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Review of Maritime Transport, 1982

Report by the UNCTAD secretariat*/

*/ This review has been prepared by the UNCTAD secretariat in accordance with item V of the programme of work of the Committee on Shipping. It is being circulated initially in mimeographed form, in order that it should be at the disposal of Governments with the least possible delay. Subsequently, it will be issued as a United Nations publication, incorporating any factual and editorial corrections that may prove necessary in the light of comments received from Governments.

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EXPLANATORY NOTES

References to dollars ($) are to United States dollars.

Tons refer to metric tons, unless otherwise stated.

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

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

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

* * *

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

ABBREVIATIONS

BAF	Bunker adjustment factor
CAF	Currency adjustment factor
c.i.f.	Cost, insurance, freight
dwt	Deadweight tons
f.o.b.	Free on board
GDP	Gross domestic product
grt	Gross registered tons
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
OECD	Organisation for Economic Co-operation and Development
pwc	Pakistan white cuttings
ro/ro	Roll-on/roll-off
TEU	Twenty-foot equivalent unit
ULCC	Ultra large crude carrier
VLCC	Very large crude carrier

INTRODUCTION

The Review of Maritime Transport is an annual publication prepared by the secretariat of UNCTAD in accordance with item V of the programme of work of the Committee on Shipping.*/ The purpose of the Review is to outline and analyse the main developments in world maritime transport in the past year and to assess expected future short-term developments. Emphasis is given to developments in developing countries, in particular to the development of their merchant marines, and how they compare with developments in other groups of countries.

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*/ Official Records of the Trade and Development Board, Tenth Session, Supplement No. 5 (TD/B/301), annex III.

SUMMARY OF MAIN DEVELOPMENTS IN 1982

(i) World seaborne trade declined further by an estimated 8.4 per cent during 1982. Unlike the previous two years, when the downward trend was caused mainly by a contraction in the tanker trades, in 1982 the decline was recorded across-the-board for all commodities.

(ii) The size of the world fleet remained almost unchanged. Among the groups of countries, the developing countries' share increased by 1.1 per cent to 13.6 per cent in 1982. However, the ownership remained concentrated, with 12 countries owning about 76 per cent of the group's total fleet. The developed market-economy and open-registry countries accounted for 78 per cent of the world fleet and the socialist countries' share was 7.5 per cent.

(iii) According to 1980 figures (the latest available) developed market-economy countries, either directly or indirectly through open-registry countries, continued to own a disproportionately large share of the 1980 world fleet (82.4 per cent) in relation to the seaborne cargoes they generated (54.9 per cent) while the developing countries' share of the world fleet (10 per cent) was small in relation to the seaborne cargo they generated (38.5 per cent). For the socialist countries the share of fleet ownership (7.1 per cent) was basically the same as the share of seaborne cargo they generated (6.6 per cent).

(iv) The severe disequilibrium in supply and demand for shipping tonnages was underlined by the low level of freight rates which prevailed in all the cargo sectors. There were less BAF and CAF increases in 1982 following a period of falling oil prices and a strengthening of the dollar.

(v) Developing countries continued to bear significantly higher transport costs than the developed market-economy countries. In 1981 (the latest available figures) 10.1 per cent of the c.i.f. value of their imports was composed of freight charges as compared with 5.37 per cent for the developed market-economy countries.

Chapter I

THE DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. The volume of world seaborne trade decreased for the second consecutive year in 1981. It declined by 3.9 per cent because of a sharp fall in the tanker cargo sector matched by a small increase in the dry cargo sector. Tanker cargoes fell by 9.5 per cent while dry cargoes increased marginally by 1.8 per cent, with the main growth provided by the five main bulk commodities which increased by 1.3 per cent.1/ The performance of world seaborne trade hinged directly on the bulk cargo sector as the bulk cargo sector constituted 76.8 per cent of the total world seaborne trade. Of this, tanker cargoes comprised 46.9 per cent, major dry bulk commodities 22.5 per cent and minor bulk cargo about 7.4 per cent.2/ The remaining 23.2 per cent consisted basically of general cargoes carried in the liner sector, together with a small percentage of tramp and specialized cargoes. The tonnages of different cargoes shipped in 1970 and 1979 to 1981 (the last year for which data are available) are given in table 1.

2. According to preliminary estimates for 1982, world seaborne trade registered a greater dip than in 1981.3/ In 1982, total seaborne trade declined by 8.4 per cent as compared to 4 per cent in 1981. This was due to a decline across-the-board for all commodities. Tanker cargoes fell sharply by 13.2 per cent. Iron ore trades decelerated and fell by 10 per cent. Coal and grain trades, which had provided the impetus for growth during the last few years, also decelerated and in 1982 they were marked by negative rates of growth, that is -4 per cent and -2 per cent respectively.

3. The continual decline of the world seaborne trade in 1982 was due largely to a reduction in world economic growth and to related factors such as the widespread use of import restrictions to overcome balance-of-payments difficulties. In 1982 the annual growth in gross domestic product of the OECD countries was estimated to remain static at 0 per cent;4/ that of the developing countries had been imputed

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1/ UNCTAD estimates.

2/ Based on estimates given in Fearnley and Egers, World Bulk Trades 1981 and Review 1982.

3/ Based on estimates given in Fearnley and Egers Chartering Co. Ltd., Review 1982.

4/ OECD, Economic Outlook, No. 32, December 1982.

to grow by 1.6 per cent, and the planned growth of national income of the socialist countries of Eastern Europe by 2.8 per cent.5/

4. A major contribution to the over-all decline in world seaborne trade was the decline in tanker cargoes caused by a sustained fall in oil consumption and imports. The impact of energy conservation, the switch to alternative energy substitutes, the closer proximity of oil production to consuming nations, together with the current world recession had exerted a downward pressure on demand for oil. An important development which promised to exercise a long-term effect on demand was the operation of several oil pipelines. They had taken over the transport of oil previously moved by sea, thereby contributing to the steady decline in ton-miles performance as indicated in table 2. Whereas in 1981 the building of oil stocks had helped to boost demand somewhat, in 1982 the oil glut and the weakening of oil prices had reduced demand for inventory purposes.

5. Trade in iron ore faced a continuous decline mainly because of a fall in world consumption of steel as world recession weakened demand for construction investment. The European Economic Community and Japan which were the major individual importers of seaborne iron ore had a production cutback of 11.5 per cent and 2 per cent respectively in 1982.6/

6. Coal trades, which ranked as the fastest growing group among the five major bulk trades since 1979, registered a negative growth in 1982. The deepening recession of the world steel industry had severely curtailed coal movements.

7. The slight fall in grain trades was due to comparatively better crop harvests in 1982 which helped to reduce reliance of importing countries on outside supplies. The decrease in trade carried in the liner sector reflected the general slow-down in the over-all world industrial production.

8. The world seaborne trade in terms of ton-miles is shown in table 2. During 1981 total ton-mile performance fell but there were variations in the performances of different cargo sectors. Ton-mile performance of the oil and iron-ore trades fell while that of the coal and grain trades increased. In 1982 the total ton-mile performance of all cargo sectors fell, thereby resulting in a steeper decline of total ton-mile performance. Total ton-miles fell by 8.4 per cent in 1982, compared

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5/ Estimates given in UNCTAD, Trade and Development Report, 1982 (Sales No. E.82.II.D.12).

6/ Estimates given in Drewry Shipping Consultants Ltd., London, Shipping Statistics and Economics, January 1983.

Table 1

Development of International seaborne trade, a/ 1970 and 1979-1981
(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	1 165	13	488	16	2 605	13
1979	2 003	8.3	1 775	9.6	762	14.2	3 778	8.9
1980	1 871	-6.6	1 833	3.3	796	4.5	3 704	-2.0
1981 (est)	1 693	-9.5	1 866	1.8	806	1.3	3 559	-3.9

Sources : (i) For tanker cargo, total dry cargo and all goods data communicated to the UNCTAD secretariat by the Statistical Office of the United Nations. 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. The 1981 figures are estimates as final figures are not yet available.

(ii) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., World Bulk Trades, 1981.

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

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

with 3.9 per cent in 1981. This was due mainly to a decline in the tonnages of all types of cargoes shipped coupled with a reduction in the average length of haul, especially for crude oil and oil products because of the increasing trend towards shorter hauls as oil pipelines gradually come into operation and refineries are being built in oil-producing rather than oil-consuming countries.

9. Table 3 gives the distribution of seaborne cargoes by groups of countries of loading and unloading for the years 1970, 1979 to 1980. In 1980, the share of goods loaded by the developing countries declined from 58.1 per cent in 1979 to 56.3 per cent and a corresponding increase was recorded in the share of the developed market-economy countries, which rose from 35.4 per cent in 1979 to 37 per cent in 1980. The share of the socialist countries of Eastern Europe and Asia remained essentially unchanged. Its share in 1980 was 6.7 per cent (6.5 per cent in 1979). For imports in 1980 the developed market-economy countries unloaded 70.5 per cent (71.8 per cent in 1979), the developing countries 22.8 per cent (22.4 per cent in 1979) and the socialist countries of Eastern Europe and Asia 6.7 per cent (5.8 per cent in 1979).

Table 2

World seaborne trade by types of cargo, 1970, 1980-1982

(millions of ton-miles)

Year	Crude oil	Oil product	Iron ore	Coal	Grain[a/]	Other cargo	Total trade
1970	5 597	890	1 093	481	475	2 118	10 654
1980	8 385	1 020	1 613	952	1 087	3 720	16 777
1981	7 371	1 000	1 508	1 120	1 131	3 710	15 840
1982	6 045	920	1 435	1 090	1 110	3 590	14 190

Source: Fearnley and Egers Chartering Co. Ltd., Review, 1982.

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

Table 3

World seaborne trade a/ in 1970, 1979, 1980 and 1981 b/
by types of cargo and shares of groups of countries c/
(Millions of tons and percentages of world total)

Country group	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
1	2	3	4	5	6	7	8	9	10
		(trade in millions of tons)							
World	1970	110	330	1 165	2 605	1 101	302	1 127	2 530
	1979	1 725	318	1 785	3 828	1 724	308	1 782	3 814
	1980	1 527	344	1 833	3 704	1 530	326	1 823	3 679
	1981	1 693		1 866	3 559	1 693		1 866	3 559
		(Percentage share of each category of goods in total)							
World total	1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
	1979	45.1	8.3	46.6	100.0	45.2	8.1	46.7	100.0
	1980	41.2	9.3	49.5	100.0	41.6	8.9	49.5	100.0
	1981	47.6		52.4	100.0	47.6		52.4	100.0
		(Percentage share of trade by groups of countries)							
Developed market-economy countries	1970	2.0	27.1	60.0	31.1	80.4	79.6	79.5	79.9
	1979	6.0	28.9	64.9	35.4	73.3	79.9	68.9	71.8
	1980	6.3	25.5	64.7	37.0	72.0	79.5	67.7	70.5
Socialist countries of Eastern Europe and Asia	1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
	1979	5.4	11.6	6.7	6.5	3.2	1.9	8.9	5.8
	1980	5.1	16.3	6.2	6.7	3.7	2.0	10.0	6.7
Of which:									
in Eastern Europe	1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
	1979	4.1	10.4	5.9	5.4	2.2	0.4	5.3	3.5
	1980	3.6	14.6	5.2	5.4	2.3	0.4	6.0	4.0
in Asia	1970	-	-	1.2	0.5	0.5	0.1	2.1	1.2
	1979	1.3	1.2	0.8	1.1	1.0	1.5	3.6	2.3
	1980	1.5	1.7	1.0	1.3	1.4	1.6	4.0	2.7
Developing countries	1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
	1979	88.6	59.5	28.4	58.1	23.5	18.2	22.2	22.4
	1980	88.6	58.2	29.1	56.3	24.3	18.5	22.3	22.8

Table 3 (cont'd)

1	2	3	4	5	6	7	8	9	10
Of which:									
in Africa	1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
	1979	19.1	2.8	5.1	11.2	3.2	3.4	4.6	3.9
	1980	19.0	1.5	5.6	10.8	4.0	2.9	4.7	4.2
in America	1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
	1979	11.1	29.3	13.0	13.5	14.2	6.2	5.0	9.2
	1980	12.4	28.4	13.2	14.3	13.3	5.0	5.4	8.7
in Asia	1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
	1979	58.4	27.3	9.8	33.1	6.1	7.8	12.3	9.2
	1980	57.3	28.1	9.7	31.0	6.9	9.8	12.0	9.7
in Europe	1970	...	-	-	...	-	0.1	0.1	...
	1979	...	-	...	...	-	0.1	0.1	...
	1980	...	-	...	...	-	0.2	...	...
in Oceania	1970	-	0.1	0.8	0.4	...	0.5	0.3	0.2
	1979	-	...	0.5	0.2	...	0.7	0.2	0.1
	1980	-	0.2	0.5	0.3	0.1	0.7	0.2	0.2

Source: Annex II.

a/ See note a/ to table 1.

b/ Preliminary estimates of data which will be published in the United Nations Monthly Bulletin of Statistics.

