and the Comorian franc ^as devalued by one third (raising the parity to ?5).

Following the devaluation, measures were taken to strengthen the htstimtlonal framework for the harntonization of ntacro-economic policies among members. Itt West Africa, the West African Monetary Union and the Communauté économique de l'Afrique de l'Ouest were combined into a West African Economic and Monetary Union, while in Central Africa, the Communauté écenontique ^t monétaire de l'Afrique Centrale (Central African Economic ^nd Monetary " was established, Hco^orating the Union économique de l'Afrique Centrale and the Union monétaire de l'Afrique Ce^rale.

The underlying rationale for the devaluation ofthe CFA franc involved the following considerations:

- **There had been a deep and persisted économe crisis in CFA countries since the bottom fell out of the markets for commodities in the mid-198©s. During 1985-1992, the highest annual growth of real GDP per capita was only 1.3 per cettt (in Chad); at tlte other extreme there was a decline of 6.7 per cent per annum (in** Cameroo^.^

- **Most CFA countries depend heavily on commodity exports. Prior to 1985, world commodity prices were at levels that generated sufficient export earnings to finance development projects. Exports from these cou^ries were competitive because the French franc depreciated against the dollar. After 1985, however, with the world in recession and declining commodity prices, their terms of trade deteriorated. Furthermore, their exports became less competitive in world markets as the French franc appreciated against the dollar (while remaining in line with the Deutsche Mark within the European Monetary System), In relation to 198©, the terms of trade change ranged from a decline by the end of 1992 of as much as 47 per cent for Gameroon to an improvement of 16 per cent for**

- **There was a general consensus that the CFA franc was overvalued, to an extent that has been estimated, for the begiiming of 1994, to range from 13 per ce^ for Equatorial Guinea to as much as 68 per cent for Caitteroon.4 The fixed parity with the French franc deprived the CFA countries of the option of currency devaluation, and thus coitstihited a major hindrance to the effective implementation of structural adjustment programmes (SAPs).**

__Source__**: UNCTAD,** *Trade and ممم^ء/راءرءامم/ Report. /نوو*, **United Nations publication. Sales No. E.95.II.D.16,**

ن' Gf the 14 CFA countries, 9 are LDCs. The other five are C6te d'Ivoire and Senegal in West Africa and Cameroon, Congo and Gabon in Central Africa.

- Only Iwo other countries had positive average annual growth rates during the same period: Senega! (©.3 per cent) and Burkina Faso (©.9 per cent). For details, see UNCTAD, *The Least Developed Countries. 1995 Report* **(United Nations publication. Sales No. E.95.IED.2), table 33.**

- With the exception of Comoros and Equatorial Guinea, for which data are not available, only three other countries had terms of trade at the end of 1992 which were better than in 198©: Senegal (1 per cent), Burkina Faso (3 per cent) and Mali (12 per ceitt).

ء UNCTAD. Pit, ch.

155. Almost all of the injpofted petroleum products are supplied equally by Northern and Southern Europe. About ?5 per cent of the growing volunje is destined for the West coast of Africa and 12 per cent each for East and Southern coasts. Exports of petroleum products, nminly fuels, are concentrated in the United States trades, with most of them originating in West coast countries.

Einer services

1. Liner-cargo movements

156. Table 55 shows movenrents of liner cargo in the 1993-1995 period between the sub-Saharan African countries (including the Republic of South Africa) and the three major trading partners (North America, the Far East and Europe). Total cargo of both injport (54 per cent) and export (46 per cent) increased at tlje average annual rate of 5.3 per cent (import at 5.8 per cent and export at 4.7 per cent) fronj 14.9 njillion tons in 1993 to 16.5 million tons in 1995, of which 41-45 per cent were loaded or discharged on the West coast. The similar volume of cargo njoved to or from the Southern coast, of which about two thirds were reportedly traded by South Africa.

157. Trades with Europe, the biggest trade partner, have been expanding at the average annual rate of 4.0 per cent and reached a share of 70 per cent ofthe total in 1995. The shares of European trade generated by the West, East and Southern African subregions stood at 46 percent, 14 percent and 40 per cent respectively, and the ratio between import and export was 45 to 55. Trades with North America experienced the highest growth, averaging 12.4 per cent annually since 1993. Total volume traded in 1995 anjounted to 2.8 million tons or 17.1 ^er cent of total trades. The regional distribution anjong East, West and Southern coasts were 33, 12 ^nd 55 per cent respectively, and the import and export ratio 37 to 63. The trade with Japan and Far Eastern NIEs remained at the level of 13 per cent of tlje total since 1993. The ratio between import and export was 60 to 40. Two thirds of this trade was with South Africa.

2. Full-containership fleets

158. Tahle 56 indicates fluctuations in development of full containership fleets on the n^ajor trade routes covering Southern, West and Gentral Africa. Almost all of the 1الله containerships, except for those of South Africa, are actually owned and operated hy third country (non-African) owners or operators.

159. According to data contained in table 56, nearly two thirds of the containership capacity employed in African trades in 1994 served Southern African trade routes, or, nrore particularly, those of the Republic of South Africa. In 1992 and 1993 this share had been slightly over 50 per cent. the South Africa/Furope and Mediterranean route, the dedication of services by two new groups of operators and the increase in fleets of an existing shipping line boosted the carrying capaci^? from the 35.000 TEU level in 1992 and 1993 to 48,000 TEU in 1994. The operators of the Far East and South-East Asia I^rore than doubled the fleets and the carrying capacity with the participation of two new groups and the existing operators increasing capacity. This rapid increase in 1994 is mainly attributable to th^ lifting of economic sanctions to South Africa and some operators' decisions to introduce a Far East/South African wayport service.

160. In the West African subregion, the trades with Europe and the Mediterranean by far dominated container fleet employment patterns. Trades with North America employed some 2.000 TEU or 5 per cent of total capacity available to the subregion's trades.

161. In East Africa, the fleets and carrying capacity have remained almost unchanged since 1992 and fiill confiner services limited to trades with Europe. In addition to dedicated services to this subregion, however, some ofthe shipping lines seiwing Southern Africa also cover major East African ports.

		West coast of Africa			East coast of Africa			Southern Africa a/			Total		
		1993	1994	1995	1993	1994	1995	1993	1994	1995	1993	1994	1995
United States	In	297	204	248	45	60	55	436	577	590	778	841	893
	Out	514	366	577	205	348	256	505	548	670	1 224	1 262	1 503
	Subtotal	2 804	2 564	2 820	2 243	2 402	2 306	2 934	3 119	3 255	7 981	8 085	8 381
Canada	In	40	49	58	9	9	12	31	61	88	80	119	158
	Out	58	33	40	15	13	18	97	108	200	170	154	258
	Subtotal	98	82	98	24	22	30	128	169	288	250	273	416
Subtotal	In	337	253	306	54	69	67	467	638	678	858	960	1 051
	Out	572	399	617	220	361	274	602	656	870	1 394	1 416	1 761
	Subtotal	909	652	923	274	430	341	1 069	1 294	1 548	2 252	2 376	2 812
Japan	In	137	141	147	52	56	59	487	499	531	676	696	737
	Out	118	79	83	47	41	54	197	187	233	362	307	370
	Subtotal	255	220	230	99	97	113	684	686	764	1 038	1 003	1 107
Far Eastern NIEs	In	100	90	100	20	30	60	450	410	430	570	530	590
	Out	190	170	210	50	50	50	210	230	260	450	450	520
	Subtotal	290	260	310	70	80	110	660	640	690	1 020	980	1 110
Subtotal	In	237	231	247	72	86	119	937	909	961	1 246	1 226	1 327
	Out	308	249	293	97	91	104	407	417	493	812	757	890
	Subtotal	545	480	540	169	177	223	1 344	1 326	1 454	2 058	1 983	2 217

Box }|

Recent trade patterns of West and €entral Africa

Recent export‹,ᵍ and imports by sea for tbe five countries are summarized in Tables (a) and (b). While exports are dominated by Nigerian crude oil shipments, 1994 imports were 8-9 per cent below the levels of 1992 and 1993. The devaluation ofthe CFA franc took place in early 1994. Cdte d'Ivoire increased import tonnages in 1994. Nigerian imports, which had grown substantially in 1992 and 1993, fell back in 1994 to below 1991 levels. Ghana port flows are characterized by mode‹,ᵍt but steady growth since 1984.

Table (a)

Maritime Import and Export Tonnages by Country
(thousand mt)

Year		Cdte d'Ivoire	Ghana	Nigeria	Cameroon	Total
				Imports		
1990	837	5 919	3 380	265	453	19 8,ᵍ4
1991	887	6 228	3 618	662	404	21 ? 99
1992	186	6 371	3 820	691	S	24 396
1993	179		4 251	177		24 073
1994	065	6 460	4 272	379	082	
				Exports		
1990	2 724	4 901	1 657	77 738	1 325	88 345
1191	2 468	4 783	1 668	78 181	1 184	88 284
1992	2 123	4 713	1 891	80 316	1 257	90 300
1993	1 866	4 886	2 002	80 610		90 817
1994	1 941	4 678	2 133	63 376		73 963

Source: Fort Authorities.

Notes: 1) Nigerian figures include tonnages for all ports.
2) C6te d'Ivoire figures include Abidjan and San Redro tonnages.
3) Ghana figures include Tema and Takoradi tonnages.
4) Nigeria 1994 figures estimated on basis of partial data on ship calls.
5) Domestic cabotage excluded.

Table (bl

1994 Tonnages by Major Handling Type and Country, excluding Crude Oil
(thousand mt)

		C6te d'Ivoire	Ghana	Nigeria	Cameroon	Total	
				Imports			
General Cargo	1 488	630	1 041	3 525	926	610	
Dr^ Hulk	444	196	1 865	7 711	591	807	30.6
Eiquid Bulk	1 133	633	1 366	143	565	840	30.7
Total	065	6 459	4 272	379	082	22 257	lOO.O
				Exports			
General Cargo	748	2 606	1 787	540	1 204	885	
Dry Bulk	806	420	158	257	600	241	18.8
liquid Bulk	387		188			787	23.4
Total	941	4 678	133			11913	100.0

Source: Eort Authorities; Consultants' estimate.

Box 11 (continued)

General Cargo exports are 80 per cent of imports. Dry bulk exports are less than a third of dry bulk imports. Liquid bul^ trades are a eombination of small amounts of agricultural and chemical products and oil refmed product shipments.

In 1994 trade between Europe and West Africa included 275,000 TEU of imports to West Africa, and 200,000 TEU of exports. While this indicates an import surplus of some 38 per cent, break-bulk trades account for most ofthe imbalance in terms of tonnage. Between 1990 and 1995, the degree of containerization increased from ^8 per cent of general cargo trade to 34 per cent in both directions, as shown in table (c). Container penetration of regional general cargo trade is at an intermediate stage. Further penetration will be accelerated by the acquisition of specialized container handling equipment for the export trades. The increase in penetration between 1990 and 1995 was assisted by the further development of relatively effrcient ro-ro services in most of the ports. In recent years, ro-ro services have accounted for about 15-25 per cent ofthe container trade although accosting for only 8-10 per cent ofthe general cargo trade.

Table (cl

General cargo Tonnages by Handling Type and Country, 1994
(thousand mt)

		cote d'Ivoire	Ghana	Nigeria	Cameroon	Total
				Imports		
Break Bulk Container		**926**	**604**	2 337		**5 896**
		704	**437**	1 188		**2 714**
Total	**488**	**1630**	**1 041**	**3 525**	**926**	8 610
Container	**1L4**	43.2	**42.0**	**33.7**	23.2	
				Exports		
Brea^ Bulk Container	**404**	**1 402**				**4 361**
	344	**1 204**				
Total	**748**	**2 606**	**787**	**540**	**1 204**	
Container	**46.0**	**46.2**	**15.4**	47.2	**37.0**	**36.7**

Source: Fort Authorities; Consultants' estimate.

For all commodities, the distribution of cargoes by trading region is dominated by Africa and Europe, although America accounts for ^2 per cent of exports. The removal of crude oil exports, petroleum product shipments and cabotage reveals a rather different geographic pattern. The historic dominance of Europe and the relatively limited rofr played by regional trade are shown in Table (d).

The geographic trade pattern of West ^nd Central Africa in 1994 was reasonably consistent with the pattern ofthe preceding frve years. The strong European orientation of WCA trade continues, with other regions changing their percentage of trade dramatically on fairly small tonnages. On the basis of recent trade data, Cameroon is the most "European-oriented" of the fᵢve countries.

Table (dl

Geographic Distribution of Trade by Country. 1994
(Excluding Crude Oil, Fetroleum products and Cabotage Tonnages)
(thousand mt)

	Senegal	Côte d'Ivoire	Ghana	Nigeria	Cameroon	Total	*Vo*
	Imports						
Africa	**69**	**314**	**143**	**^04**	**13**	**1 343**	**8.6**
America	**200**	**431**	**444**	**1 454**	**206**	**2 736**	**17.4**
Asia-Oceania	**400**	**177**	**194**	**325**	**138**	**1 ^34**	**7.9**
Europe	**1 265**	**^016**	**2 138**	**3 796**	**1 160**	**10 375**	**66.1**
Total	**1 934**	**2 939**	**2 920**	**6 379**	**I 517**	**15 689**	**100.0**

Box 11 (continued)

			Exports				
Africa	**.?٠©**	**141**	**0**	**3?5**	**<6**	**1,032**	**106**
America	**200**	**281**	**201**	**154**	**28**	**864**	**8.9**
Asi^-Dceania	**300**	**180**	**532**	**9**	**144**	**1,165**	**12.0**
Burope	**941**	**2 591**	**1 215**	**287**	**1,647**	**6,681**	**68-6**
Total	**1 941**	**3 193**	**1948**	**825**	**1,835**	**9,742**	**100.0**

Source: Port Authorities

TRANSIT TRAFFIC

Transit traffic (to or from a neighbouring country/, usually land-locked) is identified in the statistics of Some ports but not in others. It was, therefore, not possible to compile a complete profile of trahit traffic. The available data for 1لوو, which includes transit figures for Cotonou, in Benin and Lomé in Togo, is presented in Table (e).

