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Review of maritime transport, 1980

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ABBREVIATIONS

b.h.p.	brake horsepower
c.i.f.	cost, insurance, freight
dwt	deadweight tons
EEC	European Economic Community
f.o.b.	free on board
GDP	gross domestic product
GNP	gross national product
grt	gross registered tons
IMCO	Inter-Governmental Maritime Consultative Organization
IMF	International Monetary Fund
LNG	liquefied natural gas
LPG	liquefied petroleum gas
OBO	ore/bulk/oil
OECD	Organisation for Economic Co-operation and Development
ro/ro	roll-on/roll-off
TEU	20-foot equivalent unit
ULCC	ultra large crude carrier
UNDP	United Nations Development Programme
VLCC	very large crude carrier

EXPLANATORY NOTES

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

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

A hyphen between years, e.g. 1980-1983, signifies the full period involved, including the first and last years.

An oblique stroke between two years, e.g. 1980/81, signifies a financial year.

In tables:

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.

n.e.s. indicates that data are not elsewhere specified.

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

INTRODUCTION

The *Review of Maritime Transport* is an annual publication prepared by the secretariat of UNCTAD in accordance with section V of the programme of work of the Committee on Shipping. [1] The purpose of the *Review* is to outline and analyse the main developments in world maritime transport in the past year and to assess expected future short-term developments. To the extent possible, historical data are included to reflect long-term trends. Emphasis is given to developments in developing countries, in particular to the development of their merchant marines, and how they compare with developments in other groups of countries. The usual chapter on port developments has not been included this year because of the initiative taken by the Committee on Shipping to undertake a pilot study on a port data bank. [2]

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[1] See the report of the Committee on its fourth session *(Official Records of the Trade and Development Board, Tenth Session, Supplement No. 5)* (TD/B/301), annex III.

[2] See the report of the Committee on its ninth session *(ibid., Twenty-second Session, Supplement No. 4)* (TD/B/825), annex I, resolution 35 (IX), para. 4.

SUMMARY OF MAIN DEVELOPMENTS IN 1980

(i) There was wide variation in the growth of seaborne trade during 1980, with tanker cargoes declining, dry-bulk cargoes increasing significantly and liner cargoes increasing moderately.

(ii) The size and distribution of the world fleet remained essentially unchanged, but the developing countries increased their share from 9.4 to 10 per cent of the world deadweight tonnage, thus achieving the target they had set for the Second United Nations Development Decade.

(iii) Reflecting the trends in world trade and in freight markets, there were distinct differences in shipbuilding trends as regards vessels of different types. There was a large increase in orders for bulk carriers and combined carriers, while orders for tankers and other types of vessels declined.

(iv) In the dry-bulk cargo sector, charter rates increased significantly, especially in the coal and grain trades. On the other hand, tanker rates were generally depressed. Liner tariff rates appear to have increased moderately, but total rates are being further increased by surcharges.

(v) In 1981, it is likely that trends in seaborne trade, world shipping and freight markets will follow the same pattern as in 1980.

Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. The volume of world seaborne trade increased significantly in 1979, with total trade increasing by 8.9 per cent. Trade in each of the main cargo sectors also increased: tanker cargoes by 8.3 per cent and dry cargoes by 9.6 per cent, of which the main dry-bulk commodities rose by 14.2 per cent.[3] The bulk cargo sector accounted for 75 per cent of total world trade (of which 48.3 per cent consisted of tanker cargoes, 20.3 per cent of major dry-bulk commodities and 6.4 per cent of minor bulk items).[4] Cargo carried in the liner sector, tramp and other specialized cargoes, for which data are not available, accounted for the remaining 25 per cent. The details of seaborne trade from 1965 to 1979 (the last year for which data are available) are shown in table 1.

2. On the basis of preliminary data, in 1980 there was an overall decline in the volume of world seaborne trade, although trade in some commodities increased significantly.[5] Tanker cargo declined by around 8.4 per cent and iron-ore trade by 5.2 per cent. On the other hand, coal trade increased by 8.2 per cent, grain trade by 1.6 per cent, and there was a notable increase in the shipments of sugar. The remainder, including cargo carried in the liner sector, increased by about 3 per cent.

3. The decline of the total world seaborne trade in 1980 was largely due to a deceleration of the world economic growth, especially in the main industrialized countries, and to various other related factors, including inflation, which had a depressive impact on demand, and the wide use of import restrictions by many countries as a means to overcome their external deficits. In 1980, the GDP of the OECD countries is estimated to have increased by a mere 1 per cent (3.3 per cent in 1979),[6] that of developing countries has been forecast to increase by 5.3 per cent (5 per cent in 1979) and the planned growth of national income of socialist countries of Eastern Europe was 4.1 per cent (2.2 per cent actual growth in 1979).[7]

4. Apart from the world economic recession, the decline in the tanker cargo trade was caused by increased efforts to conserve energy and by the increased use of coal and other substitutes for oil in power generation. Another factor was the existence of large stocks of oil in the main consuming countries, accumulated partly as a means to offset supply uncertainties and partly for speculative stockholding in expectation of oil price increases. Whereas in 1979 the building of oil stocks had resulted in increased trade, in 1980, the limitations set by storage capacity restrained any such increases. Finally, increased domestic oil production in some major oil-consuming areas, including the United States of America and the United Kingdom of Great Britain and Northern Ireland,[8] offset some of the demand for oil imports.

5. The fall in the iron-ore trade can be attributed to a decline in world steel production. This decline, due mainly to the economic recession and the running down of stocks, affected the major iron-ore importing countries, including Japan, EEC and the United States.[9]

6. The increase in coal shipments, which was mainly of thermal coal and not coking coal, resulted from increased substitution of coal for oil in power generation rather than from expansion in industrial output. The expansion in the shipments of grain and of sugar was due to poor harvests during 1979/80 in some of the large importing countries. The moderate increase in the trade carried in the liner sector reflected the general slowdown in the overall world industrial production.

7. The world seaborne trade in terms of ton-miles in shown in table 2. During 1979, the total ton-miles had increased following a rise in tonnages of most cargoes. By contrast, in 1980, total ton-miles declined by 5.5 per cent, largely as a result of the decrease in cargo tonnages of crude oil, oil products and iron ore. Part of the decline was also attributable to a reduction in the average length of haul, especially for oil whose increased shipments from Mexico and the North Sea were closer to importing areas than are the customary shipments from the Gulf area, the size of which shipments was reduced. However, the ton-miles of some cargoes, including coal and grain, increased as a result of increases in tonnage volumes,

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3 United Nations, *Monthly Bulletin of Statistics,* January issues for the years 1965-1978; for 1979, data received from the United Nations Statistical Office.

4 Based on Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1979* and *Review 1980* (Oslo).

5 Fearnley and Egers Chartering Co. Ltd., *Review 1980* (Oslo).

6 OECD, *Economic Outlook,* No. 28, December 1980.

7 Growth rates for developing countries and for socialist countries of Eastern Europe are taken from the report by the UNCTAD secretariat, "World economic outlook, 1980-1981" (TD/B/803/Add.1).

8 *Petroleum Economist* (London), vol. XLVIII, No. 1 (January 1981).

9 Based on estimates of the International Iron and Steel Institute.

TABLE 1

Development of international seaborne trade,[a] 1965, 1970, 1975 and 1977-1979

(Goods loaded)

	Dry cargo							
	Tanker cargo		*Total*		Of which: *main bulk commodities*[b]		*Total (all goods)*	
Year	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*
1965	862	9	812	13	327	6	1 674	11
1970	1 440	13	1 165	13	488	16	2 605	13
1975	1 644	−10	1 428	−3	635	−5	3 072	−4
1977	1 891	2.6	1 577	3.5	645	−0.2	3 468	3.0
1978	1 850	−2.2	1 620	2.7	667	3.4	3 470	0.1
1979	2 003	8.3	1 775	9.6	762	14.2	3 778	8.9

Sources: (1) For tanker cargo, total dry cargo and all goods: data communicated to the UNCTAD secretariat by the Statistical Office of the United Nations. Owing to possible subsequent revisions or other factors, these detailed data may differ marginally from the aggregated figures reported in the United Nations, *Monthly Bulletin of Statistics,* January issues.

(2) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades, 1979* (Oslo).

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

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

although for the grain trade the increase in the average length of haul was the main contributing factor.

8. The distribution of seaborne cargoes by groups of countries of loading and unloading from 1965 to 1978 (the last year for which complete data are available) is shown in table 3. In 1978, the distribution of goods loaded showed only negligible changes in relation to 1977. The developing countries had a share of 59.1 per cent (59.5 per cent in 1977), the developed market-economy countries 34 per cent (33.4 per cent) and the socialist countries 6.9 per cent (7.1 per cent). For imports, the developed market-economy countries unloaded 72.6 per cent (76.5 per cent), the developing countries 21.7 per cent (18.2 per cent) and the socialist countries 5.7 per cent (5.3 per cent).

9. With regard to prospects for 1981, available estimates predict that there may be some recovery from the current world economic recession but that the rate of growth may not differ significantly from that of 1980. Real GDP of OECD countries is expected to grow by 1 per cent, the same as for 1980,[10] the GDP of developing countries by 5.8 per cent, and that of socialist countries of Eastern Europe by 5 per cent.[11] Industrial output, particularly in the OECD countries, is expected to increase only slightly.

10. As a result of the lack of significant improvements in economic growth, total world sea-

[10] OECD, *Economic Outlook,* No. 28, December 1980.

[11] See the report by the UNCTAD secretariat, "World economic outlook, 1980-1981" (TD/B/803/Add.1).

TABLE 2

World seaborne trade in 1965, 1970, 1975 and 1977-1980, by types of cargo

(Billions of ton-miles)

Year	*Crude oil*	*Oil products*	*Iron ore*	*Coal*	*Grain*[a]	*Other cargo*	*Total trade*
1965	2 480	640	527	216	449	1 537	5 849
1970	5 597	890	1 093	481	475	2 118	10 654
1975	8 882	845	1 471	621	734	2 810	15 363
1977	10 472	995	1 386	643	801	3 220	17 517
1978	9 661	985	1 384	604	945	3 455	17 034
1979	9 614	1 045	1 599	786	1 026	3 605	17 675
1980 (estimated)	8 650	920	1 510	870	1 070	3 690	16 710

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1980,* Oslo.

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

borne trade is expected to stagnate, although the growth pattern experienced in 1980 may be repeated, with trade in some commodities increasing significantly. With demand for oil expected to continue to decline, owing to low economic growth coupled with oil conservation and increased use of coal, the oil trade is likely to continue to decrease in 1981. While world steel production is forecast to increase by 3.2 per cent,[12] this may not stimulate much growth in the iron-ore trade, especially since the additional production will not take place in the main iron-ore importing countries, including Japan and EEC.

[12] Based on estimates of the International Iron and Steel Institute.

11. The coal trade is expected to continue to increase substantially by more than 10 per cent in view of the expected increase in the demand for steam coal.[13] Likewise, grain trade is likely to expand significantly because of large import requirements in some major consuming countries. The trade in minor bulks and cargo carried in the liner sector is expected to increase only moderately in view of the projected low growth of world industrial output.

[13] Based on H.P. Drewry (Shipping Consultants) Ltd., *The Growth of Steam Coal Trade—A Review and Forecast of International Trade in Thermal Coal and Shipping Requirements: 1980-1990,* Survey No. 22 (London, 1980), and other sources.

TABLE 3

World seaborne trade [a] in 1965, 1970 and 1977-1979 [b], by types of cargo and shares of groups of countries [c]

(Millions of tons and percentages of world total)

	Goods loaded				*Goods unloaded*			
	Petroleum				*Petroleum*			
Country grouping and year	*Crude*	*Products*	*Dry cargo*	*Total all goods*	*Crude*	*Products*	*Dry cargo*	*Total all goods*
				Trade in millions of tons				
WORLD								
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
1977	1 599	293	1 576	3 468	1 585	321	1 536	3 442
1978	1 604	296	1 650	3 550	1 634	321	1 570	3 525
1979	2 003		1 775	3 778	2 039		1 742	3 781
				Percentage share of each category of goods in 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
1977	46.1	8.5	45.4	100.0	46.1	9.3	44.6	100.0
1978	45.2	8.3	46.5	100.0	46.4	9.1	44.5	100.0
1979	53.0		47.0	100.0	53.9		46.1	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	2.0	27.1	60.0	31.1	80.4	79.6	79.5	79.9
1977	5.3	30.2	62.5	33.4	80.7	79.1	71.7	76.5
1978	3.4	28.8	64.7	34.0	74.8	79.3	68.9	72.6
Socialist countries of Eastern Europe and Asia								
1965	4.6	8.9	8.2	6.9	0.4	1.0	5.9	3.1
1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
1977	5.0	16.5	7.4	7.1	3.1	2.5	8.1	5.3
1978	5.6	16.6	6.4	6.9	3.2	2.4	8.9	5.7
Of which:								
Eastern Europe								
1965	4.6	8.9	6.8	6.3	0.4	0.9	4.2	2.4
1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
1977	4.1	16.0	6.4	6.2	2.3	1.4	4.2	3.0
1978	5.0	15.6	5.4	5.9	2.1	1.4	4.9	3.3
Asia								
1965	—	—	1.4	0.6	—	0.1	1.7	0.7
1970	—	—	1.2	0.5	0.5	0.1	2.1	1.2
1977	0.9	0.5	1.0	0.9	0.8	1.1	3.9	2.2
1978	0.6	1.0	1.0	1.0	1.1	1.0	4.0	2.4

TABLE 3 (*continued*)

Country grouping and year	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developing countries								
1965	95.3	67.8	35.9	61.8	20.7	20.0	17.6	18.8
1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
1977	89.6	53.3	30.1	59.5	16.2	18.5	20.2	18.2
1978	91.0	54.6	28.9	59.1	22.0	18.3	22.2	21.7
Of which:								
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
1977	16.6	3.8	6.1	10.8	1.0	3.6	4.5	2.8
1978	21.0	2.8	5.5	12.3	5.8	3.1	4.7	5.1
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
1977	6.0	26.2	13.2	10.9	9.0	5.8	5.1	7.0
1978	6.3	27.1	12.1	10.7	8.8	6.0	5.7	7.1
Asia								
1965	58.4	23.3	9.2	29.4	5.5	8.5	9.0	7.5
1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
1977	67.0	23.0	10.2	37.5	6.2	8.3	10.3	8.2
1978	63.7	24.5	10.8	35.9	7.3	8.6	11.6	9.3
Europe								
1965	..	—	—	..	—	0.1	..	..
1970	..	—	—	..	—	0.1	0.1	..
1977	..	—	—	..	—	0.1	0.1	..
1978	..	—	..	..	—	0.1	0.1	..
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
1977	—	0.2	0.6	0.3	..	0.7	0.2	0.2
1978	—	0.2	0.5	0.2	..	0.6	0.1	0.2

Source : Annex II to the present review.

