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Review of maritime transport, 1976

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Review of maritime transport, 1976

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NOTE

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

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

The term "billion" signifies 1,000 million.

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

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

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The following symbols have been used in the tables in this *Review*:
A full stop (.) to indicate decimals.
Two dots (..) signify that data are not available or are not separately reported.
A dash (—) signifies that the amount is nil, or less than half the unit used.

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

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

ABBREVIATIONS

Names of organizations

AWES	Association of West European Shipbuilders
EEC	European Economic Community
FMC	Federal Maritime Commission (United States)
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IDA	International Development Association
IMIF	International Maritime Industry Forum
INTERTANKO	International Association of Independent Tanker Owners
OECD	Organisation for Economic Co-operation and Development
UNCTAD	United Nations Conference on Trade and Development
USAID	Agency for International Development (United States)

Other abbreviations

bhp	Brake horsepower
CAF	Currency adjustment factor(s)
CFS	Container freight station
c.i.f.	Cost, insurance, freight
dwt	Deadweight tons
f.o.b.	Free on board
GNP	Gross national product
grt	Gross registered tons
LASH	Lighter aboard ship
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
n.a.	Not available
n.e.s.	Not elsewhere specified
OBO	Ore/bulk/oil
pwc	Pakistan white cuttings (jute)
ro/ro	Roll-on, roll-off
RSS	Ribbed smoked sheet (rubber)
shp	Shaft horsepower
TEU	Twenty foot equivalent unit
ULCC	Ultra large crude carrier
VLCC	Very large crude carrier

INTRODUCTION

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

2. Statistical evidence and other information with regard to the development of international maritime transport is presented and discussed in the review with a view to relating year-to-year developments to relatively longer-term trends in world shipping. Particular attention is given to factors and developments affecting the trade and shipping of developing countries. To broaden the coverage, a new chapter dealing with port developments has been added as a regular feature. In order to keep the size of the tables within manageable limits, in most cases data for the most recent years only have been included. Data for earlier years can be found in the *Review of maritime transport, 1972-1973* and the *Review of maritime transport, 1975*.[2]

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

[2] *Review of maritime transport, 1972-1973: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.75.II.D.3) and *Review of maritime transport, 1975: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.77.II.D.2).

Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

A. General developments

3. As indicated in the 1975 *Review,* there is no direct and fixed relationship between the world economic situation and world seaborne trade. Nevertheless, it is clear that the growth of seaborne trade in 1975 and 1976 was significantly affected by the recession in developed market-economy countries in 1974 and 1975 and the somewhat uneven recovery in 1976.[3] Real GNP for OECD countries as a whole increased by an estimated 5 per cent in 1976 compared with a decline of 1.2 per cent in 1975 and an average increase of 5 per cent per annum from 1963-1964 to 1973-1974.[4] It may be added that the estimated world production of crude oil in 1976 increased by some 7.6 per cent as compared with a decline of 5 per cent during the previous year; the production of the oil-exporting developing countries increased by 11.5 per cent.[5]

4. World seaborne trade in 1965 and 1970-1975 is given in table 1. Further information by type of cargo and groups of countries is given in table 2 and annex II. The discussion in the present chapter is basically limited to developments in 1975, since comparable data for 1976 are not yet available.

5. The world seaborne trade in terms of the tonnage of goods loaded in 1975 declined by some 4 per cent as compared with 1974. This was the first such decline since 1958 and compared with an increase of 1 per cent in 1974 and an average increase of almost 9 per cent per annum from 1965 to 1973. According to preliminary estimates, the seaborne trade increased by almost 8 per cent in 1976 in terms of weight and by almost 10 per cent in terms of ton-miles.[6]

6. The impact of these fluctuations in trade volumes on the freight market and on the demand for ships is discussed further in chapters II, III and V below.

[3] For a general review of international trade and development in 1974 and 1975, see *Review of International Trade and Development, 1975: report by the UNCTAD secretariat* (United Nations publication, Sales No. E.76.II.D.2) ; additional statistical information is also contained in *Handbook of International Trade and Development Statistics* (United Nations publication, Sales No. E/F.76.II.D.3).

[4] OECD, *OECD Economic Outlook* (Paris), No. 40, December 1976.

[5] *Petroleum Economist* (London), vol. XLIV, No. 1, January 1977.

[6] Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), tables 1 and 2.

TABLE 1

Development of international seaborne trade,[a] 1965 and 1970-1975

(*Goods loaded*)

	Tanker cargo		Dry cargo: Total		Dry cargo: Of which: main bulk commodities[b]		Total (all goods)	
Year	*Million tons*	*Percentage increase/decrease over the previous year*	*Million tons*	*Percentage increase/decrease over the previous year*	*Million tons*	*Percentage increase/decrease over the previous year*	*Million tons*	*Percentage increase/decrease over the previous year*
1965	862	9	812	13	327	6	1 674	11
1970	1 440	13	1 165	13	488	16	2 605	13
1971	1 526	6	1 173	1	490	—	2 699	4
1972	1 654	8	1 247 [c]	6	505	3	2 901 [c]	7
1973	1 867	13	1 407	13	622	23	3 274	13
1974	1 832 [c]	−2	1 472 [c]	5	668	7	3 304 [c]	1
1975	1 742	−5	1 433	−3	635	−5	3 175	−4

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

(ii) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1975* (Oslo, 1976).

[a] Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the same system, but excluding such traffic in main bulk commodities, and including petroleum imports into the Netherlands Antilles and Trinidad and Tobago for refining and re-export.

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

[c] Revised by the source.

TABLE 2

World seaborne trade [a] in 1965, 1970, 1973,[b] 1974 and 1975 [c] by types of cargo and shares of groups of countries [d]

(Million tons and percentages of world total)

Country grouping and year	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
				(Trade in million tons)				
World total								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 110	330	1 165	2 605	1 101	302	1 127	2 530
1973	1 514	353	1 407	3 274	1 521	339	1 377	3 237
1974	1 497	335	1 472	3 304	1 470	312	1 472	3 254
1975	1 742		1 433	3 175	1 640		1 441	3 081
				(Percentage share of each category of goods in the total)				
World total								
1965	37.2	14.3	48.5	100.0	37.1	13.2	49.7	100.0
1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
1973	46.2	10.8	43.0	100.0	47.0	10.5	42.5	100.0
1974	45.3	10.2	44.5	100.0	45.2	9.6	45.2	100.0
1975	54.9		45.1	100.0	53.2		46.8	100.0
				(Percentage share of trade by groups of countries)				
Developed market-economy countries								
1965	0.1	23.3	55.9	31.3	78.9	79.0	76.5	78.1
1970	1.5	26.9	60.0	30.8	79.9	79.4	79.1	79.5
1973	2.1	29.8	62.8	31.2	80.3	81.5	77.3	79.1
1974	1.7	29.3	62.1	31.4	79.0	80.3	77.0	78.3
Socialist countries of Eastern Europe and Asia								
1965	4.6	8.9	8.2	6.9	0.4	1.0	5.9	3.1
1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
1973	2.9	8.6	6.6	5.1	2.1	0.9	5.5	3.4
1974 [e]	2.9	10.0	7.2	5.5	1.7	2.1	5.3	3.3
Developing countries								
1965	95.3	67.8	35.9	61.8	20.7	20.0	17.6	18.8
1970	95.0	65.9	31.9	63.1	18.4	18.0	15.5	17.1
1973	95.0	61.4	30.6	63.7	17.6	17.5	17.1	17.4
1974	95.4	60.7	30.7	63.1	19.3	17.6	17.7	18.4
Of which:								
In Africa								
1965	16.0	1.7	10.6	11.1	2.5	5.1	4.1	3.6
1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
1973	18.1	3.1	8.0	12.1	1.6	3.2	3.6	2.6
1974	16.6	2.7	7.6	11.2	1.2	2.7	3.7	2.5
In America								
1965	20.9	42.8	15.4	21.0	12.7	6.0	4.3	7.5
1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
1973	8.5	36.9	12.8	13.4	8.9	5.4	4.1	6.5
1974	7.4	35.0	13.8	13.1	10.2	6.6	4.6	7.3
In Asia								
1965	58.4	23.3	9.2	29.4	5.5	8.5	9.0	7.5
1970	57.4	27.2	8.2	31.6	6.1	8.1	7.1	6.8
1973	68.5	21.2	9.1	37.9	7.0	8.2	9.2	8.1
1974	71.4	23.0	8.6	38.5	7.8	7.4	9.2	8.4

TABLE 2 (*continued*)

World seaborne trade [a] in 1965, 1970, 1973,[b] 1974 and 1975 [c] by types of cargo and shares of groups of countries [d]

(*Million tons and percentages of world total*)

Country grouping and year	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
In Europe								
1965	. .	—	—	. .	—	0.1	. .	. .
1970	. .	—	—	. .	—	0.1	0.1	. .
1973	. .	—	—	. .	—	0.1	. .	. .
1974	. .	—	—	. .	—	0.1	. .	. .
In Oceania								
1965	—	—	0.7	0.3	—	0.4	0.2	0.1
1970	—	0.1	0.8	0.4	. .	0.5	0.3	0.2
1973	—	0.1	0.6	0.3	0.1	0.7	0.2	0.2
1974	—	. .	0.7	0.3	0.1	0.8	0.2	0.2

Source: Annex II below.

[a] See note [a] to table 1 of this *Review*.

[b] Revised data, which therefore may not be identical with the corresponding data in table 2 of the *Review of Maritime Transport 1975: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.77.II.D.2).

[c] Preliminary estimates from data in United Nations, *Monthly Bulletin of Statistics*, vol. XXXI, No. 1 (January 1977).

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

[e] Eastern Europe respectively: 2.7; 9.9; 6.4; 5.0; 1.7; 0.8; 4.0; 2.7; Asia respectively: 0.2; 0.1; 0.8; 0.5; 0; 1.3; 1.3.; 0.6

B. Developments by types of commodities

7. As was the case in previous issues of this *Review*, table 1 also shows the volume of seaborne trade by major types of cargo. Although the seaborne trade in both tanker cargo (crude petroleum and petroleum products) and dry cargo declined in 1975, the decline was relatively sharper for the former. Thus, the 1,742 million tons of tanker cargo in 1975 represent a 4.9 per cent decline over 1974 as compared with a 1.9 per cent decline in 1974 and an average increase of 10.1 per cent per annum from 1965 to 1973. Dry cargo tonnage declined by about 2.6 per cent in 1975 as compared with increases of 4.6 per cent and 7.1 per cent during the previous periods. It can be seen that the decline in dry cargo tonnages in 1975 was almost exclusively due to the decline in the main bulk commodities, while the tonnages for other dry cargoes were virtually the same in 1975 as in 1974. As a result of the different growth rates for tanker and dry cargo, the share of tanker cargo declined from a high of 57 per cent in 1973 to just under 55 per cent in 1975. Preliminary information for 1976 indicates that the share of tanker cargo increased as the seaborne trade in crude oil and oil products increased by almost 11 per cent, while that of dry cargo rose by about 5 per cent.[7]

8. As can be seen from table 2, crude petroleum accounts for the major portion of tanker cargo (81.7 per cent in 1974) and its share has been increasing, while that of petroleum products has been steadily decreasing. Preliminary information for 1975 and 1976 indicates that the share of petroleum products declined further, despite the establishment or expansion of refinery capacity in some oil-producing countries.

9. Detailed data concerning the changes in seaborne trade in dry cargo by type of cargo is not available. However, it can be seen from table 1 that the economic recession in developed market-economy countries in 1975 affected the seaborne trade in the five main bulk commodities, particularly iron ore and phosphate, more than that of other dry cargoes. The share of the main bulk commodities in the total dry cargo trade therefore declined from 45.4 per cent in 1974 to 44.3 per cent in 1975. Preliminary information for 1976 indicates that, while the seaborne trade in dry cargo as a whole increased, the trade in iron ore and coal declined marginally.[8]

10. The remaining 55.7 per cent of the dry cargoes carried by sea in 1975 comprised what is commonly referred to as "general cargo" and a number of "minor" bulk commodities. As indicated in the *Review of maritime transport, 1975*,[9] the "general cargo" products are mostly moved in liner vessels, including container vessels carrying unitized cargoes, although some are transported by tramps and specialized carriers, while the "minor" bulk commodities are increasingly carried by bulk carriers. Although comprehensive information concerning the seaborne trade in "minor" bulk commodities is not available, an indication of their importance can be gathered from data on the tonnage of such cargoes transported by bulk carriers and combined carriers of over 18,000 dwt. In 1975,

[7] *Ibid.* (In terms of ton-miles, the share of crude oil and oil products increased from about 63 per cent in 1975 to an estimated 65 per cent in 1976).

[8] *Ibid.*

[9] *Op. cit.*, para. 10.

TABLE 3

World seaborne trade in 1965 and 1970-1976, by types of cargo

(*In billion ton miles*)

Year	*Crude oil*	*Oil products*	*Iron ore*	*Coal*	*Grain* [a]	*Other cargo*	*Total trade*
1965	2 480	640	527	216	449	1 537	5 849
1970	5 597	890	1 093	481	475	2 118	10 654
1971	6 554	900	1 185	434	487	2 169	11 729
1972	7 719	930	1 156	444	548	2 306	13 103
1973	9 206	1 010	1 398	467	760	2 562	15 403
1974	9 660	960	1 578	558	695	2 935	16 386
1975 [b]	8 882	845	1 471	621	734	2 810	15 363
1976 (estimated) . .	10 160	850	1 460	595	750	3 035	16 850

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977).

[a] Includes wheat, maize, barley, oats, rye, sorghum and soya beans.

[b] Revised.

151 million tons of "minor" bulk commodities were carried by such vessels, as against 147 million tons in 1974 and 119 million tons in 1973.[10] The "minor" bulk commodities comprise a very wide range of cargoes, including sugar, salt, fertilizers, cement, gypsum, sulphur, pyrites, mineral sands, manganese and non-ferrous ores, petroleum coke, scrap iron, pig iron, steel products and wood products.

11. Table 3 gives data on world seaborne trade in terms of ton-miles. Although the preliminary estimates for 1976 indicate that the total seaborne trade recovered sufficiently in 1976 to surpass marginally the record 1974 volume in terms of ton-miles, the recovery was uneven, as the ton-miles for both iron ore and oil products were lower in 1976 than in 1974. The overall recovery in seaborne trade in 1976 was more marked in terms of ton-miles than on a weight basis, as the average distance involved continued to increase.

C. Developments by groups of countries [11]

12. The percentage shares of various groups of countries in the volume of world seaborne trade, separately by loadings and unloadings and types of cargoes, in 1965, 1970, 1973 and 1974, are shown in table 2. The actual quantities loaded and unloaded by groups of countries are given in annex II below. Sufficiently detailed information to permit the secretariat to present comparable information for 1975 was not available at the time of writing of the present *Review*.

13. The shares of the various groups of countries did not change significantly between 1973 and 1974.

14. It can be seen from table 2 that the developed market-economy countries accounted in 1974 for 31.4 per cent of the tonnage loaded (31.2 per cent in 1973) and 78.3 per cent of the tonnage unloaded (79.1 per cent in 1973). Partial information for 1975 indicates that the share of these countries in the tonnage unloaded declined further in that year, while their share in the tonnage loaded did not change significantly.[12]

15. The developed market-economy countries continued to account for the largest part of the dry cargo loadings (62.1 per cent in 1974 and 62.8 per cent in 1973), petroleum unloadings (79 per cent of crude petroleum and 80.3 per cent of petroleum products in 1974, compared with 80.3 and 81.5 per cent in 1973) and dry cargo unloadings (77 per cent in 1974 and 77.3 per cent in 1973), while they accounted for a relatively small portion of petroleum loadings. The only significant change in the shares of developed market-economy countries in 1974 was the moderate decline in petroleum unloadings.

16. In 1974, developing countries accounted for 63.1 per cent of the tonnage loaded (63.7 per cent in 1973) and 18.4 per cent of tonnage unloaded (17.4 per cent in 1973). Their share of the tonnage loaded was highest for crude petroleum (95.4 per cent) and petroleum products (60.7 per cent). The increased share of these countries in crude petroleum unloadings (19.3 per cent, as against 17.6 per cent in 1973) may be a temporary reflection of the reduced demand for petroleum in the developed market-economy countries during the 1974-1975 recession.

17. Among the different geographical groups of the developing countries, those in Asia continued to in-

[10] Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades, 1975* (Oslo, 1976), table 30, and *World Bulk Trades, 1974* (Oslo, 1975), p. 40.

[11] The country classification used in the present *Review* and detailed in annex I, below, has been revised somewhat as compared with that used in earlier *Reviews* particularly through the abolition of the former subgroup for "Southern Europe" and a reclassification of those countries which constituted it. The figures for earlier years have been revised to reflect this change.

[12] Based on information in United Nations, *Monthly Bulletin of Statistics,* vol. XXXI, No. 1 (January 1977), without the detailed country data needed for a consistent grouping according to annex I below.

crease their over-all share of both loadings and unloadings, while the share of those in Africa continued to decline. The share of America in the loadings also continued to decline, while its share of unloadings increased in 1974. Asia in particular continued to attract a larger share of the crude petroleum and petroleum product loadings at the expense of Africa and America.

18. The share of the socialist countries of Eastern Europe and Asia in the tonnage loaded recovered from 5.1 per cent in 1973 to 5.5 per cent in 1974, while their share of the tonnage unloaded declined marginally from 3.4 per cent in 1973 to 3.3 per cent in 1974. On the basis of preliminary information, their share of both loadings and unloadings may have increased in 1975.

Chapter II

THE DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Changes in the world fleet

1. CHANGES IN THE TOTAL TONNAGE

(a) *Existing tonnage*

19. In mid-1976, world sea-going tonnage [13] amounted to 367.1 million grt (601.2 million dwt), which represents an increase of 9 per cent in grt (10 per cent in dwt) over mid-1975, as compared with a corresponding increase of 10.1 per cent in grt (12.2 per cent in dwt) from mid-1974 to mid-1975. Although this increase was less than that of the previous year, it nevertheless represented the second largest tonnage increase and the third largest percentage increase since 1948. Tonnage changes from 1965 to 1976, together with the shares of various groups of countries, are indicated in table 4.

20. As shown in the text-table below, the ratio of dwt to grt for the world fleet continued to increase, reflecting the rising carrying capacity of tankers and bulk carriers.

[13] Excluding the United States reserve fleet and the United States and Canadian Great Lakes fleets, but including the laid-up tonnage. The laid-up tonnage as at 30 June 1976 was 26.5 million grt or 49.5 million dwt, according to the General Council of British Shipping.

TABLE 4

Distribution of world tonnage [a] (grt and dwt) by groups of countries of registration, 1965, 1970, 1975 and 1976

(*Mid-year figures*)

Flags of registration in groups of countries	*Tonnage and percentage shares [b]*							*Increase in tonnage (grt)*		
	In grt (million)				*In dwt (million)*			*Share of increase (per cent)*		*Index 1976 (1965 = 100)*
	1965	*1970*	*1975*	*1976*	*1970*	*1975*	*1976*	*1965-1975*	*1975-1976*	
1. World total	146.8 (100.0)	217.9 (100.0)	336.9 (100.0)	367.1 (100.0)	326.1 (100.0)	546.3 (100.0)	601.2 (100.0)	100	100	250
2. Developed market-economy countries	102.2 (69.6)	141.1 (64.8)	196.1 (58.3)	207.3 (56.5)	210.9 (64.7)	315.6 (57.8)	337.0 (56.1)	49.4	37.1	203
3. Open registry countries	22.1 (15.1)	40.9 (18.8)	88.4 (26.2)	99.5 (27.1)	70.3 (21.6)	161.9 (29.6)	184.2 (30.6)	34.9	36.8	450
4 Total 2 and 3	124.3 (84.7)	182.0 (83.6)	284.5 (84.5)	306.8 (83.6)	281.2 (86.3)	477.5 (87.4)	521.2 (86.7)	84.3	73.9	247
5. Socialist countries of Eastern Europe and Asia	10.9 (7.4)	19.5 (8.9)	28.3 (8.4)	31.4 [c] (8.5)	21.7 (6.6)	33.0 (6.1)	37.0 [c] (6.1)	9.1	10.3	288
6. Developing countries total	10.9 (7.4)	15.2 (7.0)	22.7 (6.7)	27.4 (7.5)	21.5 (6.6)	33.3 (6.1)	40.8 (6.8)	6.2	15.5	251
of which:										
In Africa	0.6	0.8	1.8	2.5	1.1	2.5	3.6	0.6	2.3	417
In America	4.8	6.4	9.0	9.8	8.7	13.2	14.3	2.2	2.7	204
In Asia	5.5	8.0	11.8	15.0	11.7	17.6	22.8	3.3	10.9	273
In Europe	—	—	—	—	—	—	—	—	—	—
In Oceania	—	—	0.1	0.1	—	—	0.1	0.1	—	—
7. Other, unallocated	0.7 (0.5)	1.2 (0.5)	1.4 (0.4)	1.5 (0.4)	1.7 (0.5)	2.2 (0.4)	2.2 (0.4)	0.4	0.3	214

Sources: Compiled from *Lloyd's Register of Shipping: Statistical Tables* (London) and supplementary data covering vessels of 100 grt and over.

[a] Excluding United States reserve fleet and United States and Canadian Great Lakes fleets, which in 1976 amounted respectively to 1.7, 1.6 and 1.6 million grt.

[b] Figures in parentheses.

[c] Of which respectively, Eastern Europe, including the USSR: 27.6 million grt and 31.5 million dwt; and Asia: 3.8 million grt and 5.5 million dwt.

Year	Tankers	Bulk carriers	All vessels
	Ratios dwt/grt		
1965	1.58	1.53	1.39
1970	1.72	1.64	1.50
1974	1.84	1.71	1.59
1975	1.88	1.72	1.62
1976	1.90	1.73	1.64

Source: Compiled on the basis of annex III below and the corresponding annexes in earlier *Reviews.*

(b) *Tonnage on order*

21. During the 12-month period ending 31 October 1976, world tonnage on order continued to decrease, dropping by 70 million dwt to 119.2 million dwt, which was the lowest figure since 1969.

22. The over-all decline was due to the lack of new orders and cancellations of existing orders for tankers, while the shipbuilding industry continued to maintain a high level of deliveries. The decline in the tonnage on order for tankers of 150,000 dwt and over represented 75 per cent of the reduction in the world tonnage on order.[14]

23. The world tonnage on order by types of vessel and groups of countries as at 31 October 1976 is shown in table 5.

[14] Based on data contained in *World Ships on Order*, supplement to *Fairplay International Shipping Weekly* (London), 1975 and 1976 November issues.

Tonnage on order as at	*All ships (million dwt)*	*Change (per cent)*	*Tankers (million dwt)*	*Change (per cent)*	*Bulk carriers (including combined carriers) (million dwt)*	*Change (per cent)*	*Other ships (million dwt)*	*Change (per cent)*
31 Oct. 1975 . .	189.2		135.4		38.6		15.2	
		−13.1		−20.0		+3.4		+6.6
31 Jan. 1976 . .	164.4		108.3		39.9		16.2	
		−10.6		−16.6		−3.0		+11.7
30 Apr. 1976 . .	147.0		90.3		38.7		18.1	
		−12.4		−19.6		−5.7		+8.8
31 July 1976 . .	128.8		72.6		36.5		19.7	
		−7.5		−12.4		−0.3		−2.5
31 Oct. 1976 . .	119.2		63.6		36.4		19.2	

Source: Compiled on the basis of *World Ships on Order*, supplement to *Fairplay International Shipping Weekly* (London), various issues.

TABLE 5

World tonnage on order as at 31 October 1976

(In dwt)

Country grouping	*All ships* [a]	*Tankers 150,000 dwt and over*	*Tankers under 150,000 dwt*	*Ore/oil and OBO carriers*	*Other bulk carriers*	*Full container ships*	*Part container ships*	*Other ships*
1. World total	119 200 565	39 650 826	23 927 844	5 656 780	30 778 427	3 587 104	7 783 486	7 816 098
2. Developed market-economy countries	59 315 980	20 813 786	11 302 085	1 645 160	15 699 647	2 514 136	3 960 215	3 380 951
3. Open registry countries . .	29 434 380	11 775 440	5 997 705	723 000	8 209 148	380 031	934 290	1 414 766
4. Total 2 and 3	88 750 360	32 589 226	17 299 790	2 368 160	23 908 795	2 894 167	4 894 505	4 795 717
5. Socialist countries of Eastern Europe and Asia [b]	9 692 301	1 670 000	3 445 765	813 000	1 546 572	545 337	927 681	743 946
6. Developing countries . . .	16 183 764	3 755 800	2 530 089	2 126 620	4 191 660	147 600	1 296 400	2 135 595
Of which:								
In Africa	1 398 019	424 000	448 114	—	—	17 600	153 300	355 005
In America	7 544 700	1 104 000	836 410	1 644 000	2 477 060	32 000	700 880	750 350
In Asia	7 176 045	2 227 800	1 245 565	482 620	1 688 600	98 000	442 220	991 240
In Europe	39 000	—	—	—	—	—	—	39 000
In Oceania	26 000	—	—	—	26 000	—	—	—
7. Flag not yet known	4 368 940	1 635 800	652 200	349 000	1 080 400	—	521 300	130 240
8. Other, unallocated	205 200	—	—	—	51 000	—	143 600	10 600

Source : Compiled from *World Ships on Order*, supplement to *Fairplay International Shipping Weekly* (London), No. 49, November 1976.

[a] Excluding passenger vessels, ferries and miscellaneous ships for which dwt tonnages were not reported in the source.

[b] The tonnages for the socialist countries of Asia were 500,315; 0; 231,315; 0; 90,000; 0; 16,800; 162,200 respectively.

2. Productivity of shipping

24. Tables 6 and 7 show the trends in productivity of tankers of 10,000 dwt and above and of bulk carriers of 18,000 dwt and above, measured by the number of ton-miles of cargo carried per year per deadweight ton of the active fleet.

25. Mainly as a result of operating tanker and combined tonnage at reduced speeds the productivity indices for tankers and bulk carriers dropped further in 1975 as shown in the respective tables.

26. As in previous *Reviews* an index of total world fleet productivity, based on the number of tons of cargo carried per dwt of total fleet, has been calculated. It can be seen from table 8 that the cargo tonnage carried per dwt declined markedly from 6.81 tons per dwt in 1974 to 5.81 tons in 1975. This was due to the interplay of a sharp increase in the total fleet and reduced trade which resulted in an increased volume of laid-up tonnage, as well as slow-steaming.[15]

[15] As indicated in the *Review of maritime transport, 1975*, 33.4 million dwt, mainly tankers, were laid-up as at mid-1975, while an excess tonnage of some 40 million dwt was represented by slow-steaming (*op. cit.*, foot-notes 13 and 102).

Table 6

Estimated ton-miles of oil and grain shipments per dwt, in 1965, 1970 and 1973-1975, by oil tankers of 10,000 dwt and above

Year	*Oil shipments (million tons)*	*Grain shipments (million tons)*	*Total oil/grain shipments (million tons)*	*Estimated ton-miles of oil/grain shipments (thousand million)*	*Total fleet (million dwt)* [a]	*Total active fleet (million dwt)* [b]	*Ton-miles per active dwt (thousands)* [c]	*Index active fleet productivity (1962 = 100)*
1965	722	13.8	735.8	3 172	80.0	79.6	39.8 (39.7)	108
1970	1 179	2.9	1 181.9	6 038	137.8	137.6	43.9 (43.8)	119
1973	1 473	5.5	1 478.5	8 906	198.2	197.7	45.0 (44.9)	122
1974	1 484	7.0	1 491.0	9 523	230.5	230.3	41.4 (41.3)	113
1975	1 380	6.2	1 386.2	8 904	273.0	245.6	36.3 (32.6)	98.4

Sources: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), *World Bulk Trades 1975* (Oslo, 1976) and information supplied by the publishers to the UNCTAD secretariat.

[a] Mid-year figures.

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

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

Table 7

Estimated ton-miles of bulk commodities carried per dwt,[a] in 1967, 1970 and 1973-1975, by bulk carriers, including combined carriers of 18,000 dwt and above

Year	*Dry bulk cargo (million tons)*	*Oil cargo (million tons)*	*Total bulk cargo, including oil (million tons)*	*Estimated ton-miles of bulk cargo carried, including oil (thousand million)*	*Total fleet (million dwt)* [b]	*Total active fleet (million dwt)* [c]	*Ton-miles per active dwt (thousands)* [d]	*Index of active fleet productivity (1960 = 100)*
1967	258	29	287	1 330	33.2	33.2	40.1	119
1970	439	61	500	2 636	62.2	62.2	42.4	125
1973	613	166	779	4 418	106.1	105.4	41.9 (41.6)	124
1974	680	140	820	4 603	121.8	121.3	37.9 (37.8)	112
1975	674	112	786	4 446	132.9	125.9	35.3 (33.5)	104

Sources: Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1975* (Oslo, 1976); also on information communicated by the publishers to the UNCTAD secretariat.

[a] Including oil cargoes in combined carriers.

[b] Mid-year figures.

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

[d] Ton-miles per dwt of total bulk carrier fleet are indicated in brackets.

TABLE 8

Cargo carried per dwt of world fleet, 1967, 1970 and 1973-1975

Year	World fleet (million dwt)	Total cargo carried (million tons)	Cargo carried per dwt: Tons	Cargo carried per dwt: Index (1960 = 100)
1967 . . .	240.9	1 910	7.93	116
1970 . . .	326.1	2 605	7.99	117
1973 . . .	444.6	3 276 [a]	7.37 [a]	107 [a]
1974 . . .	486.9	3 317 [a]	6.81 [a]	99
1975 . . .	546.3 [b]	3 175	5.81	85

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

[a] Revised figures.

[b] Includes 33.4 million dwt of laid-up tonnage (according to the General Council of British Shipping).

3. TRENDS IN TYPES OF VESSEL

27. The increase in the world tanker fleet from mid-1975 to mid-1976 accounted for 61 per cent of the total tonnage growth, followed by ore and bulk carriers (21 per cent) and general cargo ships (11 per cent).[16]

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

29. The trend towards multi-purpose vessels for tanker and dry bulk cargoes appears to be decreasing. The world growth rate of combined tonnage, which

[16] Based on data contained in table 9.

TABLE 9

Analysis of world fleets by principal types of vesel, 1970 and 1973-1976 [a] [b]

(In 1 000 grt)

	1970	1973	1974	1975	1976	Percentage change 1975/1976
Oil tankers	86 140 (37.9)	115 365 (39.7)	129 491 (41.6)	150 057 (43.9)	168 161 (45.2)	12.1
Liquefied gas carriers [c]	1 350 (0.6)	2 276 (0.8)	2 415 (0.8)	2 999 (0.9)	3 377 (0.9)	12.6
Chemical carriers	451 (0.2)	652 (0.2)	748 (0.3)	967 (0.3)	1 274 (0.3)	31.7
Miscellaneous tankers	. .	115 (—)	122 (—)	114 (—)	115 (—)	0.9
Bulk/oil carriers [d]	8 317 (3.7)	19 539 (6.7)	22 035 (7.1)	23 716 (6.9)	25 023 (6.7)	5.5
Ore and bulk carriers	38 334 (16.9)	53 110 (18.3)	57 403 (18.4)	61 832 (18.1)	66 714 (17.9)	7.9
General cargo (including passenger/cargo)	72 396 (31.8)	69 506 (24.0)	68 674 (22.1)	70 399 (20.6)	73 608 (19.8)	4.6
Miscellaneous cargo ships	. .	574 (0.2)	381 (0.1)	429 (0.1)	453 (0.1)	5.6
Container ships (fully cellular)	1 908 (0.8)	5 899 (2.1)	6 291 (2.0)	6 244 (1.8)	6 685 (1.8)	7.1
Barge-carrying vessels	. .	565 (0.2)	666 (0.2)	796 (0.2)	796 (0.2)	—
Vehicle carriers	. .	359 (0.1)	469 (0.2)	542 (0.1)	687 (0.2)	26.8
Fishing factories and carriers Fishing (including trawlers)	7 804 (3.4)	10 275 (3.6)	10 683 (3.4)	11 339 (3.3)	11 849 (3.3)	4.5
Passenger liners	2 991 (1.3)	3 301 (1.1)	2 851 (0.9)	2 790 (0.8)	2 591 (0.7)	−7.1
Ferries and other passenger vessels	. .	4 189 (1.4)	4 341 (1.4)	4 630 (1.4)	4 911 (1.3)	6.1
All other vessels [e]	7 799 (3.4)	4 502 (1.6)	4 750 (1.5)	5 308 (1.6)	5 756 (1.6)	8.4
TOTAL (100.0)	227 490	290 227	311 320	342 162	372 000	8.7

Source: Lloyd's Register of Shipping: Statistical Tables (London), years 1970-1976 (mid-year figures).

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

[b] Percentage share of tonnage in each year in parentheses.

[c] i.e. ships capable of transporting LNG or LPG or other similar hydrocarbon and chemical products which are all carried at pressures greater than atmospheric or at sub-ambient temperature or a combination of both.

[d] Including ore/oil carriers.

[e] Including livestock carriers, supply ships and tenders, tugs, cable ships, dredgers, ice-breakers, research ships and others.

