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UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

Review
of maritime transport, 1981

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Review of maritime transport, 1981

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ABBREVIATIONS

c.i.f.	cost, insurance, freight
dwt	deadweight tons
EEC	European Economic Community
f.o.b.	free on board
GDP	gross domestic product
grt	gross registered tons
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	twenty 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.

Figures do not necessarily add up to totals, owing to rounding.

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. 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.

[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.

SUMMARY OF MAIN DEVELOPMENTS IN 1981

(i) World seaborne trade declined by 2.8 per cent in 1980, but the world fleet continued to expand slightly (by 0.9 per cent from mid–1980 to mid–1981), thus accentuating the world surplus of tonnage.

(ii) The developing countries' share of the world deadweight tonnage rose from 10 to 12.5 per cent, but 1.7 per cent of this increase was attributable to the reclassification of Singapore (previously an open-registry country, now classified as a developing country), and the balance was mainly attributable to increases in three individual fleets. Ownership remains concentrated among a few countries, with 11 countries owning 74 per cent of the total deadweight tonnage owned by developing countries. The developed market-economy and open-registry countries accounted for 79.7 per cent of the world deadweight tonnage, and the socialist countries for 7.4 per cent.

(iii) According to 1979 figures (the latest available), the developing countries generated 40.3 per cent of world cargoes, the developed market-economy and open-registry countries 53.6 per cent, and the socialist countries 6.1 per cent.

(iv) The world surplus of shipping has resulted in low freight levels in the bulk trades. In the liner trades, the general rate increases appear to have been lower in 1981 than in the previous year, but data are lacking on rates applicable to specific commodities and on the effects of various surcharges.

(v) As in previous years, developing countries have suffered much more from the costs of transport than have other countries: in 1980, 10.94 per cent of the c.i.f. value of their imports was composed of freight charges, as distinct from 5.42 per cent in the case of developed market-economy countries.

CHAPTER I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. The volume of total world seaborne trade fell by 2.8 per cent in 1980, the first decrease recorded since 1975. Table 1 shows the tonnages of different categories of cargoes shipped in 1970 and 1978–1980. There were variations in the growth of the different cargo sectors. Tanker trades fell by 9.4 per cent, while dry cargo trades increased by 5.4 per cent, owing mainly to an increase of 4.5 per cent in the tonnage of five main bulk commodities.[2] The bulk cargo sector accounted for about 77 per cent of the total world seaborne trade (of which 49.2 per cent consisted of tanker cargoes, 21.7 per cent of major dry bulk commodities and about 6.4 per cent of minor bulk items carried by bulk carriers).[3] The remaining 23 per cent consisted basically of general cargoes carried in the liner sector, together with a small percentage of tramp and specialized cargoes.

2. Preliminary estimates for 1981 indicated a further decline in world seaborne trade. The volume of the total seaborne trade fell by 5.1 per cent in 1981.[4] This resulted from a sharp decrease of tanker cargoes and a small net increase in dry cargoes. Tanker cargoes declined by 13.4 per cent. Of the major dry bulk trades, iron ore trade fell by 4 per cent, while coal and grain trades expanded by 4 and 3 per cent respectively. The aggregate trade in other commodities showed only a modest change from the 1980 level.

3. The decline in world seaborne trade stemmed largely from a sustained recession in the world economy. Consequently, the GDP of the OECD countries grew by only 1.25 per cent (1.2 per cent in 1980).[5] The GDP growth of the developing countries and national income of the socialist countries decelerated in 1981. The GDP growth of the developing countries grew by 3.6 per cent in 1981 (3.8 per cent in 1980).[6] This was a consequence of a slowdown in their volume of exports owing to recession in the developed countries and a pronounced deterioration in their terms of trade because of an increase in the import prices of manufactures and energy. The national income of socialist countries grew by 3.2 per cent in 1981 (3.8. per cent in 1980).[7]

4. The other major contribution to the decline in world seaborne trade was the steady fall in oil consumption and imports. In 1981, the volume of oil imports by the OECD countries fell by 10 per cent.[8] This was due to the combined effects of recession, increased conservation

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[2] Data received from the United Nations Statistical Office.

[3] Estimates from Fearnley and Egers Chartering Co. Ltd., *Review 1981* (Oslo).

[4] *Ibid.*

[5] Estimates from OECD, *Economic Outlook*, No. 30, December 1981.

[6] Estimates based on UNCTAD, *Trade and Development Report, 1981* (United Nations publication, Sales No. E.81.II.D.9).

[7] *Ibid.*

[8] Estimates from 'OECD, *Economic Outlook*, No. 30, December 1981.

TABLE 1

Development of international seaborne trade,[a] 1970 and 1978–1980

(Goods loaded)

	Tanker cargo		*Dry cargo*				*Total (all goods)*	
			Total		Of which: *main bulk commodities*[b]			
Year	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*	*Millions of tons*	*Percentage increase/ decrease over previous year*
1970..........	1 440	13.0	1 165	13	488	16	2 605	13.0
1978..........	1 900	0.4	1 650	4.7	667	3.4	3 550	2.4
1979..........	2 044	7.6	1 785	8.2	762	14.2	3 828	7.8
1980..........	1 851	–9.4	1 881	5.4	796	4.5	3 732	–2.5

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 1980* (Oslo).

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

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

TABLE 2

World seaborne trade by types of cargo, 1970 and 1979–1981
(*Billions of ton-miles*)

Year	*Crude oil*	*Oil products*	*Iron ore*	*Coal*	*Grain*[a]	*Other cargo*	*Total trade*
1970......	5 597	890	1 093	481	475	2 118	10 654
1979......	9 614	1 045	1 599	786	1 026	3 605	17 675
1980......	8 385	1 020	1 613	952	1 087	3 720	16 777
1981......	7 350	930	1 580	1 030	1 120	3 730	15 740

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1981* (Oslo).

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

efforts and a switch to alternative energy substitutes. In addition, the operation of several oil pipelines has taken over the transport of oil previously moved by sea.

5. In the dry cargo sector, the fall in iron ore trade was mainly attributable to declining steel consumption as world recession weakened demand for construction investment. There was also a heavy drawing of stock. In 1981, the total steel production declined by 1.1 per cent.[9] The rate of growth of coal trades slackened in 1981 as compared with 1980, partly because of the slow-down in world steel production and partly because falling oil prices eased demand for coal as a substitute for oil. Grain trades experienced a modest growth because of poor crop harvests in the major importing countries. The marginal increase in the liner trades reflected the general slowdown in the overall world industrial production.

6. Table 2 shows the volume of international seaborne trade in billions of ton-miles. In 1980, the ton-mileage of the total seaborne trade declined by 5.1 per cent and this was reduced further by 6.2 per cent in 1981. This was a result of a large reduction in ton-miles of crude oil and oil products, reflecting falling world oil consumption and imports and the increasing trend towards short haul of crude worldwide. However, in the dry cargo trades there was a moderate rise in ton-miles of coal, grain and other minor bulk cargoes and liner cargoes, but the ton-miles of iron ore suffered a decline. The increase in ton-miles of coal and grain was partly a result of an increase in the volume traded and partly of an increase in the average length of haul. The result of the United States of America's embargo on exports to the Union of Soviet Socialist Republics was that the USSR fulfilled its requirements from Argentina and Canada. The disruption of coal supplies in Poland and the congestion at the coal ports on the United States east coast led European coal importers to seek supplies from further afield.

7. Table 3 shows the distribution of seaborne cargoes by groups of countries of loading and unloading for the years 1970, 1978 and 1979 (the last year for which complete data are available). In 1979, the share of goods loaded by the developing countries was 58.1 per cent (59.1 per cent in 1978); that of the developed market-economy countries was 35.4 per cent (34 per cent in 1978); and that of socialist countries of Eastern Europe and Asia was 6.5 per cent (6.9 per cent in 1978). For imports, the developed market-economy countries unloaded 71.8 per cent (72.6 per cent in 1978), the developing countries, 22.4 per cent (21.7 per cent in 1978) and the socialist countries of Eastern Europe and Asia, 5.8 per cent (5.7 per cent in 1978).

8. In 1982, the world economy is not likely to show any significant improvement. It is expected that there will be a modest recovery but that the upturn will come only in the second half of 1982 and the beginning of 1983. The real GDP of OECD countries is predicted to grow at 0.75 per cent during the first half of 1982, picking up to 3.25 per cent in the second half.[10] The GDP of developing countries is projected to grow at 5.5 per cent and the national income of the socialist countries in Eastern Europe is planned to grow at 3.5 per cent.[11]

9. World seaborne trade may stagnate in 1982. Weak growth is expected in the bulk trades which form a dominant portion of world trade. In the tanker trade, the attempt to reduce dependency on oil as a source of energy and developments which give rise to reduced shipment of crude oil by sea will continue to depress maritime trades, as these influences are not temporary in nature. With the prospect of oil prices stabilizing up to the end of 1982, coupled with the high rates of interest, the demand for oil for storage purposes will be reduced. Therefore, the tanker trade may decline.

10. In the dry cargo trade, seaborne trade in iron ore may decline because of the low level of economic activities. Moreover, the decision by EEC to apply mandatory cuts on the Community steel production during the first quarter of 1982 may lead to falling steel output. However, this may be partially offset by a rebuilding of stock in 1982 after a heavy period of de-stocking.

11. As in 1981, the coal and grain trades will provide the impetus for growth in world seaborne trade. The poor crop harvests in the USSR, the Far East and Western Europe will give rise to heavy shipment of grain in 1982. The shipment of steam coal for use in power generation may show only a modest increase. The falling prices of oil as a result of the oil glut has led invariably to a slowdown in the rate of growth of steam coal trades. In the liner trades, a moderate increase may be expected as world output improves.

[9] Estimates of the International Iron and Steel Institute.

[10] OECD, *Economic Outlook*, No. 30, December 1981.

[11] UNCTAD, *op. cit.*

TABLE 3

World seaborne trade[a] by types of cargo and shares of groups of countries,[b] 1970 and 1978–1980[c]

(Millions of tons and percentages of world total)

Country grouping / 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
				Trade in millions of tons				
WORLD TOTAL								
1970	1 110	330	1 165	2 605	1 101	302	1 127	2 530
1978	1 604	296	1 650	3 550	1 634	321	1 570	3 525
1979	1 725	318	1 785	3 828	1 724	308	1 782	3 814
1980	1 851		1 881	3 732	1 845		1 877	3 722
				Share of each category of goods in total				
WORLD TOTAL								
1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
1978	45.2	8.3	46.5	100.0	46.4	9.1	44.5	100.0
1979	45.1	8.3	46.6	100.0	45.2	8.1	46.7	100.0
1980	49.6		50.4	100.0	49.6		50.4	100.0
				Share of trade by groups of countries				
Developed market-economy countries								
1970	2.0	27.1	60.0	31.1	80.4	79.6	79.5	79.9
1978	3.4	28.8	64.7	34.0	74.8	79.3	68.9	72.6
1979	6.0	28.9	64.9	35.4	73.3	79.9	68.9	71.8
Socialist countries of Eastern Europe and Asia								
1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
1978	5.6	16.6	6.4	6.9	3.2	2.4	8.9	5.7
1979	5.4	11.6	6.7	6.5	3.2	1.9	8.9	5.8
Of which:								
In Eastern Europe								
1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
1978	5.0	15.6	5.4	5.9	2.1	1.4	4.9	3.3
1979	4.1	10.4	5.9	5.4	2.2	0.4	5.3	3.5
In Asia								
1970	—	—	1.2	0.5	0.5	0.1	2.1	1.2
1978	0.6	1.0	1.0	1.0	1.1	1.0	4.0	2.4
1979	1.3	1 2	0.8	1.1	1.0	1.5	3.6	2.3
Developing countries								
1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
1978	91.0	54.6	28.9	59.1	22.0	18.3	22.2	21.7
1979	88.6	59.5	28.4	58.1	23.5	18.2	22.2	22.4
Of which:								
In Africa								
1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
1978	21.0	2.8	5.5	12.3	5.8	3.1	4.7	5.1
1979	19.1	2.8	5.1	11.2	3.2	3.4	4.6	3.9
In America								
1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
1978	6.3	27.1	12.1	10.7	8.8	6.0	5.7	7.1
1979	11.1	29.3	13.0	13.5	14.2	6.2	5.0	9.2
In Asia								
1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
1978	63.7	24.5	10.8	35.9	7.3	8.6	11.6	9.3
1979	58.4	27.3	9.8	33.1	6.1	7.8	12.3	9.2
In Europe								
1970	..	—	—	..	—	0.1	0.1	..
1978	..	—	..	..	—	0.1	0.1	..
1979	..	—	..	..	—	0.1	0.1	..
In Oceania								
1970	—	0.1	0.8	0.4	..	0.5	0.3	0.2
1978	—	0.2	0.5	0.2	..	0.6	0.1	0.2
1979	—	..	0.5	0.2	..	0.7	0.2	0.1

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

b For the composition of these groups, see annex I below.

c Preliminary estimates from data to be published in the United Nations *Monthly Bulletin of Statistics*.