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

Table 4
Distribution of world tonnage a/ (grt and dwt) by groups of countries of registration, 1970, 1981 and 1982
(Mid-year figures)

Flags of registration in groups of countries	Tonnage and shares (in parenthesis)						Increase in tonnage (million dwt)	
	In grt (million)			In dwt (million)				
	1970	1981	1982	1970	1981	1982	1970-1981- (Average)	1981-1982
1.World total	217.9 (100.0)	415.2 (100.0)	419.0 (100.0)	326.1 (100.0)	688.8 (100.0)	693.5 (100.0)	30.6 (100.0)	4.7 (100.0)
2.Developed market-economy countries	141.8 (65.1)	213.0 (51.3)	209.1 (49.9)	211.9 (65.0)	352.4 (51.1)	344.9 (49.7)	11.1	-7.5
3.Open-registry countries	40.9 (18.8	105.1 (25.3)	106.4 (25.4)	70.3 (21.6)	197.1 (28.6)	198.7 (28.7)	10.7	1.6
4.Total 2 @ 3	182.0 (83.9	318.1 (76.6)	315.5 (75.3)	282.2 (86.6)	549.5 (79.7)	543.6 (78.4)	21.8	-5.9
5.Socialist countries of Eastern Europe and Asia	19.5 (8.9)	40.4 (9.7)	41.3 (9.9)	21.7 (6.6)	50.7 (7.4)	52.0 (7.5)	2.5	1.3
Of which:								
in Eastern Europe	18.6 (8.5)	32.2 (7.8)	32.7 (7.8)	20.5 (6.2)	38.4 (5.6)	39.0 (5.6)	1.5	0.6
in Asia	0.9 (0.4)	8.2 (1.9)	8.6 (2.1)	1.2 (0.4)	12.3 (1.8)	13.0 (1.9)	1.0	0.7
6.Developing countries	14.5 (6.7)	54.8 (13.2)	60.0 (14.3)	20.5 (6.3)	85.9 (12.5)	94.5 (13.6)	6.2	8.6
Of which:								
in Africa	0.8	5.0	5.1	1.1	7.2	7.3	0.5	0.1
in America	6.4	13.2	14.1	8.7	19.7	21.2	1.0	1.5
in Asia	7.3	36.3	40.2	10.7	58.5	65.2	4.6	6.7
in Europe	-	0.2	0.4	-	0.3	0.6	-	0.3
in Oceania	-	0.1	0.1	-	0.2	0.2	-	-
7.Other - unallocated	1.2 (0.5)	1.9 (0.5)	2.2 (0.5)	1.7 (0.5)	2.7 (0.4)	3.4 (0.5)	0.1	0.7

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

a/ Excluding United States Reserve Fleet and United States and Canadian Great Lakes fleets, which in 1982 amounted respectively to 2.1, 1.7, 2.0 million grt.

Chapter II

DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Size and ownership of the world fleet

10. A summary of the size of the world fleet and its distribution by groups of countries for selected years is given in table 4. The world fleet stagnated over the period mid-1981 to mid-1982. It registered an insignificant growth of 0.9 per cent in grt or 0.7 per cent in dwt, which corresponded closely to the rate of growth in the previous period. These rates, however, compared unfavourably to the average annual growth rate of 6.6 per cent of grt and 7.7 per cent of dwt tonnage achieved over the longer term period of 1970 to 1980. 7/ The slow-down in the growth of the world fleet set in during the second half of 1970. The rate of growth in terms of grt and dwt over the period 1975 to 1980 was 4.2 per cent and 4.6 per cent respectively, as compared with 9.2 per cent and 10.9 per cent respectively from 1970 to 1975.

11. The decelerated growth in the world fleet could be attributed to the slow-down in the growth of world seaborne trade and the consequent depression on the world freight market which had led to large volume of scrappings and low level of new additions. During the period January - September 1982 the volume of tonnage scrapped was 23.7 million dwt as compared with 14.1 million dwt over the corresponding period in 1981. 8/ New additions for the comparative period in 1982 amounted to 20.87 million dwt and 19.25 million dwt in 1981. 9/

12. In 1983 the size of the world fleet is likely to continue to stagnate although a modest recovery is expected in the world economy. For the world as a whole, real gross domestic product is projected to expand by 2 per cent. 10/ The forecasts for real GDP growth in the OECD countries are 1.75 per cent during the first half of 1983 and 2.75 per cent during the second half of the year. 11/ It would require

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7/ Data obtained from various issues of Lloyd's Statistical Tables and UNCTAD, Review of Maritime Transport.

8/ Based on estimates given in Institute of Shipping Economics, Bremen, Shipping Statistics, February 1982 and February 1983.

9/ Data supplied by Lloyd's Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Ltd.

10/ Based on estimates given by Wharton Econometric Forecasting Associates Inc., and Project Link.

11/ Based on estimates given in OECD, Economic Outlook, No. 32, December 1982.

a strong and sustained upturn of the world economy to stage an accelerated growth in the world fleet in view of the huge magnitude of spare capacity existing today. Notwithstanding this, continued growth may be induced by government aid being offered for new buildings in countries with surplus shipbuilding capacity as well as by uncontrolled financing of open registry shipping through tax haven countries. This helped to account for the relatively high level of new orders, which stood at 49 million dwt for the average of three-quarters of 1982 although the shipping market was in a deep depression. 12/

13. Details of the world fleet by countries of registration and types of vessels are given in annex III. Table 4 gives a summary of the world fleet and its distribution between various groups of countries for selected years. During the period mid-1981 to mid-1982 the share of the fleet of the developed market-economy countries diminished from 51.1 per cent to 49.7 per cent while the percentage tonnage share operated by the open-registry countries remained practically unchanged at 28.7 per cent. The socialist countries' share, too, remained static, being 7.5 per cent at mid-1982. The decline in the developed market-economy's share of the world fleet was due largely to decline in the fleets of the United Kingdom, Greece and France which were reduced by 5.3 million dwt, 3.3 million dwt and 1.4 million dwt respectively.

14. The developing countries' share of the world fleet gained a perceptible increase over the period mid-1981 to mid-1982, from 12.5 per cent to 13.6 per cent. The increase was accounted for mainly by substantial increases in the fleets of Saudi Arabia, Hong Kong and Brazil. Within the developing countries, group ownership continued to be concentrated among a few countries, with 12 countries (i.e. about 10 per cent of the developing countries) accounting for about 76 per cent of the group's total fleet.

15. 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. The figures indicate that the fleet is substantially owned and managed by persons or companies in the developed market-economy countries. Three countries (the United States of America, Greece and Japan) and one territory

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12/ Based on data supplied by Lloyd's Shipping Information Service of Lloyd's Register of Shipping.

Table 5

True management[a/] of open-registry fleets, 1982
(Number of vessels and thousands of dwt)

Country or territory of true manager \ Country or territory of registration	Liberia		Panama		Cyprus		Bermuda		Bahamas		TOTAL	
	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)
United States of America	479	46 377	273	5 446	1	3	5	10	5	18	761	51 854
Hong Kong	537	32 657	681	13 716	3	18	1	2	-	-	1 222	46 393
Japan	225	10 402	625	8 858	1	4	-	-	-	-	851	19 264
Greece	93	8 390	252	3 277	233	2 217	-	-	1	17	579	13 901
United Kingdom	139	9 499	106	1 543	22	118	26	504	4	170	297	11 834
Monaco	59	5 381	36	3 539	-	-	-	-	-	-	95	8 920
Germany, Fed. Rep. of	80	2 236	163	2 754	72	376	1	7	1	6	317	5 379
Switzerland	61	3 973	73	1 020	2	24	-	-	4	47	140	5 064
Unspecified	77	2 805	170	2 156	-	-	-	-	-	-	247	4 961
United Kingdom-based Greek shipowners	60	4 147	14	496	15	243	1	31	-	-	90	4 917
Norway	94	3 237	23	361	-	-	2	33	6	142	125	3 773
Republic of Korea	9	948	89	1 458	-	-	-	-	-	-	98	2 406
Netherlands	21	1 562	88	586	3	14	1	6	-	-	113	2 168
Singapore	16	746	152	1 168	2	9	-	-	-	-	170	1 923
Italy	21	1 429	42	412	5	36	2	6	-	-	70	1 883
United States-based Greek shipowners	21	1 010	11	223	1	1	-	-	-	-	33	1 234
Israel	12	952	10	262	-	-	1	2	-	-	23	1 216
Canada	11	669	10	410	-	-	2	5	4	8	27	1 092
Indonesia	20	421	54	657	-	-	-	-	-	-	74	1 078
68 countries, entities or territories each managing less than 1 million dwt	90	3 183	316	2 132	33	152	12	133	17	168	468	5 768
Unidentified	14	311	265	1 764	35	140	2	3	2	7	318	2 225
TOTAL	2 137	140 335	3 453	52 238	428	3 355	56	742	44	583	6 118	197 253

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, 1982
(Number of vessels and thousands of dwt.)

Country or territory of beneficial ownership / Country or territory of registration	Liberia		Panama		Cyprus		Bermuda		Bahamas		TOTAL	
	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)	Number	Dwt (000)
United States of America	511	49 967	302	8 592	1	3	16	91	5	18	835	58 671
Hong Kong	496	31 221	490	9 627	3	18	-	-	-	-	989	40 866
Greece	204	16 331	267	4 056	246	2 442	-	-	1	17	718	22 846
Japan	229	11 398	677	9 575	1	4	-	-	-	-	907	20 977
Unspecified	105	3 967	179	2 519	-	-	-	-	-	-	284	6 486
Norway	127	5 270	28	493	-	-	3	35	6	142	164	5 940
Germany, Fed. Rep. of	84	2 558	164	2 750	77	399	1	7	1	6	327	5 720
Switzerland	55	3 702	69	1 191	2	24	-	-	4	47	130	4 964
United Kingdom	39	1 946	79	745	13	78	14	427	3	169	148	3 365
China b/	2	70	129	2 928	-	-	-	-	-	-	131	2 998
Italy	32	1 888	50	528	5	36	3	9	-	-	90	2 461
Netherlands	23	1 590	86	594	3	14	-	-	1	1	113	2 199
Republic of Korea	7	575	81	1 395	-	-	-	-	-	-	88	1 970
Israel	20	1 175	10	263	1	16	1	2	-	-	32	1 456
Monaco	17	1 074	8	365	-	-	-	-	-	-	25	1 439
Indonesia	24	477	51	634	-	-	-	-	-	-	75	1 111
Singapore	10	375	133	694	2	9	-	-	-	-	145	1 078
France	9	880	25	107	-	-	-	-	1	18	35	1 005
Canada	13	792	9	161	-	-	5	42	4	8	31	1 003
Saudi Arabia	8	956	5	44	-	-	-	-	-	-	13	1 000
67 countries, entities or territories, each beneficially owning less than 0.5 per cent	108	3 812	346	3 213	39	172	11	126	16	150	520	7 473
Unidentified	14	311	265	1 764	35	140	2	3	2	7	318	2 225
TOTAL	2 137	140 335	3 453	52 238	428	3 355	56	742	44	583	6 118	197 253
Share in total open-registry fleets	34.9	71.1	56.4	26.5	7.0	1.7	0.9	0.4	0.7	0.3	100.0	100.0

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

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

b/ The Government has advised that many of the vessels attributed to China are chartered ships, being operated by the China Ocean Shipping Company.

(Hong Kong) together accounted for 72.6 per cent of the ownership and 66.6 per cent of the management of open-registry fleets. Control of the fleet managed from Hong Kong is understood to be largely from developed market-economy countries.

B. Types of vessels

16. Table 7 gives the composition of the world fleet in dwt by types of vessels as at mid-1982. The world tanker tonnage diminished further during the period mid-1981 to mid-1982. It declined by 10.2 million dwt or 3.1 per cent, which was more than twice the rate of reduction experienced in the previous period. This resulted from a persistent imbalance in the tanker market which had caused an unabated scrapping of large tanker vessels and a reduction in the level of new deliveries. During the period January - September 1982, 18.1 million dwt of tankers, especially of the VLCC/ULCC class, were scrapped. 13/ The level of new deliveries of tankers fell from 6.2 million dwt during the first three quarters of 1981 to 3.9 million dwt during the corresponding period in 1982. The continual fall of tanker tonnages had led to the gradual shrinking of the tanker's tonnage share to world total tonnages. As at mid-1982 its share accounted for 46.3 per cent of the world total tonnages as compared to mid-1980 when it was 49.2 per cent.

17. Among the principal vessel types the tonnage of ore and bulk carriers recorded a relatively significant increase of 11 million dwt or 7.4 per cent. The increase was attributable mainly to the new deliveries, especially of the Panamax class coming on stream as a result of massive orders placed in 1980 when high expectations of growth in the coal and dry bulk trades prevailed. The combined oil and ore bulk fleet grew by only 1.3 per cent during the period under review. Of the other major types of vessels, the chemical carriers, liquefied gas carriers and fully cellular containerships registered gains in tonnage ranging from 0.6 million dwt to 0.85 million dwt. The need for replacement and the gradual change to full containerization of a number of existing conventional break-bulk and multi-purpose ship trades had mainly contributed to the expansion of containerships.

18. Owing to the continual decline of tanker tonnages and the surge in deliveries of ore and bulk carriers, the re-distribution of tonnages tends to be more apparent for these two categories of vessels. A perceptible decrease of 1.8 per cent was recorded in the share of tanker tonnage to total tonnages while the share of ore and bulk carrier tonnage to total tonnages rose by 1.4 per cent.

13/ Based on estimates given in Institute of Shipping Economics, Bremen, Shipping Statistics.

19. The distribution of world tonnage in dwt by groups of countries and by types of vessel is given in table 8. There was a fall in the developed market-economy countries' share in most types of vessels. A relatively sharp fall was registered for ore and bulk carriers and general cargo ships in which the shares diminished by 2.7 per cent and 2.2 per cent respectively. The open-registry countries' share of tankers fell slightly but there were small increases in all the other major types of vessels. The socialist countries' share remained almost unchanged. The developing countries' tonnage shares were higher for all the major types of vessels except for container ships, which decreased by 0.7 per cent.