TABLE 10

Tonnage of combined carriers on order, 1972 and 1974-1976

(1 January of each year)

Size group in '000 dwt	1972 No.	1972 '000 dwt	1974 No.	1974 '000 dwt	1975 No.	1975 '000 dwt	1976 1 January No.	1976 1 January '000 dwt	1976 1 July No.	1976 1 July '000 dwt
10- 60	3	148	1	49	—	—	2	30	—	—
60-100	13	1 075	7	555	6	492	10	714	. .	560
100-150	49	5 844	43	5 145	38	4 554	32	3 865	. .	2 806
150-200	48	7 701	14	2 243	11	1 826	10	1 659	. .	844
200-300	29	6 870	8	2 064	2	490	1	225	. .	225
300 and over	—	—	—	—	—	—	—	—	—	—
TOTAL	142	21 638	73	10 056	57	7 362	55	6 493	37	4 435

Source: Fearnley and Egers Chartering Co. Ltd., *World Bulk Fleet* (Oslo) of corresponding years.

reached a peak of 41.2 per cent in 1972, fell to 5.5 per cent in 1976. This decreasing world trend is shown in table 10, which gives the tonnage of combined carriers on order for the years 1972-1976. It may be pointed out that the decline was particularly sharp for developed market-economy countries and open registry countries, as the share of developing countries in this type of tonnage on order increased significantly, as is indicated in paragraph 47 and table 17.

30. On the other hand, there has been increasing interest in the possibilities for dual-purpose vessels which could lift either liner cargo or bulk cargo. Designs have been produced for tanker-liner and bulk-liner vessels, and by October 1976 orders had been placed for at least two such vessels.[17]

TABLE 11

Numbers of unit load system vessels on order,[a] 1973-1976

(Mid-year)

Type of vessel	1973	1974	1975	1976
Part container ships	393	409	427	639
Full container ships	69	78	131 [b]	123 [b]
Container/trailer ships	58	66	72	81
Container/part refrigerated ships	44	34	47	31
Vehicle carriers	28	35	28	34
Bulk vehicle carriers	37	26	21	20
Bulk container ships	29	23	30	31
Barge carriers	10	9	6	3
Pallet ships	1	3	1	0
Container/barge carriers	4	3	1	0

Sources: for 1976: *World Ships on Order*, suplpement to *Fairplay International Shipping Weekly*, (London), No. 48, August 1976; for 1973, 1974 and 1975: *Review of maritime transport, 1975: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.77.II.D.2), table 10.

[a] Including contracts pending or under negotiation.

[b] Including 35 vessels in 1975 and 20 vessels in 1976 with a container capacity of less than 300 TEU.

31. The trends in the use of different types of vessels for handling unitized cargo are illustrated by table 11, which gives the number of unit load system vessels on order for the years 1973-1976. During the year 1976, designs were produced for vessels which would combine several of these systems and incorporated LASH, ro/ro and container features all in the one vessel.[18]

32. Table 12 gives additional information on the fleet and capacity of gas carriers on order in 1974-1976.

33. As at 1 January 1976, the world mobile self-contained offshore drilling fleet consisted of 312 units; 106 rigs were on order, almost all for delivery during 1976 and 1977.[19] During the first six months of 1976, orders were placed for only three rigs, while previous orders for the same number of rigs were cancelled.[20]

4. TRENDS IN SIZE

34. In 1976, the average size of existing vessels (except for the category of "other ships") increased, while the average size of vessels on order (except for the category of "other ships") declined for all types. The decline in the size of tankers on order in 1976 was probably attributable to the large size of the vessels cancelled, which averaged 178,000 dwt during the first eleven months of 1976.[21] However, tankers remaining on order are on the average much larger than existing vessels and the average size of tankers in the world fleet should continue to increase.

35. In mid-1976, 36 per cent of the world fleet, 63 per cent of tanker tonnage and 28 per cent of dry bulk carrier tonnage were in the size group of 50,000

[17] *Fairplay International Shipping Weekly* (London), vol. 260, No. 4861, 21 October 1976, p. 10.

[18] *Journal of Commerce* (Liverpool), 5 August 1976, p. 1.

[19] H. Clarkson and Co. Ltd., *The Offshore Drilling Register, 1976* (London), pp. 10 and 11.

[20] *The Platou Monthly: Contracting, Sale and Purchase Report* (Oslo), June 1976, p. 8.

[21] Based on data published by E. A. Gibson Shipbrokers Ltd., (London), 30 November 1976.

TABLE 12

Liquid gas carriers: capacity analysis, 1974-1976

(January of each year)

Cargo capacity range [a] *(Cubic metres)*		*1974* *No.*	*1974* *Cubic metres*	*1975* *No.*	*1975* *Cubic metres*	*1976* *No.*	*1976* *Cubic metres*	*Per cent increase/decrease in capacity (m³) 1975-1976*
Up to 1 999	A	241	223 622	256	243 742	265	255 050	+5
	B	—	—	2	1 840	4	5 040	+74
2 000-19 999	A	109	681 824	115	690 934	117	694 428	—
	B	10	49 560	23	203 942	23	207 552	+2
20 000-39 999	A	18	503 747	19	532 747	21	589 747	+11
	B	6	174 500	7	198 740	6	174 240	−12
40 000-59 999	A	18	825 292	20	936 568	20	936 568	—
	B	4	208 800	6	318 800	6	318 800	—
60 000-99 999	A	13	952 420	20	1 494 956	26	1 929 079	+29
	B	21	1 572 100	35	2 597 300	28	2 089 400	−20
100 000 and over	A	1	100 200	1	100 200	4	470 200	+370
	B	34	4 234 800	43	5 400 400	41	5 156 400	−5
TOTAL	A	400	3 287 105	431	3 999 147	453	4 875 072	+22
	B	75	6 239 760	116	8 721 022	108	7 951 432	−9
	A + B	475	9 526 865	547	12 720 169	561	12 826 504	+1

Source: Compiled from the corresponding table in H. Clarkson and Company Ltd., *Liquid Gas Carrier Register* (London), various years.

[a] The first line of figures (A) in each case refers to existing capacity, and the second line of figures (B) to that of vessels on order.

grt and over as compared with respectively 13, 30 and 10 per cent in 1970. Between 1972 and 1976, the percentage of combined carriers belonging to the same size group increased from 65 per cent to 76 per cent of the total tonnage of this type, while the share in terms of grt of liquefied gas carriers of 70,000 cubic metres and over in the gas carrier fleet rose from 20 per cent to 42 per cent.[22]

[22] Based on data contained in *Lloyd's Register of Shipping: Statistical Tables* (London), various issues.

TABLE 13

Estimated average size of selected types of vessel, 1974-1976: existing world fleet and vessels on order

Type of vessel	*1974*	*1975*	*1976*
EXISTING FLEET (mid-year)			
Oil tankers of 100 grt and above (grt)	19 085	21 363	23 954
(Equivalent in dwt)	35 136	40 090	45 579
Ore/bulk carriers of 6,000 grt and above (including bulk/oil carriers) (grt)	22 755	23 052	23 331
(Equivalent in dwt)	38 852	39 556	40 213
Container ships of 100 grt and above (grt)	15 270	14 859	15 091
Liquefied gas carriers (grt)	6 052	7 123	7 799
All other ships of 100 grt and above (grt)	1 870	1 908	1 888
VESSELS ON ORDER (at end of year)			
Tankers of 10,000 dwt and above (dwt)	165 873 [a]	150 150 [a]	137 239
Bulk and combined carriers of 10,000 dwt and above (dwt)	53 794 [a]	46 603 [a]	43 110
Container ships (vessels of capacity of 300 or more containers) (dwt)	18 783	17 801	14 946
Liquefied gas carriers (vessels of 12,000 dwt and over) (dwt)	53 123	56 185	54 053
All other ships of 1,000 grt and above (dwt)	8 293 [a]	9 774 [a]	12 433

Sources: Existing fleet: estimated by the UNCTAD secretariat on the basis of data published in *Lloyd's Register of Shipping: Statistical Tables* (London), 1974-1976. *Vessels on order:* estimated by the UNCTAD secretariat from data given in Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977) for oil tankers, bulk carriers and other ships; size estimates of container ships and liquefied gas carriers were based on data given in *World Ships on Order,* supplement to *Fairplay International Shipping Weekly* (London), November issues of the years 1974-1976.

[a] Revised.

TABLE 14

Trends in propulsion of vessels under construction and on order at 30 September, 1974-1976

Size group (in grt)	Under construction						Not commenced						Total on order					
	1974		1975		1976		1974		1975		1976		1974		1975		1976	
	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)	No. of vessels	of which motor ships (per cent)
100- 9 999 . . .	1 766	100.0	1 621	99.9	1 535	100.0	1 494	100.0	1 281	100.0	1 052	100.0	3 260	100.0	2 902	100.0	2 587	100.0
10 000-29 999 . . .	286	94.8	323	92.9	428	96.7	564	97.3	556	98.4	620	99.5	850	96.0	879	96.4	1 048	98.4
30 000-74 999 . . .	145	89.0	161	87.6	150	90.7	480	92.7	349	95.1	187	93.6	625	91.8	510	92.7	337	92.3
75 000-99 999 . . .	29	55.2	37	62.2	40	55.0	97	64.9	67	53.7	49	49.0	126	62.7	104	56.7	89	51.7
100 000 and over . .	107	11.2	111	10.8	71	12.7	336	6.3	143	5.6	34	2.9	443	7.4	254	7.9	105	9.5

Source: Lloyd's Register of Shipping: Merchant Shipbuilding Return (London), third quarters of 1974, 1975 and 1976.

5. Trends in propulsion

36. No major changes occurred during 1976 with regard to propulsion. The diesel engine remains the most popular form of prime mover, particularly in the slow-speed, direct-coupled form; the medium-speed engine holds a leading position in ships with an installed power of up to 6,000 bhp, whereas above 6,000 bhp the low-speed engine dominates the field.[23] During the first three quarters of 1976, the diesel engine accounted for 67.1 per cent of the total horse-power of the propulsion machinery installed in vessels of 2,000 dwt and above completed in this period. The share of low-speed diesel engines was 51.6 per cent and that of medium- and high-speed diesel engines 15.5 per cent. The steam and gas turbine accounted for 31.9 per cent and 1 per cent.[24] In 1975, the diesel engine, steam and gas turbine accounted for 68.6 per cent, 31.24 per cent and 0.16 per cent respectively.[25] In the tonnage under construction, the share of vessels with steam propulsion has been decreasing. From 49 per cent at the end of the third quarter of 1975, it dropped to 39.4 per cent a year later.[26] Trends in the propulsion of vessels under construction and on order are presented in table 14.

37. No major developments took place during the year in respect of nuclear propulsion for merchant vessels. In the Federal Republic of Germany, plans have been drawn up for a nuclear container ship of 60,000 grt with a reactor output of 80,000 shp at an estimated construction cost of DM 250 million. Actual construction was not expected to begin for the time being, on account of the risks involved in such a large investment, the unfavourable freight market conditions and the refusal of many world ports to allow entry to such ships. However, the Federal Republic of Germany was reported to be continuing discussions with several countries, particularly Canada and the United Kingdom, for co-operation in the building and operation of nuclear ships.[27] In the United States of America, a bill was introduced to Congress which would authorize aid in developing, constructing and operating privately-owned nuclear merchant ships, but no further action was reported on this initiative.[28]

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[23] *Fairplay International Shipping Weekly* (London), vol. 258, No. 4842, 10 June 1976, p. 32.

[24] Calculated on the basis of data in *The Motor Ship* (London), vol. 57, No. 669, April 1976, p. 78; vol. 57, No. 672, July 1976, p. 62; vol. 57, No. 675, October 1976, p. 98.

[25] *Ibid.*, vol. 57, No. 666, January 1976, p. 62.

[26] *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), respective years.

[27] (Hamburg), vol. 113, No. 18, 11 September 1976, pp. 1457-1458; *Marine Week* (London), vol. 3, No. 38, 24 September 1976, p. 7.

[28] United States of America, *Congressional Information Bureau* (Washington, D.C.), vol. 80, No. 87, 4 May 1976, pp. 1-2; and *ibid.*, vol. 80, No. 89, 6 May 1976, pp. 8-10.

TABLE 15

Percentage shares of world tonnage by type of vessel (as at 1 July) 1965, 1970, 1975, 1976 [a]

(In terms of grt)

Country grouping and year	*All ships* [b] *Million grt*	*All ships* [b] *Percentage of world total*	*Tankers*	*Ore and bulk carriers, including combined carriers* [c]	*General cargo ships* [d]	*Container ships*	*Barge carrying vessels*	*Other ships*
				Percentage share by vessel type				
World total								
1965	146.8	100.0	37.1	11.1		51.8		
1970	217.9	100.0	39.4	20.2	30.2	0.9		9.3
1975	336.9	100.0	44.5	24.6	20.3	1.8	0.2	8.6
1976	367.1	100.0	45.7	24.2	19.6	1.8	0.2	8.5
				Percentage share by groups of countries				
Developed market-economy countries								
1965	102.2	69.7	67.6	74.6		73.9		
1970	141.1	64.8	63.9	68.3	65.1	99.0	—	61.3
1975	196.1	58.3	58.4	62.4	49.4	92.8	100.0	58.8
1976	207.3	56.5	56.5	61.3	46.9	90.6	100.0	57.2
Open registry countries								
1965	22.1	15.0	23.8	20.3		6.7		
1970	40.9	18.8	26.4	24.1	7.6	1.0	—	3.6
1975	88.4	26.2	32.9	28.7	19.6	5.0	—	5.7
1976	99.5	27.1	33.7	29.1	20.0	6.4	—	7.0

TABLE 15 (*continued*)

Percentage shares of world tonnage by type of vessel (as at 1 July) 1965, 1970, 1975, 1976 [a]

(*In terms of grt*)

Country grouping and year	*All ships* [b] *Million grt*	*All ships* [b] *Percentage of world total*	*Tankers*	*Ore and bulk carriers, including combined carriers* [c]	*General cargo ships* [d]	*Container ships*	*Barge carrying vessels*	*Other ships*
Socialist countries of Eastern Europe and Asia								
1965	10.9	7.4	4.5	1.3		9.5		
1970	19.5	8.9	4.7	2.1	13.1	—	—	29.1
1975	28.3	8.4	3.7	3.5	16.7	1.0	—	28.7
1976 [e]	31.3	8.5	3.9	3.7	17.4	1.4	—	28.4
Developing countries (excluding open registry countries)								
1965	10.9	7.4	4.0	3.8		9.2		
1970	15.2	7.0	4.7	5.2	13.1	—	—	5.9
1975	22.7	6.7	4.8	4.9	13.6	1.2	—	6.5
1976	27.4	7.5	5.7	5.5	14.8	1.5	—	7.0
Of which:								
In Africa								
1965	0.6	0.4	0.1	—		0.5		
1970	0.8	0.4	0.2	—	1.3	—	—	0.7
1975	1.8	0.6	0.3	—	1.4	—	—	1.0
1976	2.5	0.7	0.6	0.1	1.6	—	—	1.0
In America								
1965	4.8	3.2	3.2	0.9		3.3		
1970	6.4	2.9	2.8	1.4	4.3	—	—	2.5
1975	9.0	2.6	2.5	1.7	4.6	—	—	2.5
1976	9.8	2.7	2.3	1.9	4.7	—	—	2.7
In Asia								
1965	5.5	3.8	0.7	2.9		5.4		
1970	8.0	3.7	1.7	3.8	7.4	—	—	2.6
1975	11.7	3.5	2.0	3.1	7.5	1.2	—	3.1
1976	15.0	4.1	2.8	3.5	8.5	1.5	—	3.3
In Europe								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1975	—	—	—	—	—	—	—	—
1976	—	—	—	—	—	—	—	—
In Oceania								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1975	0.1	—	—	—	0.1	—	—	—
1976	0.1	—	—	—	0.1	—	—	—
Other, unallocated								
1965	0.7	0.5	0.1	—		0.7		
1970	1.2	0.5	0.3	0.3	1.1	—	—	0.1
1975	1.4	0.4	0.2	0.5	0.9	—	—	0.3
1976	1.5	0.4	0.2	0.5	0.8	0.1	—	0.3

Sources: Lloyd's Register of Shipping: Statistical Tables (London), 1965, 1970, 1975 and 1976, and supplementary information on the United States reserve fleet and the United States and Canadian Great Lakes fleets.

[a] Excluding the United States reserve fleet and the United States and Canadian Great Lakes fleets.

[b] Vessels of 100 grt and over.

[c] Ore and bulk carriers of 6,000 grt and above, including combined ore/oil and ore/bulk/oil carriers; combined carriers amounted in 1976 to 419 ships (25 million grt).

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

[e] Of which respectively Eastern Europe, including the USSR: 27.5; 7.5; 3.3; 3.1.; 14.5; 1.4; 0; 27.7; and Asia: 3.8; 1; 0.6; 0.6; 2.9; 0; 0; 0.7.

B. The distribution of tonnage with reference to developing countries

1. Changes in distribution[29] by type of vessel

38. Annex III below gives the distribution of world tonnage by flag of registration and by type of vessel at mid-1976. The distribution by groups of countries for different types of vessel is given in table 15.

39. During the year 1976, the open registry fleets, which are generally regarded as beneficially owned by developed market-economy countries, continued to grow steadily, rising from 26.2 to 27.1 per cent of the world total (from 88,4 to 99.5 million grt). The national flag fleets of developed market-economy countries rose in tonnage (from 196.1 to 207.3 million grt) but declined from 58.4 per cent of the world total to 56.5 per cent. This decline is largely attributable to the increasing use of open registry flags by operators from developed market-economy countries, many of whom have expressed doubts about their own future ability to continue national flag operations owing to their high operating costs.[30]

40. The total fleets of the developed market-economy countries (including open registry fleets) declined as a percentage of the world total. This decline applied to all classes of vessels shown in table 15, but was especially marked in the case of general cargo vessels. Nevertheless, despite this decline, these countries still own 90 per cent of the tanker and bulk carrier tonnage, 97 per cent of the container fleets, and all of the barge carriers.

41. The socialist countries of Eastern Europe and Asia increased marginally their share in the world fleet in terms of grt from 8.4 in 1975 to 8.5 in 1976. The socialist countries of Eastern Europe accounted in 1976 for 7.5 per cent of the world tonnage in terms of grt and the socialist countries in Asia for 1 per cent. The share of the socialist countries of Eastern Europe and Asia was relatively higher for general cargo ships and the category "other ships".

42. In 1976, the share of developing countries increased over 1975 in terms of grt from 6.7 to 7.5 per cent and in terms of dwt from 6.1 to 6.8 per cent. Brazil, India, Iraq, and Saudi Arabia together accounted for about 53 per cent of the tonnage increase of the developing countries in 1976. Developing countries were less affected by the tanker crisis. As a result of this, their share in the world active fleet in mid-1976 (i.e. excluding laid-up vessels) amounted to 7.8 per cent in terms of grt and 7.2 in terms of dwt.

43. As is shown in the table below, the share of developing countries in the world dwt tonnage decreased from 1970 to 1973, but has now risen beyond the 1970 level. The growth was more pronounced in 1975 and 1976, when prices for ships, particularly tankers, were more favourable for the buyers than in the previous years.

	1970	*1972*	*1973*	*1974*	*1975*	*1976*
Asia and Oceania	3.6	3.1	3.0	3.0	3.2	3.8
Africa	0.3	0.3	0.3	0.4	0.5	0.6
Latin America and Caribbean	2.7	2.4	2.3	2.4	2.4	2.4
Total developing countries	6.6	5.8	5.6	5.8	6.1	6.8

Sources: Table 4 of this *Review* and *Lloyd's Register of Shipping: Statistical Tables* (London), various issues, with adjustment for the United States reserve fleet and the United States and Canadian Great Lakes fleets.

44. Table 16 indicates the shares of developing countries in the world fleet by type of vessel and by regions in 1976 and selected earlier years. It is noteworthy that their share of all the main vessel types rose between mid-1975 and mid-1976. Of the increased share of the tanker tonnage, 67 per cent was attributable to the growth of the tanker fleet of petroleum-exporting countries, which rose by about 84 per cent between mid-1975 and mid-1976.[31]

45. As discussed in previous issues of the *Review of maritime transport,* shipowners in most developing countries acquire vessels mainly from foreign countries, in particular from developed market-economy countries. Purchases therefore involve foreign exchange and external financing, normally from one or more of the following sources: shipyard credits, export credits, commercial banks or ship mortgage banks, bond markets, bilateral assistance or international lending institutions, and equity financing.[32]

46. Press reports indicate that all the financing sources mentioned in paragraph 45 above have been used by one or more developing countries. Thus, for example, a $195 million project to modernize, improve and expand Indonesia's inter-island fleet was financed through a loan from the World Bank, a grant and a loan from Norway and a concessional loan from the

[29] Data by country used in this discussion are, unless otherwise specified, derived from *Lloyd's Register of Shipping: Statistical Tables* (London), adjusted as indicated in table 15 and annex III of this Review.

[30] For a full discussion of the growth of the open registry fleets and of their impact on world shipping, see "Economic consequences of the existence or lack of a genuine link between vessel and flag of registry: report by the UNCTAD secretariat" (TD/B/C.4/168).

[31] As at mid-1976, the tanker fleet of the oil-exporting developing countries stood at 6.5 million dwt or 39 per cent of the tanker tonnage of the group of developing countries as a whole, as against 29 per cent a year previously (the percentage for 1975 is recalculated on the basis of the revised annex I and is not comparable with the figure contained in foot-note 43 of the *Review of maritime transport, 1975* (op. cit.).

[32] For a discussion of the various sources of ship finance, see "Establishment of permanent machinery for the presentation of ship financing requests and other measures required for the acquisition of ships by developing countries: report by the UNCTAD secretariat" (TD/B/C.4/161).

TABLE 16

Share of developing countries [a] in the world fleet by type of vessel, 1965, 1970, 1975 and 1976

(Mid-year figures, in terms of grt)

Type of vessel	*Region*	*Percentages* 1965	1970	1975	1976
Tankers	Total developing countries	4.0	4.7	4.8	5.7
	of which:				
	In Africa	0.1	0.2	0.3	0.6
	In America	3.2	2.8	2.5	2.3
	In Asia	0.7	1.7	2.0	2.8
	In Europe	—	—	—	—
	In Oceania	—	—	—	—
Ore and bulk carriers including combined carriers	Total developing countries	3.8	5.2	4.9	5.5
	of which:				
	In Africa	—	—	—	0.1
	In America	0.9	1.4	1.7	1.9
	In Asia	2.9	3.8	3.1	3.5
	In Europe	—	—	—	—
	In Oceania	—	—	—	—
Container ships	Total developing countries	—	—	1.2	1.5
	of which:				
	In Africa	—	—	—	—
	In America	—	—	—	—
	In Asia	—	—	1.2	1.5
	In Europe	—	—	—	—
	In Oceania	—	—	—	—
General cargo ships	Total developing countries [b]	9.2	13.1	13.6	14.8
	of which:				
	In Africa	0.5 [b]	1.3	1.4	1.6
	In America	3.3 [b]	4.3	4.6	4.7
	In Asia	5.4 [b]	7.4	7.5	8.5
	In Europe	—	—	—	—
	In Oceania	—	—	0.1	0.1
Other ships	Total developing countries	[c]	5.9	6.5	7.0
	of which:				
	In Africa	[c]	0.7	1.0	1.0
	In America	[c]	2.5	2.5	2.7
	In Asia	[c]	2.6	3.1	3.3
	In Europe	[c]	—	—	—
	In Oceania	[c]	—	—	—
All types	Total developing countries	7.4	7.0	6.7	7.5
	of which:				
	In Africa	0.4	0.6	0.6	0.7
	In America	3.2	2.9	2.6	2.7
	In Asia	3.8	3.9	3.5	4.1
	In Europe	—	—	—	—
	In Oceania	—	—	—	—

Source: Table 15. [a] Excluding open registry countries. [b] Including "other ships". [c] Included in "general cargo ships".

Japanese Overseas Economic Co-operation Fund.[33] Some other countries have also been reported to be making finance for ships available to one or more developing countries on special terms.

2. Distribution of tonnage on order

47. The tonnage of ships on order by developing countries decreased from about 20.2 million dwt on 31 October 1975 to 16.2 million dwt a year later. During the same period, the world order book dropped, from about 189.2 million dwt to 119.2 million dwt. As a result, their share in the total tonnage on order increased in 1976 to 13.6 per cent as against 10.7 per cent a year previously. The shares of the developing countries in the order book by types of ship in the period 1972-1976 as well as the actual tonnages in 1975 and 1976 are shown in the table below. It follows from this table that the tonnage ordered by developing countries declined between 1975 and 1976 for all types of vessels except part container ships and "other ships". The increase in the share of these countries in the tanker and combined tonnage on order is due to the heavy reduction of orders for these types of ships by shipowners in developed market-economy countries. As at 31 October 1976, in terms of dwt, oil-exporting developing countries accounted for 54.8 per cent of the tanker tonnage on order and 29.1 per cent of the total order book of developing countries.

48. The combined share of the developed market-economy and open registry countries in the world tonnage on order decreased from 79.6 in 1975 to 74.4 per cent in 1976 (see table 17). This was due mainly to a sharp reduction in the orders for tankers and combined carriers. On the other hand, their share of the full and part container tonnage on order increased significantly.

49. The share of the socialist countries of Eastern Europe and Asia in the world tonnage on order increased to 8.1 per cent in 1976 from 4.9 per cent in 1975, although the actual tonnage rose only by about 0.4 million dwt to 9.7 million dwt. The distribution of the orders of the socialist countries by type of vessel had not changed substantially, except for combined tonnage on order, which increased during this period from 0.2 million to 0.8 million dwt. As a result of this increase, together with the sharp reduction in the world order book for combined carriers, the share of the socialist countries of Eastern Europe in this type of tonnage rose during the period ending 31 October 1976 from 2.5 per cent to 14.4 per cent.

C. Age distribution of the world merchant fleet[34]

50. The age distribution of the world merchant fleet in mid-1976 is shown in table 18. In 1976, the percentages of tonnage under 5 years and in the age group from 10 to 14 years were the same as in 1975; tonnage in the age group from 5 to 9 years increased by 1 percentage point to 26 per cent and tonnage of 15 years and over declined accordingly.

51. The age composition of the fleet of the developed market-economy countries has improved slightly. Although the percentage of their tonnage under 5 years old declined from 41 to 40 per cent, their tonnage in the age group from 5 to 9 years increased by 2 percentage points, and their tonnage over 15 years old dropped from 18 to 16 per cent.

52. The fleet of the open registry countries has also become younger; 43 per cent of their tonnage is under 5 years old and 21 per cent is between 5 and 9 years old, as compared with 42 per cent and 20 per cent respectively in 1975. Their tonnage of 15 years and over has decreased by 2 percentage points to 24 per cent.

[33] *The Marine Times* (Bombay), 29 May 1976, p. 4. See also *Journal of Commerce* (Liverpool), 4 March 1976, which indicates that 20 vessels and 10 tugs to be built in Norway would be financed 90 per cent through a 15-year loan from the Norwegian export credit institution, guaranteed by the Export Credit Guarantee Institute under a special scheme for developing countries, the remaining 10 per cent being covered by a commercial bank.

[34] The discussion in this section is based on table 18 below and similar information for 1975.

Type of vessel	*Percentage shares*					*Actual tonnage (in million dwt)*	
	1972	*1973*	*1974*	*1975*	*1976*	*1975*	*1976*
Oil tankers of 150,000 dwt and above	0.5	1.8	4.8	6.4	9.5	5.9	3.8
Oil tankers under 150,000 dwt	9.4	5.1	6.9	8.8	10.6	3.8	2.5
Ore/oil and ore/bulk/oil carriers	6.7	15.4	16.4	28.9	37.6	2.5	2.1
Other bulk carriers	9.2	10.4	9.9	15.3	13.6	4.6	4.2
Full container ships	1.5	1.5	1.0	8.7	4.1	0.3	0.2
Part container ships	8.4	12.4	22.2	25.3	16.7	1.1	1.3
Other dry cargo ships	19.0	17.7	19.8	27.0	27.4	2.0	2.1
All vessels	4.4	4.5	6.9	10.7	13.6	20.2	16.2

Source: Compiled from *World Ships on Order*, supplement to *Fairplay International Shipping Weekly*, (London), November issues.

TABLE 17

World tonnage on order (as at 31 October) 1970 and 1974-1976

Country grouping and year	*All ships*	*Tankers, 150,000 dwt and over*	*Tankers, under 150,000 dwt*	*Ore/oil and ore/bulk/oil carriers*	*Other bulk carriers*	*Full container ships*	*Part container ships*	*Other ships*
1. World total				*(Million dwt)*				
1970	132.0	65.5	11.7	20.0	20.9	3.8 [a]	. .	10.1 [a]
1974	260.2	149.2	62.6	9.3	27.0	1.8	4.0	6.3
1975	189.2	92.3	43.0	8.5	30.0	3.5	4.5	7.4
1976	119.2 [b]	39.6	23.9	5.7	30.8	3.6	7.8	7.8
World total				*(Percentage share by type of vessel)*				
1970	100	49.6	8.9	15.1	15.8	2.9 [a]	. .	7.7 [a]
1974	100	57.3	24.1	3.6	10.4	0.7	1.5	2.4
1975	100	48.8	22.7	4.5	15.9	1.8	2.4	3.9
1976	100	33.2	20.1	4.8	25.8	3.1	6.5	6.5
2. Developed market-economy countries				*(Percentage share by groups of countries)*				
1974	54.4	53.3	47.3	62.1	59.2	69.4	49.6	38.7
1975	49.0	50.7	45.4	39.2	52.7	67.0	48.9	38.5
1976	49.7	52.5	47.2	29.1	51.0	70.1	50.9	43.3
3. Open registry countries								
1974	32.6	36.2	34.4	13.0	24.2	13.2	3.0	20.5
1975	30.6	34.0	32.9	23.5	25.7	10.4	5.6	15.9
1976	24.7	29.8	25.1	12.8	26.7	10.6	12.0	18.1
4. Total: 2 plus 3								
1974	85.0	89.5	81.7	75.1	83.4	82.6	52.6	59.2
1975	79.6	84.7	78.3	62.7	78.4	77.4	54.5	54.4
1976	74.4	82.3	72.3	41.9	77.7	80.7	62.9	61.4
5. Socialist countries of Eastern Europe and Asia [c]								
1974	3.6	0.9	6.8	3.4	4.0	16.4	25.2	18.3
1975	4.9	1.8	8.6	2.5	4.0	13.9	17.7	16.0
1976	8.1	4.2	14.4	14.4	5.0	15.2	11.9	9.5
6. Developing countries total								
1974	6.9	4.8	6.9	16.4	9.9	1.0	22.2	19.8
1975	10.7	6.4	8.8	28.9	15.3	8.7	25.3	27.0
1976	13.6	9.5	10.6	37.6	13.6	4.1	16.7	27.3
of which: In Africa								
1974	0.6	0.3	1.3	—	—	—	2.8	3.4
1975	1.0	0.8	1.6	—	—	0.2	1.4	5.4
1976	1.2	1.1	1.9	—	—	0.5	2.0	4.5
In America								
1974	1.9	0.9	1.4	8.7	2.9	—	14.1	10.4
1975	4.3	1.5	1.9	20.5	7.2	7.4	17.7	12.5
1976	6.3	2.8	3.5	29.1	8.0	0.9	9.0	9.6
In Asia								
1974	4.4	3.6	4.2	7.7	7.7	1.0	5.3	6.0
1975	5.4	4.1	5.3	8.4	8.1	1.1	6.2	9.1
1976	6.1	5.6	5.2	8.5	5.5	2.7	5.7	12.7
In Europe [d]								
1976	—	—	—	—	—	—	—	0.5
In Oceania [d]								
1976	—	—	—	—	0.1	—	—	—

TABLE 17 (*continued*)

World tonnage on order (as at 31 October) 1970 and 1974-1976

Country grouping and year	*All ships*	*Tankers, 150,000 dwt and over*	*Tankers, under 150,000 dwt*	*Ore/oil and ore/bulk/oil carriers*	*Other bulk carriers*	*Full container ships*	*Part container ships*	*Other ships*
7. Flag not yet known								
1974	4.1	4.7	3.9	5.1	2.2	—	—	2.7
1975	4.7	6.9	2.9	5.9	1.7	—	2.5	2.4
1976	3.7	4.0	2.7	6.1	3.5	—	6.7	1.7
8. Other unallocated								
1974	0.4	0.1	0.7	—	0.5	—	—	—
1975	0.5	0.2	1.4	—	0.6	—	—	0.2
1976	0.2	—	—	—	0.2	—	1.8	0.1

Source: Compiled from *World Ships on Order,* supplement to *Fairplay International Shipping Weekly* (London), November issues.

[a] Including part container ships.

[b] The figures for 1976 are not strictly comparable with the figures for earlier years for "all ships" and "other ships", as the category "other ships" in 1976 excludes passenger vessels, ferries and miscellaneous ships for which dwt tonnages were not reported in the source. In 1974, the tonnages of these vessel types amounted to 1.7 million dwt.