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

[b] Preliminary estimates from data to be published in the United Nations, *Monthly Bulletin of Statistics*.

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

Chapter II

DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Size and ownership of the world fleet

12. A summary of the size of the world fleet and its distribution by groups of countries for selected years is given in table 4. The tonnage of the world fleet showed an insignificant growth in 1979-1980; from mid-1979 to mid-1980, it increased by merely 1.7 per cent in grt and 1.4 per cent in dwt. These rates of increase were similar to those of 1978-1979 (1.7 per cent of grt and 1.6 per cent of dwt) and they compare unfavourably with the average annual growth rate of 6.7 per cent of grt and 7.4 per cent of dwt tonnage achieved over the longer-term period of 1971-1980.

13. As in 1978-1979, the stagnation in the size of the world fleet in 1979-1980 resulted from the continued decline in the volume of new deliveries combined with a relatively high volume of scrapping, and also from a large amount of tonnage lost. Indicative figures show that during the period July 1979 to July 1980, there was a total of 13 million tons grt of new deliveries,[14] while over the same period the total tonnage scrapped or lost was around 9 million tons grt.[15] Therefore the net increase was so small that it left the total tonnage essentially unchanged.[16]

14. In 1981, the size of the world fleet is likely to continue to stagnate in line with the situation in seaborne trade. While there was some significant increase in the volume of new orders during 1979-1980, the size of the increase was not sufficient to cause a significant increase in the volume of new deliveries during 1980-1981, especially as delivery periods have tended to become long during the shipbuilding recession. Furthermore, the volume of tanker tonnage to be scrapped is expected to be large in 1981 in view of the current and future deterioration of tanker freight markets, and also owing to high costs associated with the maintenance of old tankers in conformity with new IMCO tanker safety regulations.

15. At mid-1980, the developing countries reached the target of 10 per cent ownership of the world dwt which they had set themselves to achieve by the end of the Second United Nations Development Decade, that is, by 1980. The combined share of developed market-economy countries and open-registry countries dropped from 83.1 per cent in 1979 to 82.4 in 1980, although there were notable variations among some important flags, with Greece and Panama showing large increases while the Liberian tonnage fell slightly. The share of the socialist countries remained unchanged from 1979.

16. Taking the long-term Development Decade period (1971-1980), the tonnage share owned by developing countries declined in the early part of the Decade, but subsequently, between 1974 and 1980, their fleet recorded higher growth rates than the fleets of the other groups and, as a result, their share increased from 5.4 per cent in 1974 to 10 per cent in 1980. However, most of this growth was confined to a few developing countries.

17. With regard to the other groups of countries, there was a marked increase in the share of open-registry countries, from 22.7 per cent in 1971 to 31.1 per cent in 1980. This trend was directly related to the decline in the share of developed market-economy countries (from 64.5 to 51.3 per cent) which were making an increasing use of open registries. An indication of the extent of the use of open registries by developed market-economy countries is given in tables 5 and 6 which show, respectively, true managers and beneficial owners of open-registry fleets in 1980.

18. The tonnage share of the socialist countries of Eastern Europe and Asia remained fairly stable throughout the Development Decade, increasing from 6.5 per cent in 1971 to 7.1 per cent in 1980, although, taken separately, the socialist countries of Asia have increased their share very substantially in the last few years.

19. In the near future, changes in the relative sizes of the fleets of the individual groups of countries will largely depend on the ability of developing countries to increase their fleet in the bulk sector. Pursuant to resolution 42 (IX) of the Committee on Shipping, a group of experts has drawn up a questionnaire for submission to major importers and exporters of iron ore, phosphate and bauxite/alumina; the group is to reconvene in November 1981 to evaluate the responses and to draw up a report for submission to the Committee on Shipping at its tenth session.[17]

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[14] Based on figures supplied by Shipping Information Services of *Lloyd's Register of Shipping* and Lloyd's of London Press Ltd.

[15] Estimated from figures given in Institute of Shipping Economics, Bremen, *Shipping Statistics : Monthly Figures of Shipping, Shipbuilding, Ports and Sea Trade* (edited by the Institute), No. 2, February 1981.

[16] The implied figure of a net increase of 4 million tons grt does not equal the figure of increase of 6.9 million tons grt in table 4 because of differences in the sources of data on deliveries on the one hand and on scrapping and losses on the other.

[17] See the report of the Group of Experts on Problems faced by the Developing Countries in the Carriage of Bulk Cargoes on its first session (TD/B/C.4/221-TD/B/C.4/AC.2/3).

TABLE 4

Distribution of world tonnage[a] (grt and dwt) by groups of countries of registration, 1965, 1970, 1979 and 1980

(Mid-year figures)

Flags of registration in groups of countries	*Tonnage and shares[b]*							*Increase in tonnage (grt)*		
	Millions of grt				*Millions of dwt*			*Share of increase (percentage)*		*Index 1980*
	1965	*1970*	*1979*	*1980*	*1970*	*1979*	*1980*	*1965-1980*	*1979-1980*	*(1965=100)*
1. WORLD TOTAL	146.8	217.9	407.6	414.5	326.1	673.7	682.8	100	100	282
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)			
2. Developed market-economy countries	102.7	141.8	212.1	214.3	211.9	348.0	350.1	41.7	31.9	209
	(70.0)	(65.1)	(52.0)	(51.7)	(65.0)	(51.6)	(51.3)			
3. Open-registry countries	22.1	40.9	114.1	114.2	70.3	212.3	212.6	34.4	1.5	517
	(15.1)	(18.8)	(28.0)	(27.5)	(21.6)	(31.5)	(31.1)			
4. Total 2 and 3	124.8	182.0	326.2	328.5	282.2	560.3	562.7	76.1	33.4	263
	(85.1)	(83.9)	(80.0)	(79.2)	(86.6)	(83.1)	(82.4)			
5. Socialist countries of Eastern Europe and Asia	10.9	19.5	38.0	39.3	21.7	46.9	48.7	10.6	18.8	361
	(7.4)	(8.9)	(9.3)	(9.5)	(6.6)	(7.0)	(7.1)			
Of which:										
Eastern Europe	10.3	18.6	31.3	32.0	20.5	36.9	37.8	8.1	10.1	311
	(7.0)	(8.5)	(7.7)	(7.7)	(6.2)	(5.5)	(5.5)			
Asia	0.6	0.9	6.7	7.3	1.2	10.0	10.9	2.5	8.7	1 217
	(0.4)	(0.4)	(1.6)	(1.8)	(0.4)	(1.5)	(1.6)			
6. Developing countries	10.4	14.5	41.4	44.7	20.5	63.4	68.4	12.8	47.8	430
	(7.0)	(6.7)	(10.2)	(10.8)	(6.3)	(9.4)	(10.0)			
Of which:										
Africa	0.6	0.8	4.7	4.9	1.1	6.9	7.2	1.6	2.9	817
America	4.8	6.4	13.4	14.5	8.7	20.0	21.8	3.6	15.9	302
Asia	5.0	7.3	23.1	25.0	10.7	36.2	39.1	7.5	27.5	500
Europe	—	—	0.1	0.1	—	0.1	0.2	—	—	—
Oceania	—	—	0.1	0.1	—	0.2	0.1	—	—	—
7. Other—unallocated	0.7	1.2	2.0	2.0	1.7	3.1	3.0	0.5	—	286
	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)			

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

[a] Excluding the reserve fleet of the United States of America and United States and Canadian Great Lakes fleets, which in 1980 amounted respectively to 1.7, 1.7, 2.0 million grt.

[b] The shares are shown in parentheses.

B. Types of vessels

20. Table 7 gives the composition of the world fleet by types of vessels in grt. During 1979-1980, the absolute size of the world tanker tonnage remained essentially unchanged because the tonnage of new deliveries and other additions was almost fully offset by an equivalent volume of scrapping, conversions and losses.[18] In contrast to 1978-1979, when the tonnage volume of tankers of 150,000 dwt and over increased, while that of smaller ones decreased, in 1979-1980, both size groups showed no significant change in volume.[19]

21. Concerning the other main types, bulk/oil carriers showed a marginal decrease, while ore and bulk carriers showed a small increase of nearly 2 per cent. Container tonnage continued to register significant growth as it had done in the five previous years, and in 1979-1980, its absolute increase was the largest ever except for the one achieved in 1978-1979. This continued expansion is due to a number of factors, including increased competition, which has induced expansion in capacity in order to preserve acquired shares of cargo, and the extension of containerization to new routes and commodities. The extent of the increase of containerization to new routes is illustrated in table 8, in which the levels of container traffic in selected ports of developing countries between 1978 and 1979 are compared. Tonnage of general cargo vessels showed no significant growth.

22. Lack of significant changes of the absolute tonnage volumes of the different types of ships in 1979-1980 meant that the distribution of the total world fleet by type of ship remained essentially unchanged, although it is notable that the share of oil tankers continued to decline for the fourth successive year.

[18] Based on data supplied by Shipping Information Services of *Lloyd's Register of Shipping* and Lloyd's of London Press Ltd. and on John I. Jacobs and Co. Ltd., *World Tanker fleet Review London January-June 1980.*

[19] Shipping Information Service of *Lloyd's Register of Shipping* and Llyod's of London Press Ltd.

Table 5

True management[a] of open-registry fleets, 1980
(Number of vessels and thousands of dwt)

Country or territory of true managers	Country or territory of registration												Total	
	Liberia		Panama		Singapore		Cyprus		Bermuda		Bahamas			
	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt
United States of America	515	50 734	227	3 608	3	30	1	3	17	172	6	30	769	54 577
Hong Kong	584	36 063	587	10 318	32	388	3	18	9	63	—	—	1 215	46 850
Japan	220	10 215	579	7 331	58	3 861	1	30	—	—	—	—	858	21 437
United Kingdom	180	13 671	72	685	52	829	25	135	51	2 482	—	—	380	17 802
Greece	125	11 902	185	2 158	7	55	319	1 694	—	—	1	16	637	15 825
Monaco	76	7 185	35	3 101	—	—	1	5	—	—	—	—	112	10 291
United Kingdom-based Greek shipowners	85	6 131	36	872	4	70	22	237	1	31	—	—	148	7 341
Federal Republic of Germany	53	2 247	127	1 876	155	2 162	46	223	3	21	—	—	384	6 529
Singapore	22	641	93	596	373	4 133	1	12	—	—	—	—	489	5 382
Unspecified	59	2 078	187	2 136	4	28	1	13	—	—	—	—	251	4 255
Switzerland	55	3 116	63	841	7	129	1	9	—	—	—	—	126	4 095
Norway	81	2 544	14	190	13	253	7	14	3	52	—	—	118	3 053
Italy	23	1 650	60	603	1	3	5	43	2	6	1	25	92	2 330
Israel	22	1 656	7	283	—	—	—	—	—	—	—	—	29	1 939
Netherlands	22	816	84	940	12	37	6	19	—	—	—	—	124	1 812
France	24	1 314	23	106	3	61	—	—	—	—	—	—	50	1 481
Republic of Korea	10	729	114	695	—	—	—	—	—	—	—	—	124	1 424
Canada	11	957	7	23	4	307	—	—	4	41	2	2	28	1 330
Indonesia	28	507	43	592	1	2	1	10	—	—	—	—	73	1 111
United States-based Greek shipowners	24	994	10	79	—	—	1	1	—	—	—	—	35	1 074
66 countries, entities or territories each managing less than 1 million dwt	89	2 675	446	2 377	33	314	90	443	25	244	8	17	691	6 070
Unidentified	10	360	184	749	12	169	43	187	6	21	3	2	258	1 488
TOTAL	2 318	158 185	3 183	40 159	774	12 831	574	3 096	121	3 133	21	92	6 991	217 496

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

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

TABLE 6

Beneficial ownership[a] of open-registry fleets, 1980

(Number of vessels and thousands of dwt)

Country or territory of beneficial owners	Country or territory of registration												Total	
	Liberia		Panama		Singapore		Cyprus		Bermuda		Bahamas			
	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt
United States of America	572	57 128	263	6 996	13	218	5	28	29	145	6	30	888	64 545
Hong Kong	550	34 770	412	7 670	32	366	3	18	2	49	—	—	999	42 873
Greece	276	23 919	217	2 304	14	425	343	1 923	—	—	1	16	851	28 587
Japan	225	11 512	641	7 946	58	3 861	1	30	—	—	—	—	925	23 349
Federal Republic of Germany	55	2 521	134	1 990	162	2 275	69	359	3	21	—	—	423	7 166
Norway	122	5 187	20	366	22	601	4	9	4	78	—	—	172	6 241
Unspecified	83	2 941	199	2 257	4	28	1	13	—	—	—	—	287	5 239
Singapore	5	126	81	485	322	3 405	1	12	—	—	—	—	409	4 028
Switzerland	61	2 999	47	687	6	141	1	9	—	—	—	—	115	3 836
United Kingdom	41	2 754	55	235	24	93	13	83	5	316	—	—	138	3 481
Netherlands	31	1 802	84	938	10	35	6	19	—	—	—	—	131	2 794
Italy	29	1 901	70	667	1	3	5	43	3	9	1	25	109	2 648
Canada	12	384	7	23	—	—	—	—	47	2 239	2	2	68	2 648
Israel	30	1 856	7	283	15	335	1	16	—	—	—	—	53	2 490
China	1	11	100	1 630	—	—	—	—	—	—	—	—	101	1 641
Monaco	26	1 345	12	229	—	—	—	—	—	—	—	—	38	1 574
France	21	1 245	24	108	3	61	—	—	—	—	—	—	48	1 414
Indonesia	33	569	40	570	1	2	1	10	—	—	—	—	75	1 151
67 countries, entities or territories each beneficially owning less than 0.5 per cent	135	4 855	586	4 026	75	813	77	337	22	255	8	17	903	10 303
Unidentified	10	360	184	749	12	169	43	187	6	21	3	2	258	1 488
TOTAL	2 318	158 185	3 183	40 159	774	12 831	574	3 096	121	3 133	21	92	6 991	217 496
Percentage share in total open-registry fleets	33.1	72.7	45.5	18.5	11.1	5.9	8.2	1.4	1.7	1.5	0.3	—	100.0	100.0

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

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

23. The distribution of the world tonnage in grt by groups of countries and by types of vessel is given in table 9. As in 1978-1979, the tonnage shares of developing countries increased in most types of vessels, which resulted in the achievement of the 10 per cent share in 1980. However, during 1980, the changes in the relative shares were very small.