Chapter II

DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Size and ownership of the world fleet

12. There was a considerable slow-down in the growth of the world merchant fleet over the period mid–1980 to mid–1981. The tonnage of the world fleet registered an infinitesimal increase of 0.2 per cent in grt and 0.87 per cent in dwt, as compared with 1.7 and 1.4 per cent respectively in the corresponding period of 1979–1980. These rates paled against the longer-term average annual growth rates of 5.7 per cent in grt and 6.6 per cent in dwt over the period 1971–1981.[12] The deceleration in the growth of the world fleet stemmed mainly from a recession in the world economy which led to falling world trade. The consequent depression of the world freight market, with the tanker market being the worst hit in 1981, resulted in intensive scrapping of vessels, which reached a high level of 14.1 million dwt during the first nine months of 1981.[13] In comparison, 19.3 million dwt of new buildings during January-September 1981 was delivered, which was not

[12] Data obtained from various issues of *Lloyd's Register of Shipping: Statistical Tables* (London).

[13] 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. 12, December 1981.

Table 4

Distribution of world tonnage[a] (grt and dwt) by groups of countries of registration, 1970, 1980 and 1981
(Mid-year figures)

Flags of registration in groups of countries	Tonnage and shares[b]						Increase in tonnage (dwt) (percentage share of increase)	
	Millions of grt			Millions of dwt				
	1970	1980	1981	1970	1980	1981	1970-1980	1980-1981[c]
1. World total	217.9	414.5	415.2	326.1	682.8	688.8	100	100
	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)		
2. Developed market-economy countries	141.8	214.3	213.0	211.9	350.1	352.4	38.7	38.3
	(65.1)	(51.7)	(51.3)	(65.0)	(51.3)	(51.1)		
3. Open-registry countries	40.9	114.2	105.1	70.3	212.6	197.1	39.9	—258.3
	(18.8)	(27.5)	(25.3)	(21.6)	(31.1)	(28.6)		
4. Total 2 and 3	182.0	328.5	318.1	282.2	562.7	549.5	78.6	—220.0
	(83.9)	(79.2)	(76.6)	(86.6)	(82.4)	(79.7)		
5. Socialist countries of Eastern Europe and Asia	19.5	39.3	40.4	21.7	48.7	50.7	7.6	33.3
	(8.9)	(9.5)	(9.7)	(6.6)	(7.1)	(7.4)		
Of which:								
In Eastern Europe	18.6	32.0	32.2	20.5	37.8	38.4	4.9	10.0
	(8.5)	(7.7)	(7.8)	(6.2)	(5.5)	(5.6)		
In Asia	0.9	7.3	8.2	1.2	10.9	12.3	2.7	23.3
	(0.4)	(1.8)	(1.9)	(0.4)	(1.6)	(1.8)		
6. Developing countries	14.5	44.7	54.8	20.5	68.4	85.9	13.4	291.7
	(6.7)	(10.8)	(13.2)	(6.3)	(10.0)	(12.5)		
Of which:								
In Africa	0.8	4.9	5.0	1.1	7.2	7.2	1.7	0
In America	6.4	14.5	13.2	8.7	21.8	19.7	3.7	—35
In Asia	7.3	25.0	36.3	10.7	39.1	58.5	7.9	323.3
In Europe	—	0.1	0.2	—	0.2	0.3	—	—
In Oceania	—	0.1	0.1	—	0.1	0.2	—	—
7. Other unallocated	1.2	2.0	1.9	1.7	3.0	2.7	0.36	—5.0
	(0.5)	(0.5)	(0.5)	(0.5)	(0.5)	(0.4)		

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

a Excluding the reserve fleet of the United States of America and the United States and Canadian Great Lakes fleets, which in 1981 amounted respectively to 1.9, 1.8 and 2 million grt.

b The shares are shown in parentheses.

c The change in magnitude is due to the reclassification of the open-registry countries, the details of which are given in annex I below,

TABLE 5

True management[a] of open-registry fleets, 1981
(Number of vessels and thousands of dwt)

Country or territory of true managers	Country or territory of registration											
	Liberia		Panama		Cyprus		Bermuda		Bahamas		Total	
	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt
United States of America	521	50 763	262	3 905	1	3	4	8	4	13	792	54 692
Hong Kong	584	36 119	621	11 573	3	18	7	59	—	—	1 215	47 769
Japan	207	9 612	606	7 772	—	—	—	—	—	—	813	17 384
Greece	94	8 670	213	2 643	251	1 474	—	—	2	27	560	12 814
United Kingdom	141	9 349	89	974	21	108	24	448	1	2	276	10 881
Monaco	67	6 622	37	3 688	—	—	—	—	—	—	104	10 310
Federal Republic of Germany	72	2 305	158	2 763	68	354	1	7	—	—	299	5 429
United Kingdom-based Greek shipowners	59	3 952	16	546	16	236	1	31	—	—	92	4 765
Unspecified	76	2 727	171	1 860	—	—	—	—	—	—	247	4 587
Switzerland	57	3 706	67	807	2	24	—	—	1	32	127	4 569
Norway	72	2 265	23	286	3	7	1	20	1	22	100	2 600
Netherlands	23	1 611	88	818	2	12	2	13	—	—	115	2 454
Republic of Korea	12	1 180	95	1 201	—	—	—	—	—	—	107	2 381
Italy	18	1 443	42	375	4	31	2	6	1	25	67	1 880
Israel	16	1 520	7	218	—	—	1	2	—	—	24	1 740
Singapore	19	618	120	680	1	2	—	—	—	—	140	1 300
United States-based Greek shipowners	25	1 175	8	52	1	1	—	—	—	—	34	1 228
Indonesia	21	435	54	676	—	—	—	—	—	—	75	1 111
Canada	13	985	8	29	—	—	2	5	2	2	25	1 021
60 countries, entities or territories, each managing less than 1 million dwt	92	3 526	286	1 647	32	152	15	147	6	60	431	5 532
Unidentified	28	1 005	211	2 032	42	188	5	23	2	2	288	3 250
TOTAL	2 217	149 588	3 182	44 545	447	2 610	65	769	20	185	5 931	197 697

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, 1981

(Number of vessels and thousands of dwt)

Country or territory of beneficial owners	Country or territory of registration											
	Liberia		Panama		Cyprus		Bermuda		Bahamas		Total	
	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt	Vessels	dwt
United States of America	552	53 703	304	7 445	1	3	22	78	4	13	883	61 242
Hong Kong	542	34 534	430	8 486	3	18	2	49	—	—	977	43 087
Greece	215	18 067	223	2 801	267	1 691	—	—	2	27	707	22 586
Japan	211	10 748	674	8 399	—	—	—	—	—	—	885	19 147
Unspecified	107	4 027	176	1 900	—	—	—	—	—	—	283	5 927
Federal Republic of Germany	74	2 609	160	2 781	73	377	1	7	—	—	308	5 774
Norway	116	4 858	26	421	3	7	1	20	1	22	147	5 328
Switzerland	55	3 476	52	653	2	24	—	—	1	32	110	4 185
United Kingdom	40	2 113	78	554	11	72	11	399	1	2	141	3 140
Netherlands	26	1 654	89	817	2	12	—	—	—	—	117	2 483
Italy	24	1 697	52	433	4	31	3	9	1	25	84	2 195
China[b]	1	11	107	2 095	—	—	—	—	—	—	108	2 106
Israel	24	1 720	7	218	1	16	1	2	—	—	33	1 956
Republic of Korea	10	807	84	1 109	—	—	—	—	—	—	94	1 916
Monaco	22	1 409	11	435	—	—	—	—	—	—	33	1 844
France	12	1 138	21	112	—	—	—	—	—	—	33	1 250
Indonesia	26	497	51	654	—	—	—	—	—	—	77	1 151
64 countries, entities or territories, each beneficially owning less than 0.5 per cent	132	5 515	426	3 200	38	171	19	182	8	62	623	9 130
Unidentified	28	1 005	211	2 032	42	188	5	23	2	2	288	3 250
TOTAL	2 217	149 588	3 182	44 545	447	2 610	65	769	20	185	5 931	197 697
Share in total open-registry fleets	37.4	75.7	53.7	22.5	7.5	1.3	1.1	0.4	0.3	0.1	100.0	100.0

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

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

b Information has been received from the Government that many of the vessels attributed to China are chartered ships being operated by the China Ocean Shipping Company.

large enough to make a substantial impact on the size of the world fleet.[14]

13. The size of the world fleet may continue to stagnate in 1982, even though a modest recovery is expected in the economies of industrialized countries. OECD, in its December 1981 issue of *Economic Outlook*, expects their output to grow by 1.25 per cent in 1982. The severe tonnage imbalance in 1981 in the tanker sector and, to a lesser extent, in the dry cargo sector, will inhibit the growth of the world fleet. The data on new orders indicate falling orders towards the last quarter of 1981 after reaching a high level during the first half of the year. However, the ready availability of credit and/or direct subsidies from all shipbuilding nations, as well as uncontrolled financing through tax haven countries, may stimulate the demand for new buildings irrespective of the market forces.

14. Table 4 gives a summary of the size of the world merchant fleet and the distribution of its tonnages in grt and dwt by groups of countries. The details of the world fleet by countries of registration and types of vessels are given in annex III. The 1981 figures for groups of countries are not strictly comparable with figures for previous years because the list of open-registry countries has been revised and now comprises the following countries and territories: Bahamas, Bermuda, Cyprus, Liberia and Panama. Singapore, previously classified as an open-registry country, was removed from the list after the representative of Singapore stated, at the third special session of the Committee on Shipping, that the Singapore registry would effectively become a closed registry when new regulations entered into force in 1981.[15]

15. From mid-1980 to mid-1981, while the share of the world fleet of developed market-economy countries remained practically unchanged (51.1 per cent), the percentage operated under the open registries diminished marginally, from 31.1 per cent in 1980 to 28.6 per cent in 1981, although this is partly due to the reclassification of Singapore. The socialist countries' share of the world fleet remained unchanged, at 7.4 per cent. The developing countries' share of the world deadweight tonnages increased from 10 per cent in 1980 to 12.5 per cent in 1981, but 1.7 per cent of the increase was attributable to the reclassification of Singapore, and the balance was mainly attributable to substantial increases in the fleets of Hong Kong, the Republic of Korea and Saudi Arabia. Moreover, the ownership remained concentrated among a few

[14] Based on figures supplied by the Shipping Information Services of *Lloyd's Register of Shipping*.

[15] See the report of the Committee (*Official Records of the Trade and Development Board, Twenty-third Session, Supplement No. 3*) (TD/B/855), paras. 31-33.

TABLE 7

Analysis of the world fleet by principal types of vessel, 1979-1981[a]

(Thousands of dwt[b])

Principal types	*1979*	*1980*	*1981*	*Percentage change*
Oil tankers	338 278 (49.6)	339 802 (49.2)	335 464 (48.1)	−1.3
Liquified gas carriers	6 929 (1.0)	7 685 (1.1)	8 328 (1.2)	+8.4
Chemical carriers	3 485 (0.5)	3 774 (0.5)	4 440 (0.6)	+17.6
Miscellaneous tankers	372 (0.05)	360 (0.05)	470 (0.07)	+30.5
Bulk/oil carriers (including ore/oil carriers)	48 962 (7.2)	48 607 (7.0)	48 447 (6.9)	−0.3
Ore and bulk carriers	139 575 (20.5)	142 349 (20.6)	151 005 (21.7)	+6.1
General cargo (including passenger cargo)	116 179 (17.1)	117 834 (17.1)	116 371 (16.7)	−1.2
Container ships (fully cellular)	9 886 (1.5)	11 243 (1.6)	12 416 (1.8)	+10.4
Lighter carriers	904 (0.1)	958 (0.1)	1 060 (0.18)	+10.6
Vehicle carriers	1 752 (0.25)	2 016 (0.3)	2 395 (0.3)	+18.8
Fish factories and carriers Fishing, including factory trawlers	6 946 (1.0)	7 256 (1.1)	7 477 (1.1)	+3.0
Ferries and passenger vessels	2 296 (0.3)	2 431 (0.4)	2 424 (0.35)	−0.3
All other vessels	5 926 (0.9)	6 540 (0.95)	6 891 (1.0)	+5.4
WORLD TOTAL (100.0)	681 490	690 855	697 188	+0.9

Source: Shipping Information Services of *Lloyd's Register of Shipping* and Lloyd's of London Press Ltd., 1979-1981 (mid-year figures).

[a] The data in this table are not comparable with those 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.