[c] In 1976, the share of the socialist countries of Eastern Europe in the world tonnage on order was 7.7 per cent and their shares by type of vessel indicated in this table were respectively 4.2, 13.4, 14.4, 4.7, 15.2, 11.7 and 7.4 per cent. The share of the socialist countries of Asia in the world tonnage on order in the same year was 0.4 per cent and their shares by type of vessel were respectively 0, 1.0, 0, 0.3, 0, 0.2 and 2.1 per cent.

[d] No tonnage on order for developing countries of Europe and Oceania in 1970 and 1974-1975.

TABLE 18

Age distribution of world merchant fleet by type of vessel as at 1 July 1976

(*Percentage of total*)

Country grouping and type of vessel	*Total*	*0-4 years*	*5-9 years*	*10-14 years*	*15 years and over*
1. World total					
All vessels	100	38.6	26.1	14.5	20.8
Tankers	100	47.8	23.5	13.1	15.6
Bulk carriers [a]	100	40.6	34.1	15.0	10.3
2. Developed market-economy countries					
All vessels	100	40.3	30.1	13.5	16.1
Tankers	100	47.0	28.3	12.5	12.2
Bulk carriers [a]	100	44.4	36.7	14.1	4.8
3. Open registry countries					
All vessels	100	42.6	20.8	12.8	23.8
Tankers	100	52.4	17.3	12.4	17.9
Bulk carriers [a]	100	35.6	32.9	17.8	13.7
4. Total: 2 plus 3					
All vessels	100	41.0	27.1	13.3	18.6
Tankers	100	49.1	24.2	12.4	14.3
Bulk carriers [a]	100	41.6	35.4	15.3	7.7
5. Socialist countries of Eastern Europe and Asia					
All vessels	100	24.2	24.7	28.0	23.1
Tankers	100	24.2	16.1	39.8	19.9
Bulk carriers [a]	100	35.1	24.7	19.3	20.9
6. Developing countries (excluding Cyprus, Liberia, Oman, Panama, Singapore and Somalia)					
All vessels	100	34.6	19.2	14.1	32.1
Tankers	100	48.1	17.8	8.4	25.7
Bulk carriers [a]	100	49.2	26.8	14.3	9.7

Sources: Compiled on the basis of *Lloyd's Register of Shipping: Statistical Tables* (London), 1976 and supplementary data supplied to the UNCTAD secretariat by *Lloyd's Register of Shipping* (London). Owing mainly to the changes in country classification, this table is not directly comparable with table 16 of the *Review of maritime transport, 1975: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.77.II.D.2).

[a] Including combined carriers.

53. The age composition of the fleet of the socialist countries of Eastern Europe and Asia deteriorated, as their tonnage under 10 years old declined, from 53 to 49 per cent in spite of a 1 percentage point increase in the age group of vessels under 5 years. Their tonnage of 15 years old and over has increased from 22 to 23 per cent.

54. As to the developing countries, their tonnage under 5 years old increased by 3 percentage points, but the percentage of tonnage in the age group from 5 to 9 years dropped from 21 to 19 per cent and, as in 1975, 32 per cent of their fleet was 15 years old or more compared with 16 per cent for the developed market-economy countries.

55. With regard to types of vessels, the world tanker fleet has become younger, as tankers under 5 years old rose by 3 percentage points to 48 per cent, and at the same time the percentage of tanker tonnage of 15 years and over decreased from 18 to 16 per cent. The age structure of the world bulk carrier fleet, however, deteriorated. Tonnage under 5 years old dropped from 45 per cent to 41 per cent and there was an increase of 2 percentage points in the tonnage in each of the next two age groups.

56. Developing countries have substantially improved the age composition of their tanker and bulk carrier fleets. In 1976, 48 per cent of their tanker tonnage was under 5 years old, as against 42 per cent in 1975 and the share of tankers of 15 years and over declined by 2 percentage points. As to their bulk carrier fleet, vessels under 5 years in age rose from 40 per cent to 49 per cent, which compensated for the decline of 6 percentage points in the next age group. At the same time, the percentage of bulk carriers beween 10 and 14 years old decreased from 18 per cent to 14 per cent, while practically no change took place in the age group of 15 years and over.

Chapter III [35]

SHIPBUILDING

57. During 1976, the world's shipyards delivered an estimated 1,216 vessels with a total tonnage of 60.9 million dwt, i.e. only 1 million dwt less than in 1975, which was marked by record deliveries. Table 19 indicates the number and tonnage of ships delivered in recent years, by types of vessel. The world order book continued to decrease because of massive cancellations of tanker orders,[36] heavy deliveries and the exceptionally low level of new orders for tankers.[37] As at 30 September 1976, the world order book stood at 62.4 million grt, which was 32.7 per cent less than a year earlier.

TABLE 19

Deliveries of new buildings, 1970 and 1974-1976

(Number of ships and thousand dwt)

	1970	*1974*	*1975*	*1976*
Tankers [a]				
Number	142	244	311	266
dwt	20 444	40 417	45 376	40 677
Combined carriers [a]				
Number	30	33	20	20
dwt	3 438	4 703	2 604	2 642
Bulk carriers [a] (including ore carriers)				
Number	185	220	215	280
dwt	6 307	8 651	8 241	11 458
Other ships [b]				
Number	692	630	623	650
dwt	6 218	5 843	5 630	6 100
Total [b]				
Number	1 049	1 127	1 169	1 216
dwt	36 407	59 614	61 851	60 877

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), table 4.

[a] Vessels over 10,000 dwt.

[b] All seagoing cargo-carrying vessels over 1,000 grt.

58. Shipyards of developed market-economy countries accounted for 92.8 per cent of the tonnage completed during the 12 months ending 30 September 1976 (compared with 94.3 per cent during the preceding 12 months) and 85.6 per cent of the world order book as at the end of September 1976 (compared with 89.9 per cent a year earlier); shipyards in Japan accounted for 50.2 per cent of the tonnage delivered and 32.6 per cent of the world order book.

59. At the end of September 1976, 21 developing countries were engaged in shipbuilding activities, as compared with 22 countries a year earlier. Their combined share of total orders increased from 6.9 per cent to 9.7 per cent, although in terms of tonnage it declined by 0.3 million grt, as compared with the end of September 1975, to 6.1 million grt. The increase shown was due to the reduction of the world order book by 30.3 million grt because of the setback suffered by shipyards in developed market-economy countries. The tonnage delivered by the yards of developing countries in the year ending 30 September 1976 was 1.3 million grt, i.e. 71.8 per cent more than in the previous 12 months, which, however, accounted for only 3.8 per cent of the world total. The Republic of Korea and Brazil accounted for 25.2 per cent and 56 per cent respectively of the order book of the yards in developing deliveries during the year ending 30 September 1976. countries and 51.1 per cent and 28.9 per cent of their Brazil's shipbuilding programme for 1975-1979 envisages orders for some 5.1 million dwt for Brazilian yards.[38] Brazilian shipyards are building ships for export, and in the first quarter of 1976 their export order book included 25 ships worth $286 million.[39] Shipyards in the Republic of Korea were also successfully attracting orders from abroad, as well as from national shipowners, mainly for dry cargo tonnage;[40] during January-April 1976, contracts were signed for 28 ships valued at $235 million, as compared to the preceding year's total of $150 million.[41]

60. Developing countries continued efforts to expand their shipbuilding industry. Thus, in early 1976 the

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[35] Unless otherwise stated, the discussion in this chapter is based on data in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various issues; percentage shares have been derived from figures in terms of grt. The data from this source exclude ships on order with, or delivered from, the yards in the USSR, Romania and China.

[36] An estimated 11 million dwt were cancelled in 1976, as compared with 45 milion in 1975 (Fearnley and Egers Chartering Co. Ltd. *Review 1976* (Oslo, 1977), p. 38).

[37] *Ibid.*

[38] Cf. the special survey by *The Motor Ship* (London), vol. 57, No. 670, May 1976, p. 17.

[39] *Seatrade* (Colchester, England), vol. 6, No. 4, April 1976, p. 89.

[40] See, for example, *Fairplay International Shipping Weekly* (London), vol. 257, No. 4830, 18 March 1976, p. 33.

[41] *Marine Week* (London), vol. 3, No. 20, 14 May 1976, p. 3.

keel was laid for the first vessel at a new shipyard in Cochin in India which will be able to construct ships of up to 85,000 dwt.[42] In Brazil, a major expansion and modernization programme by one of the leading shipbuilders will reportedly double the capacity of the yard by giving it an additional building berth,[43] while expansion at other Brazilian shipyards was also under way.[44] On the other hand, because of the decline in demand for tanker tonnage, the expansion plans for the shipbuilding industry in the Republic of Korea were reduced.[45] Despite these developments, the capacities of these yards remain insufficient to meet the needs of developing countries.

61. The trend towards the diversification of the shipyards' activities noted last year was more pronounced in 1976. Shipyards in Japan, the Republic of Korea, Portugal, Denmark and other countries constructed specially for building large tankers were switching to other types of vessels and even to dismantling old ships. Offshore factories, process plants and hotels were also considered a potential market for shipyards.[46]

62. The continuous decline in the volume of new orders and the existence of surplus shipbuilding capacity have led to intense competition among European and Japanese shipyards. According to the Japan Ship Export Association, Japanese tenders were on average 20 per cent below those of their European competitors. The Association attributed the lower bids to the higher efficiency of Japanese yards.[47] There were reports that competition between shipbuilding countries was not only on prices but also in some cases on export credit terms.[48] Opinions were expressed that in order to be more competitive European shipyards would have to concentrate more upon building high-value tonnage, thus exploiting their expertise.[49] European as well as Japanese shipbuilders also had to face increased competition from the yards of the Republic of Korea.[50]

63. According to one widely accepted estimate, the world demand for new ocean-going tonnage of 3,000 grt and more will drop to about 12 million grt by 1980.[51] This would represent only about one third of the 34.4 million grt delivered in 1975 (including merchant ships of 100 grt and over). The major developed market-economy shipbuilding countries would be mostly affected.

64. Extensive discussions were held during the year at industry and intergovernmental level between developed market-economy shipbuilding countries in an attempt to reach an agreement on joint measures to adjust their shipbuilding capacity to the reduced demand for new tonnage. At the industry level, AWES set up a special committee to liaise with national associations and international shipbuilding bodies to produce a concerted policy on shipbuilding over-capacity.[52] Discussions were also continuing between AWES and the Shipbuilders Association of Japan but did not result in any agreement.[53] At the intergovernmental level, OECD was the main forum for discussions between the major competing developed market-economy shipbuilding regions, i.e., Japan and Europe. In March 1976, OECD worked out general guidelines which recommend that each country involved should establish as first priority, as appropriate, the reduction of its shipbuilding capacity, refrain from taking measures for granting aid likely to upset the process of adaptation within the industry, ensure fair trade practices, particularly with regard to pricing; and abstain from taking any measures which might lead to the creation of new capacity.[54] In view of the importance of the shipbuilding industry for EEC,[55] direct talks were also held by EEC with Japan. The Community considered measures to protect EEC shipbuilding against third countries, including financial support for shipowners and yards and appropriate action on a maritime or commercial policy basis in case international efforts proved unsuccessful.[56] The discussion within OECD continued throughout the year 1976.

65. Measures at the national level aimed at reducing shipbuilding capacity or cutting down its utilization were also reported in developed market-economy countries. Thus, Swedish shipyards, for example, plan to reduce their output from about 3 million dwt in 1976 to approximately 2.1 million dwt in 1978. This means a 30 per cent reduction in man-hours, with a possible further reduction if by 1979 the market has not recovered sufficiently.[57] The Swedish Government will provide yards with guarantees for 70 per cent of the cost of a vessel at 1 per cent of the total guaranteed sum.[58] The guarantees can be issued for a vessel for which no immediate purchaser is available, so long as the vessel is sold before construction is completed. It is considered

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42 *Ibid.*, vol. 3, No. 9, 27 February 1976, p. 8.

43 *Lloyd's List* (London), 26 May 1976, p. 6.

44 *Marine Week* (London), vol. 3, No. 37, 17 September 1976, p. 17.

45 *The Motor Ship* (London), vol. 56, No. 668, March 1976, p. 99.

46 *Marine Week* (London), vol. 3, No. 31, 30 July/6 August 1976, p. 25.

47 *Lloyd's List* (London), 12 June 1976, p. 1.

48 See, for example, Mullion & Co. (Shipping) Ltd. *Sale and Purchase Market Report* (London) third quarter 1976, p. 2.

49 *Lloyd's List* (London), 13 March 1976, p. 1; and 17 May 1976, p. 1.

50 *Financial Times* (London) 7 April 1976, p. 36; *Fairplay International Shipping Weekly* (London), vol. 257, No. 4831, 25 March 1976, p. 10.

51 *Zosen* (Tokyo), vol. XXI, No. 5, July 1976, p. 7.

52 *Financial Times* (London), 11 June 1976, p. 40.

53 *Journal of Commerce* (Liverpool), 27 September 1976, p. 1.

54 *Lloyd's List* (London), 17 June 1976, p. 3.

55 On this subject see, for example, *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2946, 3 June 1976, p. 1327.

56 *Lloyd's List* (London), 17 June 1976, p. 3; *Marine Week* (London), vol. 4, No. 1, 7 January 1977, p. 5.

57 *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2948, 17 June 1976, pp. 1458-1459.

58 *Fairplay International Shipping Weekly* (London), vol. 258, No. 4843, 17 June 1976, p. 12.

that the delayed date of contracting is important from the market point of view and will reduce the yards' exposure to inflation and currency crises.[59] In Japan, the Shipping and Shipbuilding Rationalization Council recommended to the Transport Minister that the level of operation (in terms of man-hours) of Japanese shipyards should be cut down by 1980 to about 65 per cent of the 1974 level. It also recommended that the construction of new facilities and the expansion of existing ones should be restrained.[60] Subsequently, the Ministry of Transport called on shipbuilders to reduce production in the fiscal years 1977 and 1978 to respectively 72 and 65 per cent of the 1974 level.[61]

66. At the same time, a number of shipbuilding countries were taking steps to help national shipyards to gain contracts from national shipowners. Thus, for instance, Spain and Yugoslavia started major shipbuilding programmes to provide employment for their yards. To induce shipowners to order at home, the Spanish Government will provide loans at a low rate of interest;[62] in Yugoslavia, credit terms for Yugoslav shipping companies ordering vessels from national yards will be substantially improved.[63] In the United Kingdom, the Government extended a cost escalation guarantee scheme to ships for domestic owners which means that for a fee of 1 per cent it will cover inflation of over 7 per cent and up to 25 per cent on contracts over £1 million.[64] The Government of the Federal Republic of Germany decided to improve its aid to shipowners ordering at home and to shipyards with such contracts for new building, so that total aid per unit may, under certain circumstances reach an amount of up to 16 per cent. In the Netherlands, the Government introduced an investment premium for five years to shipowners ordering from home yards which amounts to 4.75 per cent. As a result, Netherlands shipowners stated that they were prepared to order vessels representing a total value of f. 1,800 million (about $710 million) over the next five years from domestic yards.[65]

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59 *Ibid.*; also *Marine Week* (London), vol. 3, No. 21, 21 May 1976, p. 3.

60 *Zosen* (Tokyo), vol. XXI, No. 5, July 1976, pp. 7 and 44; *Norwegian Shipping News* (Oslo), No. 13, 9 July 1976, p. 13.

61 *Zosen* (Tokyo), vol. XXI, No. 10, December 1976, p. 5.

62 *Lloyd's List* (London), 16 June 1976, p. 3.

63 *The Journal of Commerce* (New York, N.Y.), 2 July 1976, p. 30.

64 *Marine Week* (London), vol. 3, No. 16, 16 April 1976, p. 3.

65 *Fairplay International Shipping Weekly* (London), vol. 259, No. 4852, 19 August 1976, p. 13; *Lloyd's List* (London), 7 October 1976, p. 2.

Chapter IV

WORLD SHIP PRICES

A. Changes in prices of new vessels

67. Rapidly declining order books continued to depress prices of new buildings. Shipbuilding prices for selected sizes of bulk carriers (including combined carriers), tankers, LNG, and ro/ro vessels at the end of 1976 and earlier years are shown in table 20. The table indicates reductions ranging from about 10 per cent for the VLCC/ULCC, to about one fourth for the medium-sized tanker, the OBO vessel and the 120,000 dwt bulk carrier, in relation to end-1975 prices. On the other hand, available data on the prices of smaller bulk carriers of around 17,000 tons dwt (not covered by table 20) indicate an upward trend during 1976.[66]

68. The new-building price for the hypothetical bulk carrier of about 25,000 dwt increased from £5.5 million in December 1975 to £6 million in June 1976 and £6.3 million in December 1976 [67] or by 14.6 per cent in terms of pounds sterling. In terms of the dollar equivalent, the price actually declined by about 3.5 per cent.

69. The new-building prices for liner-type vessels are indicated in table 21, which shows that prices in pounds sterling increased by 6.3 per cent between mid-1975 and mid-1976 and by a further 4.8 per cent during the second half of 1976.

70. It is difficult to trace the evolution of prices throughout the course of the year, partly because data are lacking, and partly because prices per dwt for similar vessels can vary by up to 40 per cent on account of design variations, conditions of sale, delivery dates and other such factors. Data relating to Japan indicate that Japanese prices fell by some 10-15 per cent during the first half of 1976, but subsequently recovered to about 94 per cent of the 1975 level.[68]

B. Changes in prices of second-hand vessels

71. Developments in prices of second-hand tankers, dry bulk carriers and liner-type vessels are shown in tables 22, 23 and 24 respectively.[69] Tanker prices declined moderately between the end of 1975 and the end of 1976 for smaller and larger sizes, while those

[66] Extracted from H. P. Drewry (Shipping Consultants) Ltd., *Shipping Statistics and Economics* (London), selected issues.

[67] This is a hypothetical 16-knot bulk carrier powered by a 9,000 horsepower direct-coupled diesel engine as reported in *Fairplay International Shipping Weekly* (London), vol. 261, No. 4874, 20 January 1977, p. 72. The prices are reported to be basic prices and do not include any escalation clauses. It is assumed that the vessels would be delivered within the year.

[68] *The Platou Monthly: Contracting, Sale and Purchase Report* (Oslo), June 1976, p. 2; *Zosen* (Tokyo), vol. XXI, No. 10, December 1976, p. 7.

[69] The prices are market-value estimates at existing exchange rates for a charter-free vessel in good condition and with fairly prompt delivery on a cash basis.

TABLE 20

Representative new building prices, 1965, 1969, 1970 and 1972-1976

(Prices in million dollars at year end)

	1965	*1969*	*1970*	*1972*	*1973*	*1974*	*1975*	*1976*
18 000 dwt bulk	3.6	4.6	6.3	5.5	..	..	..	..
30 000 dwt bulk	4.3	5.7	8.7	7.5	12.0	16.5	13.5	11.0
30 000 dwt product tanker	..	7.0	10.0	11.4	17.5	20.0	18.0	15.0
70 000 dwt bulk	..	10.2	11.9	15.0	20.5	25.0	20.0	16.0
87 000 dwt tanker	8.5	10.0	17.0	15.0	25.0	28.0	22.0	16.0
96 000 dwt OBO	..	12.0	23.0	21.0	29.0	33.0	30.0	23.0
120 000 dwt bulk	..	13.5	17.2	22.0	31.0	35.0	32.0	24.0
210 000 dwt tanker	..	19.0	31.0	31.0	47.0	42.0	38.0	34.0
400 000 dwt tanker	..	..	..	51.0	78.0	65.0	62.0	56.0
125 000 m^3 LNG	..	..	..	85.0	105.0	125.0	125.0	105.0
5 000 dwt ro/ro	..	4.9	5.3	7.8	9.9	14.6	16.2	13.8

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo 1977) and earlier issues.

TABLE 21

Estimated prices for new and ready liner-type vessels 11,000/13,000 dwt, 1970 and 1972-1976[a]

Mid-year	*Prices for constructing new vessels (thousand pounds sterling)*	*Change over previous year (per cent)*
1970	1 350	12.5
1972	1 900	18.8
1973	2 250	18.4
1974	3 500	55.6
1975	3 950	12.9
1976	4 200	6.3
1976 (31 December)	4 400	4.8 [b]

Source: Fairplay International Shipping Weekly (London), vol. 261, No. 4874, 20 January 1977.

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

[b] Increase over mid-1976.

for medium-sized vessels increased somewhat following two years of sharp reductions. Prices for second-hand tankers at the end of 1976 were only about one fifth or one fourth of the peak prices at the end of 1973, thus reflecting the impact of the tanker surplus and market conditions.

72. Second-hand prices for dry bulk carriers and liner vessels fell during 1976, but less so than during the previous year. Second-hand prices of bulk carriers declined by between 25 per cent and 50 per cent between the end of 1974 and the end of 1976 (see table 23), while for liner type vessels the reduction ranged between 15 per cent and 35 per cent (see table 24).

73. The number of second-hand vessels traded in 1976 varied significantly from month to month, although activity was fairly limited both for bulk carriers and for tankers. Prices also varied significantly depending on circumstances and vessel particulars. The downward

TABLE 22

Tankers: second-hand prices, average values, 1970 and 1972-1976

(Prices in million dollars at end of year)

dwt	*Built*	*1970*	*1972*	*1973*	*1974*	*1975*	*1976*
15 000/ 16 000	1951/52	0.9	0.4	1.5	0.5	0.4	. .
18 000	1952/53	1.5	0.7	1.9	0.8	0.5	. .
19 000/ 20 000	1959/60	3.3	2.0	4.0	2.7	1.3	1.0
25 000	1958/59	4.0	2.2	5.0	3.0	1.4	1.2
35 000	1958/59	6.0	3.5	7.5	3.5	1.6	1.5
50 000	1963/64	10.0	6.0	13.0	7.0	2.7	3.5
60 000	1964/65	12.0	7.5	16.0	8.0	3.5	4.0
80 000	1966/67	19.0	10.5	25.0	9.5	4.8	5.0
100 000	1967/68	26.0	13.5	30.0	11.0	5.5	6.0
150 000	1974/75	. .	. .	. .	. .	15.0	17.0
200 000	1969/70	40-45	30.0	52.0	23.0	10.0	9.0
250 000	1972/73	. .	. .	65.0	28.0	16.0	15.5
300 000	1971/72	. .	42.0	78.0	36.0	18.0	18.0

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), table 19.

TABLE 23

Dry bulk carriers: second-hand prices, average values, 1970 and 1972-1976

(Prices in million dollars at end of year)

dwt	*Built*	*1970*	*1972*	*1973*	*1974*	*1975*	*1976*
18 000	1963	2.8	2.3	4.5	4.8	3.5	3.0
25 000	1966	4.8	4.1	6.5	7.2	6.0	5.3
35 000	1965	6.0	4.9	8.0	9.0	6.5	5.5
50 000	1967	9.0	7.0	11.5	13.0	7.0	6.5
60 000	1972	11.0	9.5	17.0	17.0	10.5	9.5

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), table 18.

TABLE 24

Liner-type vessels: second-hand prices, average values, 1970 and 1972-1976

(Prices in million dollars at end of year)

dwt	*Built*	*1970*	*1972*	*1973*	*1974*	*1975*	*1976*
6 600	1958	1.0	0.8	1.1	1.5	1.3	1.2
12 500	1956	1.5	0.9	1.5	2.2	1.7	1.4
13 500	1959	1.7	1.4	2.1	3.1	2.6	2.0
16 000	1963	3.0	2.5	3.4	4.5	4.0	3.8

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1976* (Oslo, 1977), table 18.

trend in second-hand tanker prices was reversed in the first half of 1976 and particularly for tankers of 60,000/100,000 dwt. VLCC prices increased moderately but towards the end of the year this trend was halted or even reversed for the bigger sizes.[70] It was reported that several 1976 transactions for second-hand bulk carriers were negotiated in combination with time charters back to the sellers.[71] This also happened in the case of five tankers owned by Shell.[72]

74. Greek interests were particularly active in the second-hand market in 1976 but considerable tonnage was also acquired by interests in open registry countries and by petroleum companies or petroleum-exporting countries such as Algeria.[73]

[70] *The Platou Monthly: Contracting, Sale and Purchase Report* (Oslo), November 1976, p. 3 and earlier issues. Also *Journal of Commerce* (Liverpool), 6 September 1976, p. 1.

[71] *The Platou Monthly: Contracting, Sale and Purchase Report* (Oslo), October 1976, p. 5.

[72] *Ibid.*, July 1976, p. 3; *Lloyd's List* (London), 30 April 1976, p. 1; and *Journal of Commerce* (Liverpool), 20 May 1976, p. 1.

[73] Based on information reported in H. P. Drewry, (Shipping Consultants) Ltd., *Shipping Statistics and Economics* (London); various issues.

Chapter V

FREIGHT MARKETS [74]

A. General developments

75. A number of factors influenced the freight market during 1976, but the dominant factor appeared to be the world surplus of tankers and bulk carriers. The economic recovery of the market-economy countries resulted in an increase in demand for both tanker and dry tonnage, but owing to heavy deliveries of new-buildings, the reactivation of some laid-up tonnage and a reduction in slow-steaming, the increased demand resulted in only a moderate reduction in the world surplus of tonnage and only a modest rise in the level of tanker and dry cargo freight rates.[75]

76. The dry cargo tonnage fixed during the first three quarters of 1976 was about 8 per cent higher than during the same period of the previous year, or 114 million dwt as against 105 million dwt. However, the pattern of chartering differed in 1976 from that of 1975. In January-September 1976, the volume of single-voyage fixing increased by about 11 per cent, while consecutive-voyage chartering dropped by 88 per cent as compared to the corresponding period of 1975. In the time charter section of the dry cargo market, there was a sharp increase in the tonnage fixed for trip charters (72 per cent). A moderate growth of 9 per cent was registered for period time charters.

77. The increase in single-voyage chartering during the first three quarters of 1976 as compared with the same period in 1975 was mainly due to increased fixing for ores and grains. These two commodities accounted for 83 per cent of the single-voyage business during the 1976 period, as compared with 73 per cent in 1975.

78. On 30 September 1976, about 2 per cent of the world dry cargo tonnage was laid up.[76] Combined carriers accounted for about 50 per cent of the total laid-up dry cargo tonnage, excluding reefer and miscellaneous vessels.

79. In 1976, the tanker market was more active than in the previous year. The volume of dirty single-voyage fixtures reported during January-September 1976 was about 205 million tons, or some 78 per cent higher than in the same period in 1975, while the corresponding figures for clean single voyages were respectively 16 million tons and 20 per cent. This increased activity resulted in a considerable reduction in the tanker surplus, despite heavy new deliveries. Taking into account the laid-up tonnage, as well as slow-steaming, the tanker surplus was estimated at about 70 million dwt in October 1976, or some 30 million dwt less than at the end of 1975. To adapt the size of their fleets to the reduced level of demand by October 1976, independent tanker owners reduced their orders for tankers and combined carrier vessels to less than 50 per cent of the January level, while oil companies reduced their orders for these types of vessels by nearly 30 per cent.

80. The existing independent tanker tonnage under period charter increased from about 112 million dwt at the end of the third quarter of 1975 to about 121 million dwt at the end of September 1976. At the same time, the existing tanker tonnage fixed forward almost doubled from 2.4 million dwt to 4.2 million dwt. However, owing to the increase in the total tonnage of the independent tanker fleet, the percentage under period fixture declined to 63.2 per cent at the end of the third quarter in 1976, as compared with 65.1 per cent in 1975 and 84.5 per cent in 1973. For the existing independent combined carrier fleet, the corresponding percentages were 49.3 per cent, 57.7 per cent and 72.8 per cent. About 50 per cent of the combined carrier fleet was engaged in oil trading, the same proportion as in 1975 but considerably lower than in 1973 (about 84 per cent).

81. According to the majority of tanker market forecasts, a balanced market cannot be achieved before 1980. On the basis of some forecasts, 1982-1986 are probably the years during which it will be most realistic to expect a balance to be achieved although more optimistic views have also been expressed.[77]

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[74] Unless otherwise stated, paragraphs 76-81 are based on data contained in H. P. Drewry (Shipping Consultants) Ltd., *Shipping Statistics and Economics* (London), various issues.

[75] According to Fearnley and Egers Chartering Co. Ltd. *Review 1976* (Oslo, 1977), p. 3, the tonnage over-capacity at the end of 1976 was about 80 million dwt (including laid-up tonnage, slow-steaming and vessels involved in congestion) as compared with 105 million dwt a year earlier.

[76] According to data published by the General Council of British Shipping, London.

[77] See, for instance, OECD, *Maritime Transport, 1975* (Paris), p. 109; H. P. Drewry (Shipping Consultants) Ltd., *The Tanker Crisis* (London), March 1976, p. 111; Terminal Operators Ltd., *World Tanker Outlook* (London), December 1976; *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2960, 9 September 1976, p. 2230.

TABLE 25

Freight rate indices, 1973-1976

(Monthly or quarterly figures)

	Liner freight rates [a] (1965 = 100)				Dry cargo tramp time charter [b] (1968 = 100)				Dry cargo tramp trip charter [c] (July 1965 — June 1966 = 100)			
	1973	1974	1975	1976	1973	1974	1975	1976	1973	1974	1975	1976
January	134	171	201	208					109	235	168	129
February	134	175	201	208	175	307	159	105	115	218	155	118
March	135	179	203	214					121	245	155	121
April	136	183	203	214					137	233	151	129
May	138	185	203	215	212	322	94	136	145	235	138	134
June	137	187	203	214					149	226	139	137
July	139	189	205	213					144	205	134	138
August	139	193	206	214	267	251	107	135	155	204	127	138
September	142	194	207	218					183	205	130	141
October	146	194	207	219					215	209	136	143
November . . .	145	196	207	219	358	257	128	140	222	206	138	143
December	154	197	207	219					241	193	136	140
Monthly or quarterly average	140	187	204	215	253	284	122	129	161	218	142	134

	Tanker freight indices [c]														
	VLCC/ULCC			Medium-size crude carriers			Small crude and product carriers			Handy size dirty			Handy size clean		
	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976
January	96	20	22	128	46	45	174	66	69	221	101	98	335	102	104
February	72	19	27	104	42	43	168	60	80	198	93	108	326	92	122
March	74	19	24	109	36	44	178	58	70	220	89	106	269	86	114
April	59	16	29	91	34	42	163	60	69	222	86	96	239	89	110
May	65	17	32	91	31	54	143	64	84	189	90	109	218	97	103
June	70	24	25	102	44	52	140	70	91	197	102	111	174	114	108
July	46	29	30	67	57	58	100	79	83	147	105	98	146	99	109
August	46	30	31	64	44	53	90	72	80	130	98	100	128	105	113
September	46	29	28	71	50	49	109	81	79	143	117	104	170	129	120
October	71	18	30	87	40	51	123	71	79	161	114	112	182	128	119
November . . .	40	20	33	61	41	57	106	73	92	151	102	117	164	120	126
December	35	20	34	61	50	63	98	85	104	148	103	147	156	116	157
Monthly or quarterly average	60	22	29	86	43	51	133	70	82	177	101	109	209	106	117

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

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

[b] Compiled and published on a quarterly basis by the United Kingdom Chamber of Shipping and subsequently the General Council of British Shipping.

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

82. In the liner trades, there was rate competition between conference and non-conference operators on most major routes. In the trades to and from the United States of America, an agreement was reached in July between the United States FMC and the Ministry of Merchant Marine of the USSR whereby Soviet carriers would adjust rates in line with the lowest rates being charged by other non-conference carriers in the trades concerned, and at the same time actively pursue conference membership. Certain steps were being taken to implement the agreement, and equally the FMC was applying pressure on conferences to eliminate malpractices by member lines. During the year, the liner freight index of the Ministry of Transport of the Federal Republic of Germany rose by 12 points in 1976 from 207 (1965 = 100) at the end of 1975 to 219 at the end of 1976. This compares with an increase of 43 points in 1974 and of 10 points in 1975.[78]

[78] See table 25, on which a further discussion of freight rates is based.

B. Changes in freight rates in 1976

1. Dry cargo tramp market freight rates

83. The indices for trip charters and time charters both declined during the first months of 1976 but subsequently rose. The trough in the freight market occurred at approximately the point when the amount of laid-up dry cargo tonnage reached its peak, i.e. in March. On average, the trip charter index was lower (134 points) than in the previous year (142 points). Annex IV below shows the maximum and minimum levels for selected rates for the years 1973-1976. Time charter indices for each of the main size groups are shown in the table below.