20. The distribution of the world fleet of fully cellular containerships in terms of TEU capacity of the world container fleet is given in table 9. The TEU capacity of the world fleet rose by 43,902 TEU or 7.9 per cent during the period mid-1981 to mid-1982. The fleets of the developed market-economy countries and the open-registry countries accounted substantially for the increase. These groups of countries together maintained a dominant share of 84.8 per cent of the world container fleet. During this period the developing countries' fleet grew by 622 TEU or 1.2 per cent. Its share of the world container fleet had dropped from 9.6 per cent at mid-1981 to 9 per cent at mid-1982. However, the rate of growth of container port traffic through ports of the developing countries was still by and large higher than the average for the world as shown in table 10, which gives the latest figures on world container port traffic for 1981. The rate of growth of container traffic through ports of developing countries was 21 per cent and this compared with 8 per cent for the world average. These countries now account for 23 per cent of the containers handled in ports. This reflected the increasing containerization of the developing countries' trade.

C. Age distribution of the world merchant fleet

21. The age distribution of the world merchant fleet by type of vessel is presented in table 11. During the year ending mid-1982 the average age of all the ship types increased, reflecting a low level of new deliveries. The average age of the world fleet increased by 4.5 per cent during the period mid-1981 to mid-1982. Tankers and bulk carriers comprised the younger fleet. During the period under review, 67.7 per cent of the world tanker fleet and 53.7 per cent of the world dry bulk fleet were below 9 years old as compared to general cargo ships which had only 37.5 per cent of ships below 9 years old.

Table 7

Analysis of the world fleet by principal types of vessel, 1980-1982 a/
(Figures in brackets indicate share of tonnage -thousand dwt- in total)

Principal types	1980	1981	1982	Percentage change 1981/1982
Oil tankers	339 802 (49.2)	335 464 (48.1)	325 243 (46.3)	-3.1
Liquified gas carriers	7 685 (1.1)	8 328 (1.2)	9 182 (1.3)	+10.2
Chemical carriers	3 774 (0.5)	4 440 (0.6)	5 040 (0.7)	+13.5
Miscellaneous tankers	360 (0.05)	470 (0.07)	443 (0.06)	-5.8
Bulk/oil carriers (inc. ore/oil carriers)	48 607 (7.0)	48 447 (6.9)	49 070 (7.0)	+1.3
Ore and bulk carriers	142 349 (20.6)	151 005 (21.7)	162 149 (23.1)	+7.4
General cargo (inc. passenger cargo)	117 834 (17.1)	116 371 (16.7)	116 307 (16.5)	-0.1
Container ships (fully cellular)	11 243 (1.6)	12 416 (1.8)	13 181 (1.9)	+6.2
Lighter carriers	958 (0.1)	1 060 (0.18)	1 079 (0.2)	+1.8
Vehicle carriers	2 016 (0.3)	2 395 (0.3)	2 704 (0.4)	+12.9
Fish factories and carriers Fishing (inc. factory trawlers)	7 256 (1.1)	7 477 (1.1)	7 628 (1.1)	+2.0
Ferries and passenger vessels	2 431 (0.4)	2 424 (0.35)	2 471 (0.3)	+1.9
All other vessels	6 540 (0.95)	6 891 (1.0)	7 484 (1.1)	+8.6
World total (100.0)	690 855	697 188	701 980	+0.7

Source: Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Limited, 1980-1982 (mid-year figures).

a/ The data in this table are not comparable with the data in table 4 because they include the United States Reserve Fleet and the United States and Canadian Great Lakes fleets.

Table 8

Percentage shares of world tonnage by type of vessel
(as at 1 July) 1980, 1981 and 1982 a/
(in terms of dwt)

Country group	Year	Total dwt: Million dwt	Total dwt: % of world total	Tankers	Ore and bulk b/ carriers including combined carriers	General cargo ships c/	Container ships	Other ships
				Percentage share by vessel type				
World total	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
	1982	693.5	100	46.8	29.7	16.4	1.9	5.2
				Percentage share by groups of countries				
Developed market-economy countries	1980	350.1	51.3	52.5	52.7	43.4	74.3	50.4
	1981	352.4	51.1	53.4	52.0	41.1	71.9	50.8
	1982	344.9	49.7	52.8	49.3	38.9	71.3	51.3
Open-registry countries	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
	1982	198.7	28.7	32.6	30.8	19.4	10.1	17.2
Socialist countries of Eastern Europe and Asia	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
	1982	52.0	7.5	3.6	5.9	18.5	2.7	18.1
Of which:								
in Eastern Europe	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
	1982	39.0	5.6	3.0	4.0	12.9	2.6	16.9
in Asia	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
	1982	13.0	1.9	0.6	1.9	5.6	0.1	1.2
Developing countries	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
	1982	94.5	13.6	10.7	13.3	22.6	13.1	13.3
Of which:								
in Africa	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
	1982	7.3	1.1	1.1	0.2	2.3	..	2.4
in America	1980	21.8	3.2	2.3	3.3	5.6	0.1	
	1981	19.7	2.9	2.0	2.8	5.6	0.1	3.4
	1982	21.2	3.0	2.2	3.0	5.7	0.1	3.3
in Asia	1980	39.1	5.7	4.3	5.7	9.8	2.7	
	1981	58.5	8.5	6.7	8.5	13.6	13.7	7.1
	1982	65.2	9.4	7.4	10.0	14.2	13.0	7.5

Table 8 (continued)

Country group	Year	Total dwt		Tankers	Ore and bulk carriers including combined carriers b/	General cargo ships c/	Container ships	Other ships
in Europe	1980	0.2	..	..	..	0.1	-	
	1981	0.3	..	..	0.1	0.2	-	..
	1982	0.6	0.1	..	0.1	0.3	-	..
in Oceania	1980	0.2	..	..	..	0.1	-	
	1981	0.2	..	..	..	0.1	-	0.1
	1982	0.2	..	..	..	0.1	-	0.1
Other unallocated	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
	1982	3.4	0.5	0.3	0.7	0.6	2.8	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 United States Reserve Fleet 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.

Table 9

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

Flags of registration in groups of countries	Number of ships			TEU capacity and percentage shares (in brackets)		
	1980	1981	1982	1980	1981	1982
1. World total	662	707	718	500 959 (100.0)	554 218 (100.0)	598 120 (100.0)
2. Developed market-economy countries	415	419	431	380 595 (76.0)	387 754 (70.0)	412 490 (69.0)
3. Open-registry countries	120	136	153	55 864 (11.1)	79 659 (14.4)	94 765 (15.8)
4. Total 2 plus 3	535	555	584	436 459 (87.1)	467 413 (84.4)	507 255 (84.8)
5. Socialist countries of Eastern Europe and Asia	42	56	35	15 329 (3.1)	16 754 (3.0)	15 934 (2.7)
of which : in Eastern Europe	41	54	33	15 059 (3.06)	16 100 (2.9)	15 280 (2.6)
in Asia	1	2	2	270 (0.04)	654 (0.1)	654 (0.1)
6. Developing countries	68	76	76	37 991 (7.6)	53 192 (9.6)	53 814 (9.0)
Of which : in Africa	1	1	-	48 (-)	48 (-)	-
in America	15	13	16	1 484 (0.3)	1 357 (0.3)	1 529 (0.3)
in Asia	52	62	60	36 459 (7.3)	51 787 (9.3)	52 285 (8.7)
in Europe	-	-	-	-	-	-
in Oceania	-	-	-	-	-	-
7. Other - unallocated	17	20	23	11 180 (2.2)	16 859 (3.0)	21 117 (3.5)

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

Table 10

Container port traffic of developing countries and territories, 1980 and 1981

Country or territory	Container traffic 1981 in TEUs	Container traffic 1980 in TEUs	Per cent change 1981/1980
Hong Kong	1,559,819	1,464,961	7
Singapore	1,064,504	916,989	6
Saudi Arabia	913,622	818,816	12
Republic of Korea	802,632	672,380	10
Philippines	552,473	437,220	26
United Arab Emirates	439,630	339,753	29
Nigeria	279,029	211,106	32
Cyprus	252,117	87,646	188
Thailand	241,500	189,430	28
Kuwait	223,226 a/	170,796 a/	30
Malaysia	204,644	171,693	19
India	203,761	145,670	40
Brazil	201,079	158,395	27
Jamaica	183,680	179,009	3
Ivory Coast	168,111	133,858	25
Argentina	152,230	122,655	24
Indonesia	140,157	87,110	61
Panama	130,192	130,360	0
Bahrain	121,621	60,196	102
Pakistan	89,512	60,170	49
Chile	82,200	48,932	68
Trinidad and Tobago	77,018	72,026	7
Jordan	76,844	41,765	84
Syrian Arab Republic	72,872	61,956	18
Honduras	71,027	56,231	27
Egypt	70,001	69,111	1
Sri Lanka	59,496	41,834	40
Papua New Guinea	55,487	56,870	-3
Netherlands Antilles	55,296	33,440 a/	65
Morocco	53,674	56,643	-5
United Rep. of Cameroon	45,403	35,363	29
Kenya	44,048	30,586	42
Mexico	40,900 a/	35,790 a/	14
Lebanon	36,410	57,333	-37
Haiti	34,692	32,451	9
Guatemala	34,472	42,759	-21
Peru	30,150	21,679	36
Colombia	27,035	23,349	17
Mozambique	26,656	16,314	69
Ecuador	24,715	18,124	39
Mauritius	22,474	20,554	5
Bahamas	20,874	23,260	-10
Barbados	20,634	18,587	11
Others reported b/	260,275	193,247	35
Total reported c/	9,266,192	7,666,417	21
World total reported	40,220,073	37,163,242	8

Source: Containerization International Yearbook, 1983.

a/ Incomplete data.

b/ Comprising 23 developing countries where less than 20,000 TEUs were reported.

c/ Certain ports did not respond to the background survey; none is particularly large, so their omission should not be significant.

D. Comparison of cargo turnover and fleet ownership

22. Table 12 shows that there still exists a wide gap in cargo turnover tonnage and fleet tonnage owned particularly by the developed market-economy and open-registry countries on the one hand and the developing countries on the other. The developed market-economy countries, either directly or indirectly through open-registry countries, owned a disproportionately large share of the 1980 world fleet (82.4 per cent) in relation to the cargo they generated (54.9 per cent) while the developing countries' share of the world fleet (10 per cent) was small in relation to the seaborne cargo they generated (38.5 per cent). For the socialist countries the share of fleet ownership (7.1 per cent) was the same as the share of seaborne cargo they generated (6.6 per cent).

Table 11

Age distribution of world merchant fleet by type of vessel as at 1 July 1982
(Percentage of total in terms of grt)

	Type of vessel	Total	0-4 years	5-9 years	10-14 years	15 years and over	Average b/ age July 1982	Average age July 1981
1. World total	All ships	100	17.1	37.4	22.4	23.1	10.73	10.26
	Tankers	100	11.8	51.9	20.3	16.0	9.82	9.46
	Bulk carriers a/	100	19.8	33.9	27.0	19.3	10.25	9.51
	General cargo	100	17.6	19.9	20.5	42.0	13.44	13.05
2. Developed market-economy countries	All ships	100	18.0	36.7	22.8	22.5	10.61	10.13
	Tankers	100	13.0	48.8	20.6	17.6	10.02	9.52
	Bulk carriers a/	100	18.2	34.3	26.4	21.1	10.57	9.88
	General cargo	100	22.2	18.0	21.2	38.6	12.74	12.51
3. Open-registry countries	All ships	100	14.1	45.3	23.2	17.4	10.06	9.57
	Tankers	100	9.7	59.5	20.4	10.4	9.09	8.82
	Bulk carriers a/	100	17.8	36.0	29.7	16.5	10.07	9.15
	General cargo	100	12.4	22.1	20.7	44.8	14.13	13.84
4. Total 2 plus 3	All ships	100	16.4	40.2	23.0	20.4	10.39	9.90
	Tankers	100	11.5	53.7	20.5	14.3	9.59	9.21
	Bulk carriers a/	100	18.0	35.1	27.8	19.1	10.35	9.58
	General cargo	100	18.6	19.5	21.0	40.9	13.25	12.97
5. Socialist countries of Eastern Europe and Asia	All ships	100	17.0	23.8	19.0	40.2	13.13	12.68
	Tankers	100	14.1	26.3	11.1	48.5	14.12	14.06
	Bulk carriers a/	100	25.8	32.0	18.6	23.6	10.18	9.29
	General cargo	100	14.4	20.3	20.0	45.3	14.07	13.59
6. Developing countries (excluding open-registry countries)	All ships	100	20.9	32.4	20.9	25.8	10.87	10.52
	Tankers	100	12.4	49.9	21.8	15.9	9.85	9.64
	Bulk carriers a/	100	29.2	28.5	24.3	18.0	9.45	9.10
	General cargo	100	17.9	21.3	19.4	41.4	13.28	12.66

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/ Including combined carriers.

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

Table 12

Comparison between total cargo turnover and fleet ownership by groups of countries, 1970, 1979 and 1980
(in terms of dwt)

Country grouping	Year	Goods loaded and unloaded in million tons: Loaded	Goods loaded and unloaded in million tons: Unloaded	Total of goods loaded and unloaded in million tons	Deadweight tonnage of merchant fleet (million 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	2 812.1	282.2	54.8	86.5
	1979	1 354.1	2 737.9	4 092.0	560.3	53.6	83.2
	1980	1 423.8	2 626.3	4 050.1	562.7	54.9	82.4
Socialist countries of Eastern Europe	1970	158.8	87.6	264.4	21.7	4.8	6.7
	1979	249.2	220.2	469.4	46.9	6.1	7.0
	1980	246.9	245.0	491.9	48.7	6.6	7.1
Developing countries	1970	1 643.3	431.6	2 074.9	20.5	40.4	6.3
	1979	2 224.6	856.2	3 080.8	63.4	40.3	9.4
	1980	2 033.1	807.9	2 841.0	68.4	38.5	10.0
World total */	1970	2 604.8	2 529.6	5 134.4	326.1	100.0	100.0
	1979	3 827.9	3 814.3	7 642.2	673.7	100.0	100.0
	1980	3 703.8	3 679.1	7 382.9	682.8	100.0	100.0

Source: Annexes II and III of various issues of the Review of Maritime Transport.

