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Review of maritime transport, 1979

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ABBREVIATIONS

Organizations

AsDB	Asian Development Bank
BIMCO	Baltic and International Maritime Conference
IMF	International Monetary Fund
OECD	Organisation for Economic Co-operation and Development
UNDP	United Nations Development Programme
World Bank	International Bank for Reconstruction and Development

Other

b.h.p.	brake horsepower
c.i.f.	cost, insurance, freight
d.w.t.	deadweight tons
f.o.b.	free on board
GDP	gross domestic product
GNP	gross national product
g.r.t.	gross registered tons
LNG	liquefied natural gas
LPG	liquefied petroleum gas
n.e.s.	not elsewhere specified
OBO	ore/bulk/oil
ro/ro	roll-on, roll-off
SDR	special drawing rights
TEU	20-foot equivalent unit
ULCC	ultra large crude carrier
VLCC	very large crude carrier

EXPLANATORY NOTES

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

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

A hyphen between years, e.g. 1977-1978, signifies the full period involved, including the first and last years.

An oblique stroke between two years, e.g. 1977/78, signifies a financial year.

In tables:

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

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

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

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

INTRODUCTION

The *Review of Maritime Transport* is an annual publication prepared by the secretariat of UNCTAD in accordance with 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 developments. To the extent possible, historical data are included to reflect long-term trends. Emphasis is placed on the evolution in developing countries in comparison with that in other groups of countries.

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

CHAPTER I

DEVELOPMENT OF INTERNATIONAL SEABORNE TRADE

1. In 1978 the total tonnage of seaborne trade remained essentially the same as in 1977, increasing by only 0.1 per cent. However, there were variations in the growth rates of different cargo sectors: tanker cargoes decreased by 2.2 per cent while dry cargoes rose by 2.7 per cent, mainly as a result of an increase of 3.4 per cent in the tonnage of the main dry bulk commodities. [1] The bulk sector accounted for roughly 80 per cent of world trade (of which 53.3 per cent consisted of tanker cargoes, 19.2 per cent of the major bulk items and about 7 per cent of the minor bulk items). [2] The remaining 20 per cent consisted basically of cargo carried in the liner sector, together with a small percentage of tramp and specialized cargoes for which detailed figures are not available. Table 1 gives details of seaborne trade from 1965 to 1978 (the last year for which complete data are available).

2. Preliminary figures for 1979 indicate that the total tonnage of world seaborne trade increased by 5 per cent; tanker cargoes increased by around 4 per cent and dry cargoes by about 6 per cent. [3] This increase is attributable to short-term changes in the different cargo sectors rather than to changes in the growth of the world economy. According to preliminary estimates, the GDP of OECD countries grew by 3.3 per cent in 1979 (3.9 per cent in 1978), that of developing countries by 5.3 per cent (5.2 per cent in 1978), while the national income of socialist countries increased by about 2 per cent (5.2 per cent in 1978). [4]

3. In the tanker sector, the variations are mainly attributable to changes in the tonnage imported by the United States of America. In 1978, the tonnage imported decreased following a 4 per cent increase in United States domestic production, and as a result of the existence of stockpiles, but imports rose again in 1979 following an 0.5 per cent decline in domestic production and the depletion of stockpiles. [5] Part of the increase in 1979 was also attributable to other petroleum-importing countries which were replenishing stockpiles depleted in 1978.

[1] United Nations, *Monthly Bulletin of Statistics*, January issues.

[2] Based on Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1978* (Oslo, 1979).

[3] Based on Fearnley and Egers Chartering Co. Ltd., *Review 1979* (Oslo, 1980).

[4] Figures on the rates of economic growth of different groups of countries are based on the report by the UNCTAD secretariat, "World economic outlook 1980-81" (TD/B/783/Rev.1).

[5] Based on United Nations, *World Energy Supplies 1973-78* (United Nations publication, Sales No. E.79.XVII.13) and *Petroleum Economist* (London), vol. XLVII, No. 1, January 1980.

TABLE 1

Development of international seaborne trade, [a] 1965, 1970, 1975-1978

(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*
1965	862	9	812	13	327	6	1 674	11
1970	1 440	13	1 165	13	488	16	2 605	13
1975	1 644	−10	1 428	−3	635	−5	3 072	−4
1976	1 843	12	1 523	6.7	646	2	3 366	9.6
1977	1 891	2.6	1 577	3.5	645	−0.2	3 468	3.0
1978	1 850	−2.2	1 620	2.7	667	3.4	3 470	0.1

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 United Nations, *Monthly Bulletin of Statistics*, January issues of the years concerned.

(ii) For main bulk commodities: Fearnley and Egers Chartering Co. Ltd., *World Bulk Trades 1978* (Oslo, 1979).

[a] Including international cargoes loaded at ports of the Great Lakes and the 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.

4. In the dry cargo sector the changes were largely due to the stagnation of the steel industry in 1978, especially in Japan, and its subsequent recovery in 1979, although in 1978 increased grain shipments resulted in an overall increase in the volume of dry cargoes. In 1979 world steel production increased by around 4 per cent, and that of the world's largest iron ore importer, Japan, by 9.4 per cent. [6] This stimulated an increase in world seaborne trade of iron ore by 8.6 per cent and of coal by 10.2 per cent. [7] Part of this increase also resulted from replenishment of stocks depleted in the preceding year. In addition, the tonnage of dry cargoes increased as a result of record levels of grain imports.

5. Table 2 shows the volume of international seaborne trade in billions of ton-miles. During 1978 the ton-mileage of total world trade decreased by 2.6 per cent, reflecting a reduction in the average haul which was largely attributable to the reduced oil imports to the United States and, to a lesser extent, to Western Europe. Thus, while the tonnage of oil in 1978 was reduced by 2.2 per cent, the ton-mileage was reduced by nearly 7 per cent; on the other hand, for the other cargo categories, ton-miles varied in proportion to the changes in tonnages. The 1979 ton-mile figures show that average voyage distances in total trade registered an increase over 1978 in line with increased oil imports.

6. Table 3 summarizes the distribution of seaborne cargoes by groups of countries of loading and unloading from 1965 to 1977 (the last year for which complete data are available). In 1977, developing countries loaded 59.5 per cent of total world cargoes (60.1 per cent in 1976), developed market economy countries loaded 33.4 per cent (33.2 per cent) and socialist countries 7.1 per cent (6.7 per cent). On the import side, the developed market economy countries unloaded 76.5 per cent (77.2 per cent in 1976), the developing countries 18.2 per cent (17.5 per cent) and the socialist countries 5.3 per cent, the same as in 1976.

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

[7] Fearnley and Egers Chartering Co. Ltd., *Review 1979* (Oslo, 1980).

7. In 1980, the overall world economic growth is expected to show an insignificant increase. The growth in real GNP of the OECD countries is predicted to be only around 1 per cent, [8] national income is planned to grow at 4.1 per cent in the socialist countries of Eastern Europe, and the GDP of developing countries is predicted to grow at 5.9 per cent, but the purchasing power of exports of non-oil-exporting developing countries is predicted to increase by only 1 per cent. [9] The levelling off of economic growth, especially of the industrialized countries, coupled with expected increased efforts at oil conservation caused by high oil prices, is likely to reduce the volume of seaborne trade in oil. However, uncertainties about future oil supplies may increase the demand for oil stockpiles in the main consuming areas and this may prevent a large decline in the oil trade.

8. In the dry cargo sector, the growth of seaborne trade in 1980 is likely to be restrained by limited growth of world industrial production and by other international developments. Growth of industrial production in OECD countries is expected to be as low as 0.75 per cent, [10] and steel production is likely to stagnate or even decline during the year. This will in turn reduce the growth of seaborne trade in iron ore and coal. However, while the coal trade has traditionally been linked to steel production levels, its use in power generation as a substitute for oil has been increasing and for this reason seaborne trade in coal may actually increase, at least by around the same rate of growth as in 1979.