2. Cargo liner freight rates

84. Annex V below shows changes in liner rates and surcharges announced during 1976. Table 26 gives a summary of these freight rate changes, together with corresponding figures for years 1973-1975. The total of freight rate and surcharge changes (688) was the highest since the UNCTAD secretariat started collect-

Time charter freight rate index (1968 = 100) for different tonnage groups

	9,000-16,000 dwt		*20,000-40,000 dwt*		*Over 40,000 dwt*		*Total*	
Year and quarter	*Sub-index*	*Change (per cent)*	*Sub-index*	*Change (per cent)*	*Sub-index*	*Change (per cent)*	*Index*	*Change (per cent)*
1973								
1st quarter . .	138		178		186		175	
		+82.6		+96.6		+114.0		+104.6
4th quarter . .	252		350		398		358	
		+7.5		−16.9		−44.0		−28.2
1974								
4th quarter . .	271		291		223		257	
		−29.9		−40.5		−36.3		−38.1
1975								
1st quarter . .	190		173		142		159	
		−13.6		−35.3		−50.7		−40.9
2nd quarter .	165		112		70		94	
		−1.8		+30.3		+7.1		+13.8
3rd quarter .	162		146		75		107	
		+15.4		+18.5		+25.3		+19.6
4th quarter . .	187		173		94		128	
		−16.6		−22.0		−12.8		−18.0
1976								
1st quarter . .	156		135		82		105	
		+16.7		+11.1		+52.4		+29.5
2nd quarter .	182		150		125		136	
		−1.1		+6.7		−4.0		−0.7
3rd quarter .	180		160		120		135	
		−8.3		−1.9		+9.2		+3.7
4th quarter .	165		157		131		140	

Source: Based on the time charter index numbers compiled by the United Kingdom Chamber of Shipping and subsequently by the General Council of British Shipping.

ing this information in 1972 and about 13 per cent higher than in 1975.

85. The number of straightforward liner freight rate increases was higher in 1976 (144) than in 1975 and 1974 (135 and 142 respectively). However, most (77 per cent) of these increases were of under 15 per cent as compared to 52 per cent in 1975, as can be seen from the following table.

Summary of straightforward increases in freight tariffs announced in 1974, 1975 and 1976 [a]

Size of increase (per cent)	1974		1975		1976	
	Number of increases	*Per cent of total*	*Number of increases*	*Per cent of total*	*Number of increases*	*Per cent of total*
Under 5	—	—	1	0.8	9	6.0
5 and less than 7.5	8	6.3	5	3.8	22	14.8
7.5 and less than 10	3	2.3	8	6.1	27	18.1
10 and less than 12.5	26	20.3	30	23.1	31	20.8
12.5 and less than 15	13	10.2	24	18.5	26	17.4
15 and less than 20	59	46.1	49	37.7	19	12.8
20 and over	19	14.8	13	10.0	15	10.1
TOTAL	128	100.0	130	100.0	149	100.0

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

TABLE 26

Summary of liner freight-rate changes and surcharges announced during the period 1973-1976

Type of freight-rate change	1973		1974		1975		1976	
	Number of freight-rate changes [a]							
General increases in freight tariffs		194		142		135		144
General freight increases partly offset by incorporation in the tariffs of part or all of the pre-existing surcharges		11		4		2		13
Announcements of new surcharges or of increases in pre-existing surcharges		348		311		201		254
CAF	166		118		144		199	
Bunker	155		168		28		40	
Bunker/CAF combined	—		12		1		—	
Others (preshipment, emergency handling, landing, storage, etc.)	27		13		28		15	
Sub-total		553		457		338		411
Cases where pre-existing surcharges were incorporated in tariffs through corresponding increases in tariffs		16		16		11		8
Cases where surcharges were reduced or cancelled without being incorporated in tariffs		69		185		262 [b]		269
CAF	52		87		142		208	
Bunker	9		88		80		51	
Bunker/CAF combined	—		9		—		—	
Suez Canal	—		—		35		8	
Others (preshipment, emergency handling, landing, storage, etc.)	8		1		5		2	
Sub-total		85		201		273		277
TOTAL		638		658		611		688

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

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

[b] Including 2 cases where reductions in general freight rates were reported in 1976, as against 6 in 1975.

Type of surcharge	1974		1975		1976	
	Increase [a]	Decrease [b]	Increase [a]	Decrease [b]	Increase [a]	Decrease [b]
CAF (currency adjustment factors)	2.95	2.71	2.44	3.37	3.00	2.38
Bunker	7.89	3.09	1.10	2.20	1.15	1.37
Bunker/CAF combined	10.75	4.50	—	—		
Suez Canal	—	—	—	3.75	—	1.0
Others (pre-shipment, emergency, handling, landing, storage, etc.)	13.82	—	36.28	—	37.20	—

[a] Including new surcharges.

[b] Including cancellations of surcharges.

86. The number of changes in freight-rate surcharges announced in 1976 (523) was the highest recorded by the UNCTAD secretariat, mainly because of a sharp rise in CAF changes. Thus, 407 CAF changes were announced during the year as compared with 286 such changes in the previous year. The increase in CAF changes reflects increasing fluctuations in currency rates and possibly the increased attention paid to such variations by shipping conferences, some of which announced more than 20 changes in their CAF surcharges during 1976.

87. There were no major changes in bunker prices during 1976. Thus, for example, prices of fuel and diesel oil quoted by Shell for delivery in London remained the same from January to the time of writing. [79] The number of new bunker surcharges or increases of pre-existing surcharges (40) has therefore remained relatively small and the number of reductions or cancellations of such surcharges decreased from 80 to 51.

88. Simple averages of increases and decreases of surcharges in percentage points during the period 1974-1976 were as indicated in the table above.

89. As was the case in the corresponding annex and table in the *Review of maritime transport* prepared by the UNCTAD secretariat for earlier years, annex V and table 26 of this Review do not include port congestion surcharges imposed by liner conferences.

3. Tanker freight rates

90. The behaviour of tanker freight rates during January/September 1976, especially for large and medium size tankers, was somewhat erratic, as may be seen from table 25. This may be attributed to the effect on the market of a considerable amount of laid-up tanker tonnage which could be and indeed was partly reactivated when the market started improving and therefore could prevent a further increase in the rates or even depress rates again. In the last quarter of the year, the market, particularly for handy sizes, was rising steadily owing to increased shipments of oil, which may be explained by anticipations of pending increases in oil prices. The following table shows the rise in tanker rates in the 12-month period ending December 1976:

Type of vessel	Index			Percentage change December 1975-December 1976
	December 1975	Low Jan./April 1976	December 1976	
VLCC/ULCC	20	22	34	70.0
Medium-size crude carriers	50	42	63	26.0
Small crude and product carriers	85	69	104	22.3
Handy size dirty	103	96	147	42.7
Handy size clean	116	103	157	35.3

Source: Table 25.

Table 27

Indices of freight rates of selected commodities exported by developing countries, 1974-1976

(End of quarter) (1968 = 100)

Year and quarter	Commodity				Combined index
	Cocoa	Cotton	Rubber	Tea	
1974					
1st quarter	187.3	201.6	190.8	190.7	194.1
2nd quarter	192.4	205.4	215.0	193.7	202.9
3rd quarter	192.5	221.4	215.0	189.7	207.7
4th quarter	233.1	226.5	216.7	190.2	216.9
1975					
1st quarter	240.7	244.6	245.3	219.8	238.4
2nd quarter	239.1	241.6	242.0	202.2	232.2
3rd quarter	232.0	229.6	228.2	191.4	220.9
4th quarter	250.4	244.2	237.3	184.6	230.0
1976					
1st quarter	256.6	244.4	248.1	183.9	233.5
2nd quarter	256.1	242.9	245.4	179.1	231.1
3rd quarter	261.7	246.8	248.2	178.6	234.0

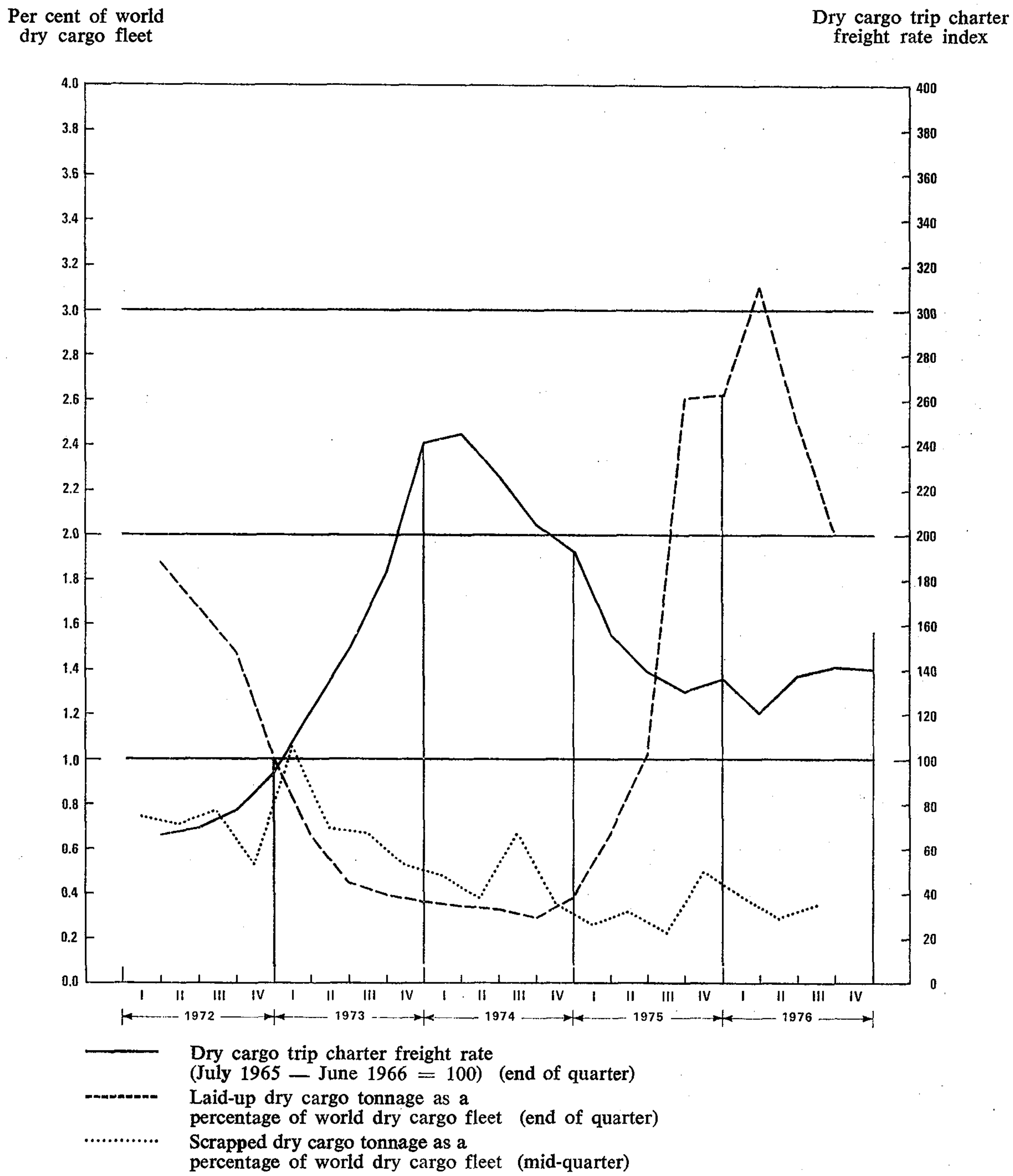
Sources: Compiled on the basis of trade data and freight rates supplied to the UNCTAD secretariat by the Governments or trade organizations, conferences and shipping lines concerned, and of trade data from the following publications: International Tea Committee, *Annual Bulletin of Statistics* (London),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

[79] See *Petroleum Economist* (London), vol. XLIII, No. 11, November 1976, p. 448.

GRAPH 1

The course of freight rate indices and laying-up and scrapping as percentages of world tonnage, 1972-1976

Dry cargo vessels



Sources:

[a] *Dry cargo trip charter freight rate index* (July 1965 — June 1966 = 100): *Norwegian Shipping News* (Oslo), various issues. See also table 28.

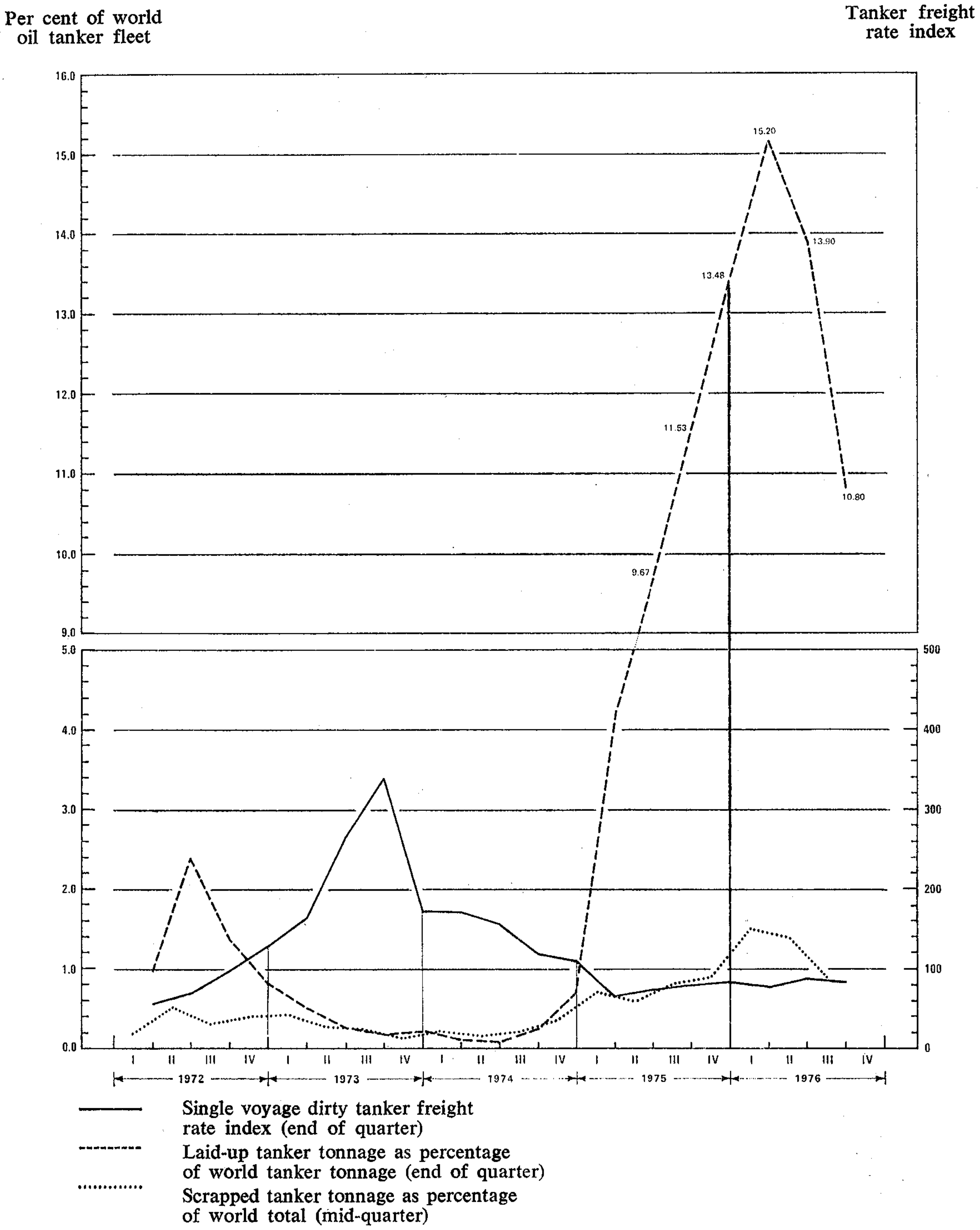
[b] *Laid-up dry cargo tonnage as a percentage of world dry cargo fleet:* compiled by the UNCTAD secretariat on the basis of data provided by the Chamber of Shipping of the United Kingdom (subsequently the General Council of British Shipping) regarding laid-up tonnage and on the basis of world fleet tonnage as published in Institute of Shipping Economics, *Shipping Statistics* (Bremen) various issues. See also table 28.

[c] *Scrapped dry cargo tonnage as percentage of world dry cargo fleet:* compiled by the UNCTAD secretariat on the basis of scrapped tonnage and world fleet tonnage as published in Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues.

GRAPH 2

The course of freight rate indices and laying-up and scrapping as percentages of world tonnage, 1972-1976

Tankers



Sources:

[a] *Single voyage dirty tanker freight rate index* (Worldscale = 100): Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues. See also table 28.

[b] *Laid-up tanker cargo tonnage as a percentage of world tanker fleet:* compiled by the UNCTAD secretariat on the basis of data provided by the Chamber of Shipping of the United Kingdom (subsequently the General Council of British Shipping) regarding laid-up tonnage and on the basis of world fleet tonnage as published in Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues. See also table 28.

[c] *Scrapped tanker tonnage as percentage of world tanker fleet:* compiled by UNCTAD secretariat on the basis of scrapped tonnage and world fleet tonnage as published in Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues.

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

91. The up-dated freight-rate indices for four selected commodities, as well as the combined index, are shown in table 27. The combined index rose by 5.9 per cent from 221 (1968 = 100) at the end of September 1975 to 234 at the end of September 1976, as compared with an increase of 6.4 per cent during the preceding 12-month period.

D. The level of freight rates, laying up and scrapping

92. Graphs 1 and 2, and table 28, illustrate the relation between changes in the level of freight rates and the level of laid-up tonnage for the period 1972-1976. The freight-rate indices are shown on the right-hand vertical axes and the corresponding changes in laid-up and scrapped tonnage as percentages of world tonnage on the left-hand vertical axes.

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

93. Table 29 shows the ratio of liner freight rates to export prices of 13 primary commodities exported from developing countries to Europe in 1964-1975. In 1975, prices for these commodities, except tea and jute, declined between 9 and 54 per cent, while freight rates increased by 4 to 21 per cent for all commodities but one; in the case of cocoa beans shipped from Ghana to Europe, the freight rate declined by almost 9 per cent. This resulted in a substantial increase in the freight ratios for most of the 13 commodities in 1975, as compared with 1974. It may be added that the two commodities showing the largest increase in freight ratios suffered the greatest declines in prices, while the commodity with a reduced freight ratio benefited from a sharp price increase.

Changes in freight ratios (per cent)

	From 1964 to 1975		*From 1974 to 1975*	
	Increase	*Decrease*	*Increase*	*Decrease*
Palm kernels	+168.4		+165.6	
Rubber	+131.2		+68.2	
Jute	+124.1		+7.7	
Coffee (from Brazil)	+98.0		+21.2	
Tea	+60.0			−26.8
Sisal hemp	+52.3		+75.3	
Coffee (from Colombia, Pacific ports)	+40.0		+16.7	
Coffee (from Colombia, Atlantic ports)	+35.7		+18.7	
Tin	+33.3		+45.4	
Cocoa beans (from Ghana)	+9.7		+47.8	
Coconut oil	+3.4		+15.2	
Cocoa beans (from Brazil)		−4.7	+34.4	

TABLE 28

Relationship between changes in freight rates and changes in laid-up tonnage, 1972-1976

	Oil tankers		*Dry cargo vessels*	
Year and (end of) quarter	*Single voyage dirty tanker freight rate index (Worldscale = 100)* [a]	*Laid-up tanker tonnage as a percentage of world tanker tonnage*	*Dry cargo trip charter freight rate index (July 1965 — June 1966 = 100)*	*Laid-up dry cargo tonnage as a percentage of world dry cargo tonnage*
1972				
1st quarter	56	0.96	66	1.88
2nd quarter	69	2.38	69	1.67
3rd quarter	97	1.37	77	1.48
4th quarter	128	0.83	94	1.00
1973				
1st quarter	161	0.51	121	0.66
2nd quarter	267	0.27	149	0.45
3rd quarter	357	0.17	183	0.39
4th quarter	172	0.22	241	0.36
1974				
1st quarter	171	0.11	245	0.37
2nd quarter	155	0.08	226	0.32
3rd quarter	118	0.25	205	0.29
4th quarter	109	0.69	193	0.38
1975				
1st quarter	65	4.12	155	0.67
2nd quarter	73	9.67	139	2.10
3rd quarter	80	11.53	130	2.61
4th quarter	83	13.48	136	2.63

TABLE 28 (*continued*)

Relationship between changes in freight rates and changes in laid-up tonnage, 1972-1976

Year and (end of) quarter	*Oil tankers*		*Dry cargo vessels*	
	Single voyage dirty tanker freight rate index (Worldscale = 100) [a]	*Laid-up tanker tonnage as a percentage of world tanker tonnage*	*Dry cargo trip charter freight rate index (July 1965 — June 1966 = 100)*	*Laid-up dry cargo tonnage as a percentage of world dry cargo tonnage*
1976				
1st quarter	77	15.2	121	3.1
2nd quarter	87	13.9	137	2.5
3rd quarter	83	10.8	141	2.0
4th quarter	. .	. .	140	. .

Sources: Tanker freight index: Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues; dry cargo index: *Norwegian Shipping News* (Oslo), various issues; laid-up tonnage compiled on the basis of data on laid-up tonnage in terms of grt for tankers and dry cargo vessels published by the Chamber of Shipping of the United Kingdom and on world tanker and dry cargo fleets in Institute of Shipping Economics, *Shipping Statistics* (Bremen), various issues.

[a] Worldscale as applicable in the respective year.

TABLE 29

The ratio of liner freight rates to prices of selected commodities, 1964, 1970 and 1972-1975

Commodity and route	*Freight rate as a percentage of price* [a] [b]					
	1964	1970	1972	1973	1974 [c]	1975
Rubber						
Singapore/Malaysia-Europe	8.0	10.5	15.4	9.2	11.0	18.5
Tin						
Singapore/Mayasia-Europe	1.2	1.2	1.6	1.4	1.1	1.6
Copra						
Philippines-Europe	11.0	14.0	22.1	9.3 [d]	. . [e]	. . [e]
Jute						
Bangladesh-Europe	8.7	12.1	12.6	15.8	18.1	19.5
Sisal hemp						
East Africa-Europe	8.4	19.5	18.1	10.0	7.3	12.8
Cocoa beans						
Ghana-Europe	3.1	2.4	3.9	3.1	2.3	3.4
Coconut oil						
Sri Lanka/Europe	8.8	8.9	14.5	—	7.9	9.1
Tea						
Sri Lanka-Europe	6.5	9.5	8.2	10.1	14.2	10.4
Coffee						
Brazil-Europe	4.9	5.2	6.7	7.0	8.0	9.7
Palm kernels						
Nigeria-Europe	9.5	8.8	16.9	7.2	9.6	25.5
Coffee						
Colombia (Atlantic ports) Europe	4.2	4.2	4.2	3.9	4.8	5.7
Cocoa beans						
Brazil-Europe	8.6	7.4	10.7	6.9	6.1	8.2
Coffee						
Colombia (Pacific ports) Europe	4.5	4.5	5.0	4.3	5.4	6.3

Sources: Data supplied by the Royal Netherlands Shipowners' Association, except for the price of sisal hemp, which was taken from UNCTAD, *Monthly Commodity Price Bulletin,* December 1976.

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

[b] Freight rates include Suez Canal varying surcharges, when applicable. Whenever a conversion of freight rates to other currencies has been necessary for 1975, this was based on currency parities as published in United Nations, *Monthly Bulletin of Statistics,* vol. XXX, No. 8 (August 1976), and valid as at the end of 1975. Annual freight rates were calculated by taking a weighted average of various freight rates quoted during the year, weighted by their period of duration.

[c] In 1974, prices of sisal hemp and palm kernels were taken respectively from UNCTAD, *Monthly Commodity Price Bulletin,* November 1975, and *Monthly Commodity Price Bulletin, Special Supplement, 1960-1974* (July 1975).

[d] Ratio of liner freight rates to price for the period from 1 January 1973 to 16 October 1973.

[e] Liner freight rates for copra Philippines-Europe are open-rated.

Chapter VI

PORT DEVELOPMENTS

A. Introductory remarks

94. This chapter is a new addition to the *Review of maritime transport* which aims to provide an annual survey of major port developments, with emphasis on ports in developing countries and on trends in developed countries which will have an impact upon the shipping and ports industries of developing countries. As this is the first survey, it covers both 1975 and 1976.

95. Data contained in annex II below on world seaborne trade according to geographical areas give a general picture of the volume of traffic in particular regions. In addition, United Nations statistics [80] comprise figures for goods loaded and unloaded in international traffic by countries. Most of the countries also report the volume of traffic in their major ports. But, unlike developments in shipping, developments in port capacities or port projects are not systematically analysed on a worldwide basis in periodical reports. As an alternative, the UNCTAD secretariat has attempted to build up data on a sample of pilot ports which may facilitate comparisons from year to year.

96. This year's sample covers 55 ports which responded to the UNCTAD secretariat's request for information. Data on these ports, whose combined traffic amounts to nearly 1,000 million metric tons, are reproduced in table 30. In requesting information the secretariat aimed at securing adequate geographical representation, but with emphasis on developing countries; 3 out of 4 of the ports in the table are in developing countries, where the tonnages are generally smaller than in developed countries, although proportionately just as important to the economies of the countries concerned. Lack of representation in certain regions is attributable to lack of response.

97. The pilot ports are basically general cargo ports; this approach is intentional, as developments in regard to specialized dry or liquid bulk ports have been only recently examined in an UNCTAD report [81] and are frequently reported in the trade press.

98. In addition to the data shown in table 30, the secretariat also sought data on the productivity of pilot ports for different classes of traffic, but the response was incomplete and the criteria adopted appeared to lack the uniformity needed for comparative purposes. It was therefore decided not to present the results this year.

99. In the absence of data for past years, it is clearly impossible to indicate any trends, but it is intended that, in future years, data on the pilot ports will be used to discern trends in the types of cargo handled, the traffic levels, and the facilities being provided or planned.

B. Demand for port services

100. The decline in seaborne trade noted in chapter I is directly reflected in the global port traffic figures for 1975, although its effect was not equal for all regions or even for different ports within the same region. There was a general decline in the ports of developed countries (20 per cent), but the traffic movement in developing countries was far less uniform. Certain ports, especially in the oil producing regions, saw a record increase in traffic and particularly in general cargo traffic. This led to widespread port congestion, which is discussed below.

101. Congestion problems have led shipowners to introduce container and roll-on/roll-off services on routes between developing and developed countries. The results of these new "anti-congestion" services do not yet show in the 1975 table listing the 100 largest container ports in the world, published by *Containerisation International* (London).[82] This list does, however, contain a number of developing country ports, which are included in table 31 below. All these ports show a very large growth rate for container traffic and available data for 1976 indicate a continuation or accentuation of growth rates. While not among the 100 biggest container ports, some ports in developing countries nevertheless handle significant container traffic. These include, for example, the ports of Pusan (187,000 units), Santo Tomás de Castilla (160,000 tons of roll-on/roll-off cargo), Lagos (123,600 tons of container cargoes), and Douala (92,000 tons of container cargoes). It is possible that the 1976 and 1977 listing of major container ports will include not only the developing country ports mentioned, but also the ports of Jeddah, Dammam, Sharjah, Bandar, Shahpur, Aqaba, Bangkok, Puerto Cortez, Santos, Bridgetown, Abidjan, Dakar and others.

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80 United Nations, *Statistical Yearbook, 1974* (United Nations publication, Sales No. E/F.75.XVII.1), tables 1, 5, 9 and 16.

81 "Technological change in shipping and its effects on ports—the impact of technological developments in bulk traffics on port facilities: report by the UNCTAD secretariat" (TD/B/C.4/129/Supp.5).

82 *Containerisation International Year Book 1976* (London).

TABLE 30

Data on pilot ports, 1975

Port	Country	Conventional break-bulk berths	Container berths	Roll-on/roll-off berth	Liquid bulk berth	Dry bulk berth	Other specialized berth	Total	Tons handled in 1975 (metric tons)	Storage areas: Covered m²	Storage areas: Semi-covered m²	Storage areas: Open m²
Alexandria	Egypt	19	4	4	14	26	4	71	16 362 000	122 000	—	81 600
Algiers	Algeria	35	—	5	4	1	9	54	4 168 000	98 000		621 000
Antwerp	Belgium	220	15	7	55	65	—	362	60 480 000	1 898 000	269 000	3 505 000
Assab	Ethiopia	3	1	1	3	1	—	9	1 115 000	127 100	29 000	54 000
Bandar Abbas	Iran	5	—	1	1	—	—	7	3 368 000	28 000	—	466 000
Bangkok	Thailand	9	2	—	—	—	—	11	2 267 000	168 000	—	164 000
Banjul	Gambia	3	—	—	—	—	—	3	231 000	. .	. .	. .
Bilbao	Spain	5	2	1	6	2	1	17	18 684 000	124 000	2 000	324 000
Calcutta	India	31	—	—	8	3	—	42	7 699 000	893 000	—	223 000
Casablanca	Morocco	28	4	—	4	11	3	50	14 553 000	109 000	78 000	160 000
Cochin	India	7	1	1	2	3	—	14	4 249 000	67 000	—	. .
Colombo	Sri Lanka	15	—	—	2	1	1	19	4 236 000	195 000	—	. .
Cotonou	Benin	4	—	—	2	—	2	8	755 000	47 000	—	550 000
Dairen	China	46	—	—	6	—	—	52	. .		1 000 000	
Dar es Salaam	United Republic of Tanzania	11	—	—	1	—	—	12	3 694 000 (1974)	92 000	—	93 000
Douala	United Republic of Cameroon	9	—	1	1	2	1	14	2 000 000	66 000	—	52 000
Freetown	Sierra Leone	5	1	—	—	—	—	6	3 184 000	16 000	500	46 000
Guayaquil	Ecuador	14	—	—	—	—	—	14	revenue tons 1 634 000	61 000	—	188 000
Gothenburg	Sweden	81	6	16	36	—	—	139	23 953 000	186 000	4 000	1 483 000
Hong Kong		11	10	1	11	—	2	35	14 500 000	976 000 tons	+162 000 m²	container freight station capacity
Khulna (Chalna)	Bangladesh	no alongside berths available							1 535 000	. .	. .	. .
Kingston	Jamaica	7	3	1	3	2	—	16	3 107 000	49 000	—	299 000
Kobe	Japan	136	11	—	—	18	7	172	34 000 000	1 111 000	—	125 000
Koper	Yugoslavia	8	1	1	2	1	—	13	1 867 000	155 000	4 000	189 000
Jeddah	Saudi Arabia	12	—	—	2	—	—	14	5 150 000	77 500	4 000	963 000
Lae	Papua New Guinea	3	—	—	—	—	—	3	631 000	14 000	—	37 000
Lagos	Nigeria	13	1	—	3	4	—	21	5 225 000	126 000	—	131 000
London	United Kingdom	46	9	4	24	33	5	121	45 600 000	400 000	27 000	790 000
Long Beach	United States of America	18	9	3	7	7	15	59	27 543 000	245 000	—	1 818 000
Manila	Philippines	23	2	1	—	—	—	26	revenue tons 2 535 000	68 000	—	143 000
Marseilles	France	71	3	18	42	17	2	153	95 782 000	441 000	—	1 389 000
Massawa	Ethiopia	1	1	1	2	2	—	7	286 000	76 000	21 300	33 600
Mogadishu	Somalia	no alongside berths available							374 000	11 000	—	10 000
Mombasa	Kenya	15	—	—	3	2	1	21	5 805 000	. .	. .	. .
Monrovia	Liberia	4	—	—	2	6	2	14	10 893 000	195 000	24 000	132 000
Montreal	Canada	81	8	3	29	21	2	144	22 664 000	255 000	—	352 000

TABLE 30 (*continued*)

Data on pilot ports, 1975

Port	Country	Conventional break-bulk berths	Container berths	Roll-on/roll-off berth	Liquid bulk berth	Dry bulk berth	Other specialized berth	Total	Tons handled in 1975 (metric tons)	Storage areas: Covered m²	Storage areas: Semi-covered m²	Storage areas: Open m²
Nakhodka	USSR	7	1	—	1	2	8	19	9 027 000	90 000	43 000	229 000
Nassau	Bahamas	3	1	—	—	—	—	4	173 000	5 000	—	4 000
New York	United States of America	68	37 [a]	—	50	20	6	181	53 800 000 [b]	1 343 000	—	6 474 000
Pointe Noire	Congo	9	—	—	1	1	—	11	5 602 000	59 000	16 000	604 000
Port Kelang	Malaysia	11	2	—	—	—	—	13	4 859 000	136 000	4 000	46 000
Port Rashid	United Arab Emirates	16	—	—	—	1	3	20	4 138 000 [c]	88 000	—	162 000
Rangoon	Burma	13	—	—	—	—	—	13	1 650 000	58 000	4 000	79 000
Rotterdam	Netherlands	224 [d]	15	10	86	[d]	—	335	273 185 000	1 064 000	14 000	8 135 000 tons
San Juan	Puerto Rico	22	14	2	2	2	—	42	11 706 000	74 000	—	589 000
Santo Tomás de Castilla	Guatemala	6	—	1	1	—	—	8	1 020 000	52 000	4 000	120 000
Shanghai	China	not specified						90	. .		1 000 000	
Singapore		43	4	—	12	—	—	59	52 099 000 freight tons	422 000	—	371 000
Sydney-Port Jackson	Australia	49	5	4	7	3	2	70	21 979 000	189 000	—	165 000
Tamatave	Madagascar	5	—	—	2	1	—	8	1 757 000	58 000	1 000	70 000
Tampico	Mexico	7	—	—	2	4	—	13	9 669 000	27 200	1 000	31 500
Tunis-Goulette	Tunisia	11	—	1	1	2	1	16	. .	47 000	—	210 000
Valparaiso	Chile	10	—	—	—	2	—	12	1 185 000	97 000	—	66 000
Vancouver	Canada	20	4	1	5	20	4	54	38 457 000	167 000	10 000	1 084 000
Whampoa	China	not specified						16	. .		434 000	

Source: Compiled by the UNCTAD secretariat on the basis of responses by the respective ports.