Table (e)

Transit Country Flows. 1993
(by Port of Transit)

Port	Country	Thousands of Metric Tomtes
Dakar	**Mali**	**204**
Abid)an	**Mali**	**208**
	Burkina Faso	**302**
	Niger	
Lagos	Chad	
Doubla	**Central African Republic**	?9
	Chad	
Cotonou	**Burkina Faso**	**19**
	Ni^er	**222**
Lomé	**Burkina Faso**	
	Niger	63
	Mali	
Total		**303**

Source: Port Authorities; Shippers' Councils

This includes goods which pass through the indicated ports to or from the land-locked countries by road or rail or river transport. It does not include trade between the country of access and the land-locked country. It is likely that the data collected understates the total transit trade by land in WCA countries by at least one third, because a number of secondary ports were not surveyed.

Certain land-locked countries, such as the Central African Republic (CAR) can utilize alternative routes including the Congo River barge systems. Transit flows are volatile, as land-locked countries naturally see^ to have access to as many corridors as possible. As an example, the CAR has h^d to switch a considerable portion of its wood trade from Pointe Noire in the Cong© to M^tadi in Zaire because of operational difficulties on the *Chemin de Fer Congo Ocean.*

Transit trade is well in excess of 1 million mt over the whole WCA region. Transit trade therefore would have represented 5-10 per cent ofthe trade through major WCA ports in 1993, excluding crude oil shipments.

Source: A New Maritime Policy for West and Central Africa (MINCCN^AR/World Bank/Canadian Intemational Development Agency Trade and Transport Project) Study ^lA, presented by CPCS Ltd. lanuary 1996.

F. Costs of transport

1. Estimates of total freight costs in foreign trades

162. Table 57 indicates estimated total freight payments for imports and its percentage of total import value by country, ©bviously, the share of freight costs of Und-locked cou^ries of total import value is higher than that of countries with direct sea access. For instance, in West Africa, th© incidence of freight costs is much higher in Eurkina Faso (21.67 per cent in 1993) than in Eenin (16.76 per cent in 1993). Similarly, Mali's proportion (29.57 percent in 1993) is considerably higher than that of C6te d'Ivoire (19.32 per cent in 1993), the main trahit country of Mali. While Niger's proportion has decreased considerably to 14.53 per cent in 1993 as compared to 1989 (19.45 per cent), this figure is still significantly higher than those of neighbouring countries with sea ports such as Togo (13.88 per cent in 1993) and Nigeria (9.52 per cent in 1993). Rwanda suffered the highest freight ratio in Central Africa, amounting to 29.91 per cent in 1990, which is still below th© ratio of 33.44 per cent observed in 1980, but much higher than Anya's proportion (13.81 per cent in 1993). As regards $outhern African land-locked countries, Zambia (16.42 per cent in 1993) and Zimbabwe (12.85 per cent in 1993) pay a higher relative freight cost than Mozambique (10.55 per cent in 1993).

2. ©cean freight rates of major liner services and overland transport charges for land-locked countries

163. The following section contains data on ocean and inland freight rates quoted in inbound and outbound trades of African countries. These rates have been communicated to the I^CTAD secretariat by shipping lines and shippers' councils. $ecretariat experience would indicate, however, that ocean rates communicated for West and Central Africa, in particular, are based on tariffs rather than actual market rates, which can be more than one third lower, especially for large shippers. The following freight rate data are nevertheless relevant as they are indicative for the cost with which snjall and medium-sized African shippers are confronted. Furthermore, they do provide indications for rate developments over time. Contrary to the situation in West and Central Africa, rates given f©r East and Southern Africa appear to closely reflect market conditions.

West Africa

164. Table 5$ provides data on basic ocean freight rates per TEU based on tariffs of liner services between West Africa (Senegal) and Northern Europe and Asia and overland freight rates on tariffs for a land-locked county (Mali), ©n the trade route with Northern Europe, overall ocean freight rates for general cargo moving in southbound trades have been declining in terms of value in Deutsche Mark. The average freight rates for general cargo were DM 2,770 (US$ 1,600) per TEU in 1993 and DM 2,680 (US$ 1,650) in 1994 and DM 2,620 (US$ 1,830) in 1995. In th© northbound trade on the same route, freight rates were DM 2,300 (US$ 1,610) per TEU for general cargo and 17,000 French francs (FF) (US$ 3,410) per TEU for reefer cargo in 1995. Freight rates for southbound general cargo were 14 per cent higher than northbound in 1995. This indicates that more high-valued cargo was moving in southbound than northbound. Land transport charges by rail for the distance of 1,300 kilometres between Dakar (Senegal) and Eamako (Mali) have been increasing in both directions. The basic tariff rates for Eamako-bound cargo in 1993 were FF 4,300 (US$ 760) per TEU on a railway flat-car capable of loading 2 TEUs with maximum total weight being under 30 tons, FF 4,500 (US$ 810) in 1994 and FF 4,740 (US$ 950) in 1995. ©n the Dakar-bound route, the rates were FF 3,480 (US$ 620) per TEU in 1993 and FF 3,660 (US$ 660) in 1994 and FF 3,840 (US$ 770) in 1995. The railway charges for import cargo were 23 per cent higher on average than export cargo.

165. Table 59 provides information on ocean freight rates based on tariffs of liner services of West Africa (©hana) for Northern Europe, Asia and North America trades, and overland freight rates on tariffs fora land-locked country (Burkina Faso). In trades with Northern Europe for general cargo in 1995, ocean freight rates per TEU for exports from ©hana (US$ 1,820) were 13 per cent higher than those from Senegal (US$ 1,610) (see table 58). In the trade of general cargo with Asia, there were big differences in ocean freights between exports and imports. This was attributable to th© larger

Tables?

Estimates of total freight costs of total import value. 1980■ 1990 and 1993
(Millions of US dollars)

Country	1980			1999			1993		
	A						A		
West Africa									
Benin	55.47	331	16.76	46.92	280	18.78	105.57	830	18.78
Ceted'Ivoire	532.88	2 967			1702	19.32	374.81	1940	19.32
Cambia	23.54	167	14.10	28.05	199	14.10	34.82	247	14.10
	71.78		6.36	76.23	1 199	8.38	108.08	1700	8.38
Guinea	34.69	270		89.81			79.88		
Guinea-Bissa	7.07	55	12.85	8.74			7.97	82	
Liberia	71.90	535	13.44			13.22	47.59	380	13.22
Mauritania	32.41		11.33	72.41		11.33	79.32	700	11.33
Nigeria		16660	9.52	535.73		9.5^	752.14	7 900	
	130.43	1052	12.40	160.19		12.40	178.54	1440	12.40
Siena Leene	37.89	427	8.87	17.57	149	11.79	17.33		
		551	17.56	80.63	581	13.88	54.12		
Burkina Faso	77.14	359		116.13		21.67	141.92		21.87
Mali	129.60		29.52	178.02	□	29.57	171.51		29.57
Niger	115.52		19.45	56.51		14.53	81.01		14.S3
Central Africa									
Cameron	143.45	1 602	8.95	140.05			98.50	100	
Congo	163.79	580	17.89	113.98	621	18.35	95.07	518	18.35
Ga^n	111.11	674	16.49	132.49	77?	17.16	143.30		17.18
^aire	113.58	836	13.59	120.37		13.59			13.59
Chad	18.09	74	24.44	72.78		25.54	1.33	201	25.54
Rwanda	81.26	243	33.44	87.03	291	29.91	2.24	275	29.91
South Africa									
Angola	140.15		10.55		5^	16.42	224.91	1 370	16.42
Mozambigue	84.43	800	10.55		878	10.55	100.79	955	10.55
Botswana	102.01		14.74		946	14.74	261.81	1776	14.74
Gambia	219.82		16.42	164.86	220	13.51	164.17	1 OOO	16.42
Zimbabwe	186.04	1448		237.30	847	12.85	185.01	1 440	12.85
East Africa									
Ethiopia	105.55	716	14.74	166.99	081	5.45	121.57	787	15.45
Renya	271.43	2125	12.77		;124	13.81		1711	13.81
Somalia	44.45	348	12.77	20.44	160	12.77	21.71	^70	1?77
United Republic of Tanzania	185.45	1252	14.81	151.40	0^7	14.74		1 523	14.74
Worid total	123264	1 856 834	6.64	173102	3314 298	5.22	201385	,601 481	
Developing market-economy counties			5.49	117004	2 661 650	4.40	118043	;600 770	4.54
Developing countries - total of which in:	44978	430	10.44	56095	652 648	8.59	83342	1 000 711	8.33
Africa	10432	77•	13.42	9048	81 890	11.05			
America	10929	123	8.85	9626		8.17		189 094	
Asia	21979	211 '	10.41	35054		8.19	;951	707 430	8.05
Europe	1320	16	8.23	1909	21 606	8.84	934	10940	8.54
Cceania	318	2■477	12.84	461	3 760	12.26	522	4268	12.23

A = Estimate of total freight costs of imports (millions of dollars)
B = Total import value (millions of dollars)
C = Freight costs as percentage of import value

Source: For African countries: (1) UNCTAD *Handbook of International Trade and Development Statistics 1994,* tables 1.1 and value of exports (fob) and imports (cif). (2) IMF cif/fob factors.
For world total and other groups of countries: (1) IMF import data; (2) IMF cif/fob factors.

		Northern Europe		Asia		
		Export to	Import from	Export to	Import from	
Ocean freight rates	1993	-	General cargo: DM 2 770 (US$ 1 690)	-	-	
	1994	-	General cargo: DM 2 680 (US$ 1 650)	-	-	
	1995	General cargo: DM 2 300 (US$ 1 610) Reefer cargo: FF 17 000 (US$ 3 410)	General cargo: DM 2 620 (US$ 1 830)	-	General cargo: Japan: US$ 4 100 Malaysia: US$ 3 500 Hong Kong: US$ 3 500	
Land transport freight rates for land-locked countries based on Dakar, Senegal	By rail			1993	1994	1995
		Dakar (Senegal) to Bamako (Mali)	Flat car for 2 TEUs or less than 30 tons	FF 8 600 (US$ 1 530)	FF 9 020 (US$ 1 630)	FF 9 480 (US$ 1 900)
			Additional per ton over 30 tons	FF 340 (US$ 60)	FF 360 (US$ 65)	FF 380 (US$ 76)
		Bamako to Dakar	Flat car for 2 TEUs or less than 30 tons	FF 6 970 (US$ 1 240)	FF 7 310 (US$ 1 320)	FF 7 680 (US$ 1 540)
			Additional per ton over 30 tons	FF 340 (US$ 60)	FF 360 (US$ 65)	FF 380 (US$ 76)

Source: Conseil Sénégalais des Chargeurs (COSEC).

US$ 950 c/	
US$ 1 350 c/	
US$ 1 600 c/	

General cargo
Far East:
US$ 2 450-
3 600

General cargo:
Japan: US$ 2 000
India: US$ 1 700
Singapore: US$ 1 800
Taiwan: US$ 1 800

Reefer cargo:
Japan: US$ 4 000
Singapore: US$ 4 000
Taiwan: US$ 4 800

General cargo
DM 2 600
(US$ 1 820)
Reefer cargo:
DM 5 000
(US$ 3 490)

General cargo
DM 2 000-
(US$ 1 400-
30)

proportion of various high-valued goods in imports than exports. Th© cost of land transport by road between Tema (©hana) and ©uagadougou (Burkina Easo) was approximately us$ 800 per TEU in 1995, as compared to railway charges of u$$ 950 for imports and us$ 770 for exports between Dakar (Senegal) and Bamako (Mali) (see table 58). The slight comparative disadvantage of Malian trad© over that of Burkin^j Faso in terms of inland transport cost primarily reflects cost differentials based on the length of haulage. The total freight costs for imports as a percentage proportion of the total import value was nearly 3b per cent for Mali and 22 per cent for Burkina Faso in 1993. These rates were ' higher than those for neighbouring countries with sea ports such as Côte d'Ivoire (19 per cent), Benin (17 per cent), $enegal (12 per cent) and Ghana (6 per cent) (see table 57).

Central and West Africa

166. ©cean freight rates for 1995 (USS 1,520 per TEU) for containerized general cargo bound for Northern Europe (from Douala, Cameroon) quoted in table 60 closely reflect market conditions. While ocean rates were relatively favourable, land transport charges between Douala and Bangui (Central African Republic) by road were us$ 2,560 per TEU with maximum gross weight of 10 tons and additional charges of us$ 180 per ton over 10 tons. While it is not clear to what extent such tariff rates are actually enforceable, it has to be reeognized that these rates are extremely high compared to those for routes to other land-locked countries such as u$$ 800 per TEU for Burkina Faso (Duagadougou)-Ghana and us$ 770 for Mali (Baniako)-Senegal (see tables 58 and 59). Another rail-road combined service is in operation: Douala to Ngaoundôrô by rail and Ngaoundôrô to Bangui by road. The rate for the road portion thereof was quoted to be us$ 1,610 per TEU in 1995. The all-road rate Bangui-Douala would translate into costs of approximately us$ 0.2 per cargo ton/km as compared to approximately USS 0.05 per cargo ton/km on the Bamako-Dakar corridor.

East Africa

167. Basic ocean freight rates (for general cargo) on tariffs of liner services between East Africa (United Republic of Tanzania) and Northern Europe, Asia or North America have constantly been increasing for both imports and exports, as provided in table 61. ©n th© three trade routes, ocean freights per TEU for imports were higher than exports. Average annual growth in freights for imports in the trades with Northern Europe and Asia were Ijigher than those for exports respectively whilst in the trade with North America, the growth for imports was lower than exports. Uaulage by road of transit cargo to Rwanda and Eurundi were quoted at tremendously higher rates mainly because of prevailing social and economic unrest in these countries. Rates quoted by rail, to Zambia and Malawi were signiTicantly lower than those by road. This, however, i^ only a partial reflection of transport realities as the rates quoted cover neither transport from rail tern^inal to final destination - which can be quite substantial - nor handling cost^ at transfer points. Total cost comparisons as well as comparatively long times are the reason for the Tanzania-Zambia Railway Authority Eine (TAZARA) connecting ©ar-es-8alaam with Zambia and other southern neighbouring land-locked countries losing business to road hauliers. Rwanda's total freight proportion of total import value was about 30 per cent in 1993, which was considerably higher than those of Kenya (14 per cent) and the United Republic of Tanzania (14.? per cent). Zambia's proportion in 1993 represented 16.5 per cent which was considered to be comparatively moderate rates, but still higher than in the United Republic of Tanzania and Mozambique (10.6 per cent) (see table 57).