TABLE 8

Percentage shares of world tonnage by type of vessel (as at 1 July), 1979–1981[a]

(In terms of dwt)

Country grouping / Year	Total dwt: Millions of dwt	Total dwt: Percentage of world total	Tankers	Ore and bulk carriers including combined carriers[b]	General cargo ships[c]	Container ships	Other ships
			Percentage share by vessel type				
WORLD TOTAL							
1979	673.7	100	50.1	27.2	16.9	1.5	4.3
1980	682.8	100	49.7	27.2	17.0	1.6	4.5
1981	688.8	100	48.6	28.2	16.6	1.8	4.8
			Percentage share by groups of countries				
Developed market-economy countries							
1979	348.0	51.6	52.4	53.0	44.2	79.6	52.5
1980	350.1	51.3	52.5	52.7	43.4	74.3	50.4
1981	352.4	51.1	53.4	52.0	41.1	71.9	50.8
Open-registry countries							
1979	212.3	31.5	36.5	32.2	21.0	11.7	16.2
1980	212.5	31.1	36.2	31.7	20.8	13.5	17.0
1981	197.1	28.6	33.2	29.9	18.5	8.8	17.2
Socialist countries of Eastern Europe and Asia							
1979	46.9	7.0	3.6	5.5	16.7	2.4	20.1
1980	48.7	7.1	3.4	5.8	17.0	3.0	20.5
1981	50.7	7.4	3.5	6.0	18.0	3.0	19.1
Of which:							
In Eastern Europe							
1979	36.9	5.5	3.0	3.9	12.3	2.4	19.4
1980	37.8	5.5	2.8	4.2	12.3	2.9	19.2
1981	38.4	5.6	2.9	4.0	12.8	2.9	17.8
In Asia							
1979	10.0	1.5	0.6	1.6	4.4	—	0.7
1980	10.9	1.6	0.6	1.6	4.7	0.1	1.3
1981	12.3	1.8	0.6	2.0	5.2	0.1	1.3
Developing countries							
1979	63.4	9.4	7.3	8.5	17.2	5.4	11.1
1980	68.4	10.0	7.7	9.2	17.6	7.6	12.0
1981	85.9	12.5	9.7	11.6	21.7	13.8	12.8
Of which:							
In Africa							
1979	6.9	1.0	1.1	0.2	2.1	—	2.1
1980	7.1	1.1	1.1	0.1	2.3	..	2.1
1981	7.2	1.1	1.0	0.2	2.3	..	2.3
In America							
1979	20.0	3.0	2.2	2.9	5.5	0.2	3.6
1980	21.8	3.2	2.3	3.3	5.6	0.1	3.7
1981	19.7	2.9	2.0	2.8	5.6	0.1	3.4
In Asia							
1979	36.2	5.4	4.0	5.4	9.4	5.2	5.3
1980	39.1	5.7	4.3	5.7	9.8	2.7	5.7
1981	58.5	8.5	6.7	8.5	13.6	13.7	7.1
In Europe							
1979	0.1	..	—	..	0.1	—	..
1980	0.2	..	..	..	0.1	—	—
1981	0.3	..	..	0.1	0.2	—	..
In Oceania							
1979	0.2	..	..	..	0.1	—	0.1
1980	0.2	..	..	..	0.1	—	—
1981	0.2	..	..	..	0.1	—	0.1
Other—unallocated							
1979	3.1	0.5	0.2	0.8	0.9	0.9	0.1
1980	3.0	0.5	0.2	0.6	0.9	1.6	0.1
1981	2.7	0.4	0.2	0.5	0.7	2.5	0.1

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

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

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

[c] Including passenger cargo vessels.

countries: 11 countries (that is, 10 per cent of the developing countries) accounted for 74 per cent of that group's total fleet. Among the individual fleets, the largest increases were recorded by Greece and Panama, which recorded a net gain of 6.5 and 6.7 million dwt respectively, and the largest decreases were recorded by Liberia, which fell markedly by 10.2 million dwt, and the United Kingdom of Great Britain and Northern Ireland, whose fleet was reduced by 2.5 million dwt.

16. The extent of the link between the development of the fleet of the developed market-economy countries and that of the open-registry countries is indicated in tables 5 and 6, which show the distribution of true managers and beneficial owners of the open-registry fleet as at mid–1981. The beneficial ownership and control of the open-registry fleet are shown to be dominated by three countries and one territory (United States of America, Greece, Japan and Hong Kong), which together beneficially owned 73.9 per cent and managed 67.2 per cent.

B. Types of vessel

17. Table 7 shows the composition of the world fleet in dwt by types of vessel. In the period mid–1980 to mid–1981, the volume of world tanker tonnage was reduced by 4.3 million dwt. The net change resulted from intensive scrappings in the tanker market in 1981, coupled with a lower level of new additions. In this period, 10.5 million dwt of tankers were scrapped, while new deliveries amounted to only 7.5 million dwt.[16] Most of the tankers scrapped were of the VLCC/ULCC class and were made redundant by falling oil consumption and structural changes in tanker demand. The scrapping of tankers may continue unabated in 1982 as the major factors which have contributed to the downward demand for tankers appear irreversible in the short run.

18. The size of the world bulk/oil carrier fleet has remained at a fairly constant level during the last three years. Its growth has been hampered by the limited employment prospects caused by the depressed oil trades and competitive dry bulk trades in the last year. In the year ending mid–1981, however, ore and bulk carriers showed a marked growth of 8.6 million dwt. The increase was mainly due to the massive orders placed in 1980 and delivered in 1981. The tonnages of all the other major types of vessels showed modest increases on their 1980 levels, except for general cargo ships, which fell by 1.2 per cent, or 1.5 million dwt. The tonnage of container ships (including ro/ro vessels) and vehicle carriers continued to grow. The need for replacement and the gradual full

[16] Based on estimates given in John I. Jacobs and Co. Ltd. *World Tanker Fleet Review* (London), January-June 1981.

TABLE 9

Distribution of world fleet and TEU capacity of fully cellular container ships by groups of countries, mid-year term, 1980 and 1981

Flags of registration by groups of countries	Number of ships		TEU capacity[a]	
	1980	*1981*	*1980*	*1981*
1. WORLD TOTAL	662	707	500 959 (100.0)	554 218 (100.0)
2. Developed market-economy countries	415	419	380 595 (76.0)	387 754 (70.0)
3. Open-registry countries	120	136	55 864 (11.1)	79 659 (14.4)
4. Total 2 plus 3	535	555	436 459 (87.1)	467 413 (84.4)
5. Socialist countries of Eastern Europe and Asia	42	56	15 329 (3.1)	16 754 (3.0)
Of which:				
In Eastern Europe	41	54	15 059 (3.06)	16 100 (2.9)
In Asia	1	2	270 (0.04)	654 (0.1)
6. Developing countries	68	76	37 991 (7.6)	53 192 (9.6)
Of which:				
In Africa	1	1	48 (–)	48 (–)
In America	15	13	1 484 (0.3)	1 357 (0.3)
In Asia	52	62	36 459 (7.3)	51 787 (9.3)
In Europe	—	—	—	—
In Oceania	—	—	—	—
7. Other—unallocated	17	20	11 180 (2.2)	16 859 (3.0)

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

[a] The figures in parentheses represent the percentage share.

unitization of a number of existing conventional break-bulk and multi-purpose ship trades have largely sustained the expansion of container ships.

19. As in the previous two years, the distribution of tonnage between the main vessel types remained basically unchanged in 1981 because of the small growth in the world fleet which was spread among the various types of vessels. Most vessel types showed variations of not more than 0.2 per cent, except for general cargo ships and oil tankers, which diminished by 0.4 and 1.1 per cent respectively, and ore and bulk carriers which increased by 1.1 per cent.

20. Table 8 shows the distribution of the world tonnage in dwt by groups of countries and by types of vessels. The tonnage share of developed market-economy countries showed a small decrease in general cargo ships and container ships. There was a gradual increase in the socialist countries' tonnage for all the major ship types since 1979. The developing countries had higher tonnage shares for all the major ship types in 1981 but their share of the container fleet expanded almost twofold, from 7.6 million dwt in 1980 to 13.8 million dwt in 1981. Developing countries are expanding their container-carrying capacity in anticipation of the implementation of the United Nations Convention on a Code of Conduct for Liner Conferences,[17] which will enhance their share of the carriage of their own conference cargoes. The statistics in annex III to the present review show that the structure of the developing countries' fleet is made up of 64.1 per

[17] See *United Nations Conference of Plenipotentiaries on a Code of Conduct for Liner Conferenees*, vol. II, *Final Act (including the Convention and resolutions) and tonnage requirements* (United Nations publication, Sales No. E.75.II.D.12).

TABLE 10

Container port traffic of developing countries and territories, 1979 and 1980

Country or territory	*Container traffic: 1980 (TEUs)*	*Container traffic: 1979 (TEUs)*	*Percentage change 1980 over 1979*
Hong Kong	1 464 961	1 303 923	12
Singapore	917 000	698 500	31
Saudi Arabia	818 233	710 473	15
Republic of Korea	687 904	626 288	10
Philippines	426 420	354 241	20
United Arab Emirates	339 982	258 767	31
Nigeria	238 926	118 917	101
Thailand	181 430	164 248	10
Jamaica	179 009	153 280	17
Malaysia	171 692	152 460	13
Kuwait	170 796	122 256	40
India	142 642	99 705	43
Ivory Coast	133 858	116 385	15
Panama	130 010	95 483	37
Argentina	122 655	49 862	146
Cyprus	89 092	56 481	59
Indonesia	75 464	42 550	74
Trinidad and Tobago	72 026	51 346	41
Syrian Arab Republic	61 956	45 126	38
Bahrain	60 196	42 569	40
Pakistan	60 170	40 137	50
Egypt	59 900	45 605	30
Lebanon	57 333	25 422	128
Morocco	56 712	57 825	−2
Papua New Guinea	55 636	47 792	17
Chile	45 878	25 098	84
Brazil	43 183	34 989	23
Jordan	41 765	33 442	27
Sri Lanka	37 327	43 680	−16
Netherlands Antilles	33 440	26 140	27
Haiti	32 451	29 267	10
Honduras	31 769	32 539	−2
Kenya	30 660	15 146	107
Nicaragua	24 806	4 998	400
Mauritius	20 554	15 374	40
Others reported[a]	187 262	142 625	31
Total reported[b]	7 303 098	5 882 939	24
WORLD TOTAL reported[b]	36 510 087	31 986 093	14
Developing country percentage	20.0	18.4	

Source: Containerisation International Year Book 1982 (London).

[a] Comprising 14 developing countries where less than 20,000 TEUs were reported.

[b] Certain ports did not respond to the background survey; as none are particularly large, their omission should not be significant.

cent bulk vessels, 28.9 per cent general cargo ships and 2 per cent container ships.

21. The distribution of the world fleet of fully cellular container ships in terms of TEU capacity of the world container fleet is given in table 9. The TEU capacity of the world container fleet rose by 10.6 per cent, or 53,259 TEUs, in the period mid–1980 to mid–1981. The developed market-economy countries, which traditionally command a dominant tonnage share, recorded a 6 per cent drop in their share, from 76 per cent in mid–1980 to 70 per cent in mid–1981. With the open-registry countries, they accounted for 84.4 per cent of the world container fleet. The developing countries showed an improvement in their share of the world container fleet, which stood at 9.6 per cent in the year ending mid–1981. This reflects the gradual containerization of trades by the developing countries. The latest available figures on world container port traffic for 1980 given in table 10 show that the rate of growth of container traffic through ports of developing countries (24 per cent) was substantially higher than the average for the world (14 per cent). These countries now account for 20 per cent of the containers handled in ports.

C. Age distribution of the world merchant fleet

22. The age distribution of the world merchant fleet by type of vessel is presented in table 11. During the year ending mid–1981, the average age of the world fleet increased from 9.95 years to 10.26 years, mainly reflecting the low level of new building deliveries. There had been a general rise in the average age of all the major ship types, except for general cargo ships which remained almost the same. At mid–1981, 57.6 per cent of the world fleet was under 9 years old, compared with 59.4 per cent in mid–1980. Tankers and bulk carriers made up the younger fleet, with 65.9 per cent of the world tanker fleet and 58.7 per cent of the world bulk carrier fleet being below 9 years old.

D. Comparison of cargo turnover and fleet ownership

23. Table 12 shows that the relative distribution of cargo turnover tonnage remained essentially unchanged. However, fleet tonnage owned by the developed countries decreased, while the shares of the developing countries and socialist countries increased. Nevertheless, the devel-

TABLE 11

Age distribution of world merchant fleet by type of vessel as at 1 July 1981

(Percentage of total in terms of grt)

Country grouping *Type of vessel*	*Total*	*0–4 years*	*5–9 years*	*10–14 years*	*15 years and over*	*Average age[a] July 1981 (years)*	*Average age[a] July 1980 (years)*
1. WORLD TOTAL							
All ships	100	20.0	37.6	21.0	21.4	10.26	9.93
Tankers	100	15.3	50.6	18.7	15.4	9.46	8.89
Bulk carriers[b]	100	22.2	36.5	25.7	15.6	9.51	9.07
General cargo	100	21.0	18.0	20.5	40.5	13.05	13.18
2. Developed market-economy countries							
All ships	100	20.8	37.2	21.3	20.7	10.13	9.55
Tankers	100	17.1	47.5	19.3	16.1	9.52	8.72
Bulk carriers[b]	100	20.3	36.8	25.4	17.5	9.88	9.11
General cargo	100	24.4	16.6	21.2	37.8	12.51	12.54
3. Open-registry countries							
All ships	100	17.6	46.0	20.1	16.3	9.57	9.58
Tankers	100	13.2	58.9	17.0	10.9	8.82	8.50
Bulk carriers[b]	100	21.5	39.1	26.8	12.6	9.15	9.05
General cargo	100	16.9	19.2	19.0	44.9	13.84	14.81
4. Total of 2 plus 3							
All ships	100	19.5	40.8	20.8	18.9	9.90	9.56
Tankers	100	15.3	52.7	18.2	13.8	9.21	8.64
Bulk carriers[b]	100	20.8	37.7	26.0	15.5	9.58	9.09
General cargo	100	21.8	17.5	20.4	40.3	12.97	13.26
5. Socialist countries of Eastern Europe and Asia							
All ships	100	18.5	23.0	21.7	36.8	12.68	12.44
Tankers	100	15.2	23.2	14.2	47.4	14.06	13.57
Bulk carriers[b]	100	29.5	31.1	21.4	18.0	9.29	8.99
General cargo	100	15.1	20.4	23.3	41.2	13.59	13.42
6. Developing countries (excluding open-registry countries)							
All ships	100	24.3	29.7	21.6	24.4	10.52	10.34
Tankers	100	16.1	45.0	23.9	15.0	9.64	9.20
Bulk carriers[b]	100	29.0	30.2	25.7	15.1	9.10	8.85
General cargo	100	24.4	17.9	17.7	40.0	12.66	12.68

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

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

[b] Including combined carriers.