[a] Seven of the container berths have roll-on/roll-off capability.

[b] Foreign trade only.

[c] Cubic metres excluding oil.

[d] Bulk berths are included in the total break-bulk berth figure.

TABLE 31

Leading container ports in developing countries and territories, 1975

Port	TEU handled in 1975	Growth over 1974 (per cent)	World rank
Hong Kong	802,283	+10.47	4
Singapore	191,568	+24.87	28
Manila	95,176	+44.70	46
Port Kelang	55,610	+74.02	64
Kingston	51,317	+64.46	66
Santos	28,260 [a]	—	89
Port of Spain	16,843 [a]	—	100
TOTAL	1,241,057		

Source: Based on data in *Containerisation International* (London), vol. 10, No. 9, Sept. 1976 and *Containerisation International Year Book, 1976* (London).
[a] 1974 figure.

C. Supply of port services

102. Possibly the most significant port development of 1975-1976 is the impressive effort made by ports in developing countries to provide facilities to handle both additional traffic, larger vessels, and new types of vessels. The extent of new development plans, and the urgency with which they are being pursued, has never before been equalled. The short list in table 32 is by no means exhaustive, but it mentions some of the more striking schemes at present being undertaken and indicates the investments involved.

103. Some even larger development projects are at present being planned or built in the Middle East and in particular in the Persian Gulf, as illustrated by the following three examples:

(a) *United Arab Emirates—Dubai.* In addition to the extension works at Port Rashid (adding another 22 berths to the existing 15 at a cost of $230 million), a totally new harbour at Jebel Ali will be constructed at an estimated cost of $765 million. The facilities will include 74 new berths and an industrial and free zone.[83]

(b) *Saudi Arabia.* Four major port projects have been announced, for Jeddah,[84] Dammam,[85] Jubail[86] and Ras Al Mish'ab.[87] The latter two are mainly industrial port developments and are estimated to cost respectively $1.5 billion and $160 million. The former two projects aim at modernizing and extending the existing ports of Jeddah and Dammam and are valued in excess of $1,000 million each.

(c) *Iran.* Three major projects are being planned: the extension and/or rehabilitation of the existing ports of Khorramshahr and Bandar Shapour and the construction of a new port at Bandar Abbas. The latter scheme, worth $800 million, comprises the building of 20 berths and two terminals, with completion scheduled for 1979.[88]

83 *Seatrade* (Colchester, England), vol. 3, No. 8, August 1976, p. 71.

84 *Lloyd's List* (London), 16 June 1976.

85 *Dredging and Port Construction* (London), series II, vol. III, No. 21, July 1976, p. 17.

86 *Journal pour le transport international* (Basel), XXXVIIth year, No. 40, 1 October 1976 p. 4663.

87 *Dredging and Port Construction* (London), series II, vol. III, No. 23, September 1976, p. 11.

88 *Ibid.*, No. 24, October 1976, p. 29.

TABLE 32

Port improvement schemes in selected developing countries

Country	Port improvement schemes
Algeria	Arzew: construction of a new gas liquefaction plant with an annual capacity of 15.75 billion m^3 at a cost of approximtely $1.5 billion for commencement 1980.[a]
Libyan Arab Jamahiriya	Construction from 1973 of the Inner Harbour Scheme, at Tripoli at a cost of over $500 million. Completion expected by 1980.[b]
Morocco	Construction plans (announced at the end of 1976) for a phosphate export terminal at Jorf Lasfer. Expected investment cost of approximately $120 million. Completion date 1980.[c]
Nigeria	Expansion plans, decided in 1976, to triple the five-year ports development plan 1975-1980, originally estimated to cost 322 million naira (approximately $500 million). The Nigerian Ports Authority now plans to provide by 1980 some 60 additional berths and a container terminal.[d]
Brazil	The Brazilian port development plan 1975-1979 involving investments of $1.5 billion for the extension of all major ports (including Manaus, Belem, Salvador, Rio de Janeiro, Santos, Rio Grande, among others.[e]
Venezuela	Improvement of the ports of Puerto Cabello, La Guaira, Maracaibo and Guanta at a cost of 700 million bolívars (approximately $165 million.[f]

TABLE 32 (*continued*)

Port improvement schemes in selected developing countries

Country	*Port improvement schemes*
India	The commissioning, in 1976 of Visakhapatnam's outer harbour, which is India's most mechanized and deepest draught port, able to receive 100,000 dwt bulk-carriers and load 10.12 million tons of iron ore per annum. This scheme was constructed at a cost of $100 million and is one of four major ports schemes in India scheduled for completion in 1976 (the others concern Haldia at a cost of $150 million, Mormugao at a cost of $80 million, and New Tuticorin at a cost of $55 million).[g]
Pakistan	Commencement of construction, in 1976, of the country's second deep-sea port at Port Qasim to include 12 berths (8 berths in a first phase) with a throughput capacity of 13 million tons. The first phase ending 1980 will cost approximately $270 million.[h]

Source: Compiled by the UNCTAD secretariat on the basis of the following sources:

[a] *Seatrade* (Colchester, England), vol. 6, No. 8, August 1976, p. 39.

[b] *The Dock and Harbour Authority* (London), vol. 57, No. 670, September 1976, pp. 158-160.

[c] *Lloyd Anversois* (Antwerp), 7 December 1976.

[d] *Marine Week* (London), vol. 3, No. 16, 16 April 1976, p. 9, and *Cargo Systems International* (London), vol. 3, No. 10, October 1976, p. 21.

[e] *Lloyd Anversois* (Antwerp), 14-16 June 1975.

[f] *Marine Week* (London), vol. 9, No. 29, 16 July 1976, p. 7.

[g] *Fairplay International Shipping Weekly* (London), vol. 258, No. 4840, 27 May 1976, p. 7.

[h] *Ibid.*, vol. 259, No. 4854, 2 September 1976, p. 13.

104. Most of the above-mentioned development schemes are by any standards enormous and indicate the response to the growing demand for port facilities. As the typical lifetime of a berth is between 40 and 50 years, technological changes may create problems with regard to the adaptation of the terminals in the future. This raises the question as to whether the right type of facilities are being provided.

105. Further port projects were announced in 1975 and in 1976 under financial aid schemes from such international lending institutions as the World Bank, the Asian Development Bank or the Inter-American Development Bank. Table 33 gives as an example details of World Bank loans for port development granted in 1975-1976. In general, these schemes are much smaller than those mentioned above, but for the countries involved these development plans constitute an important move towards the improvement of their maritime transport organization. It is interesting to note that, for four out of the eight projects listes, the Governments concerned, have the advantage of soft IDA terms.

D. Adequacy of port service

106. Port service can be said to be inadequate when traffic has to be restricted for lack of port capacity or when traffic uses a port only at excessive cost. The only clear evidence of inadequacy is port congestion, which has been observed in many ports during 1976. Apart from the situation in oil-exporting countries, grain loading facilities in the United States of America and discharging facilities in Europe have been the scene of intermittent congestion, while various ports in South and Central America and in Africa and Asia have experienced congestion with general cargo trades.

107. The clearest evidence of port congestion is ship waiting. An indicator of the extent of ship waiting which has been used in earlier reports by the UNCTAD secretariat, [89] is the average of waiting times for general cargo vessels reported for a number of ports intermittently subject to congestion. [90] Monthly figures for the first four months of each year since 1971 show the following progression :

	1971	*1972*	*1973*	*1974*	*1975*	*1976*
Ship waiting days	2.2	2.3	4.0	4.8	14.3	39.5

Since reports tend to come from the regions of most severe congestion, they are not representative of worldwide port conditions; rather, they show how the cases of severe congestion have become much more serious. The number of ports included in the survey has increased from 25 in 1971 to 37 in 1976.

108. Although the situation has deteriorated rapidly in recent years, there was evidence during 1976 of stabilization and then slight recovery. The same indicator prepared monthly for 1976 gives the following picture :

January	42.5 days	July	40.6 days
February	37.1 days	August	31.9 days
March	35.8 days	September	31.7 days
April	41.5 days	October	29.0 days
May	35.1 days	November	33.9 days
June	33.3 days	December	27.7 days

89 "Port congestion: note by the UNCTAD secretariat" (TD/B/C.4/142); "Port congestion surcharges; policy issues—report prepared by the UNCTAD secretariat" (TD/B/C.4/130).

90 Compiled on the basis of information contained in the Baltic and International Conference *Weekly Circular*. Examination of waiting time figures from other sources, notably *Journal de la marine marchande et de la navigation aérienne* (Paris) and *Journal of Commerce* (Liverpool), confirm the over-all picture.

109. Although these figures suggest an improvement, ship waiting times may have been reduced by measures aimed at diverting or restraining traffic, and consequently the reduction in waiting time does not necessarily imply that the underlying problems and consequences of port congestion have been solved in equal proportion with that reduction.

110. These measures may take the form of prohibition of ship arrivals without prior permission by the port authority; restriction of import licences by governmental action; suspension of services by shipping lines; choice of alternative cargo routes by shippers. Since these measures have been reported at different ports, it is not possible to gauge whether the undesirable consequences of port congestion are necessarily declining.

111. Measures to reduce congestion have included routine projects for port expansion, but many innovations have been seen which might be effective in the shorter term. Examples are: a trend towards more ro/ro traffic; the opening up of disused or coastal ports for deep sea traffic; the installation of floating piers as described in paragraphs 113-114 below and trials of systems with amphibious vehicles and even helicopters; the hiring of foreign management teams; the setting up of committees to overcome institutional causes of congestion. Some of these measures might be expensive in comparison with orderly port development, but less so in comparison with the costs of ship waiting.

TABLE 33

World Bank loans or credits for port development granted in 1975-1976

Country	*Type and date*	*Amount of loan/credit (million dollars)*	*Total project cost (million dollars)*	*Project particulars*
Bangladesh	IDA, September 1975	4.6	7.2	Repairs to offshore oil terminal at Chittagong. (Supplement to the $ 4.1 million loan granted in August 1973). Maturities: 1984/2023. Service charge: 0.75 per cent.
Democratic Yemen	IDA, August 1975	3.2	17.6	Rehabilitation of the port of Aden. Co-financing from the Arab Fund for Economic and Social Development. Maturities: 1985/2025. Service charge: 0.75 per cent.
Ecuador	World Bank, May 1976	33.5	83.6	Improvement of institutional and operating conditions of the port of Guayaquil, including construction of a first bulk cargo terminal. Maturities: 1980/2000. Interest rate: 8.5 per cent.
Egypt	World Bank, April 1976	45.0	151.0	Rehabilitation and modernization of the port of Alexandria. Co-financing expected from USAID and the Overseas Economic Co-operation Fund of Japan. Maturities: 1981/2000. Interest rate: 8.5 per cent.
Honduras	World Bank, July 1975	3.0	. .	Supplement to the $6 million World Bank loan of June 1971. Maturities: 1977/1991. Interest rate: 8.5 per cent.
Mauritania	IDA, October 1975	8.0	27.55	Improvement of the port of Nouadhibou. Co-financing from the Kuwait Fund for Arab Economic Development and the Caisse centrale de coopération. Maturities: 1986/2025. Service charge: 0.75 per cent.
Nicaragua	World Bank, July 1975	5.0	. .	Amendment to a 1973 loan to the Corinto port authority, increasing it from $11 million to $16 million. Maturities: 1979/1999. Interest rate: 8.5 per cent.
Somalia	IDA, September 1975	5.2	6.45	Expansion of the port facilities at Mogadiscio by breakwater extension and addition of a berth. Maturities: 1985/2025. Service charge: 0.75 per cent.

Source: Compiled by the UNCTAD secretariat on the basis of the World Bank *Annual Report 1976,* Washington, D.C.

E. Structural developments

1. Technical innovations

112. The appearance of new shipping and cargo-handling techniques has opened up new opportunities for cargo diversion and re-routing to avoid using ports which provide inadequate service. Shipowners can thus by-pass traditional ports which they could not have by-passed with traditional break-bulk methods.

113. In the Persian Gulf, traditional port patterns have been changed by the increased use of barge-carrying systems, the commencement of operations by the E.A.S.T. line, and by the Recon line. The E.A.S.T. line carries roll-on cargo on a sea-going barge (capacity 532 TEU) which is towed between Marseilles and Yenbo (Saudi Arabia). Yenbo was a minor cement port but was chosen for its proximity to the highway system linking Jeddah, Riyadh and Damman. [91] The Recon line links north-west Europe with the heavily congested port of Jeddah, by using 350 TEU converted container ships to discharge containers on to a 3,300 dwt roll-on pontoon (60 m × 19 m, with a draught of 8 feet), which is then discharged in a shallow part of the port, from where containers are dispatched to a private terminal outside the port boundaries. [92]

114. At other points in the Persian Gulf, barge jetties have been constructed (e.g. at Dammam and Bahrain), [93] while Japanese and Netherlands consortia have developed proposals for the construction of "instant ports".[94] While the latter are proposed as "temporary" solutions, they could become a more permanent solution.

2. Management assistance

115. Management assistance has been sought by some ports in developing countries on a scale hitherto unknown, with external organizations actually taking over the daily operations of certain terminals or even complete ports. Noteworthy examples include the management of eight conference lines' general cargo berths at Shuwaikh (Kuwait) and the management of the port of Dammam (Saudi Arabia) by a company with which the Mersey Docks and Harbour Board and the Scruttons Group of London are associated. The American container operator Seatrain Lines Inc. has been appointed to operate and develop all ports of the Emirate of Sharjah, while the Sharjah Port Authority has entered into an agreement with Associated Container Transportation Services Ltd. of the United Kingdom to provide operational assistance with regard to the Sharjah Container Terminal. The Saudi Arabian Government has awarded a contract to Gray Mackenzie to assist in the operation of the port of Jeddah.

116. In conditions of urgency and fast technological change, this type of assistance may prove of great value in solving operational problems and in providing on-the-job training for the local counterparts at the same time. Such schemes, however, infringe upon the independence of port authorities and indicate the critical lack of qualified personnel at all levels, but particularly at the middle management and operating levels. There is an increasing need to step up the training of port personnel through courses, seminars and workshops, in order to build up competent and well-staffed port organizations, which remain the best guarantee of adequate and efficient services for port users.

3. The search for flexibility

117. Future traffic patterns (with regard to volume, mode of transport and packaging type) are becoming less and less predictable in the period of transition most developing country ports are experiencing at present, and as a result port authorities are seeking flexibility in their operations. The same reasons which led the UNCTAD secretariat to propose a multi-purpose terminal in chapter IV of its study on technological developments in shipping [95] also accelerated the utilization of more versatile operating equipment such as mobile cranes for handling seagoing ships (with average capacities of 30-40 tons and outreaches of up to 30 metres capable of handling containers), inflatable shed and demountable shed constructions and simplified movable ro/ro spans, to name some of the more striking developments. It must be stressed that operational flexibility is at present an objective of all ports in all regions, as this allows them to meet the demands presented by rapidly changing technical and trading conditions.

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[91] *Lloyd Anversois* (Antwerp), 14 May 1976; *Lloyd's List* (London), 15 May 1976.

[92] *Lloyd Anversois* (Antwerp), 8 May 1976; *Fairplay International Shipping Weekly* (London), vol. 258, No. 4838 (13 May 1976), p. 15.

[93] *Fairplay International Shipping Weekly* (London), vol. 260, No. 4859, 7 October 1976, p. 31.

[94] *Ibid.*, vol. 260, No. 4867, 2 December 1976, p. 65; brochure "Instant Harbour", prepared by the Netherlands Consortium Instant Harbour, P.O. Box 1425, Rotterdam, Netherlands.

[95] "Technological change in shipping and its effects on ports—the impact of unitization on port operations: report by the UNCTAD secretariat" (TD/B/C.4/129/Supp.1 and Corr.1).

Chapter VII

OTHER DEVELOPMENTS

A. Code of Conduct for Liner Conferences

118. Article 49, paragraph 1, of the Convention on a Code of Conduct for Liner Conferences provides that the Convention "shall enter into force six months after the date on which not less than 24 States, the combined tonnage of which amounts to at least 25 per cent of world tonnage, have become Contracting Parties to it ...". By the end of 1976, 17 countries, accounting for 2.92 per cent of the relevant world tonnage, had become contracting parties. [96]

119. During the year 1976, support for the Code was reaffirmed by three intergovernmental meetings: the Ministerial Conference of the States of West and Central Africa on Maritime Transport, [97] the Conference on Economic Co-operation among Developing Countries, [98] and the Fifth Conference of Heads of State or Government of Non-Aligned Countries. [99] Three countries (Belgium, France and the Federal Republic of Germany) of EEC are understood to have agreed to delay taking a decision to become contracting parties pending further consideration of the question within the Community. As far as is known, up to the end of the year no country had taken a firm decision against becoming a contracting party.

B. Unitization

120. The general trend towards containerization on routes previously served by conventional liner vessels continued throughout 1976. New container services were inaugurated or planned for liner trades between the Caribbean and Europe, South-East Asia and Australia, New Zealand and Japan, and between North Africa and Southern Europe. Most of these developments involved the formation of consortia, which will lead to a certain rationalization of operation. In addition, some of the existing container services expanded their coverage of ports in developing countries.

121. However the major developments in unitization occurred in regard to the congested areas of the Persian Gulf, the Red Sea and West Africa, where the problems of port congestion have led to the introduction of new techniques.

122. Operators have introduced container vessels with ship-board gear and ro/ro vessels with ship-board ramps in all these areas, and LASH vessels into the Gulf and the Red Sea. Ro/ro techniques have involved not only self-propelled ro/ro vessels but also the use of ro/ro barges which are towed from southern Europe to the Red Sea. Certain operators have also adopted the techniques of discharging containers in stream onto pontoons, which are subsequently towed for discharge in shallow waters.

123. The sudden upswing in the demand for ro/ro vessels for the Red Sea and Gulf services has undoubtedly been the main influence behind the increase in the world order book for these vessels, as noted earlier. However, as all the ports in the congested areas are pursuing construction programmes, divergent views are being expressed on the question of whether these vessels will continue to maintain their advantageous position once adequate berthing facilities are available for other types of vessels.

124. It is too early to judge what impact these new systems may have had either upon the general level of freight rates applicable to these trades or upon the total transport costs of the shippers and consignees concerned. The current situation, with the high level of congestion and congestion surcharges, is too abnormal to permit a thorough assessment to be made.

C. Activities related to the tanker surplus

125. Following preliminary discussions in INTERTANKO and the informal Tanker Advisory Forum in the second half of 1975, IMIF was set up in early 1976 with an independent Chairman and an advisory council comprising shipowners, shipbuilders, shipping bankers

[96] In this connnexion, see "Status of the Convention on a Code of Conduct for Liner Conferences—position as at 11 January 1977: note by the UNCTAD secretariat" (TD/B/C.4/162). For the text of the Convention, see *United Nations Conference of Plenipotentiaries on a Code of Conduct for Liner Conferences*, vol. II, *Final Act (including the Convention and resolutions) and tonnage requirements* (United Nations publication, Sales No. E.75.II.D.12).

[97] Report of the Second Ministerial Conference of West and Central African States on Maritime Transport, Douala, 18-21 February 1976.

[98] For the report of the Conference on Economic co-operation among Developing Countries (Mexico, 13-22 September 1976), see TD/B/628 and TD/B/628/Add.1).

[99] For the report on the Fifth Conference of Heads of State or Government of Non-Aligned Countries (Colombo, 16-19 August 1976), see A/31/197, annexes I-IV.

and oil company representatives.[100] The aim of IMIF is to find acceptable measures to deal with the world surplus of tanker capacity.

126. The measures originally considered included slow-steaming, scrapping, new building cancellations, the use of tankers for emergency oil stock piles, the introduction of the segregated ballast tank system for existing tankers, the adjustment of load lines to reduce the carrying capacity of the existing fleet as an interim step before segregated ballast is introduced, and lay-up schemes. These proposals are still under discussion. Both INTERTANKO and IMIF are emphasizing the importance of the accelerated scrapping of obsolete tanker tonnage and the conversion of tankers into cleaning stations/reception facilities as means of reducing tanker over-capacity.[101]

D. Co-operation among developing countries in the field of shipping

127. Further emphasis was given in 1976 to the question of co-operation among developing countries in the field of shipping. Thus, the Manila Declaration and Programme of Action, adopted by the Group of 77 at its Third Ministerial Meeting in January/February 1976, stressed *inter alia* the desirability of promoting subregional co-operation among developing countries, and in particular island developing countries, towards the establishment of consortia or international companies to develop trade between these countries.[102] Shipping and the need for co-operation among developing countries in this field were also given prominence at the fifth Conference of Heads of State or Government of Non-aligned Countries[103] and the twelfth plenary meeting of the Conference on Economic Co-operation among Developing Countries (Mexico City, September 1976), and to a lesser extent at the fourth session of the United Nations Conference on Trade and Development.[104]

E. Joint ventures between developing countries

128. During the course of the year 1976, three new joint ventures were reported: between Kuwait and Senegal, resulting in the formation of the Société Sénégalaise de Navigation Maritime, Dakar; between Gabon and Kuwait, resulting in the establishment of the Société nationale des transports maritimes du Gabon Libreville; and between Bahrain, Iraq, Kuwait, Qatar, Saudi Arabia and the United Arab Emirates, resulting in the establishment of the United Arab Shipping Co.

129. Two joint ventures whose formation was announced in 1975 commenced operations in 1976: NAMUCAR (the Multinational Caribbean Shipping Company, formed by Costa Rica, Cuba, Jamaica, Mexico, Nicaragua, Trinidad and Tobago, and Venezuela) which commenced operations with time-chartered vessels; and the Jamaica Merchant Marine (a joint venture between Jamaica and Mexico). In addition, the previously established Irano-Hind Shipping Company (a joint venture between the Shipping Corporation of India Ltd. and the Arya National Shipping Lines of Iran) was expanding its operations and acquired four owned vessels which were supplemented by chartered tonnage.

130. A new liner conference, the Brazil/Nigeria/Brazil Freight Conference, was established by Lloyd Brasileiro and the Nigerbras Shipping Line (the latter being a joint venture between interests in the Federal Republic of Germany and Nigeria).

F. Joint ventures between developed and developing countries

131. Five new ventures between developed and developing countries were reported in 1976. These involved the establishment of the Irano-British Shipping Co. Ltd. (a joint tanker company formed by the United Kingdom based BP Tanker Co. and the National Iranian Tanker Co.);[105] Office Guinéen pour le Transport Maritime (a company formed by the Republic of Guinea and a consortium of Spanish and Danish interests operating as Afrobulk Ltd. of Monrovia for the purpose of acting as maritime consultants and operating vessels

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[100] *Seatrade* (Colchester, England), vol. 6, No. 2, February 1976, p. 16. The United States oil companies did not participate in the establishment of IMIF, reportedly on account of United States antitrust considerations (*ibid.*).

[101] See the following reports prepared by INTERTANKO (Rädhusgaten 25, Post Box 1452, Vika, Oslo 1): "Should scrapping of obsolete tankers be accelerated?", September 1976; "Tankers as tank cleaning stations/ballast and slop reception facilities", June 1976; also *Lloyd's List* (London), 11 September 1976, p. 1; *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2961, 16 September 1976, p. 2300; *The Journal of Commerce* (New York, N.Y.), 20 September 1976, pp. 32-33.

[102] For the text of the Manila Declaration and Programme of Action, see *Proceedings of the United Nations Conference on Trade and Development, Fourth Session,* vol. I, *Report and Annexes* (United Nations publication, Sales No. E.76.II.D.10), annex V. Section six, paragraphs 25, 31-38, 44, 70-71 and 74 of the Programme of Action are primarily concerned with shipping.

[103] See A/31/197, annex III, "Action Programme for Economic Co-operation," sect. I, G.

[104] Conference resolution 98 (IV) on the least developed among the developing countries, developing island countries and land-locked countries (see *Proceedings of the United Nations Conference on Trade and Development, fourth Session,* vol. I, *Report and Annexes* (United Nations publication, Sales No. E.16.II.D.10), part one, sect. A,1) covered *inter alia,* shipping and freight rates, including the need for assistance on the establishment of consortia or international shipping companies to develop trade between developing countries and in particular island developing countries. (See, in particular, paragraphs 29, 30, 39-47, 83, 84 and 87-90 of the resolution).

[105] The National Iranian Tanker Co. contributed to the new company three ULCCs and two product tankers purchased from BP Tanker Co. which contributed five matching vessels. Particulars concerning this agreement were *inter alia* reported in *Lloyd's List* (London), 9 March 1976, p. 1, *Marine Week* (London), vol. 3, No. 4, 12 March 1976, p. 3, and *Seatrade* (Colchester, England), vol. 6, No. 3, March 1976, p. 43.

carrying minerals and general cargo); United Mid East Transport Ltd., London (a company formed by Jordan Express of Amman, United Mid East Transport of Cairo, and John Sutcliff and Son of the United Kingdom for transport between the United Kingdom and Arab countries); Marine Transport International, Jeddah (a shipping company formed by Manchester Liners of the United Kingdom and Reza Investment of Saudi Arabia); and Pacific Forum Line (a ship operating company formally set up in June 1977 by Cook Islands, Fiji, Gilbert Islands, Nauru, New Zealand, Papua New Guinea, Tonga and Western Samoa.

G. Shippers' organizations

132. Seven new shippers' councils were established in 1976: in Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama, and Senegal. [106] The formation of an independent national shippers' council was also under consideration in the United States of America. [107]

H. National developments

1. Brazil

133. Brazil has introduced a law providing that container transport within the country's frontiers may be effected only by Brazilian companies, that two thirds of the shares must be owned by Brazilian nationals and that these companies must be under Brazilian management. [108]

2. Egypt

134. Egypt's Council of State issued a ruling to the effect that all seaborne shipments entering or leaving Egypt on the business of the Arab Republic of Egypt, its public institutions, organizations and their affiliates, must be arranged and supervised by the Egyptian Company for Maritime Transport (Martrans) or the foreign agents of the company. [109]

3. Republic of Korea, Sri Lanka, United Republic of Cameroon

135. Each of the countries considered in this paragraph has taken action to channel export and/or import cargoes to national flag ships. The United Republic of Cameroon has decreed that Cameroon Shipping Lines S.A. (Camship) is to be given priority in carrying cargoes to and from Europe. If a Camship vessel is unable to accept cargo, a dispensation can be given in favour of vessels operating at Continent West Africa Conference rates. [110] These regulations were reportedly adopted in order to establish a 40:40:20 cargo sharing system. In the Republic of Korea, the Ministry of Transport decreed that as soon as possible national flag ships should carry crude oil, iron ore, logs, grain and fertilizers, most of which are at present carried by foreign shipowners. [111] It was also reported that the Ministry of Industries and Scientific Affairs of Sri Lanka was taking steps to induce companies importing raw materials to use the Ceylon Shipping Corporation vessels as far as possible. [112]

4. United States of America

136. The FMC has continued its consideration of the possibility of introducing rules on the submission of cost and revenue data in support of claims for rate increases and surcharges in the liner trades to and from the United States of America. [113] In January 1976, the FMC Bureau of Hearing Counsel concluded that the proposed rules were necessary; it was reported that, in general, shippers commenting on the proposed rules favoured them, while the conferences were opposed. [114] Up to the end of the year, no decision had been announced.

137. In July 1976, the House Merchant Marine Subcommittee of the United States Congress deferred consideration of the so-called "third flag bill" (as revised, HR 14564) [115] until early 1977, reportedly to give sufficient time for the agreement between the FMC and the Ministry of Merchant Marine of the USSR (discussed earlier) to be implemented. [116]

138. Simultaneously with the steps taken by the FMC to control malpractices, the United States Justice Department launched an investigation of alleged anticompetitive practices which violate United States Antitrust Laws in the country's North Atlantic trades. A number of North Atlantic conference lines were called on to provide documentary evidence to a grand jury in Washington. It was reported that the Governments of Belgium, the Federal Republic of Germany, France, the Netherlands, Sweden and the United Kingdom, whose

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106 An up-to-date survey of shippers' organizations is contained in the document entitled "The effectiveness of shippers' organizations: report by the UNCTAD secretariat" (TD/B/C.4/154).

107 *Ibid.* See also *The Journal of Commerce* (New York, N.Y.) 11 February 1976, pp. 1 and 8, and *Seatrade* (Colchester, England), vol. 6, No. 5, May 1976, p. 15.

108 Brazil, Law No. 6288 of 11-XII-75 (reproduced in document E/CEPAL/L.141).

109 Egypt, decree No. 75/11/76 as reported in *Journal pour le transport international* (Basel), XXXVIIth year, No. 20, 14 May 1976, p. 2243.

110 *Ibid.*, XXXVIIth year, No. 15, 9 April 1976, p. 1625; *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2936, 25 March 1976, p. 733.

111 *Fairplay International Shipping Weekly* (London), vol. 257, No. 4827, 26 February 1976, p. 16.

112 *Lloyd's List* (London), 2 April 1976, p. 3.

113 See *Review of maritime transport, 1975* (*op. cit.*), para. 153.

114 United States of America, *Congressional Information Bureau* (Washington, D.C.), vol. 80, No. 10, 15 January 1976, pp. 1-11.

115 See *Review of maritime transport 1975*, op. cit. para. 154.

116 United States of America, *Congressional Information Bureau* (Washington, D.C.) vol. 80, No. 143, 23 July 1976, p. 1.

shipping lines were subpoenaed officially protested to the Department of State of the United States against the inquiry and objected to the release by their National lines of certain of the documents required by the Justice Department.

139. A bill which would give the FMC authority to grant antitrust immunity to agreements involving intermodal transportation between ocean, truck, rail and air common carriers was under consideration in the United States Congress, but no legislative action had been taken before Congress adjourned.

I. Intergovernmental agreements

140. It is not feasible to report fully on intergovernmental agreements, details of which are not normally published. However, note may be taken of a number of press reports (the accuracy of which cannot readily be verified).

141. India and the USSR are reported to have entered into a comprehensive agreement on 19 July 1976, covering both liner and bulk cargoes, including oil, providing for cargo and revenue sharing on an equal basis and containing taxation provisions and provisions concerning participation in third country trades. [117] France and Tunisia have also established a "conference" to regulate the carriage of bulk cargoes between the two countries and to ensure equal participation of the two countries in cargoes not covered by the regular liner conferences. [118]

142. Further agreements have also been reported, though in somewhat less detail, between Algeria and China; Algeria and Brazil (excluding petroleum and dry bulk cargo); the Ivory Coast and France (*inter alia* in respect of cargo-sharing); Italy and Egypt (*inter alia* on avoidance of double taxation); the USSR and Greece; the USSR and Cape Verde; the USSR and Angola; Belgium and Bulgaria; China and the Netherlands; and China and Romania. In addition, a comprehensive review has been published of agreements concerning or affecting maritime transport entered into by the Federal Republic of Germany between 16 August 1975 and 15 August 1976. [119]

J. Suez Canal

143. The number and tonnage of ships passing through the Suez Canal increased considerably during 1976. Thus, in July, the last month for which comprehensive data were available to the UNCTAD secretariat, the traffic level in terms of net tonnage was about 60 per cent higher than in December 1975, although still some 30 per cent below the pre-closure level. Traffic details are given in table 34, which also show the change in the relative importance of tanker and non-tanker traffic.

144. The Suez Canal Authority appears to have overcome initial navigational and commercial problems in winning container traffic for the Canal, and the major

[117] *The Marine Times* (Bombay), 24 July 1976, pp. 1 and 11; *Lloyd's List* (London), 27 July 1976, p. 2.

[118] *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2943, 13 May 1976, p. 1159. The information was subsequently confirmed by the secretariat of the conference.

[119] *Hansa* (Hamburg), 113th year, No. 19, October 1976, pp. 1637-1639.

TABLE 34

Average daily number and net tonnage of vessels using the Suez Canal

	Average 1966		*December 1975*		*July 1976*	
	Number	*Net tonnage*	*Number*	*Net tonnage*	*Number*	*Net tonnage*
Tankers						
Loaded northbound	12.3	255 700	1.6	25 800	2.1	46 400
Loaded southbound	1.9	21 100	0.8	10 100	0.8	8 800
Ballast northbound	0.7	7 100	0.2	2 100	0.4	1 700
Ballast southbound	12.3	280 900	1.8	55 900	3.8	163 500
Sub-total	27.2	564 800	4.4	93 900	7.1	220 400
(Percentage of tankers)	*(47)*	*(75)*	*(12)*	*(29)*	*(15)*	*(43)*
Other vessels						
Loaded	27.9	172 900	26.4	208 700	31.6	248 800
Ballast	3.1	13 700	4.2	21 000	8.1	47 500
Sub-total	31.0	186 600	30.6	229 700	39.7	296 300
(Percentage of other vessels)	*(53)*	*(25)*	*(88)*	*(71)*	*(85)*	*(57)*
TOTAL	58.2	751 400	35.0	323 600	46.8	516 700

Sources: Compiled by the UNCTAD secretariat on the basis of information contained in Suez Canal Authority, *Monthly Report* (Cairo), December 1975, p. 9; *ibid.*, July 1976, p. 10; and *Suez Canal Report, 1966* (Cairo), pp. 101 and 103.

container operators are now routing their vessels via Suez.