24. Table 10 gives the distribution of the world fleet of fully cellular container ships in terms of TEU capacity for 1980. Its shows that the developed market-economy countries and the open-registry countries have a very high share (87 per cent) of total world TEU capacity; the developing countries have a share of 7.3 per cent, practically all of which is in Asia, and the socialist countries have a share of 3 per cent. The developed market-economy countries own most of the fully cellular vessels which account for the largest share of the world TEU capacity. As fully cellular vessels have the fastest turn-rounds and hence the greatest cargo-carrying capacity, ownership of these vessels by the developed market-economy countries may offset the gains which the developing countries have achieved by building up their largely conventional fleets.

TABLE 7

Analysis of the world fleet by principal types of vessel, 1970, 1975 and 1978-1980 [a]

(Thousands of grt [b]*)*

Principal types	*1970*	*1975*	*1978*	*1979*	*1980*	*Percentage change 1979/1980*
Oil tankers	86 140 (37.9)	150 057 (43.9)	175 035 (43.1)	174 213 (42.2)	175 004 (41.7)	0.5
Liquefied gas carriers	1 350 (0.6)	2 999 (0.9)	5 530 (1.4)	6 676 (1.6)	7 393 (1.8)	10.7
Chemical carriers	451 (0.6)	967 (0.3)	1 930 (0.5)	2 079 (0.5)	2 249 (0.5)	8.2
Miscellaneous tankers	—	114 (—)	189 (—)	247 (—)	237 (—)	−4.0
Bulk/oil carriers (including ore/oil carriers)	9 317 (3.7)	23 716 (6.9)	26 372 (6.5)	26 496 (6.4)	26 242 (6.2)	−1.0
Ore and bulk carriers	38 334 (16.9)	61 832 (18.1)	80 173 (19.7)	81 827 (19.8)	83 355 (19.9)	1.9
General cargo (including passenger/cargo)	72 396 (31.8)	70 399 (20.6)	79 675 (19.6)	81 677 (19.8)	82 610 (19.7)	1.1
Container ships (fully cellular)	1 908 (0.8)	6 244 (1.8)	8 674 (2.1)	9 996 (2.4)	11 274 (2.7)	12.8
Lighter carriers	—	796 (0.2)	773 (0.2)	686 (0.2)	763 (0.2)	11.2
Vehicle carriers	—	542 (0.1)	1 200 (0.3)	1 588 (0.4)	1 845 (0.4)	16.2
Fish factories and carriers Fishing (including factory trawlers)	7 804 (3.4)	11 339 (3.3)	12 372 (3.1)	12 444 (3.0)	12 843 (3.1)	3.2
Ferries and passenger vessels	2 991 (1.3)	7 420 (2.2)	6 864 (1.7)	7 250 (1.8)	7 597 (1.8)	4.8
All other vessels	7 799 (3.4)	5 737 (1.7)	7 215 (1.8)	7 842 (1.9)	8 499 (2.0)	8.4
TOTAL (100.0)	227 490	342 162	406 002	413 021	419 911	1.7

Source: Lloyd's Register of Shipping: Statistical Tables (London), 1970, 1975 and 1978-1980 (mid-year figures).

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

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

C. Age distribution of the world merchant fleet

25. Table 11 shows the age distribution of the world merchant fleet. The average age of all types of vessels, except general cargo vessels, increased. In recent years there has been a continuous increase in the average age of the world fleet. Thus, from 1977 to 1980, the average age of the total fleet increased by 12 per cent, of tankers by 22 per cent, and of bulk carriers by 18 per cent, but for general cargo vessels it decreased by 3 per cent.

D. Comparison of cargo turnover with fleet ownership

26. Table 12 shows that in 1978, the share of both cargo turnover tonnage and of fleet tonnage owned by the developped market-economy countries decreased, while the corresponding shares applicable to developing countries and socialist countries increased. However, in spite of this, the developed market-economy countries continued to have a substantial share of the world fleet (84.5 per cent) relative to the cargo they generated (53.2 per cent), while the developing countries' share of the world fleet remained very small (8.6 per cent) relative to their cargo turnover (40.5 per cent). As in previous years, the socialist countries' shares of the world fleet and cargo turnover were almost of the same order of magnitude.

TABLE 8

Container traffic in selected ports of developing countries, 1978 and 1979

Country or territory	Port	Container traffic (TEUs) 1979	Container traffic (TEUs) 1978	Percentage change, 1979 over 1978
Hong Kong	Hong Kong	1 303 923	1 226 256	6
Singapore	Singapore	698 506	539 379	30
Republic of Korea	Pusan	632 835	506 556	25
Saudi Arabia	Jeddah	496 390	340 537	46
Philippines	Manila	322 050	209 976	53
Saudi Arabia	Dammam	211 250	158 445	33
United Arab Emirates	Dubai	169 825	136 046	25
Jamaica	Kingston	153 280	143 297	7
Thailand	Bangkok	146 432	106 964	37
Kuwait	Shuwaikh	122 256	91 246	34
Malaysia	Port Kelang	117 281	98 913	19
Ivory Coast	Abidjan	116 385	19 466	498
Nigeria	Lagos/Apapa	98 086	143 964	−32
India	Bombay	77 832	13 599	472
Morocco	Casablanca	57 825	52 000	11
Trinidad	Port of Spain	51 346	36 384	41
United Arab Emirates	Sharjah (Port Khalid)	50 836	54 205	−6
Argentina	Buenos Aires	49 862	25 573	95
Cyprus	Limassol	48 846	31 309	56
Egypt	Alexandria	45 605	12 411	267
Panama	Cristobal	42 672	32 402	32
Bahrain	Mina Sulman	42 569	38 953	9
Panama	Balbao	39 546	30 765	29
Malaysia	Penang	35 179	23 998	47
Honduras	Puerto Cortes	32 539	31 277	4
Philippines	Cebu	32 191	8 821	265
Haiti	Port-au-Prince	29 267	23 023	27
United Arab Emirates	Jebel Ali	29 267	—	—
Lebanon	Beirut	25 422	21 391	19
United Republic of Cameroon	Doula	25 097	21 584	16
Papua New Guinea	Lae	22 810	19 521	17
Chile	Valparaiso	22 118	13 214	67
Brazil	Rio de Janeiro	21 030	17 648	19
Mexico	Tuxpan	19 639	18 700	5
Jordan	Aqaba	16 742	11 587	44
Kenya	Mombasa	15 146	8 643	75
India	Cochin	13 829	4 326	220
Panama	Bahia Las Minas	13 265	10 807	23
Papua New Guinea	Port Moresby	12 480	12 433	0
Ecuador	Guayaquil	12 438	9 566	30
El Salvador	Acajutla	11 051	—	—
Benin	Cotonou	8 525	5 865	45
Others		50 319	16 720	201
	TOTAL	5 544 136	4 327 770	28
	Percentage of world traffic	18.7	16.3	

Source: Containerisation International Year Book 1981 (London).

TABLE 9

Percentage shares of world tonnage by type of vessel (as at 1 July), 1965, 1970, 1979 and 1980 [a]

(In terms of grt)

Country grouping and year	All ships of 100 grt and over: Millions of grt	All ships of 100 grt and over: Percentage of world total	Tankers	Ore and bulk carriers, including combined carriers [b]	General cargo ships [c]	Container ships	Barge-carrying vessels	Other ships
			Percentage share by vessel type					
WORLD TOTAL								
1965	146.8	100,0	37.1	11.1	51.8			
1970	217.9	100.0	39.4	20.2	30.2	0.9	—	9.3
1979	407.6	100.0	42.7	25.8	19.7	2.4	0.2	9.2
1980	414.5	100.0	42.1	25.7	19.5	2.7	0.2	9.8
			Percentage share by groups of countries					
Developed market-economy countries								
1965	102.7	70.0	67.6	75.8	74.4			
1970	141.8	65.1	63.9	69.2	65.6	99.0	—	61.3
1979	212.1	52.0	53.3	53.7	43.5	82.1	84.2	51.8
1980	214.3	51.7	53.3	53.4	42.3	77.7	81.7	50.9
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
1979	114.1	28.0	34.4	31.0	20.3	9.7	10.4	11.6
1980	114.3	27.5	34.1	30.3	20.2	11.0	8.9	12.1
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
1979	38.0	9.3	4.3	5.9	17.8	2.4	5.2	25.2
1980	39.3	9.5	4.2	6.3	18.2	2.9	9.4	25.2
Of which :								
Eastern Europe								
1965	10.2	6.9	4.3	1.3	8.2			
1970	18.5	6.8	4.6	2.1	12.0	—	—	28.8
1979	31.3	7.7	3.6	4.3	13.4	2.4	5.2	24.5
1980	32.0	7.7	3.5	4.6	13.4	2.9	9.4	24.1
Asia								
1965	0.7	0.5	0.5	—	1.3			
1970	1.0	2.1	0.1	—	1.1	—	—	0.3
1979	6.7	1.6	0.7	1.6	4.4	—	—	0.7
1980	7.3	1.8	0.7	1.7	4.8	—	—	1.1
Developing countries								
1965	10.4	7.1	4.0	2.6	8.7			
1970	14.5	6.7	4.7	4.3	12.6	—	—	5.9
1979	41.4	10.2	7.8	8.6	17.6	5.1	0.2	11.1
1980	44.6	10.8	8.2	9.4	18.4	6.7	—	11.5
Of which :								
Africa								
1965	0.6	0.4	0.1	—	0.5			
1970	0.8	0.4	0.2	—	1.3	—	—	0.7
1979	4.7	1.2	1.1	0.2	2.2	—	—	2.0
1980	4.9	1.2	1.1	0.2	2.4	—	—	2.1
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
1979	13.4	3.3	2.5	2.9	5.8	0.2	—	4.0
1980	14.5	3.5	2.6	3.4	5.9	0.3	—	3.7

TABLE 9 (*continued*)

Country grouping and year	All ships of 100 grt and over: Millions of grt	Percentage of world total	Tankers	Ore and bulk carriers, including combined carriers [b]	General cargo ships [c]	Container ships	Barge-carrying vessels	Other ships
Asia								
1965	5.0	3.8	0.7	1.7		4.9		
1970	7.3	3.4	1.7	2.9	6.9	—	—	2.6
1979	23.1	5.7	4.2	5.5	9.6	4.9	0.2	5.1
1980	25.0	6.1	4.5	5.8	9.9	6.4	—	5.7
Europe								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1979	0.1	—	—	—	0.1	—	—	—
1980	0.1	—	—	—	0.1	—	—	—
Oceania								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1979	0.1	—	—	—	0.1	—	—	—
1980	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
1979	2.0	0.5	0.2	0.8	0.8	0.7	—	0.3
1980	2.0	0.5	0.2	0.6	0.9	1.7	—	0.3

Source: compiled from *Lloyd's Register of Shipping: Statistical Tables* (London), and supplementary data on the Great Lakes fleets of the United States of America and Canada.

[a] Excluding the reserve fleet of the United States of America and United States and Canadian Geat Lakes fleets.

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

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

TABLE 10

Distribution of world fleet and TEU capacity of fully cellular container ships by groups of countries, mid-1980

Flags of registration in groups of countries	Number of ships	TEU capacity and percentage shares (in parentheses)
1. WORLD TOTAL	662	500 959 (100.0)
2. Developed market-economy countries	415	380 595 (76.0)
3. Open-registry countries	120	55 864 (11.1)
4. Total 2 and 3	535	436 459 (87.1)
5. Socialist countries of Eastern Europe and Asia	42	15 329 (3.1)
Of which:		
Eastern Europe	41	15 059 (3.06)
Asia	1	270 (0.04)
6. Developing countries	68	37 991 (7.6)
Of which:		
Africa	1	48 (—)
America	15	1 484 (0.3)
Asia	52	36 459 (7.3)

TABLE 10 (*continued*)

Flags of registration in groups of countries	*Number of ships*	*TEU capacity and percentage shares (in parentheses)*
Europe	—	—
Oceania	—	—
7. Other—unallocated	17	11 180 (2.2)

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

TABLE 11

Age distribution of world merchant fleet by type of vessel as at 1 July 1980

(*Percentage of total in terms of grt*)

Country grouping and type of vessel	*Total*	*0-4 years*	*5-9 years*	*10-14 years*	*15 years and over*	*Average age,[b] July 1980 (years)*	*Average age, July 1979 (years)*
1. World total							
All ships	100	24.2	35.2	19.5	21.1	9.93	9.38
Tankers	100	23.8	44.0	17.5	14.7	8.89	8.00
Bulk carriers[a]	100	24.6	37.5	23.8	14.1	9.07	8.50
General cargo	100	21.2	18.0	18.8	42.0	13.18	13.20
2. Developed market-economy countries							
All ships	100	25.4	36.5	19.0	19.1	9.55	9.09
Tankers	100	25.6	42.9	17.3	14.2	8.72	8.00
Bulk carriers[a]	100	23.7	39.3	22.5	14.5	9.11	8.45
General cargo	100	25.1	16.8	19.2	38.9	12.54	12.74
3. Open-registry countries							
All ships	100	21.8	41.6	18.2	18.4	9.58	8.85
Tankers	100	20.6	51.9	15.9	11.6	8.50	7.42
Bulk carriers[a]	100	22.8	38.7	25.8	12.7	9.05	8.61
General cargo	100	15.5	17.9	14.0	52.6	14.81	14.74
4. Total 2 plus 3							
All ships	100	24.1	38.3	18.7	18.9	9.56	9.00
Tankers	100	23.6	46.4	16.8	13.2	8.64	7.77
Bulk carriers[a]	100	23.4	39.1	23.6	13.9	9.09	8.50
General cargo	100	22.0	17.2	17.6	43.2	13.26	13.37
5. Socialist countries of Eastern Europe and Asia							
All ships	100	18.9	22.2	24.5	34.4	12.44	11.81
Tankers	100	16.2	20.2	21.6	42.0	13.57	11.95
Bulk carriers[a]	100	33.2	28.0	21.7	17.1	8.99	8.76
General cargo	100	14.3	21.2	25.4	39.1	13.42	12.93
6. Developing countries (excluding open-registry countries)							
All ships	100	29.1	25.2	20.6	25.1	10.34	9.90
Tankers	100	28.9	32.2	21.9	17.0	9.20	8.24
Bulk carriers[a]	100	30.6	28.4	27.7	13.3	8.85	8.03
General cargo	100	24.7	18.2	16.5	40.6	12.68	12.91

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

[a] Including combined carriers.