9. In the grain trade, the demand for imports by some of the major traditional purchasing and new importing countries was expected to lead to a substantial increase of at least 10 per cent in grain shipments in 1980. However, recent international political developments may reduce significantly the tonnage which will actually be shipped, although the extent of the reduction cannot be determined at present. The growth of general cargo and minor dry bulk cargoes is likely to be less than the estimated 5.8 per cent growth attained in 1979.

[8] OECD, *Economic Outlook* (Paris), No. 26, December 1979.

[9] See TD/B/783/Rev.1.

[10] OECD, *Economic Outlook* (Paris), No. 26, December 1979.

TABLE 2

World seaborne trade by types of cargo, 1965, 1970, 1975-1979

(*Billions of ton-miles*)

Year	*Crude oil*	*Oil products*	*Iron ore*	*Coal*	*Grain* [a]	*Other cargo*	*Total trade*
1965	2 480	640	527	216	449	1 537	5 849
1970	5 597	890	1 093	481	475	2 118	10 654
1975	8 882	845	1 471	621	734	2 810	15 363
1976	10 229	950	1 469	591	779	3 035	17 053
1977	10 800	1 020	1 400	585	760	3 220	17 479
1978	9 693	985	1 384	560	945	3 455	17 022
1979 (estimated)	9 935	1 010	1 495	630	980	3 580	17 630

Source: Fearnley and Egers Chartering Co. Ltd., *Review 1979* (Oslo, 1980).

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

TABLE 3

World seaborne trade [a] by types of cargo and shares of groups of countries, [b] 1965, 1970, 1976-1978 [c]

(Millions of tons and percentage of world total)

Country group	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
				Trade in millions of tons				
1. WORLD TOTAL								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 110	330	1 165	2 605	1 101	302	1 127	2 530
1976	1 555	289	1 522	3 366	1 522	312	1 518	3 352
1977	1 599	293	1 576	3 468	1 585	321	1 536	3 442
1978	—— 1 850	——	1 620	3 470	—— 1 831	——	1 609	3 440
				Percentage share of each category of goods in total				
WORLD TOTAL								
1965	37.2	14.3	48.5	100.0	37.1	13.2	49.7	100.0
1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
1976	46.2	8.6	45.2	100.0	45.4	9.3	45.3	100.0
1977	46.1	8.5	45.4	100.0	46.1	9.3	44.6	100.0
1978	—— 53.3	——	46.7	100.0	—— 53.2	——	46.8	100.0
				Percentage share of trade by groups of countries				
2. Developed market-economy countries								
1965	0.1	23.3	55.9	31.3	78.9	79.0	76.5	78.1
1970	2.0	27.1	60.0	31.1	80.4	79.6	79.5	79.9
1976	5.4	29.8	62.3	33.2	80.4	78.5	73.6	77.2
1977	5.3	30.2	62.5	33.4	80.7	79.1	71.7	76.5
3. Socialist countries of Eastern Europe and Asia								
1965	4.6	8.9	8.2	6.9	0.4	1.0	5.9	3.1
1970	3.4	8.0	8.1	6.1	1.7	1.1	5.8	3.5
1976	4.5	13.8	7.5	6.7	2.8	2.6	8.4	5.3
1977	5.0	16.5	7.4	7.1	3.1	2.5	8.1	5.3
of which:								
Eastern Europe								
1965	4.6	8.9	6.8	6.3	0.4	0.9	4.2	2.4
1970	3.4	8.0	6.9	5.6	1.2	1.0	3.7	2.3
1976	3.7	13.2	6.5	5.7	1.9	1.5	4.5	3.0
1977	4.1	16.0	6.4	6.2	2.3	1.4	4.2	3.0
Asia								
1965	—	—	1.4	0.6	—	0.1	1.7	0.7
1970	—	—	1.2	0.5	0.5	0.1	2.1	1.2
1976	0.8	0.6	1.0	1.0	0.9	1.1	3.9	2.3
1977	0.9	0.5	1.0	0.9	0.8	1.1	3.9	2.2
4. Developing countries, total								
1965	95.3	67.8	35.9	61.8	20.7	20.0	17.6	18.8
1970	94.5	64.7	31.9	62.8	17.9	17.8	15.1	16.7
1976	90.0	56.4	30.2	60.1	16.8	18.9	18.0	17.5
1977	89.6	53.3	30.1	59.5	16.2	18.5	20.2	18.2
of which:								
Africa								
1965	16.0	1.7	10.6	11.1	2.5	5.1	4.1	3.6
1970	25.4	2.4	9.1	15.2	1.7	4.1	3.6	2.9
1976	16.4	3.9	6.1	10.7	1.0	3.4	4.2	2.7
1977	16.6	3.8	6.1	10.8	1.0	3.6	4.5	2.8

TABLE 3 (*continued*)

Country group	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
	Percentage share of trade by groups of countries							
America								
1965	20.9	42.8	15.4	21.0	12.7	6.0	4.3	7.5
1970	12.2	36.2	13.8	16.0	10.5	5.1	4.4	7.2
1976	6.0	29.2	13.3	11.3	9.9	6.6	4.4	7.1
1977	6.0	26.2	13.2	10.9	9.0	5.8	5.1	7.0
Asia								
1965	58.4	23.3	9.2	29.4	5.5	8.5	9.0	7.5
1970	56.9	27.0	8.2	31.3	5.5	7.9	6.7	6.4
1976	67.6	23.0	10.2	37.8	5.8	8.1	9.1	7.5
1977	67.0	23.0	10.2	37.5	6.2	8.3	10.3	8.2
Europe								
1965	..	—	—	..	—	0.1	..	..
1970	..	—	—	..	—	0.1	0.1	..
1976	..	—	—	..	—	0.1	0.1	..
1977	..	—	—	..	—	0.1	0.1	..
Oceania								
1965	—	—	0.7	0.3	—	0.4	0.2	0.1
1970	—	0.1	0.8	0.4	..	0.5	0.3	0.2
1976	—	0.2	0.6	0.3	..	0.7	0.2	0.2
1977	—	0.2	0.6	0.3	..	0.7	0.2	0.2

Source: Annex II of this study.

[a] See note a to table 1, above.

[b] For the composition of these groups, see annex I of this study.

[c] Preliminary estimates from data published in United Nations, *Monthly Bulletin of Statistics*.

Chapter II

DEVELOPMENT OF THE WORLD MERCHANT FLEET

A. Size and ownership of the world fleet

10. From 1 July 1978 to 30 June 1979, the total world merchant fleet increased by 1.7 per cent in g.r.t. and by 1.6 per cent in d.w.t. At mid-1979 the fleet stood at 407.6 million g.r.t. or 673.7 million d.w.t. These increases compare with 3.1 per cent in g.r.t. and 3.4 per cent in d.w.t. over the period 1977-1978. The deceleration in the growth of the world fleet is more apparent when the figures are compared with the longer-term average annual growth rates of 7.3 per cent in g.r.t. and 8.9 per cent in d.w.t. over the 1969-1979 period. The continued decline in the growth rate of the world fleet can be attributed to the slow increase in world seaborne trade and the consequent depression of the world freight market, which has caused a persistent drop in the delivery of new ships, coupled with large volumes of scrapping. The present overall tonnage surplus would normally limit the growth of the world fleet in 1979-1980, but continued growth may be induced by the government aid being offered for new construction in countries with surplus shipbuilding capacity, and by the investments of beneficial owners of open-registry ships who have unrestricted use of their cash flows.

11. 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 1978-1979, the share of developed market economies in the world fleet declined from 53.4 per cent to 51.6 per cent of d.w.t., but the percentage of tonnage operated under open registries increased marginally from 31.2 per cent to 31.5 per cent. Socialist countries increased their share from 6.4 per cent to 7 per cent and developing countries from 8.6 per cent to 9.4 per cent.