145. In October 1976, ship convoys passing through the Canal southbound were increased from two to three, thus increasing the capacity of the Canal. Prior to this, its throughput was about 68 ships a day, [120] The project to widen and deepen the Canal was launched in early February 1976. This will increase permissible ship draught from 38 feet (11.6 m) to 53 feet (16.2 m) by the end of 1979 and will enable the Suez Canal to handle 150,000 dwt tankers fully laden and 300,000 dwt in ballast. [121] The Suez Canal Authority is reportedly considering a plan to deepen the Canal further to 67 feet to take fully laden 270,000 tonners.[122]

K. Air transport

146. Trends in air freight transport (in terms of ton-kilometres) for 1970, and 1972-1975 are shown in table 35.

147 In 1975, the amount of cargo carried by air by scheduled services of airlines of ICAO member States, except the USSR, declined from 6.6 m to 6.5 m freight tons or by 1.5 per cent in comparison with 1974, while the average distance increased slightly about 2,580 kilometres to about 2,614 kilometres. Total freight operating revenues in 1974 increased by 26.4 per cent as campared with the previous year. [123]

[120] *Journal pour le transport international* (Basel), XXXVIIth year, No. 45, 5 November 1976, p. 5335; *Lloyd's List* (London), 11 November 1976, p. 1.

[121] *Lloyd's List* (London), 11 November 1976, p. 1.

[122] *Seatrade* (Colchester, England), vol. 6, No. 6, special issue "Suez: one year on", June 1976, p. 3; *Lloyd's List* (London), 14 June 1976, p. 1.

[123] Based on data published in IATA, *World Air Transport Statistics, 1975* (Montreal), 1976, No. 20, pp. 5-6.

L. Land bridges

1. The Siberian land bridge

148. A total of 47,314 TEU of containerized cargo were shipped from Japan to Europe and the Near and Middle East via Siberia during 1975, which is 12,933 TEU more than in the previous year. In the opposite direction, 12,632 TEU were carried in 1975, as compared with 17,088 TEU in 1974. Total containerized cargo thus reached 59,946 TEU in 1975, or an increase of 8,477 TEU or 16.5 per cent over 1974. [124] The share of the land bridge in the trade between the Far East and Europe in 1975 is estimated to be about 10 per cent. [125]

149. In the first nine months of 1976, 41,565 TEU were carried on the Japan/Europe route via Siberian Railways, as compared with 34,808 TEU during the same period in the previous year. [126] Thus, the increase amounted to more than 19 per cent.

150. As a result of heavy congestion in Iranian ports, the volume of containerized cargo carried to Iran via the Siberian land bridge increased to 8,600 TEU in 1975, as against 2,000 TEU during the previous year. [127] In the first eight months of 1976, Iranian cargo accounted for over 39 per cent of the total [128] westbound traffic of the Siberian land bridge. No estimate has been made

[124] *Japan Maritime Gazette* (Tokyo), No. 4855, 2 March 1976, pp. 2-3.

[125] *Containerisation International* (London), vol. 10, No. 2, February 1976, p. 9; *Fairplay International Shipping Weekly* (London), vol. 258, No. 4840, 27 May 1976, p. 4.

[126] Calculated on the basis of data contained in *Japan Maritime Gazette* (Tokyo), No. 4855, 2 March 1976, p. 2; *ibid.*, No. 4972, 20 August 1976, pp. 3-4; *ibid.*, No. 4992, 20 September 1976, p. 4; *ibid.*, No. 5000, 1 October 1976, pp. 4-5; and *ibid.*, 26 October 1976, pp. 5-6.

[127] *Ibid.* (Tokyo), No. 4887, 16 April 1976, p. 4.

[128] Calculated on the basis of data contained in *Japan Maritime Gazette* (Tokyo), various issues.

TABLE 35

Trends in air freight volume and in air freight operating revenues, 1970 and 1972-1975 [a]

(Scheduled operations of airlines of ICAO member States)

	Freight volume			*Freight operating revenues*	
Year	*Ton-kilometres (million)*	*Percentage change over previous calendar year*	*Total freight operating revenues (million dollars)*	*Per ton-kilometre (US cents)*	*Percentage change over previous calendar year*
1970	10 460	7.1	1 745	16.7	−1.2
1972	13 230	15.0	2 277	17.2	−0.2
1973	15 580	17.8	2 890	18.5	+6.6
1974	17 030	9.3	3 654	21.5	+15.7
1975	16 990	−0.2	. .	. .	. .

Source: IATA, *World Air Transport Statistics, 1975* (Montreal), 1976, No. 20.

[a] International and domestic scheduled services; major exclusions: the USSR and China. The freight volume of the USSR as reported by ICAO was 2,119 million ton-kilometres in 1975 (ICAO, *ICAO Bulletin* (Montreal), May 1976, p. 21). Figures were revised by the source, and do not match those in the *Review of maritime transport, 1975* (United Nations publication, Sales, No. E.77.II.D.2).

of the share of the land bridge in the total trade between the Far East and the Middle East.

151. The rates of the Siberian Railways were reportedly raised by about 27 per cent as from 1 April 1976. [129] Since the tariffs of the Japan/Europe Freight Conference were increased by 13.5 per cent on 15 March 1976, [130] the difference in rates between the two routes was narrowed.

152. Plans for the improvement of the Siberian land bridge service include the introduction in 1976 of a fast 7-10 days service from Nakhodka to western terminals at Brest, Chop and Leningrad. At present, the average time required for a train to carry 102 TEU across the Soviet Union is 12-14 days and about 3 days are required for further transportation from either terminus. The sea voyage from Japan to northern Europe takes 30 days on average. It was reported that, in preparation for the opening of the Baikal-Amur railroad, experiments were being made with year-round container transportation along the Amur River using ice-breakers to keep the channel open. [131] Container traffic through the Siberian land bridge is expected to increase further with the commissioning this year of the container terminal at the port of Vostochny, which at present can handle 60,000 containers (in terms of 20 foot size) a year. [132]

2. The United States of America land bridge

153. The use of the United States of America land bridge and "mini-bridges" continued to increase and diversify in 1976. Although no comprehensive traffic data are available for 1975 or 1976, the figures for 1972-1974 show that this mode of transportation is gaining in importance. Thus, in 1974, 490,541 tons of cargo were carried over the mini-bridge from the Far East to the United States east coast and 337,210 tons from the Far East to the Gulf of Mexico. These tonnages represented respectively 16.5 per cent and 46 per cent of the total traffic on the two routes in 1974, as against 3 per cent and 9 per cent in 1972. [133] Several new mini-bridge services were started during the year.[134] The container link across United States territory proved to be of particular value to some operators when the Panama Canal route was virtually paralysed in March 1976 because of the strike of Canal pilots and tugmen. [135]

154. There have been several cases before the FMC involving intermodal and mini-bridge issues. The basic case, initiated in 1973 (Docket No. 73-38), concerns the legality of the Far Eastern mini-bridge service. [136] The latest significant development in this case is that the FMC Bureau of Hearing Counsel and the Department of Transportation have concluded that complainants involved in the Far East mini-bridge investigation have failed to prove that the joint rail-water rates are unlawful. [137] A second case concerns the Far East Conference application for intermodal authority (Docket No. 74-53). In an initial decision, the FMC administrative law judge disapproved the application. He found that the Far East Conference failed to justify approval of the agreement in the light of the antitrust principles involved. [138]

3. Other land bridges

155. A new container service between ports of northern Europe and Iran via the USSR has been inaugurated, called the Trans-Caspian Container Service. Containers are shipped to Kotka in Finland, where they are transferred on to USSR freight wagons for transport to Djulfa. Transport time from Stockholm to Djulfa is about 20 days. Freight rates are reported to be 15-20 per cent lower than in the European-Persian Gulf all-water liner trades. [139]

156. Combined transport arrangements have also been used to by-pass congested ports in the Persian Gulf and Nigeria. [140]

M. Pipelines

157. The 340-kilometre SUMED pipeline from Ain Sokhna in the Gulf of Suez to Sidi Kreir west of Alexandria was expected to become operational at the end of 1976, with a capacity of 80 million tons of crude oil a year. [141] The pipeline will be owned and operated by the Arab Petroleum Pipeline Company, which is in its

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[129] *Japan Maritime Gazette* (Tokyo), No. 4919, 8 June 1976, p. 6, and *ibid.*, No. 4841, 10 February 1976, p. 4.

[130] See annex V below, item 89.

[131] *Lloyd's List* (London), 25 February 1976, p. 8; *The Journal of Commerce* (New York, N.Y.), 21 June 1976, p. 14A.

[132] *Shipping and Trade News* (Tokyo, 10 February 1976, p. 10; *Japan Maritime Gazette* (Tokyo, No. 4881, 8 April 1976, p. 8.

[133] *Shipping and Trade News* (Tokyo), 5 July 1976, pp. 30-32.

[134] *Lloyd's List* (London), 13 February 1976, p. 2; *Seatrade* (Colchester, England), vol. 6, No. 6, June 1976, pp. 33 and 35; *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2949, 24 June 1976, p. 1527; and *The Journal of Commerce* (New York, N.Y.), 20 September 1976, pp. 11A, 14A and 20A.

[135] See, for example, *Fairplay International Shipping Weekly* (London), vol. 258, No. 4833, 8 April 1976, p. 22.

[136] See, in this connexion, the *Review of maritime transport, 1974: report by the secretariat of UNCTAD* (United Nations publication, Sales No. E.75.II.D.13), paras. 217-218 and the *Review of maritime transport, 1975* (*op. cit.*), para. 181; also *The Journal of Commerce* (New York, N.Y.), 20 September 1976, pp. 11A, 14A and 20A.

[137] United States of America, *Congressional Information Bureau* (Washington, D.C.), vol. 80, No. 116, 15 June 1976, pp. 5-12.

[138] *Ibid.*, vol. 80, No. 35, 20 February 1976, pp. 3-8.

[139] *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2950, 1 July 1976, p. 1583.

[140] See, for example, *Lloyd's List* (London), 11 March 1976, p. 9; *ibid.*, 8 May 1976, p. 2; and *Shipping and Trade News* (Tokyo), 25 February 1976, p. 9.

[141] *Petroleum Economist* (London), vol. XLIII, No. 10, October 1976, p. 377.

turn owned half by Egypt and half by four other Arab States: Saudi Arabia, Kuwait and Abu Dhabi, each with 15 per cent, and Qatar with 5 per cent. The pipeline complex includes three mooring buoys at the southern end of the line, two of them designed to accommodate VLCCs of up to 270,000 dwt and one to accommodate smaller vessels of up to 120,000 dwt. Five mooring buoys will be available at the Mediterranean end, two of them to take ships of up to 270,000 dwt and the other three to accommodate 120,000 tonners. [142]

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[142] *Seatrade* (Colchester, England), vol. 6, No. 6, special issue "Suez: one year on", June 1976, p. 16; *Financial Times* (London), 28 June 1976, p. 24; *Journal de la marine marchande et de la navigation aérienne* (Paris), 58th year, No. 2926, 15 January 1976, p. 141.

N. UNCTAD technical assistance

158. UNCTAD continued to assist developing countries by providing field experts to assist Governments, port authorities and shipping lines, by holding training courses, and by offering fellowships. In 1976, UNCTAD had a total of 38 experts engaged in field work for a total of 187 man/months, excluding personnel employed under a sub-contracted project. A training course in port management was held at Kuala Lumpur and in Singapore, and a seminar on port operations was held in Costa Rica. Twenty-five citizens of developing countries studied overseas on fellowships for a total period of 126 man/months. The total cost of UNCTAD technical assistance for the year is estimated at around $2.2 million.

ANNEXES

Annex I

CLASSIFICATION OF COUNTRIES AND TERRITORIES

Notes

Note 1

This classification of countries and territories is intended for statistical purposes only and does not imply any judgement regarding the state of development of any country or territory. The classification used in the reviews of maritime transport in previous years has been modified, in particular by the reclassification of countries formerly grouped under "Southern Europe". This has been done in order to bring the grouping of countries used in the present *Review* into line with the classification generally used within UNCTAD, *inter alia,* in its *Handbook of International Trade and Development Statistics.* The statistical tables in the present *Review* have been revised to reflect these changes for earlier years.

Note 2

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

Note 3

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

Classification of countries and territories

Code 1—Developed market-economy countries in America

Canada
United States of America

Code 2—Japan

Code 3—Australia and New Zealand

Code 4—Developed market-economy countries and territories in Europe

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

Code 5—Developed market-economy countries in Africa

South Africa

Code 6—Socialist countries of Eastern Europe

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

Code 7—Socialist countries of Asia

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

Code 8—Developing countries and territories in Africa

8.1 *Northern Africa*

Algeria
Egypt
Libyan Arab Jamahiriya
Morocco
Tunisia

8.2 *Western Africa*

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

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

8.3 *Eastern Africa*

Burundi (L)
Comoros
Ethiopia
French Territory of the Afars and Issas
Kenya
Madagascar
Mauritius
Mozambique
Reunion
Seychelles
Somalia
Sudan
Uganda (L)
United Republic of Tanzania
Zambia (L)

Code 9—Developing countries and territories in America

9.1 *Caribbean and North America*

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

9.2 *Central America*

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

9.3 *South America: northern seaboard*

Guyana
French Guiana
Netherlands Antilles
Surinam
Trinidad and Tobago
Venezuela

9.4 *South America: western seaboard*

Chile
Colombia
Ecuador
Peru

9.5 *South America: eastern seaboard*

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

Code 10—Developing countries and territories in Asia

10.1 *Western Asia*

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

10.2 *Southern and Eastern Asia*

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

Code 11—Developing countries in Europe

Malta

Code 12—Developing countries and territories in Oceania

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

Annex II

WORLD SEABORNE TRADE [a] ACCORDING TO GEOGRAPHICAL AREAS, 1965, 1970, 1973 AND 1974

(Million tons)

Area [b]	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developed market-economy countries								
North America								
1965	0.1	3.4	228.5	232.0	73.7	65.3	155.2	294.0
1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
1973	1.1	9.2	353.4	363.7	196.2	129.8	189.2	515.1
1974	1.6	7.1	342.9	351.6	188.5	106.0	191.1	485.6
Japan								
1965	—	0.8	22.0	22.8	69.7	14.0	115.0	198.7
1970	—	0.3	41.6	41.9	170.4	30.4	235.1	435.9
1973	. .	0.8	55.2	56.0	249.3	26.4	312.6	588.3
1974	. .	2.1	65.0	67.1	238.1	30.2	328.9	597.2
Australia and New Zealand								
1965	—	1.2	25.2	26.5	18.7	2.0	13.8	34.4
1970	—	1.3	92.3	93.6	18.8	2.9	15.4	37.1
1973	0.3	2.8	149.1	152.1	11.7	4.3	20.9	36.9
1974	0.2	2.4	166.0	168.6	11.9	4.8	24.7	41.4
Europe								
1965	0.3	50.8	182.4	233.5	324.0	89.2	355.3	768.5
1970	16.3	81.7	242.1	340.0	608.2	100.2	464.4	1 172.8
1973	30.3	92.4	307.3	430.0	750.1	114.5	534.7	1 399.3
1974	23.6	86.6	321.2	431.4	711.3	108.5	578.1	1 397.9
South Africa								
1965	—	0.3	8.3	8.5	4.7	1.5	6.2	12.4
1970	—	—	13.2	13.2	8.8	2.6	6.2	17.6
1973	—	0.1	18.8	18.9	13.6	1.2	7.4	22.2
1974	—	. .	19.1	19.1	12.6	1.1	11.3	25.0
Socialist countries of Eastern Europe and Asia								
Socialist countries of Eastern Europe (excluding USSR)								
1965	0.4	3.6	22.1	26.1	2.4	1.9	22.6	26.9
1970	0.2	3.4	34.8	38.5	10.8	3.0	29.2	43.0
1973	—	3.1	39.7	42.8	18.8	2.8	36.5	58.1
1974	—	3.1	45.4	48.5	20.4	2.5	41.9	64.8
USSR								
1965	28.3	18.0	32.8	79.1	—	—	12.8	12.8
1970	38.0	22.9	46.0	106.9	2.5	—	11.9	14.4
1973	42.3	27.1	43.2	112.6	13.2	—	23.7	36.9
1974	40.0	30.2	48.0	118.2	4.4	—	17.6	22.0
Socialist countries of Asia								
1965	—	—	7.6	7.6	0.2	0.3	11.8	12.2
1970	—	0.1	13.3	13.4	5.4	0.4	24.4	30.2
1973	1.0	0.1	10.1	11.2	—	0.3	16.0	16.3
1974	4.0	0.2	12.0	16.2	—	4.0	18.0	22.0

Annex II *(continued)*

WORLD SEABORNE TRADE [a] ACCORDING TO GEOGRAPHICAL AREAS, 1965, 1970, 1973 AND 1974

(Million tons)

Area [b]	Goods loaded				Goods unloaded			
	Petroleum				Petroleum			
	Crude	Products	Dry cargo	Total all goods	Crude	Products	Dry cargo	Total all goods
Developing countries and territories								
Northern Africa								
1965	84.6	3.4	29.2	117.2	10.9	3.9	16.3	31.1
1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
1973	158.7	8.6	30.6	197.9	13.3	4.7	23.8	41.8
1974	120.2	6.3	31.8	158.3	5.4	2.6	27.8	35.8
Western Africa								
1965	14.7	0.3	41.1	56.1	1.5	4.6	9.9	15.9
1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
1973	114.6	1.3	63.3	179.2	4.3	3.7	16.3	24.3
1974	127.7	1.6	63.6	192.9	4.8	3.4	17.4	25.6
Eastern Africa								
1965	—	0.5	11.0	11.5	3.3	3.0	6.0	13.2
1970	—	1.2	16.1	17.3	5.5	2.6	8.3	16.4
1973	—	1.1	18.9	20.0	7.0	2.6	9.1	18.7
1974	—	1.1	16.5	17.6	6.6	2.3	9.7	18.6
Caribbean and North America								
1965	—	0.2	20.4	20.6	4.8	3.0	7.7	15.9
1970	—	1.4	28.4	29.8	23.5	4.5	11.2	39.2
1973	4.8	27.5	26.0	58.3	37.9	4.7	12.3	54.9
1974	7.0	25.2	25.8	58.0	58.7	6.4	12.3	77.3
Central America								
1965	1.0	2.6	9.9	13.5	3.5	3.4	4.1	10.9
1970	—	3.7	11.9	15.6	6.0	5.5	6.5	18.0
1973	—	1.6	16.9	18.5	10.1	8.0	8.3	26.4
1974	0.5	2.1	17.3	19.9	8.1	5.8	10.6	24.6
South America: northern seaboard								
1965	123.3	99.2	27.7	250.2	53.9	3.0	4.7	61.6
1970	131.1	111.8	36.0	278.9	63.1	3.0	6.7	72.9
1973	110.9	99.0	33.5	243.4	45.3	1.8	7.3	54.4
1974	93.4	87.6	38.0	219.0	40.5	5.6	8.3	54.3
South America: western seaboard								
1965	6.0	0.8	25.9	32.7	1.1	1.5	5.1	7.7
1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
1973	11.7	1.6	26.3	39.6	5.8	0.6	7.1	13.5
1974	8.9	1.9	27.9	38.7	6.1	0.4	8.7	15.2
South America: eastern seaboard								
1965	—	0.8	34.4	35.3	15.4	1.4	13.1	29.8
1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
1973	0.7	0.6	77.8	79.1	35.9	3.0	22.0	60.9
1974	0.6	0.5	93.6	94.7	37.1	2.6	27.3	66.9
Western Asia								
1965	348.7	43.3	6.9	398.9	10.9	2.2	13.7	26.9
1970	601.9	66.2	6.0	674.2	12.9	1.2	17.7	31.8
1973	973.6	47.1	11.7	1 032.4	24.5	3.1	26.3	53.9
1974	1 003.2	53.6	12.0	1 068.8	30.0	3.8	34.3	68.1

Annex II *(concluded)*

WORLD SEABORNE TRADE [a] ACCORDING TO GEOGRAPHICAL AREAS, 1965, 1970, 1973 AND 1974

(Million tons)

Area [b]	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
***Developing countries and territories* (continued)**								
Southern and Eastern Asia (n.e.s.)								
1965	14.6	13.1	65.5	93.3	23.3	17.0	58.2	98.5
1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
1973	64.0	27.8	117.0	208.8	82.8	24.6	100.4	207.8
1974	66.5	23.6	114.4	204.5	84.6	19.3	101.2	205.1
Developing countries in Europe								
1965	..	—	—	..	—	0.2	0.4	0.6
1970	..	—	—	..	—	0.3	0.7	1.0
1973	..	—	—	..	—	0.3	0.6	0.9
1974	—	—	..	..	—	0.3	0.6	0.9
Oceania n.e.s.								
1965	—	—	5.6	5.6	—	0.9	1.7	2.5
1970	—	0.2	9.5	9.7	0.6	1.6	2.9	5.1
1973	—	0.5	8.8	9.3	1.6	2.3	2.4	6.3
1974	—	..	10.8	10.8	1.7	2.4	2.3	6.4
World total [c]								
1965	622.0	240.0	812.0	1 674.0	622.0	222.0	832.0	1 676.0
1970	1 111.0	330.0	1 165.0	2 605.0	1 101.0	302.0	1 127.0	2 530.0
1973	1 514.0	353.0	1 407.0	3 274.0	1 521.0	339.0	1 377.0	3 237.0
1974	1 497.0	335.0	1 471.0	3 304.0	1 470.0	312.0	1 471.0	3 254.0

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

[a] Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system and including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 37 million tons in 1965, 42 million tons in 1970, 43 million tons in 1973 and 36 million tons in 1974.

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

[c] Figures rounded to the nearest million.

Annex III

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(*dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available*)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
WORLD TOTAL	367 076 715 (601 242 552)	167 845 030 (319 478 439)	88 989 341 (153 797 457)	71 912 609	6 685 382	31 644 353
Developed market-economy countries						
Australia	1 247 172 (1 680 584)	287 276 (469 205)	441 102 (685 823)	257 629	106 314	154 851
Austria	82 982 (135 226)	—	22 712 (34 188)	51 041	9 229	—
Belgium	1 499 431 (2 266 239)	302 879 (516 978)	621 536 (1 069 214)	342 454	31 036	201 526
Canada	1 009 127 (759 059)	204 295 (284 189)	121 038 (204 645)	113 606	—	570 188
Denmark	5 143 022 (8 195 744)	2 485 130 (4 739 507)	668 107 (1 106 153)	1 179 932	369 400	440 453
Faeroe Islands	54 552 (30 958)	—	—	8 125	—	46 427
Finland	2 115 322 (3 163 653)	1 127 954 (1 984 116)	278 948 (465 570)	476 345	3 895	228 180
France	11 278 016 (19 223 882)	7 406 329 (14 185 825)	1 326 584 (2 256 915)	1 484 273	183 632	877 198
Germany, Federal Republic of	9 264 671 (14 883 561)	3 306 034 (6 258 854)	2 264 420 (3 901 626)	2 552 719	616 463	525 035
Gibraltar	21 526 (31 623)	—	19 355 (28 517)	2 171	—	—
Greece	25 034 585 (41 771 516)	8 910 322 (16 440 417)	8 358 537 (14 610 105)	6 980 855	20 738	764 133
Iceland	162 268 (139 537)	2 434 (3 756)	—	66 790	—	93 044
Ireland	201 965 (264 613)	5 060 (6 604)	137 842 (216 417)	15 476	6 530	37 057
Italy	11 077 549 (17 460 588)	4 727 846 (8 634 938)	3 851 059 (6 588 242)	1 084 377	143 741	1 270 526
Japan	41 663 188 (68 421 186)	19 046 436 (35 764 680)	12 921 831 (21 387 850)	4 636 698	1 134 167	3 924 056
Monaco	3 998 (509)	—	—	—	—	3 998
Netherlands	5 919 892 (9 210 437)	2 845 142 (5 283 915)	594 832 (953 984)	1 779 109	154 229	546 580
New Zealand	164 192 (185 684)	32 442 (51 003)	—	81 444	—	50 306
Norway	27 943 834 (49 278 428)	14 891 231 (28 775 754)	9 465 958 (16 328 574)	1 712 907	55 285	1 818 453
Portugal	1 173 710 (1 651 168)	503 148 (909 745)	73 204 (117 063)	390 520	6 336	200 502

Annex III (*continued*)

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
South Africa	477 011 (535 757)	27 355 (43 367)	40 573 (61 520)	272 580	2 994	133 509
Spain	6 027 763 (9 361 177)	3 028 507 (5 522 356)	1 083 567 (1 891 140)	977 028	32 835	905 826
Sweden	7 971 246 (13 349 908)	3 673 684 (7 123 031)	2 728 845 (4 674 683)	1 032 601	66 916	469 200
Switzerland	212 526 (313 805)	2 900 (2 901)	74 209 (116 638)	131 942	—	3 475
Turkey	1 079 347 (1 485 629)	331 483 (546 627)	197 530 (316 278)	399 587	—	150 747
United Kingdom	32 923 308 (53 805 521)	16 146 592 (30 345 654)	8 236 479 (14 174 565)	4 456 704	1 347 457	2 736 076
United States of America	11 614 799 (16 484 024)	5 354 120 (9 760 897)	400 159 (806 470)	2 194 978	1 762 957	1 902 585
Yugoslavia	1 943 750 (2 898 958)	226 487 (382 475)	590 367 (977 239)	1 068 283	4 058	54 555
SUB-TOTAL: developed market-economy countries	207 310 752 (336 988 974)	94 876 086 (178 036 794)	54 518 794 (92 973 419)	33 750 174	6 058 212	18 108 486
Open registry countries						
Cyprus	3 114 263 (4 546 695)	497 597 (788 276)	234 395 (347 643)	2 315 036	5 244	61 991
Liberia	73 477 326 (142 355 331)	47 253 363 (96 370 134)	21 105 013 (38 876 886)	3 725 174	323 021	1 070 755
Oman	3 374 (3 699)	—	—	1 462	—	1 912
Panama	15 631 180 (25 474 073)	5 925 127 (11 202 451)	3 219 197 (5 285 422)	5 463 154	48 457	975 245
Singapore	5 481 720 (9 139 243)	2 650 038 (4 942 829)	1 042 199 (1 732 098)	1 645 688	49 316	94 479
Somalia	1 792 900 (2 656 789)	246 094 (415 406)	300 395 (466 560)	1 240 537	—	5 874
SUB-TOTAL: open registry countries	99 500 763 (184 175 830)	56 572 219 (113 719 096)	25 901 199 (46 708 609)	14 391 051	426 038	2 210 256
Socialist countries of Eastern Europe and Asia						
Socialist countries of Eastern Europe						
Albania	57 368 (78 000)	—	—	57 068	—	300
Bulgaria	933 361 (1 246 629)	278 925 (445 783)	205 991 (294 201)	303 518	—	144 927
Czechoslovakia	148 689 (224 794)	—	102 589 (164 382)	46 100	—	—
German Democratic Republic	1 437 054 (1 900 934)	294 406 (518 012)	238 451 (369 000)	681 875	—	222 322

Annex III *(continued)*

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Hungary	54 926 (75 931)	—	—	54 926	—	—
Poland	3 263 206 (4 609 389)	557 553 (1 009 347)	1 055 263 (1 667 634)	1 266 153	—	384 237
Romania	994 184 (1 414 443)	246 095 (434 585)	337 865 (515 526)	285 147	—	125 077
Union of Soviet Socialist Republics	20 667 892 (21 930 749)	4 149 915 (6 235 090)	822 387 (1 304 737)	7 704 811	90 946	7 899 833
SUB-TOTAL	27 556 680 (31 480 869)	5 526 894 (8 642 817)	2 762 546 (4 315 480)	10 399 598	90 946	8 776 696
Socialist countries of Asia						
China	3 588 726 (5 265 373)	895 081 (1 517 058)	537 422 (902 492)	1 995 989	—	160 234
Democratic People's Republic of Korea	89 482 (101 117)	21 734 (33 252)	—	23 958	—	43 790
Socialist Republic of Viet Nam	107 456 (148 775)	31 074 (50 711)	—	63 218	—	13 164
SUB-TOTAL	3 785 664 (5 515 265)	947 889 (1 601 021)	537 422 (902 492)	2 083 165	—	217 188
SUB-TOTAL: socialist countries of Eastern Europe and Asia	31 342 344 (36 996 134)	6 474 783 (10 243 838)	3 299 968 (5 217 972)	12 482 763	90 946	8 993 884
Developing countries and territories of Africa						
Algeria	463 094 (712 563)	292 918 (541 141)	23 494 (34 314)	67 659	—	79 023
Angola	4 056 (4 305)	1 572 (2 250)	—	998	—	1 486
Benin	656 (255)	—	—	—	—	656
Congo	2 453 (483)	—	—	—	—	2 453
Egypt	376 066 (496 892)	126 449 (206 744)	—	210 122	—	39 495
Ethiopia	24 953 (31 585)	2 051 (2 980)	—	21 678	—	1 224
Gabon	98 285 (170 641)	74 471 (141 158)	—	22 131	—	1 683
Gambia	1 337 (1 065)	—	—	641	—	696
Ghana	183 089 (203 394)	—	—	132 151	—	50 938

Annex III (*continued*)

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(*dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available*)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Guinea	15 280 (20 053)	—	10 764 (15 290)	3 506	—	1 010
Guinea Bissau	219 (. .)	—	—	—	—	219
Ivory Coast	114 191 (144 429)	—	—	103 572	—	10 619
Kenya	15 469 (19 988)	2 706 (4 642)	—	9 819	—	2 944
Libyan Arab Jamahiriya	458 805 (848 525)	431 602 (814 457)	—	17 482	—	9 721
Madagascar	49 738 (65 985)	10 236 (16 439)	—	34 569	—	4 933
Mauritania	1 113 (645)	—	—	—	—	1 113
Mauritius	35 146 (46 014)	—	—	32 913	—	2 233
Morocco	136 596 (182 668)	2 536 (4 015)	32 494 (50 000)	65 351	—	36 215
Mozambique	13 825 (19 614)	366 (412)	—	11 964	—	1 495
Nigeria	181 565 (239 229)	2 469 (3 443)	—	164 183	—	14 913
Senegal	26 621 (26 054)	3 876 (5 246)	—	5 879	—	16 866
Seychelles	1 901 (3 050)	1 595 (2 700)	—	192	—	114
Sierra Leone	17 209 (24 148)	11 920 (18 737)	—	3 033	—	2 256
Sudan	45 578 (59 529)	—	—	44 458	—	1 120
Togo	134 (. .)	—	—	—	—	134
Tunisia	62 941 (94 009)	26 827 (46 824)	—	22 671	—	13 443
Uganda	5 510 (9 115)	—	—	5 510	—	—
United Republic of Cameroon	19 045 (17 474)	—	—	15 378	—	3 667
United Republic of Tanzania	34 934 (42 693)	239 (261)	—	31 484	—	3 211
Zaire	107 278 (155 047)	—	—	95 954	—	11 324
Zambia	5 513 (9 110)	—	—	5 513	—	—
SUB-TOTAL: developing countries of Africa	2 502 600 (3 648 562)	991 833 (1 811 449)	66 752 (99 604)	1 128 811	—	315 204

Annex III (*continued*)

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(*dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available*)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Developing countries and territories of America						
Argentina	1 469 754 (1 918 813)	546 246 (814 333)	172 969 (273 604)	628 487	—	122 052
Bahamas	147 817 (211 964)	49 249 (78 166)	55 279 (86 146)	31 353	—	11 936
Barbados	3 897 (. .)	—	—	—	—	3 897
Belize	620 (800)	—	—	620	—	—
Bermuda	1 562 483 (2 729 248)	1 085 334 (1 988 866)	415 085 (681 556)	14 820	1 593	45 651
Brazil	3 096 293 (4 956 441)	1 128 578 (2 004 527)	763 966 (1 390 295)	1 097 259	—	106 490
Cayman Islands	78 251 (108 229)	4 082 (5 770)	—	66 522	—	7 647
Chile	409 756 (597 428)	84 971 (142 016)	66 971 (114 673)	234 101	—	23 713
Colombia	211 691 (262 436)	11 540 (18 166)	—	193 972	—	6 179
Costa Rica	6 257 (5 848)	—	—	4 130	—	2 127
Cuba	603 750 (747 822)	56 906 (86 018)	29 845 (49 933)	380 356	—	136 643
Dominican Republic	8 469 (11 894)	674 (1 609)	—	7 410	—	385
Ecuador	180 623 (259 125)	113 969 (187 702)	—	60 704	—	5 950
El Salvador	2 128 (3 358)	—	—	1 816	—	312
Falkland Islands (Malvinas)	6 937 (4 383)	—	—	537	—	6 400
Grenada	226 (340)	—	—	226	—	—
Guatemala	8 197 (11 266)	—	—	7 947	—	250
Guyana	19 105 (19 745)	818 (1 002)	—	12 389	—	5 898
Honduras	71 042 (75 388)	609 (1 043)	—	67 305	—	3 128
Jamaica	6 892 (5 678)	—	—	6 094	—	798
Mexico	593 875 (756 978)	305 515 (482 316)	32 105 (50 760)	130 380	—	125 875
Mortserrat	1 130 (1 320)	—	—	949	—	181
Nicaragua	26 415 (35 714)	4 026 (6 107)	—	18 808	—	3 581