TABLE 12

Comparison between total cargo turnover and fleet ownership by groups of countries, 1970, 1978 and 1979

Country grouping *Year*	*Goods loaded and unloaded (millions of tons)* Loaded	Unloaded	*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)*
Developed market-economy and open-registry						
1970	802.7	2 010.4	2 813.1	282.2	54.8	86.5
1978	1 206.6	2 558.5	3 765.1	560.4	53.2	84.5
1979	1 354.1	2 737.9	4 092.0	560.3	53.6	83.2
Socialist countries of Eastern Europe and Asia						
1970	158.8	87.6	264.4	21.7	4.8	6.7
1978	243.7	201.2	444.9	43.0	6.3	6.5
1979	249.2	220.2	469.4	46.9	6.1	7.0
Developing countries						
1970	1 643.3	431.6	2 074.9	20.5	40.4	6.3
1978	2 099.8	765.5	2 865.3	56.9	40.5	8.6
1979	2 224.6	856.2	3 080.8	63.4	40.3	9.4
WORLD TOTAL[a]						
1970	2 604.8	2 529.6	5 134.4	326.1	100.0	100.0
1978	3 550.1	3 525.2	7 075.3	662.8	100.0	100.0
1979	3 827.9	3 814.3	7 642.2	673.7	100.0	100.0

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

[a] Including unallocated tonnage.

oped market-economy countries still owned a disproportionately large share of the 1979 world fleet (83.2 per cent) in relation to the cargo they generated (53.6 per cent), while the developing countries' share of the world fleet (9.4 per cent) was very small in relation to the seaborne trade they generated (40.3 per cent). The socialist countries' share of the world fleet (7 per cent) is close to their share of cargo generated (6.1 per cent).

CHAPTER III

THE PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons and ton-miles per dwt

24. The estimates of tons and ton-miles per dwt of the world fleet for a series of years are given in table 13. In 1981, the volume and average length of seaborne trade declined further. The number of ton-miles per dwt was reduced by 6.6. per cent because of a significant drop in total ton-miles performed. Total ton-miles fell by 6.2 per cent, while the world fleet grew by 0.8 per cent.

25. Tables 14 and 15 give the estimates of the productivity of tankers, bulk carriers, combined bulk carriers and the residual fleet. In 1981, the productivity of tankers registered a decrease, with the number of tons per dwt falling by about 11.2 per cent and the number of ton-miles per dwt by 5 per cent. This resulted from a substantial reduction in oil consumption by the industrialized countries and a reduction in ton-mile requirements owing to the increasing reliance of consumers on sources closer to home; the operation of several oil pipelines that displaced the transportation of oil by sea; and the deepening of the Suez Canal, which enabled medium-sized tankers to pass through the Canal instead of making the long journey round Africa.

26. In 1981, the productivity in ton-miles per dwt of dry bulk carriers declined, owing largely to a decrease in

TABLE 13

Cargo tonnage carried and ton-miles per dwt of total world fleet, 1970 and 1975–1981

Year	*World fleet (millions of dwt)*	*Total cargo carried (millions of tons)*	*Total ton-miles performed (billions 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
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	3 732	16 777	5.47	24.47
1981......	688.9	..	15 740	..	22.85

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

TABLE 14

Estimated productivity of tankers, bulk carriers, combined carriers[a] and the residual fleet[b]: ton-miles performed per dwt, 1970 and 1975–1981

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*	*Ton-miles per dwt of bulk carriers*	*Ton-miles of oil and dry bulk cargo by combined carriers*	*Ton-miles per dwt of combined carriers*	*Ton-miles of the residual fleet[b] (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
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	41.36
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	8 422	25.80	2 631	18.94	1 585	32.72	4 141	24.53
1981	7 890	24.40	2 563	17.41	1 563	33.40	3 724	21.8

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

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

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

TABLE 15

Estimated productivity of tankers, bulk carriers, combined carriers[a] and the residual fleet[b]: tons carried per dwt, 1970 and 1975–1981

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
1975	1 386	5.08	567	6.29	213	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	1 573	4.81	393	2.83	291	6.02	1 397	8.28
1981	1 380	4.27	418	2.84	285	6.01	1 565	9.16

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

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

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

ton-miles of iron ore transported coupled with an expansion in the dry-bulk-carrier fleet, which increased by 6 per cent. The substantial increase in the dry-bulk-carrier fleet would have led to an even larger fall in productivity but for the fact that it was offset by the longer average length of haul, especially in the grain and coal trades.

27. The ton-miles per dwt of combined bulk carriers increased because of a comparatively large contraction in the combined bulk carrier tonnage coupled with a reduction in total ton-miles performed.

28. In 1982, the productivity of tankers may continue to decline, while some modest growth in the dry-bulk trades may lead to an improvement in productivity of the dry-bulk-carrier and combined-bulk-carrier fleet.

B. Estimates of tonnage over-supply

29. The extent of today's tonnage surplus is difficult to assess because slow-steaming, long port calls, idle time, part cargo shipment and floating storage all serve to complicate accurate calculations. However, developments indicated an evident deterioration in the tonnage balance in 1981. Following another year in the drop of world seaborne trade, in terms both of tons and ton-miles, coupled with a rise in ships delivered, the surplus capacity led to a high volume of ships in lay-up and in employment as floating storage. In 1981, the average volume of laid-up tonnage rose by 6.4 million dwt to 17.8 million dwt.[18] The increase almost wholly comprised tanker tonnage. Tanker tonnage accounted for about 87.6 per cent of the total laid-up tonnage. More than half of the tankers laid-up were of the VLCC class. The sharp drop in oil consumption by the industrialized countries and the increasingly short hauls of crude oil worldwide led to the depressed demand for large-sized tankers in 1981. The employment of the massive surplus capacity in oil storage escalated in 1981. In July 1981, 19.5 million dwt of tankers were used for oil storage, as against 7.8 million dwt a year before.[19] In comparison there was a better balance of demand and supply in the dry-bulk sector. Most of the surplus in this sector was absorbed by slow-steaming, and the average volume laid-up in 1981 was 2.2 million dwt.

[18] Based on data given in General Council of British Shipping publications, various issues.

[19] Based on estimates given in Fearnley and Egers Chartering Co. Ltd., *World Bulk Fleet* (Oslo), July 1981.

Chapter IV

SHIPBUILDING

A. Ship prices

30. Table 16 shows the prices of new buildings, which are based mainly on Japanese yard prices. In 1981, the prices of the 15,000 dwt general cargo ships and the 250,000 dwt tankers remained the same as in 1980, but the prices for the other new buildings increased in varying degrees. The prices of bulk carriers of 30,000 and 120,000 dwt increased by about 15 per cent, but a substantial increase of 27.1 per cent was recorded for the 70,000 dwt bulk carrier. The rate of increase in the prices of tankers was comparatively smaller than for bulk carriers. The smaller-sized tankers increased by an average of 15 per cent. Dry cargo ships registered the smallest increase in prices. The price of the 1,200 TEU ro/ro vessel increased by 3 per cent and that of the 1,600 TEU full container ship by 9.5 per cent. The generally rising trend in prices reflects mainly the rising costs of construction and inflation. The market demand for the various types of vessels also helped to determine the magnitude of the price increases. Shipyards were able to raise prices, especially for vessels in demand, because the strong contracting activity towards the end of 1980 kept the shipyards in higher employment. Normally shipowners benefit from the rebates given by shipyards and from government subsidies granted to shipyards, since these enable them to pay prices for new buildings which may be lower than their actual costs.

31. The currency fluctuations can help to increase the competitiveness of some shipyards. In 1981, the weakening of the pound sterling against the dollar led to increased orders for the British yards. Many shipowners took advantage of the reduced dollar payments for prices quoted in pounds sterling.

Table 16

Representative new building prices, 1979–1981

(Prices in millions of dollars)

	1979	*1980*	*1981*
30 000 dwt bulk	14.0	16.7	19.8
32 000 dwt tanker	16.5	18.7	22.5
70 000 dwt bulk	21.5	23.6	30.0
80 000 dwt tanker	25.0	28.3	31.0
120 000 dwt bulk	28.0	32.2	37.0
250 000 dwt tanker	65.0	75.0	75.0
125 000 m^3 LNG	185.0	200.0	260.0
75 000 m^3 LPG	75.0	77.0	78.3
1 200 TEU ro/ro	37.0	43.7	45.0
15 000 dwt general cargo ship	12.7	13.9	14.0
1 600 TEU full container ship	28.0	31.5	34.5

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

32. The trend of the second-hand prices of ships followed closely the freight market development. Second-hand prices of tankers, which had shown falling values in 1980, decreased still further in 1981. The drop in price was sharper for tankers of the VLCC/ULCC class. Second-hand prices of bulk carriers peaked at the start of the year but they began to fall significantly during the second half of the year. In comparison, there was an appreciation in the second-hand prices of the 1,200 TEU ro/ro vessels, the 1,600 TEU container ship and the 15,000 dwt general cargo ship in 1981. The prices of these vessels were about 20 per cent higher than in 1980. [20]

B. Tonnage on order

33. The trend of the world tonnage on order at the end of each quarter of 1979 to 1981 is shown in table 17. Despite the gloom in the shipping markets, shipbuilding yards have benefited from a steady flow of business in 1981. The world tonnage on order continued an upward trend, but it fell by 3.5 per cent in the third quarter of 1981—the first reduction in the order-book since March 1979. Nevertheless, the total volume of tonnage on order in September 1981 (55.3 million dwt) was higher than in the third quarter of 1979 (38.2 million dwt) and in that of 1980 (50.9 million dwt). At the end of September 1981, 68 per cent of the world order-book was scheduled for delivery by the end of 1982. [21]

34. The total tonnage on order in September 1981 increased by 8.6 per cent in relation to September 1980. Most of the increase in orders was accounted for by bulk carriers, including combined carriers. In contrast, there was a marginal fall in orders for other ships and a sharp drop in orders for tankers in the same period. In September 1981, bulk carriers and combined carriers formed 59 per cent of the total order of world tonnage, as compared with 39 per cent in the first quarter of 1980. The increase in orders for bulk carriers came in 1980, when favourable developments in the dry-cargo sector pushed up the total dry-cargo trades, in contrast to the contraction in total seaborne trade. The demand was sustained in 1981 by the continued expansion of grain and coal shipments. Most of the demand is confined to the Panamax-size range of vessels (40,000—79,999 dwt) because they command good employment prospects.

35. Symptomatic of the depression in the oil charter markets is the dwindling of orders for tankers throughout the three quarters shown for 1981. A falling demand for tanker tonnages is expected to persist throughout 1982 in

[20] Based on estimates given in *Lloyd's Shipping Economist* (London), various issues.

[21] Based on *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), September 1981.

Table 17

World tonnage on order at the end of each quarter, 1979–1981

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 1979	35.4		12.2		9.5		13.8	
		+1.0		+11.4		–0.8		–7.0
30 June 1979	35.7		13.6		9.4		12.8	
		+6.8		+10.1		+20.0		–6.3
30 September 1979.......	38.2		14.9		11.3		12.0	
		+8.4		+1.3		+34.5		–7.2
31 December 1979	41.5		15.1		15.2		11.2	
		+12.3		+14.1		+20.3		–0.8
31 March 1980	46.6		17.3		18.2		11.1	
		+7.3		–1.5		+20.8		–1.0
30 June 1980	50.0		17.0		22.0		11.0	
		+1.8		+0.7		+5.9		–4.7
30 September 1980.......	50.9		17.1		23.3		10.5	
		+2.8		–3.0		+14.6		–13.8
31 December 1980	52.4		16.6		26.7		9.0	
		+2.0		–3.4		+7.5		–4.6
31 March 1981	53.4		16.0		28.7		8.6	
		+7.4		–8.0		+15.6		+8.6
30 June 1981	57.3		14.8		33.2		9.4	
		–3.5		–9.1		–1.5		–2.2
30 September 1981.......	55.3		13.4		32.7		9.1	

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

Table 18

World tonnage on order as at 30 September 1981

(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	55 314	1 755	11 664	3 330	29 416	1 614	33	—	7 503
2. Developed market-economy countries ...	25 152	641	4 212	2 041	12 397	780	33	—	5 048
3. Open-registry countries	17 994	323	5 015	979	10 741	212	—	—	724
4. Total of 2 plus 3	43 146	964	9 227	3 020	23 138	992	33	—	5 772
5. Socialist countries, total	1 272	—	333	200	420	70	—	—	249
Of which:									
In Eastern Europe .	499	—	42	200	96	8	—	—	153
In Asia	773	—	291	—	324	62	—	—	96
6. Developing countries, total[a]	9 592	581	1 986	110	5 073	454	—	—	1 388
Of which:									
In Africa..........	369	—	5	—	246	—	—	—	118
In America	2 783	—	998	—	1 198	16	—	—	571
In Asia	6 439	581	983	110	3 628	438	—	—	699
In Oceania	1	—	1	—	—	—	—	—	—
7. Other—unallocated...	1 304	210	117	0	786	98	—	—	93

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

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

the face of falling oil consumption, reduced transport requirements, as more oil is moved through pipelines, and reduced ton-mile demand as the Suez Canal is deepened to allow tankers of up to 370,000 dwt in ballast to transit the Canal.