12. While developing countries as a group increased their share of the world fleet by around 11 per cent from 1978 to 1979, within the group the ownership remained concentrated among a few countries, with 15 of them (or 14 per cent of developing countries) owning 79.3 per cent of the group's total fleet (78.9 per cent in 1978). The same 15 countries accounted for 83 per cent of the increase in the size of the fleet of the group over the period 1978-1979.

13. The relative decline in the fleet of developed market economies and the increase in the open-registry fleet can be attributed partly to a decline in the absolute size of the fleet of the developed market-economies and partly to a transfer of vessels from them to the open registries. The extent of the link between the expansion of the fleet of the developed market economies and that of open registries is demonstrated in tables 5 and 6 below, which show the distribution of true managers and beneficial owners of open-registry fleets on 1 July 1979. The figures show that the bulk of the open-registry fleet was beneficially owned by persons or institutions in developed market-economy countries, which therefore effectively owned around 83 per cent of the world fleet.

B. Types of vessel

14. Table 7 gives the composition of the world fleet in terms of the g.r.t. of different types of vessel at mid-1979. The upward growth of world tanker tonnage was broken when its size dropped by 0.5 per cent between mid-1978 and mid-1979. However, the decline in tanker tonnage was restricted to tankers under 150,000 d.w.t., whose d.w.t. tonnage dropped by 3.3 per cent, while the d.w.t. tonnage of tankers of 150,000 d.w.t. and above increased by 1.7 per cent. [11] The tonnages of all other major types of vessel continued to grow, especially container and ro/ro vessels. There were significant gains in the absolute tonnages of liquefied gas carriers (1.1 million g.r.t.), ore and bulk carriers (1.7 million g.r.t.) and general cargo vessels (2 million g.r.t.).

15. As in the previous year, the distribution of tonnage between vessel types remained basically unchanged in 1979, though there were notable increases in the shares of specialized vessels including liquefied gas carriers, container ships and vehicle carriers, while the share of bulk vessels declined slightly.

16. Table 8 shows the distribution of world tonnage in g.r.t. by groups of countries and by type of vessel. The combined tonnage share of the developed market-economy and open-registry countries declined in all the major types of vessel; on the other hand, the tonnage shares of the other groups of countries increased in practically all categories of vessel. There was a notable increase in the share of developing countries in the container fleet, from 2.7 per cent to 5.1 per cent.

17. Figures presented in annex III show that within the group of developing countries, bulk vessels accounted for 63 per cent of the group's total fleet in d.w.t., general cargo vessels 30 per cent and container ships 0.9 per cent. However, close to 80 per cent of the bulk vessels were owned by only about 14 per cent of countries in the group, while general cargo vessels were more evenly distributed within the group.

18. Table 9 gives the distribution of the world fleet of fully cellular container ships at mid-1979, in terms of TEU capacity. By far the largest share of container vessels (80 per cent) was registered under the flags of the developed market-economy countries. Given the greater productivity of container ships as compared to other

[11] Based on data communicated by Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Ltd.

general cargo vessels, the distribution shown in table 9 demonstrates that developed market-economy countries have a far greater share of the world's tonnage-carrying capacity than is reflected in table 8.

C. Age distribution of the world merchant fleet

19. The age distribution of the world merchant fleet at mid-1979 is shown in table 10. As in 1978, the average age of all the main types of vessels, except general cargo vessels, continued to increase in 1979. The increased average age of tankers and bulk carriers can be largely attributed to the continued low tonnage of new deliveries and partly to a significant reduction in scrapping of old vessels in 1978-1979. Developments in the age distribution of vessels in the various groups of countries generally followed the overall world pattern.

D. Comparison of cargo turnover and fleet ownership

20. Table 11 indicates that the relative distribution of cargo turnover tonnage and of fleet tonnage owned remained essentially unchanged in 1977, as it had been in 1976, with the developed market-economy countries owning a disproportionately large share of the 1977 world fleet (85.6 per cent) in relation to the cargo they generated (54.9 per cent), while the developing countries' share (7.9 per cent) was very small in relation to the cargo they generated (38.9 per cent). The socialist countries' share of fleet ownership remained the same as their share of cargo generated.

TABLE 4

Distribution of world tonnage [a] (g.r.t. and d.w.t.) by groups of countries of registration as at 1 July 1965, 1970, 1978, 1979

Flags of registration by groups of countries	*Tonnage and percentage share [b]*							*Increase in tonnage (g.r.t.)*		
	Millions of g.r.t.				*Millions of d.w.t.*			*Percentage share*		*Index 1979 (1965=100)*
	1965	*1970*	*1978*	*1979*	*1970*	*1978*	*1979*	*1965-1979*	*1978-1979*	
1. WORLD TOTAL	146.8 (100.0)	217.9 (100.0)	400.7 (100.0)	407.6 (100.0)	326.1 (100.0)	662.8 (100.0)	673.7 (100.0)	100	100	278
2. Developed market economy countries	102.7 (70.0)	141.8 (65.1)	215.3 (53.7)	212.1 (52.0)	211.9 (65.0)	353.6 (53.4)	348.0 (51.6)	42.0	−46.4	207
3. Open-registry countries	22.1 (15.1)	40.9 (18.8)	111.0 (27.7)	114.1 (28.0)	70.3 (21.6)	206.8 (31.2)	212.3 (31.5)	35.2	44.9	516
4. Total, 2 plus 3	124.3 (84.7)	182.0 (83.6)	326.3 (81.4)	326.2 (80.0)	282.2 (86.3)	560.4 (84.6)	560.3 (83.1)	77.2	−1.5	262
5. Socialist countries, total	10.9 (7.4)	19.5 (8.9)	35.5 (8.9)	38.0 (9.3)	21.7 (6.6)	43.0 (6.4)	46.9 (7.0)	10.4	36.2	349
of which:										
Eastern Europe	10.3 (7.0)	18.6 (8.5)	30.1 (7.5)	31.3 (7.7)	20.5 (6.2)	35.1 (5.3)	36.9 (5.5)	8.1	17.4	304
Asia	0.6 (0.4)	0.9 (0.4)	5.4 (1.4)	6.7 (1.6)	1.2 (0.4)	7.9 (1.2)	10.0 (1.5)	2.3	18.8	1 117
6. Developing countries, total	10.4 (7.0)	14.5 (6.7)	37.3 (9.3)	41.4 (10.2)	20.5 (6.3)	56.9 (8.6)	63.4 (9.4)	11.9	59.4	398
of which:										
Africa	0.6	0.8	4.4	4.7	1.1	6.6	6.9	1.6	4.4	783
America	4.8	6.4	12.1	13.4	8.7	17.9	20.0	3.3	18.8	279
Asia	5.0	7.3	20.6	23.1	10.7	32.2	36.2	6.9	36.2	462
Europe	—	—	0.1	0.1	—	0.1	0.1	—	—	—
Oceania	—	—	0.1	0.1	—	0.1	0.2	—	—	—
7. Other countries	0.7 (0.5)	1.2 (0.5)	1.6 (0.4)	2.0 (0.5)	1.7 (0.5)	2.5 (0.4)	3.1 (0.5)	0.5	5.9	286

Source: Compiled from *Lloyd's Register of Shipping: Statistical Tables* (London), and supplementary data covering vessels of 100 g.r.t. and above.

[a] Excluding the reserve fleet of the United States of America and the United States and Canadian Great Lakes fleets, which in 1979 amounted respectively to 1.8, 1.8, 1.9 million g.r.t.

[b] Percentage share shown in parentheses.

Table 5

True management [a] of open-registry fleets, 1979

(Numbers of vessels (N) and thousands of d.w.t.)