Annex III (*continued*)

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(dwt figures are shown in parentheses, except for general eargo vessels, container ships and others for which such data are not available)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Paraguay	21 930 (23 619)	2 935 (4 114)	—	15 566	—	3 429
Peru	525 137 (617 200)	70 272 (105 377)	124 070 (201 769)	199 930	—	130 865
St. Kitts-Nevis-Anguilla	405 (290)	—	—	149	—	256
St. Lucia	904 (1 140)	—	—	904	—	—
St. Vincent	5 663 (7 600)	—	—	5 476	—	187
Surinam	4 890 (7 002)	—	—	4 709	—	181
Trinidad and Tobago	13 603 (8 150)	1 736 (2 000)	—	5 520	—	6 347
Turks and Caicos Islands	2 405 (3 300)	499 (850)	—	1 533	—	373
Uruguay	151 255 (223 158)	92 757 (151 168)	—	47 607	—	10 891
Venezuela	543 446 (688 937)	300 870 (441 201)	—	158 755	—	83 821
British Virgin Islands	2 409 (2 672)	—	—	1 550	—	859
SUB-TOTAL: developing countries of America	9 787 655 (14 307 286)	3 861 586 (6 522 351)	1 660 290 (2 848 736)	3 407 884	1 593	856 302
Developing countries and territories of Asia						
Bahrain	25 096 (36 524)	20 640 (33 752)	—	1 943	—	2 513
Bangladesh	146 818 (193 677)	17 229 (25 757)	—	109 845	—	19 744
Brunei	899 (896)	—	—	283	—	616
Burma	68 867 (80 422)	1 478 (2 027)	—	59 039	—	8 350
Democratic Kampuchea	1 208 (1 537)	—	—	998	—	210
Democratic Yemen	6 654 (7 504)	—	—	3 620	—	3 034
Hong Kong	423 218 (607 251)	32 307 (47 447)	259 245 (445 702)	92 867	—	38 799
India	5 093 984 (8 082 758)	1 130 983 (1 995 389)	2 045 403 (3 521 441)	1 743 783	—	173 815
Indonesia	1 046 198 (1 310 242)	96 618 (146 565)	37 612 (54 589)	776 380	—	135 588
Iran	683 329 (1 069 545)	297 452 (552 256)	—	358 612	—	27 265

Annex III *(continued)*

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Iraq	748 774 (1 321 891)	638 596 (1 218 158)	—	54 912	—	55 266
Israel	481 594 (617 270)	368 (642)	186 434 (279 744)	218 869	64 548	11 375
Jordan	200 (. .)	—	—	—	—	200
Kuwait	1 106 816 (1 868 256)	706 030 (1 324 500)	6 445 (9 700)	348 742	—	45 599
Lebanon	213 572 (283 310)	—	—	187 706	—	25 866
Malaysia	442 740 (629 376)	61 740 (96 733)	206 850 (328 395)	155 386	—	18 764
Maldives	121 462 (150 924)	948 (1 223)	—	120 245	—	269
Qatar	75 747 (144 110)	65 827 (135 350)	—	7 977	—	1 943
Pakistan	483 433 (622 077)	15 941 (26 880)	11 950 (17 250)	418 215	—	37 327
Philippines	1 018 065 (1 418 646)	293 790 (517 760)	60 325 (105 549)	586 749	—	77 201
Republic of Korea	1 796 106 (2 650 386)	652 025 (1 161 785)	262 710 (426 403)	534 729	36 423	310 219
Saudi Arabia	588 745 (974 670)	456 200 (825 273)	—	104 848	—	27 697
Sri Lanka	91 031 (123 323)	19 805 (32 757)	—	61 200	—	10 026
Syrian Arab Republic	10 192 (13 444)	—	—	9 206	—	986
Thailand	194 993 (291 499)	93 485 (162 819)	—	86 877	—	14 631
United Arab Emirates	143 109 (248 914)	82 977 (161 524)	—	54 383	—	5 749
Yemen	1 260 (1 850)	—	—	1 260	—	
SUB-TOTAL: developing countries of Asia	15 014 110 (22 750 302)	4 684 439 (8 468 597)	3 076 974 (5 188 773)	6 098 674	100 971	1 053 052
Developing countries and territories of Europe						
Malta	39 140 (52 721)	18 324 (30 620)	—	14 831	—	5 985
SUB-TOTAL: developing countries of Europe	39 140 (52 721)	18 324 (30 620)	—	14 831	—	5 985

Annex III (*concluded*)

MERCHANT FLEETS OF THE WORLD BY FLAG OF REGISTRATION,[a] GROUPS OF COUNTRIES AND TERRITORIES AND TYPES OF SHIP,[b] IN GRT AND DWT, AS AT 1 JULY 1976

(*dwt figures are shown in parentheses, except for general cargo vessels, container ships and others for which such data are not available*)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Developing countries and territories of Oceania						
Fiji	10 604 (10 544)	254 (400)	—	6 501	—	3 849
Nauru	48 353 (62 014)	—	19 564 (31 953)	28 789	—	—
New Hebrides	5 023 (6 857)	—	—	5 023	—	—
Gilbert Islands, Tuvalu	1 333 (868)	—	—	1 333	—	—
Papua New Guinea	15 329 (15 196)	1 604 (1 572)	—	8 158	—	5 567
Solomon Islands	1 008 (883)	—	—	814	—	194
Tonga	13 720 (16 575)	—	—	10 903	—	2 817
SUB-TOTAL: developing countries of Oceania	95 370 (112 937)	1 858 (1 972)	19 564 (31 953)	61 521	—	12 427
Other (unallocated)	1 483 981 (2 209 806)	364 902 (643 722)	445 800 (728 391)	576 900	7 622	88 757

Sources: Lloyd's Register of Shipping: Statistical Tables (London), and supplementary data regarding the Ghent Lakes fleets of the United States of America and Canada and the United States reserve fleet.

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

[b] Ships of 100 grt and over, excluding the Great Lakes fleets of the United States of America and Canada and the United States reserve fleet.

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

[d] Including passenger/cargo.

[e] Excluding estimates of:

	Total	*Tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Others*
United States of America Great Lakes fleet	1 573 646 (2 607 598)	37 587 (56 794)	1 412 488 (2 344 730)	34 561	89 010
Canadian Great Lakes fleet	1 629 565 (2 327 035)	67 899 (102 318)	1 335 751 (1 976 911)	150 654	75 261
United States of America reserve fleet (vessels of 1,000 grt and over) . .	1 720 000 (2 160 000)	210 000 (330 000)	—	1 510 000	—

Annex IV

SELECTED MAXIMUM AND MINIMUM[a] TRAMP FREIGHT RATES, 1973-1976

Commodity and routes	*Currency unit (sterling and United States dollars and cents)*	*1973*		*1974*		*1975*		*1976*	
		High	*Low*	*High*	*Low*	*High*	*Low*	*High*	*Low*
Heavy grain									
Gulf of Mexico (United States of America)-India	Dollars	71.00	16.00	60.00	45.75	28.25 [b]	24.00 [b]	26.50 [b]	26.25 [b]
North Pacific-East Coast India	Dollars	30.50	17.50	50.00	45.50	32.00	22.25	. .	. .
River Plate-Antwerp/Hamburg range	Dollars	29.60	12.75	32.00	26.50	16.00	13.00	21.25 [b]	20.75 [b]
River Plate-Japan	Dollars	30.25 [b]	17.75 [b]	45.00 [c]	32.50 [c]	19.50 [c]	17.20 [c]	24.00 [c]	16.50 [c]
North Pacific-Republic of Korea	Dollars	30.50	14.00	30.00	20.00	20.50	11.65	16.60 [c]	11.35 [c]
Coal									
Hampton Roads-Japan	Dollars	25.15	7.50	25.50	10.50	9.00	5.65	8.00 [d]	5.50 [d]
Sugar									
Mauritius-United Kingdom	Sterling	11.15	7.50	13.90	11.15	10.65	7.50	13.65	9.90
Philippines-United States of America	Dollars	17.00	14.50	30.00	29.00	16.50 [e]	16.00 [e]	26.50 [e]	22.00 [e]
Ore									
Brazil-Continent [f]	Dollars	12.00	5.90	10.50	4.10	4.00	3.00	5.00	3.10
Monrovia-Continent [f]	Dollars	7.00	3.60	6.25	4.45	3.10	2.30	4.45	2.40
Phosphate									
Aqaba-West Coast India	Dollars	13.35	8.25	20.75	16.00	16.00	7.50	9.50	. .
Fertilizers									
Gulf of Mexico (United States of America)-India [g]	Dollars	. .	. .	65.25	48.00	42.50	25.00	23.00	. .

Source: Lloyd's List (London), 4 February 1974, 6 January 1975, 5 January 1976 and 4 January 1977.

[a] Approximate levels.

[b] About 14,000 tons.

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

[d] About 50,000 tons.

[e] For 1975: *Fairplay International Shipiping Weekly* (London), vol. 257, No. 4820, 8 January 1976, p. 115 and for 1976: *ibid.*, vol. 261, No. 4874, 20 January 1977, p. 81.

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

[g] Di-ammonium phosphate.

Annex V

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED[a] DURING THE YEAR 1976

N.B. The following abbreviations have been used in this annex:

Bunker = bunker surcharge
CAF = currency adjustment factor (including devaluation surcharge)
T = per ton
FT = per freight ton
PU = per paying unit
(...) = **indicates that the previous level of surcharge was not specified in the source**

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff[b]
1 to 3	Australia-Singapore and West Malaysia, Australia-Indonesia, and Australia-Thailand Outward Shipping Conferences	1 January 1976			Bunker from 9.70 per cent to 8.72 per cent
4 to 7	Australia-West India, Australia-East India, Australia-Sri Lanka and Australia-Burma Outward Shipping Conferences	1 January	7 per cent		Bunker from 7.77 per cent to 7.26 per cent
8	Australia to Europe Shipping Conference	1 January			Bunker from 10.50 per cent to 10.30 per cent
9	European South Pacific and Magellan Conference (ESPM)	1 January			CAF from 16 per cent to 15 per cent (for the Hamburg-Bordeaux range) ; CAF from 9 per cent to 5 per cent (for Italy)
10	Italy-Far East Conference	1 January			CAF from 4.25 per cent to 2.45 per cent
11 to 14	Japan/Korea Transpacific Freight Conference, Japan/Korea-Atlantic and Gulf Freight Conference, Japan/Korea West Canada Freight Conference, and Japan/Korea East Canada Freight Conference	1 January			CAF from 3 per cent to 1.50 per cent
15	UK/New Zealand Conference	1 January			CAF from —15.60 per cent to —16.80 per cent
16	UK/Fiji Conference	1 January			CAF from —14 per cent to —15.10 per cent

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

	(UKWAL)	1 January	16 per cent Bunker	
18	Associated Continental Middle East Lines (ACMEL)	1 January	Rotterdam interim handling charge from DFL 6 to DFL 9/1000 kg	Suez Canal surcharge of 7 per cent incorporated in tariff
19	Europe/India-Pakistan-Bangladesh Conferences	1 January		CAF from −3.50 per cent to −5 per cent (from UK); CAF from −4.50 per cent to −6 per cent (to UK)
20 to 23	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference and Sabah, Brunei and Sarawak Freight Conference	1 January		CAF from 1 per cent to −2 per cent (from UK-Ireland); CAF from 22.50 per cent to 20.50 per cent (from Fed. Rep. of Germany, Netherlands and Belgium); CAF from 20 per cent to 18 per cent (from Scandinavia); CAF from 18 per cent to 15.50 per cent (from Japan); CAF from 13 per cent to 11 per cent (from Hong Kong); CAF from 13.50 per cent to 11.50 per cent (from Singapore/Malaysia); CAF from 9.50 per cent to 8 per cent (from Philippines)
24	Southern Africa-New Zealand Tariff	2 January	Bunker from $11.83 to $13/FT	
25	UK/Israel and Israel/UK Conferences	4 January	5 per cent CAF	
26	Association of West India Transatlantic Steamship Lines (WITASS)	5 January	Landing and delivery charges to Aruba from $7.15 to $10.65/FT	
27	European South Pacific and Magellan Conference (ESPM)	5 January	Bunker from $6.50 to $7/FT (except for Italy)	
28	Continental North Atlantic Westbound Freight Conference	6 January		3 per cent CAF cancelled
29	Ceylon/UK and Eire Conference	7 January		Bunker from 13 per cent to 5 per cent (from Sri Lanka)
30	Europe/East Africa Conference	10 January		For Italy: southb. CAF from −7.04 per cent to −8.55 per cent, northb. CAF from −6.60 per cent to −8.20 per cent
31	Conference of Malta and Alexandria Steamship Companies	12 January		Bunker from (...) to 15 per cent
32	Australia Northbound Shipping Conference	14 January		Bunker from 14.80 per cent to 14.35 per cent (to Hong Kong and Philippines)

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
33	Canadian North Atlantic Westbound Freight Conference	15 January	n.a.		Bunker incorporated in tariff
34	UK/Israel Conference Lines	15 January	7.50 per cent		
35	European South Pacific and Magellan Conference (ESPM)	16 January		CAF from 15 per cent to 16 per cent (for the Hamburg-Bordeaux range)	
36	Italy-Far East Conference	21 January			CAF from 2.45 per cent to —1.25 per cent
37	Italian West Africa Conference (IWAC)	26 January		CAF from 17.70 per cent to 25.70 per cent	
38	Conference of Malta and Alexandria Steamship Companies	26 January		CAF from 5 per cent to 6 per cent	
39	Levant Conference	26 January		CAF from 5 per cent to 6 per cent (to Turkey)	
40 and 41	Australia-Singapore and West Malaysia Australia-Indonesia Outward Shipping Conferences	1 February	21 per cent		Bunker from 8.72 per cent to 8.14 per cent
42	Australia-Thailand Outward Shipping Conference	1 February	18.75 per cent		
43	Australia Northbound Shipping Conference	1 February			For Japan and Rep. of Korea: CAF from 3.01 per cent to 2.62 per cent and bunker from 7.30 per cent to 7.12 per cent
44	Australia to Europe Shipping Conference	1 February		Bunker from 10.30 per cent to 10.40 per cent	
45 to 48	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 February			Suez Canal surcharge from 5.25 per cent to 4.75 per cent
49 and 50	Europe/India-Pakistan-Bangladesh Conference Europe/Ceylon Conference	1 February			For West Italy: eastbd. CAF from 0.50 per cent to —2.50 per cent
51	Conférence export des lignes de navigation desservant l'Indochine	1 February			Suez Canal surcharge from 5.25 per cent to 4.75 per cent
52	Levant Conference	2 February			Bunker from 15 per cent to 12

	Aden	2 February			2.50 per cent Suez Canal surcharge cancelled
54	Portugal/UK-Ireland/Portugal Conferences	5 February		5 per cent CAF	
55	Conférence Internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	9 February	15.50 per cent		2.50 per cent Cape and Suez surcharge and 13 per cent bunker incorporated in tariff
56	Italian West Africa Conference (IWAC)	9 February		CAF from 25.70 per cent to 30.90 per cent	
57	UK/Port Said Freight Conference	10 February		5.19 per cent CAF	
58	Europe/East Africa Conference	10 February			For Italy: southb. CAF from −8.55 per cent to −12.86 per cent; northb. CAF from −8.20 per cent to −12.42 per cent
59	Europe/Indonesia Freight Conference	16 February			Freight rates reduced by 0.84 per cent
60	Australia-East Coast Canada Rate Agreement	20 February		3.90 per cent CAF	Bunker from 11.42 per cent to 10.93 per cent
61	Italian West Africa Conference (IWAC)	20 February			CAF from 30.90 per cent to 28.60 per cent
62	Association of West India Transatlantic Steamship Lines (WITASS)	23 February			Freight rates reduced by $5/FT to Guatemala (on account of earthquake disaster, effective until 13 June 1977)
63 and 64	East Coast Colombia Conference Atlantic and Gulf/West Coast of South America Conference	23 February	3 per cent		
65 and 66	North Continent/Aqaba Agreement, Continental Red Sea Conference and EDACRA	24 February		CAF from 7.50 per cent to 9.50 per cent	
67	Conférence Centre Amérique	1 March	$5.50/PU to Venezuela; $7.50/PU to Colombia (Atlantic Coast)	CAF from 3 per cent to 4 per cent	
68	Conférence de fret France/Antilles et Guyane Françaises	1 March	10 per cent		
69	Malta Agreement	1 March	2.50 per cent		
70	Conférence Marchandises Mexique	1 March	$8/PU		
71	UK/Madeira and Canary Islands Conference	1 March			CAF from 25 per cent to 20 per cent

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
72	Conference of Gibraltar and Morocco Steamship Companies	1 March		CAF from 10 per cent to 12.50 per cent	
73	Australia to Europe Shipping Conference	1 March		Bunker from 10.40 per cent to 10.50 per cent (except for wool)	
74	UK and Continent/Papeete and Noumea Agreement	1 March		Bunker from 12.20 per cent to 12.75 per cent	
75	European South Pacific and Magellan Conference (ESPM)	1 March		CAF from 16 per cent to 17 per cent (for the Hamburg-Bordeaux range)	CAF from 14 per cent to 12 per cent (for Scandinavia)
76	Association of West India Transatlantic Steamship Lines (WITASS)	1 March		CAF from 3 per cent to 4 per cent (for continental Europe)	
77	UK/Spain Freight Association	1 March	(not indicated in the source)	10 per cent CAF	Combined CAF and bunker incorporated in tariff
78	New Zealand European Shipping Association	1 March			CAF from 7.70 per cent to 6.30 per cent (from Italy)
79 and 80	Europe/Ceylon Conference Europe/India-Pakistan-Bangladesh Conference	1 March			For West Italy: eastbd. CAF from −2.50 per cent to −5 per cent
81	Europe/East Africa Conference	10 March			For Italy: southb. CAF from − 12.86 per cent to −15.20 per cent; northb. CAF from −12.42 per cent to −14.68 per cent; For Spain: southb. and northb. CAF from 1.02 per cent to −11.15 per cent
82	Conférence export des lignes de navigation desservant l'Indochine	15 March	13.50 per cent		
83	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong-Kong, la Chine, la Corée et le Japon	15 March			Bunker from 19.37 per cent to 17.59 per cent
84 to 87	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	15 March			Bunker from 19.37 per cent to 17.59 per cent

					per cent (from UK)
89	Europe/India-Pakistan-Bangladesh Conferences	15 March			For UK: eastb. CAF from —3.50 per cent to —7 per cent; westb. CAF from —4.50 per cent to —8 per cent
90 and 91	Western Italy/Ceylon Conference Western Italy/India-Pakistan-Bangladesh Conference	15 March			CAF from —2.50 per cent to —5 per cent
92	Levant Conference	15 March		CAF from 6 per cent to 11 per cent	
93	Conference of Malta and Alexandria Steamship Companies	15 March		CAF from 6 per cent to 11 per cent	
94	UK/Port Said Freight Conference	15 March		Bunker from 15 per cent to 17.50 per cent	Suez Canal surcharge from 2.50 per cent to 1 per cent
95 and 96	Japan/Europe Conference Japan/Gulf of Aden and Red Sea Ports Conference	15 March	13.50 per cent		
97	Europe/India-Pakistan-Bangladesh Conference	15 March			For UK: eastb. CAF from —5 per cent to —7 per cent
98	Europe/Ceylon Conference	15 March			For UK: eastbd. CAF from —7 per cent to —11 per cent
99	Conférence Centre Amérique	16 March			CAF from 4 per cent to 3 per cent
100	Association of West India Transatlantic Steamship Lines (WITASS)	16 March			CAF from 4 per cent to 3 per cent (for the Hamburg-Bordeaux range)
101	UK/Israel and Israel/UK Conferences	17 March		CAF from 5 per cent to 10 per cent	
102	Italian West Africa Conference (IWAC)	19 March			CAF from 34.30 per cent to 32.20 per cent
		22 March		CAF from 32.20 per cent to 47.40 per cent	
103 and 104	North Continent/Aqaba Agreement Continental Red Sea Conference and EDACRA	22 March			CAF from 9.50 per cent to 8 per cent
105	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong-Kong, la Chine, la Corée et le Japon	22 March			CAF from 19 per cent to 14.50 per cent
106 and 107	Western Italy/Ceylon Conference Western Italy/India-Pakistan-Bangladesh Conference	22 March			CAF from —5 per cent to —7 per cent

Annex V (*continued*)

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
108 and 109	Europe/Ceylon Conference Europe/India-Pakistan-Bangladesh Conference	22 March			For West Italy: eastbd. CAF from −5 per cent to −7 per cent
110 to 112	Far Eastern Freight Conference (FEFC) Europe/Japan Freight Conference Philippines/Europe Conference	22 March			CAF from 19 per cent to 14.50 per cent (from France)
113	UK/West Africa Lines Joint Service (UKWAL)	29 March		15.50 per cent CAF	
114	Association of West India Transatlantic Steamship Lines (WITASS)	30 March		Landing, storage and delivery charges to Curaçao from $10.30 to $14.40/T	
115	Australia Northbound Shipping Conference	1 April	15 per cent		
116 and 117	The Atlantic and Gulf Singapore, Malaysia and Thailand Conference The Atlantic and Gulf Indonesia Conference	1 April	12.50 per cent		
118	North Continent/Aqaba Agreement	1 April	20 per cent		7.60 per cent bunker and 1 per cent Suez Canal surcharge incorporated in tariff
119	Continental Red Sea Conference and EDA-CRA	1 April	13.25 per cent		Bunker and Suez Canal surcharge incorporated in tariff
120 and 121	Japan/Korea-West Canada Freight Conference Japan/Korea-East Canada Freight Conference	1 April	13 per cent		
122	UK-Fiji Conference	1 April			CAF from −15.10 per cent to −17.40 per cent
123	River Plate/Europe Freight Conference	1 April		From DM 6 to DM 12/PU (on reefer cargo)	
124	New Zealand European Shipping Association	1 April	$5/MT		CAF from 12.70 per cent to 9.30 per cent; on freight rates paid in lire CAF from 6.30 to 4.90 per cent bunker from 10.26 per cent to 9.80 per cent
125	North Europe-Egypt-North Europe Conference (NOREG)	1 April	5 per cent		
126	Association of West India Transatlantic Steamship Lines (WITASS)	1 April		For UK-Ireland on freight rates paid in £ sterling, CAF from 11 per cent to 14 per cent and in dollars. CAF from −6 per	

	ference (ESPM)	1 April			CAF from 17 per cent to 16 per cent
128	Australia-US Pacific Coast Conference	1 April			Bunker from 9.58 per cent to 8.82 per cent
129	UK/New Zealand Conference	1 April	$5/MT		CAF from −16.80 per cent to −19 per cent Bunker from 9.90 per cent to 9.40 per cent
130	Cyprus Agreement	1 April	7.50 per cent		
131	Italy-Far East Conference	1 April			CAF from −1.25 per cent to −4.70 per cent
132	Italian West Africa Conference (IWAC)	3 April			CAF from 47.40 per cent to 41.10 per cent
133	US Atlantic and Gulf-Santo Domingo Conference	5 April	10 per cent (to Santo Domingo)		
134	Portugal/UK-Ireland/Portugal Conferences	5 April		CAF from 5 per cent to 6 per cent	
135	UK/Port Said Freight Conference	10 April		CAF from 5.19 per cent to 7.29 per cent	
136	UK/Red Sea Conference Lines	10 April			CAF from 0.16 per cent to −2.10 per cent
137	Europe/East Africa Conference	10 April		For continental Europe: southb. CAF from 4.78 per cent to 6.32 per cent; northb. CAF remains unchanged at 5.23 per cent	For UK: southb. CAF from −16.45 per cent to −20.57 per cent; northb. CAF from −16.38 per cent to −20.43 per cent; For Italy: southb. CAF from −15.20 per cent to −19.89 per cent; northb. CAF from −14.68 per cent to −19.25 per cent; For Greece: southb. and northb. CAF from −14.74 per cent to −17.60 per cent
138	UK/Ceylon Conference	12 April			CAF from −11 per cent to −14.50 per cent
139	UK/Spain Freight Association	12 April		CAF from 10 per cent to 14 per cent	
140	UK/Australia Conference	12 April			CAF from 5.31 per cent to 3.28 per cent
141	Outward Continent / Australia Conference	13 April			CAF from 6.02 per cent to 2.52 per cent (from Italy)
142	Conference of Gibraltar and Morocco Steamship Companies	14 April		CAF from 12.50 per cent to 15 per cent (to Morocco)	
143	Australia Northbound Shipping Conference	14 April			Bunker from 13.97 per cent to 11.84 per cent
144	Conférence maritime méditerranéenne France/Tunisie	15 April	20 per cent		

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
145	North Atlantic Mediterranean Freight Conference	15 April	10 per cent		
146	European South Pacific and Magellan Conference (ESPM)	16 April		CAF from 16 per cent to 17 per cent	
147	Association of West India Transatlantic Steamship Lines (WITASS)	16 April			For UK-Ireland on freight rates paid in dollars, CAF from −8 per cent to −9 per cent
148	Italian West Africa Conference (IWAC)	16 April		CAF from 41.10 per cent to 47.40 per cent	
149 and 150	Western Italy/India-Pakistan-Bangladesh Conference Western Italy/Ceylon Conference	19 April			CAF from −7 per cent to −11 per cent (from Italy)
151	Europe/India-Pakistan-Bangladesh Conferences	19 April		For Continental Europe: westb. CAF from 7 per cent to 11 per cent	For UK: eastb. CAF from −7 per cent to −10 per cent; westb. CAF from −8 per cent to −11 per cent
152	Australia-US Pacific Coast Conference	20 April		CAF from 1.46 per cent to 3.76 per cent	
153	Conference of Malta and Alexandria Steamship Companies	22 April		CAF from 11 per cent to 16 per cent	
154	Conference of Gibraltar and Morocco Steamship Companies	22 April		5 per cent CAF (to Ceuta, Melilla and Gibraltar)	
155	Italian West Africa Conference (IWAC)	30 April		CAF from 47.40 per cent to 52.60 per cent	
156	Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	1 May	10 per cent		7.60 per cent bunker and 1 per cent Suez Canal surcharge incorporated in tariff
157	Europe/Indonesia Freight Conference	1 May	13.50 per cent	Bunker from 16.10 per cent to 16.30 per cent	
158 and 159	Pacific Straits Conference Pacific Indonesian Conference	1 May	From 7.50 per cent to 15 per cent (from United States of America and Canada)		

	Conference	1 May	7 per cent		
162	UK/Red Sea Conference Lines	1 May	17.50 per cent (except to Sudan)		
163	Australia Northbound Shipping Conference	1 May		CAF from 2.62 per cent to 3.50 per cent; bunker from 7.29 per cent to 7.66 per cent	
164	Indonesia/Europe Freight Conference	1 May		Bunker from 16.10 per cent to 16.30 per cent	
165 166 167	Australia-Singapore and West Malaysia Australia-Indonesia and Australia-Thailand Outward Shipping Conferences	1 May		Bunker from 8.04 per cent to 8.18 per cent	
168	Association of West India Transatlantic Steamship Lines (WITASS)	1 May		For UK-Ireland on freight rates paid in £ sterling, CAF from 14 per cent to 16 per cent and in dollars, CAF from —9 per cent to —10 per cent	
169	Europe/Sri Lanka Conferences	1 May			From UK: CAF from —14.50 per cent to —17 per cent From Continent excluding Italy: CAF from 14 per cent to 11.50 per cent
170	UK/Fiji Conference	1 May			CAF from —17.40 per cent to —20 per cent
171 to 174	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 May			From Singapore/Malaysia: CAF from 11 per cent to 9 per cent From UK-Ireland: CAF from —2 per cent to —5 per cent
175	Italy Far East Conference	1 May			CAF from —4.70 per cent to —7.20 per cent
176	UK/West Africa Lines Joint Service (UKWAL)	1 May		CAF from 15.50 per cent to 17.50 per cent	
177	UK/New Zealand	1 May			CAF from —19 per cent to —22 per cent
178	UK/Israel and Israel/UK Conferences	3 May		CAF from 10 per cent to 13.50 per cent	
179	Levant Conference	6 May		CAF from 11 per cent to 16 per cent	
180	Italian West Africa Conference (IWAC)	7 May		CAF from 52.60 per cent to 55.90 per cent	
181	UK/Red Sea Conference Lines	10 May			CAF from —2.10 per cent to —3.79 per cent
182	UK/Port Said Freight Conference	10 May		CAF from 7.29 per cent to 8.94 per cent	

Annex V (*continued*)

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
183	Europe/East Africa Conference	10 May			For UK: southb. CAF from −20.57 per cent to −23.30 per cent; northb. CAF from −20.43 per cent to −22.63 per cent
184	Australia Northbound Shipping Conference	14 May		Bunker from 11.84 per cent to 14.91 per cent	
185	Australian Conference Lines	14 May			For UK: CAF from 3.28 per cent to 1.44 per cent
186	Italian West Africa Conference (IWAC)	14 May			CAF from 55.90 per cent to 53.70 per cent
187	UK/West Africa Lines Joint Service (UKWAL)	15 May		Bunker from 16 per cent to 17.50 per cent	
188	Association of West India Transatlantic Steamship Lines (WITASS)	16 May		For UK-Ireland on freight rates paid in £ sterling, CAF from 16 per cent to 17 per cent	
189 and 190	Western Italy/India-Pakistan-Bangladesh Conference Western Italy/Ceylon Conference	17 May			CAF from −11 per cent to −8 per cent
191	Ceylon/Straits/Hong Kong, Japan Agreement	20 May			CAF from (...) to −1 per cent
192	Italian West Africa Conference (IWAC)	21 May			CAF from 53.70 per cent to 42.60 per cent
193	North Atlantic-Israel Eastbound Freight Conference	23 May	7.50 per cent		
194	Association of West India Transatlantic Steamship Lines (WITASS)	24 May		Landing, storage and delivery charge at Georgetown, Guyana, increased to £4.70 ($8.90) per FT	
195	Mauritius Outward Conference	25 May	16.50 per cent		16.50 per cent bunker incorporated in tariff
196	Italian West Africa Conference (IWAC)	28 May			CAF from 42.60 per cent to 39.90 per cent
197	UK/Jordan Conference	1 June	22.50 per cent		
198 and	UK/Seychelles Conference	1 June	22.50 per cent		16 per cent bunker and 8 per cent interim route surcharge in-

					per cent to 1 per cent and bunker from 17.50 per cent to 15 per cent
201	UK/Portugal Conference	1 June	(not indicated in the source)		
202	Lines serving the trade Europe to Oceania	1 June		2.07 per cent CAF from UK and 6.54 per cent CAF from Continent	
203	Association of West India Transatlantic Steamship Lines (WITASS)	1 June		Bunker from £2.30 to £3/FT	
204	European South Pacific and Magellan Conference (ESPM)	1 June			CAF from 17 per cent to 16 per cent
205	Canadian North Atlantic Westbound Freight Conference	1 June	20.83 per cent		CAF incorporated in tariff
206	Australia to Europe Shipping Conference	1 June			CAF from —3.64 per cent to —5.97 per cent
207	Australia Northbound Shipping Conference	1 June			Bunker from 7.66 per cent to 7.49 per cent
208	Levant Conference	1 June		CAF from 16 per cent to 20 per cent	
209 and 210	West Coast of Italy, Sicilian and Adriatic Ports/North Atlantic Range Conference (WINAC) Med-Gulf Conference	1 June	5 per cent		
211	Lines serving the trade Japan-China	1 June			
212	Europe/India-Pakistan-Bangladesh Conferences	1 June	14 per cent		For continental Europe: eastb. CAF from 14.50 per cent to 13.50 per cent; westb. CAF from 10 per cent to 8.50 per cent For UK: eastb. CAF from —10 per cent to —11 per cent; westb. CAF from —11 per cent to —12 per cent For continental Europe (excluding Italy): eastb. and westb. CAF from 11.50 per cent to 10 per cent; For UK: westb. CAF from —12.50 per cent to —14 per cent
213	Europe/Sri Lanka Conferences	1 June			
214	Conference of Malta and Alexandria Steamship Companies	3 June		CAF from 16 per cent to 20 per cent	
215	UK/Israel and Israel/UK Conferences	3 June		CAF from 13.50 per cent to 17.50 per cent	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges* New or increased	*Surcharges* Reduced, cancelled or incorporated in tariff
216	UK/Spain Freight Association	7 June		CAF from 14 per cent to 20 per cent	
217	UK/West Africa Joint Service (UKWAL)	7 June		CAF from 17.50 per cent to 19.50 per cent	
218	UK/Madeira and Canary Islands Conference	8 June		CAF from 20 per cent to 31 per cent	
219	Associated Continental Middle East Lines (ACMEL)	8 June			CAF from 7.50 per cent to 5.50 per cent
220	UK/Australia Conference	9 June			CAF from 1.44 per cent to −1.08 per cent
221	UK/Port Said Freight Conference	10 June		CAF from 8.94 per cent to 10.40 per cent	
222	UK/Red Sea Conference Lines	10 June			
223	Europe/East Africa Conference	10 June			CAF from −3.79 per cent to −5.29 per cent For UK: southb. CAF from −23.30 per cent to −25.63 per cent; northb. CAF from −22.63 per cent to −25.58 per cent; For continental Northern Europe: southb. CAF from 6.32 per cent to 4.32 per cent; For Italy: southb. CAF from −19.89 per cent to −20.54 per cent; northb. CAF from −19.25 per cent to −19.92 per cent; For Spain: southb. and northb. CAF from −11.15 per cent to −12.84 per cent; For Yugoslavia: northb. and southb. CAF from −7.34 per cent to −9.16 per cent
224	UK/Israel and Israel/UK Conferences	10 June			CAF from 17.50 per cent to 16 per cent
225	Outward Continent/Australia Conference	11 June			CAF from 22.69 per cent to 20.44 per cent
226	Portugal/UK-Ireland/Portugal Conferences	14 June		CAF from 6 per cent to 12 per	