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

TABLE 12

Comparison between total cargo turnover and fleet ownership by groups of countries, 1970, 1975, 1977 and 1978

Country grouping and year	*Goods loaded and unloaded (millions of tons)*		*Total of goods loaded and unloaded (millions of tons)*	*Deadweight tonnage of merchant fleet (millions of tons)*	*Percentage of world total of goods loaded and unloaded*	*Percentage of world total of merchant fleet owned (dwt)*
	Loaded	*Unloaded*				
Developed market-economy and open-registry countries						
1970	802.7	2 010.4	2 813.1	282.2	54.8	86.5
1975	1 008.8	2 342.3	3 351.1	477.5	54.7	87.4
1977	1 159.6	2 634.9	3 794.5	548.8	54.9	85.6
1978	1 206.6	2 558.5	3 765.1	560.4	53.2	84.5
Socialist countries of Eastern Europe and Asia						
1970	158.8	87.6	264.4	21.7	4.8	6.7
1975	188.4	123.6	312.0	33.0	5.1	6.0
1977	245.2	180.7	425.9	39.8	6.2	6.2
1978	243.7	201.2	444.9	43.0	6.3	6.5
Developing countries						
1970	1 643.3	431.6	2 074.9	20.5	40.4	6.3
1975	1 875.0	588.9	2 463.9	33.3	40.2	6.1
1977	2 063.4	626.9	2 690.3	50.4	38.9	7.9
1978	2 099.8	765.5	2 865.3	56.9	40.5	8.6
WORLD TOTAL [a]						
1970	2 604.8	2 529.6	5 134.4	326.1	100.0	100.0
1975	3 072.2	3 054.8	6 127.0	546.3	100.0	100.0
1977	3 468.2	3 442.5	6 910.7	641.3	100.0	100.0
1978	3 550.1	3 525.2	7 075.3	662.8	100.0	100.0

Sources: Annexes II and III in various issues of the *Review*.
[a] World total includes unallocated tonnage.

Chapter III

THE PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons and ton-miles per dwt

27. Estimates of tons and ton-miles per dwt of the world fleet for selected years are shown in table 13. During 1979, both tons and ton-miles per dwt had increased following a significant increase in the total volume of seaborne trade and in the average length of haul. By contrast, in 1980, they both decreased, reflecting a decline in the total cargo tonnage carried matched against a more or less constant volume of fleet tonnage.

28. However, unlike 1979, when all types of vessels increased their productivity, in 1980 there were significant variations, as shown in tables 14 and 15. The productivity in ton-miles per dwt of tankers, and the residual fleet, which includes liner vessels, decreased by 10.5 and 17.2 per cent respectively. This was a direct result of the decline, respectively, of tanker and general cargoes. On the other hand, a significant increase in dry-bulk cargo trades led to an improvement in the productivity of bulk carriers (7.6 per cent) and of combined carriers (6 per cent). For the combined carriers, improved productivity was possible largely owing to the shift of a significant amount of tonnage from oil trades to dry-bulk trades. It is estimated that, at the beginning of 1980, about 54 per cent of the active combined carrier fleet was trading in dry-bulk cargo, but by mid-year this had increased to 72 per cent.[20]

[20] H. P. Drewry (Shipping Consultants) Ltd., *Shipping Statistics and Economics,* No. 123 (London, 1981).

29. In 1981, it is expected that the world fleet will continue to stagnate. On the other hand, growth of the world trade will vary between different cargo categories, with the result that fleet productivity will show corresponding variations. Thus, the productivity of tankers and the residual fleet is likely to decrease, while that of bulk carriers and combined carriers is likely to rise.

B. Estimates of tonnage over-supply

30. Previous issues of the *Review* provided estimates of the world tonnage surplus based on the assumption that the world fleet was productively employed in 1973-1974 when vessels were fully utilized while mostly steaming at full speed, demand and supply being more or less balanced. However, the 1973-1974 period can no longer be used as a bench-mark for productivity because in the mean time slow-steaming and the use of tankers for storage purposes have become virtually permanent features of international shipping. Furthermore, operating patterns have been changed by the increase in multi-port loadings in the tanker trades. For these reasons, it is not considered practicable to assess the magnitude of the world surplus of tonnage.

31. However, on the basis of such data as are available, it appears that in 1980 the tonnage surplus for tankers was probably higher than in 1979, although the extent of the surplus varied among

TABLE 13

Cargo tonnage carried and ton-miles per dwt of total world fleet 1970 and 1973-1980

Year	*World fleet (millions of dwt)*	*Total cargo carried (millions of tons)*	*Total ton-miles performed (thousand millions of ton-miles)*	*Tons of cargo carried per dwt*	*Ton-miles performed per dwt (thousands)*
1970	326.1	2 605	10 654	7.99	32.67
1973	444.6	3 274	15 403	7.36	34.64
1974	486.9	3 304	16 386	6.79	33.65
1975	546.3	3 072	15 363	5.62	28.12
1976	601.2	3 391	17 053	5.64	28.36
1977	641.3	3 453	17 476	5.38	27.25
1978	662.8	3 461	17 022	5.22	25.68
1979	673.7	3 778	17 675	5.61	26.24
1980	682.8	..	16 710	..	24.47

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

tankers of different sizes. The tonnage surplus for bulk carriers and combined carriers appears to have decreased from 1979, while for general cargo carriers it may not have undergone much change.

32. The volume of laid-up tonnage, which is a part of the total surplus tonnage, decreased between 1979 and 1980 in all categories of the bulk fleet: from 17.6 million to 10.1 million dwt for tankers, 1.8 million to 0.4 million dwt for combined carriers, and 1.9 million dwt to 0.9 million dwt for bulk carriers.[21] For combined carriers and bulk carriers, the reduction in laid-up tonnage was largely a direct result of the improvement in the overall demand/supply balance; but for tankers the main underlying factors were an increase in the sub-optimum utilization of capacity, including slow-steaming and multi-port loading, and an increased use of tonnage for storage purposes. It is estimated that towards the end of 1980, approximately 17 million dwt of VLCCs, representing 5 per cent of total tanker tonnage, were being employed for storage.[22] Another element of surplus tonnage is excess port waiting time. There are indications that the average waiting time for general cargo ships at ports intermittently subject to congestion increased from 5.4 waiting days per ship in 1979 to 6.4 days in 1980.

[21] Based on Fearnley and Egers Chartering Co. Ltd., *World Bulk Fleet*, July 1980 (Oslo) (mid-year figures).

[22] *Lloyd's Shipping Economist* (London), vol. 2, No. 11 (Novembre 1980).

TABLE 14

Estimated productivity of tankers, bulk carriers, combined carriers and the residual fleet:[a] ton-miles performed per dwt, 1970 and 1973-1980

Year	*Ton-miles of oil and grain by tankers (billions)*	*Ton-miles per dwt of tankers (thousands)*	*Ton-miles of dry-bulk cargo by bulk carriers of over 18,000 dwt (billions)*	*Ton-miles per dwt of bulk carriers of over 18,000 dwt (thousands)*	*Ton-miles of oil and dry-bulk cargo by combined carriers of over 18,000 dwt (billions)*	*Ton-miles per dwt of combined carriers of over 18,000 dwt (thousands)*	*Ton-miles of the residual fleet (billions)*	*Ton-miles per dwt of the residual fleet (thousands)*
1970	6 039	43.82	1 891	39.40	745	52.46	1 979	15.69
1973	8 915	45.00	2 762	37.48	1 656	51.11	2 070	14.75
1974	9 543	41.40	2 791	33.91	1 812	45.87	2 240	16.64
1975	8 922	32.69	2 868	31.80	1 578	37.04	1 995	14.19
1976	10 335	33.71	2 917	29.11	1 660	36.64	2 141	14.36
1977	10 527	32.16	3 088	27.35	1 685	35.55	2 176	14.16
1978	9 950	30.16	3 387	27.76	1 524	31.36	2 161	13.31
1979	9 997	30.52	3 575	28.58	1 665	34.19	2 438	14.14
1980	8 932	27.33	3 912	30.75	1 752	36.27	2 114	11.71

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

[a] The "residual fleet" refers to all vessels included in table 4, excluding tankers, bulk carriers of over 18,000 dwt and combined carriers of over 18,000 dwt.

TABLE 15

Estimated productivity of tankers, bulk carriers, combined carriers and the residual fleet:[a] tons carried per dwt, 1970 and 1973-1980

Year	*Tons of oil and grain by tankers (millions)*	*Tons per dwt of tankers*	*Tons of dry-bulk cargo by bulk carriers of over 18,000 dwt (millions)*	*Tons per dwt of bulk carriers*	*Tons of oil and dry-bulk cargo by combined carriers of over 18,000 dwt (millions)*	*Tons per dwt of combined carriers*	*Tons carried by the residual fleet (millions)*	*Tons per dwt of the residual fleet*
1970	1 182	8.58	403	8.40	97	6.83	800	6.34
1973	1 479	7.46	573	7.74	206	6.35	863	6.15
1974	1 491	6.47	579	7.04	241	6.10	937	6.96
1975	1 386	5.08	567	6.29	219	5.14	875	6.22
1976	1 563	5.10	607	6.06	244	5.39	910	6.10
1977	1 591	4.86	643	5.70	268	5.65	921	5.99
1978	1 589	4.82	675	5.53	261	5.37	966	5.95
1979	1 681	5.13	728	5.82	308	6.32	1 038	6.02
1980	1 561	4.64	785	6.17	320	6.63	966	5.35

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

[a] The "residual fleet" refers to all vessels included in table 4, excluding tankers, bulk carriers of over 18,000 dwt and combined carriers of over 18,000 dwt.

Chapter IV

SHIPBUILDING

A. Ship prices

33. Table 16 shows prices of new buildings for selected years. Except for the liner-type vessel, these are based on Japanese yards. There were notable increases in prices of bulk carriers and tankers in 1980, averaging around 27 per cent, which was slightly lower than the average increase for 1979. These increases can be attributed to a combination of higher building costs and an increased order-book, matched against a reduced shipbuilding capacity. However, the dollar values also reflected the appreciation of the yen against the dollar in the second half of the year.

34. The Fairplay price for a hypothetical liner-type vessel increased by nearly 11 per cent, but this may not be representative of the wide variety of liner vessels on the market for which there are no reliable data.

35. The continued recession of the shipbuilding industry induced Governments to continue and to increase various forms of aid to the industry, thus enabling many shipowners to pay prices which were significantly lower than published indicative contracting prices.

36. Available information would indicate that in 1980 there were moderate increases in prices for second-hand bulk carriers in contrast to the very high increases in 1979, but prices for second-hand tankers declined, the largest decline occurring among the large sizes. These price movements reflected the state of the freight markets, in which charter rates for dry-bulk cargo vessels increased while those for tankers were depressed.

B. Tonnage on order

37. Table 17 gives the quarterly figures of tonnage on order. The upturn in the volume of total tonnage on order which had commenced in the second quarter of 1979 continued up to the third quarter of 1980 (the latest period for which complete data are available). During the first nine months of 1980, approximately 23 million tons dwt of new orders were placed, compared with 18 million tons dwt in 1979. At the end of the third quarter, about 67 per cent of the order-book was scheduled for delivery at the end of the following year, compared with a corresponding figure of 70 per cent in 1979.[23]

38. Practically all the increase in tonnage on order during 1980 was concentrated on dry-bulk carriers and, to a lesser extent, on small- and

[23] Based on *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various quarterly issues, 1980.

TABLE 16

Representative new building prices, 1975-1980

(Prices in millions of dollars at year-end, except for liner-type vessels which refer to thousands of pounds at mid-year)

	1975	1976	1977	1978	1979	1980
30 000 dwt bulk	13.5	11.0	11.0	12.0	15.5	20.0
30 000 dwt product tanker	18.0	15.0	15.0	16.0	23.0	26.0
70 000 dwt bulk	20.0	16.0	16.0	19.0	26.0	30.0
87 000 dwt tanker	22.0	16.0	16.0	20.0	30.0	36.0
96 000 dwt OBO	30.0	23.0	21.0	24.0	35.0	47.0
120 000 dwt bulk	32.0	24.0	22.0	26.0	33.0	44.0
210 000 dwt tanker	38.0	34.0	32.0	38.0	45.0	57.0
400 000 dwt tanker	62.0	56.0	45.0	54.0	60.0	85.0
125 000 m^3 LNG	125.0	105.0	115.0	115.0	125.0	150.0
75 000 m^3 LPG	52.0	42.0	40.0	45.0	60.0	75.0
5 000 dwt ro/ro	16.2	10.0	10.0	12.0	14.0	16.0
11 000/13 000 dwt[a] liner-type vessel	3 950	4 200	4 600	4 950	5 200	5 750

Sources: Prices of tankers, bulk carriers, LNG and LPG carriers and ro/ro vessels: Fearnley and Egers Chartering Co. Ltd., *Review* (Oslo) various issues. Up to 1975, the prices were based on West European yard quotations; for 1976 and later years, Japanese yard prices are used. Prices of 11,000/13,000 dwt liner-type vessels: *Fairplay International Shipping Weekly* (London), vol. 277, No. 5033 (29 Juanary 1981).

[a] The data refer to the cost of constructing a hypothetical open/closed shelter-decker of 11,000/13,000 dwt propelled by a 7,000 b.h.p. diesel engine giving a speed of 15 knots. The price quoted is payable on delivery with no discounts involved.