Country of true manager	Country of registration															
	Liberia		Panama		Singapore		Cyprus		Bermuda		Hong Kong		Bahamas		Total	
	N	d.w.t.	N	d.w.t.	N	d.w.t.	N	d.w.t.	N	d.w.t.	N	d.w.t.	N	d.w.t.	N	d.w.t.
United States of America	520	51 377	274	6 336	4	27	—	—	5	34	—	—	7	55	810	57 829
Hong Kong	597	33 489	573	9 655	19	203	2	4	7	37	50	1 471	—	—	1 248	44 859
Japan	205	9 834	471	6 692	69	4 759	—	—	—	—	—	—	—	—	745	21 285
Greece	161	14 243	122	1 141	4	33	423	2 187	1	36	—	—	—	—	711	17 640
United Kingdom	167	12 755	62	565	76	940	23	112	46	2 401	4	281	—	—	378	17 054
Monaco	75	7 049	6	213	—	—	1	5	—	—	—	—	—	—	82	7 267
Germany, Federal Republic of	57	2 897	91	1 060	160	2 153	75	362	4	46	—	—	—	—	387	6 518
UK-based Greek shipowners	92	5 661	16	183	4	70	23	266	—	—	—	—	—	—	135	6 180
Singapore	28	548	56	306	346	3 373	—	—	—	—	—	—	—	—	430	4 227
Switzerland	57	2 737	75	824	10	206	1	9	—	—	—	—	—	—	143	3 776
Unspecified	57	1 770	169	1 904	4	29	—	—	—	—	—	—	—	—	230	3 703
Norway	57	2 469	8	86	14	216	8	18	3	58	—	—	—	—	90	2 847
Israel	27	2 061	12	351	—	—	—	—	—	—	—	—	—	—	39	2 412
Italy	22	1 770	47	374	—	—	8	95	2	6	—	—	—	—	79	2 245
Canada	24	1 352	2	7	5	311	—	—	18	279	—	—	3	25	52	1 974
Netherlands	23	781	79	609	12	51	5	22	—	—	—	—	—	—	119	1 463
France	19	1 209	20	149	1	3	—	—	—	—	—	—	—	—	40	1 361
United States-based Greek shipowners	26	1 247	8	59	—	—	—	—	—	—	—	—	—	—	34	1 306
Korea, Republic of	10	695	88	586	—	—	—	—	—	—	—	—	—	—	98	1 281
Denmark	27	986	2	17	18	126	1	1	—	—	—	—	1	7	49	1 137
Countries and entities each managing less than 1 million d.w.t.	69	1 480	243	2 205	16	134	32	113	10	118	3	137	5	15	378	4 202
Unidentified	29	1 120	300	1 357	35	285	106	202	2	11	4	170	11	7	487	3 152
TOTAL	2 349	157 530	2 724	34 679	797	12 919	708	3 396	98	3 026	61	2 059	27	109	6 764	213 718

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

[a] The "true manager" is the person, company or organization responsible for day-to-day management 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, 1979

(Numbers of vessels (N) and thousands of d.w.t.)

	Country of registration															
	Liberia		*Panama*		*Singapore*		*Cyprus*		*Bermuda*		*Hong Kong*		*Bahamas*		*Total*	
Countries of beneficial owners	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*	*N*	*d.w.t.*
United States of America	564	58 119	274	6 534	7	114	2	14	21	95	1	123	7	54	876	65 053
Hong Kong	573	33 160	438	7 996	25	247	2	4	2	27	31	986	—	—	1 071	42 420
Greece	324	26 001	148	1 428	11	404	445	2 447	2	81	—	—	—	—	930	30 361
Japan	213	10 375	540	7 215	70	4 760	—	—	—	—	—	—	—	—	823	22 350
Germany, Federal Republic of	59	3 201	93	1 105	162	2 168	75	367	4	46	—	—	—	—	393	6 887
Unspecified	81	2 682	175	1 970	4	29	—	—	—	—	—	—	—	—	260	4 681
Singapore	4	191	51	274	312	3 072	—	—	—	—	—	—	—	—	367	3 537
Italy	33	2 763	70	579	1	11	8	95	2	6	—	—	—	—	114	3 454
Switzerland	83	2 659	47	566	7	145	2	10	—	—	—	—	—	—	139	3 380
Norway	76	2 778	13	72	24	316	6	14	3	58	—	—	—	—	122	3 238
Israel	36	2 269	14	370	18	432	—	—	—	—	—	—	—	—	68	3 071
Canada	18	589	2	7	1	5	—	—	46	2 213	1	56	3	25	71	2 895
United Kingdom	33	2 470	32	377	40	62	18	97	4	285	18	576	—	—	145	3 867
Netherlands	32	1 745	81	637	10	49	5	22	—	—	—	—	—	—	128	2 453
Monaco	29	1 309	12	256	—	—	—	—	—	—	—	—	—	—	41	1 565
Saudi Arabia	10	1 282	7	31	—	—	5	9	—	—	—	—	—	—	22	1 322
France	16	1 151	19	113	1	3	—	—	—	—	—	—	—	—	36	1 267
Denmark	27	986	2	17	18	126	1	1	—	—	—	—	1	7	49	1 137
Countries and entities each beneficially owning less than 0.5 per cent	109	2 680	406	3 775	51	691	33	114	12	204	6	148	5	16	622	7 628
Unidentified	29	1 120	300	1 357	35	285	106	202	2	11	4	170	11	7	487	3 152
TOTAL	2 349	157 530	2 724	34 679	797	12 919	708	3 396	98	3 026	61	2 059	27	109	6 764	213 718
	Percentage															
Share in total open-registry fleets	34.7	73.7	40.3	16.2	11.8	6.0	10.5	1.6	1.4	1.4	0.9	1.0	0.4	0.1	100.0	100.0

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

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

TABLE 7

Analysis of world fleet by principal types of vessel, 1970, 1975, 1977-1979 [a]

(Thousands of g.r.t.[b])

Principal types of vessel	*1970*	*1975*	*1977*	*1978*	*1979*	*Percentage change 1978/1979*
Oil tankers	86 140 (37.9)	150 057 (43.9)	174 125 (44.2)	175 035 (43.1)	174 213 (42.2)	−0.5
Liquefied gas carriers	1 350 (0.6)	2 999 (0.9)	4 411 (1.1)	5 530 (1.4)	6 676 (1.6)	20.7
Chemical carriers	451 (0.2)	967 (0.3)	1 755 (0.5)	1 930 (0.5)	2 079 (0.5)	7.7
Miscellaneous tankers	—	114 (—)	168 (—)	189 (—)	247 (—)	30.7
Bulk/oil carriers (including ore/oil carriers)	8 317 (3.7)	23 716 (6.9)	26 089 (6.6)	26 372 (6.5)	26 496 (6.4)	0.5
Ore and bulk carriers	38 334 (16.9)	61 832 (18.1)	74 832 (19.0)	80 173 (19.7)	81 827 (19.8)	2.1
General cargo (including passenger/cargo)	72 396 (31.8)	70 399 (20.6)	77 088 (19.6)	79 675 (19.6)	81 677 (19.8)	2.5
Container ships (fully cellular)	1 908 (0.8)	6 244 (1.8)	7 543 (1.9)	8 674 (2.1)	9 996 (2.4)	15.2
Lighter carriers	—	796 (0.2)	795 (0.2)	773 (0.2)	686 (0.2)	−11.3
Vehicle carriers	—	542 (0.1)	633 (0.2)	1 200 (0.3)	1 588 (0.4)	32.3
Fish factories and carriers Fishing (including factory trawlers)	7 804 (3.4)	11 339 (3.3)	12 162 (3.1)	12 372 (3.1)	12 444 (3.0)	0.6
Ferries and passenger vessels	2 991 (1.3)	7 420 (2.2)	7 091 (1.8)	6 864 (1.7)	7 250 (1.8)	5.6
All other vessels	7 799 (3.4)	5 737 (1.7)	6 986 (1.8)	7 215 (1.8)	7 842 (1.9)	8.7
TOTAL (100.0)	227 490	342 162	393 678	406 002	413 021	1.7

Source: Lloyd's Register of Shipping: Statistical Tables (London, 1970, 1975 and 1977-1979), (mid-year figures).