*/ World total includes unallocated tonnage.

Chapter III

THE PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons and ton-miles per dwt

23. Table 13 gives the estimates of tons and ton-miles per dwt of the world fleet for a series of years. In 1981 the productivity of the world fleet continued to decrease; the number of ton-miles per dwt decreased by 6 per cent. This resulted from a 5.6 per cent reduction in ton-miles and an increase of 0.9 per cent in the deadweight tonnage of the world fleet.

24. In 1982 there was a steeper fall in the productivity of the world fleet. The number of ton-miles per dwt declined by 10.5 per cent because a sharp fall in ton-miles performed was not matched by any reduction in the world fleet. The world fleet continued to grow and in 1982 it grew by 0.7 per cent.

25. Tables 14 and 15 show separately estimates of the productivity of tankers, bulk carriers, combined bulk carriers and the residual fleet. As can be seen from these tables, the productivity varies among the different vessel types. The productivity of tankers in terms of tons per dwt and ton-miles per dwt had been declining since 1980. It fell sharply in 1982, with tons per dwt falling by 9.4 per cent and ton-miles per dwt by 14 per cent. This was attributable to a sharp drop in the seaborne trade in oil and also to a reduction in ton-mile requirements caused by the increasing reliance of consumers on sources closer to home; to the operation of several oil pipelines which displaced the transportation of oil by sea; and to the deepening of the Suez Canal which enabled medium-sized tankers to pass through the Canal instead of making the long voyage around Africa.

26. In 1982 the productivity in terms of tons per dwt and ton-miles per dwt of bulk carriers experienced its first decline since 1980. It fell by 2 per cent in tons per dwt and 3.5 per cent in ton-miles per dwt. This was due largely to the worsening economic conditions in 1982 which had depressed the iron ore trade. The weakening of oil prices and depression in the world steel industry had also retarded growth in the coal trades. The slow-down in the dry bulk cargo trades, accompanied by an expansion in the dry bulk carrier fleet, contributed to the decline in the productivity of the dry bulk carrier fleet.

27. The productivity of the combined bulk carrier fleet remained almost unchanged because the decrease in tons carried and ton-miles performed by the combined bulk carrier fleet was matched by a substantial decline in the tonnage of the combined carrier fleet. The productivity of the residual fleet, which includes liner vessels, fell sharply. This reflected mainly an over-tonnage capacity against the back-drop of a depressed world economy.

28. In 1983, expectations of a world recovery are modest but, with the record level of tonnages in lay-up, the productivity of the world fleet is unlikely to show any significant improvement in the short term.

Table 13

Cargo tonnage carried and ton-miles per dwt of total world fleet, 1970 and 1976-1982

Year	World fleet (million dwt)	Total cargo carried (million tons)	Total ton-miles performed (thousand million ton-miles)	Ton of cargo carried per dwt	Ton-miles performed per dwt (thousands)
1970	326.1	2 605	10 654	7.99	32.67
1976	601.2	3 391	17 053	5.64	28.36
1977	642.3	3 453	17 476	5.38	
1978	662.8	3 461	17 022	5.22	25.68
1979	673.7	3 778	17 675	5.61	26.24
1980	682.8	3 704	16 777	5.42	24.47
1981	688.8	3 559	15 840	5.16	22.99
1982	693.5	..	14 190	..	20.46

Sources: World fleet: Lloyd's Register of Shipping: Statistical Tables 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, various issues.

B. Estimates of tonnage over-supply

29. It is difficult to assess with accuracy the extent of today's tonnage surplus because of complications arising from fleet operational surplus such as slow steaming, extra port time, port cargo shipment and floating storage. However, the tonnage balance had evidently worsened in 1982. The unabated scrappings of excess tonnages and the huge volume of tonnages laid up for lack of employment reflected the severe demand/supply disequilibrium. While in 1981 the tonnage surplus occurred mainly in the tanker sector, in 1982 it widened to include substantially the dry bulk cargo sector.

30. During 1982 world seaborne trade declined both in terms of tons and ton-miles. In the tanker sector, the world tanker fleet decreased by 3 per cent[14/] but the

14/ Based on figures supplied by Lloyd's Shipping Information Services of Lloyd's Register of Shipping.

Table 14

Estimated productivity of tankers, bulk carriers, combined carriers a/ and the residual fleet b/; ton-miles performed per dwt, 1970, 1976-1982

Year	Ton-miles of oil and grain by tankers (thousand million)	Ton-miles per dwt of tankers (thousand)	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/ (thousand million)	Ton-miles per dwt of the residual fleet (thousand)
1970	6 039	43.82	1 891	39.40	740	52.46	1 979	15.69
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	685	35.55	2 176	14.16
1978	9 950	30.16	3 387	27.76	1 524	31.36	2 161	13.31
1979	9 997	30.52	3 575	28.58	1 665	34.19	2 438	14.14
1980	9 007	27.56	2 009	14.47	1 569	32.43	4 192	24.83
1981	8 009	24.80	2 169	14.73	1 518	32.14	4 144	24.26
1982 c/	6 636	21.36	2 342	14.47	1 470	32.59	3 742	21.27

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

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

b/ The residual fleet refers to all vessels included in table 4, excluding tankers, bulk carriers and combined bulk carriers of size range as indicated in foot-note a/.

c/ UNCTAD secretariat estimate.

Table 15

Estimated productivity of tankers, bulk carriers, combined carriers and the residual fleet a/
tons carried per dwt, 1970, 1976-1982

Year	Tons of oil and grain by tankers (million)	Tons per dwt of tankers	Tons of dry bulk cargo by bulk carriers of over 18 000 dwt (million)	Tons per dwt of bulk carriers	Tons of oil and dry bulk cargo by combined carriers of over 18 000 dwt (million)	Tons per dwt of combined carriers	Tons carried by the residual fleet (million)	Tons per dwt of the residual fleet
1970	1 182	8.58	403	8.40	97	6.83	806	6.34
1976	1 563	5.10	607	6.06	244	5.39	910	6.10
1977	1 591	4.86	643	5.70	268	5.65	921	5.99
1978	1 589	4.82	675	5.53	261	5.37	966	5.95
1979	1 681	5.13	728	5.82	308	6.32	1 038	6.02
1980	1 564	4.79	396	2.85	282	5.83	1 406	8.33
1981	1 419	4.39	421	2.86	262	5.53	1 404	8.22
1982 b/	1 234	3.97	446	2.76	242	5.37	1 491	8.48

Sources: As for table 14.

a/ See note b/ in table 14.

b/ UNCTAD secretariat estimate.

decrease was not significant enough to counteract a steeper fall in world seaborne trade in oil. In the dry cargo trades, new ships were being delivered while dry cargo trades declined, thereby adding to the general surplus.

31. During 1982 the total volume of tonnage laid-up reached an astronomical level. It trebled from 27.4 million dwt in 1981 to 83.8 million dwt in 1982. 15/ As at mid-1982 the total tonnage laid-up represented approximately 7 per cent of the world fleet. Of the laid-up tonnage, tanker tonnage continued to account for the major bulk tonnage in lay-up. However, the laid-up tonnage of dry bulk carriers had increased more than eight-fold from 2.8 million dwt in 1981 to 23.8 million dwt in 1982. In 1982 it accounted for 28 per cent of the total laid-up bulk tonnage as against 10 per cent in 1981. 16/ The increasing volume of laid-up tanker tonnage indicated the progressive surplus of tanker tonnage. The employment of surplus tankers for storage declined in 1982 following the weakening of oil prices. In 1983 the scrapping of tankers may continue as the depressed demand for oil, which was caused by structural changes, is likely to remain unchanged in the short-term. In comparison, surplus in the dry cargo sector is a temporary feature of the market. A firm increase in economic activity will lead to an upswing in demand for dry bulk and combined bulk carriers.

15/ Based on figures given in Institute of Shipping Economics, Bremen, Shipping Statistics, February 1983.

16/ Based on data given in General Council of British Shipping publications, various issues.

Chapter IV

SHIPBUILDING

A. Ship Prices

32. Table 16 gives the prices of new buildings based mainly on Japanese yard prices. In 1982 the prices of these representative new buildings showed wide variations, in contrast to 1981 when prices of these vessels either increased or showed no change from their previous year's level. In 1982, increases were recorded in the prices of dry bulk vessels of 30,000 dwt and 120,000 dwt and the small and medium-sized tankers of 32,000 dwt and 80,000 dwt. The size of increase was relatively smaller than in 1981 and it ranged from 3 per cent for the 30,000 dwt dry bulk vessel to 23 per cent for the 32,000 dwt tanker. It was notable that the price of the Panamax size bulk carriers of 70,000 dwt became stable in 1982 after experiencing a substantial rise of 27 per cent in 1981. In 1982, price decreases were recorded by the large-sized tankers including the 125,000 m^3 LNG tankers and 75,000 m^3 LPG tankers. The prices of general cargo ships, including ro/ro ships and containerships, remained almost unchanged. The level of prices of these new buildings had been kept down mainly by the keen competition among shipyards, especially during the period of business slump.

33. The trend of the second-hand prices of ships followed closely the developments in the freight market. The lack of demand for bulk tonnages caused a significant fall in the second-hand prices of dry-bulk carriers and tankers, which ranged from 33 per cent to 50 per cent. The second-hand prices of general cargo ships, the 1,200 TEU ro/ro ships and the 1,600 TEU containerships, which experienced an appreciation of about 20 per cent in 1981, failed to maintain their strong position in 1982. While the prices of the 1,600 TEU containership and 1,200 TEU ro/ro vessel were basically the same as in the previous year, the price of the general cargo ship declined by 27 per cent. 17/

17/ Based on estimates given in Lloyd's Shipping Economist, February 1983.

Table 16

Representative new building prices, 1980-1982
(Prices in $ million)

Type and size of vessel	1980	1981	1982
30 000 dwt bulk	16.7	19.8	19.2
32 000 dwt tanker	18.7	22.5	27.7
70 000 dwt bulk	23.6	30.0	29.9
80 000 dwt tanker	28.3	31.0	34.1
120 000 dwt bulk	32.2	37.0	41.3
250 000 dwt tanker	75.0	75.0	75.0
125 000 m^3 LPG	200.0	260.0	249.1
75 000 m^3 LPG	77.0	78.3	70.0
1 200 TEU ro/ro	43.7	45.0	43.7
15 000 dwt general cargo ship	13.9	14.0	14.0
1 600 TEU full containership	31.5	34.5	34.7

Source: Lloyd's Shipping Economist, various issues.

B. Tonnage on order

34. Table 17 gives the trend of the world tonnage on order as at the end of each quarter of 1980 to 1982. During 1980 and 1981 the world tonnage on order was at a relatively high level despite a recession in the shipping market. It reached its highest level in June 1981 when the total volume on order stood at 57.3 million dwt. However, orders started to slip in September 1981 as economic conditions showed no signs of improving. By September 1982 the tonnage on order had fallen to 46.2 million dwt, which was the level attained in March 1980. The fact that world orders had been able to withstand the depressed economic climate could be attributed to the easy access to funds, as governments offered generous subsidies to keep their shipyards afloat. During the first nine months of 1982 the total tonnage on order was about 18 per cent lower than in the corresponding period in the preceding year. The falling orders for tankers and dry-bulk carriers contributed to the over-all reduction in total orders. At the end of September 1982, 79 per cent of the world order book was scheduled for delivery by the end of 1983. 18/

35. The major tonnage on order continued to be dominated by the dry bulk carriers, including combined bulk carriers. As at September 1982, dry bulk carriers formed 58 per cent of the total world tonnage on order.

18/ Based on estimates given in Lloyd's Register of Shipping, Merchant Shipbuilding Returns, September 1982.

36. The continued fall in orders for tankers throughout the first three quarters of 1982 reflected the depression in the oil charter market. It is unlikely that the demand for tankers will be revived in 1983. In the light of the slow recovery in the world economy and structural changes in the demand for oil, such as the successful switch to alternative energy sources and the increasing tendency towards short haul shipments, there is little prospect that the over-tonnage capacity will be alleviated. Some shipping sources had forecast that it might take three more years or even longer for any real improvement to be seen in a critically distorted ULCC supply/demand balance.

37. The tonnage on order for other ships, which include ro/ro and multi-purpose ships, showed small changes throughout the three quarters of 1982. As at the end of March 1982, it fell by 2.3 per cent and during the next two quarters it rose nominally by 2.7 per cent as at September 1982 and 1.9 per cent as at December 1982. The increase reflected mainly the replacement needs for these types of ships.

38. It is expected that in 1983 there may not be a significant increase in the demand for new buildings. The existing volume of lay-up tonnages are at a record level, and this tends to undermine potential demand.

39. The distribution of tonnage on order by type of vessel and by groups of countries of registry at 30 September 1982 is shown in table 18. As in past years, vessels ordered for registration in the developed market-economy countries and open-registry countries accounted for a substantial share of tonnage on order. However, their combined share had declined for the second year. As at September 1982 their combined share was 71 per cent as compared to 78 per cent in the previous year. A notable gain in tonnage on order was recorded by the socialist countries. The socialist countries' share of the tonnage on order increased from 2.3 per cent as at 30 September 1981 to 5.6 per cent as at 30 September 1982. The developing countries' level of orders was 7 per cent lower at the end of September 1982 compared with the previous year. However, in terms of share of tonnage on order, the developing countries' share had increased by 2.3 per cent at 30 September 1982 compared with the previous year.