36. The tonnage on order for other ships, including container, ro/ro and multi-purpose ships, is declining in line with the declining growth rate of the container industry. It is estimated that at least 60 per cent of the world's deep-sea general cargo liner trades are now containerized and from now on the container traffic will grow at 4.5 per cent as compared with a previous rate of 5.8 per cent.[22]

37. Demand for new buildings may not grow much in 1982 because there is already a surplus capacity of varying degrees in each cargo sector and this will be exacerbated by the low rate of growth in seaborne trade. The anticipated increase in tonnage supply in 1982 arising from the huge orders placed for bulk and combined bulk carriers in 1980 and 1981 may absorb the expanded demand that may come from the dry cargo sector.

38. Table 18 shows the distribution of tonnage on order by type of vessel and by groups of countries of registry. The combined share of total tonnage on order for registration in the developed market-economy countries and open-registry countries declined from 80 per cent in 1980 to 78 per cent in 1981. The socialist countries' share of the total tonnage on order remained the same as in 1980, but the developing countries' share was 1 per cent higher. The developing countries' level of orders increased by 15.1 per cent, while that of the developed market-economy countries rose by 5.7 per cent in September 1981, as compared with the previous year.

[22] Estimates obtained from *Containerisation International Year Book 1981* (London).

TABLE 19

Deliveries of new buildings, 1979–1981[a]

(Number of ships and thousands of grt/dwt)

Type of ship	*1979*	*1980*	*1981*
Tankers			
Number	232	235	163
grt	4 128	3 943	3 555
dwt	7 684	6 722	6 213
Bulk/oil carriers			
Number	9	10	15
grt	391	332	601
dwt	684	560	1 072
Ore and bulk carriers			
Number	113	121	153
grt	2 362	2 628	4 600
dwt	3 955	4 563	8 278
General cargo ships[b]			
Number	366	266	147
grt	3 012	1 953	920
dwt	4 222	2 801	1 389
Other ships			
Number	1 739	1 642	1 008
grt	4 395	3 527	1 979
dwt	4 915	3 755	2 298
TOTAL			
Number	2 459	2 274	1 486
grt	14 288	12 383	11 655
dwt	21 460	18 401	19 250

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

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

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

TABLE 20

Distribution of deliveries of new buildings by groups of countries of build, 1979–1981[a]

(Thousands of grt[b]*)*

Country grouping	*1979*	*1980*	*1981*
Developed market-economy countries	8 036	7 392	9 843
	(82.0)	(81.6)	(81.7)
Developing countries	930	993	1 401
	(9.5)	(10.9)	(11.6)
Socialist countries	664	478	650
	(6.8)	(5.3)	(5.4)
Other—unallocated	164	197	154
	(1.7)	(2.2)	(1.3)
WORLD TOTAL	9 794	9 060	12 048
	(100.0)	(100.0)	(100.0)

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 for table 19, this table is based on the period January-September for each year. However, the total tonnages are not exactly the same as in table 19 because of possibly incomplete figures given in the quarterly returns.

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

C. Deliveries of new buildings

39. The tonnages of new buildings delivered from 1979 to 1981 (in the period January-September for each year) are given in table 19. The total volume of new deliveries was 19.3 million dwt during the period January-September 1981, as compared with 18.4 million dwt in the corresponding period of 1980. Among the ship types, a significant increase was registered for dry-bulk and combined-bulk carriers, owing to the larger orders placed for these vessels in 1980. In September 1981, they represented 48 per cent of the new deliveries, compared with 28 per cent in September 1980. The new deliveries for tankers, general cargo ships and other ships declined in 1981.

40. Table 20 shows the distribution of deliveries of new buildings by groups of countries of build. Although the developed market-economy countries' shipyards maintained a dominant share in the tonnage of new deliveries, the developing countries' tonnage share is gradually rising. The tonnage share of new deliveries from the shipyards of developing countries rose from 9.5 per cent during the period January-September 1979 to 11.6 per cent in the corresponding period in 1981. The enlarged tonnage share of the developing countries can be attributed largely to the remarkable export orders obtained by shipyards in the Republic of Korea, which has made the Republic of Korea a leading shipbuilder after Japan.[23]

[23] Based on data given in *The Motor Ship* (London), various issues.

CHAPTER V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

41. The trend of freight rate indices for various cargo sectors is shown in table 21. There was a sharp fall in the charter rates for tankers of all categories in 1981. Towards the end of 1980, tanker freight rates climbed upwards for a very brief spell before declining again from the beginning of 1981. The decline gathered momentum during the second half of 1981. The depressed state of the tanker market in 1981 was reflected in the low level of worldscale (W) rates which prevailed in December 1981 as compared with December 1980 (shown in parentheses), as follows: VLCC/ULCC W22 (W45), medium-sized crude carriers W82 (W207), handy-sized dirty W145 (W219) and handy-sized clean W144 (W243). This was a result of the decrease in the volume of oil transported for the second consecutive year. The demand for shipping crude oil and oil products in terms of ton-miles fell by 12.3 and 8.8 per cent respectively in 1981.[24] The rates would have fallen further but for the massive removal of tonnage through lay-up, storage programmes and scrapping.

42. On the whole, the level of charter rates for the dry-cargo sector was higher than that for the tanker cargo sector. However, the strong growth of both the tramp and trip dry-cargo charter rates during 1980 was sustained only up to the first quarter of 1981. Thereafter they weakened, with no recovery, up to the end of the year. The dry-cargo tramp time charter commanded stronger rates than the trip charter in the first half of 1981, after which the trend was reversed, as shown by the following indices. The time charter index at the first quarter of 1981 was 264, falling to 142 in the fourth quarter of 1981, and the corresponding trip charter indices were 220 and 178 respectively. The stronger freight rates during the first quarter of 1981 reflected a better balance of demand and supply of dry-cargo tonnage. The disequilibrium in the dry-cargo market set in when United States coal supplies were disrupted by the coal miners' strike and caused a decline in the Atlantic market. The strike lasted through April and May. It also provided some relief to the congestion which had built up at the United States east coast ports since 1980, thereby releasing back tonnages on to the market. A major factor which contributed to the weakening of dry-bulk freight rates towards the second half of 1981 was the significant increase in the supply of ships as new ones were delivered and as combined carriers switched from oil to dry-cargo trades. New delivery of bulk carriers increased from 3.2 million dwt during January-September 1980 to 8.3 million dwt during the corresponding period of 1981,[25] and in 1982 it is expected that another 15.8 million dwt will be delivered.[26] This is a result of the large-scale orders placed in 1980, when steam coal trades experienced a boom. The supply was boosted by an influx of combined carriers and estimates indicated that 80 per cent of the combined carrier fleet was engaged in dry-cargo trades in 1981.[27]

43. In the absence of world-wide liner freight indices, table 21 shows trends in the import and export trades of the Federal Republic of Germany which may not reflect the trends in the other liner trades. On a wider basis, during 1981, a total of 90 general-rate increases were announced as compared with 117 in 1980. In general, such increases seemed to be smaller in 1981. Of the total freight-rate increases announced in 1981, 54.4 per cent were for rate increases of below 10 per cent, as compared with 32.5 per cent in 1980. In 1981, 23.3 per cent of the rate increase was concentrated in the range of 10 per cent to less than 12.5 per cent, as compared with 37.6 per cent in 1980. However, these data cover only general-rate changes; information on special liner rates for specific commodities, which may be more important, is normally lacking and therefore an assessment of general trends cannot be made with accuracy.

44. Freight rates may be restrained from rising in 1982 as over-tonnaging in all the cargo sectors is not likely to be alleviated in the short run. Events indicate that the tanker market may take a longer time to recover as compared with the dry-cargo and liner market. Tanker demand is likely to remain depressed in 1982. The increased conservation, substitution by alternative energy sources, the growing short haul of crude worldwide, the enlargement of the Suez Canal and the use of oil pipelines to transport oil that was previously carried by sea will exert a strong downward pressure on tanker freight rates. Furthermore, the over-capacity may be aggravated by an expected run down of oil held in floating storage after a return to stable oil prices.

45. In the dry-bulk market, freight rates may remain at a low level in 1982 owing to a surplus of vessels accompanied by a smaller rise in dry cargo trade. The poor crop harvests in China, India and the Union of Soviet Socialist Republics will ensure a modest growth in grain movements in 1982. At the same time, the outlook for developing iron-ore traffic is not promising in view of declining steel output. Until the steel industry picks up, the potential for steam coal expansion will not be realized. However, the dry-cargo market is influenced greatly by general trade conditions. Therefore, if there is an upturn in

[24] Based on estimates given in Fearnly and Egers Chartering Co Ltd., *Review 1981* (Oslo).

[25] Based on estimates given in various issues of the *Review*.

[26] Based on estimates from Fearnley and Egers Chartering Co. Ltd., *World Bulk Fleet* (Oslo), July 1981.

[27] Based on estimates given in *Lloyd's Shipping Economist*, October 1981.

TABLE 21

Freight rate indices, 1979–1981

(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)			Tanker freight indices[c]: VLCC/ULCC			Medium-sized crude carriers			Small crude and product carriers			Handy-sized dirty			Handy-sized clean		
	1979	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*	*1979*	*1980*	*1981*
January	247	283	308				144	194	225	31	50	33	97	121	78	185	203	113	278	285	191	304	309	204
February	250	284	312	138	254	264	146	210	220	22	34	28	95	89	69	174	153	114	296	268	190	279	257	173
March	254	285	315				158	209	215	44	34	29	119	96	63	204	167	99	307	298	159	258	286	165
April	259	285	317				156	217	204	39	33	29	84	85	56	146	144	86	226	259	138	300	262	147
May	265	285	315	194	297	221	168	221	200	38	33	33	101	81	59	181	142	107	249	267	146	275	263	145
June	269	284	316				178	226	202	44	40	33	127	84	54	243	127	95	326	250	140	351	274	152
July	274	283	315				196	203	201	71	32	24	150	65	49	233	107	69	329	177	125	363	196	124
August	277	285	315	206	252	174	190	207	177	54	29	27	126	59	40	206	109	68	345	187	125	365	161	125
September	278	286	316				201	201	179	55	40	27	122	60	48	236	98	79	366	193	124	373	197	128
October	277	287	316				203	204	177	54	33	24	124	67	47	222	115	75	402	170	133	408	188	134
November	278	289	319	237	261	142	206	227	178	54	42	25	135	93	48	265	178	78	431	211	138	398	208	140
December	276	292	317				203	241	169	62	45	22	134	115	56	304	207	82	424	219	131	375	243	144
Annual average	267	286	315	194	266	200	179	213	195	47	37	28	118	85	56	217	146	89	332	232	145	337	237	149

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 crude carriers, 60–150,000 dwt; small crude and product carriers, 30–60,000 dwt and handy-sized clean and dirty tankers, below 30,000 dwt.

TABLE 22

The ratio of liner freight rates to prices of selected commodities, 1970 and 1977–1980

Commodity	Route	Freight rate as a percentage of price				
		1970	*1977*	*1978*	*1979*	*1980*
Rubber	Singapore/Malaysia-Europe	10.5	11.9	12.1	9.7	8.9
Tin	Singapore/Malaysia-Europe	1.2	1.0	1.0	0.9	1.0
Jute	Bangladesh-Europe	12.1	15.8	11.9	16.1	19.8
Sisal hemp	East Africa-Europe	19.5	15.9	17.4	15.7	15.7
Cocoa beans	Ghana-Europe	2.4	1.0	1.7	2.0	2.7
Coconut oil	Sri Lanka-Europe	8.9	10.1	9.7	8.0	12.6
Tea	Sri Lanka-Europe	9.5	6.0	6.4	8.8	9.9
Coffee	Brazil-Europe	5.2	3.1	5.6	5.1	6.0
Palm kernels	Nigeria-Europe	8.8	23.6	15.1	11.9	18.3
Coffee	Colombia (Atlantic ports)-Europe	4.2	1.8	2.4	3.0	3.3
Cocoa beans	Brazil-Europe	7.4	3.2	5.0	6.1	8.6
Coffee	Colombia (Pacific ports)-Europe	4.5	2.0	3.2	4.6	4.4

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

NOTE. 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.

Freight rates include, where applicable, Suez Canal surcharges, bunker and currency adjustment factors, a "tank cleaning surcharge" (for coconut oil only), port delay and additional port surcharges and a low productivity surcharge (for Colombia only). Conversion of rates to other currencies is based on parities given in IMF, *International Financial Statistics.* Annual freight rates were calculated by taking a weighted average of various freight rates quoted during the year, weighted by their period of duration.