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

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

TABLE 8

Percentage shares of world tonnage (g.r.t.) by type of vessel as at 1 July 1965, 1970, 1978, 1979 [a]

Country group	All ships of 100 g.r.t. and over		Tankers	Ore and bulk carriers [b] including combined carriers	General cargo ships [c]	Container ships	Barge-carrying vessels	Other ships
1. WORLD TOTAL	*Millions of g.r.t.*	*Percentage of world total*	*Percentage share by vessel type*					
1965	146.8	100.0	37.1	11.1	51.8			
1970	217.9	100.0	39.4	20.2	30.2	0.9	—	9.3
1978	400.7	100.0	43.6	25.8	19.5	2.2	0.2	8.7
1979	407.6	100.0	42.7	25.8	19.7	2.4	0.2	9.2
			Percentage share by group of countries					
2. Developed market-economy countries	*Millions of g.r.t.*	*Percentage of world total*						
1965	102.7	70.0	67.6	75.8	74.4			
1970	141.8	65.1	63.9	69.2	65.6	99.0	—	61.3
1978	215.3	53.7	54.2	57.6	44.9	87.4	89.8	51.8
1979	212.1	52.0	53.3	53.7	43.5	82.1	84.2	51.8
3. Open-registry countries								
1965	22.1	15.0	23.8	20.3	6.7			
1970	40.9	18.8	26.4	24.1	7.6	1.0	—	3.6
1978	111.0	27.7	34.0	29.8	20.4	7.9	10.0	11.4
1979	114.1	28.0	34.4	31.0	20.3	9.7	10.4	11.6
4. Socialist countries, total								
1965	10.9	7.4	4.5	1.3	9.5			
1970	19.5	8.9	4.7	2.1	13.1	—	—	29.1
1978	35.5	8.9	4.1	4.9	17.2	1.8	—	26.8
1979	38.0	9.3	4.3	5.9	17.8	2.4	5.2	25.2
of which:								
Eastern Europe								
1965	10.2	6.9	4.3	1.3	8.2			
1970	18.5	6.8	4.6	2.1	12.0	—	—	28.8
1978	30.1	7.5	3.5	3.8	13.4	1.8	—	26.1
1979	31.3	7.7	3.6	4.3	13.4	2.4	5.2	24.5
Asia								
1965	0.7	0.5	0.5	—	1.3			
1970	1.0	2.1	0.1	—	1.1	—	—	0.3
1978	5.4	1.4	0.6	1.1	3.8	—	—	0.7
1979	6.7	1.6	0.7	1.6	4.4	—	—	0.7
5. Developing countries								
1965	10.4	7.1	4.0	2.6	8.7			
1970	14.5	6.7	4.7	4.3	12.6	—	—	5.9
1978	37.3	9.3	7.5	7.1	16.8	2.7	0.2	9.7
1979	41.4	10.2	7.8	8.6	17.6	5.1	0.2	11.1
of which:								
Africa								
1965	0.6	0.4	0.1	—	0.5			
1970	0.8	0.4	0.2	—	1.3	—	—	0.7
1978	4.4	1.1	1.1	0.2	1.9	—	—	1.9
1979	4.7	1.2	1.1	0.2	2.2	—	—	2.0
America								
1965	4.8	3.2	3.2	0.9	3.3			
1970	6.4	2.9	2.8	1.4	4.3	—	—	2.5
1978	12.1	3.0	2.4	2.5	5.4	—	—	3.3
1979	13.4	3.3	2.5	2.9	5.8	0.2	—	4.0

TABLE 8 (*continued*)

Country group	All ships of 100 g.r.t. and over		Tankers	Ore and bulk carriers [b] including combined carriers	General cargo ships [c]	Container ships	Barge-carrying vessels	Other ships
	Millions of g.r.t.	*Percentage of world total*	*Percentage share by group of countries*					
Asia								
1965	5.0	3.8	0.7	1.7	4.9			
1970	7.3	3.4	1.7	2.9	6.9	—	—	2.6
1978	20.6	5.2	4.0	4.4	9.3	2.7	0.2	4.4
1979	23.1	5.7	4.2	5.5	9.6	4.9	0.2	5.1
Europe								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1978	0.1	—	—	—	0.1	—	—	—
1979	0.1	—	—	—	0.1	—	—	—
Oceania								
1965	—	—	—	—	—	—	—	—
1970	—	—	—	—	—	—	—	—
1978	0.1	—	—	—	0.1	—	—	—
1979	0.1	—	—	—	0.1	—	—	—
6. Other countries								
1965	0.7	0.5	0.1	—	0.7			
1970	1.2	0.5	0.3	0.3	1.1	—	—	0.1
1978	1.6	0.4	0.2	0.6	0.7	0.2	—	0.3
1979	2.0	0.5	0.2	0.8	0.8	0.7	—	0.3

Source: Compiled from *Lloyd's Register of Shipping: Statistical Tables* (London), and supplementary data the reserve fleet of the United States of America and the United States and Canadian Great Lakes fleets.

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

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

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

TABLE 9

Distribution of world tonnage (d.w.t.) and capacity of fully cellular container ships (TEU) by groups of countries as at 1 July 1979

Flags of registration by groups of countries	Tonnage (thousands of d.w.t.)	Capacity in thousands of TEU and percentage shares [a]
1. World total	10 225	613.5 (100)
2. Developed market-economy countries	8 145	488.7 79.7
3. Open-registry countries	1 195	71.7 (11.7)
4. Total 2 plus 3	9 340	560.4 (91.4)
5. Socialist countries of Eastern Europe and Asia	250	15.0 (2.4)
of which:		
Eastern Europe	250	15.0 (2.4)
Asia	—	—
6. Developing countries, total	554	33.2 (5.4)
of which:		
Africa	—	—
America	23	1.4 (0.2)
Asia	531	31.9 (5.2)
Europe	—	—
Oceania	—	—
7. Other countries	81	4.9 (0.8)

Source: Tonnage figures have been obtained from Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Ltd. TEU figures have been obtained by multiplying d.w.t. tonnage by 0.06; this conversion factor was obtained from *Lloyd's Shipping Economist* (London).

[a] Percentage shares are given in parentheses.

TABLE 10

Age distribution of world merchant fleet by type of vessel as at 1 July 1979

(Percentage of total g.r.t.)

Country grouping and type of vessel	*Total*	*0-4 years*	*5-9 years*	*10-14 years*	*15 years and over*	*Average age,[a] July 1979*	*Average age, July 1978*
1. WORLD TOTAL							
All ships	100	29.5	32.8	18.0	19.7	9.38	9.02
Tankers	100	34.1	37.5	15.5	12.9	8.00	7.38
Bulk carriers [b]	100	28.2	37.1	22.9	11.8	8.50	8.13
General cargo	100	20.8	19.2	17.6	42.4	13.20	13.43
2. Developed market-economy countries							
All ships	100	29.2	35.6	17.3	17.9	9.09	8.76
Tankers	100	33.3	38.6	15.5	12.6	8.00	7.43
Bulk carriers [b]	100	27.5	40.0	20.5	12.0	8.45	7.98
General cargo	100	22.4	20.0	17.8	39.8	12.74	13.25
3. Open-registry countries							
All ships	100	30.9	35.3	16.7	17.1	8.85	8.49
Tankers	100	34.7	41.8	13.7	9.8	7.42	6.79
Bulk carriers [b]	100	26.8	36.4	25.7	11.1	8.61	8.54
General cargo	100	18.7	15.5	11.9	53.9	14.74	14.99
4. Total, 2 plus 3							
All ships	100	29.8	35.5	17.1	17.6	9.00	8.66
Tankers	100	33.8	39.9	14.8	11.5	7.77	7.17
Bulk carriers [b]	100	27.3	38.7	22.3	11.7	8.50	8.17
General cargo	100	21.2	18.6	16.0	44.2	13.37	13.75
5. Socialist countries of Eastern Europe and Asia							
All ships	100	22.3	20.6	26.4	30.7	11.81	11.32
Tankers	100	27.2	12.4	27.5	32.9	11.95	11.07
Bulk carriers [b]	100	35.8	24.5	24.0	15.7	8.76	8.25
General cargo	100	15.5	22.5	25.9	36.1	12.93	12.61
6. Developing countries (excluding Cyprus, Liberia, Oman, Panama, Singapore and Somalia)							
All ships	100	34.1	23.0	18.3	24.6	9.90	9.69
Tankers	100	41.0	26.4	16.0	16.6	8.24	7.67
Bulk carriers [b]	100	34.9	28.0	27.9	9.2	8.03	7.28
General cargo	100	24.3	18.2	15.0	42.5	12.91	13.01

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

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

[b] Including combined carriers.