C. Deliveries of new buildings

40. The tonnages of newbuildings delivered in the first three quarters of each year during 1980 to 1982 are presented in table 19. The total volume of new deliveries rose by 8.4 per cent during the three quarters of 1982 although the shipping market was in a depression. The total volume of new deliveries was

Table 17

World tonnage on order at the end of each quarter, 1980, 1981 and 1982

Tonnage on order as at	All ships (million dwt)	Change (%)	Tankers (million dwt)	Change (%)	Bulk carriers (inc. combined carriers) (million dwt)	Change (%)	Other ships (million dwt)	Change (%)
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	
		-1.2		-9.1		-1.5		+10.6
30 September 1981	56.6		13.4		32.7		10.4	
		-2.8		-13.3		+1.5		-3.1
31 December 1981	55.0		11.6		33.3		10.1	
		-5.2		-6.4		-5.7		-2.3
31 March 1982	52.1		10.9		31.4		9.9	
		-4.6		-4.6		-6.9		+2.7
30 June 1982	49.7		10.4		29.2		10.1	
		-7.1		-11.2		-8.7		+1.9
30 September 1982	46.2		9.2		26.7		10.3	

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

Table 18

World tonnage on order as at 30 September 1982
(Thousand 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	46 213	1 775	7 445	2 376	24 279	3 131	166	1 336	5 705
2. Developed market-economy countries	20 658	871	2 716	1 130	10 012	1 675	166	569	3 519
3. Open-registry countries	12 187	323	2 443	1 032	7 198	289	-	24	877
4. Total 2 plus 3	32 845	1 194	5 159	2 162	17 210	1 965	166	593	4 396
5. Socialist countries total	2 606	-	728	100	818	278	-	507	175
Of which :									
in Eastern Europe	2 060	-	467	100	687	162	-	507	138
in Asia	546	-	261	-	132	116	-	-	37
6. Developing countries total a/	8 901	581	1 354	114	4 973	592	-	233	1 055
Of which :									
in Africa	436	-	8	-	297	-	-	38	93
in America	2 990	-	974	-	1 420	16	-	28	552
in Asia	5 475	581	372	114	3 256	576	-	167	409
7. Other unallocated	1 861	-	204	-	1 278	296	-	3	79

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

a/ Developing countries in Europe and in Oceania had no tonnage on order.
Note : Owing to rounding, the totals do not always add up.

20.87 million dwt during the period January-September 1982 as compared to 19.25 million dwt during the corresponding period in 1981. Practically all the increase in new deliveries during 1982 was concentrated on dry-bulk carriers. During the period January-September 1982 they accounted for 39.5 per cent of the increase in new deliveries and 77.9 per cent of the total tonnage on delivery. This was a consequence of the massive orders placed for these vessels in 1980. Among the other major types of vessels there was an increase in delivery for all vessels except tankers, which fell by 37.2 per cent.

41. Table 20 shows that the respective tonnage share of new deliveries from the shipyards of developed market-economy countries is gradually declining while the shares of developing countries and socialist countries are on the rise. This can be attributed to the comparative cost advantage which shipyards in the developing and socialist countries have over their counterparts in the developed market-economy countries.

Table 19

Deliveries of new buildings, 1980-1982 a/
(Number of ships and thousand grt/dwt)

Type of ship		1980	1981	1982
Tankers	Number	235	163	146
	Grt	3 943	3 355	2 301
	Dwt	6 722	6 213	3 903
Bulk/oil carriers	Number	10	15	14
	Grt	332	601	594
	Dwt	560	1 072	1 112
Ore and bulk carriers	Number	121	153	219
	Grt	2 628	4 600	6 318
	Dwt	4 563	8 278	11 548
General cargo ships b/	Number	266	147	178
	Grt	1 953	920	906
	Dwt	2 801	1 389	1 415
Other ships	Number	1 642	1 008	1 080
	Grt	3 527	1 979	2 409
	Dwt	3 755	2 298	2 891
Total	Number	2 274	1 486	1 637
	Grt	12 383	11 555	12 527
	Dwt	18 401	19 250	20 870

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

a/ The figures in this table refer to the period January to 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, 1980-1982 a/
(Thousand grt and in brackets percentage of world total)

Country grouping	1980	1981	1982
Developed market-economy countries	7 392 (81.6)	9 843 (81.7)	9 898 (78.6)
Developing countries	993 (10.9)	1 401 (11.6)	1 519 (12.1)
Socialist countries (Eastern Europe and Asia)	478 (5.3)	650 (5.4)	942 (7.5)
Other - unallocated	197 (2.2)	154 (1.3)	228 (1.8)
World total (100.0)	9 060	12 048	12 587

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

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

Chapter V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

42. Table 21 gives the freight rate indices for various cargo sectors. The charter rates for tanker and dry bulk cargo markets took a downward trend in 1981 and this trend became even more marked in 1982, owing largely to weakened world demand and an overtonnage capacity.

43. The depressed state of the shipping market was reflected in the uneconomic level of worldscale rates, especially in the bulk markets. In the tanker sector the charter rates for all categories of vessels fell during 1982. The lowest rate was registered for VLCC/ULCC while rates for the smaller sized tankers were relatively higher. In 1982 the average freight rate for VLCC/ULCC of size range from 150,000 dwt upwards remained in the 20s worldscale; medium-sized crude carriers of 60,000 dwt to 150,000 dwt had rates in the higher 40s worldscale; and the smaller tankers below 30,000 dwt hovered around worldscale 120. This was because there had been an overtonnage of the larger sized tankers since 1974. The sudden spurt in the charter rates for VLCC/ULCC during the months of August and September 1982, which attained worldscale 32 and worldscale 46 respectively, was wholly attributable to the shortage of large-sized tankers for loading at Kharg Island because of the imposition of a high war risk insurance premium.

44. Tanker freight rates had remained depressed during the last few years because of a sharp decrease in the volume of oil transported, due partly to stagnation in world economic activity and partly to structural changes in the demand for oil. The successful efforts in energy conservation, coupled with the increasing trend towards shorter hauls at the expense of long-haul operations, invariably exert a downward pressure on tanker freight rates. In 1982 the declining prices of oil had also led to a substantial reduction in the demand for oil held as floating storage. This had provided a main source of employment for the large tankers especially during the last few years. Tanker freight rates were prevented from falling further by the massive removal of surplus tonnages through scrappings, lay-ups, storage programmes, slow-steaming and multi-port loading.

45. During 1982 the charter rates for the dry cargo market, too, averaged considerably below the previous year's level. A steeper fall was recorded for time charter rates vis-à-vis the trip charter rates throughout 1982. The average time charter rate fell by 48 per cent and the trip charter rate by 18 per cent. This was in contrast to 1981 when trip charter commanded stronger rates than time charter. The reversed trend could be attributed to the prevailing excess tonnage capacity which offered charterers the flexibility not to commit themselves to long-term shipping arrangements.

46. Dry cargo rates had been declining because the bulk carrier fleet was expanding at a time when dry cargo volumes were falling. New delivery of dry bulk carriers increased from 8.3 million dwt during January - September 1981 to 11.5 million dwt during the corresponding period of 1982.[19/] In comparison, the volume of dry cargo shipped in terms of tons and ton-miles fell by 5 per cent and 3.7 per cent respectively in 1982.[20/]

47. 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, but this may not reflect the trends in the other liner trades. On a wider basis, the total number of general freight-rate increases announced decreased from 90 in 1981 to 55 in 1982. The incidence of increase had also been reduced in 1982. Of the total freight-rate increases, 69 per cent of the increases were for rate increases of below 10 per cent as compared with 54.4 per cent in 1981. The lower rate could be attributed to the excess tonnage capacity. On the whole, the BAF and CAF increases had fallen sharply. In 1982 there were 97 notifications on BAF increase as compared to 229 in 1981, and for CAF increase the number was 83 in 1982 as against 251 in 1981. This trend was largely an outcome of falling prices of bunkers and the appreciation of the United States dollar. 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.

48. In 1983 there may be a gradual rise of freight rates in line with the expected upswing in the economy. However, the prevailing overtonnage capacity in all the cargo sectors will place a limit of its rise. Developments indicate that the tanker market may take a longer time to recover because structural changes in the demand for oil tend to have a longer-term effect. Furthermore, falling oil prices ensuing from the oil glut will also lead to a rundown of oil held in floating storage. The onset of this trend is becoming apparent. In December 1982 the total deadweight tonnage engaged in storage had fallen to 14 million dwt from 28.4 million dwt a year before.[21/] In contrast, the dry cargo market and liner market are dependent more on the world economic

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19/ Based on estimates given in UNCTAD, Review of Maritime Transport, various issues.

20/ Based on estimates given in Fearnley and Egers, Review, 1982.

21/ Based on estimates given in John I. Jacobs, World Tanker Fleet Review, July - December 1982.

Table 21

Freight rate indices, 1980 - 1982
(Monthly or quarterly figures)

Freight rate indices	Liner freight rates a/ (1965 = 100)			Dry cargo tramp time charter b/ (1976 = 100)			Dry cargo tramp trip charter c/ (July 1965 to June 1966=100)			Tanker freight indices c/ VLCC/ULCC			Medium-size crude carriers			Small crude and product carriers			Handy size dirty			Handy size clean		
Period	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982
January	283	308	322				194	225	165	50	33	22	121	78	51	203	113	79	285	191	140	309	204	133
February	284	312	321	254	264	117	210	220	166	34	28	20	89	69	45	153	114	78	268	190	129	257	173	125
March	285	315	321				209	215	169	34	29	20	96	63	46	167	99	74	298	159	129	286	165	134
April	285	317	322				217	204	177	33	29	22	85	56	47	144	86	73	259	138	123	262	147	135
May	285	315	321	297	221	129	221	200	173	33	33	24	81	59	50	142	107	82	267	146	135	263	145	136
June	284	316	323				226	202	159	40	33	23	84	54	50	127	95	78	250	140	130	274	152	129
July	283	315	322				203	201	147	32	24	24	65	49	52	107	69	74	177	125	127	196	124	123
August	285	315	322	252	174	84	207	177	145	29	27	32	59	40	48	109	68	73	187	125	117	161	125	119
September	286	316	320				201	179	150	40	27	46	60	48	49	98	79	76	193	124	134	197	128	125
October	287	316	319				204	177	151	33	24	28	67	47	53	115	75	87	170	133	122	188	134	122
November	289	319	318	261	142	84	227	178	153	42	25	28	93	48	52	178	78	88	211	138	134	208	140	99
December	292	317	318				241	169	152	45	22	25	115	56	50	207	82	75	219	131	134	243	144	124
Annual average	286	315	321	266	200	103	213	195	159	37	28	26	85	56	49	146	89	78	232	145	129	237	149	125

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. 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.

conditions. Therefore, if there is a strong upturn in economic activity, the market balance may be restored fairly quickly. Economic recovery in 1983 is predicted to be modest following a period of falling interest rates and oil prices.

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

49. Table 22 shows the ratios of liner freight rates to prices of selected commodities. In 1981 there was an increase in the ratio of all the commodities under review except for rubber. This resulted mainly from a decline in the prices of most of the commodities. The freight rates for these commodities showed different changes. There was a decrease in the freight rates for only tea, coconut oil, sisal, and cocoa beans. However, the ratios for these commodities had risen because the fall in prices of these commodities was greater than the fall in their freight rates. As for the remaining commodities, the higher ratio was influenced by a greater increase in their freight rates in relation to a smaller decrease in their prices. Jute was the only commodity under review in which the price rose but as this was matched by a greater rise in freight rate, the ratio was higher than in 1980. Rubber was the only commodity under review which had a smaller ratio in 1981. This was a result mainly of a greater fall in its price relative to a smaller increase in its freight rate.

C. Estimates of global freight costs

50. Table 23 gives the 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 ratio of freight cost to import value had stabilized somewhat in 1981. In 1971 the ratio of world freight cost to total imports was 7.76 per cent and this dropped to 6.64 per cent and 6.56 per cent in 1980 and 1981 respectively. The reduction in the ratio was due mainly to a lower ratio achieved by the developed market-economy countries over the period. In 1971 their ratio was 7.23 per cent, and this fell to 5.52 in 1980 and 5.37 per cent in 1981. The ratio of the developing countries, however, had not changed much over the period 1971 to 1981. Their ratio was maintained at around 10 per cent over the period. The ratios varied widely among the groups of developing countries. The highest ratio continued to be registered by developing countries in Africa and Oceania. In 1981, the ratio for the developing countries in Africa was reduced quite substantially to 10.8 per cent from 13.42 per cent in the previous year. The ratio for developing countries in Oceania remained almost unchanged, and in 1981 it was 12.86 per cent.