East and Southern Africa

168. Tables 62 and 63 provide 1990 and 1995 basic ocean freight rates and inland haulage rates for tobacco shipments bound for the United Kingdom and Northern Europe from Malawi. Tobacco was the predominant export cargo of Malawi, which stood at us$ 209 million or 63 per cent of the nation's total exports (US$ 331 million) in 1993. Basic ocean freight rates applied in 1995 increased from those in 1990: on the trade routes from Beira, Dar-es-$alaam and Nacala, they were up 7.5 per cent on average for 20-foot containers and 6.8 per cent up for 40-foot containers, whilst on the route from ©urban rates decreased by 4.5 per cent for 20-foot containers and went up b^ 2.7 per cent for 40-foot containers.

		Northern Europe	
		Export to	Import from
	1995	General cargo: US$ 1 520	-
Land transport freight rates for land-locked Central African Republic (Bangui), based on Douala, Cameroon	By road	1995	
		Douala-Bangui (1,600 kilometres) (1) gross weight up to 10 tons (2) gross weight over 10 tons	F 12 775 (US$ 2 560) F 900 (US$ 180) per ton

Source: Cameroon National Shippers' Council.

Ocean freights (basic tariff rates) of liner services of East Africa (Republic of Tanzania) for Europe, Asia and North America trades and overland freights (basic tariff rates) for land-locked countries

(per TEU)

		Northern Europe		Asia a/		USA/Canada	
		Export to (General cargo)	Import from (General cargo)	Export to (General cargo)	Import from (General cargo)	Export to (General cargo)	Import from (General cargo)
Ocean freight rates	1993	US$ 1 280	US$ 1 600	US$ 1 350	US$ 1 550	US$ 1 800	US$ 2 250
	1994	US$ 1 340	US$ 1 710	US$ 1 350	US$ 1 650	US$ 1 950	US$ 2 350
	1995	US$ 1 380	US$ 1 840	US$ 1 350	US$ 1 850	US$ 2 000	US$ 2 400
Land transport freight rates for land-locked countries, Rwanda, Burundi, Zambia and Malawi based on Dar es Salaam, United Republic of Tanzania	By road	From Dar es Salaam (import)				1995	
		Kigali (Rwanda) Bujumbura (Burundi) Lusaka (Zambia) Lilongwe (Malawi)				US$ 2 500 US$ 3 150 US$ 1 870 US$ 1 710	
	By rail	To and from Dar es Salaam				1995	
		Lusaka (Zambia) Lilongwe (Malawi)				US$ 1 000 US$ 300 (empty) US$ 510 (import) US$ 350 (export) US$ 80 (empty)	

Source: Tanzania Central Freight Bureau.

Table 62

Basic ocean freight rates for tobacco shipments from various ports in East and Southern Africa to United Kingdom and Northern Europe per 20- and 40-foot container in 1990 and 1995
(US$)

From	Beira		Dar-es-Salaam		Darban		Nacala	
Gontainet	20	40’	20	40’	20	40’	20	40’
1990	1 078 (] 003)	273 173)	1 050 (938)	2 100 (1 850)	1 013 (975)	2 175 (2 125)	(1 003)	173)
1995	1 117	483	165	130	967	183	083	383

Source: Consultant’s report; Assistance to Malawi Shippers’ Council, UNCTAD/UNDP project RAF/87/135, Geneva, 1991 and Stancom Tobacco Company (Malawi) Limited.

Note: Figures in brackets; rates offered by non-conference lines.

Notwithstanding recent overall increases, the 1995 rates (US$ 1,165 per ^0-foot container) are slightly below those for general eargo (US$ 1,380 per 20-foot container) contained in table 61. Non-conference lines were on average 6-7 per cent cheaper than conferences lines as reflected in the comparison between conference and non-conferenee rates in 1990 (see table 62). The 1995 average inland transport rates by road decreased by 17.5 per cent from the rate level in 1990 on the three main routes between Malawi and the main ports in East and Southern Africa. The Malawi-Beira direct route recorded the most substantial decline in rates of **34.0** per cent on average from the level in **1990** (see table **63).** The overall rates on the route to Dar-es-Salaam in 1995 showed the smallest decline from those in **1990.** In general it can be observed that in terms of cost per ton/km, Malawi Export routes compared very favourably with those of otber African land-locked countries, or even with developed countries. The corresponding cost per cargo ton/km for the various transit corridors were from Blantyre to Beira **us$ 0.09** per ton/km, Dar es Salaam **us$ 0.06** per toii/km and Durban **us$ 0.04** per ton/km on the basis of l^t of cargo per TEU.

Aopendix

COUNTRIES' ECONOMIC FERF'ORMANCE AND TRANSFO^T

E West African countries

Benin

(a) Economic performance

	1999	١٠٠١	١٠٠٦	1993	1994
Exports (fob millions of us dollars)	287	329	362	333	366
lmpoi3s (fob millions of **us** dollars)	428	482	561	571	550

Principal exports (1993 fob millions of ص dollars)	Colton	
Frineipal imports (1993 cif millions of **us** dollars)	Food	209
	Capital goods	1^9
	Consumer goods	110
	Intennediate goods	80
	Energy and fuel	63

Remarks; With boU volume and priees ofthe 1994/1995 cotton crop well up on th© previous year, Benin looked forward to record export earnings from the crop. Output of seed cotton was estimated to have risen b^ 10 per cent to some 300,000 tons in 1994/1995 with fibre output inereasing b^ 9 per eent to 126,000 tons.

(b) Eransportation

(1) The port of Cotonou is th© main gateway of land-locked Burkina Faso, for which nearly 200,000 tons of foods ^re discharged and some tens of thousands of tons of cotton and its produets are loaded for export.

(2) Cotonou plays another role as gateway of Niger for its transit seaborne cargoes.

Source: ElU County Report, Fourth quarter 1994 and Ffist quarter 1995.

Burkina Faso

(a) Economic performance

	1990	1991	199^	1993	1994
Exports (foh millions of **us** dollars)	94.9	272.2	283.2	280.3	270.0
Imports (fob millions of US dollars)	323.3	593.2	601.3	642.3	640.0

Principal exports (1993 millions of us dollars)	Cotton	64
	Meat	32
Principal imports (1993 millions of **us** dollars)	Capital goods	240
	Foods	
	Fnel and energy	37

Remarks; Tbe future of industw remains doubtful, as import dependency is generally high, and the expected shift to local sources will take time. The second phase ofthe privatization programme will reduce the burden of large loss-making State-owned ente^rises, but existing debts will have to be cleared to attract participation from the private sector, foreign or local. The government is depending on devaluation and adjustment to generate new private business.

(b) Transportation

As a land-locked country, transpoPation costs form a much higher proportion of industrial eosts than in countries with sea access; Lomé port in Togo was one ofland-loe^ed Eur^na Faso's main corridors to the sea, which was replaced Cotonou port in Benin and Tema in Chana, due to pobtical disturbances in Togo. These eosts cause an immediate rise of 30-4() per cent in prices of locally manufachrred goods. The country/ imports around 240,000 tons of rice and exports several tens of thousands of tons of cotton and cotfon products through the ports of neighbouring countries (see t^bl^ 59).

Source: Ghana Shippers' ‹Council; ElU Country Report, Fourth quarter 1994.

jl Côte dTvoire

(a) Economic performance

	1999	1991	199^	1993	1994
Exports (foh millions of **us** dollars)	038	686	880	?34	900
Imports (fob millions of us dollars)	1 701	1 707	1 886	1 66?	550

Frincipal exports (1994 millions of **us** dollars)	Uocoa beans & products	884
	Umber and prodncts	303
	Coffee and products	199
	Canned fish	117
	Rw cotton	116
Frincipal imports (1994 millions of **us** dollars)	Fetroleum products	367
	Machinery & equipment	122

Remarks;

(1) Ivorian exports to the rest of Africa grew 11 per cent by volume in 1994, although in value they increased by only 1 per cent to represent 29 per cent of the total, ^y contract, the volume of exports to Europe continue to represent 39 per cent ofthe tot^l, while in value these exports rose from 38 per cent to 61 per cent.

(2) A new liberal investment code, with much simphfred procedures, has been promoted strongly by the Government in Europe and at home, with evident success. Frivate-sector investment grew to represent 7.7 per cent of GUF in 1994, increasing to 9.2 per cent in 1995.

(b) Transportation

(1) The pressure on the shipping lines to compete has the effect of forcing down freight rates. The cost of shipping bananas and pineapples to Europe was reported to have falLn by over 49 per cent. Ivorian cocoa and coffee exports should also beneflt from lower freight charges. For example, the shipping conference on the North America-West Africa tr^de had cut its cocoa freight rate from Gdte d'Ivoire to the United ^tate‹s from $189 per ton to $125 per ton. United $t^tes buyers thus made higher purchases of Ivorian cocoa in preference to beans from South-East Asia.

(2) The Soci6t6 Ivoirienne de Transports Maritimes (SITRAM), the loss-making State-owned shipping line, was broken up. A new company was created by private sector interests, including local shippers.

Source: EIU Gountry Report, Fourth quarter 1995.

| The Gambia |

(a) Economic performance					
	!990	**1991**	**1992**	**1993**	**1994**
Exports (fob millions of **us** dollars)	17.4	**33.0**	٦٦ 8	**35.0**	n/a
Imports (fob millions of **us** dollars)	٦٦٦٦	221.0	**258.9**	29؟0	
Principal exports (**1990** millions of US dollars)	Groundnuts (shelled) **5.2** Groundnut oil 4.6 Fish & fish preparations 3.8 Cotton (hnt) 1.9				
Principal imports ■ (**1991** millions of **us** dollars)	Food and live animals 75.0 Machineiy & equipment 12.8 Manufactures 12.0				

Source: EIU Countiy Report, First quarter 1995.

Ghana					
(a) Economic performance ا]					
	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	891	998	986	1 051	1 219
ا Imports (fob millions of **us** dollars)	1 199	1 319	1 457	1 650	١ 630
Principal exports (1994 millions of **us** dollar,؟)	Cocoa beans & products 305 Timber 165				
Principal imports (1990 millions of **us** dollars)	Capital goods 544 Intermediate goods 356 Fuel and energy 210 Consumer goods 124 ١				
Remarks:	A cocoa crop of at least 290,000 tons was certain for the 1994/1995 season, a significant improvement on th© poor showing in 1993/1994. ftthe 1994/1995 price level remains stable in 1996, assuming a similar crop in both years, 1995 and 1996 could, then, see earning‹؟ from cocoa exports of around $450 million per year, which would account for more than one third ofthe total exports.				
(b) Transportation ار					
Tema port is the main gateway for cargo to and from Burkina F^so. In Ghana, charge‹؟ by rail for both domestic and transit cargoes are comparatively cheap©!• than in other countries in the subregion. The Ghana national shipping line. Black Star Line, is facing Enancial difr^ ١١					

Source: Ghana Shippers' Council; EIU Countiy Report, First quarter 1995.

Guinea

(a) Economic perfonnance

	1990	1991	1992	1993	1994
Exports (fob millions of **us** dollars)	789	755	621	607	630
Imports (i1⊿ millions of us dollars)	7^3	735	740	730	750

?rincipal exports (1993 millions of US dollars)	Bauxite	324
	Alumina	109
	Coffee	
?rincipal importing sectors (1993 millions of **us** dollars)	?rivate sector	366
	Mining companies	218
	?ubli^ sector	146

Remarks;

Details of cargo traffic through Conakry port for the first nine months of 1994 confirm the downward trend. Total cargo exported in the period January-September 1994 was)ust 1.4 million tons, so^e 35 per cent below the tonnage shipped in the same period of 1993, with bauxite shipments of 869,000 tons, destined wholly for the countries ofthe former Soviet Union, over 50 per cent down on the equivalent period in 1993. This slump was compensated ^r by a 14 per cent increase in alumina exports. These totalled 595,000 tons in the period January to September 1994. Trade in other products showed some spectacttlar growth, with coffee exports more than doubhng.

Imports appear tp have declined flom the middle of 1994 to • 1.18 million tons in 1994. ^he exception was petroleum imports, which saw an earlier downward trend reversed, with a 7 per cent growth in volume compared with the first nine mo^hs of 1993.

Source: £!U Country Report, Eirst and Second quarters 1995.

Liberia

(a) Economic performance

	1999	1991	1992	1993	1994
Exports (fob millions of us dollars)	941	482	771	615	n/a
Imports (fob millions of us dollars)	4 256	119	759	339	n/a

Principal exports (1989 millions of US dollars)	Iron ore	235
	Rbber	129
	Timber	92
Principal imports (1989 millions of US dollars)	Machinery ◦ transport eqnipmeni	84
	Enels and Inbricanis	61
	Mannfachrred goods	44
	Food^inffs	44
	Chemicals	16

Remarks; The number of ships registered under the Liberian flag of convenience has reached 1,ق9◦ vessels of 92.3 million dwt. A United States-based company which administers Liberian registrations retains 29 per cent ofthe initial registration fee and annual tonnage tax, with the rest paid to the Liberian Government. The programme represents around 19 per cent of Government revenue.

Source: EIU Cou^ry Report, Second quarter 1995.

Ma,

)a) Economic performance

	1999	1991	1992	1993	1994
Exports (fob millions of us dollars)	؟38	355	339	343	365 II
Imports (fob millions of us dollars)	432	447	484	464	465 II

Principal exports (1993 millions of us dollars)	Corton ILt 139 Livestock and products 96
Principal imports (1993 millions of us dollars)	Machine!^ 211 Non-food consumer goods 195
Remarks:	The Malian cotton lint outturn, accounting for over 29 per cent ofthe Franc Zone total, represented 128,999 tons in 1994/1995, increasing to 159,999 tons in 1995/1996.

(b) Transportation

The majority of Malian foreign trade by sea is handled at Dakar in Senegal. The railway system between

Source: Conseil Sénégalais des Chargeurs (CGSEC); EIU Country Report, Third quarter 1995.

Mauritania					
(a) Economic performance					
	1999	1991	1992	1993	1994
Exports (foh millions of US dollars)	422	434	404	393	394
Imports (fob millions of us dolUrs)	405	417	447	403	369
Iron ore exports (thousands of tons)	11355	10 469	8 009	9 736	10 342
Fish exports (thousands of tons)	283.5	301.0	290.6	313.5	n/a
?rincipal exports (1992 millions of US dollars)	Iron or^ 269.5 Fish and fish products 154.5				
Principal imports (1992 millions of us dollars)	SNIM-SEM 185.3 Food 125.6				
(b) Transportation					
Mauritania is attempting to attract more traffic through its southern port ^t Noua^hott by providing special facilities for the transhipment of goods to Mali, allocating warehouses and onshore storage areas, reducing transit taxes from 79 per cent to 49 per cent and simplifying transit procedures and formalities. Trade through the port destined for Mali will remain sever^u limited by the lack of adequate inland infrastructure.					