For the period 1977–1980, the prices of coconut oil and sisal hemp were taken from UNCTAD, *Monthly Commodity Price Bulletin,* in the December issue of the respective following year.

TABLE 23

Estimate of total freight costs in world trade, 1970, 1979 and 1980

Year	*Country grouping*	*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
1979				
	1. WORLD TOTAL	99 727	1 518 623	6.57
	2. Developed market-economy countries	66 889	1 194 720	5.59
	3. Developing countries total	32 838	323 903	10.14
	Of which:			
	In Africa	6 989	63 811	10.14
	In America	8 489	91 180	9.31
	In Asia	17 013	165 972	10.25
	In Europe	75	759	9.88
	In Oceania	272	2 181	12.47
1980				
	1. WORLD TOTAL	124 046	1 863 011	6.66
	2. Developed market-economy countries	79 458	1 437 820	5.52
	3. Developing countries total	44 588	425 191	10.49
	Of which:			
	In Africa	11 007	84 649	13.00
	In America	10 841	122 574	8.84
	In Asia	22 306	214 358	10.41
	In Europe	94	953	9.86
	In Oceania	340	2 657	12.79

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

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

economic activities the market balance may be restored fairly quickly. For the liner trades, freight rates may rise in some sectors. In particular, the trans-Pacific trades, once plagued by severe over-tonnaging, have undergone a strict rationalization programme, which may lead to higher rates.

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

46. The ratios of freight rates to prices of selected commodities are given in table 22. The ratios have varied widely over the years on account of the differential movement in freight rates and commodity prices. In 1980, freight rates of all commodities under review moved upward, whereas their price movements varied. Except for rubber sheets, sisal hemp and tin, all commodities experienced a fall in price in 1980 from 1979. A significant fall in price was recorded especially by coconut oil, cocoa beans, palm kernels and coffee (Brazil-Europe). The big fall in the prices of these commodities, matched by a smaller increase in their freight rates, caused their ratios to rise in 1980. The increase in the ratios of jute and tea were influenced by a much higher increase in freight rates in relation to a smaller decrease in their price. A larger increase in the price of rubber sheets in relation to the increase in freight rates resulted in a smaller ratio in 1980. Sisal hemp and coffee Colombia (Pacific ports)-Europe showed little change in their ratios because their prices and freight rates increased in almost equal magnitude.

C. Estimates of global freight costs

47. Table 23 gives estimates of freight costs and of freight costs on imports as a percentage of c.i.f. import values for groups of countries. The world average freight cost in relation to the total c.i.f. value of imports was about 1.1 per cent lower in 1979 and 1980 as compared with 1970. Over the period 1970 to 1980, developed market-economy countries were able to prune their ratio of freight cost to total imports from 7.26 in 1970 to 5.52 in 1980. For the group of developing countries, freight costs constituted a substantially higher proportion of their total import value, being 10.04 per cent in 1970 and rising to 10.49 per cent in 1980. Among the group of developing countries, the ratio for countries in Africa and Oceania remained at a relatively high level, being 13 per cent and 12.79 per cent respectively in 1980.

D. Shipping revenue

48. Table 24 shows the estimates of gross shipping revenue and the gross shipping revenue per dwt of 10 major maritime countries. The shipping revenue which accrues to a country's merchant fleet comprises all the receipts of the ships owned by nationals of the country. Published data from national sources are available only for these 10 countries. Balance-of-payments figures have been avoided because the account excludes freight earnings derived by the national vessels from carrying the country's own imports and from chartering of ships to the country's own nationals, as these transactions do not result in receipts of foreign currency.

49. The gross shipping revenue per dwt indicates the order of magnitude of the average income generated by each country's merchant fleet. However, it does not reflect the profitability of the country's earnings from its merchant fleet, as no account has been taken of the costs of operating the fleet. In general, countries which have a high composition of bulk fleets tend to show lower earnings per dwt. This is so because freight rates for tankers and bulk carriers tend to be lower than those for general cargo vessels and container ships. This relationship is borne out to some degree by a comparison of table 24 with table 25, which gives the ratio of a country's bulk fleet to general cargo vessels, including container ships. The efficiency of a country's fleet will also influence to some extent the magnitude of its gross earnings per dwt.

TABLE 24

Estimates of gross shipping revenue, total and per dwt, 1979

Countries	*Gross shipping revenue (millions of dollars)*	*dwt*[a]	*Gross shipping revenue per dwt (dollars)*
Denmark	1 745	8 864 082	197
Federal Republic of Germany	3 480	13 607 645	256
Finland	948	3 845 184	247
India	999	9 375 317	107
Japan	10 213	64 325 663	159
Netherlands	1 604	8 267 109	194
Norway	3 267	39 025 419	84
Poland	493	4 527 033	109
Sweden	1 819	10 844 910	168
United Kingdom	8 294	44 629 268	186

Sources: National statistics of various countries, 1980 and 1981.
[a] Excluding the deadweight tonnage of fishing vessels.

TABLE 25

Ratio of distribution of tankers/bulk carriers to general cargo vessels and container ships

Countries	*Tankers/bulk carriers (thousands of dwt)*	*General cargo vessels/ container ships (thousands of dwt)*	*Ratio of tankers/bulk carriers to general cargo vessels and container ships*
Denmark	6 780	1 936	8:2
Federal Republic of Germany	8 604	4 815	6:4
Finland	3 087	670	8:2
India	6 513	2 752	7:3
Japan	54 675	8 366	8:2
Netherlands	5 355	2 606	7:3
Norway	34 870	1 607	9:1
Poland	3 051	1 705	6:4
Sweden	5 675	1 449	8:2
United Kingdom	36 471	6 193	8:2

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

CHAPTER VI

OTHER DEVELOPMENTS

A. Code of Conduct for Liner Conferences

50. As of February 1982, 52 countries accounting for 20.47 per cent of the relevant world tonnage had become Contracting Parties to the Convention on a Code of Conduct for Liner Conferences. 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]

51. The status of the Convention was considered at the ninth session of the Committee on Shipping 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. United Nations Convention on International Multimodal Transport of Goods

52. The United Nations Convention on International Multimodal Transport of Goods,[30] which was adopted on 24 May 1980 by the United Nations Conference of Plenipotentiaries by consensus, was opened for signature in New York from 1 September 1980 to 31 August 1981 and will remain open for accession thereafter. It will enter into force 12 months after 30 States have become contracting parties either by definitive signature, ratification or accession. By December 1981, six countries namely, Chile, Mexico, Morocco, Norway, Senegal and Venezuela, had signed the Convention subject to ratification.

C. UNCTAD technical assistance in shipping and ports

53. During 1981, the UNCTAD secretariat executed a total of 36 (30 in 1980) 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. Eleven projects (five in 1980) were initiated, and five (seven in 1980) were completed. A total of 40 experts were engaged in the projects (48 in 1980) and 70 fellows/course participants were trained (48 in 1980). The total project budget during the year was $3.9 million ($2.8 million in 1980). The TRAINMAR project (training development in the field of maritime transport) is due to complete its pilot phase in March 1982.[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 (*Official Records of the Trade and Development Board, Twenty-second Session, Supplement No. 4*) (TD/B/825), chap. II.

[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)).

[31] For further details, see the report by the UNCTAD secretariat, "Availability of technical assistance in shipping and ports to developing countries" (TD/B/C.4/230).

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 landlocked 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 the present *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 eountries 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 or territories (Bahamas, Bermuda, Cyprus, Liberia and Panama) are recorded as a separate group. The composition of this group has been revised for 1981.

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

CODE 7

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

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 (L)

CODE 9

9.1 *Caribbean and North America*

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

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

9.2 *Central America*

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

9.3 *South America-Northern seaboard*

Guyana
French Guiana
Netherlands Antilles
Suriname
Trinidad and Tobago
Venezuela

9.4 *South America-Western seaboard*

Chile
Colombia
Ecuador
Peru

9.5 *South America-Eastern seaboard*

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

CODE 10

10.1 *Western Asia*

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

10.2 *Southern and Eastern Asia*

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

CODE 11

Malta

CODE 12

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

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

Annex II

WORLD SEABORNE TRADE[a] ACCORDING TO GEOGRAPHICAL AREAS, 1970, 1978 AND 1979

(Millions of tons)

Area[b] / Year	Goods loaded: Petroleum Crude	Goods loaded: Petroleum Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum Crude	Goods unloaded: Petroleum Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
DEVELOPED MARKET-ECONOMY COUNTRIES AND TERRITORIES								
North America								
1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
1978	8.2	5.5	376.4	390.1	339.6	101.6	167.0	608.2
1979	0.2	6.9	453.5	460.6	336.2	66.9	211.9	615.0
Japan								
1970	—	0.3	41.6	41.9	170.4	30.4	235.1	435.9
1978	—	0.3	80.8	81.1	230.1	31.7	296.1	557.9
1979	—	0.1	82.5	82.6	239.0	36.9	332.5	608.4
Australia and New Zealand								
1970	—	1.3	92.3	93.6	18.8	2.9	15.4	37.1
1978	0.1	2.2	178.1	180.4	12.1	5.0	21.8	38.9
1979	0.2	2.5	172.3	175.0	10.9	7.3	17.8	36.0
Europe								
1970	28.6	82.3	244.8	355.6	621.0	100.4	469.0	1 190.4
1978	45.6	77.3	380.2	503.1	624.8	114.3	589.7	1 328.8
1979	103.5	81.9	385.6	571.0	662.5	134.0	658.6	1 455.1
South Africa								
1970	—	—	13.2	13.2	8.8	2.6	6.2	17.6
1978	—	0.1	51.8	51.9	15.9	1.6	7.2	24.7
1979	—	0.4	64.4	64.8	15.0	1.0	7.4	23.4
Subtotal								
1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2 028.0
1978	53.9	85.4	1 067.3	1 206.6	1 222.5	254.2	1 081.1	2 558.5
1979	103.9	91.8	1 158.3	1 354.0	1 263.6	246.1	1 228.2	2 737.9
SOCIALIST COUNTRIES OF EASTERN EUROPE AND ASIA								
Socialist countries of Eastern Europe (excluding USSR)								
1970	0.2	3.4	34.8	38.5	10.8	3.0	29.2	43.0
1978	—	11.1	52.5	63.6	28.1	3.8	40.9	72.8
1979	—	6.0	52.6	58.6	31.0	0.8	49.2	81.0
USSR								
1970	38.0	22.9	46.0	106.9	2.5	—	11.9	14.4
1978	80.0	35.0	36.1	151.1	6.5	0.6	36.4	43.5
1979	70.0	27.0	52.8	149.8	6.5	0.6	44.5	51.6
Socialist countries of Asia								
1970	—	0.1	13.3	13.4	5.4	0.4	24.4	30.2
1978	9.3	3.1	16.6	29.0	18.4	3.3	63.2	84.9
1979	22.7	4.0	14.1	40.8	17.8	4.5	65.2	87.5
Subtotal: socialist countries of Eastern Europe and Asia								
1970	38.2	26.4	94.1	158.9	18.7	3.4	65.5	87.6
1978	89.3	49.2	105.2	243.7	53.0	7.7	140.5	201.2
1979	92.7	37.0	119.5	249.2	55.3	5.9	158.9	220.1
DEVELOPING COUNTRIES AND TERRITORIES								
Northern Africa								
1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
1978	228.3	4.1	34.4	266.8	84.0	3.6	36.9	124.5
1979	202.3	5.0	30.7	238.0	45.5	3.1	46.2	94.8

Annex II (*continued*)

Area[b] Year	Goods loaded				Goods unloaded			
	Petroleum				Petroleum			
	Crude	Products	Dry cargo	Total all goods	Crude	Products	Dry cargo	Total all goods
Western Africa								
1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
1978	109.3	3.2	47.4	159.8	5.8	4.1	25.9	35.8
1979	126.9	3.1	54.0	184.0	4.0	5.1	24.5	33.6
Eastern Africa								
1970	—	1.2	16.1	17.3	5.5	2.6	8.3	16.4
1978	—	1.1	10.0	11.1	5.1	2.1	10.3	17.5
1979	—	0.8	6.4	7.2	5.6	2.4	11.3	19.3
Caribbean and North America								
1970	—	1.4	28.4	29.8	23.5	4.5	11.2	39.2
1978	—	7.0	24.2	31.1	48.6	6.7	11.8	67.1
1979	18.0	29.0	34.1	81.1	79.4	7.1	9.7	96.2
Central America								
1970	—	3.7	11.9	15.6	6.0	5.5	6.5	18.0
1978	18.8	0.7	17.7	37.2	4.5	4.9	14.7	24.1
1979	30.4	1.3	15.3	47.1	4.9	3.2	15.3	23.4
South America: north seaboard								
1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
1978	73.4	67.8	24.8	166.0	37.5	3.5	20.6	61.6
1979	135.7	58.5	31.6	225.8	105.3	3.7	17.7	126.7
South America: western seaboard								
1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
1978	7.7	3.3	23.9	34.9	5.1	1.4	11.0	17.5
1979	8.1	3.0	26.2	37.3	4.4	1.0	13.1	18.5
South America: eastern seaboard								
1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
1978	0.4	1.5	109.4	111.3	47.1	2.7	31.1	80.9
1979	—	1.5	125.0	126.5	50.5	4.0	33.4	87.9
Western Asia								
1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
1978	933.8	46.6	20.6	1 001.0	18.4	5.9	56.7	81.0
1979	917.9	58.1	11.0	987.0	4.7	3.5	63.0	71.2
Southern and Eastern Asia (n.e.s.)[c]								
1970	35	24	89	148	55	23	62	140
1978	89	26	157	272	101	22	126	249
1979	89	29	164	282	101	21	156	278
Developing countries in Europe								
1970	..	—	—	..	—	0.3	0.7	1.0
1978	—	—	0.2	0.2	—	0.4	0.7	1.1
1979	—	—	0.1	0.1	—	0.4	0.6	1.0
Oceania (n.e.s.)								
1970	—	0.2	9.5	9.7	0.6	1.6	2.9	5.1
1978	—	0.6	7.8	8.4	1.5	1.9	2.2	5.6
1979	—	0.1	8.8	8.9	0.2	2.1	2.7	5.0
Subtotal								
1970	1 041.4	216.9	368.4	1 627.7	189.9	54.2	169.7	414.0
1978	1 460.5	162.0	477.3	2 099.8	358.8	58.7	348.0	765.5
1979	1 528.6	189.1	506.8	2 224.6	405.6	56.2	394.4	856.2
WORLD TOTAL[c]								
1970	1 111	330	1 165	2 605	1 101	302	1 127	2 530
1978	1 604	297	1 650	3 550	1 634	321	1 570	3 525
1979	1 725	318	1 785	3 828	1 725	308	1 782	3 814

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; also including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 42 million tons in 1970, 39 million tons in 1978 and 44 million tons in 1979.