Table 22

The ratio of liner freight rates to prices of selected commodities, 1970 and 1978-1981

Commodity	Route	Freight rate as a percentage of price a/ b/ c/				
		1970	1978	1979	1980	1981
Rubber	Singapore/Malaysia Europe	10.5	12.1	9.7	8.9	7.3
Tin	Singapore/Malaysia Europe	1.2	1.0	0.9	1.0	1.2
Jute	Bangladesh-Europe	12.1	11.9	16.1	19.8	21.4
Sisal hemp	East Africa-Europe	19.5	17.4	15.7	15.7	15.4
Cocoa beans	Ghana-Europe	2.4	1.7	2.0	2.7	3.0
Coconut oil	Sri Lanka-Europe	8.9	9.7	8.0	12.6	14.4
Tea	Sri Lanka-Europe	9.5	6.4	8.8	9.9	10.2
Coffee	Brazil-Europe	5.2	5.6	5.1	6.0	9.0
Palm kernels	Nigeria-Europe	8.8	15.1	11.9	18.3	19.4
Coffee	Colombia (Atlantic ports)-Europe	4.2	2.4	3.0	3.3	3.8
Cocoa beans	Brazil-Europe	7.4	5.0	6.1	8.6	9.3
Coffee	Colombia (Pacific ports)-Europe	4.5	3.2	4.6	4.4	5.5

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

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

b/ Freight rates include, where applicable, 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 International Financial Statistics published by the International Monetary Fund. Annual freight rates were calculated by taking a weighted average of various freight rates quoted during the year, weighted by their period of duration.

c/ For the period 1978-1981, 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 in 1971, 1980 and 1981

Year	Country roup	Estimate of total freight costs on imports (in $US million)	Value of imports (c.i.f.) (in $US million)	Freight costs as percentage of value of imports
1971	1. World total	25,211	324,911	7.76
	2. Developed market-economy countries	19,331	267,354	7.23
	3. Developing countries' total	5,880	57,557	10.22
	Of which:			
	in Africa	1,333	12,131	10.99
	in America	2,065	19,279	10.71
	in Asia	2,358	25,100	9.39
	in Europe	16	157	10.19
	in Oceania	108	890	12.13
1980	1. World total	123,264	1,856,834	6.64
	2. Developed market-economy countries	79,514	1,441,080	5.52
	3. Developing countries' total	43,750	415,754	10.52
	Of which:			
	in Africa	10,432	77,757	13.42
	in America	10,929	123,495	8.85
	in Asia	21,979	211,089	10.41
	in Europe	92	936	9.83
	in Oceania	318	2,477	12.84
1981	1. World total	120,137	1,831,207	6.56
	2. Developed market-economy countries	73,606	1,370,190	5.37
	3. Developing countries' total	46,531	461,017	10.09
	Of which:			
	in Africa	9,873	91,423	10.80
	in America	11,383	129,319	8.80
	in Asia	25,102	236,805	10.60
	in Europe	86	873	9.85
	in Oceania	334	2,597	12.86

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

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

D. Shipping revenue

51. Table 24 shows the estimates of gross shipping revenue and the gross shipping revenue per dwt of ten major maritime countries. The shipping revenue which accrues to a country's merchant fleet comprises all receipts of national-flag ships. The data are derived from the national statistics of these countries rather than from the balance-of-payment figures because the coverage is more complete. The balance-of-payments figures are lacking to the extent that freight earnings which are derived by the national vessels from carrying the country's own imports and from chartering of ships to the country's own nationals are not reflected in the accounts because they do not result in receipts of foreign currency.

52. On the basis of the data given in the national statistics, 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 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 containerships. Thus, huge maritime nations like Japan, Norway and the United Kingdom, about 90 per cent of whose fleets consisted of bulk vessels, produced lower gross earnings per dwt than countries like the Federal Republic of Germany, Finland and Sweden. This is attributable to the fact that freight rates for tankers and bulk carriers are generally lower than the freight rates for general cargo vessels and containerships. Another factor which may influence to some extent the magnitude of a country's gross revenue per dwt is the efficiency in fleet operation.

Table 24

Estimates of gross shipping revenue, 1980
(total and per dwt)

Countries	Gross shipping revenue (in $US m)	Total dwt a/ (in million)	Gross shipping revenue per dwt (in $US)
Denmark	1,637	8.6	191
Finland	928	3.8	244
Germany, Fed. Rep. of	4,433	13.1	337
India b/	999	9.4	107
Japan	11,959	65.5	183
Netherlands b/	1,710	8.3	206
Norway	4,058	38.5	105
Poland	552	4.6	120
Sweden	2,600	6.6	393
United Kingdom	6,408	43.6	147

Source: National statistics of various countries, 1980 and 1981.

a/ Excludes the deadweight tonnage of fishing vessels.

b/ 1979 data, as 1980 data are not available.

Table 25

Ratio of distribution of tankers/bulk carriers to general cargo vessels and containerships, 1980

Countries	Tankers/bulk carriers (in '000 dwt)	General cargo (in '000 dwt)	Ratio of tankers/ bulk carriers to general cargo vessels and containerships
Denmark	6,441	1,991	8:2
Finland	3,082	655	8:2
Germany, Fed. Rep. of	8,327	4,655	6:4
India	6,470	2,875	7:3
Japan	55,434	8,409	9:1
Netherlands	5,355	2,605	7:3
Norway	34,323	2,092	9:1
Poland	3,113	1,717	6:4
Sweden	4,814	1,503	8:2
United Kingdom	35,618	5,792	9:1

Source: Data obtained from 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

53. As of January 1983, 56 countries accounting for 20.81 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 ...".[22/]

54. The status of the Convention was considered at the tenth session of the Committee on Shipping in June 1982 at which time it was stated, on behalf of those countries of Group B which had previously announced their intention to ratify or accede to the United Nations Convention on a Code of Conduct for Liner Conferences, that preparations were at different stages in these countries, but in many of them the legislative procedures to enable them to become contracting parties to the Convention were well advanced, so that these countries should be in a position to ratify or accede to the Convention early in 1983.[23/] (As at 6 April 1983 the conditions for entry into force were met with the ratification of the Federal Republic of Germany and the accession by the Netherlands. As a result the Convention will enter into force on 6 October 1983.)

B. United Nations Convention on International Multimodal Transport of Goods

55. The United Nations Convention on International Multimodal Transport of Goods,[24/] 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.

22/ 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).

23/ Report of the Committee on Shipping on its tenth session - See Official Records of the Trade and Development Board, Twenty-second Session, Supplement 4 (TD/B/825), chap. II.

24/ For the text of the Convention, see TD/MIT/CONF/17, Sales No. E.81.II.D.7 (Vol.I).

It will enter into force 12 months after 30 States have become contracting parties either by definitive signature, ratification or accession. By December 1982, two countries - namely, Chile and Mexico - had ratified the Convention, while four countries - namely, Morocco, Norway, Senegal and Venezuela - had signed the Convention subject to ratification.

C. UNCTAD technical assistance in shipping and ports

56. During 1982 the UNCTAD secretariat executed a total of 30 (36 in 1981) 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. Eight projects (11 in 1981) were initiated, and 12 (five in 1981) were completed. A total of 52 experts were engaged in the projects (40 in 1981) and 482 fellows/course participants were trained (70 in 1981). The total project budget during the year was $3.2 million ($3.9 million in 1981). The TRAINMAR project (Training Development in the Field of Maritime Transport) completed its pilot phase in March 1982.[25/]

25/ For further details, see TD/B/C.4/230.

ANNEXES

Annex I

Classification of countries and territories

Code 1 -	Canada	United States of America
Code 2 -	Japan	
Code 3 -	Australia	New Zealand
Code 4 -	Austria (L)	Italy
	Belgium	Monaco
	Denmark	Netherlands
	Faeroe Islands	Norway
	Finland	Portugal
	France	Spain
	Germany, Federal Republic of	Sweden
	Gibraltar	Switzerland (L)
	Greece	Turkey
	Iceland	United Kingdom of Great Britain and Northern Ireland
	Ireland	Yugoslavia
	Israel	
Code 5 -	South Africa	
Code 6 -	Albania	Hungary (L)
	Bulgaria	Poland
	Czechoslovakia (L)	Romania
	German Democratic Republic	Union of Soviet Socialist Republics
Code 7 -	China	Viet Nam*/
	Democratic People's Republic of Korea	
Code 8 - 8.1	Northern Africa	
	Algeria	Morocco
	Egypt	Tunisia
	Libyan Arab Jamahiriya	
8.2	Western Africa	
	Angola	Congo
	Benin	Equatorial Guinea
	Cape Verde	Gabon

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

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 Pierre and Miquelon
Saint Kitts-Nevis
Saint Lucia
Saint Vincent and the Grenadines
Turks and Caicos Islands
United States Virgin Islands

9.2 Central America

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

9.3	South America-Northern seaboard	
	Guyana	Suriname
	French Guiana	Trinidad and Tobago
	Netherlands Antilles	Venezuela
9.4	South America-Western seaboard	
	Chile	Ecuador
	Colombia	Peru
9.5	South America-Eastern seaboard	
	Argentina	Falkland Islands (Malvinas)*/
	Bolivia (L)	Paraguay (L)
	Brazil	Uruguay
Code 10-10.1	Western Asia	
	Bahrain	Lebanon
	Cyprus	Oman
	Democratic Yemen	Qatar
	Iran	Saudi Arabia
	Iraq	Syrian Arab Republic
	Jordan	United Arab Emirates
	Kuwait	Yemen
10.2	Southern and Eastern Asia	
	Bangladesh	Macau
	Bhutan	Malaysia
	Brunei	Maldives
	Burma	Pakistan
	Democratic Kampuchea	Philippines
	East Timor	Republic of Korea
	Hong Kong	Singapore
	India	Sri Lanka
	Indonesia	Thailand
Code 11 -	Malta	
Code 12 -	American Samoa	Kiribati
	Christmas Island (British)	Guam
	Fiji	Nauru
	French Polynesia	New Caledonia

*/ 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).

Papua New Guinea	Tuvalu
Solomon Islands	Vanuatu
Tonga	Wake Island
	Samoa

Notes

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

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

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

- Developed market-economy countries and territories:
  Codes 1, 2, 3, 4 and 5
- Socialist countries of Eastern Europe and Asia:
  Codes 6 and 7
- Developing countries and territories:
  Codes 8, 9, 10, 11 and 12

  <u>of which</u>:

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

In certain tables, where appropriate, five open-registry countries are recorded as a separate group. The composition of this group was revised in 1981. The group comprises Bahamas, Bermuda, Cyprus, Liberia and Panama.

Annex II

World seaborne trade a/ according to geographical areas, 1970, 1979, 1980
(Million tons)

Area b/	Year	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developed market-economy countries									
North America	1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
	1979	0.2	6.9	453.5	460.6	336.2	66.9	211.9	615.0
	1980	0.5	6.9	498.0	505.3	274.3	71.4	170.1	515.7
Japan	1970	-	0.3	41.6	41.9	170.4	30.4	235.1	435.9
	1979	-	0.1	82.5	82.6	239.0	36.9	332.5	608.4
	1980	-	..	83.6	83.6	216.3	35.0	361.5	612.8
Australia and New Zealand	1970	-	1.3	92.3	93.6	18.8	2.9	15.4	37.1
	1979	0.2	2.5	172.3	175.0	10.9	7.3	17.8	36.0
	1980	-	1.5	148.4	150.0	9.8	6.6	13.5	29.9
Europe	1970	28.6	82.3	244.8	355.6	621.0	100.4	469.0	1190.4
	1979	103.5	81.9	385.6	571.0	662.5	134.0	658.6	1455.1
	1980	95.7	79.3	387.4	562.3	585.5	145.1	680.5	1411.1
South Africa	1970	-	-	13.2	13.2	8.8	2.6	6.2	17.6
	1979	-	0.4	64.4	64.8	15.0	1.0	7.4	23.4
	1980	-	0.1	68.9	69.0	15.0	1.0	9.7	25.7
Sub-total developed market-economy countries	1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2028.0
	1979	103.9	91.8	1158.3	1354.0	1263.6	246.1	1228.2	2737.9
	1980	96.2	87.8	1186.3	1370.3	1100.9	259.1	1235.3	2595.2
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
	1979	-	6.0	52.6	58.6	31.0	0.8	49.2	81.0
	1980	-	6.2	44.8	51.0	28.5	0.7	60.6	89.8
USSR	1970	38.0	22.9	46.0	106.9	2.5	-	11.9	14.4
	1979	70.0	27.0	52.8	149.8	6.5	0.6	44.5	51.6
	1980	55.0	44.0	50.8	149.8	7.0	0.6	48.0	55.6
Socialist countries of Asia	1970	-	0.1	13.3	13.4	5.4	0.4	24.4	30.2
	1979	22.7	4.0	14.1	40.8	17.8	4.5	65.2	87.5
	1980	22.1	5.7	18.3	46.1	21.6	5.1	72.9	99.6