227 and 228	Conference	14 June			CAF from —8 per cent to —10.50 per cent
229	Australia Northbound Shipping Conference	14 June			Bunker from 13.73 per cent to 11.99 per cent (to Philippines and Hong Kong)
230	Mediterranean Middle East Conference (MEDMECON)	14 June			CAF from 7.50 per cent to 5.50 per cent
231	Zurich Agreement	15 June	16 per cent (to Iceland)		
232	Conférence Centre Amérique	16 June			CAF from 3 per cent to 2 per cent
233	European South Pacific and Magellan Conference (ESPM)	16 June			CAF from 16 per cent to 15 per cent (for Hamburg-Bordeaux range); CAF from 12 per cent to 11 per cent (for Scandinavia); For Spain and Portugal: CAF cancelled
234	Association of West India Transatlantic Steamship Lines (WITASS)	16 June			CAF from 3 per cent to 2 per cent (for Hamburg-Bordeaux range)
				For UK-Ireland on freight rates paid in £ sterling, CAF from 17 per cent to 19 per cent and in dollars, CAF from —10 per cent to —12 per cent	
235	Italian West Africa Conference (IWAC)	18 June		CAF from 39.90 per cent to 41.60 per cent	
236	Conférence de fret France/Antilles et Guyane Françaises	1 July	5 per cent		
237	Australia Northbound Shipping Conference	1 July		Bunker from 7.49 per cent to 7.51 per cent (to Japan and Rep. of Korea)	
238	UK/Sudan Conference Lines	1 July	17.50 per cent		
239	UK/Arabian and Iranian Ports Conference	1 July	7.50 per cent		
240	Associated Continental Middle East Lines (ACMEL)	1 July	7.50 per cent		
241	Japan/India-Pakistan-Gulf/Japan Conference	1 July	13 per cent		
242	Japan/Philippines Freight Conference	1 July	9.50 per cent		
243	Brazil/Mediterranean/Brazil Freight Conference	1 July	10 per cent		
244	New Zealand European Shipping Association	1 July			CAF from 4.90 per cent to 2.60 per cent (from Italy)
245	Australia to Europe Shipping Conference	1 July			CAF from 1.26 per cent to —1.14 per cent

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
246	UK/Israel Conference	1 July	5 per cent		
247	Association of West India Transatlantic Steamship Lines (WITASS)	1 July	5 per cent	1. Deferred rebate increased by 1 per cent 2. Rates to Panama and Panama Canal zone increased by 5 per cent and made subject to deferred rebate totalling 11 per cent. 3. For UK-Ireland on freight rates paid in £ sterling: CAF from 19 per cent to 22 per cent.	
248	Outward Continent/Australia Conference	1 July		CAF from 2.52 per cent to 7.52 per cent (from Italy)	
249 to 252	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 July			CAF from —5 per cent to —7.50 per cent (from UK-Ireland); CAF from 11 per cent to 8.50 per cent (from Hong Kong and Rep. of Korea)
253	UK/New Zealand Conference	1 July			CAF from —22 per cent to —24.70 per cent
254	UK/Fiji Conference	1 July			CAF from —20.40 per cent to —23 per cent
255	Australia-Thailand Outward Shipping Conference	4 July	4.60 per cent		Bunker from 8.18 per cent to 5.39 per cent
256	Conference of Gibraltar and Morocco Steamship Companies	5 July	15 per cent (to Moroccan Atlantic ports)		
257	Italian West Africa Conference (IWAC)	9 July			CAF from 41.60 per cent to 39.50 per cent
258	UK/Red Sea Conference Lines	10 July			CAF from —5.29 per cent to —13.02 per cent
259 and 260	Europe/India-Pakistan-Bangladesh Conference Europe/Ceylon Conference	12 July		CAF from —10.50 per cent to —8.50 per cent	
261 and	Brazil/Europe/Brazil Freight Conference (Section 4)	12 July		Handling charges for Liverpool and Glasgow from £1.50 to	

	Steamship Lines (WITASS)	16 July			For UK-Ireland on freight rates paid in £ sterling, CAF from 22 per cent to 21 per cent
264	North Continent-Portugal-North Continent Conference	19 July	15 per cent		
265	UK/West Africa Lines Joint Service (UKWAL)	22 July	£6/FT		Bunker from 17.50 per cent to 14 per cent
266	UK/Fiji Conference	1 August		CAF from −23 per cent to −21.90 per cent	
267	UK/New Zealand Conference	1 August		CAF from −24.70 per cent to −23.60 per cent	
268	Outward Continent/Australia Conference	1 August	7.50 per cent		
269	Continent/Port Said and Suez Conference	1 August	12.50 per cent		CAF from 17.50 per cent to 15 per cent and bunker from 2.50 per cent to 1 per cent
270	UK/Australia Conference	1 August	12.50 per cent		
271	Continent West Africa Conference (COWAC)	1 August	10 per cent		Bunker from 11.50 per cent to 10.50 per cent
272	Italian West Africa Conference (IWAC)	1 August	8.60 per cent		Bunker from 11.50 per cent to 10.50 per cent
273	Conférence Internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	9 August		On freight rates expressed in Swiss francs: new CAF of −13.20 per cent	
274 and 275	Outward Continent/Australia Conference UK/Australia Conference	9 August			Bunker from 10.60 per cent to 9.50 per cent
276	Europe/East Africa Conference	10 August		For UK: southb. CAF from −25.63 per cent to −16.42 per cent	
277	UK/Australia Conference	10 August		CAF from −1.08 per cent to +0.22 per cent	
278 to 281	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	21 August			CAF from 14.50 per cent to 10 per cent (from France)
282	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong-Kong, la Chine, la Corée et le Japon	21 August			CAF from 14.50 per cent to 10 per cent
283	Entente de fret Marseille/Levant	23 August	10 per cent CAF		

Annex V (*continued*)

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
284	UK/Israel and Israel/UK Conferences	23 August			CAF from 16 per cent to 15.16 per cent
285 and 286	Japan/Sabah Freight Conference Japan/Sarawak Freight Conference	26 August		CAF from 3 per cent to 7 per cent	
287 and 288	North Continent/Aqaba Agreement Continental Red Sea Conference and EDA-CRA	26 August		CAF from 8 per cent to 9.50 per cent	
289	USA/South and East Africa Conference Lines	1 September	$5/T (to Maputo); $9/T (to Beira)		
290 to 292	Europe-Pacific Coast Rate Agreement North Europe-US Pacific Freight Conference North Europe-Canada Pacific Freight Conference	1 September	9 per cent		
293	Ceylon/Australia Conference	1 September	30 per cent	Stevedoring surcharge 6 per cent	
294	South and East Africa/USA Conference Lines	1 September	6.14 rands/T (from Maputo, Beira and Nacaba)		
295	River Plate/Mediterranean/River Plate Conference	1 September	(not indicated in the source) (on reefer cargo)		
296	New Zealand Shipping Association	1 September		CAF from 9.30 per cent to 10.40 per cent; and on freight rates paid in lires: CAF from 2.60 per cent to 3.70 per cent	
297	Australia Northbound Shipping Conference	1 September		Bunker from 7.56 per cent to 7.64 per cent (for Japan and Rep. of Korea); Bunker from 9.58 per cent to 9.64 per cent (for Hong Kong and Philippines)	
298	European South Pacific and Magellan Conference (ESPM)	1 September	$5/FT	CAF from 15 per cent to 16 per cent (for the Hamburg-Bordeaux range) CAF from 10 per cent to 11 per cent (for Scandinavia-Finland	

	ence	1 September	5 per cent (to Israel); 2.50 per cent (to Continent)		
300	Malaysia and Pacific Rate Agreement	1 September	15 per cent		
301 to 304	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 September		CAF from 20.50 per cent to 22.50 per cent (from Fed. Rep. of Germany, Netherlands and Belgium)	
305	Conférence Centre Amérique	1 September		CAF from 2 per cent to 3 per cent	
306	Australia and New Zealand Eastern Shipping Conference	1 September		CAF from 2 per cent to 4.50 per cent	
307	Japan/Philippines Freight Conference	1 September		CAF from 2 per cent to 3.50 per cent	
308 to 310	Japan/Latin America Eastbound Freight Conference Japan/West Coast South America Freight Conference Japan/Mexico Freight Conference	1 September		CAF from 0.60 per cent to 2.70 per cent	
311	Japan/Indonesia and Indonesia/Japan Freight Conferences	1 September		3.50 per cent CAF	
312	Japan/Thailand Freight Conference	1 September		CAF from 2.50 per cent to 4.50 per cent	
313	Europe/India-Pakistan-Bangladesh Conferences	1 September		For continental Europe (excluding Italy): eastb. CAF from 13.50 per cent to 15 per cent; westb. CAF from 8.50 per cent to 10 per cent	
314	Europe/Sri Lanka Conferences	1 September		For continental Europe (excluding Italy): eastb. and westb. CAF from 10 per cent to 11.50 per cent	
315	Japan/West Africa Conferences	1 September		CAF from 1.50 per cent to 4.50 per cent	
316	Japan and Hong Kong/South Africa Shipping Conference	1 September		CAF from 3 per cent to 6 per cent	
317	Far East/East Africa Freight Conference	1 September		CAF from 1.50 per cent to 4.50 per cent	
318 and 319	Australia/Singapore and West Malaysia and Australia/Indonesia Outward Shipping Conferences	1 September			Bunker from 8.18 per cent to 7.73 per cent
320	Association of West India Transatlantic Steamship Lines (WITASS)	1 September		CAF from 2 per cent to 3 per cent (for Hamburg-Bordeaux range)	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
321	Associated Continental Middle East Lines (ACMEL)	6 September		CAF from 5.50 per cent to 8 per cent	
322	Pacific Coast European Conference Freight Tariff	7 September	9 per cent		
323	Europe/East Africa Conference	10 September		CAF from 4.32 per cent to 6.26 per cent	
324 and 325	UK/Jordan Conference UK/Jeddah and Yembo Conference	13 September		CAF from (...) to —3.30 per cent (for container services)	
326	Mediterranean Middle East Conference (MEDMECON)	15 September		CAF from 5.50 per cent to 8 per cent	
327	UK/Israel and Israel/UK Conferences	15 September		CAF from 15.16 per cent to 16.95 per cent	
328	European South Pacific and Magellan Conference (ESPM)	16 September		CAF from 16 per cent to 17 per cent (for the Hamburg-Bordeaux range)	
329	Association of West India Transatlantic Steamship Lines (WITASS)	16 September		For UK-Ireland on freight rates paid in £ sterling: CAF from 21 per cent to 22 per cent	
330	Conference of Malta and Alexandria Steamship Companies	17 September		CAF from 20 per cent to 24 per cent	
331 to 339	Continental North Atlantic Westbound Freight Conference Continental US Gulf Freight Association Marseilles North Atlantic USA Freight Conference South Atlantic North Europe Rate Agreement North Atlantic French Atlantic Freight Conference North Atlantic Continental Freight Conference South Atlantic French Atlantic Freight Conference South Atlantic Continental Freight Conference Gulf Europe Freight Association Agree-	20 September	8.50 per cent		

and 341	Continental Red Sea Conference and EDACRA	22 September		per cent	
342	Levant Conference	22 September		CAF from 20 per cent to 24 per cent	
343	Associated Central West Africa Lines (CEWAL)	1 October	10 per cent		
344	UK/New Zealand Conference	1 October	20.30 per cent		9.40 per cent bunker incorporated in tariff
345	Straits/Fiji Islands Conference	1 October	19 per cent		
346	Australia and New Zealand Eastern Shipping Conference	1 October	**From Japan:** 12.50 per cent to south and east Australia; 15 per cent to north and west Australia; 13.50 per cent to New Guinea and New Zealand	CAF from —4 per cent to —1 per cent; bunker from (...) to 10.80 per cent (to Japan); bunker from (...) to 14 per cent (to Australia); bunker from (...) to 10.40 per cent (New Zealand); bunker from (...) to 10.30 per cent (to New Guinea)	
347	New Zealand European Shipping Association	1 October	21.30 per cent	CAF from 10.40 per cent to 11.50 per cent	9.80 per cent bunker incorporated in tariff
348	Japan/Hong Kong and Japan/Straits Freight Agreements	1 October	9.50 per cent	CAF from 5 per cent to 8 per cent	Bunker from 13.90 per cent to 12.70 per cent
349	Lines serving the trade UK-Finland	1 October	10 per cent		
350	Far East/River Plate/Far East Freight Conference	1 October	12.50 per cent		Bunker from 15.50 per cent to 13.80 per cent
351	Japan and Hong Kong/South Africa Shipping Conference	1 October	13 per cent		Bunker from 17.40 per cent to 15.40 per cent
352 and 353	Far East/East Africa Freight Conference; Far East/Somalia Freight Agreement	1 October	12 per cent		Bunker from 15.70 per cent to 14 per cent
354 and 355	Japan/West Africa Freight Conferences; Far East/Canary Islands, Spanish Sahara and Mauritania Freight Conference	1 October	12 per cent		Bunker from 19 per cent to 17 per cent
356	*Zurich Agreement*	1 October	5 per cent		
357	Australia to Europe Shipping Conference	1 October	10 per cent	CAF from —2.10 per cent to —1.14 per cent	Bunker incorporated in tariff
358	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong-Kong, la Chine, la Corée et le Japon.	1 October		CAF from 10 per cent to 11.50 per cent	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	Name of liner conference	Announced date of implementation	General freight-rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
359	Europe/India-Pakistan-Bangladesh Conferences	1 October			For UK: eastb. CAF from −11 per cent to −13 per cent; westb. CAF from −12 per cent to −14 per cent
360	Association of West India Transatlantic Steamship Lines (WITASS)	1 October		CAF from 3 per cent to 4 per cent (for Hamburg-Bordeaux range); for UK-Ireland on freight rates paid in £ sterling: CAF from 22 per cent to 23 per cent	
361	Australia Northbound Shipping Conference	1 October			Bunker from 7.64 per cent to 7.60 per cent (to Japan and Rep. of Korea)
362	Australia/East Africa Conference	1 October		Bunker from 9.64 per cent to 9.88 per cent	
363 and 364	Australia/Singapore and West Malaysia and Australia/Indonesia Outward Shipping Conferences	1 October			Bunker from 7.73 per cent to 7.58 per cent
365	Conférence Centre Amérique	1 October		CAF from 3 per cent to 4 per cent	
366 to 369	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 October		CAF from 18 per cent to 20 per cent (from Scandinavia) CAF from 15.50 per cent to 17.50 per cent (from Japan) CAF from 8.50 per cent to 10.50 per cent (from Republic of Korea)	CAF from 14.50 per cent to 11 per cent (from France)
370	Japan/India-Pakistan Gulf/Japan Conference	1 October		CAF from 4.50 per cent to 7 per cent	
371	Japan/Ceylon Freight Conference	1 October		CAF from 1 per cent to 4 per cent	
372	European, South Pacific and Magellan Conference (ESPM)	1 October		CAF from 11 per cent to 12 per cent (for Scandinavia-Finland range)	
373	UK/Fiji Conference	1 October			CAF from −21.90 per cent to −22.90 per cent
374	Entente de fret des lignes de navigation desservant Papeete et Nouméa au départ des ports européens	5 October		Bunker from 12.75 per cent to	

and 376	ship Companies Levant Conference	6 October	cent	
377	UK/West Africa Lines Joint Service (UKWAL)	6 October	CAF from 19.50 per cent to 21 per cent	
378	UK/Australia Conference	7 October		CAF from 0.22 per cent to —1.82 per cent
379	Europe/East Africa Conference	10 October	For UK: northb. CAF from —25.58 per cent to —18.41 per cent; For continental Northern Europe: southb. CAF from 6.26 per cent to 8.96 per cent; northb. CAF from 5.23 per cent to 7.92 per cent; For Italy: southb. CAF from —20.54 per cent to —18.98 per cent; northb. CAF from —19.92 per cent to —18.31 per cent	For UK: southb. CAF from —16.42 per cent to —18.41 per cent
380 and 381	North Continent/Aqaba Agreement Continental Red Sea Conference and EDACRA	11 October	CAF from 11.50 per cent to 13.50 per cent	
382	Portugal/UK-Ireland/Portugal Conferences	11 October	CAF from 12 per cent to 18 per cent	
383	UK/Red Sea Conference Lines	11 October		CAF from —13.02 per cent to —16.49 per cent
384	UK/Port Said Freight Conference	11 October	CAF from 10.40 per cent to 13.38 per cent	
385	UK/Madeira and Canary Islands Conference	11 October	CAF from 31 per cent to 38 per cent	
386	Europe/India-Pakistan-Bangladesh Conferences	11 October	For continent: eastb. CAF from 15 per cent to 17.50 per cent (except for West Italy)	
387	Entente de fret en sortie des ports du sud de la France sur le Bangladesh, l'Inde, le Pakistan et le Sri Lanka	11 October	CAF from 15 per cent to 17.50 per cent	
388	Outward Continent/Australia Conference	12 October	CAF from 20.44 per cent to 24.35 per cent	
389	UK/West Africa Lines Joint Service (UKWAL)	13 October	Bunker from 14.50 per cent to 16 per cent	
390	UK/Israel and Israel/UK Conferences	14 October	CAF from 16.95 per cent to 20.72 per cent	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
391	Association of West India Transatlantic Steamship Lines (WITASS)	16 October		CAF from 4 per cent to 5 per cent (for Hamburg-Bordeaux range); for UK-Ireland on freight rates paid; in £ sterling CAF from 23 per cent to 25 per cent and in dollars CAF from —12 per cent to —13 per cent	
392	European, South Pacific and Magellan Conference (ESPM)	16 October		CAF from 17 per cent to 19 per cent (for Hamburg-Bordeaux range); CAF from 12 per cent to 14 per cent (for Scandinavia-Finland range)	
393	Conférence Centre Amérique	16 October		CAF from 4 per cent to 5 per cent	
394	Associated Continental Middle East Lines (ACMEL)	18 October		CAF from 8 per cent to 11 per cent	
395	Conference of Gibraltar and Morocco Steamship Companies	25 October		CAF from 15 per cent to 20 per cent (to Morocco); CAF from 5 per cent to 10 per cent (to Gibraltar)	
396	Mediterranean Middle East Conference (MEDMECON)	25 October		CAF from 8 per cent to 11 per cent	
397	Association of West India Transatlantic Steamship Lines (WITASS)	25 October		Landing, storage and delivery charge at St. Lucia increased to £3.30 ($6.10) FT; Liverpool pre-shipment basic handling charges from £1 to £1.50 FT; Glasgow pre-shipment handling charges from £0.40 to £0.60 FT	
398	Europe/East Africa Conference	1 November	14 per cent		
399.	Med-Gulf Conference	1 November	5 per cent (from Spain and Portugal); 8.50 per cent (from		

	ference	1 November	18.20 per cent		CAF from −22.90 to −25.50 per cent Bunker 8.40 per cent incorporated in tariff
401	New Zealand European Shipping Association	1 November		CAF from 11.50 per cent to 12.80 per cent and on freight rates paid in lires: CAF from 3.70 per cent to 5.20 per cent	
402	Australia Northbound Shipping Conference	1 November		Bunker from 7.60 per cent to 7.62 per cent (to Japan and Rep. of Korea)	
403 and 404	Australia/Singapore and West Malaysia and Australia/Indonesia Outward Shipping Conferences	1 November		Bunker from 7.58 per cent to 7.65 per cent	
405	Australia/East Asia Freight Conference	1 November		Bunker from 9.88 per cent to 10.16 per cent (to Hong Kong and Philippines)	
406	Europe/India-Pakistan-Bangladesh Conferences	1 November		For continental Europe (excluding Italy): westb. CAF from 10 per cent to 11.50 per cent	For UK: eastb. CAF from −13 per cent to −16 per cent; westb. CAF from −14 per cent to −17 per cent
407	Europe/Sri Lanka Conferences	1 November		For continental Europe (excluding Italy): eastb. CAF from 11.50 per cent to 13 per cent; westb. CAF from 11.50 per cent to 12.50 per cent	
408	Service Franco-Marocain	1 November	15 per cent		
409	Service Franco-Portugais	1 November	15 per cent		
410 to 413	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	1 November		CAF from 22.50 per cent to 25.50 per cent (for Fed. Rep. of Germany, Netherlands and Belgium); CAF from 18 per cent to 22.50 per cent (for Scandinavia)	
414	Association of West India Transatlantic Steamship Lines (WITASS)	1 November		For UK-Ireland on freight rates paid in £ sterling, CAF from 25 per cent to 27 per cent, and in dollars, CAF from −13 per cent to −14 per cent	
415	UK/New Zealand Conference	1 November			CAF from −23.60 per cent to −27.10 per cent
416	European, South Pacific and Magellan Conference (ESPM)	1 November		CAF from 14 per cent to 15 per cent (for Scandinavia-Finland range)	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
417	Association of West India Transatlantic Steamship Lines (WITASS)	1 November		Kingston (Jamaica): stevedoring additional charge of $2.80/FT	
418	UK/West Africa Lines Joint Service (UKWAL)	4 November		CAF from 21 per cent to 22.50 per cent	
419 and 420	North Continent/Aqaba Agreement Continental Red Sea Conference and EDACRA	5 November		CAF from 13.50 per cent to 16 per cent	
421 and 422	Conference of Malta and Alexandria Steamship Companies Levant Conference	9 November		CAF from 31 per cent to 38 per cent	
423	UK/Australia Conference Lines	9 November			CAF from —1.82 per cent to —3.54 per cent
424	UK/Red Sea Conference Lines	10 November			CAF from —16.49 per cent to —18.54 per cent
425	UK/Port Said Freight Conference	10 November		CAF from 13.38 per cent to 15.53 per cent	
426	Europe/East Africa Conference	10 November		For Continental Northern Europe: northb. CAF from 7.92 per cent to 9.81 per cent; southb. CAF from 8.96 per cent to 11.17 per cent	For UK: southb. and northb. CAF from —18.41 per cent to —20.27 per cent
427 and 428	UK/Jeddah and Yembo Conference UK/Jordan Conference	10 November		CAF from —3.30 per cent to —0.71 per cent (for container services)	
429	UK/Israel and Israel/UK Conferences	10 November		CAF from 20.72 per cent to 22.52 per cent	
430	Association of West India Transatlantic Steamship Lines (WITASS)	15 November		Landing, storage and delivery charges for Barbados from $8.66 to $11.30/FT; for reefer cargo from $16 to $18.15/FT	
431 and	Conference of Malta and Alexandria Steamship Companies	15 November	2.50 per cent		Bunker incorporated in tariff

	Steamship Lines (WITASS)	16 November		CAF from 5 per cent to 6 per cent (for Hamburg-Bordeaux range); for UK-Ireland on freight rates paid in £ sterling, CAF from 27 per cent to 29 per cent and in dollars, CAF from −14 per cent to −15 per cent
434	Conférence Centre Amérique	16 November		CAF from 5 per cent to 6 per cent
435	European South Pacific and Magellan Conference (ESPM)	16 November		CAF from 19 per cent to 20 per cent (for Hamburg-Bordeaux range)
436	Scandinavian East Africa Lines	18 November		CAF from 7.80 per cent to 18.10 per cent (to Mauritius)
437	UK/West Africa Lines Joint Service (UKWAL)	18 November		CAF from 22.50 per cent to 23.50 per cent
438	Continent/India-Pakistan-Bangladesh Conference	22 November		For UK: eastbd. CAF from −16 per cent to −14 per cent
439	Conférence Centre Amérique	1 December		Bunker from $6.40 to $7.40/PU
440	Association of West India Transatlantic Steamship Lines (WITASS)	1 December		For UK-Ireland on freight rates paid in dollars, CAF from −15 per cent to −13 per cent, and in £ sterling, CAF from 29 per cent to 27 per cent
441	Europe/Sri Lanka Conferences	1 December		For continental Europe (excluding Italy) eastb. CAF from 13 per cent to 14.50 per cent
442	Far Eastern Freight Conference (FEFC)	1 December		CAF from 8.50 per cent to 10.50 per cent (from Hong Kong)
443	Conference of Malta and Alexandria Steamship Companies	1 December		CAF from 38 per cent to 34 per cent
444	Pacific/India-Pakistan-Ceylon-Burma Rate Agreements	1 December	10 per cent	
445	Japan/Ceylon Freight Conference	1 December	12 per cent	
446	Bay of Bengal/Japan/Bay of Bengal Conference	1 December	12.50 per cent	
447	Indonesia/Japan-Japan/Indonesia Freight Conferences	1 December	11 per cent	
448 and 449	Australia/Singapore and West Malaysia and Australia/Indonesia Outward Shipping Conferences	1 December		Bunker from 7.65 per cent to 7.88 per cent

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges* — *New or increased*	*Surcharges* — *Reduced, cancelled or incorporated in tariff*
450	Australia Northbound Shipping Conference	1 December		Bunker from 7.62 per cent to 7.92 per cent (for Japan and Rep. of Korea); bunker from 10.16 per cent to 10.20 per cent (for Philippines and Hong Kong)	
451	Europe/India-Pakistan-Bangladesh Conferences	1 December		For continental Europe (excluding Italy); westb. CAF from 11.50 per cent to 13 per cent	
452	Europe/Sri Lanka Conferences	1 December		For continental Europe (excluding Italy); westb. CAF from 12.50 per cent to 13.50 per cent	
453	Association of West India Transatlantic Steamship Lines (WITASS)	6 December		Landing, storage and delivery charges for Trinidad and Tobago from £3.95 to £4.60/FT	
454	Outward Continent/Australia Conference	10 December			CAF from 24.35 per cent to 19.76 per cent
455 and 456	Australia/Singapore and West Malaysia Australia/Indonesia Outward Shipping Conferences	10 December			CAF from 13.34 per cent to 12.18 per cent
457	Australia/Thailand Outward Shipping Conference	10 December			CAF from 11.50 per cent to 10.85 per cent
458	UK/Port Said Freight Conference	10 December			CAF from 15.53 per cent to 13.35 per cent
459	UK/Red Sea Conference Lines	10 December		CAF from —18.54 per cent to —16.46 per cent	
460 and 461	Australia/West India and Australia/Sri Lanka Outward Shipping Conferences	13 December			CAF from 10.56 per cent to 9.20 per cent
462	Australia/Papua New Guinea-Solomon Islands Conference	13 December			CAF from 9.36 per cent to 8.52 per cent
463	UK/Australia Conference	14 December			CAF from —3.54 per cent to —8.68 per cent
464	European South Pacific and Magellan Conference (ESPM)	16 December		CAF from 15 per cent to 16 per cent (for Scandinavia-Finland	

					per cent
466	Australia/East Asia Freight Conference	17 December			CAF from 10.15 per cent to 9.18 per cent
467	Conférence maritime méditerranéenne France-Tunisie	20 December		10 per cent CAF	
468	South and South East African Conference	27 December	15 per cent		
469 and 470	Mediterranean Middle East Conference (MEDMECON) Associated Continental Middle East Lines (ACMEL)	27 December		CAF from 11 per cent to 13 per cent	
471	Australia Northbound *Shipping* Conference	1 January 1977	11.50 per cent		
472	Brazil/Mediterranean/Brazil Freight Conference	1 January	7 per cent (to Brazil); 5 per cent (from Brazil)		
473	Mediterranean Middle East Conference (MEDMECON)	1 January	7.50 per cent		
474	Brazil/Europe/Brazil Freight Conference	1 January	12 per cent (to Brazil) 9 per cent (from Brazil)		Bunker from 15 per cent to 13.60 per cent (to Europe) Bunker from (...) to 10.30 per cent (to Brazil)
475	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	1 January	12 per cent		Bunker from (...) to 10.60 per cent
476	UK/Bermuda and Nassau Freight Association	1 January	15 per cent		
477	Brazil/Far East/Brazil Freight Conference	1 January	13.20 per cent		
478	Japan/Thailand Freight Conference	1 January	11 per cent		
479 and 480	Japan/Sabah Freight Conference Japan/Sarawak Freight Conference	1 January	11.50 per cent		
481	Ceylon/Straits-Hong Kong-Japan Agreement	1 January	34 per cent		
482	Japan/South Pacific Freight Conference	1 January	11.50 per cent		
483	UK/Israel and Israel/UK Conferences	1 January	8 per cent		
484	Europe/India-Pakistan-Bangladesh Conferences	1 January	20 per cent	For UK: eastbd. CAF from —14 per cent to 12.50 per cent	7 per cent Suez Canal surcharge and 13 per cent bunker incorporated in tariff. For continental Europe (except West Italy), eastbd.: CAF from 20 per cent to 18.50 per cent
485	European South Pacific and Magellan (ESPM)	1 January		Bunker from \$7 to \$7.50/FT; CAF from 20 per cent to 21 per cent	

Annex V *(continued)*

LINER FREIGHT RATE CHANGES AND SURCHARGES ANNOUNCED DURING THE YEAR 1976

Item No.	*Name of liner conference*	*Announced date of implementation*	*General freight-rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
486	Conférence de fret France/Antilles et Guyane Françaises	1 January		Bunker from French francs 23 to French francs 31.50/PU	
487 and 488	Australia/Singapore and West Malaysia and Australia/Indonesia Outward Shipping Conferences	1 January	12.50 per cent		12.18 per cent bunker incorporated in tariff
489	Conference of Malta and Alexandria Steamship Companies	1 January	12.50 per cent		
490	Europe/Indonesia Freight Conference	1 January		Bunker from 16.30 per cent to 18.30 per cent	
491	Mediterranean Canada Westbound Freight Conference	1 January	5 per cent		
492	North Continent/Portugal/North Continent Conference	1 January	n.a.		
493 to 495	Japan/Latin America Eastbound Freight Conference Japan/Mexico Freight Conference Japan/West Coast South America Freight Conference	1 January	11.50 per cent		
496	Scandinavia Baltic/US North Atlantic Westbound Freight Conference	1 January	8.50 per cent		
497	Conference of Gibraltar and Morocco Steamship Companies	3 January	20 per cent		
498	Levant Conference	3 January	12.50 per cent		
499 and 500	Continental Red Sea Conference and EDACRA North Continent/Aqaba Agreement	3 January		CAF from 16 per cent to 18.50 per cent	
501	Association of West India Transatlantic Steamship Lines (WITASS)	3 January		Landing, storage and delivery charges for Montserrat from £5.50 to £6.15/FT	
502	Outward Continent/Australia Conference	1 February	4 per cent		
503	UK/Australia Conference	1 February	5 per cent		
504	North Atlantic Mediterranean Freight Conference	1 February	10 per cent (except for		

[illegible]	[illegible] tlemen's Agreement	1 February	12 per cent		Bunker from (. . .) to 14.50 per cent
506 to 508	North Europe/Canada Pacific Freight Conference North Europe/US Pacific Freight Conference Europe Pacific Coast Rate Agreement	1 February	6 per cent		
509	West Coast of India-Pakistan/USA Conference	15 February		Bunker from \$3.35 to \$8.35 m³ or \$3.70 to \$9.31/1,000 kg	
510	UK/Madeira and Canary Islands Conference	26 February	10 per cent		10 per cent bunker incorporated in tariff
511	European South Pacific and Magellan Conference (ESPM)	1 March	\$4/FT		
512	Europe/River Plate Freight Conference	1 March	6 per cent		
513	River Plate/Europe Freight Conference	1 March	4 per cent		
514 and 515	Trans-Pacific Freight Conference of Japan/Korea Japan/Korea Atlantic Gulf Freight Conference	1 April	17.50 per cent		
516	Entente de fret Marseille-Mer Rouge (sauf Djibouti)	1 April	12.50 per cent		

Sources: Journal de la marine marchande et de la navigation aérienne (Paris), 1976 issues; and *Journal pour le transport international* (Basel), 1976 issues; also information communicated to the UNCTAD secretariat by liner conferences and by the OECD secretariat.

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