[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 1981

(dwt figures are shown in parentheses)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
WORLD TOTAL[e]	415 168 573 (688 802 929)	171 352 713 (334 928 085)	109 769 771 (194 146 829)	78 969 031 (114 104 498)	12 291 929 (12 416 283)	42 785 129 (33 207 234)
DEVELOPED MARKET-ECONOMY COUNTRIES AND TERRITORIES						
Australia	1 767 930 (2 648 275)	392 181 (644 918)	887 934 (1 520 874)	236 384 (303 511)	92 508 (92 649)	158 923 (86 323)
Austria	62 190 (96 894)	—	26 844 (44 600)	29 349 (43 494)	5 997 (8 800)	—
Belgium	1 916 765 (2 948 269)	286 783 (500 050)	878 159 (1 581 215)	306 942 (428 009)	110 009 (103 068)	334 872 (335 927)
Canada	1 168 888 (1 036 873)	208 118 (324 750)	206 563 (470 671)	104 189 (125 799)	30 648 (31 198)	619 370 (84 455)
Denmark	5 047 734 (7 978 002)	2 518 682 (4 851 379)	528 573 (882 500)	778 316 (1 261 389)	722 332 (702 091)	499 831 (280 643)
Faeroe Islands	68 564 (38 030)	500 (1 221)	—	9 623 (17 408)	—	58 441 (19 401)
Finland	2 444 504 (3 794 738)	1 225 022 (2 307 353)	486 810 (785 747)	461 196 (579 352)	3 895 (4 837)	267 581 (117 449)
France	11 455 033 (20 112 426)	7 400 120 (14 687 342)	1 513 161 (2 695 445)	1 149 657 (1 562 074)	483 707 (507 536)	908 388 (660 029)
Germany, Federal Republic of	7 708 227 (12 409 497)	2 624 147 (5 146 633)	1 523 967 (2 670 974)	1 820 064 (3 049 950)	1 149 611 (1 146 693)	581 438 (395 247)
Gibraltar	40 136 (63 730)	34 736 (55 290)	—	4 995 (7 837)	—	405 (603)
Greece	42 004 990 (73 513 866)	13 794 166 (26 976 499)	17 418 356 (31 122 657)	9 801 184 (14 777 611)	90 199 (134 357)	901 085 (502 742)
Iceland	183 088 (171 063)	1 537 (2 651)	—	77 006 (123 529)	—	104 545 (44 883)
Ireland	267 524 (342 453)	13 771 (22 926)	145 785 (239 208)	45 732 (60 608)	4 956 (5 709)	57 280 (14 002)
Israel	580 996 (769 074)	368 (652)	231 616 (363 618)	136 092 (172 985)	207 664 (230 557)	5 256 (1 262)
Italy	10 641 242 (17 429 251)	4 360 691 (8 221 497)	3 827 962 (6 778 773)	983 314 (1 340 159)	252 014 (264 864)	1 217 261 (823 958)
Japan	40 835 681 (67 496 680)	17 503 420 (33 235 366)	13 044 019 (22 384 409)	3 981 207 (6 667 908)	1 601 577 (1 451 264)	4 705 458 (3 757 733)
Monaco	16 137 (26 199)	16 137 (26 199)	—	—	—	—
Netherlands	5 467 486 (8 599 938)	2 298 707 (4 410 088)	576 535 (963 061)	1 540 833 (2 356 831)	368 166 (328 759)	683 243 (541 199)
New Zealand	243 518 (260 825)	52 309 (83 246)	—	90 923 (101 423)	42 276 (38 642)	58 010 (37 514)
Norway	21 674 886 (38 502 048)	11 847 300 (23 537 067)	5 989 484 (10 464 828)	1 243 611 (1 917 557)	52 196 (34 033)	2 542 295 (2 548 563)
Portugal	1 376 529 (2 180 893)	755 286 (1 449 444)	116 455 (193 455)	322 453 (429 691)	9 284 (12 020)	173 051 (96 283)
South Africa	730 915 (839 715)	37 597 (62 571)	185 295 (315 380)	125 062 (163 064)	255 507 (240 356)	127 454 (58 344)
Spain	8 133 658 (13 801 121)	4 919 808 (9 303 787)	1 222 096 (2 168 704)	1 087 168 (1 711 249)	62 054 (86 239)	842 532 (531 142)
Sweden	4 033 893 (6 181 286)	1 761 196 (3 475 743)	437 512 (711 162)	1 049 794 (1 396 543)	70 362 (57 480)	715 029 (540 358)
Switzerland	315 297 (469 667)	3 189 (3 329)	180 450 (291 443)	123 058 (160 016)	—	8 600 (14 879)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Turkey	1 663 679 (2 514 136)	434 025 (743 076)	614 117 (1 019 994)	473 448 (701 937)	—	142 089 (49 129)
United Kingdom	25 419 427 (41 272 605)	12 154 380 (22 847 744)	6 256 798 (11 035 993)	2 474 021 (3 410 707)	1 532 499 (1 433 749)	3 001 729 (2 544 412)
United States of America	15 232 017 (23 022 670)	7 856 146 (15 502 542)	292 278 (595 715)	1 702 285 (2 200 431)	2 063 847 (1 979 121)	3 317 461 (2 744 861)
Yugoslavia	2 540 592 (3 880 197)	266 753 (445 812)	912 665 (1 568 450)	1 272 122 (1 809 439)	21 274 (30 702)	67 778 (25 794)
Subtotal	213 041 526 (352 400 421)	92 767 075 (178 869 175)	57 512 434 (100 868 876)	31 430 030 (46 880 511)	9 232 582 (8 924 724)	22 099 405 (16 857 135)
OPEN-REGISTRY COUNTRIES AND TERRITORIES						
Bahamas	196 682 (242 548)	21 244 (34 296)	50 965 (85 767)	75 908 (104 504)	—	48 565 (17 981)
Bermuda	499 029 (732 881)	174 031 (321 361)	39 353 (54 519)	163 225 (231 739)	4 755 (6 537)	117 665 (118 725)
Cyprus	1 818 997 (2 677 194)	192 925 (310 239)	283 644 (459 646)	1 235 897 (1 854 419)	8 288 (12 246)	98 243 (40 644)
Liberia	74 906 390 (147 686 831)	45 287 377 (95 332 601)	22 993 547 (43 340 905)	3 256 445 (4 894 458)	401 882 (491 655)	2 967 139 (3 627 212)
Panama	27 656 573 (45 738 053)	7 649 636 (15 037 657)	8 162 023 (14 205 631)	9 324 474 (13 999 938)	506 326 (575 510)	2 014 114 (1 919 317)
Subtotal	105 077 671 (197 077 507)	53 325 213 (111 036 154)	31 529 532 (58 146 468)	14 055 949 (21 085 058)	921 251 (1 085 948)	5 245 726 (5 723 879)
SOCIALIST COUNTRIES OF EASTERN EUROPE AND ASIA						
Socialist countries of Eastern Europe						
Albania	56 127 (79 940)	—	—	54 888 (79 940)	—	1 239 (—)
Bulgaria	1 193 853 (1 708 109)	338 120 (548 101)	437 742 (685 746)	300 254 (405 253)	—	117 737 (69 009)
Czechoslovakia	185 225 (271 735)	—	102 589 (165 427)	82 136 (106 308)	—	500 (—)
German Democratic Republic	1 570 158 (2 041 740)	175 114 (318 313)	284 943 (444 343)	879 376 (1 144 712)	—	230 725 (134 372)
Hungary	83 481 (117 083)	—	—	83 481 (117 083)	—	—
Poland	3 579 081 (4 995 446)	547 485 (994 283)	1 261 742 (2 023 089)	1 715 282 (1 715 282)	—	433 442 (262 792)
Romania	2 031 524 (2 947 422)	339 921 (608 413)	775 582 (1 253 293)	682 528 (923 306)	—	233 493 (162 410)
Union of Soviet Socialist Republics	23 492 898 (26 234 192)	4 758 436 (7 270 289)	2 011 760 (3 195 658)	7 751 864 (10 103 715)	343 286 (365 242)	8 627 552 (5 299 288)
Subtotal	32 192 347 (38 395 667)	6 159 076 (9 739 399)	4 874 358 (7 767 556)	11 170 939 (14 595 599)	343 286 (365 242)	9 644 688 (5 927 871)
Socialist countries of Asia						
China	7 653 195 (11 542 908)	1 123 206 (1 893 151)	2 189 951 (3 759 149)	3 932 674 (5 490 761)	7 921 (13 156)	399 443 (386 691)
Democratic People's Republic of Korea	276 403 (411 830)	69 092 (132 451)	34 269 (52 616)	128 985 (197 529)	—	44 057 (29 234)
Viet Nam	249 849 (365 413)	32 032 (53 579)	14 200 (23 706)	185 425 (279 744)	—	18 191 (8 384)
Subtotal	8 179 446 (12 320 151)	1 224 330 (2 079 181)	2 238 420 (3 835 471)	4 247 084 (5 968 034)	7 921 (13 156)	461 691 (424 309)
Subtotal: Socialist countries of Eastern Europe and Asia	40 371 793 (50 715 818)	7 383 406 (11 818 580)	7 112 778 (11 603 027)	15 418 023 (20 563 633)	351 207 (378 398)	10 106 379 (6 352 180)
DEVELOPING COUNTRIES AND TERRITORIES OF AFRICA						
Algeria	1 287 833 (1 890 338)	591 603 (1 128 121)	80 988 (128 774)	204 133 (295 162)	—	411 109 (338 281)
Angola	79 889 (118 176)	2 052 (3 036)	—	71 793 (112 332)	—	6 044 (2 808)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Benin	4 551 (4 940)	—	—	2 999 (4 400)	—	1 552 (540)
Cape Verde	10 793 (17 428)	—	—	8 327 (15 432)	—	2 466 (1 996)
Comoros	328 (435)	—	—	328 (435)	—	—
Congo	7 728 (10 840)	—	—	—	—	7 728 (10 840)
Djibouti	3 395 (3 256)	—	—	1 780 (2 300)	—	1 615 (956)
Egypt	599 042 (755 652)	102 901 (170 387)	22 605 (38 300)	375 011 (493 816)	1 206 (1 297)	97 319 (51 852)
Equatorial Guinea	6 412 (6 700)	—	—	6 412 (6 700)	—	—
Ethiopia	25 320 (34 577)	3 368 (5 228)	—	20 769 (28 977)	—	1 183 (372)
Gabon	78 269 (143 594)	74 471 (141 162)	—	455 (630)	—	3 343 (1 802)
Gambia	2 347 (3 492)	—	—	1 597 (2 900)	—	1 137 (592)
Ghana	254 595 (295 891)	—	—	188 757 (254 208)	—	65 838 (41 683)
Guinea	5 349 (2 827)	—	—	210 (185)	—	5 139 (2 642)
Guinea-Bissau	2 214 (820)	—	—	559 (270)	—	1 655 (550)
Ivory Coast	152 390 (195 563)	—	—	136 510 (182 723)	—	15 880 (12 840)
Kenya	5 121 (2 964)	—	—	1 168 (1 590)	—	3 953 (1 374)
Libyan Arab Jamahiriya	888 643 (1 575 477)	737 700 (1 383 570)	64 371 (121 406)	47 270 (48 861)	—	44 302 (21 640)
Madagascar	74 050 (100 289)	5 624 (9 203)	—	60 598 (85 515)	—	7 828 (5 571)
Malawi	924 (100)	—	—	—	—	924 (100)
Mauritania	3 316 (316)	—	—	—	—	3 316 (316)
Mauritius	37 974 (47 652)	—	—	32 913 (46 959)	—	5 061 (693)
Morocco	373 871 (578 017)	113 076 (201 142)	58 605 (100 501)	77 281 (121 309)	—	124 909 (155 065)
Mozambique	39 816 (37 025)	6 549 (10 619)	—	14 102 (19 684)	—	19 165 (6 722)
Nigeria	475 786 (671 264)	144 903 (283 644)	—	302 127 (372 042)	—	287 756 (15 578)
Sao Tome and Principe	463 (427)	—	—	—	—	463 (427)
St. Helena	3 150 (2 264)	—	—	3 150 (2 264)	—	—
Senegal	37 751 (31 683)	3 620 (4 970)	—	11 158 (15 790)	—	22 973 (10 923)
Seychelles	3 007 (1 142)	—	—	505 (521)	—	2 502 (621)
Sierra Leone	4 467 (1 240)	—	—	—	—	4 467 (1 240)
Somalia	35 095 (44 811)	—	—	33 468 (43 714)	—	1 627 (1 097)
Sudan	93 203 (124 085)	—	—	91 483 (123 539)	—	1 720 (546)
Togo	2 574 (36 120)	—	—	25 002 (36 120)	—	712 (—)