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
Sub-total: socialist countries of Eastern Europe and Asia	1970	38.2	26.4	94.1	158.9	18.7	3.4	65.5	87.6
	1979	92.7	37.0	119.5	249.2	55.3	5.9	158.9	220.1
	1980	77.1	55.9	113.9	246.9	57.1	6.4	181.5	245.0
Developing countries and territories									
Northern Africa	1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
	1979	202.3	5.0	30.7	238.0	45.5	3.1	46.2	94.8
	1980	187.7	2.5	30.0	220.2	50.0	2.0	44.9	96.9
Western Africa	1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
	1979	126.9	3.1	54.0	184.0	4.0	5.1	24.5	33.6
	1980	102.6	1.9	66.8	171.3	4.3	5.5	30.8	40.6
Eastern Africa	1970	-	1.2	16.1	17.3	5.5	2.6	8.3	16.4
	1979	-	0.8	6.4	7.2	5.6	2.4	11.3	19.3
	1980	-	0.9	6.3	7.2	6.2	2.0	9.9	18.1
Caribbean and North America	1970	-	1.4	28.4	29.8	23.5	4.5	11.2	39.2
	1979	18.0	29.0	34.1	81.1	79.4	7.1	9.7	96.2
	1980	16.0	26.6	31.7	74.3	58.2	6.4	12.1	76.7
Central America	1970	-	3.7	11.9	15.6	6.0	5.5	6.5	18.0
	1979	30.4	1.3	15.3	47.1	4.9	3.2	15.3	23.4
	1980	37.5	3.0	21.8	62.3	4.6	2.5	18.1	25.3
South America: North Seaboard	1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
	1979	135.7	58.5	31.6	225.8	105.3	3.7	17.7	126.7
	1980	127.8	61.9	29.3	219.0	92.3	3.4	17.1	112.8
South America: Western Seaboard	1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
	1979	8.1	3.0	26.2	37.3	4.4	1.0	13.1	18.5
	1980	7.6	3.4	26.7	37.7	4.9	1.4	13.7	20.1
South America: Eastern Seaboard	1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
	1979	-	1.5	125.0	126.5	50.5	4.0	33.4	87.9
	1980	-	2.6	133.0	135.6	43.9	2.4	37.4	83.7
Western Asia	1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
	1979	917.9	58.1	11.0	987.0	4.7	3.5	63.0	71.2
	1980	800.6	54.5	12.3	867.4	8.6	5.0	54.9	68.4
Southern and Eastern Asia (n.e.s.)	1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
	1979	89.3	28.7	163.6	281.6	101.1	20.6	156.3	278.0
	1980	74.3	42.2	165.9	282.4	97.4	26.9	163.5	287.8
Developing countries in Europe	1970	..	-	-	..	-	0.3	0.7	1.0
	1979	-	-	0.1	0.1	-	0.4	0.6	1.0
	1980	-	-	0.1	0.1	-	0.5	0.6	1.1

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
Oceania (n.e.s.)	1970	-	0.2	9.5	9.7	0.6	1.6	2.9	5.1
	1979	-	0.1	8.8	8.9	0.2	2.1	2.7	5.0
	1980	-	0.7	8.4	9.1	1.6	2.3	3.5	7.4
Sub-total: developing countries	1970	1041.4	216.9	368.4	1627.7	189.9	54.2	169.7	414.0
	1979	1528.6	189.1	506.8	2224.6	405.6	56.2	394.4	856.2
	1980	1354.1	200.2	532.3	2086.6	372.0	60.3	406.6	838.9
World total c/	1970	1111	330	1165	2605	1101	302	1127	2530
	1979	1725.0	318.0	1784.9	3827.9	1724.5	308.2	1781.7	3814.3
	1980	1527.4	343.9	1832.5	3703.8	1530.0	325.8	1823.3	3679.1

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

a/ Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system. Including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 42 million tons in 1970, 44 million tons in 1979. (No figure provided for 1980.)

b/ See annex I for the composition of these groups.

c/ Figures rounded to the nearest million.

Annex III

Merchant fleets of the world by flag of registration, a/ groups of countries and types of ships, b/ in grt and dwt, as at 1 July 1982
(dwt figures are shown in parentheses)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
World total e/	418 964 996 (693 460 988)	166 384 113 (324 547 668)	116 077 848 (206 000 999)	78 613 955 (113 978 040)	12 941 690 (13 181 486)	44 947 390 (35 752 795)
Developed market-economy countries						
Australia	1 875 316 (2 825 420)	391 747 (644 918)	980 389 (1 684 223)	244 909 (311 631)	92 508 (92 649)	165 763 (91 999)
Austria	101 020 (167 019)	-	62 535 (110 757)	32 488 (47 462)	5 997 (8 800)	-
Belgium	2 271 096 (3 588 176)	274 145 (478 793)	1 227 541 (2 231 451)	264 784 (373 412)	163 568 (158 822)	341 058 (345 698)
Canada	1 254 295 (1 142 537)	228 834 (357 823)	271 998 (558 114)	88 402 (103 302)	30 648 (31 198)	634 413 (92 100)
Denmark	5 214 063 (8 143 295)	2 557 088 (4 908 590)	480 855 (809 907)	743 678 (1 208 787)	833 185 (833 642)	599 257 (382 369)
Faeroe Islands	67 952 (39 872)	500 (1 221)	-	10 099 (19 458)	-	57 353 (19 193)
Finland	2 376 995 (3 597 336)	1 134 717 (2 103 445)	422 893 (686 692)	521 039 (673 035)	3 895 (4 837)	294 451 (129 327)
France	10 770 880 (18 727 257)	6 556 806 (12 992 636)	1 705 467 (3 043 792)	1 111 795 (1 520 178)	503 105 (534 059)	893 707 (636 592)
Germany, Federal Republic of	7 706 661 (12 354 826)	2 651 551 (5 197 956)	1 438 006 (2 498 799)	1 757 736 (2 981 764)	1 131 050 (1 152 690)	728 318 (523 617)
Gibraltar	15 708 (25 462)	-	-	15 303 (24 859)	-	405 (603)
Greece	40 035 204 (70 231 771)	13 175 229 (25 837 501)	16 841 334 (30 163 110)	9 013 800 (13 567 409)	94 178 (141 024)	910 663 (522 727)
Iceland	181 355 (168 171)	1 538 (2 651)	-	72 097 (118 316)	-	107 720 (47 204)
Ireland	239 085 (277 477)	15 123 (25 006)	101 464 (161 145)	49 807 (67 670)	4 956 (5 709)	67 735 (17 947)
Israel	676 295 (872 117)	763 (1 437)	231 878 (363 474)	125 300 (158 565)	312 866 (347 029)	5 488 (1 612)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Italy	10 374 966 (17 043 864)	4 128 175 (7 799 304)	3 885 524 (6 892 319)	914 296 (1 250 043)	252 014 (264 864)	1 194 957 (837 334)
Japan	41 593 612 (68 528 063)	17 295 636 (32 727 909)	13 714 225 (23 604 083)	3 797 343 (6 464 130)	1 703 704 (1 557 423)	5 082 704 (4 174 518)
Monaco	3 268 (4 959)	3 268 (4 959)	-	-	-	-
Netherlands	(5 393 104) (8 430 149)	2 180 986 (4 209 888)	639 031 (1 064 792)	1 443 408 (2 213 736)	368 058 (328 759)	761 621 (612 974)
New Zealand	250 208 (270 082)	52 309 (83 246)	-	94 756 (108 322)	42 276 (38 642)	60 867 (39 872)
Norway	21 861 635 (38 760 851)	11 697 770 (23 152 535)	6 240 669 (10 869 160)	1 082 581 (1 768 457)	52 196 (34 033)	2 788 419 (2 936 666)
Portugal	1 401 589 (2 220 853)	769 073 (1 465 309)	132 594 (222 097)	319 501 (423 575)	9 208 (12 020)	171 213 (97 852)
South Africa	776 153 (882 188)	37 597 (62 571)	185 295 (318 150)	125 944 (163 451)	285 907 (269 156)	141 410 (68 860)
Spain	8 130 693 (13 786 611)	4 919 047 (9 368 154)	1 205 536 (2 138 974)	1 074 530 (1 705 518)	77 882 (105 424)	853 698 (560 541)
Sweden	3 787 567 (5 793 918)	1 616 419 (3 151 251)	418 338 (679 424)	934 655 (1 246 638)	70 362 (57 480)	747 793 (659 125)
Switzerland	315 161 (468 281)	1 500 (2 500)	181 342 (287 405)	126 072 (166 627)	-	6 247 (11 749)
Turkey	2 127 921 (3 400 451)	709 288 (1 304 105)	758 309 (1 271 232)	509 236 (769 688)	-	151 088 (55 426)
United Kingdom	22 505 265 (35 989 889)	10 371 413 (19 347 316)	5 556 952 (9 769 391)	2 070 756 (2 865 497)	1 510 907 (1 415 520)	2 995 237 (2 592 165)
United States of America	15 292 673 (23 205 076)	7 850 793 (15 611 773)	311 249 (632 470)	1 622 392 (2 154 322)	2 039 363 (1 953 112)	3 468 876 (2 853 399)
Yugoslavia	2 531 506 (3 859 254)	231 357 (386 835)	907 639 (1 558 115)	1 287 166 (1 836 184)	35 743 (50 988)	69 601 (27 123)
Sub-total	209 131 246 (344 897 225)	88 852 672 (171 229 632)	57 901 063 (101 619 076)	29 453 873 (44 312 036)	9 623 576 (9 397 880)	23 300 062 (18 338 601)
<u>Open-registry countries</u>						
Bahamas	432 502 (568 231)	187 494 (302 052)	50 965 (85 767)	85 310 (120 033)	1 355 (1 162)	107 378 (59 217)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Bermuda	474 402 (710 787)	172 827 (320 046)	39 353 (59 102)	144 257 (207 654)	6 333 (8 718)	111 632 (115 267)
Cyprus	2 149 869 (3 361 056)	560 308 (1 026 020)	297 417 (498 626)	1 178 838 (1 763 482)	8 651 (12 070)	104 655 (60 858)
Liberia	70 718 439 (139 250 179)	41 223 229 (86 919 244)	22 922 480 (43 400 716)	3 155 713 (4 728 247)	362 230 (442 173)	3 054 787 (3 759 799)
Panama	32 600 278 (54 800 385)	8 722 754 (17 187 304)	10 808 592 (19 344 207)	10 080 268 (15 238 269)	750 490 (870 837)	2 238 174 (2 159 768)
Sub-total:	106 375 490 (198 690 638)	50 866 612 (105 754 666)	34 118 807 (63 388 418)	14 644 386 (22 057 685)	1 129 059 (1 334 960)	5 616 626 (6 154 909)
<u>Socialist countries of Eastern Europe and Asia</u>						
<u>Socialist countries of Eastern Europe</u>						
Albania	56 127 (79 940)	-	-	54 888 (79 940)	-	1 239 (-)
Bulgaria	1 248 210 (1 785 019)	338 120 (548 101)	477 271 (747 061)	314 618 (420 783)	-	118 201 (69 074)
Czechoslovakia	184 798 (271 154)	-	102 589 (165 427)	81 709 (105 727)	-	500 (-)
Democratic Republic of Germany	1 438 588 (1 816 326)	56 127 (99 887)	296 319 (463 298)	861 105 (1 118 862)	-	225 037 (134 279)
Hungary	81 536 (112 485)	-	-	81 536 (112 485)	-	-
Poland	3 650 615 (5 043 480)	547 485 (994 283)	1 261 742 (2 023 089)	1 419 815 (1 768 206)	-	421 573 (257 902)
Romania	2 203 317 (3 245 365)	383 720 (699 760)	871 882 (1 416 834)	707 844 (959 213)	-	239 871 (169 558)
Union of Soviet Socialist Republics	23 788 668 (26 626 875)	4 804 822 (7 342 989)	2 120 624 (3 350 635)	7 806 848 (10 187 815)	325 081 (338 102)	8 731 293 (5 407 334)
Sub-total	32 651 859 (38 980 644)	6 130 274 (9 685 020)	5 130 427 (8 166 344)	11 328 363 (14 753 031)	325 081 (338 102)	9 737 714 (6 038 147)
<u>Socialist countries of Asia</u>						
China	8 056 849 (12 188 215)	1 178 891 (1 975 788)	2 293 497 (3 940 876)	4 185 321 (5 877 362)	7 921 (13 156)	391 219 (381 033)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Democratic People's Rep. of Korea	278 922 (416 285)	58 761 (115 801)	34 269 (52 616)	146 310 (218 634)	-	39 582 (29 234)
Viet Nam	261 847 (382 651)	35 384 (58 615)	14 200 (23 706)	192 674 (291 355)	-	19 589 (8 975)
Sub-total	8 597 618 (12 987 151)	1 273 036 (2 150 204)	2 341 966 (4 017 198)	4 524 305 (6 387 351)	7 921 (13 156)	450 390 (419 242)
Sub-total Socialist countries of Eastern Europe and Asia	41 249 477 (51 967 795)	7 403 310 (11 835 224)	7 472 393 (12 183 542)	15 852 668 (21 140 382)	333 002 (351 258)	10 188 104 (6 457 389)
<u>Developing countries and territories of Africa</u>						
Algeria	1 364 709 (1 976 452)	595 327 (1 131 100)	80 988 (128 774)	202 543 (295 291)	-	485 851 (421 287)
Angola	90 428 (132 384)	2 052 (3 036)	-	80 122 (125 248)	-	8 254 (4 100)
Benin	4 450 (4 880)	-	-	2 999 (4 400)	-	1 451 (480)
Cape Verde	10 793 (17 428)	-	-	8 327 (15 432)	-	2 466 (1 996)
Comoros	977 (1 793)	-	-	977 (1 793)	-	-
Congo	7 962 (10 840)	-	-	-	-	7 962 (10 840)
Djibouti	3 395 (3 256)	-	-	1 780 (2 300)	-	1 615 (956)
Egypt	635 801 (804 792)	105 880 (175 169)	22 605 (38 300)	409 362 (535 927)	-	97 954 (55 396)
Equatorial Guinea	6 412 (6 700)	-	-	6 412 (6 700)	-	-
Ethiopia	28 518 (43 177)	3 368 (5 228)	-	23 967 (37 577)	-	1 183 (372)
Gabon	78 269 (143 594)	74 471 (141 162)	-	455 (630)	-	3 343 (1 802)
Gambia	3 390 (4 204)	-	-	1 597 (2 900)	-	1 793 (1 304)
Ghana	256 869 (297 321)	-	-	188 757 (254 133)	-	68 112 (43 188)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Guinea	5 667 (2 827)	-	-	210 (185)	-	5 457 (2 642)
Guinea-Bissau	3 787 (2 523)	-	-	1 075 (1 020)	-	2 712 (1 503)
Ivory Coast	152 384 (194 145)	-	-	136 278 (181 305)	-	16 106 (12 840)
Kenya	5 417 (3 164)	-	-	1 168 (1 590)	-	4 249 (1 574)
Libyan Arab Jamahiriya	912 024 (1 604 885)	796 586 (1 504 356)	-	70 407 (78 009)	-	45 031 (22 520)
Madagascar	77 102 (105 137)	8 358 (13 487)	-	60 896 (86 079)	-	7 848 (5 571)
Malawi	924 (100)	-	-	-	-	924 (100)
Mauritania	7 954 (3 282)	-	-	1 581 (1 964)	-	6 373 (1 318)
Mauritius	31 479 (42 013)	-	-	27 635 (41 330)	-	3 844 (683)
Morocco	393 979 (601 289)	113 375 (201 785)	58 605 (100 501)	78 753 (124 062)	-	143 246 (174 941)
Mozambique	40 859 (37 835)	6 549 (10 619)	-	14 102 (19 684)	-	20 208 (7 532)
Nigeria	463 395 (643 591)	146 635 (285 755)	-	283 956 (341 662)	-	32 804 (16 174)
Sao Tome and Principe	463 (427)	-	-	-	-	463 (427)
St. Helena	3 150 (2 264)	-	-	-	-	3 150 (2 264)
Senegal	39 907 (33 164)	3 620 (4 970)	-	11 158 (15 790)	-	25 129 (12 404)
Seychelles	1 160 (321)	-	-	-	-	1 160 (321)
Sierra Leone	4 467 (1 324)	-	-	-	-	4 467 (1 324)
Somalia	17 525 (15 827)	-	-	12 736 (12 322)	-	4 789 (3 505)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Sudan	93 203 (124 085)	-	-	91 483 (123 539)	-	1 720 (546)
Togo	25 714 (36 120)	-	-	25 002 (36 120)	-	712 (-)
Tunisia	136 352 (183 570)	27 030 (47 200)	20 157 (32 217)	55 227 (71 738)	-	33 938 (32 415)
United Republic of Cameroon	37 987 (55 495)	-	-	30 518 (51 377)	-	7 469 (4 118)
United Republic of Tanzania	58 624 (71 672)	3 646 (5 652)	-	40 799 (58 851)	-	14 179 (7 169)
Zaire	92 044 (133 256)	-	-	77 950 (118 513)	-	14 094 (14 743)
Sub-total:	5 097 540 (7 345 137)	1 886 897 (3 529 519)	182 355 (299 792)	1 948 232 (2 647 470)	-	1 080 056 (868 356)
<u>Developing countries and territories of America</u>						
Anguilla	3 014 (4 191)	-	-	3 014 (4 191)	-	-
Antigua	559 (443)	-	-	147 (250)	-	412 (193)
Argentina	2 255 758 (3 247 081)	747 594 (1 235 009)	372 563 (618 625)	877 251 (1 205 465)	-	258 350 (187 982)
Barbados	44 967 (71 538)	-	40 003 (70 200)	748 (1 060)	-	4 216 (278)
Belize	620 (805)	-	-	620 (805)	-	-
Bolivia	15 129 (18 934)	-	-	15 129 (18 934)	-	-
Brazil	5 678 111 (9 410 370)	1 772 967 (3 270 555)	2 432 743 (4 159 434)	1 289 002 (1 792 765)	-	183 399 (187 616)
Cayman Islands	311 396 (461 607)	58 666 (110 439)	45 627 (75 852)	162 993 (249 749)	3 695 (5 564)	40 415 (20 003)
Chile	494 939 (768 624)	36 359 (62 628)	213 494 (413 863)	189 085 (258 535)	-	56 001 (33 598)
Colombia	313 904 (400 778)	30 744 (49 859)	29 296 (43 569)	244 716 (305 412)	-	9 148 (1 938)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Costa Rica	23 490 (26 031)	-	-	14 790 (22 337)	-	8 700 (3 694)
Cuba	949 216 (1 206 900)	68 185 (102 980)	61 907 (100 039)	631 967 (848 168)	-	187 157 (155 713)
Dominica	698 (959)	-	-	698 (959)	-	-
Dominican Republic	34 812 (57 686)	674 (1 635)	9 420 (16 564)	24 333 (39 487)	-	385 (-)
Ecuador	354 443 (497 543)	164 238 (282 136)	-	163 772 (197 061)	-	26 433 (18 346)
El Salvador	2 925 (3 318)	-	-	-	-	2 925 (3 318)
Falkland Islands (Malvinas) f/	7 907 (4 125)	-	-	537 (630)	-	7 370 (3 495)
Grenada	226 (342)	-	-	-	-	226 (342)
Guatemala	28 353 (39 616)	-	-	27 876 (39 616)	-	477 (-)
Guyana	20 689 (19 518)	1 704 (1 769)	-	8 974 (13 006)	-	10 011 (4 743)
Haiti	2 123 (1 641)	-	-	840 (1 252)	-	1 283 (490)
Honduras	234 148 (323 545)	32 882 (62 289)	-	185 105 (248 998)	4 075 (4 685)	12 086 (7 573)
Jamaica	9 794 (13 988)	-	-	3 308 (5 813)	3 428 (5 110)	3 058 (3 065)
Mexico	1 251 630 (1 752 480)	564 976 (942 352)	128 603 (206 369)	174 225 (238 091)	-	383 826 (365 668)
Montserrat	1 010 (1 566)	-	-	1 010 (1 566)	-	-
Nicaragua	20 787 (29 464)	3 711 (5 883)	-	15 536 (23 581)	-	1 540 (-)
Paraguay	31 785 (37 456)	2 935 (3 880)	-	25 421 (32 661)	-	3 429 (915)
Peru	836 326 (1 115 744)	147 201 (237 702)	230 949 (400 246)	285 533 (410 400)	-	172 643 (67 396)
Saint Kitts, Nevis	256 (91)	-	-	-	-	256 (91)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Saint Lucia	2 377 (2 998)	-	-	2 020 (2 998)	-	357 (-)
Saint Vincent and the Grenadines	25 966 (33 889)	6 870 (7 849)	6 981 (8 959)	10 804 (15 898)	-	1 311 (1 183)
Suriname	15 222 (19 208)	208 (360)	-	11 441 (16 307)	1 343 (1 771)	2 230 (770)
Trinidad and Tobago	19 352 (12 116)	-	-	4 516 (6 016)	-	14 836 (6 100)
Turks and Caicos Islands	3 212 (4 857)	890 (1 450)	-	2 085 (3 407)	-	237 (-)
Uruguay	201 677 (312 574)	94 933 (169 081)	13 203 (22 165)	74 066 (105 098)	-	19 475 (16 230)
Venezuela	910 841 (1 279 822)	457 968 (744 449)	36 246 (64 684)	270 754 (394 968)	-	145 873 (75 721)
Virgin Islands (British)	7 359 (9 018)	818 (997)	-	4 943 (6 678)	-	1 598 (1 343)
Sub-total:	14 115 021 (21 190 866)	4 194 523 (7 293 302)	3 621 035 (6 200 569)	4 727 259 (6 512 061)	12 541 (17 130)	1 559 663 (1 167 804)
<u>Developing countries and territories of Asia</u>						
Bahrain	20 281 (22 624)	1 736 (2 532)	-	9 110 (15 166)	-	9 435 (4 926)
Bangladesh	411 282 (572 732)	47 640 (77 167)	55 752 (94 518)	276 229 (386 438)	-	31 661 (14 609)
Brunei	616 (498)	-	-	-	-	616 (498)
Burma	87 972 (101 762)	2 986 (4 739)	-	67 883 (91 502)	-	17 103 (5 521)
Democratic Kampuchea	3 558 (3 839)	-	-	998 (1 481)	-	2 560 (2 358)
Hong Kong	3 498 512 (5 678 835)	540 358 (967 152)	2 345 996 (4 023 547)	213 617 (286 623)	340 179 (372 429)	58 362 (29 084)
India	6 213 489 (10 058 546)	1 256 994 (2 200 432)	2 791 708 (4 892 662)	1 990 285 (2 848 630)	-	174 502 (116 822)
Indonesia	1 846 824 (2 632 655)	317 924 (517 300)	219 140 (365 607)	1 070 115 (1 545 211)	30 905 (42 252)	208 740 (162 285)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Iran	1 312 734 (2 024 275)	631 274 (1 173 662)	124 135 (213 822)	395 369 (554 509)	-	161 956 (82 282)
Iraq	1 521 491 (2 657 319)	1 140 953 (2 168 790)	-	248 746 (367 359)	14 405 (15 763)	117 387 (105 407)
Jordan	20 903 (30 355)	-	-	20 727 (30 355)	-	176 (-)
Kuwait	2 014 379 (3 251 218)	1 187 865 (2 171 711)	-	408 949 (609 795)	55 721 (64 414)	361 844 (405 298)
Lebanon	368 101 (536 402)	1 325 (2 031)	15 910 (26 559)	287 373 (430 622)	1 946 (1 543)	61 547 (75 647)
Malaysia	1 195 411 (1 634 068)	37 661 (72 963)	396 484 (681 542)	272 396 (367 198)	117 262 (134 208)	371 608 (378 157)
Maldives	218 415 (313 010)	1 399 (1 981)	34 754 (55 283)	177 980 (254 083)	-	4 282 (1 663)
Oman	8 934 (11 661)	-	-	3 156 (6 127)	-	5 778 (5 534)
Pakistan	597 817 (821 318)	43 429 (89 937)	11 950 (17 527)	505 211 (704 230)	-	19 227 (9 624)
Philippines	2 773 855 (4 405 412)	577 304 (1 101 389)	961 141 (1 691 596)	969 876 (1 414 544)	2 833 (4 293)	262 701 (193 590)
Qatar	233 873 (366 108)	73 217 (138 979)	-	120 545 (184 922)	20 658 (24 302)	19 453 (17 905)
Republic of Korea	5 529 398 (8 881 818)	1 104 065 (2 117 027)	2 675 109 (4 601 681)	941 507 (1 475 027)	299 817 (321 805)	508 900 (366 278)
Saudi Arabia	4 301 789 (7 768 780)	2 892 932 (5 745 811)	311 621 (545 982)	676 431 (947 331)	34 706 (40 035)	386 099 (489 621)
Singapore	7 183 326 (12 194 535)	2 582 871 (5 023 396)	1 866 161 (3 423 747)	2 013 190 (2 900 078)	553 461 (677 291)	167 643 (170 023)
Sri Lanka	124 536 (169 660)	21 939 (35 877)	-	93 768 (130 331)	-	8 829 (3 452)
Syrian Arab Republic	43 054 (61 942)	-	-	38 568 (56 992)	-	4 486 (4 950)
Thailand	441 949 (649 704)	140 470 (244 478)	-	270 040 (380 100)	7 278 (10 204)	24 161 (14 922)
United Arab Emirates	230 982 (351 421)	72 845 (149 521)	17 059 (27 743)	107 217 (143 610)	-	33 861 (30 547)
Yemen	3 091 (1 850)	-	-	1 260 (1 850)	-	1 831 (-)