TABLE 11

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

Country group	Goods loaded and unloaded (millions of tons)		Total of goods loaded and unloaded (millions of tons)	Deadweight tonnage of merchant fleet (millions of tons)	Percentage of world total of goods loaded and unloaded	Percentage of world total of merchant fleet owned (d.w.t.)
	Loaded	Unloaded				
Developed market-economy and open-registry countries						
1970	802.7	2 010.4	2 813.1	282.2	54.8	86.5
1975	1 008.8	2 342.3	3 351.1	477.5	54.7	87.4
1976	1 120.0	2 587.4	3 707.4	521.2	55.2	86.7
1977	1 159.6	2 634.9	3 794.5	548.8	54.9	85.6
Socialist countries of Eastern Europe and Asia						
1970	158.8	87.6	264.4	21.7	4.8	6.7
1975	188.4	123.6	312.0	33.0	5.1	6.0
1976	223.9	177.6	401.5	37.0	5.9	6.2
1977	245.2	180.7	425.9	39.8	6.2	6.2
Developing countries						
1970	1 643.3	431.6	2 074.9	20.5	40.4	6.3
1975	1 875.0	588.9	2 463.9	33.3	40.2	6.1
1976	2 021.9	587.0	2 648.8	40.8	39.4	6.8
1977	2 063.4	626.9	2 690.3	50.4	38.9	7.9
WORLD TOTAL [a]						
1970	2 604.8	2 529.6	5 134.4	326.1	100	100
1975	3 072.2	3 054.8	6 127.0	546.3	100	100
1976	3 365.8	3 351.9	6 717.7	601.2	100	100
1977	3 468.2	3 442.5	6 910.7	641.3	100	100

Source: Annexes II and III of this study, and various publications. [a] Including unallocated tonnage.

CHAPTER III

PRODUCTIVITY OF THE WORLD FLEET

A. Estimates of tons carried and ton-miles per d.w.t.

21. Table 12 gives estimates of the productivity of the world fleet in terms of tons carried and ton-miles per d.w.t. In 1978 the productivity of the world fleet continued to decrease; the number of ton-miles per d.w.t. decreased substantially by almost 6 per cent, which was greater than the average annual decrease of 4.4 per cent experienced over the 1973-1979 period. This was caused by a 2.6 per cent reduction in ton-miles, while the world fleet increased by 3.3 per cent.

22. In 1979, the productivity of the world fleet in ton-miles per d.w.t. increased from 25,680 to 26,170 as ton-miles increased faster than fleet tonnage. The world fleet is expected to show a negligible growth in 1980, and at the same time world seaborne trade is expected to stagnate. As a net result, the productivity of the world fleet will show no significant change.

23. Tables 13 and 14 give estimates of productivity of tankers, combined carriers and bulk carriers. The productivity of tankers had declined in 1978, reflecting the drop in oil shipments during the year and the continued growth of tanker tonnage. The trend was reversed in 1979, when tanker productivity in ton-miles increased by nearly 2 per cent as a result of the resumption of an upward trend in oil shipments and a substantial reduction

TABLE 12

World fleet, cargo tonnage carried and ton-miles per d.w.t., 1970, 1973-1979

Year	*World fleet (millions of d.w.t.)*	*Total cargo carried (millions of tons)*	*Total ton-miles (billions of ton-miles)*	*Tons of cargo carried per d.w.t.*	*Ton-miles per d.w.t. (thousands)*
1970	326.1	2 605	10 654	7.99	32.67
1973	444.6	3 274	15 403	7.36	34.64
1974	486.9	3 304	16 386	6.79	33.65
1975	546.3	3 072	15 363	5.62	28.12
1976	601.2	3 391	17 053	5.64	28.36
1977	641.3	3 453	17 476	5.38	27.25
1978	662.8	3 461	17 022	5.22	25.68
1979	673.7		17 630		26.17

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

TABLE 13

Estimated productivity of tankers: tons carried and ton-miles performed per d.w.t., 1970, 1973-1979

Year	*Total shipments of oil and grain*		*Total tanker fleet (millions of d.w.t.)* [a]	*Tons of cargo carried per d.w.t.*	*Ton-miles per d.w.t. (thousands)*
	Millions of tons	*Billions of ton-miles*			
1970	1 182	6 039	137.8	8.58	43.82
1973	1 479	8 915	198.2	7.46	45.00
1974	1 491	9 543	230.5	6.47	41.40
1975	1 386	8 922	272.9	5.08	32.69
1976	1 563	10 335	306.6	5.10	33.71
1977	1 591	10 527	327.3	4.86	32.16
1978	1 589	9 982	329.9	4.82	30.26
1979 [b]	1 654	10 232	327.6	5.05	31.23

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

[a] Mid-year figures.

[b] Estimates.

TABLE 14

Estimated productivity of bulk carriers and combined carriers: tons carried and ton-miles performed per d.w.t., 1970, 1973-1979 [a]

Year	*Bulk carriers of over 18,000 d.w.t.: dry cargo*		*Combined carriers of over 18,000 d.w.t.: oil and dry cargo*		*World fleet*		*Bulk carriers*		*Combined carriers*	
	Millions of tons	*Billions of ton-miles*	*Millions of tons*	*Billions of ton-miles*	*Bulk carriers of over 18,000 d.w.t. (millions of d.w.t.)*	*Combined carriers of over 18,000 d.w.t. (millions of d.w.t.)*	*Tons per d.w.t.*	*Ton-miles per d.w.t. (thousands)*	*Tons per d.w.t.*	*Ton-miles per d.w.t. (thousands)*
1970. . . .	403	1 891	97	745	48.0	14.2	8.4	39.4	6.8	52.5
1973. . . .	573	2 762	206	1 656	73.7	32.4	7.8	37.5	6.4	51.1
1974. . . .	579	2 791	241	1 812	82.3	39.5	7.0	33.9	6.1	45.9
1975. . . .	567	2 868	219	1 578	90.2	42.6	6.3	31.8	5.1	37.0
1976. . . .	607	2 917	244	1 660	100.2	45.3	6.1	29.1	5.4	36.6
1977. . . .	643	3 088	268	1 685	112.9	47.4	5.7	27.4	5.7	35.5
1978. . . .	675	3 387	261	1 524	122.0	48.6	5.5	27.8	5.4	31.4
1979 [b] . . .	726	3 641	277	1 603	125.1	48.7	5.8	29.1	5.7	32.9

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

[a] Fleet tonnages are given in mid-year figures.

[b] Estimates.

TABLE 15

Estimated tonnage over-supply for tankers, combined carriers, bulk carriers and the total world fleet, 1977, 1978, 1979

	1977 over-supply		*1978 over-supply*		*1979 over-supply*	
	Millions of d.w.t.	*Percentage of fleet tonnage*	*Millions of d.w.t.*	*Percentage of fleet tonnage*	*Millions of d.w.t.*	*Percentage of fleet tonnage*
Tankers	83.62	25.54	98.84	29.96	90.75	27.70
Combined carriers	12.65	26.69	17.18	35.35	15.65	32.14
Bulk carriers	26.40	23.38	27.13	22.23	23.11	18.47
Residual fleet	15.10	9.82	22.75	13.13	35.10	20.37
Total world fleet	137.77	21.48	165.90	25.03	164.61	24.43

Sources: Tables 12, 13 and 14, above.

in the growth of the tanker fleet. However, during both years productivity was not uniform among tankers of all sizes. The productivity of small tankers of less than 100,000 d.w.t. was generally much higher than for larger tankers owing to the fairly high demand for small tankers and their relative shortage.