Source: EIU Country Report, First quarter 1995.

Niger

١١ (a) Economic performance					
	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	303	284	266	^38	n/a
Imports (fob millions of us dollars)	338	273	266	244	n/a
Principal exports (1992 millions of US dollars)	Uranium 190 Live animals 38				
Principal imports (1992 millions ofus dollars)	Consumer goods 130 Raw materials and equipment 71 Cereals 22 Petroleum and products 20 ١١				
(b) Transportation					
Foreign trades by sea are conducted via the port of Cotonou (Benin).					

Source: EIU Country Report, Fourth quarter 1994.

I Nigeria

(a) Economic performance

	1990	1991	1992	1993	1994
Exports (fob billions of us dollar‹.º)	13.59	2.25	11.79	10.90	10.65
Imports (fob billions of us dollar‹.º)	4.93	7.81	**7-18**	5.80	5.60

?rincipal exports (1994 billions of us dollars)	?etrolenm	
	Coeoa beans	0.08
	Rubber	0.03
	Spices	0.02
Principal imports (1994 billions of us dollars)	Machinery and transport equipmem	2.28
	№emicals	1.84
	Manufactarres	1.63

Remarks:

(1) At the time of independence in 1960, agriculture aceounted for well over half of GDP and was th© main source of export earnings and publie revenue, with the agricultural marketing boards' pla‹?(ng a leading role that has now been tal‹en over by the Nigerian National Petroleum Go^oration (^PC), the national oil company. The overwhelming importance of oil in recent years is illustrated by the fact that it accounts for more than three quarters of federal Government revenue and over 95 per cent of export earnings. Nonetheless, its share of GDP fell Ifom around 25 per cent in 1980 to 12.7 per cent in 1993. Agriculture is still the principal activity of th© majority of Nigerians, aeeounting for 38 per cent of GDP in 1993.

(2) In Nigeria the privatisation process began in lanuary 1988 when the Government announced a list of 96 State-owned companies that were to be privatized. Th© larger companies designated for partial privatization, including Nigeria Airways, National Electric Power and Nigeria Telecommunications, have pr©‹.º©nted major problems (debt, overmanning. Government interference etc.) and so little progress has been made.

(3) Th© Nigerian Ente!^rtses Promotion Decree ‹.º replaced by the Nigerian Investment Promotion Decree, whieh s©el‹s to remove most ofthe obstacles to foreign investors, including the local participation thresholds, and offers a guarantee against nationalization or expropriation by Government. These welcome measures will not, however, give an immediate boost to direct investment since the political uncertainties, the possibility ofthe Government introdueing new legislation, and the weak economy may act as powerful disincentives.

(b) Transportation

The country's ports were expanded rapidly in the 1979s in an attempt to handle the great surge in imports. Severe operational problems occurred as a result, leading to ‹stockpiles of cement and other imports, but the downturn in economic activity since the early 1989‹.º has left handling capacity at Apapa, Warri, Tin Can Island, Port Uarcourt and Calabar nominally adequate to meet demand. A lack of maintenance means that much ofthe dockside equipment is obsolete, which leads to temporary congestion.

Source: EIU Country Prolile 1995-1996 and EIU Country Report, Third quarter 1995,

Senegal

(a) Economic performance

	1999	1991	199^	199.3	1994
Exports (lob millions of us ‹!oilers)	894	824	832	719	798
Imports (fob millions oi us dollars)	1 164	1 114	1 299	1 192	

Principal exports (199^ millions of us dollars)	Fisb and lisb prodncis	245
	Chemicals	111
	Groundnut products	81
	Fhosph^tes	74
Frincipal imports (1992 millions of ES dollars)	Intermediate goods	499
	?etroLum	129
	Capital goods	213

Remarks; In the later 1989s, lish products replaced groundnuts as the major export, accounting for over 29 per cent of revenue, a proportion which had risen to 26 per cent in 1993. Gther major export it^ms are phosphates, petroleum products - reflned in Senegal from imported c!-ude and re-exported to the region. The largest import categoiy in 1993 was intermediate goods, which accounted for 32 per cent of import spending.

(b) Transportation

The inl'rastmcture is better than in most neighbouring countries. There are 13,859 kilometres of classifled roads, of which 3,999 km are tarred. Most trafbc is in the Ua^ar region and between Uakar and the groundnut producing areas. The railway system extends 1,225 km and carries a total of around 499 million ton-^m oi freight a year. There is a line running from Uakar to Bamako in Mali; this is th^ only feasible land link at present between the two count!-ies. The port of Dakar serves both Senegal and Mali; it has been modernized and extended and handles around 5 million tons of traffic per year (see table 58).

Source: Conseil Sénégalais des Chargem's (CGSEC); EIU Countiy Profile 1995-1996 and EIU Country Report, first quarter 1995.

١١ Sierra Leone					
١١ (a) Economic performance					
	1990	1991	1992	1993	1994
١ Exports (fob millions ofcs dollars)	U8.1	149.0	149.9	121.3	n/a
١١ Imports (cif millions of US dollars)	155.9	154.0	■ ٩٩٩	14?.I	n/a
١١ ?rincipal exports (1989 millions ofUS dollars)	Rutile 66.5 Bauxite 25-8 Cocoa 9.3 Col'fee 8.1 ١١				
Principal imports ■ (1989 millions ofUS dollar.٩)	Machinery and Iransport equipment 62.8 Food, drink and tobacco 55.5 Fuels and luhricants 25.9 ١١				
Remarks:	The Nigerian company Unipetrol has purchased the disused Freetown oil refrnc^ from the Sierra Leone Government. Unipetrol, which is 40 per cent owned by the Nigerian National Petroleum Coloration (NNPC), is planning to spend between $1.5 million and $2.0 t^llion on rehabihtating the plant. The plant was shut down in 1990 due to financial difficulties. ١١				

Source: EIU Country ^e^ort. First and Second quarters 1995.

Togo

(a) Fxonomic performance

	1999	1991	1992	1993	1994
Exports (fob millioms of fis dollars)	395	393	322	215	272
Imports (fob millions of us dollars)	513	452	418	249	359
Principal exports (1993 tUllions of US dollars)	?Itosp^tes	52			
	Cotton	59			

Principal imports (1993 milhons of us dollars)	Consumer goods 91 Machinc!y and transport equipment 61 Food 46
Remarks:	(1) Rising cotton ^nd coffee prices present an opportunity for Togo to accelerate its recovery from the economic crisis of recent years. The market for rock phosphates shows, however, no ‹sign of booming, raising th© prospect that by 1996 cotton will be Togo's chief export commodiy. (2) The programme of restructuring and privatizing $tat€ companies, which had stagnated sinee before the polities! crisis in 1991, is supposed to be revived.
(b) Transportation	
Lomd used to be the port where th© majority ofcargo to and I'rom the land-locked country of Burkina Faso would transit. This port has been replaced by Cotonou in Benin and Tema in Ghana, due to political uncertainties in Togo,	

Source: EIU Count!y Report, Fourth quarter 1994 and First quarter 1995.

Central African countries

1 Cameroon					
(a) Economic per‹'o™ance					
	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	1 9.51	1 673	1 685	1 587	1 844
Imports (fob Allions of US dollars)	1564	1 437	1 624	1 525	1470
Prtnc'ipal exports (1993 I'ob millions of us dollars)	Cmde oil 676 Cocoa 79 Cofl'ee 56 Cotton 54				
Principal imports (1991 cif millions of us dollars)	Manufactures 1181 Non-fuel primary products 246				
Remarl‹s:	The extra boost to col'fee earnings in particular helped to strengthen the trade su^lus and thus narrow the currcnt-account deficit in fiscal year 1994. This trend was repeated in fiscal year 1995.				
(b) Transportation					
(1) The national shipping line, Cameroon Shipping Lines has been in the forefront ofthe proposed ma)or round of privatizations. (2) The largest port of Cameroon, Douala, is also the main gateway O‹ ocean transport for land-locked Central African Repubbc (see table 60).					

Source: Cameroon National Shippers' Council; *Lloyd's List* (Condon), 28 February 1996; FIU Country Report, First quarter 1995.

Central African Republic (CAR)					
(a) Economic perfo^ance					
	1989	1990	1991	1992	1993
Exports (fob millions of us dollars)	148	151	126	124	n/a
Imports (fob millions of us dollars)	186	242	179	165	n/a
Frincipal exports (1993 fob !nillions of us dollars)	(diamond) (71) Timber				
Principal imports (1993 cif millions of us dollars)	Capital goods 130 Foods 28 Fuel and energy 16				
Remaries;	Eivestocle farmers saw their competitiveness enhanced and there was a surge in exports of meat and animals to Nigeria, Cameroon and Cabon: this helped spread the benefits of devaluation to northern areas that were too arid for coffee or cohon cultivation.				
(b) Eransportation					
The majority ofthe CAR's seaborne trade is through the port of Douala (Cameroon). The transit costs for imports to Bangui (CAR) are much higher than the ocean freights for the cargo shipped from Northern Europe (see table 60).					

Source: Cameroon Shippers' Council; EIU Counl!y Report, Fourth quarter 1994.

Congo

(a) Economic performance

	1999	1991	1992	1993	1994
Exports (fob millions of us dollars)	1 389	1 198	1 179	1 198	n/a
Imports (fob millions of us dollars)	513	495	438	491	n/a

Principal exports (1992 fob millions of us dollars)	Cmde petroleum and refrned products	864
	Timber	193
Principal imports (1999 fob millions of us dollars)	Capital goods	197
	Eood	24

Remarks; In 1999 the Congo became snb-Saharan Africa's fonrth largest oil prodncer, after Nigerta, Angola and Gabon, with an average rate of 166,999 barrels per day. Rapidly rising oil earnings enabled the Government to finance large-scale investments in the early 1989s and briefiy to achieve on© ofthe highest growth rates in Africa. Th© collapse of oil prices in 1986 was th© key factor in a deep financial crisis. Apart from oil, th© main resonrce exploited for export is timber, produced from the hnge rain forests that cover abont 55 per cent of th© conntry's land area.

(b) Tra^portation.

(1) Congo's largest seaport is at Point© Noire, connecting railway, road and river network services. It is one ofthe deep-water ports in Africa, with 2,135 metres of q^ys, and a petroleum terminal near the port. Run by the national port amhority, in cooperation with private-sector freight companies, the port of Point© Noire is central Africa's seeond most-important gateway, after Douala. It is served by regular liner serviees from Western Europe and has a reputation for efficiency.

Freight handled at Pointe Noire port
(thousand of tons)

	1988	1989	1999	1991 ق	1992 b/	1993 £/
Imports	554	491	536	494	429	323
Exports d/	3 469	2 447	2 957	1 473	722	499

a/ January-November.
b/ Ianuary-$eptember.
d January-August,
d/ Excluding oil.

(2) The river transport, with about 5,999 kilometres of navigable rivers is one of th© most important mean,ۀ of moving goods, particUarly logs. A well-developed river transport se!wice, run by the national authority carries goods to and from northern Congo, as well as to south-eastern Cameroon. River traffrc handled by the authority has grown to around 599,999 tons a year, with more than 89 per cent coming downstream from the African interior.

(3) As regards road conditions, during the Congo's first two deeades of independence, little was done to improve th© road network, which included over 11,999 kilometres of classified roads but only about 559 kilometres ofthe‹ۀ© had an asphalt surface.

Source: EIU Country Profile, 1994-1995 and EIU Country Report, First quarter 1995.

Gabon					
(a) £cono!«ic performance					
	1999	1991	1992	1993	1994
Exports (fob millions of us dollars)	2 489	2 228	2 259	2 150	2 120
Imports (fob millions of us dollars)	895	861	886	845	800
Principal export,۹ (1992 fob millions of us dollars)	Petroleum 1878 Umber 199 Manganese 164				
Principal imports (1991 fob millions of us dollars)	Machinery ◦ equipment 235 Food & agriculiural Metals and metallurgical Uanspori equipment 108				
Remarks:	Cabon's quota of crude oil production for 1995 was 287,000 barrels per day (b/d), while production wa‹s close to 340,000 b/d, having risen from an average of 320,000 b/d in 1994. The same level of output as 1995 is expected to be maintained in 1996.				

Source: EIU Country Report, Second quarter 1995.

Zaire د

(a) Economic performance					
	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	2 138	1 500	1219	1 147	1 238
Imports (fob millions of us dollars)	1 539	1 200	914	612	600
Principal exports (1994 fob millions of us dollars)	Coffee 432 Copper 152				
Principal imports (1994 fob millions of us dollars)	Consumer goods 229 Capital goods 138 Raw materials 113 Energy products 71				
Remarks:	The volume of merchandise imports is estimated to have fallen in 1994 and this was reflected in recent figures on port traffic. Zaire's two sea ports (Boma and Matadi) recorded total inward traffic of 600,000 tons in 1994, down from 670,000 tons in 1993, of which Matadi accounted for about 90 per cent.. Export traffic though Boma and Matadi appears to show an increase from 220,000 tons in 1993 to 270,000 tons in 1994.				

Source: EIU Country Report, Second quarter 1995.

East African conntries

Kenya

(a) Economic performance

	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	1 086	1 128	1 081	1 ^68	1 528
Imports (fob millions of us dollars)	2 221	1 924	1 834	1 ?44	053

?rincipal exports (1994 millions of us dollars')	Tea	301
	Coffee	233
	Horticulture	148
	Tetroleum products	90
?rincipal imports (1994 millions of us dollars)	Industrial machineiy	290
	Cmde petroleum	257
	Motor vehicles and chassis	170
	Iron ^nd steel	lU

Remarl<s: Agriculture and ranching are still the most important economic activities in Kenya, accounting for 29 per cent of GDP. More than half of agricultural omput is for subsistence, while two cash crops, tea and colf'ce, together with horticulture, provided 52 per cent of merchandise export revenue in 1993, The European Union as a whole, purchased 36 per cent ofthe total exports in 1993 and was the origin of 35 per c^nt of imports.