	Total	Oil tankers	Bulk carriers c/	General cargo d/	Container ships	Others
Yemen (Democratic)	13 609 (13 881)	1 886 (3 185)	-	3 207 (4 768)	-	8 516 (5 928)
Sub-total:	40 202 181 (65 216 228)	12 679 073 (24 010 060)	11 826 920 (20 661 816)	11 183 753 (16 138 882)	1 479 171 (1 708 539)	3 033 264 (2 696 931)
Developing countries of Europe						
Malta	425 563 (613 858)	6 973 (10 751)	140 746 (218 179)	265 674 (383 227)	-	12 170 (1 701)
Sub-total:	425 563 (613 858)	6 973 (10 751)	140 746 (218 179)	265 674 (383 227)	-	12 170 (1 701)
Developing countries and territories of Oceania						
Fiji	23 784 (25 688)	4 440 (6 749)	-	5 154 (5 960)	-	14 190 (12 979)
Kiribati	2 272 (1 846)	-	-	1 701 (1 484)	-	571 (362)
Nauru	61 755 (84 621)	-	36 976 (59 321)	19 704 (22 857)	-	5 075 (2 443)
Papua New Guinea	24 699 (27 390)	2 435 (3 242)	-	10 754 (14 928)	-	11 510 (9 220)
Solomon Islands	4 630 (3 658)	-	-	1 933 (2 227)	-	2 697 (1 431)
Tonga	17 405 (23 233)	-	-	13 503 (20 595)	-	3 902 (2 638)
Tuvalu	526 (250)	-	-	353 (250)	-	173 (-)
Vanuatu	3 035 (3 613)	-	-	2 905 (3 410)	-	130 (203)
Samoa	4 995 (5 962)	-	-	3 838 (5 536)	-	1 157 (426)
Sub-total:	143 101 (176 261)	6 875 (9 991)	36 976 (59 321)	59 845 (77 247)	-	39 405 (29 702)
Sub-total: developing countries and territories	59 983 406 (94 542 350)	18 774 341 (34 853 623)	15 808 032 (27 439 677)	18 184 763 (25 758 887)	1 491 712 (1 725 669)	5 724 558 (4 764 494)
Other unallocated	2 225 377 (3 362 980)	487 178 (874 523)	777 553 (1 370 286)	478 265 (709 050)	364 341 (371 719)	118 040 (37 402)

Foot-notes to annex III

Source: Lloyd's Register of Shipping: Statistical Tables, 1982 (London), and supplementary data regarding the Great Lakes fleets of the United States and Canada and the United States Reserve Fleet.

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

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

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

d/ Including passenger/cargo.

e/ Excluding estimates of the United States Reserve Fleet and United States and Canadian Great Lakes fleets, which amounted respectively to 2.1 m.grt (2.6 m.dwt), 1.7 m.grt (3.1 m.dwt) and 2.0 m.grt (2.8 m.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).