24. The productivity of bulk carriers in ton-miles had increased in 1978, mainly as a result of substantial growth in the grain trade and other minor bulk cargoes; in 1979 it increased further, following the expansion in the three main dry cargo trades—iron ore, coal and grain. The productivity of combined carriers followed closely the changes in the volume of oil shipments; thus, when the volume of oil shipments fell in 1978, ton-miles per d.w.t. of combined carriers decreased by nearly 3 per cent, but they rose again in 1979, when oil shipments increased.

B. Estimates of tonnage over-supply

25. Table 15 gives estimates of tonnage surplus for different categories of vessels on the assumption that the 1973-1974 ratios of ton-miles to tonnage represented an even supply-demand balance, and that vessels were operated at the same speeds as in 1973 and 1974. The surplus capacity of the total world fleet increased from 1977 to 1978, but it decreased in 1979. This was due to changes in the tonnage of tankers, bulk carriers and combined carriers, the surplus of which increased in 1978 and descreased in 1979. On the other hand, the surplus tonnage of the residual fleet, which includes general cargo vessels, increased in both 1978 and 1979. Similarly, in 1979 the surplus tonnage, expressed as a percentage of the total tonnage, decreased for tankers and bulk carriers but increased for the residual fleet. The volume surplus tonnage includes laid-up tonnage, which also showed a significant decrease in 1979; laid-up tanker tonnage decreased from 41.5 million tons d.w.t. in 1978 to 17.6 in 1979, bulk carriers from 3.9 to 1.9 million and combined carriers from 7.6 to 1.8 million tons d.w.t. [12]

[12] Based on Fearnley and Egers Chartering Co. Ltd., *World Bulk Fleet 1979* (Oslo, 1980) (mid-year figures).

CHAPTER IV

SHIPBUILDING

A. Ship prices

26. Prices of new buildings, based mainly on Japanese yard prices, are shown in table 16. In 1979 there was a significant increase in new building prices, the largest price increases being for small and medium-sized tankers and for bulk carriers. The increased demand for these vessels helped to push up prices, but an additional factor was an increase in the cost of shipbuilding materials, and inflation. Although the Fairplay price for a hypothetical liner-type vessel increased by only 5 per cent, vessels used in the liner trade now comprise a wider variety of designs, and data on reliable representative prices are not available.

27. New building price levels reported at Western European yards were generally higher than in Japan, but those reported in shipbuilding countries of other areas, including Brazil, Poland and the Republic of Korea, were lower than in Japan.

28. Offers of soft credit terms and other forms of direct and indirect government assistance to shipbuilding continued in 1979, as in 1978, and thus actual contract prices continued to be below published shipyard price indications.

29. Available information indicates that there was a significant increase in second-hand prices for tankers and bulk carriers in 1979. This was caused by a rise in demand for these vessels coupled with the short supply of certain categories, especially small and medium-sized tankers.

30. Because of the wide variations in designs and levels of sophistication there are no reliable data on representative second-hand prices for liner vessels, but it would appear that these prices did not rise to the same extent as for tankers and bulk carriers.

B. Tonnage on order

31. Table 17 shows the world tonnage on order on a quarterly basis. The fall in tonnage on order, which had continued since 1974, was broken for the first time in 1979. The upward trend started in the second quarter and continued for the rest of the year. At the end of the third quarter, the order-book was 6 per cent higher than at the end of the first quarter and by the end of the fourth quarter, it was 12 per cent higher. From the second quarter onward, the volume of new orders placed exceeded the volume of output or delivery and thus the order-book

TABLE 16

Representative new building prices, 1974-1979

(Millions of dollars at year-end [a])

	1974	*1975*	*1976*	*1977*	*1978*	*1979*
Bulk carrier, 30 000 d.w.t.	16.5	13.5	11.0	11.0	12.0	15.5
Product tanker, 30 000 d.w.t.	20.0	18.0	15.0	15.0	16.0	23.0
Bulk carrier, 70 000 d.w.t.	25.0	20.0	16.0	16.0	19.0	26.0
Tanker, 87 000 d.w.t.	28.0	22.0	16.0	16.0	20.0	30.0
OBO tanker, 96 000 d.w.t.	33.0	30.0	23.0	21.0	24.0	35.0
Bulk carrier, 120 000 d.w.t.	35.0	32.0	24.0	22.0	26.0	33.0
Tanker 210 000 d.w.t.	42.0	38.0	34.0	32.0	38.0	45.0
Tanker, 400 000 d.w.t.	65.0	62.0	56.0	45.0	54.0	60.0
LNG carrier, 125 000 m^3	125.0	125.0	105.0	115.0	115.0	125.0
LPG carrier, 75 000 m^3	52.0	52.0	42.0	40.0	45.0	60.0
Ro/ro vessel, 5 000 d.w.t.	14.6	16.2	10.0	10.0	12.0	14.0
Liner-type vessel, 11 000/13 000 d.w.t. [b]	3 500	3 950	4 200	4 600	4 950	5 200

Sources: For prices of tankers, bulk carriers, LNG and LPG carriers and ro/ro. vessels: Fearnley and Egers Chartering Co. Ltd., *Review* (Oslo), various issues. Prices up to 1976 are based on Western European yard quotations, and for 1976 onwards on Japanese yard prices. For prices of 11,000/13,000 d.w.t. liner-type vessels: *Fairplay International Shipping Weekly* (London), vol. 273, No. 5029, 17 January 1980.

[a] Except for liner-type vessels, which are expressed on thousands of pounds sterling at mid-year.

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

TABLE 7

Analysis of world fleet by principal types of vessel, 1970, 1975, 1977-1979 [a]

(Thousands of g.r.t.[b])

Principal types of vessel	*1970*	*1975*	*1977*	*1978*	*1979*	*Percentage change 1978/1979*
Oil tankers	86 140 (37.9)	150 057 (43.9)	174 125 (44.2)	175 035 (43.1)	174 213 (42.2)	−0.5
Liquefied gas carriers	1 350 (0.6)	2 999 (0.9)	4 411 (1.1)	5 530 (1.4)	6 676 (1.6)	20.7
Chemical carriers	451 (0.2)	967 (0.3)	1 755 (0.5)	1 930 (0.5)	2 079 (0.5)	7.7
Miscellaneous tankers	—	114 (—)	168 (—)	189 (—)	247 (—)	30.7
Bulk/oil carriers (including ore/oil carriers)	8 317 (3.7)	23 716 (6.9)	26 089 (6.6)	26 372 (6.5)	26 496 (6.4)	0.5
Ore and bulk carriers	38 334 (16.9)	61 832 (18.1)	74 832 (19.0)	80 173 (19.7)	81 827 (19.8)	2.1
General cargo (including passenger/cargo)	72 396 (31.8)	70 399 (20.6)	77 088 (19.6)	79 675 (19.6)	81 677 (19.8)	2.5
Container ships (fully cellular)	1 908 (0.8)	6 244 (1.8)	7 543 (1.9)	8 674 (2.1)	9 996 (2.4)	15.2
Lighter carriers	—	796 (0.2)	795 (0.2)	773 (0.2)	686 (0.2)	−11.3
Vehicle carriers	—	542 (0.1)	633 (0.2)	1 200 (0.3)	1 588 (0.4)	32.3
Fish factories and carriers Fishing (including factory trawlers)	7 804 (3.4)	11 339 (3.3)	12 162 (3.1)	12 372 (3.1)	12 444 (3.0)	0.6
Ferries and passenger vessels	2 991 (1.3)	7 420 (2.2)	7 091 (1.8)	6 864 (1.7)	7 250 (1.8)	5.6
All other vessels	7 799 (3.4)	5 737 (1.7)	6 986 (1.8)	7 215 (1.8)	7 842 (1.9)	8.7
TOTAL (100.0)	227 490	342 162	393 678	406 002	413 021	1.7

Source: Lloyd's Register of Shipping: Statistical Tables (London, 1970, 1975 and 1977-1979), (mid-year figures).