(b) Transportation

(1) freight handled at Mombasa rose 0.3 per cent to 7.92 million tons in 1993, and the Kenya Ports Authority announced a further increase in the first hart of 1994, by 18 per cent to 4.25 million tons (January-June 1994). Mombasa also handles substantiel tonnages for transit to Uganda, Rwanda, I3umndi and Zaire,

Freight handled at Mombasa harbour
(thousands of tons)

	1989	1990	1991	1992	1993
Freight handled	7 195	7 489	102	893	917

(2) The World Food Program)ne (WFP) brings in the majority ه‌ the commodities firr the areas through Mombasa port. Nolumes are sporadic due to the various conditions, with the highest record of 450,000 tons of wheat and maize in 1994, and 320,000 tons of other food, albeit with a lower v‹)lume in 1995.

(3) The Kenyan Government .studies to establish a free port area in Mombasa, which, combined with much-improved local services (insurance, banl‹ing and telecommunications), could service a regional market of up to 300 million people in the €o]П!ПoП Market for Eastern and Southern Africa (E'GMESA).

Source: /./ارء'مح'.ا■ /ار'.(■‹ (London), 28 Febmaiy 1996, EIU L'ount!y Profile 1994-1995, 11ٔU Gount■•^ Report, Fourth quarter 1995.

Uganda

Transportation

The non-ocean leg ofcargo transit into and out Oا Uganda is still very slow, with rail traffic between Mombasa and Kampala, t'aking anywhere between 14 and 45 days and road traffic between 14 and 21 days. The cargo volume اO•• transit to Uganda soared to 41?,fi()0 tons in)anuary-.lunc 1994 fntm 244,()()0 tons in the previous year.

Source: EIU L'ountry Report, Fourth quarter 1994 and First quarter 199.5.

United Republic of Tanzania

(a) Economic performance

	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	407	362	401	462	523
Imports (cif millions of us dollars)	1 444	1 477	1 510	1 494	1 504

Principal exports (1993 millions of us dollars)	Coffee	95.5
	Cotton	90.8
	Manufactures	64.5
	Minerals	47.3
	Tea	30.0
Principal imports (1993 millions of us dollars)	Machinery and transport equipment	549.0
	Consumer goods	329.5
	Petroleum and products	147.6
	Intermediate goods	141.4
	Building materials	107.5

Remarks; The pace of structural reform has recently accelerated under the mounting pressure from outside, and not only where the central matter of public f!nance is concerned. The marlreting of leading traditional export crops has been liberalized and, more controversially, l^ey elements ofthe State-run industrialization effort ofthe 1970s have been offered for privatization.

(b) Transportation

(1) The Tanzanian Railways Coloration (TRC) announced in March 1995 that donor agencies, led by the World Ban!‹, were committing $240 million to the company's restructuring and were financing an extension ofthe 1992-1997 programme to 2000. The TRC's main business is moving local and transit freight on the so-called "Central Line" linking Dar es Salaam with the lake ports of Mwanza and ^goma for western and northern neighbours. Zambia and other land-locked southern neighbours are using the Tanzania-Zambia Railway Authority (TAZARA) Line, but TAZARA is losing business mainly due to delays, to hauliers on the parallel road route. It is expected that about 600,000 tons were moved by TAZARA in the 12 months to June 1995, as against a projected capacity of 2,5 million tons. The Tanzanian and Zambian parliaments passed legislation to place TAZARA on a commercial basis.

(2) Dar es Salaam port has the potential to be a good gateway to some six land-locked cou subregion. The port has seen an increased move towards containerization and though the facilities are still well within capacity of existing demand, the Tanzanian Uarbours Authority (TUA) expects any future expansion plans to be for container berths. In fact, coffee, the biggest export product through Dar es Salaam is being containerized on an ever larger scale due to the demands of European importers, as qualify is maintained and I'reight rates are lower.

(3) More than half of the general cargo through Dar es Salaam port is in transit to or from Rwanda, Burundi, Malawi, Zaire or Zambia. This port handled a fair amount of "food-aid cargo" for Rwanda, Burundi and Zaire in 1995 (see table 61).

Source: *Lloyd's List* (London), 28 Febmary 1996; EIU Count‹-y Report, Second quarter 1995; Tanzania Central Freight Bureau.

4. Southern African countries

١ Malawi					
(a) Economic performance					
	1999	1991	١٠٠٦	1993	1994
Exports (foh millions of us dollars)	412	476	396	311	359
١٠ Imports (fob million٠٩ of us dollars(	394	374	391	398	425
?rincipal exports (1993 mflhon٠٩ of US dollars)	Tobacco 299 Tea Sugar 19				
?rincipal imports (1999 cif millions of us dollars)	Industrial inputs 298 Plant and equipment 76 Transport equipment Commodities 66				
(b) Transportation					
١١ (1) Malawi is a land-locked country. Beira (Mozambique) is th© !nain port through which 23,999 tons for export and 18,999 toms for import moved in 1994, Dar es Salaam in the U)ited Republic of Tanzania has been playing another main)2ole for the transport of Malawi'٠٩ ٠٩eaborne trade (see taNe 61(					

Source: Tanzania Central Freight Bureau; EIU Country Report, First quarter 1995.

Mozambique

(a) Economic perfonnance

	1999	1991	1992	1993	1994
Exports (fob millions of us dollars)	126	162	139	132	125
Imports (cif millions of us dollars)	878	^99	85-5		989

Principal exports (1993 millions ofus dollars)	Prawns	68.ᵠ
	Cotton	
	C^sbew nuts	
Principal imports (1999 millions of us dollars)	Consumer goods	337.8
	Equipment	299.7
	Raw materials (excl. oil)	159,5
	Dil and products	95.9

Remarks; Mozambique Iras agricultural and mineral resources tbat are under-exploited, and its ports and transport routes link it direct!)/ to most otber key markets of the region and the world. The Government has an assumption that foreign investment will compensate for the weakness ofthe domestic private sector and stimulate economic growth. A number of foreign investors have in fact taken a keen interest in the country, with 25 new ^reign investment projects, worth some $139 million, ratified by the Centro de Promo^ao de Investimentos (CPI) during the first hart of 1994.

(b) Transportation

Transport fees including inland haulage charges on commodities moved through Mozambique and handled at the country's ports are still high and are inereasingly seen as a disincentive to expanding the volume of regional trade passing through Mozambique. Although there are man^ factors Involved in making the transport network function more efficiently, the significance ofthe ports of Maputo and Beira in the $outhern African economy mean th^t the Mozambican authoritie‹s have to consider carefully the issue of charges for port operation. A data-managing agency shows that for all ofthe $outhern African Development Community ($ADC) countries exeept the $outh Afriea, these ports ^re the natural geographic outlets for 89 per cent of trade by volume; and that Maputo could handle 19 per cent of $outh Afriea's trade. The port of Beira handles 199,999 containers a year, and a new oil terminal has raised total capacity to 7.5 million tons per year.

Source: EIU Countiy Report, First quarter 1995,

Zambia

(a) Economic performance

	1990	1991	1992	1993	1994
Export‹·ᵍ)fob millionᵍ of fis dollars(	1 254	1 172	1 177	1 013	1 075
Imports (fob millions of fis dollars)	11	752	829	803	845

?rineipal exports (1993 fob millions offJS dolla]-s)	Copper	830
	Cobalt	74
Principal imports (1993 fob millions of fis dollars)	Cmde oil	144
	fertilizer	30

(b) Transportation

(1) Cargo through the port of Beira (Mozambique), which is the main port for land-lockd Zambia, represented 27,000 tons for export and 47,000 tons for import in 1994.

(2) Cargo movement in Dar es Salaam is another mainstream of Zambia's seaborne trade (see table 61). This route for transit cargo is competing with that via Beira in Mozambique.

Source: Tanzania Central Ereight Bureau; Elf] Countr‹? Report, Second quarter 1995.

Zimbabwe

(a) Economie performance

	1990	1991	1992	1993	1994
Exports (fob millions of us dollars)	1 748	1 694	1 528	1 609	i 865
Import‹·ᵍ (fob millions of us dollars)	1 505	1 646	1 782	1 487	1 615

Principal exports (1992 millions of us dollars)	Tobacco 437 Eerro-alloys 113 Nickel 72
Principal imports (1992 millions of us dollar‹·ᵍ)	Machinery and transport equipment 809 Manufactures 316 Petroleum products 261 Chemicals 259
Remaries:	Zimbabwe has one ofthe largest, most diversified and best integrated manufacturing ‹sectors in ‹·ᵍub-Saharan Africa. The large‹·ᵍt firms have turnovers of over $100 million; many are subsidiaries of European companies, but several are public or private ones owned and eontrolled by residents.

(b) Transportation

(1) Zimbabwe is a land-locked country whose nearest access to the sea is eastwards through Mozambique to the port of Beira: exports of 125,69© tons for 1993 and 316,300 tons ^r 1994, and imports of 73,800 tons and 57,200 tons for 1993 and 1994 respectively. A consortium of Zimbabwean companies plans to make a feasibility smdy to develop a new cargo-handling faciliy? at th© port of Beira,

›› (2) The road ‹·ᵍy‹·ᵍtem is in good condition, with about 15,000 kilotnetres of tarred roads.

Source: Elf] Country? Profde 1994-1995; Elf] County Report, Third quarter 1995.

Notes

ل/ IMF, *World Economic Outlook,* The World Economy in 1995-1996, Economic ?rospects and Policies (Overview of the World Economic Ontlool، ?rejections - Octoher 1995).

2/ World Trade Organization, Press/44, 22 March 1996.

3/ OECD, *Main Economic Indicators,* March 1996. Industrial production refers to the goods produced hy establishments engaged in :nining (including oil extraction), manufacturing and production of electricity, gas and water. These are the industfy groups 2 through 4 of the International Standard Industrial Classif!cation of All Econo!«ic Activities (ISIC).

4/ *Petroleum Economist,* February 1995, World oil production,

5,/ Fearnleys (Oslo), *Review 1995.*

6/ art،! ؟!c/d *E.sttn^ates 1995.*

1! Intemational Wheat Council, *Grain Market Report,* January and April 1996.

ق/ Intcmational Primary Aluminium Institute, *IPAI Form 150,* January 1996.

9/ DRI/McOraw-Hill, ء^ار،/مج *Seatrade Seiyice Review,* Fourth Quarter, 1995.

10/ Sec also chapter I¥.

11/ Jacobs and Partners Eimited (Eondon), مج/-ء^ *Tanker Fleet Review* (Eondon), July-December 1995■

12/ Drewry Shipping Consultants, *Shipping Statistics and Economics,* various issues.

13/ Institute of Shipping Economics and Logistics (Bremen), 1995, No. 1/2; FearnLys (Oslo) *Review 1995.*

14/ *Lloyd's Shipping Economist,* various issues; Fearnleys (Oslo), *Review 1995.*

15/ Fearnleys (Oslo), محوو/صء/سمم.

16/ Fearnleys (Oslo), توو/'اأممآاالممم.

17/ John I, Jacobs pic, مج/-ء^م *Tanker Fleet Review* (London), January-June and July-Deceniber 1995; Drewry Shipping Consultants, *Shipping Statistics and Economics,* various issues; Fearnleys (Oslo), *Review 1995.*

18/ Drew]^ Shipping Consultants, *Shipping Statistics and Economics,* various issues; Fearnleys (Oslo), *Review 1995.*

19/ Drewry Shipping Consultants, *Shipping Statistics and Economics,*January 1996.

20/ Fearnleys (Oslo), *Review 1995.*

21/ Drew!y Shipping Consultants, *Shipping Statistics and Economics,* January 1996; Fearnleys (Oslo), *Review 1995.*

22/ Indonesia, Malaysia, Philippines, Singapore and Thailand.

23/ Intemational Labour Organization, *Social and labour problems caused by structural adjustments ء< the port industiy,* TMPI/1996, Oeneva, 1996.

24/ Institute of Shipping Economics and Logistics (Bremen), ***Shipping Statistics. 1995,*** various issues.

25/ *Containerisation International* (London), various issues.

26/ *World Wide Shipping,* various issues; *Journal of Commerce,* various issues; *Fairplay,* various issues; *Containerisation International,* various is.sues.

27/ *International Bulk Journal,* various issues; Fearnleys (©slo). *Review 1995.*

28/ International Iron and Steel InstiUrte, 1996; Fearnleys (©slo). *Review 1995.*

29/ Fearnleys (©slo). *Review 1995.*

30/ *Kaiun/Shipping,* various is؛؛ues; Fearnleys (©slo). *Review 1995.*

31/ International ©rains Council, *Grain Market Report,* January and April 1996; Fearnleys (©slo). *Review / 995.*

32/ Fearnleys (©sip). *Review 1995', The Platou Report 1996* (Ilovil؛).

33/ Fearnleys (©slo). *Review 1995', Lloyd's Ship Manager* (London), various issues.

34/ *Lloyd's Ship Manager* (London), various issues; Fearnleys (©slo). *Review 1995.*

35/ Fearnleys (©slo). *Review* (995; *Lloyd's Ship Manager* (Fondon), various issues.

36/ ء٨٠ر-/مج *Tanker Fleet Review 1995,* Jacobs and Partners Limited (London); Feamleys (©slo), *Review 1995.*

37/ *World Tanker Fleet Review 1995,* Jacobs and Partners Limited (London); Fearnleys (©slo). *Review 1995.*

38/ *Cargo Systems,* July 1995, p. 51-53.

39/ *Containerisation International,* ©ctober 1995, p. 75.

40/ US Intermodal Equipment Fleet, Survey completed by XTRA Intei'modal and Intcrmodal Association of Nortb America (lANA), July 1995.

41/ For tbe te^t of tbe Convention see *United Nations Conference of Plenipotentiaries on a Code of Conduct for Liner Conferences,* vol. II *Final Act (including* ؛ر١ *Convention and resolutions) and tonnage requirements* (United Nations publication. Sales No. E.75.II.D.12).

42/ For the text ofthe 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.l)).

43؛ For the text of the Convention, see *United Nations Convention on Registration ofShip.s* (TD/RS/CCNE/^3).

44؛ For th^ text ofthe Convention, see A/C©NF.89/13.

45؛ For the text of the Convention, see A/CCNE.I62/7. For more detailed information as to the main features ٨٣ he Convention, see *Review ofMaritime Transport. 1992,* p. 68, (TD/B/CN.4/^7).