TABLE 17

World tonnage on order at the end of each quarter, 1978-1980

Tonnage on order as at	*All ships (millions of dwt)*	*Change (percentage)*	*Tankers (millions of dwt)*	*Change (percentage)*	*Bulk carriers (including combined carriers) (millions of dwt)*	*Change (percentage)*	*Other ships (millions of dwt)*	*Change (percentage)*
31 March 1978	50.5		17.6		15.6		17.3	
30 June 1978............	45.3	−10.3	15.6	−11.1	13.4	−14.2	16.3	−6.0
30 September 1978.......	41.0	−9.4	13.5	−1.0	12.1	−9.2	15.4	−5.8
31 December 1978	36.7	−10.5	12.1	−10.4	9.8	−19.0	14.7	−4.1
31 March 1979	35.4	−3.6	12.2	+0.4	9.5	−3.8	13.8	−6.6
30 June 1979............	35.7	+1.0	13.6	+11.4	9.4	−0.8	12.8	−7.0
30 September 1979	38.2	+6.8	14.9	+10.1	11.3	+20.0	12.0	−6.3
31 December 1979	41.5	+8.4	15.1	+1.3	15.2	+34.5	11.2	−7.2
31 March 1980	46.6	+12.3	17.3	+14.1	18.2	+20.3	11.1	−0.8
30 June 1980............	50.0	+7.3	17.0	−1.5	22.0	+20.8	11.0	−1.0
30 September 1980	50.9	+1.8	17.1	+0.7	23.3	+5.9	10.5	−4.7

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

TABLE 18

Distribution of tonnage on order by type of vessel and by country of registry, as at 30 September, 1978-1980

Countries of registry and year	*All ships*	*Tankers 150,000 dwt and over*	*Tankers under 150,000 dwt*	*Bulk/oil carriers (including ore/oil)*	*Ore and bulk carriers*	*Full container ships*	*Part container ships*	*Ro/ro cargo ships*	*General cargo ships*	*Other ships*
					(Millions of dwt)					
1. WORLD TOTAL										
1978	41.0	7.9	5.6	1.9	10.2	1.8	0.2	1.4	7.7	4.2
1979	38.2	5.2	9.7	2.0	9.3	1.7	0.1	1.0	5.4	3.7
1980	50.9	3.0	14.2	3.3	20.0	1.1	0.1	0.9	3.5	4.8
					(Percentage share by type of vessel)					
1978	100	19.3	13.7	4.7	24.9	4.4	0.6	3.4	18.8	10.2
1979	100	13.7	25.4	5.2	24.3	4.5	0.3	2.7	14.1	9.8
1980	100	5.8	27.8	6.5	39.3	2.1	0.2	1.8	6.9	9.6
				(Percentage share by country grouping)						
2. Developed market-economy countries										
1978	53.6	69.2	55.6	28.6	45.3	42.2	93.4	66.8	50.5	57.2
1979	51.2	71.4	44.9	58.8	42.9	67.0	87.4	55.8	44.1	56.4
1980	46.9	48.2	41.4	64.7	43.8	68.0	100.0	53.3	45.6	56.6
3. Open-registry countries										
1978	14.8	16.5	27.9	4.1	11.7	24.0	—	5.2	13.7	8.7
1979	22.0	11.1	44.8	7.7	21.2	19.3	—	3.3	8.9	13.9
1980	33.2	20.1	47.0	26.8	36.6	12.8	—	1.1	10.4	19.7
4. Total 2 and 3										
1978	68.4	85.7	83.5	32.7	57.0	66.4	93.4	72.0	64.0	65.9
1979	73.2	82.5	89.7	66.5	64.1	86.3	87.4	59.1	53.0	70.3
1980	80.1	68.3	88.4	91.5	80.4	80.8	100.0	54.4	56.0	76.3
5. Socialist countries										
1978	6.7	—	5.6	18.0	10.0	2.3	—	15.1	7.0	6.8
1979	5.9	2.9	0.9	5.8	8.4	1.4	—	32.7	9.2	6.9
1980	2.5	5.0	1.2	—	0.4	—	—	36.3	7.0	5.9
Of which :										
in Eastern Europe										
1978	6.4	—	5.6	18.0	10.0	2.3	—	15.1	5.6	6.8
1979	5.2	2.9	0.7	5.8	8.4	1.4	—	26.3	6.5	5.8
1980	2.0	5.0	0.3	—	0.4	—	—	33.7	3.8	5.9
in Asia										
1978	0.3	—	—	—	—	—	—	—	1.4	—
1979	0.7	—	0.2	—	—	—	—	6.4	2.7	1.1
1980	0.5	—	0.9	—	—	—	—	2.6	3.2	—

TABLE 18 (*continued*)

Countries of registry and year	All ships	Tankers 150,000 dwt and over	Tankers under 150,000 dwt	Bulk/oil carriers (including ore/oil)	Ore and bulk carriers	Full container ships	Part container ships	Ro/ro cargo ships	General cargo ships	Other ships
6. Developing countries[a]										
1978	22.0	14.3	9.2	42.5	31.3	17.1	6.6	9.7	24.4	24.5
1979	19.5	10.6	9.4	27.7	27.2	1.5	12.6	8.0	36.3	21.9
1980	16.4	19.6	10.4	8.5	18.7	6.9	—	7.6	36.5	17.2
Of which :										
in Africa										
1978	2.4	—	0.2	—	0.5	—	—	5.6	7.3	7.1
1979	2.0	—	—	—	1.0	—	—	0.6	7.2	6.9
1980	0.7	—	—	—	0.3	—	—	—	2.7	3.8
in America										
1978	13.4	14.3	7.2	42.5	21.6	1.2	6.6	3.9	10.4	0.7
1979	11.2	10.6	7.2	27.7	19.1	—	12.6	6.4	10.7	1.0
1980	7.3	—	4.6	8.5	10.2	—	—	7.6	15.0	3.2
in Asia										
1978	6.2	—	1.8	—	9.2	15.9	—	0.2	6.7	16.7
1979	6.3	—	2.2	—	7.1	1.5	—	0.1	18.3	14.0
1980	8.4	19.6	5.8	—	8.2	6.9	—	—	18.8	10.2
in Oceania										
1979	—	—	—	—	—	—	—	0.9	—	—
7. Other—unallocated										
1978	2.9	—	1.7	6.8	1.7	14.2	—	3.2	4.6	2.8
1979	1.4	4.0	—	—	0.3	10.8	—	0.2	1.5	0.9
1980	1.0	7.1	—	—	0.5	12.3	—	1.7	0.5	0.6

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

[a] Developing countries in Europe had no tonnage on order for the whole period and in Oceania for 1978 and for 1980.

TABLE 19

World tonnage on order as at 30 September 1980

(*Thousands of dwt*)

Countries of registry	All ships	Tankers 150,000 dwt and over	Tankers under 150,000 dwt	Ore/oil and OBO carriers	Other bulk carriers	Full container ships	Part container ships	Ro/ro cargo ships	Other ships
1. WORLD TOTAL	50 917	2 965	14 159	3 311	20 022	1 071	110	921	8 357
2. Developed market-economy countries	23 875	1 430	5 859	2 142	8 769	729	110	491	4 345
3. Open-registry countries	16 933	594	6 654	890	7 325	136	—	10	1 324
4. Total 2 plus 3	40 808	2 024	12 513	3 031	16 094	865	110	501	5 669
5. Socialist countries total	1 264	150	172	—	79	—	—	334	529
Of which:									
In Eastern Europe	1 003	150	46	—	79	—	—	310	418
In Asia	261	—	126	—	—	—	—	24	111
6. Developing countries total [a]	8 331	581	1 474	280	3 738	74	—	70	2 114
Of which:									
In Africa	347	—	5	—	63	—	—	—	279
In America	3 716	—	652	280	2 035	—	—	70	679
In Asia	4 267	581	817	—	1 640	74	—	—	1 155
7. Other—unallocated	514	210	—	—	111	132	—	16	45

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

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

medium-sized tankers. Following an improvement in both the demand and demand/supply balance during 1979-1980, and given expectations for expansion in dry-bulk trades, the volume of tonnage on order for bulk carriers increased throughout the first three quarters of 1980. As indicated in table 18, ore and bulk carriers alone accounted for 84 per cent of the total increase in world tonnage on order between 1979 and 1980. Available information shows that within the bulk carriers, the largest increase in orders was for the "panamax" size of 50-80,000 dwt, which appears to have been a more suitable size for the growing traffic of coal, grain, bauxite and other minor bulks. This expansion in bulk traffic also encouraged new orders for combined carriers, for which the order-book increased by 65 per cent.

39. The volume of tonnage on order for tankers increased in the first quarter of the year but began to decline in the second quarter in line with actual and expected developments in the tanker freight markets, whereby tanker charter rates began to decline at the beginning of the year; this downward trend was expected to continue in 1980-1981.

40. The tonnage on order for other ships, including container, ro/ro and general cargo ships, continued to decline as in 1979, mainly as a consequence of a continuation of surplus capacity and lack of significant improvement in freight markets.

41. For the shipbuilding industry as a whole, the overall volume of new orders which was achieved could also be attributed to the continuation of the widespread use of government subsidies.

42. It is expected that in 1980-1981, owing to depressed freight markets, there may be a decline in the volume of the total order-book, although orders for certain categories of dry-bulk carriers, especially vessels suitable for the carriage of coal, may show a significant increase.

TABLE 20

Distribution of tonnage on order by groups of countries of build, 1970 and 1978-1980

(Thousands of grt[a])

Country grouping	As at end of third quarter of each year 1970	1978	1979	1980
Developed market-economy countries	67 063	20 810	18 843	24 959
	(96.2)	(74.0)	(70.7)	(75.7)
Developing countries	884	4 657	4 681	5 026
	(1.3)	(16.6)	(17.5)	(15.3)
Socialist countries	1 592	2 146	2 604	2 110
	(2.3)	(7.6)	(9.8)	(6.4)
Other—unallocated	175	511	527	869
	(0.2)	(1.8)	(2.0)	(2.6)
WORLD TOTAL	69 714	28 124	26 655	32 964

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

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

43. The distribution of tonnage on order by type of vessel and by groups of countries of registry is shown in tables 18 and 19. In both 1979 and 1980, vessels ordered for registration in the developed market-economy countries and open-registry countries together accounted for an increasing and substantial share of tonnage on order, while the shares of socialist countries and developing countries declined.

44. The distribution of tonnage on order by groups of countries of build is given in table 20. The decline in the share of tonnage on order experienced by developed market-economy countries in recent years was reversed in 1980, when their share increased from 70.7 per cent in 1979 to 75.7 per cent in 1980. The main reason was the substantial increase in orders placed in Japan, which saw its individual share of the world order-book increase from 29 to 38 per cent, while at the same time there were no significant increases in tonnage ordered at shipyards in the socialist coun-

TABLE 21

Deliveries of new buildings, 1978-1980 [a]

(Number of ships and thousands of grt/dwt)

Type of ship	1978	1979	1980
Tankers			
Number	132	147	164
grt	3 510	2 592	2 875
dwt	6 799	4 732	4 839
Bulk/oil carriers			
Number	8	7	8
grt	418	297	326
dwt	757	514	554
Ore and bulk carriers			
Number	173	82	87
grt	3 634	1 803	1 852
dwt	6 255	3 029	3 210
General cargo ships [b]			
Number	299	264	184
grt	2 584	2 171	1 365
dwt	3 801	3 034	1 949
Other ships			
Number	1 139	1 150	1 266
grt	3 255	3 258	2 981
dwt	3 561	3 653	3 128
Total			
Number	1 751	1 650	1 709
grt	13 401	10 121	9 399
dwt	21 173	14 962	13 680

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

[a] This table has been completely revised. The figures refer to the period January-September for each year.

[b] Vessels of 2,000 grt and over.

TABLE 22

Distribution of deliveries of new buildings by groups of countries of build, 1978-1980 [a]

(Thousands of grt[b])

Country grouping	1978	1979	1980
Developed market-economy countries	10 948	8 036	7 392
	(83.8)	(82.0)	(81.6)
Developing countries	797	930	993
	(6.1)	(9.5)	(10.9)
Socialist countries	995	664	478
	(7.6)	(6.8)	(5.3)
Other—unallocated	324	164	197
	(2.5)	(1.7)	(2.2)
WORLD TOTAL	13 064	9 794	9 059

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

[a] As in the case of table 21, this table has been completely revised and based on January-September information. However, the total tonnages are not exactly the same as in table 21 because of possibly incomplete figures given in the quarterly returns.

[b] Figures in parentheses indicate the percentage of the world total.

tries and the developing countries.[24] The only developing country whose share showed a significant increase was the Republic of Korea, rising from about 3 per cent in 1979 to nearly 7 per cent in 1980.

C. Deliveries of new buildings

45. The tonnages of new buildings delivered in the first three quarters of each year during 1978-1980 are presented in table 21. The total tonnage delivered continued to decrease in 1980, as it had done in 1979. However, deliveries of tonnages of different types of ships increased or decreased according to related changes in tonnages of new orders placed during 1979-1980. Thus, deliveries of tankers and bulk carriers increased, while those of general cargo and other ships declined.

46. In table 22, it is shown that the respective tonnage shares of new deliveries from the shipyards of developed market-economy countries and socialist countries decreased, while the share of developing countries increased.

[24] Based on *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), various issues.

Chapter V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

47. Table 23 shows freight rate indices for various cargo sectors. During 1979, the charter rates of the tanker and dry-bulk cargo sectors had all increased. By contrast, in 1980 there was a distinct difference between the tanker and dry-bulk cargo charter markets such that the rates for dry-bulk cargoes rose substantially, while those for tanker cargoes fell.

48. Both trip and time dry-cargo rates moved upward. The *Norwegian Shipping News* freight indices show that the average trip charter index in 1980 was 213, compared with 179 in 1979, an increase of 19 per cent, and the General Council of British Shipping tramp time index increased by 37 per cent, from 194 to 266. These rate increases can be attributed to the overall expansion in the transport demand in the dry-bulk cargo trades and the consequent reduction in tonnage surplus. A related factor which helped rates to rise was port congestion and long waiting times at certain loading ports, which caused much tonnage to be tied up and hence reduced tonnage available for trading.

49. However, within the dry-bulk cargo sector, charter rates differed significantly according to the demand situation of each trade. Available data[25] show that, for example, rates per ton for coal from Hampton Road to Japan reached a high of $29 and a low of $16.50 in 1980, with corresponding figures in 1979 of $19.95 and $8.25; and the rates for heavy grain from the Great Lakes to Holland/Belgium reached a high of $33.5 and a low of $30.5 in 1980, with corresponding figures of $24.5 and $17.25 in 1979. On the other hand, in the depressed iron-ore trade, the rate for ore from Brazil to the Continent reached a high of $13 and a low of $9.5 in 1980, compared with a high of $14.5 and a low of $6.52 in 1979.

50. In the tanker sector, charter rates for all categories of vessels were lower in 1980 than in 1979. The fall followed the decline in the volume of oil seaborne trade and a significant increase in surplus tonnage. On the other hand, there were a number of factors which helped to prevent a larger decline in the tanker charter rates. These included the wide use of tankers for oil storage, which removed a significant amount of tonnage from active trading, the large shift of combined carrier tonnage from oil to dry-cargo trades, and an increase in slow-steaming and multi-port loading.

[25] *Lloyd's List* (London), 5 January 1981.

51. The index of liner freight rates, applicable only to trades of the Federal Republic of Germany, is shown in table 23. On a wider basis, information on liner conference rates around the world[26] shows that during 1980, there were a total of 117 announced general rate increases, with an average increase of 11.4 per cent, compared with 97 announced increases, with an average increase of 10.7 per cent, in 1979. These announced rate changes exclude special rates for specific commodities and thus they can only be regarded as a rough indication of trends. Furthermore, although the general increases in tariff rates imposed in 1980 appear moderate, they do not indicate the trends with regard to the total rates taking into account surcharges.

52. In 1981, freight markets are expected to show the same pattern of change as in 1980. In the dry-bulk trades, the predicted expansion in coal and grain shipments is likely to result in an increase in charter rates in the two trades. However, the transport demand for other dry-bulk trades, especially iron ore, is not likely to increase sufficiently to cause a significant rise in charter rates. In the tanker sector, not much improvement in charter rates is expected since the same factors which depressed oil demand in 1980, including higher oil prices, low economic growth, oil conservation and increased proximity of supply sources to consuming areas, are likely to continue. The lack of a substantial increase in world industrial output is likely to prevent large rate increases for general cargoes.