	Total	*Oil tankers*	*Bulk carriers*[c]	*General cargo*[d]	*Container ships*	*Others*
Tunisia	135 939 (181 135)	27 030 (47 200)	20 157 (32 217)	54 728 (70 137)	—	34 024 (31 581)
United Republic of Cameroon	39 597 (55 495)	—	—	30 518 (51 377)	—	9 079 (4 118)
United Republic of Tanzania	57 842 (71 322)	3 646 (5 652)	—	40 812 (58 851)	—	13 384 (6 819)
Zaire	92 044 (133 256)	—	—	77 950 (118 513)	—	14 094 (14 743)
Subtotal	4 948 615 (7 180 613)	1 811 543 (3 393 934)	246 726 (421 198)	1 923 873 (2 617 256)	1 206 (1 297)	965 267 (746 928)
DEVELOPING COUNTRIES AND TERRITORIES OF AMERICA						
Anguilla	1 791 (2 711)	—	—	1 791 (2 711)	—	—
Antigua	559 (443)	—	—	147 (250)	—	412 (193)
Argentina	2 306 760 (3 308 386)	744 255 (1 212 492)	443 554 (721 079)	859 901 (1 183 234)	—	259 050 (191 481)
Barbados	5 124 (1 338)	—	—	748 (1 060)	—	4 376 (278)
Belize	620 (805)	—	—	620 (805)	—	—
Bolivia	15 129 (18 934)	—	—	15 129 (18 934)	—	—
Brazil	5 133 224 (8 530 902)	1 720 913 (3 199 245)	1 971 181 (3 396 958)	1 270 182 (1 756 598)	—	170 948 (178 101)
Cayman Islands	279 771 (398 853)	26 048 (41 955)	43 251 (70 141)	169 060 (261 517)	3 695 (5 564)	37 717 (19 676)
Chile	563 628 (878 964)	120 790 (225 270)	169 881 (328 507)	214 240 (290 832)	—	58 717 (34 355)
Colombia	296 860 (385 281)	30 744 (49 859)	18 028 (27 259)	239 186 (306 179)	—	8 902 (1 984)
Costa Rica	20 418 (18 209)	—	—	11 508 (16 065)	—	8 910 (2 144)
Cuba	920 137 (1 159 404)	64 226 (98 623)	62 570 (99 638)	601 546 (804 755)	—	191 795 (156 388)
Dominican Republic	28 951 (47 539)	674 (1 635)	9 420 (16 297)	18 472 (29 607)	—	385 (—)
Ecuador	298 683 (394 155)	102 901 (167 478)	—	173 197 (201 051)	—	22 585 (16 626)
El Salvador	2 922 (3 318)	—	—	—	—	2 922 (3 318)
Falkland Islands (Malvinas)[f]	7 907 (4 125)	—	—	537 (630)	—	7 370 (3 495)
Grenada	226 (342)	—	—	—	—	226 (342)
Guatemala	28 253 (39 616)	—	—	27 876 (39 616)	—	377 (—)
Guyana	18 745 (17 306)	1 626 (1 769)	—	7 607 (10 991)	—	9 512 (4 546)
Haiti	2 622 (2 436)	—	—	1 339 (1 946)	—	1 283 (490)
Honduras	201 280 (269 017)	24 924 (45 973)	—	163 164 (215 240)	2 556 (2 721)	10 636 (5 083)
Jamaica	11 178 (12 554)	—	—	2 810 (4 890)	3 428 (5 110)	4 940 (2 554)
Mexico	1 134 625 (1 607 705)	498 543 (826 717)	168 140 (275 496)	114 322 (161 282)	—	353 620 (344 210)
Montserrat	1 010 (1 566)	—	—	1 010 (1 566)	—	—
Nicaragua	18 434 (25 689)	3 711 (5 883)	—	13 183 (19 806)	—	1 540 (—)

Annex III (*continued*)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Paraguay	30 995	2 935	—	24 631	—	3 429
	(35 927)	(3 880)		(31 132)		(915)
Peru	826 493	147 201	249 458	280 743	—	149 091
	(1 124 910)	(237 702)	(429 800)	(405 489)		(51 919)
Saint Kitts, Nevis	256	—	—	—	—	256
	(91)					(91)
Saint Lucia	2 377	—	—	2 020	—	357
	(2 998)			(2 998)		(—)
Saint Vincent and the Grenadines	25 442	6 870	6 981	10 423	—	1 168
	(32 919)	(7 849)	(8 959)	(15 111)		(1 000)
Suriname	15 222	208	—	11 441	1 343	2 230
	(19 208)	(360)		(16 307)	(1 771)	(770)
Trinidad and Tobago	17 381	—	—	2 961	—	14 420
	(10 275)			(4 025)		(6 250)
Turks and Caicos Islands	3 914	472	—	3 318	—	124
	(5 751)	(850)		(4 901)		(—)
Uruguay	200 184	94 933	13 203	74 066	—	17 982
	(311 963)	(169 081)	(22 165)	(105 143)		(15 574)
Venezuela	742 206	299 836	36 246	288 233	—	117 891
	(1 041 223)	(497 397)	(64 684)	(411 056)		(68 086)
Virgin Islands (British)	6 098	818	—	4 133	—	1 147
	(7 629)	(997)		(5 555)		(1 077)
Subtotal	13 169 425	3 892 628	3 191 913	4 609 544	11 022	1 464 318
	(19 722 492)	(6 795 015)	(5 460 983)	(6 340 282)	(15 166)	(1 111 046)
DEVELOPING COUNTRIES AND TERRITORIES OF ASIA						
Bahrain	17 146	1 434	—	8 111	—	7 601
	(19 245)	(2 032)		(13 541)		(3 672)
Bangladesh	401 054	46 384	55 752	271 992	—	26 926
	(560 433)	(73 716)	(94 518)	(379 884)		(12 315)
Brunei	616	—	—	—	—	616
	(498)					(498)
Burma	85 439	2 986	—	65 987	—	16 466
	(100 141)	(4 739)		(89 881)		(5 521)
Democratic Kampuchea	3 558	—	—	998	—	2 560
	(3 839)			(1 481)		(2 358)
Hong Kong	2 580 492	185 909	1 815 196	144 296	382 345	52 746
	(4 068 790)	(321 814)	(3 100 506)	(200 213)	(423 773)	(22 484)
India	6 019 902	1 165 300	2 667 507	2 015 047	—	172 048
	(9 732 209)	(2 066 751)	(4 681 649)	(2 878 247)		(105 562)
Indonesia	1 744 958	267 070	219 140	1 058 033	—	200 715
	(2 445 854)	(429 129)	(369 292)	(1 499 217)		(148 216)
Iran	1 201 667	632 175	—	406 390	—	163 102
	(1 830 231)	(1 175 360)		(572 094)		(82 777)
Iraq	1 491 489	1 119 578	—	246 070	14 405	111 436
	(2 598 950)	(2 132 398)		(363 851)	(16 850)	(85 851)
Jordan	672	—	—	496	—	176
	(1 219)			(1 219)		(—)
Kuwait	2 317 275	1 311 101	—	550 455	90 784	364 935
	(3 856 998)	(2 484 743)		(819 917)	(106 838)	(445 500)
Lebanon	320 077	469	—	265 795	1 946	51 867
	(460 988)	(710)		(393 259)	(1 543)	(65 476)
Malaysia	879 468	10 706	289 140	743 204	117 262	219 156
	(1 210 112)	(20 727)	(486 625)	(324 035)	(134 208)	(244 517)
Maldives	180 717	1 244	9 999	167 341	—	2 133
	(255 955)	(1 629)	(14 682)	(238 408)		(1 236)
Oman	8 439	—	—	3 155	—	5 284
	(11 282)			(6 127)		(5 155)
Pakistan	507 389	—	11 950	476 212	—	19 227
	(692 281)		(17 527)	(665 130)		(9 624)
Philippines	2 539 817	598 734	772 121	928 007	2 833	238 122
	(4 033 778)	(1 143 133)	(1 349 451)	(1 347 871)	(4 293)	(189 030)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
Qatar	104 386 (174 768)	73 217 (138 979)	—	12 102 (18 299)	—	19 067 (17 490)
Republic of Korea	5 141 505 (8 226 919)	1 295 821 (2 500 760)	2 098 594 (3 569 366)	935 492 (1 463 987)	311 983 (336 118)	499 615 (356 688)
Saudi Arabia	3 121 821 (5 515 601)	2 261 678 (4 393 360)	33 901 (57 408)	495 802 (684 974)	20 658 (24 272)	309 782 (355 587)
Singapore	6 888 452 (11 546 514)	2 586 006 (5 003 730)	1 541 562 (2 777 541)	2 068 882 (2 976 435)	531 984 (647 842)	160 018 (140 966)
Sri Lanka	104 612 (145 070)	21 939 (35 877)	—	73 372 (105 560)	—	9 301 (3 633)
Syrian Arab Republic	42 301 (60 549)	—	—	37 815 (55 599)	—	4 486 (4 950)
Thailand	402 705 (606 819)	142 934 (248 615)	—	233 616 (340 145)	4 374 (6 994)	21 781 (11 065)
United Arab Emirates	176 719 (285 298)	72 845 (149 507)	8 586 (14 407)	67 193 (96 488)	—	28 095 (24 896)
Yemen	2 979 (1 850)	—	—	1 260 (1 850)	—	1 719 (—)
Yemen (Democratic)	13 867 (14 077)	1 886 (3 185)	—	3 465 (5 093)	—	8 516 (5 799)
Subtotal	36 299 522 (58 460 268)	11 799 416 (22 330 894)	9 523 448 (16 532 972)	10 780 588 (15 542 805)	1 478 574 (1 702 731)	2 717 496 (2 350 866)
DEVELOPING COUNTRIES OF EUROPE						
Malta	231 353 (336 646)	6 869 (10 751)	79 444 (124 363)	134 088 (198 444)	—	10 952 (3 088)
Subtotal	231 353 (336 646)	6 869 (10 751)	79 444 (124 363)	134 088 (198 444)	—	10 952 (3 088)
DEVELOPING COUNTRIES AND TERRITORIES OF OCEANIA						
Fiji	22 641 (25 254)	5 114 (7 854)	—	4 834 (6 829)	—	12 693 (10 571)
Kiribati	1 822 (1 484)	—	—	1 704 (1 484)	—	118 (—)
Nauru	55 900 (75 514)	—	36 976 (59 321)	13 849 (13 750)	—	5 075 (2 443)
Papua New Guinea	27 723 (30 331)	1 577 (1 655)	—	16 323 (21 300)	—	9 823 (7 376)
Solomon Islands	3 198 (2 162)	—	—	1 171 (1 231)	—	2 027 (931)
Tonga	18 363 (23 938)	—	—	15 422 (21 530)	—	2 941 (2 408)
Tuvalu	353 (250)	—	—	353 (250)	—	—
Vanuatu	5 837 (6 585)	—	—	3 810 (3 974)	—	2 027 (2 611)
Samoa	4 995 (4 926)	—	—	3 838 (4 500)	—	1 157 (426)
Subtotal: developing countries of Oceania	140 832 (170 444)	6 691 (9 509)	36 976 (59 321)	61 304 (74 848)	—	35 861 (26 766)
Subtotal: developing countries and territories	54 789 747 (85 870 463)	17 517 147 (32 540 103)	13 078 507 (22 598 837)	17 509 397 (24 773 635)	1 490 802 (1 719 194)	5 193 894 (4 238 694)
OTHER UNALLOCATED	1 887 836 (2 738 720)	359 872 (664 073)	536 520 (929 621)	555 632 (801 661)	296 087 (308 091)	139 725 (35 346)

Source: Lloyd's Register of Shipping: Statistical Tables, 1981 (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 the United States Reserve Fleet and United States and Canadian Great Lakes fleets, which amounted respectively to 1.9 million grt (2.4 million dwt), 1.8 million grt (3.2 million dwt) and 2 million grt (2.8 million dwt).

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

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