46؛ Total trade in goods and real ©DP, IMF, *World Fconomic Outlook,* ©ctober 1995.

47؛ UNCTAD, *Trade* ع/محا *Development Report. 1995,* United Nations publication. Sales No. E.95.II.D.I6.

48؛ Ibid.

49/ *International Bulk Journal* (Surrey, United Ringdom), ©ctober 1995, Trade Review - seaborne Coal.

Annex I

of countries and territories

Code 1	Canada	United States of Anterica
Cod© 2	Austria Belgium Denmark Paeroe Islands Finland France Germany Gibraltar Greece Iceland Ireland Israel	Itai^? Luxentbourg Monaco Nethriands Norway? Portugal Spain Sweden Switzerland Tur^e‘? United Kingdom of Ureat Britain and Nortltern Ireland
Code3	fapan	
Cod© 4	Australia	New Zealand
Cod© 5	Soutlt Africa	
Cod© 6	Albania Armenia Azerbaijan Belarus Bulgaria Czeclt Republic Estonia Georgia I-Iungary Kzakstan Kyrgyzstan	Laivia Litbuania Moldova Poland Romania Russian Federation Slovakia Tajikistan Turkmenistan Ukraine Uzbekistan
Code	China Democratic People’s Republie of Korea	Viet Nam
Code 8 - 8 . 1	Northern Africa Algeria Egypt Libyan Arab lamahiriya	Morocco Tunisia

Code 8.2 Western Afriea

Angola
Benin
Burkina Faso
Cameroon
Ca^e Verde
Congo
Côte d'Ivoire
I3quatorial Guinea
Gabon
Gambia
Gbana
Guinea
Guinea-Bissau
Liberia
Mali
Mauritania
Nigeria
St. Helena
Sao Tome and Prinei^e
Senegal
Sierra Leone
Togo
Zaire

Code 8.3 Eastern Africa

Burundi
Comoros
Djibouti
Ethiopia
Kenya
Madagasear
Malawi
Mauritius
Mozambique
Reunion
Seychelles
Somalia
Sudan
Uganda
United Republic oF Tanzania
Zambia

Code 9 - 9 . 1 Caribbean and North America

Anguilla
Antigua and Barbuda
Aruba
Bahamas
Barbados
Bermuda
British Virgin Islands
Cayman Islands
Cuba
Dominica
DO!ninican Republic
Greenland
Grenada
Guadeloupe
Haiti
lamaica
Martinique
Montserrat
St. Pierre and Miquelon
Saint Kitts and Nevis
Saint Lucia
Saint Yincent and the Grenadines
Trinidad and Tobago
Turks and Caieos Islands
United States Virgin Islands

Code 9.2 Central America

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

Cod© 9.3 South America - Northern Seaboard

Guyana
French Guyana
Netherlands Antilles
Surinam©
Venezuela

Code 9.4 South America - Western Seaboard

Chile
Colombia
Ecuador
Peru

Code 9.ؤ	South America - Eastern Seaboard	
	Argentina	،ا٥اا؛اة^٤/Islands (Malvinas) a 1
	Bolivia	Paraguay
	Brazil	Uruguay
Code 10- 10,1	Western Asia	
	Bahrain	Oman
	Cyprus	Qatar
	Iran (Islamic Republic ol)	Saudi Arabia
	Iraq	Syrian Arab Republic
	Jordan	United Arab Emirates
	Kuwait	Yemen
	Lebanon	
Code 10.ت	Southern and Eastern Asia	
	Bangladesh	Maldives
	Bhutan	Myanmar
	Bmnei Darussalam	Pakistan
	Cambodia	Philippines
	flong Kong	Republic of Kore^
	India	Singapore
	Indonesia	Sri Lanka
	Macau	Thailand
	Malaysia	
Code 11	Bosnia and Herzegovina	Slovenia
	Croatia	Yugoslavia
	Malta	
Code 12	American Samoa	Papua New Guinea
	Christmas Island (Australia)	Samoa
	Fiji	Solomon Islands
	French Polynesia	Tonga
	Cuam	Tuvalu
	Kiribati	Yanuatu
	Nauru	Wake Island
	New Caledonia	

Notes to Annex I

(!) This classification is for statistical puiposes only and does not imply any judgement regarding the stag© of development and the politieal situation of any eounty or territoy.

(2) The groups of eotmtries or territories used for presenting statisties in this *Review* are made up as follows;

Developed market-economy countries and territories: Codes 1, 2, 3, 4 and 5.

Countries of Central and Eastern Europe and Republics of the former Soviet Union; Cod© 6.

Socialist countries of Asia: Code '/.

Developing eountries 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.^, 9.3, 9.4 and 9.5
in Asia; Codes 10.1 and 10.2
in Europe; Code11
inUeeania; Code12.

(3) In certain tables, where appropriate, major open-registy countries are reeorded as a separate group. The group comprises Bahamas, Bermuda, Cypms, Liheria Malta, Eanama and Vanuatu.

(4) Trad© statistics are hased on data recorded at the ports of loading and unloading. Trade originating in or destined for neighhouring countries is attributed to the county in which the ports are siuated; 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 fieets.

a/ A dispute exists between the Oovernments of Argentina and of the United Kingdom of Great Britain and Northern Ireland eoncerning sovereignty over the Ealkland Islands (Malvinas).

Annex II

World seaborne trade a/ according to geogranhieal area. 1980. 1993 and 1994
(Millions of tons)

Area b/	Year	Goods loaded				Goods unloaded			
		©il		Dry c^rgo	Total all goods	Oil		Dry cargo	Total all goods
		Crrtde	Products			Crrtde	Products		
Developed market-ecoiromv corintries									
Nortlt America	1؟^0	•..؟		498.0	505.3	274.3	71.4	170.1	؟>؟7
	1993	1.2	24.7	548.8	574.7	325.8	111.2	252.8	689.8
	1994	1.3	/د.اا	574.7	601.0	337.6	113.6	263.0	714.2
Japan	1980			83.6	83.6	216.3	35.0	361.5	612.8
	1993	-		81.1	85.3	219.5	92.1	440.2	751.8
	1994	-		83.5	87.7	225.8	94.2	457.0	777.0
Australia and New Zealand	1980		1.5	148.4	150.0	9.8	6.6	13.5	29.9
	1993	9.4	ו7	277.4	288.5	9.2	7.7	19.1	36.0
	1994	9.4	1.7	288.3	299.4	9.8	7.9	19.7	37.4
Europe	1980	95.7	79.3	387.4	562.3	-؟85.5	145.1	680.5	1 411.1
	1993	189.4	138.6	503.5	831.5	491.6	181.8	809.4	1 482.8
	1994	188.5	140.1	532.1	860.7	-؟10..؟	187.3	844.4	1 542.2
Soutlr Al'rica	1980		0.1	68.9	69.0	15.0	1.0	9.7	2-؟.7
	1993	-	-	83.6	83.6	23.4	0.3	9.3	33.0
	1994	-	-	^7.5	87؟	23.8	ﻻد	9.8	33.9
Subtotal: developed market-economy countries	1980	96.2	87.8	1 186.3	1 370.3	1 100.9	259.1	1 23-؟.3	2 595.2
	1993	200.0	169.2	1 494.4	1 863.6	1 069.5	393.1	1 530.8	2 993.4
	1994	199.2	171.0	1 566.1	١ 936.3	1 107.5	403.3	1 593.9	3 104.7
Countries of Central and Eastern Ertrope									
Countries of Central atrd Easterp Emope (including the former DSS^)	1980		50.2	95.6	200.8	3-؟.5	1.3	108.6	145.4
	1993	56.6	50.9	78.3	185.8	24.9	0.9	123.8	149.6
	1994	44.9	45.8	79.3	170.0	20.4	1.2	118.5	140.1
Socialist countries of Asia	1980	22.1	5.7	18.3	46.1	21.6	5.1	72.9	99.6
Socialist countries of Asia	1993	34.2	4.5	52.2	90.9	4.4	ו7	84.2	90.3
	1994	37.5	4.6	54.6	96.7	4.5	2.0	92.7	99.2
Developing cormtries ^nd territories									
Northern Africa	1980	187.7		30.0	220.2	-؟0.0	2.0	44.9	96.9
	1993	178.2	32.2	31.7	242.1	67.1	4.2	؟70	128.3
	1994	189.6	32.0	31.0	252.6	67.5	4.3	57.5	129.3
Westertr Africa	1980	102.6	1.9	66.^	171.3	4.3	5.5	30.8	40.6
	1993	130.4	3.0	55.2	188.6	4.4	3.0	27.5	34.9
	1994	١٦؟؟	3.1	54.1	192.7	4.3	2.9	27.7	34.9
Eastern Africa	1980		0.9	6.3	7.2	6.2	2.0	99	18.1
	1993	-	0.5	9.3	9.8	6.7	2.7	15.3	24.7
	1994	-	0.5		9.6	6.6	2.6	15.2	24.4

Annex II (continued)

Area	Year	Gttods loaded				Goods unloaded			
		Oil		Dry cargo	Total all goods	Gil		Dty cargo	Total all goods
		Crrrde	?roduets			Cutde	Eroducts		
Developing countries and territories (cont.)									
Caribbean and North Ameriea	1980	16.0	76 4	31.7	74.3	٩8 7	6.4	171	76.7
	1993	15.5	12.4	30.4	58.3	31.5	8,2	71 ٨	60.7
	1994	16.3	13.5	31,0	60.8	31,6	ةـآأ	71 7	61.0
Central Atneri^a	1980	37.5	3.0	21.8	62.3	4,6	7٩	18,1	25.3
	1993	90.5	7.2	19.7	117.4	4.1	2.6	161	77 8
	1ؤ94	93.6	77	20.5	121.3	4.1	ةـ2	16.5	23.2
South Anrerica: N‹uthern Seaboard	1980	127.8	61.9	29,3	219,0	92.3	3.4	17.1	112.8
	1993	67.1	26.2	179	111.2	·	1.6	19.1	20.7
	1994	75.9	27.1	18.9	121.9	-	1,6	19,5	21.1
Soutlr Atnerica: tVestem Seaboard	1980	7 ٩	,3.4	26.7	37,7	4.9	1.4	13.7	20.1
	1993	19.8	8.6	37,7	66.1	3.8	1.2	15.1	20.1
	1994	20.8	8.7	.39.2	68,7	3..8	1,3	15,9	21.0
South America: Eastern Seaboard	1980	س	*2Xi*	1.33.0	135.6	43.9	2.4	37.4	83.7 .
	1993	0.1	4.6	207.8	212.5	40.4	2.6	28.8	71.^
	1994	01	4.6	717٩	217.2	40,4	دـنم	29.9	72.8
Western Asia	1980	800.6	54.5	أ2.3	867.4	٤٤ ٩	5.0	54.9	68.4
	1993	572.9	78.1	30,7	681.7	16.9	6.7	102.2	125.^
	1994	601.8	81.1	31.1	714.0	17.2	6.7	104.0	127.9
Soutlrertr and Eastern Asia (n.e.s)	1980	74.3	42.2	165.9	282,4	97.4	76 9	163.5	287 8
	1993	77.4	103.2	303,6	484,2	183.1	49.4	417.1	649.6
	1994	82.8	108.3	313.4	504.5	192.4	4^.7	444.5	685.6
Developing countries in Eu«١pe	1980	·	·	0.1	0.1	·	0.5	0.6	1.1
	1993		0,8	6.7	7.5	8.3	1.4	16.5	26.2
	1994		1.0	7.4	8.4	7.5	1.0	15.5	24.0
Oceania (n.e.s.)	1980	س	0.7	8.4	9.1	١)٤	23	35	7.4
	1993	·	0.6	9.5	10.1	·	0.6	2.4	3.0
	1994	-	0.5	9.9	10.4	-	1.5	ةـت	4.1
Subtotal: Developing corintries	19^0	1 354.1	200.2	532.3	2 086.6	37^,0	60.3	406.6	83^.9
	1993	1 151.9	277.4	760.2	7 189.5	366.3	84.2	738.1	1 188.6
	1994	1 216.4	787 6	778.1	2 282.1	375.4	83,8	769.9	1 229.1
World total	19ؤ0	1 527.4	343.9	1 832.5	3 703.8	1 530.0	77٩ 8	1 823.3	3 679.1
	1993	أ 442.7	502,0	2 3ؤ5.1	4 329.8	1 465.1	479.9	7 476.9	4 421.9
	1994	1 498.0	509.0	7 478.1	4 485.1	1 507.8	490.3	7 575.0	4 573,1

Source: Compiled on the basis of data supplied to the United Nations Statistical Office (by reporting countries), the UNCTAD data bank and other spec'iali/ed sources.

a/ Ineluding international cargoes loaded at ports ofthe Great Lakes and St. Lawrence River system for unloading at ports ofthe system.

b/ See annex I for the composition of groups.

Annex III(a~)

at 31 December 199?