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

53. Table 24 shows the ratios of liner freight rates to prices of selected commodities. As in previous years, there were marked variations in the changes of the ratios reflecting, on the one hand, a long-term overall increase in the freight rates and, on the other, large differences in the price movements of the individual commodities. The freight rates of all commodities increased between 1978 and 1979, except for very minor decreases in freight rates for rubber, and for coffee from Brazil, which caused the freight rate price ratios of these two

[26] Based on *Journal de la marine marchande et de la navigation aérienne* (Paris) and *Journal pour le transport international* (Basel), 1980 issues; also on information provided to the UNCTAD secretariat by liner conferences.

TABLE 23

Freight rate indices, 1978-1980

(Monthly or quarterly figures)

	Liner freight rates[a] (1965 = 100)			Dry cargo tramp time charter[b] (1976 = 100)			Dry cargo tramp trip charter[c] (July 1965-June 1966 = 100)		
	1978	1979	1980	1978	1979	1980	1978	1979	1980
January	237	247	283				134	144	194
February	241	250	284	87	138	254	133	146	210
March	241	254	285				134	158	209
April	242	259	285				135	156	217
May	242	265	285	115	194	297	148	168	221
June	241	269	284				138	178	226
July	241	274	283				137	196	203
August	241	277	285	112	206	252	139	190	207
September	241	278	286				141	201	201
October	242	277	287				142	203	204
November	242	278	289	133	237	261	149	206	227
December	242	276	292				150	203	241
Annual average	241	267	286	112	194	266	140	179	213

	Tanker freight indices[c]														
	VLCC/ULCC			Medium-sized crude carriers			Small crude and product carriers			Handy-sized dirty			Handy-sized clean		
	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980
January	20	31	50	47	97	121	74	185	203	121	278	285	126	304	309
February	21	22	34	43	95	89	80	174	153	110	296	268	123	279	257
March	19	44	34	42	119	96	76	204	167	122	307	298	126	258	286
April	19	39	33	46	84	85	80	146	144	121	226	259	120	300	262
May	20	38	33	49	101	81	79	181	142	114	249	267	121	275	263
June	21	44	40	46	127	84	81	243	127	107	326	250	120	351	274
July	26	71	32	49	150	65	88	233	107	127	329	177	133	363	196
August	31	54	29	65	126	59	104	206	109	148	345	187	172	365	161
September	36	55	40	64	122	60	103	236	98	157	366	193	186	373	197
October	45	54	33	92	124	67	136	222	115	149	402	170	205	408	188
November	50	54	42	128	135	93	212	265	178	282	431	211	275	398	208
December	40	62	45	97	134	115	181	304	207	270	424	219	239	375	243
Annual average	29	47	37	64	118	85	108	217	146	152	332	232	162	337	237

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

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

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

[c] Compiled and published by *Norwegian Shipping News* (Oslo). Worldscale = 100, as effective in each year. For tankers, the vessel size groups are as follows: VLCC/ULCC, 150,000 dwt upwards; medium-sized carriers, 60,000-150,000 dwt; small crude and product carriers, 30,000-60,000 dwt; and handy-sized clean and dirty tankers, below 30,000 dwt.

commodities to decrease. The ratios for tin, sisal hemp, coconut oil and palm kernels also decreased, because prices increased by more than the increase in freight rates. On the other hand, the ratios for jute, cocoa beans and coffee from Colombia (Atlantic ports) increased because their prices fell while their freight rates increased, while the ratios for tea and coffee from Colombia (Pacific ports) increased because rates increased by more than the increase in prices.

C. Estimates of global freight costs

54. Table 25 gives estimates of freight costs and of freight costs as percentages of import values for a number of groups of countries. The world ratio of freight cost to import value appears to have stabilized in 1979. The ratios of the developing countries continued to be higher than those of the developed market-economy countries and higher than the world average.

TABLE 24

The ratio of liner freight rates to prices of selected commodities, 1970 and 1976-1979

Commodity	*Route*	*Freight rate as a percentage of price* [a, b] *1970*	*1976* [c]	*1977* [c]	*1978* [c]	*1979* [c]
Rubber	Singapore/Malaysia-Europe	10.5	11.9	11.9	12.1	9.7
Tin	Singapore/Malaysia-Europe	1.2	1.4	1.0	1.0	0.9
Jute	Bangladesh-Europe	12.1	19.1	15.8	11.9	16.1
Sisal hemp	East Africa-Europe	19.5	17.2	15.9	17.4	15.7
Cocoa beans	Ghana-Europe	2.4	1.7	1.0	1.7	2.0
Coconut oil	Sri Lanka-Europe	8.9	8.3	10.1	9.7	8.0
Tea	Sri Lanka-Europe	9.5	9.6	6.0	6.4	8.8
Coffee	Brazil-Europe	5.2	4.4	3.1	5.6	5.1
Palm kernels	Nigeria-Europe	8.8	28.4	23.6	15.1	11.9
Coffee	Colombia (Atlantic ports)-Europe	4.2	3.0	1.8	2.4	3.0
Cocoa beans	Brazil-Europe	7.4	6.4	3.2	5.0	6.1
Coffee	Colombia (Pacific ports)-Europe	4.5	3.2	2.0	3.2	4.6

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by the Royal Netherlands Shipowners' Association.

[a] C.i.f. prices were quoted for rubber (London-RSS (ribbed smoke sheet)), tin, jute (United Kingdom-pwc (Pakistan white cuttings)), 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, bunker and currency adjustment factors, and, for coconut oil only, a "tank cleaning surcharge". Whenever a conversion of freight rates to other currencies has been necessary for 1979, this was based on currency parities as given in IMF, *International Financial Statistics* (Washington, D.C., November 1980) and valid at the end of 1979. Annual freight rates were calculated by taking a weighted average of various freight rates quoted during the year, weighted by their period of duration.

[c] For 1976, the prices for sisal hemp and coconut oil were taken from UNCTAD, *Monthly Commodity Price Bulletin, Special Supplement 1960-1976* (revised) (September 1977); for 1977, the price of coconut oil was taken from *Monthly Commodity Price Bulletin* (September 1978); for 1978, the prices of coconut oil and sisal hemp were taken from *Monthly Commodity Price Bulletin, Special Supplement 1960-1978* (revised) (April 1979); and for 1979, the prices for coconut oil and sisal hemp were taken from *Monthly Commodity Price Bulletin* (November 1980).

TABLE 25

Estimate of total freight costs in world trade in 1970 and 1977-1979 [a]

Year and country group	*Estimate of total freight costs on imports (millions of dollars)*	*Value of imports (c.i.f.) (millions of dollars)*	*Freight cost as percentage of value of imports*
1970			
1. WORLD TOTAL	22 626	292 070	7.75
2. Developed market-economy countries	17 483	240 847	7.26
3. Developing countries total	5 143	51 223	10.04
Of which :			
In Africa	1 144	10 510	10.88
In America	1 819	17 358	10.48
In Asia	2 098	22 552	9.30
In Europe	—	—	—
In Oceania	82	803	10.21

TABLE 25 (*continued*)

Year and country group	Estimate of total freight costs on imports (millions of dollars)	Value of imports (c.i.f.) (millions of dollars)	Freight cost as percentage of value of imports
1977			
1. WORLD TOTAL	68 520	1 036 955	6.61
2. Developed market-economy countries	45 365	808 615	5.61
3. Developing countries total	23 155	228 340	10.14
Of which :			
In Africa	5 234	48 371	10.82
In America	6 074	63 514	9.56
In Asia	11 681	114 952	10.16
In Europe	—	—	—
In Oceania	166	1 503	11.04
1978			
1. WORLD TOTAL	79 142	1 207 887	6.55
2. Developed market-economy countries	51 403	933 204	5.51
3. Developing countries total	27 739	274 683	10.10
Of which :			
In Africa	6 303	57 874	10.89
In America	6 672	71 924	9.28
In Asia	14 569	143 130	10.18
In Europe	—	—	—
In Oceania	195	1 755	11.11
1979			
1. WORLD TOTAL	99 765	1 522 773	6.55
2. Developed market-economy countries	66 761	1 193 850	5.60
3. Developing countries total	33 004	328 923	10.03
Of which :			
In Africa	7 113	65 015	10.94
In America	8 489	93 110	9.12
In Asia	17 174	168 694	10.18
In Europe	—	—	—
In Oceania	228	2 104	10.84

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

[a] Excluding countries not members of IMF.

Chapter VI

OTHER DEVELOPMENTS

A. Code of Conduct for Liner Conferences

55. As of 17 February 1981, 51 countries, accounting for 20.29 per cent of the relevant world tonnage, had become Contracting Parties to the Convention on a Code of Conduct for Liner Conferences.[27] This is an increase of 8 countries, and 3.03 per cent of the relevant world tonnage, since 1 January 1980. Article 49, paragraph 1, of the Convention 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 . . .".[28]

56. The status of the Convention was considered at the ninth session of the Committee on Shipping held in September 1980, at which time a number of representatives indicated the intention of their Governments to become Contracting Parties to the Convention in the near future.[29]

B. Convention on international multimodal transport

57. The first part of the United Nations Conference on a Convention on International Multimodal Transport was held from 12 to 30 November 1979 and a resumed session from 8 to 24 May 1980. At the resumed session, the Conference adopted the United Nations Convention on International Multimodal Transport of Goods.[30] At the same session, the Conference also adopted the Final Act of the Conference which was subsequently signed by 71 countries. The Convention will enter into force 12 months after 30 States have become contracting parties, either by definitive signature, ratification or accession.

C. UNCTAD technical assistance in shipping and ports

58. During 1980, the UNCTAD secretariat executed a total of 30 (40 in 1979) technical assistance projects financed by UNDP. These projects were in the form of advisers and consultants, training (fellowships, study tours and group training) and equipment procurement. Five projects (12 in 1979) were initiated, and 7 (14 in 1979) were completed. A total of 48 experts were engaged in the projects (60 in 1979) and 48 fellows/course participants were trained (64 in 1979). The total project budget during the year was $3 million ($2.5 million in 1979).

59. In 1980, the UNCTAD secretariat started, on an experimental basis, to establish the Information Service for Technical Assistance in Shipping and Ports to Developing Countries (SHIPASSIST). This service collects and presents information on various bilateral and multilateral sources of assistance in the form of advisory services, training and finance available to developing countries. A first directory of available sources of assistance has been published, and in future it is expected to be updated biannually. Furthermore, the secretariat expects to establish, on an experimental basis, an inquiry service for assisting developing countries in the assessment of their requirements for assistance and the presentation of their requests to the institutions listed in the SHIPASSIST directory.

60. The project on training development in the field of maritime transport (TRAINMAR) was launched in January 1980. Three training centres, located in India, Ivory Coast and Kenya, were established to train teams of course developers. The first model course in port planning took place in January 1981 in Bombay. The first courses in port operations, basic legislation and shipping operations are being planned for July 1981.

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[27] See the note by the UNCTAD secretariat reporting on the status of definitive signatures, ratifications or accessions to the Convention (TD/B/C.4/INF.31).

[28] 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).

[29] See the report of the Committee on Shipping on its ninth session *(Official Records of the Trade and Development Board, Twenty-second Session, Supplement No. 4)* (TD/B/825).

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

ANNEXES

Annex I

CLASSIFICATION OF COUNTRIES AND TERRITORIES

Notes

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

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

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

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

Socialist countries of Eastern Europe and Asia:
Codes 6 and 7.

Developing countries and territories:
Codes 8, 9, 10, 11 and 12.

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

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

CODE 1

Canada
United States of America

CODE 2

Japan

CODE 3

Australia
New Zealand

CODE 4

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

CODE 5

South Africa

CODE 6

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

CODE 7

China
Democratic People's Republic of Korea
Viet Nam *

CODE 8

8.1. *Northern Africa*

Algeria
Egypt
Libyan Arab Jamahiriya
Morocco
Tunisia

8.2. *Western Africa*

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

8.3. *Eastern Africa*

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

CODE 9

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
Saint Kitts-Nevis-Anguilla
Saint Lucia
Saint Pierre and Miquelon
Saint Vincent and the Grenadines
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*

French Guiana
Guyana

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* Statistical data for the former Democratic Republic of Viet-Nam and the former Republic of South Viet Nam for 1975 and earlier years are ineluded under Viet Nam.

Netherlands Antilles	Trinidad and Tobago
Suriname	Venezuela

9.4. *South America: western seaboard*

Chile	Ecuador
Colombia	Peru

9.5. *South America: eastern seaboard*

Argentina	Falkland Islands (Malvinas) *
Bolivia (L)	Paraguay (L)
Brazil	Uruguay

CODE 10

10.1. *Western Asia*

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

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

10.2. *Southern and Eastern Asia*

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

CODE 11

Malta

CODE 12

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

Annex II

WORLD SEABORNE TRADE [a] ACCORDING TO GEOGRAPHICAL AREAS, 1965, 1970, 1977 AND 1978

(Millions of tons)

Area [b] and year	Goods loaded				Goods unloaded			
	Petroleum				Petroleum			
	Crude	Products	Dry cargo	Total all goods	Crude	Products	Dry cargo	Total all goods
Developed market-economy countries and territories								
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
1977	0.6	4.1	365.3	370.0	342.4	107.0	177.7	627.0
1978	8.2	5.5	376.4	390.1	339.6	101.6	167.0	608.2
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
1977	—	..	78.6	78.6	236.3	27.9	318.1	582.3
1978	—	0.3	80.8	81.1	230.1	31.7	296.1	557.9
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
1977	0.2	2.8	172.6	175.5	11.3	4.7	19.9	35.8
1978	0.1	2.2	178.1	180.4	12.1	5.0	21.8	38.9
Europe								
1965	0.3	51.3	183.7	235.3	327.9	89.6	357.7	775.2
1970	28.6	82.3	244.8	355.6	621.0	100.4	469.0	1 190.4
1977	85.2	81.5	338.4	505.2	673.1	112.6	578.6	1 364.2
1978	45.6	77.3	380.2	503.1	624.8	114.3	589.7	1 328.8
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
1977	—	0.1	30.2	30.3	16.0	1.6	8.0	25.5
1978	—	0.1	51.8	51.9	15.9	1.6	7.2	24.7
Subtotal								
1965	0.4	60.0	467.7	525.1	494.7	172.4	647.9	1 314.7
1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2 028.0
1977	86.0	88.5	985.1	1 159.6	1 279.1	253.8	1 102.3	2 634.8
1978	53.9	85.4	1 067.3	1 206.6	1 222.5	254.2	1 081.8	2 558.5
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
1977	—	7.6	51.4	59.0	29.0	4.1	38.8	71.9
1978	—	11.1	52.5	63.6	28.1	3.8	40.9	72.8
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
1977	65.0	39.0	50.0	154.0	6.6	0.6	25.9	33.1
1978	80.0	35.0	36.1	151.1	6.5	0.6	36.4	43.5
Socialist countries of Asia								
1965	—	—	7.6	7.6	0.2	0.3	11.8	12.2
1970	—	0.1	13.3	13.4	5.4	0.4	24.4	30.2
1977	15.0	1.6	15.4	32.2	13.1	3.4	59.3	75.8
1978	9.3	3.1	16.6	29.0	18.4	3.3	63.2	84.9

Area[b] and year	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Subtotal								
1965	28.7	21.6	62.5	112.8	2.6	2.2	47.2	51.9
1970	38.2	26.4	94.1	158.9	18.7	3.4	65.5	87.6
1977	80.0	48.2	116.8	245.2	48.7	8.1	124.0	180.8
1978	89.3	49.2	105.2	243.7	53.0	7.7	140.5	201.2
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
1977	145.5	7.3	25.9	178.8	5.6	3.6	39.9	49.1
1978	228.3	4.1	34.4	266.8	84.0	3.6	36.9	124.5
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
1977	120.5	2.5	60.0	183.1	4.8	5.4	21.7	31.9
1978	109.3	3.2	47.4	159.8	5.8	4.1	25.9	35.8
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
1977	—	1.4	11.0	12.4	5.8	2.4	8.0	16.2
1978	—	1.1	10.0	11.1	5.1	2.1	10.3	17.5
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
1977	—	7.2	24.3	31.5	47.7	8.5	11.4	67.6
1978	—	7.0	24.2	31.1	48.6	6.7	11.8	67.1
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
1977	10.4	0.8	15.8	27.1	5.8	1.6	12.6	20.0
1978	18.8	0.7	17.7	37.2	4.5	4.9	14.7	24.1
South America: northern seaboard								
1965	123.3	99.2	27.7	250.2	53.9	3.0	4.7	61.6
1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
1977	77.9	66.2	36.1	180.3	37.9	3.0	14.8	55.7
1978	73.4	67.8	24.8	166.0	37.5	3.5	20.6	61.6
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
1977	7.1	2.0	25.6	34.7	7.8	1.6	11.2	20.6
1978	7.7	3.3	23.9	34.9	5.1	1.4	11.0	17.5
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
1977	..	0.6	105.4	106.1	42.7	3.7	28.7	75.1
1978	0.4	1.5	109.4	111.5	47.1	2.7	31.1	80.9
Western Asia								
1965	348.7	42.8	5.6	397.1	7.0	1.8	11.3	20.2
1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
1977	983.9	42.9	11.9	1 038.7	8.2	5.6	50.7	64.6
1978	933.8	46.6	20.6	1 001.0	18.4	5.9	56.7	81.0
Southern and Eastern Asia (n.e.s.)[c]								
1965	15	13	66	93	23	17	58	99
1970	35	24	89	148	55	23	62	140
1977	87	25	148	260	90	21	108	219
1978	89	26	157	272	101	22	126	249

Area[b] and year	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developing countries in Europe								
1965	..	—	—	..	—	0.2	0.4	0.6
1970	..	—	—	..	—	0.3	0.7	1.0
1977	—	—	0.2	0.2	—	0.3	0.8	1.1
1978	—	—	0.2	0.2	—	0.4	0.7	1.1
Oceania (n.e.s.)								
1965	—	—	5.6	5.6	—	0.9	1.7	2.5
1970	—	0.2	9.5	9.7	0.6	1.6	2.9	5.1
1977	—	0.6	10.0	10.6	1.5	2.1	2.8	6.4
1978	—	0.6	7.8	8.4	1.5	1.9	2.2	5.6
Subtotal								
1965	592.9	163.7	276.3	1 033.1	124.7	43.7	138.5	307.9
1970	1 041.4	216.9	368.4	1 627.7	189.9	54.2	169.7	414.0
1977	1 432.7	156.0	474.6	2 063.4	257.6	58.9	310.4	626.9
1978	1 460.5	162.0	477.3	2 099.8	358.8	58.7	348.0	765.5
WORLD TOTAL[c]								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 111	330	1 165	2 605	1 101	302	1 127	2 530
1977	1 599	293	1 576	3 468	1 585	321	1 536	3 442
1978	1 604	297	1 650	3 550	1 634	321	1 570	3 525

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

[a] Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system. Including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 37 million tons in 1965, 42 million tons in 1970, 41 million tons in 1977 and 47 million tons in 1978.

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

[c] Figures rounded to the nearest million.

Annex III

MERCHANT FLEETS OF THE WORLD BY FLAGS OF REGISTRATION, [a] GROUPS OF COUNTRIES AND TERRITORIES, AND TYPES OF SHIPS, [b] IN GRT AND DWT, AS AT 1 JULY 1980