(in grt)

	Total fieet	Gil takers	Buht carriers	General cargo c/	Container ships	Other types
World total d/	**491 437 573**	**144 646 452**	**149 359 901**	**88 862 515**	**39 103 977**	**69 464 7^8**
Developed market-economy countries						
Australia	**2 885 492**	**599 921**	**1010 919**	**112 645**	**122 252**	**1 039 665**
Austria	**92 765**		**5 624**	**86 267**		**874**
Belgium	**267 549**	**2 357**		**9 500**		**255 692**
Canada	**1017 844**	**٢٦ 324**	**76 647**	**94 169**	**1 714**	**742 990**
Denmark	**5 898 897**	**1 053 779**	**493 248**	**770 251**	**1 888 697**	**1 692 922**
Finland	**1518 690**	**302 929**	**80 106**	**431 656**		**703 999**
France	**4 224 829**	**2 046 696**	**291 421**	**333 716**	**559 236**	**993 760**
Germany	**5 669 522**	**14 2^0**	**23^ 1^5**	**١ 201 326**	**3 303 460**	**912 331**
Gibraltar	**308 749**	**272 279**		**22 507**		**13 963**
Greece	**29 530 090**	**и 836 365**	**12 806 925**	**I 434 134**	**736 468**	**1 716 198**
Iceland	**208 577**	**1 578**	**415**	**37 812**		**168 772**
Ireland	**221 50^**	**9 157**		**8t 186**	**12 ?66**	**118 599**
Israel	**598 714**	**1 309**	**12 178**	**57 556**	**519599**	**8 072**
Italy	**6 701 953**	**1 955 624**	**1535 011**	**768 583**	**390 929**	**2 051 806**
.lapan	**19 946 723**	**6 033 414**	**5 442 ^33**	**2 509 042**	**1 132 517**	**4 828 917**
Luxembourg	**880 819**	**3 338**	**210 737**	**63 124**	**65 399**	**538 221**
Netberlands	**4 621 312**	**543 900**	**168 175**	**1 619 068**	**988 993**	**١ 301 176**
New Zealand	**319 042**	**82 787**	**25 046**	**76 628**		**134 581**
Notway	**21 555 625**	**8 778 702**	**4 009 889**	**3 562 572**	**63 017**	**5 141 445**
ForUtgal	**907 220**	**497 987**	**126 636**	**118 756**	**11 088**	**152 753**
8outb Africa	**341 532**	**2 039**		**579**	**210 460**	**128 454**
Spain	**1 296 472**	**204 575**	**54 737**	**197 071**	**61 529**	**778 560**
Sweden	**2 957 726**	**385 160**	**51 900**	**1 506 492**		**1 014 174**
Switzerland	**382 176**		**350 882**	**12 604**		**18 690**
Turkey	**6 270 628**	**821 313**	**4 007 037**	**1153 438**	**8 220**	**280 620**
United Kingdom	**7 110 869**	**2 182 056**	**568 427**	**515 857**	**1 325 556**	**2 518 973**
United States	**15 760 244**	**5 683 636**	**1 252 183**	**2 016 273**	**3 644 365**	**3 163 787**
Subtotal	**141495 477**	**44 417 445**	**32 819 161**	**18 792 812**	**15 046 065**	**30 419 994**
Open-reeistry countries						
Bahamas	**23 815 772**	**10 517^47**	**4 501 239**	**5 156 263**	**811 718**	**2 828 705**
Bermuda	**3 069 719**	**1586 452**	**247 599**	**197 661**	**148 930**	**889 077**
Cyprus	**24 701 823**	**4 341119**	**13 122 935**	**4 894 097**	**1 458 853**	**884 819**
Liberia	**59 ^41 004**	**29 001 918**	**16 288 /ل75**	**4 466 042**	**3 458 744**	**6 625 625**
Malta	**17 723 533**	**6 792 823**	**6 894 850**	**2 884 840**	**493 861**	**657 159**
Panama	**72 471455**	**19 973 7^6**	**26 569 889**	**13 409 474**	**6 917 515**	**5 600 791**
Vanuatu	**1874 211**	**38 460**	**829 023**	**718 046**	**24 702**	**263 980**
Subtotal	**203 497 517**	**72 252 405**	**68 454 210**	**31 726 423**	**13 314 323**	**17 750 156**
١١ Central and Eastern Europe and former USSR						
Albania	**62 951**			**61 489**		**1 462**
Armenia						
Azerbaijan	**654 912**	**188 230**		**9? 363**		**371 319**
Belarus						
Bulgaria	**1166 338**	**215 934**	**?٨١ 643**	**٦٦٦ ?«6**	**?6 380**	**68 875**

	Total Beet	Gil tankers	Bulk carriers	General cargo c/	Container ships	Other types
Czech Republic	14© 3©4		98 256	42 ©4^		
Estonia	-ᵍ©? 656	9 862	159 6©©	218 955		2©9 239
Hungary	45 1©5			45 1©5		
Georgia	281 982	136 236	1©3 926	3 ©45		38 775
Kazakstan	11 666			1 766		9 9©©
Kyrgyzstan						
Latvia	?98 144	322 536		322 782		152 826
Lithuania	61© 2,12	8 2©9	11© 52©	221 649		269 834
Moldova						
Poland	2 36© 968	6 64©	1 455 ©32	588 96©		31© 336
Ronrania	2 532 9?1	429 316	849 968	!©17 912	15 16©	22© 615
Russian federation	15 213 581	2 294 345	1 768 367	5 589 551	297 2©6	5 264 112
Tajikistan						
Tttr^ntenistan	32 128	2 846		8 193		21 ©89
HUaine	4 618 936	8© 829	728 848	2 725 2©1	139 758	944 3©©
Eornrer USSRe/ llzbeHstan	?43.59	12 ©©7		3©213		32 139
Subtotal	29 2©2 2.13	3 7©6 99©	5 776 16©	11 295 738	5©8 5©4	7 914 821
Socialist countries of Asia						
China	16 946 8.84	2 295 ©74	6 676 965	5 442 426	1 359 746	1172 673
Denrocratic People's Republic of Korea	715 323	115 797	1©7 243	416 ©95		76 188
¥iet Nanr	7©© 3.19	18 745	21 366	413 155		247 ©53
Subtotal	18 362 526	2 429 616	6 8©5 574	6 271 676	1 359 746	1 495 914
Develonin‡‡ countries of Africa						
Algeria	98© 492	34 797	172 361	217 196		556 138
Angola	89 594	2 269		63 261		24 ©64
Benin	1 !51					1 151
Cameroon	37 114			25 234		11 88©
Cape ¥erde	16 481	445		1©665		5 371
Comoros	1897			1 3©4		593
Congo	12 118			2 875		9 243
Côte d'Ivoire	4© 076	789		28 8©4		1©483
Djibouti	3 727			1 967		1 76©
Egypt	1 337 916	222 46©	51© 123	399 613		2©5 72©
Equatorial Guinea	3 457			3 342		115
Ethiopia	79 52©	3 8©9		75 711		
Gabon	32 178	652	23 7^2	2 522		5 222
Gambia	1 794					1 794
Ghana	113 528	965	199	32 385		79 979
Guinea	7 153			8©8		6 345
Guinea-Bissau	4 889			1 64©		3 249
Kenya	18()©1	4 224		2 312		11465
Eibyan Arab 11 Jamahiriya	733 1©6	571 834		75 ©31		86 241
Madagascar	38 141	1©734		14 227		13 18©
Malawi	:ᵍ2©					32©
Mauritania	39 448			1 399		38 ©49
Mauritius	238 .594	52 757	1 654	122 86©	47 522	13 8©1
Morocco	382 62©	14 283		85 681	8 373	274 283
Mozambique	38 332	366		9 13©		28 836
Nigeria	478 995	25© 727		15© 789		77 479
St. Helena						

	Total tleet	ه؛ا tankers	Bulk carriers	Geneml carge *d*	Centalner ships	Other types
Sao Tome and Principe	7 «U8			1 591		ا 257
Senegal	48 026			4 829		43 197
Seychelles	4 966			3 474		ا 492
Sierra l eone	23 178	1 405		490		21 283
Somalia	16 363			9 089		7^74
Sudan	47 777	83^		44 626		2 319
Togo	1 073					1 073
Tnnisia	159 741	8 556	37 6©	5^ 493		55 074
Uganda	1 697			1 697		
United Republic of Tairzattia	46 10^	5 368		30 404		10 336
Zaire	14 917			499		14 418
Subtotal	5 097 336	1©7 272	745 737	1 483 948	55 895	16^4 484
Developing countries ofAmeriea						
Att^uilla	^446			2 174		272
Antigua and Barbuda	1 862 049	3 715	102 359	1 113 704	616 504	.25 767
Argentina	618 ؟17	107 243	61 699	135 363	37 886	
Barbados	291 940	44 466	61 534	159 24^		26 692
Belize	516 523	22 210	20 040	352 ©5	10 022	
Bolivia						
Brazil	5 093 920	2 096 707	2 076 814^	363 7^3	203 692	352 92ت
Cayman Islands	38^717	6 036	104 300	173 3©	1613	97 456
Chile	765 810	71 366	^93 900	120 158	17 681	26؛ 705
Colombia	144 390	5 ^^7		109 285		29 218
Co^ta Riea	6 546			448		6 098
Cuba	410 015	64 301	• 662	200 ^04		144 848
Dominie«	1 617			1 383		234
Dominican Republle	11 9^4	674		7 647		3 663
Beuador	168 ^14	77 038				53 590
Cl Salvador	1 479					1 479
b'alH^nd Islands ى/	20 230					19 495
Grenada	4 966			4 858		108
Guatemala	776					776
Guyana	15 177	©5		7 019		8 033
Haiti	431			151		280
Honduras	1 207 097	96 729	137 88^	72؟ 644	6,067	242 775
Jamaica	9 261	1 887		5 589		1 785
Mexico	1 131 466	4^4 543		56 511	123 884	
Montserrat						
Nicaragua	3 924			49ة		3 426
Paraguay	39 115	2 296		29 967		
Peru	339 347	80 269	30 594	47 299		181 185
St. Ritls and Nevis	300			300		
St. 1 n^i«	1 421			1 169		25ث
Si. Vincent and the Grenadines	6 172 870	1 101 432	2 327 957	2 214 995	138 782	389 704
Suriname	7 636	1 ^19			1 343	
TriWdad and Tobago	28 ^32					20 592
Turk and Caicos Islands	2 100			792		ا 308
Uruguay	©4 369	46 227		2 076	28 060	48 006
Venezuela	787 248	361 032	111 106	63 518	499	251 093
Virgin Islattds, British	5 974			2 643		3 331
Subtotal	20 180 107	4 616 002	5 328 847	5 94^ 6^6	1186 033	100 539

	Total fleet	Oil tatrkers	Bulk carriers	General cargo c/	Container ships	Other types
Developing countries and territories of Asia						
Bahrain	166 364		7 984	64 576		40 253
Bangladesh	3^1 4^5	50 700	6 726	291 353		32 706
Brunei Darussalam	366 419	239		2 723		363 457
C«mhodia						
Hong Kong	8 917 096	668 879	6 521 600	702-551	882 687	141 379
India	7 146 176	2 565 131	3 183 377	625 844	84 345	687 479
Indonesia	2 779 3^7	745 985	205 305	1 204 936	60 623	562 538
Iran, Islamic Rep. of	. 2 903 173	1 233 842	1 014 628	486 350	1 593	166 760
Iraq	866 701	697 827		78 532		89 842
•Iordan	21 464		20 576			888
Kuwait	2 0.ºˀ7 608	1 342 -512		289 135	85 594	340 367
Lehanon	284 969	1 325	80 945	196 996	1 380	4 323
Malaysia	3 28-ºˀ 928	412 777	981 757	528 980	365 436	996 978
Maldives	84-ºˀ4.ºˀ	6 143	11 301	60 176		6 925
Myanmar	ºˀ22 663	2 935	214 976	213 1-57	24 415.	67 180
©man	21 399	313		2 544		18 -542
Pakistan	398 49-ºˀ	49 595	115 404	214 049		19 447
Philippines	8 743 443	146 754	6137 701	1^16 091	166 128	476 769
^atar	483 731	104 866	141 617	133 286	85 594	18 368
Repuhlic of Korea	6 97-ºˀ 770	399 239	3 705 830	908 448	1120 208	842 045
Saudi Arabia	1 204 737	238 325		574 571	D6 117	265 724
Singapore	13 747 402	5106 060	3 792 530	2 182 108	1 950 353	716 351
Sri Lan^a	226 924	2 552	92 979	121 474		9 919
Syrian Arab Republic	356 891		53 481	300 156		3 254
Thailand	1 743 560	196 426	386 740	982 875	59 983	117 536
Hnited Arab Bmirates	963 694	518 961	35 069	164 388	132 667	ID 609
Yemen	27 354	1 886		3 418		22 050
Subtotal	64 676 ^78	14 546 823	26 710 526	12 148 717	5 147 123	6 123 689
Developing countries of Europe						
©roatia	333 137	6 305	18 823	179 716	51 062	77 231
Slovenia	2 621			276		2 345
Yugoslavia	2 312					2 312
Subtotal	338 070	6 305	18 823	179 992	51 062	81 888
Developing countries of Oceana						
Fiji	31 930	2 969		12 184		16 777
Kiribati	6 352	1 957		3 728		667
Nauru						
Papua New ©uinea	48 681	3 199		36 781		8 701
Samda	6 186			4 339		1 847
Solomon Islands	7 992			3 286		4 706
Tonga	11 8,10			7 110		4 700
Tuvalu	64 250			29 283		34 967
Subtotal	177 201	8 125		96 711		72 365
Developing TOTAE	90 469 592	20 364 527	32 803 933	19 858 054	6440 113	11002 965
Other unallocated	8 410 248	1 475 469	2 700 863	917 812	2 435 226	880 878

Annex Ill(b)

Merchant llects o f t h e world by flag of registration, a/ groups of countries and types of ship *ЬI*
as at 31 December 1995
(in dwt)