(dwt figures are shown in parentheses)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
WORLD TOTAL [e]	414 487 912 (682 768 334)	174 695 169 (339 324 150)	106 309 729 (185 651 922)	80 975 754 (115 823 500)	11 274 078 (11 242 813)	41 233 182 (30 725 949)
DEVELOPED MARKET-ECONOMY COUNTRIES AND TERRITORIES						
Australia	1 642 594 (2 407 727)	365 622 (601 836)	784 015 (1 330 173)	239 042 (298 554)	92 508 (91 806)	161 407 (85 358)
Austria	88 784 (136 286)	—	38 689 (62 824)	41 280 (60 132)	8 815 (13 330)	—
Belgium	1 809 829 (2 732 271)	293 734 (501 631)	766 512 (1 379 482)	324 293 (444 827)	111 265 (102 618)	314 025 (303 713)
Canada	1 193 522 (1 041 623)	220 050 (313 969)	219 105 (472 625)	117 316 (139 519)	30 648 (30 781)	606 403 (84 729)
Denmark	5 390 365 (8 702 549)	2 807 849 (5 380 640)	639 031 (1 060 411)	972 953 (1 542 544)	491 669 (448 131)	478 863 (270 823)
Faeroe Islands	66 085 (35 060)	—	—	9 493 (18 522)	—	56 592 (16 538)
Finland	2 530 091 (3 831 139)	1 201 107 (2 218 920)	535 999 (863 132)	532 719 (649 966)	3 895 (4 761)	256 371 (94 360)
France	11 924 557 (20 861 286)	7 777 481 (15 326 648)	1 539 870 (2 723 834)	1 277 832 (1 714 960)	410 155 (431 824)	919 219 (664 020)
Germany, Federal Republic of	8 355 638 (13 332 148)	2 756 863 (5 416 699)	1 680 577 (2 910 390)	2 120 292 (3 425 584)	1 227 211 (1 229 156)	570 695 (350 319)
Gibraltar	2 291 (3 805)	—	—	1 886 (3 205)	—	405 (600)
Greece	39 471 744 (67 047 715)	11 780 460 (22 463 899)	16 355 368 (28 674 461)	10 432 972 (15 415 006)	37 795 (51 803)	865 149 (442 546)
Iceland	188 215 (175 424)	3 028 (4 667)	—	82 172 (129 762)	—	103 015 (40 995)
Ireland	208 986 (247 867)	6 989 (10 757)	101 464 (159 469)	41 890 (55 001)	4 956 (5 618)	53 687 (17 022)
Israel	450 216 (607 162)	368 (642)	217 027 (331 790)	88 538 (108 666)	139 027 (164 815)	5 256 (1 249)
Italy	11 095 694 (17 951 113)	4 685 141 (8 777 331)	3 914 418 (6 679 809)	1 055 582 (1 479 083)	207 525 (214 265)	1 233 028 (800 625)
Japan	40 959 683 (67 320 933)	17 671 022 (33 590 101)	12 996 324 (21 843 893)	4 289 498 (7 005 353)	1 571 327 (1 403 692)	4 431 512 (3 477 894)
Monaco	31 422 (49 977)	31 422 (49 977)	—	—	—	—
Netherlands	5 723 845 (8 998 739)	2 503 367 (4 732 527)	654 109 (1 093 322)	1 583 627 (2 373 632)	342 727 (307 395)	640 015 (491 863)
New Zealand	263 543 (279 179)	52 309 (83 243)	—	119 475 (138 482)	42 276 (38 642)	49 483 (18 812)
Norway	22 007 490 (38 885 262)	12 082 393 (23 847 557)	6 024 139 (10 475 350)	1 353 292 (2 029 954)	72 418 (62 496)	2 475 248 (2 469 905)
Portugal	1 355 989 (2 128 601)	775 050 (1 472 487)	73 204 (116 427)	329 228 (439 247)	6 260 (7 096)	172 247 (93 344)
South Africa	728 926 (839 525)	37 597 (62 554)	169 085 (287 228)	139 831 (189 978)	255 507 (240 356)	126 906 (59 409)
Spain	8 112 245 (13 522 330)	4 818 272 (9 058 094)	1 249 036 (2 156 208)	1 141 582 (1 722 056)	39 250 (56 611)	864 105 (529 361)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Sweden	4 233 977 (6 626 260)	1 871 966 (3 684 090)	692 802 (1 129 600)	1 105 234 (1 445 569)	70 362 (56 582)	493 613 (310 419)
Switzerland	310 775 (477 265)	8 224 (8 681)	175 649 (290 109)	120 016 (166 616)	—	6 886 (11 859)
Turkey	1 454 838 (2 134 112)	358 431 (603 680)	475 172 (785 711)	481 028 (698 847)	—	140 207 (45 874)
United Kingdom	27 135 155 (43 814 177)	13 229 642 (24 767 837)	6 220 904 (10 850 025)	3 030 179 (4 225 082)	1 671 865 (1 567 106)	2 982 565 (2 404 127)
United States of America	15 028 136 (22 197 667)	7 653 861 (14 806 566)	323 140 (581 652)	2 001 721 (2 609 907)	1 904 975 (1 795 167)	3 144 439 (2 404 375)
Yugoslavia	2 466 574 (3 759 567)	213 015 (361 399)	937 199 (1 597 837)	1 232 613 (1 747 440)	20 226 (28 526)	63 521 (24 365)
SUBTOTAL	214 231 209 (350 146 769)	93 205 263 (178 146 432)	56 782 838 (97 855 762)	34 265 584 (50 277 494)	8 762 662 (8 352 577)	21 214 862 (15 514 504)
OPEN-REGISTRY COUNTRIES						
Cyprus	2 091 089 (2 967 245)	111 568 (172 650)	256 695 (408 464)	1 605 424 (2 332 921)	4 684 (6 677)	112 718 (46 533)
Liberia	80 285 176 (157 977 559)	49 897 487 (104 470 965)	23 913 628 (44 746 545)	3 332 292 (4 967 139)	461 753 (556 860)	2 680 016 (3 236 050)
Oman	6 953 (9 769)	—	—	3 156 (6 030)	—	3 797 (3 739)
Panama	24 190 680 (39 039 133)	6 783 133 (13 137 002)	6 105 136 (10 345 444)	9 017 368 (13 421 079)	319 956 (395 438)	1 965 087 (1 740 170)
Singapore	7 664 229 (12 548 385)	2 696 860 (5 122 520)	1 905 658 (3 255 657)	2 401 356 (3 401 812)	449 661 (558 178)	210 694 (210 218)
SUBTOTAL	114 238 127 (212 542 091)	59 489 048 (122 903 137)	32 181 117 (58 756 110)	16 359 596 (24 128 981)	1 236 054 (1 517 153)	4 972 313 (5 236 710)
SOCIALIST COUNTRIES OF EASTERN EUROPE AND ASIA						
Socialist countries of Eastern Europe						
Albania	56 127 (78 949)	—	—	54 888 (78 949)	—	1 239 (—)
Bulgaria	1 233 303 (1 742 958)	352 435 (563 259)	455 985 (698 045)	305 714 (411 508)	—	119 169 (70 146)
Czechoslovakia	155 319 (232 912)	—	102 589 (164 382)	52 230 (68 530)	—	500 (—)
German Democratic Republic	1 532 197 (1 963 400)	182 754 (327 141)	261 466 (403 179)	837 484 (1 097 274)	—	250 493 (135 806)
Hungary	74 997 (105 601)	—	—	74 997 (105 601)	—	—
Poland	3 639 078 (5 101 343)	570 698 (1 029 747)	1 297 455 (2 082 671)	1 317 956 (1 717 258)	—	452 969 (271 667)
Romania	1 856 292 (2 656 348)	246 927 (437 750)	799 609 (1 281 999)	580 005 (789 381)	—	229 751 (147 218)
Union of Soviet Socialist Republics	23 443 534 (25 894 991)	4 728 079 (7 189 324)	1 950 834 (3 078 493)	7 665 461 (10 020 562)	322 949 (328 578)	8 776 211 (5 278 034)
SUBTOTAL	31 990 847 (37 776 502)	6 080 893 (9 547 221)	4 867 938 (7 708 769)	10 888 735 (14 289 063)	322 949 (328 578)	9 830 332 (5 902 871)
Socialist countries of Asia						
China	6 873 608 (10 217 483)	1 110 928 (1 847 467)	1 766 796 (2 995 916)	3 626 020 (5 015 363)	3 984 (6 699)	365 880 (352 038)
Democratic Peoples Republic of Korea	230 695 (337 911)	77 908 (143 923)	34 269 (51 785)	79 461 (113 287)	—	39 057 (28 916)
Viet Nam	240 895 (347 135)	32 032 (52 860)	14 200 (23 713)	176 477 (262 363)	—	18 186 (8 199)
SUBTOTAL	7 345 198 (10 902 529)	1 220 868 (2 044 250)	1 815 265 (3 071 414)	3 881 958 (5 391 013)	3 984 (6 699)	423 123 (389 153)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
SUBTOTAL (socialist countries of Eastern Europe and Asia)	39 336 045 (48 679 031)	7 301 761 (11 591 471)	6 683 203 (10 780 183)	14 770 693 (19 680 076)	326 933 (335 277)	10 253 455 (6 292 024)
DEVELOPING COUNTRIES AND TERRITORIES OF AFRICA						
Algeria	1 218 621 (1 810 698)	591 953 (1 128 505)	80 988 (128 510)	209 311 (299 054)	—	336 369 (254 629)
Angola	65 667 (96 888)	3 138 (4 225)	—	59 084 (91 885)	—	3 445 (778)
Benin	4 557 (4 859)	—	—	2 999 (4 330)	—	1 558 (529)
Cape Verde	11 426 (18 834)	216 (350)	—	8 764 (15 932)	—	2 446 (2 552)
Comoros	1 116 (1 824)	139 (59)	—	977 (1 765)	—	—
Congo	6 784 (10 833)	—	—	—	—	6 784 (10 833)
Djibouti	3 135 (3 365)	—	—	1 780 (2 300)	—	1 355 (1 065)
Egypt	555 786 (682 285)	129 025 (210 188)	—	331 484 (421 977)	1 206 (1 277)	94 071 (48 843)
Equatorial Guinea	6 412 (6 594)	—	—	6 412 (6 594)	—	—
Ethiopia	23 811 (32 036)	2 051 (2 980)	—	20 768 (28 749)	—	992 (307)
Gabon	77 095 (143 062)	74 471 (141 158)	—	455 (620)	—	2 169 (1 284)
Gambia	3 907 (4 405)	—	—	2 238 (3 650)	—	1 669 (755)
Ghana	250 428 (294 691)	—	—	195 420 (261 145)	—	55 008 (33 546)
Guinea	5 648 (2 823)	—	—	210 (182)	—	5 438 (2 641)
Guinea Bissau	757 (20)	—	—	387 (20)	—	370 (—)
Ivory Coast	186 127 (234 966)	—	—	170 136 (224 263)	—	15 991 (10 703)
Kenya	17 371 (20 399)	1 447 (2 021)	—	12 119 (17 280)	—	3 805 (1 098)
Libyan Arab Jamahiriya	889 908 (1 586 500)	795 616 (1 504 929)	—	48 138 (60 416)	—	46 154 (21 155)
Madagascar	91 211 (128 687)	32 584 (50 986)	—	51 012 (72 171)	—	7 615 (5 530)
Mali	200 (225)	200 (225)	—	—	—	—
Mauritania	874 (311)	—	—	—	—	874 (311)
Mauritius	37 675 (47 137)	—	—	32 913 (46 444)	—	4 762 (693)
Morocco	359 552 (566 025)	113 074 (201 863)	58 605 (100 501)	72 695 (112 639)	—	115 178 (151 022)
Mozambique	37 887 (35 923)	6 549 (10 612)	—	14 102 (19 419)	—	17 236 (5 892)
Nigeria	498 202 (698 522)	144 606 (274 981)	—	335 281 (420 472)	—	18 315 (3 069)
St. Helena	3 150 (2 228)	—	—	3 150 (2 228)	—	—
Senegal	34 499 (31 058)	1 422 (1 831)	—	11 158 (15 544)	—	21 919 (13 683)
Seychelles	4 602 (3 834)	1 595 (2 700)	—	505 (513)	—	2 502 (621)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Sierra Leone	3 738 (1 021)	—	—	—	—	3 738 (1 021)
Somalia	45 553 (60 666)	10 458 (16 450)	—	33 468 (43 119)	—	1 627 (1 097)
Sudan	104 803 (141 589)	—	—	103 089 (141 589)	—	1 714 (—)
Togo	25 395 (35 919)	—	—	25 003 (35 919)	—	392 (—)
Tunisia	131 079 (173 715)	27 030 (46 824)	20 157 (32 217)	55 227 (72 653)	—	28 665 (22 021)
Uganda	5 510 (9 115)	—	—	5 510 (9 115)	—	—
United Republic of Cameroon	62 080 (76 184)	—	—	52 974 (72 087)	—	9 106 (4 097)
United Republic of Tanzania	55 916 (67 934)	3 146 (4 703)	—	40 812 (58 373)	—	11 958 (4 858)
Zaire	91 894 (132 276)	—	—	77 950 (118 368)	—	13 944 (13 908)
SUBTOTAL	4 922 376 (7 167 451)	1 938 720 (3 605 590)	159 750 (261 228)	1 985 531 (2 680 815)	1 206 (1 277)	837 169 (618 541)
DEVELOPING COUNTRIES AND TERRITORIES OF AMERICA						
Anguilla	1 092 (1 460)	—	—	1 092 (1 460)	—	—
Antigua	410 (250)	—	—	147 (250)	—	263 (—)
Argentina	2 546 305 (3 676 632)	811 465 (1 267 530)	618 019 (1 029 797)	878 233 (1 209 367)	—	238 588 (169 938)
Bahamas	87 320 (119 978)	14 506 (22 166)	15 005 (24 217)	48 384 (71 115)	—	9 425 (2 480)
Barbados	5 257 (1 324)	—	—	748 (1 050)	—	4 509 (274)
Belize	620 (800)	—	—	620 (800)	—	—
Bermuda	1 723 682 (2 924 909)	850 358 (1 576 785)	565 441 (951 513)	157 600 (230 034)	17 287 (20 322)	132 996 (146 255)
Bolivia	15 130 (18 830)	—	—	15 130 (18 830)	—	—
Brazil	4 533 663 (7 545 531)	1 572 737 (2 917 869)	1 574 215 (2 764 577)	1 250 747 (1 725 685)	—	135 964 (137 400)
Cayman Islands	256 715 (373 236)	17 462 (28 251)	65 988 (105 481)	138 246 (211 568)	10 555 (15 139)	24 464 (12 797)
Chile	614 425 (972 015)	41 132 (66 969)	257 113 (493 038)	263 574 (376 943)	—	52 606 (35 065)
Colombia	283 457 (364 745)	30 344 (49 724)	—	246 267 (313 740)	—	6 846 (1 281)
Costa Rica	20 333 (18 030)	—	—	8 850 (12 920)	—	11 483 (5 110)
Cuba	881 260 (1 097 223)	64 505 (98 209)	46 086 (74 683)	579 626 (768 789)	—	191 043 (155 542)
Dominican Republic	37 659 (60 648)	674 (1 609)	9 420 (16 297)	27 180 (42 742)	—	385 (—)
Ecuador	275 142 (356 289)	96 299 (155 772)	—	158 600 (188 194)	—	20 243 (12 323)
El Salvador	501 (98)	—	—	—	—	501 (98)
Falkland Islands[f]	7 907 (4 383)	—	—	537 (943)	—	7 370 (3 440)
Grenada	226 (340)	—	—	—	—	226 (340)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Guatemala	13 626 (20 109)	—	—	13 376 (20 109)	—	250 (—)
Guyana	18 261 (16 783)	1 626 (1 745)	—	7 251 (10 556)	—	9 384 (4 482)
Haiti	1 120 (1 323)	—	—	840 (1 173)	—	280 (150)
Honduras	213 421 (275 231)	16 976 (30 351)	—	186 384 (237 510)	—	10 061 (7 370)
Jamaica	13 307 (12 434)	—	—	8 591 (9 920)	—	4 716 (2 514)
Mexico	1 006 417 (1 407 911)	495 264 (796 279)	108 360 (180 052)	114 989 (159 952)	—	287 804 (271 628)
Montserrat	1 010 (1 541)	—	—	1 010 (1 541)	—	—
Nicaragua	15 726 (20 697)	3 711 (5 790)	—	10 475 (14 907)	—	1 540 (—)
Paraguay	23 019 (23 599)	2 935 (3 864)	—	16 655 (18 669)	—	3 429 (1 066)
Peru	740 510 (1 005 056)	130 568 (210 572)	239 402 (436 418)	224 955 (314 050)	—	145 585 (44 016)
St. Kitts, Nevis	256 (90)	—	—	—	—	256 (90)
Saint Lucia	2 378 (2 951)	—	—	2 021 (2 951)	—	357 (—)
Saint Vincent and the Grenadines	19 679 (24 835)	—	6 870 (7 850)	11 154 (15 479)	—	1 655 (1 506)
Suriname	14 921 (18 978)	208 (354)	—	11 140 (16 125)	1 343 (1 743)	2 230 (756)
Trinidad and Tobago	17 456 (11 994)	1 736 (2 000)	—	2 955 (3 983)	—	12 765 (6 011)
Turks and Caicos Islands	2 408 (3 700)	499 (850)	—	1 785 (2 850)	—	124 (—)
Uruguay	198 478 (302 037)	96 616 (172 395)	13 203 (21 815)	72 226 (94 656)	—	16 433 (13 171)
Venezuela	848 540 (1 100 411)	324 636 (503 524)	45 307 (77 584)	321 050 (442 295)	—	157 547 (77 008)
Virgin Islands (British)	5 826 (7 382)	818 (981)	—	4 141 (5 492)	—	867 (909)
SUBTOTAL	14 447 463 (21 793 783)	4 575 075 (7 913 589)	3 564 429 (6 183 322)	4 786 579 (6 546 648)	29 185 (37 204)	1 492 195 (1 113 020)
DEVELOPING COUNTRIES AND TERRITORIES OF ASIA						
Bahrain	10 248 (7 211)	913 (1 300)	—	2 223 (2 950)	—	7 112 (2 961)
Bangladesh	353 586 (488 236)	45 504 (71 222)	55 752 (93 026)	227 075 (313 002)	—	25 255 (10 986)
Brunei	899 (896)	—	—	283 (400)	—	616 (496)
Burma	87 519 (100 927)	7 256 (8 936)	—	65 084 (87 569)	—	15 179 (4 422)
Democratic Kampuchea	3 558 (3 779)	—	—	998 (1 458)	—	2 560 (2 321)
Democratic Yemen	12 230 (13 057)	1 886 (3 185)	—	3 465 (5 040)	—	6 879 (4 832)
Hong Kong	1 717 230 (2 651 796)	160 836 (286 472)	1 085 597 (1 866 709)	166 517 (202 488)	259 955 (282 645)	44 325 (13 482)
India	5 911 367 (9 451 453)	1 135 010 (2 008 397)	2 561 586 (4 462 008)	2 026 990 (2 874 562)	—	187 781 (106 486)
Indonesia	1 411 688 (1 863 699)	164 341 (264 587)	78 199 (120 677)	963 640 (1 335 673)	—	205 508 (142 762)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Iran	1 283 629 (1 932 730)	666 441 (1 220 824)	—	407 524 (571 472)	—	209 664 (140 434)
Iraq	1 465 949 (2 564 623)	1 148 487 (2 175 915)	—	209 980 (305 954)	—	107 482 (82 754)
Jordan	496 (1 200)	—	—	496 (1 200)	—	—
Kuwait	2 529 491 (4 218 818)	1 347 792 (2 604 680)	12 860 (18 822)	767 615 (1 132 013)	82 632 (97 225)	318 592 (366 078)
Lebanon	267 787 (374 253)	752 (1 090)	—	223 259 (328 585)	1 946 (1 543)	41 830 (43 035)
Malaysia	702 145 (1 011 754)	6 203 (11 816)	289 140 (483 410)	220 954 (292 653)	106 044 (121 696)	79 804 (102 179)
Maldives	136 037 (189 904)	1 244 (1 603)	—	132 660 (187 085)	—	2 133 (1 216)
Pakistan	478 019 (634 357)	—	21 903 (32 919)	439 180 (595 795)		16 936 (5 643)
Philippines	1 927 869 (2 910 262)	355 459 (644 247)	598 865 (1 050 489)	720 590 (1 019 564)	—	252 955 (195 962)
Qatar	91 934 (157 616)	72 756 (138 327)	—	2 216 (3 773)	—	16 962 (15 516)
Republic of Korea	4 344 114 (6 836 190)	1 335 176 (2 531 515)	1 434 141 (2 372 132)	838 123 (1 300 220)	277 495 (313 926)	459 179 (318 397)
Saudi Arabia	1 589 668 (2 652 573)	1 125 539 (2 096 944)	8 794 (14 679)	189 262 (245 189)	—	266 073 (295 761)
Sri Lanka	93 471 (126 766)	21 939 (36 200)	—	60 976 (87 387)	—	10 556 (3 179)
Syrian Arab Republic	39 255 (54 483)	—	—	37 796 (53 883)	—	1 459 (600)
Thailand	391 456 (577 271)	134 410 (230 330)	—	239 922 (337 838)	—	17 124 (9 103)
United Arab Emirates	158 210 (256 321)	81 330 (151 669)	—	56 651 (85 322)	—	20 229 (19 330)
Yemen	2 979 (1 850)	—	—	1 260 (1 850)	—	1 719 (—)
SUBTOTAL	25 010 834 (39 082 025)	7 813 274 (14 489 259)	6 146 837 (10 514 871)	8 004 739 (11 372 925)	728 072 (817 035)	2 317 912 (1 887 935)
DEVELOPING COUNTRIES OF EUROPE						
Malta	132 861 (182 063)	4 922 (7 355)	58 545 (90 959)	52 654 (73 085)	—	16 740 (10 664)
SUBTOTAL	132 861 (182 063)	4 922 (7 355)	58 545 (90 959)	52 654 (73 085)	—	16 740 (10 664)
DEVELOPING COUNTRIES AND TERRITORIES OF OCEANIA						
Fiji	14 773 (14 007)	254 (400)	—	6 265 (7 884)	—	8 254 (5 723)
Kiribati	980 (618)	—	—	980 (618)	—	—
Nauru	54 004 (74 458)	—	36 976 (58 808)	13 849 (13 750)	—	3 179 (1 900)
Papua New Guinea	24 904 (31 307)	1 575 (1 686)	—	15 186 (20 222)	—	8 143 (9 399)
Samoa	4 765 (4 694)	—	—	3 838 (4 500)	—	927 (194)
Solomon Islands	2 668 (1 870)	—	—	1 171 (1 218)	—	1 497 (652)
Tonga	14 886 (18 066)	—	—	11 881 (15 691)	—	3 005 (2 375)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Tuvalu	353 (250)	—	—	353 (250)	—	—
Vanuatu	12 541 (16 288)	4 860 (7 394)	—	7 551 (8 694)	—	130 (200)
SUBTOTAL	129 874 (161 558)	6 689 (9 480)	36 976 (58 808)	61 074 (72 827)	—	25 135 (20 443)
SUBTOTAL DEVELOPING COUNTRIES AND TERRITORIES	44 643 408 (68 386 880)	14 315 659 (25 986 885)	9 926 858 (17 092 891)	14 890 577 (20 746 300)	758 463 (855 516)	4 751 851 (3 705 288)
Other—unallocated	2 039 123 (3 013 563)	360 417 (657 837)	696 034 (1 150 679)	689 304 (990 649)	189 966 (182 290)	103 402 (32 108)

Source: Lloyd's Register of Shipping: Statistical Tables, 1980 (London), and supplementary data regarding the Great Lakes fleets of the United States of America and Canada and the United States reserve fleet.

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

[b] Ships of 100 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	Oil tankers	Bulk carriers*	General cargo**	Container ships	Others
Canada Great Lakes fleet...............	1 986 604 (2 820 978)	75 490 (107 197)	1 648 881 (2 341 412)	148 995 (211 573)	—	113 238 (160 796)
United States Great Lakes fleet	1 764 550 (3 176 190)	26 468 (44 466)	1 637 502 (2 963 605)	21 175 (35 573)	—	79 405 (132 546)
United States reserve fleet (vessels of 1 000 grt and over)	1 671 585 (2 089 481)	207 276 (325 906)	—	1 464 309 (1 763 575)	—	—

* See footnote *c* above.

** See footnote *d* above.

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

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