	Total fleet	Oil tatrk^rs	Bulk carrier-s	Oeneral cargo c/	Container ships	Other types
World total d/	**734 916 940**	**267 649 873**	**201 628 027**	**104 129 420**	**43 849 247**	**57 660 373**
Developed market-economy countries						
Australia	**3 975 879**	**1012 797**	**1 686 125**	**119 351**	**131 846**	**1 ©25 76©**
Austria	**130 040**		**6 730**	**123 310**		
Belgium	**249 239**	**3 628**		**10 297**		**235 314**
Canada	**666 692**	**168 602**	**127 38ي**	**90 441**	**1 91©**	**278 352**
Dennrark	**7 617 185**	**1 992 718**	**924 325**	**834 491**	**2 152 ©46**	**1 713 6©5**
Finland	**1 157 987**	**509 069**	**120 842**	**346 328**		**1^1 748**
France	**6 201 605**	**4 048 348**	**540 376**	**395 634**	**617 791**	**599 456**
Germany	**6 599 668**	**21 519**	**398 444**	**1 426 606**	**4 127 369**	**625 73©**
Gibraltar	**579 435**	**535 992**		**34 418**		**9 ©25**
Greece	**52 ©64 664**	**25 036 278**	**22 795 479**	**2 040 425**	**813 950**	**1 378 532**
Iceland	**107 002**		**650**	**36 779**		**67 334**
Irelatrd	**199 893**	**14 218**		**119 962**	**10 16آ**	**55 546**
Israel	**720 710**	**2 169**	**18 043**	**70 431**	**626 188**	**3 879**
Italy	**8 843 790**	**3 315 252**	**2 827 902**	**68© 472**	**399 027**	**1 621 137**
Japatt	**28 783 522**	**10 866 660**	**10 083 549**	**3 230 265**	**1 126 038**	**3 477 ©1©**
Luxembourg	**1 297 554**	**5 650**	**385 515**	**67 264**	**77 447**	**761 678**
Netherlands	**5 315 405**	826118	**262 353**	**2 033 743**	**986 272**	**12©6 919**
New Zealand	**307 550**	**126 774**		**60 112**		**83 5©7**
Norway	**32 867 199**	**16 888 558**	**7 136 042**	**3 394 109**	**83 94ث**	**5 364 547**
For^gal	**1 417 937**	**883 855**	**234 165**	**168 236**		**117419**
South Africa	**293 672**	**2 203**			**ث؛ ث.**	**92 725**
Spain	**1 282 444**	**353 901**	**91 860**	ثمم5د2	**100 586**	**491 ©66**
Sweden	**2 384 275**	**676 264**	**73 746**	**1 034 392**		**599 873**
Switzerland	**660 208**		**619 791**	**12 428**		**27 989**
Turkey	**10 345 054**	**1 490 109**	**6 983 041**	**1 662 658**	**12 301**	**196 945**
United Kitigdom	**8 557 514**	**4 020 375**	**1 049 056**	**536 692**	**1 358 187**	**1 593 2©4**
Dnited States	**21242 824**	**11 360 562**	**2 184 835**	**1 759 919**	**3 666 423**	**2 271 ©85**
Subtotal	**203 868 947**	**84 163 858**	**58 587 413**	**20 533 936**	**16 504 355**	**24 ©79 385**
Open-registry countries						
Bahamas	**36 716 980**	**19 855 647**	**7 ^48 394**	**6 236 325**	**840 968**	**1 935 646**
Bermuda	**4 797 022**	**3 239 779**	**437 514**	**170 086**	**153 563**	**796 080**
Cyprus	**40 378 044**	**8 127 319**	**22 958 717**	**6 637 157**	**1717 288**	**937 563**
Liberia	**97 888 613**	**54 168 805**	**28 421 133**	**4 308 908**		**7 063 844**
Malta	**29 629 100**	**12 569 209**	**11905173**	**3 906 514**	**535 685**	**712 519**
Fananra	**109 514 365**	**36 407 653**	**46 349 165**	**13 518 792**	**7 622 154**	**5 616 601**
¥anuatu	**2 358 612**	**63 361**	**1 391 060**	**500114**	**29 890**	**374 187**
Subtotal	**321282 736**	**134 431773**	**119 311156**	**35 277 896**	**14 825 471**	**17 456 440**
Central and Eastern Europe and fonner USSR						
Albania	**80 954**			**80 954**		
Arnrenia						
A/erbai)att	**.؟04 135**	**243 158**		**103 601**		**157 376**
Belarus						
Bulgaria	1642 255	348 0-؟4	780 764	6ول 144	67 117	-؟0 176

	Total fleet	Gil t^rkers	Bulk cttrrlers	General cargo c/	Container ^hips	Other types
Czech Republic	226 4/9		165 59^	60 881		
Estonia	.º95 193	15 419	758 7^5	225 492		95 497
Hungary	64 9/9			64 979		
١ Georgia	407 653	221 904	159 951	3 854		21 944 .
١ Kazakstan	5 772			1 281		4 491
Kyrgyzstan						
Latvia	881 008	494 205		295 187		91 616
Lithu^^a	562 426	13 331	160 2©	236 7©		152 165
Moldova						
?olattd	3176 681	9 162	2 396 4^6	612 9^7		158 106
Ronrania	3 718 776	759 925	1408 015	1 361 341	16 635	172 860
Russian Federation .	15794 084	3 5^8 915	2 864 408	6 24144^	333 982	2 82-5 331
Tajikistan						
Turkmenistan	22 333	5 010		8 060		9 263
Ukraine	5 275 767	119 292	1 223 559	3 249 728	131 210	551 978
Former USSR e/	53 323	14 441		24 714		14 168
Uzbekistan						
Subtotal	33 011 818	-5 77? 816	9 417 7©	©967 369	548 944	4 304 971
١١ Socialist countries of ١ Asia						
China	24 933 608	3715511	11 ©7^86	7 413 178	1 666 990	9/0 643
Democratic People's Republic of Kor^a	1011935	235 ^7,5	173 77^	550 434		51 848
Viet Nam	1 061 061	32 915	36 014	623 937		368 195
Subtotal	27 006 604	3 984 301	11377 078	8 587 549	1 666 990	1 390 686
Develoning countries of Africa						
Algeria	1 111 ©5	52 547	288 145	296 262		474 171
Angola	116 126	2 665		99 796		13 665
Benin	2.10					210
Cameroon	40 199			33 514		6 685
Cape Verde	21 477	562		17 15^		3 757
Comoros	2 959			2 295		664
Congo	15 110			4 100		11 010
Côte d'Ivoire	41 894	1 170		34 431		6 293
Djibouti	4 8,00			4 450		350
Egypt	1919 290	٩٩٩ 698	^61 472	542 667		©١ 453
Equatorial Guinea	3 279			3 279		
Ethiopia	9^ 747	5 8©		92 929		
Gabon	43 836	74^	38 516	2 484		2 094
Gambia	2 745					2 745
II Ghana	96 001	١ 167	260	40 8^4		53 690
Guinea	2411			285		2 ©6
Guittea-Bissau	2 699			540		2 159
Kenya	16 962	64©		1 524		9 026
Libyan Arab Jamahiriya	1 /// 477	1 093 045		87 797		41 635
Madagascar	40 789	16 9^7		17 614		6 248
Malawi						
Mauritania	19 417			1 871		17 546
Mattritius	324 692	^4 464	2 558	1^2 735	6^ 760	6 175
Morocco	3^0 138	^5 092		101 332	10 071	243 643
Mozambique	27 239	419		16 591		10 229
Nigeria	724 619	496 994		©2 349		45 276
St. flelena						

	Total fleet	Gil tankers	Bulk carriers	General cargp c/	Cpntainer ships	Other types
Sao Tome and Principe	2 492					1 207
Senega]	26 5هه			6 667		
Seychelles	4 174			3 278		896
Sierra Leone	15 141	1 835		944		12 362
Somalia	16 476			11206		5 270
Sudan	61 804	1 222		59 758		824
Togo	80					80
Tunisia	177 079	13 051	58 573	60 164		45 291
Uganda						••
United Republic оf Tatrzania	.º[.º36	9 256		39 446		2 834
Zaire	إنا			599		15 243
Subtotal	6 650 365	2 197 086	1 249 524	1 930 234	78 831	1 194 690
Developing countries of America						1
Anguilla	3 628			3 534		
Antigua and Barbuda	2 441 189	6011	164 746	1 428 160	807 145	35 127
Argentina	757 515	185 920	105 439	183 197	48 942	234 017
Barbados	414 D9	76 219	84 298	223 836		29 776
Belize	710 724	32 785	31 019	555 º04	D036	79 380
Bolivia						
Brazil	8 543 292	3 777 953	3 681 740	423 720	247 761	412 118
Cayman Islands	487 694	8 972	189 975	205 123	2 152	81 472
Chile	1 038 793	136 832	530 686	108 660	22 257	240 358
Colombia	171 362	9 681		142 263		19 418
II Costa Rica	2 207					٦ 207
Cuba	490 159	91 631	632	260 271		137 625
Dominica	1 901			1 901		
Dominican Republic	ا124ت	1 635		8 641		966
Ecuador	209 286	130 856		45 790		32 640
El Salvador						
F^lUand Islands ئ/	11 761			630		11 131
Grenada	8 437			8 437		
Guatemala						
Guyana	12 899			7 053		5 846
Uaiti	170					170
Honduras	1 695 808	175 599	.225 412	1179 798	6 918	108 081
Jamaica	6 105	3 292		2^13		••
Mexico	1 494 083	705 093		74 588	146 861	567 541
Montserrat						••
Nicaragua	1 483			1 175		308
Paraguay	39 994	2 850		33 570		3 574
Perrt	343 666	150 625	50 390	74 616		68 035
St. Kitts and Nevis	550			550		••
St. Lucia	1 655			1 655		••
St. Vincent and the Grenadines	9 556 298	2 051 414	3 985 896	3 019 759	160 980	338 249
Suriname	9 042	3 035		3 466	1 771	770
Trinidad and Tobago	19 855			7 524		12 331
Turks and Caicos Islands	405			161		^44
Uniguay	149 512	93 297		2 748	28 153	25 314
Venezuela	1159 070	592 096	187 631	91 747	1 180	^86 416
Virgin Islands, British	4 056			3 203		853
Subtotal	29 797 970	8 235 796	9 237 864	8 104 093	1 486 156	2 734 061

	Total Beet	©il tankers	Bulk carriers	©eneral cargo c/	Container ships	©ther types
Developing countries and territories of Asia						
Bahrain	242 0.52	97 002	13 143	98 759		33 148
Bangladesh	520 5وت	84 987	8 903	408 999		17 650
Brunei Darrtssalatn ^rbodia	352 532	270		4 378		347 884
Hong Kong	15 257 215	1 201 481	12 110217	845 565	965 648	134 304
India	11613 56©	4 591 540	5 351 817	845 197	110 767	714 245
Indonesia	3 626 192	1196 321	316 859	1712 647	79 508	320 857
Iran, Islanric Rep. oّ	4 975 012	2 452 828	1700 018	663 752	1 905	156 509
Iraq	1 503 775	1314 850		108 734		80 191
.Iordan	33 648		33 401			247
Kuwait	3 250 061	2 421047		373 300	91 461	364 253
Lebanon	424 013	2011	137 941	278 295	1 162	4 604
' Malaysia	4 748 365	698 895	1 754 935	777 121	429 508	1 087 906
Maldives	130 655	12 679	19 536	90 784		7 656
Myanmar	696 213	4 713	374 157	201 542	25 297	90 504
©man	11 122	460		2 996		7 666
Pakistan	624 231	91 021	212 087	309 692		11431
Philippines	13 504 248	240 857	10 783 703	2 021 796	220 874	237 018
Qatar	773 605	194 087	270 329	205 165	91 536	12 488
Republic ofKorea	10 636 96^	777 876	6 743 864	974 038	1 335 126	806 064
Saudi Arabia	1 414 747	416 527		634 664	116911	246 645
Singapore	21 020 699	9122 655	6 621 148	2 139 185	2 226 951	910 760
Sri Lanka	325 695	4 092	180 225	137 332		4 046
Syrian Arab Republic	558 720		84 137	474 583		
Thailand	2 670 020	362 695	649 332	1 476 226	80 580	101 187
Ifnited Arab Emirates	1 530 915	959 641	60 810	234 501	142 960	133 003
Yemen	26 624	3 185		3 061		20 378
Subtotal	100 471 432	26 251 720	47 426 562	15 022 312	5 920 194	5 850 644
Developing cornrtries of Europe						
Croatia	372 828	9 105	31 343	247 335	62 742	22 303
Slovenia	1 123			234		889
Yugoslavia	506					506
Subtotal	374 457	9 105	31 343	247 569	62 742	23 698)ا
Developing countries of ©ceania						
Fiji	26 869	3 605		10 829		12 435
Kiribati	7 094	3 048		3 352		694
Nauru						
Papua New ©uinea	52 259	5 044		44 029		3 186
Samoa	6 501			6 066		435
Solomon Islands	5 746			3 155		2 591
Tonga	15 2,57			11 043		4 214
Tuvalu	93 096			35 227		57 869
Subtotal	206 822	11 697		113 701		81 424
Developing T©TAL	137 501 046	36 705 404	57 945 293	25 417 909	7 547 923	9^84 517
©ther unallocated	12 245 789	2 591 721	4 989 369	1 344 761	2 755 564	564 374

Annex III

Notes

Source: Lloyd's Maritime Information Service‹ L^. (London).

a/ The designation‹ employed and the presentation of material in this table refer to fiags of registration and do not im^ly 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 coneerning the delimitation of its frontiers.

b/ Ships of 100 grt and over, excluding the Great Laks fleets of the United States and Canada and the United States Reserve Fleet.

d Ineluding pa‹s‹senger/e^rgo.

d/ Excluding estimates ofthe United States Reserve Fleet and the United States and Canadian Great Fakes fleets, ^vhieh amounted to respeetively 3.0 million grt (3.8 trillion dwt), 1.0 mfllion grt (1.0 nrillion dwt) and 1.4 million grt (7.0 million dwt).

e/ All Republics of the former USSR whieh h^ve not established new shipping registers (see box 1).

f/ A dispute exi.sts between the Governments of Argentina ^nd the United ^ngdom of Great Britain and Northern Ireland concerning sovereignty over the Falkland Lslands (Malvinas).

كغة انمرل مر «نشررات الام اكدت

م **المول** ض سدرات ام اس -ن امبات دلدل التدزع م بم ا'ح• ابالم • **اشلم**،تما ش الهبة **التي تط*ل.**
ار **اكب** الى أ ام اس؛ 'تم الم م 'برعدك او ض جتف ■

HOW 0| OH^AIN UNITED NATIONS ?UHUIUATON^

United Nations pnbiieations may be obtained from bookstores and distributors tbro^hont the world. Uonsnlt yonr bookstore or write to; United Nations, Sales Section, New York or Oeneva.

COMMENT SE PROCURER LES PUBLICATIONS DES NATIONS UNIES

Les pnblieations des Nations Unies sont en vente dans les librairies et les agences dépositaires du monde entier. Informez-vous auprès de votre libraire ou adressez-vous à : Nations Unies, Section des ventes, New York ou Genève.

КАК ПОЛУЧИТЬ ИЗДАНИЯ ОРТАНИ^А^ИИ ОБЪЕДИНЕННЫХ НАНИИ

Издания Организации ОЬ^единенни№ Иаци NO^HO купить в кни^нь■^ »‹ага-зина^ и агентствам во всех районах »‹ира. ^!аводите справки об изданиях в вашем книжном магазиие ияи пишите по адресу: Организация Объединенных Наций, Оекция по продаже изданий, Ньт-Иорк иди Женева.

CONO CONSEGUIR PUBLICACIONES DE LAS NACIONES UNIDAS

Las publicaciones de las Naciones Unidas esbin en venta en librerlas y casas distri-buidoras en todas partes del mundo. Consulte a su librero o dirfiase a: Naciones Unidas, Secciôn de Yentas, Nueva York o Ginebra.

Printed in Switzerland
G£.96-146ᵍ^-September 1996-4,480

UNCTAD/RMT/(95)/l

United Nations publication
Sales No. E.96.1I.D.9

ISBN 92-1-112403-4
ISSN 0566-7682