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

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

TABLE 8

Percentage shares of world tonnage (g.r.t.) by type of vessel as at 1 July 1965, 1970, 1978, 1979 [a]

Country group	All ships of 100 g.r.t. and over		Tankers	Ore and bulk carriers [b] including combined carriers	General cargo ships [c]	Container ships	Barge-carrying vessels	Other ships
1. WORLD TOTAL	*Millions of g.r.t.*	*Percentage of world total*			*Percentage share by vessel type*			
1965	146.8	100.0	37.1	11.1	—— 51.8 ——			
1970	217.9	100.0	39.4	20.2	30.2	0.9	—	9.3
1978	400.7	100.0	43.6	25.8	19.5	2.2	0.2	8.7
1979	407.6	100.0	42.7	25.8	19.7	2.4	0.2	9.2
					Percentage share by group of countries			
2. Developed market-economy countries	*Millions of g.r.t.*	*Percentage of world total*						
1965	102.7	70.0	67.6	75.8	—— 74.4 ——			
1970	141.8	65.1	63.9	69.2	65.6	99.0	—	61.3
1978	215.3	53.7	54.2	57.6	44.9	87.4	89.8	51.8
1979	212.1	52.0	53.3	53.7	43.5	82.1	84.2	51.8
3. Open-registry countries								
1965	22.1	15.0	23.8	20.3	—— 6.7 ——			
1970	40.9	18.8	26.4	24.1	7.6	1.0	—	3.6
1978	111.0	27.7	34.0	29.8	20.4	7.9	10.0	11.4
1979	114.1	28.0	34.4	31.0	20.3	9.7	10.4	11.6
4. Socialist countries, total								
1965	10.9	7.4	4.5	1.3	—— 9.5 ——			
1970	19.5	8.9	4.7	2.1	13.1	—	—	29.1
1978	35.5	8.9	4.1	4.9	17.2	1.8	—	26.8
1979	38.0	9.3	4.3	5.9	17.8	2.4	5.2	25.2
of which:								
Eastern Europe								
1965	10.2	6.9	4.3	1.3	—— 8.2 ——			
1970	18.5	6.8	4.6	2.1	12.0	—	—	28.8
1978	30.1	7.5	3.5	3.8	13.4	1.8	—	26.1
1979	31.3	7.7	3.6	4.3	13.4	2.4	5.2	24.5
Asia								
1965	0.7	0.5	0.5	—	—— 1.3 ——			
1970	1.0	2.1	0.1	—	1.1	—	—	0.3
1978	5.4	1.4	0.6	1.1	3.8	—	—	0.7
1979	6.7	1.6	0.7	1.6	4.4	—	—	0.7
5. Developing countries								
1965	10.4	7.1	4.0	2.6	—— 8.7 ——			
1970	14.5	6.7	4.7	4.3	12.6	—	—	5.9
1978	37.3	9.3	7.5	7.1	16.8	2.7	0.2	9.7
1979	41.4	10.2	7.8	8.6	17.6	5.1	0.2	11.1
of which:								
Africa								
1965	0.6	0.4	0.1	—	—— 0.5 ——			
1970	0.8	0.4	0.2	—	1.3	—	—	0.7
1978	4.4	1.1	1.1	0.2	1.9	—	—	1.9
1979	4.7	1.2	1.1	0.2	2.2	—	—	2.0
America								
1965	4.8	3.2	3.2	0.9	—— 3.3 ——			
1970	6.4	2.9	2.8	1.4	4.3	—	—	2.5
1978	12.1	3.0	2.4	2.5	5.4	—	—	3.3
1979	13.4	3.3	2.5	2.9	5.8	0.2	—	4.0

TABLE 17

World tonnage on order at end of each quarter, September 1976-September 1979

Tonnage on order as at	*All ships (millions of d.w.t.)*	*Percentage change*	*Tankers (millions of d.w.t.)*	*Percentage change*	*Bulk carriers, including combined carriers (millions of d.w.t.)*	*Percentage change*	*Other ships (millions of d.w.t.)*	*Percentage change*
30 September 1976	103.5		51.0		30.5		22.0	
		−13.0		−23.7		−4.2		−0.7
31 December 1976	90.0		38.9		29.2		21.9	
		−8.6		−14.1		−6.6		−1.5
31 March 1977	82.3		33.5		27.3		21.6	
		−12.0		−15.8		−12.9		−5.1
30 June 1977	72.4		28.2		23.8		20.5	
		−9.1		−12.6		−10.5		−3.4
30 September 1977	65.8		24.6		21.3		19.8	
		−14.6		−20.5		−14.2		−7.6
31 December 1977	56.2		19.6		18.3		18.3	
		−10.1		−10.3		−15.0		−5.2
31 March 1978	50.5		17.6		15.6		17.3	
		−10.3		−11.1		−14.2		−6.0
30 June 1978	45.3		15.6		13.4		16.3	
		−9.4		−13.3		−9.2		−5.8
30 September 1978	41.0		13.5		12.1		15.4	
		−10.5		−10.4		−19.0		−4.1
31 December 1978	36.7		12.1		9.8		14.7	
		−3.6		+0.4		−3.8		−6.6
31 March 1979	35.4		12.2		9.5		13.8	
		+1.0		+11.4		−0.8		−7.0
30 June 1979	35.7		13.6		9.4		12.8	
		+6.8		+10.1		+20.0		−6.3
30 September 1979	38.2		14.9		11.3		12.0	

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

increased. During the first nine months of 1979, a total of 18.3 million tons d.w.t. of new orders was placed as against 9.4 million tons d.w.t. placed in 1978.[18] Furthermore, at the end of the third quarter of 1979, around 70 per cent of the order-book was scheduled for delivery at the end of the following year as compared to a corresponding figure of 80 per cent in 1978.

32. The improvement in the volume of tonnage on order in 1979 was, however, concentrated on product carriers, medium-sized tankers and large bulk carriers. As a result, during the first nine months, the tonnage on order for tankers and bulk carriers increased by 23 per cent and 15 per cent respectively, in sharp contrast to tonnage on order for other vessels, including general cargo and specialized vessels, which decreased.

33. The increased tonnage on order for certain categories of tankers and bulk carriers was attributable to a number of factors. The improved freight markets in the tanker and dry bulk sectors, which had started in the second half of 1978 and continued in 1979, and the subsequent rapid increase in second-hand prices for tankers and bulk carriers, enhanced the demand for new buildings. Furthermore, various operational factors, including slow steaming and long port waiting times, helped to reduce the operational tonnage over-supply. Finally, the weakening of the yen encouraged foreign owners to place orders in Japan which they might not otherwise have placed.

34. Contrary to the situation in preceding years, there was a general decrease in tonnage on order for liner vessels. The tonnage on order for full container ships showed no significant change, while the tonnage for part container ships, ro/ro ships and general cargo vessels decreased, owing to the general over-capacity among these categories of vessels.

35. Tables 18 and 19 show the distribution of tonnage on order by type of vessel and by groups of countries of registration. The combined share of total tonnage on order for registration in developed market-economy countries and open-registry countries, which had declined in 1978, increased in 1979. On the other hand, the shares of both socialist countries and developing countries, which had increased in 1978, decreased in 1979. The upswing in tonnage on order during 1979 is attributable mainly to orders for tankers under 150,000 d.w.t. and bulk carriers for registration in developed market-economy countries. The share of orders for these vessels from developing countries and socialist countries generally declined.

36. Table 20 shows the distribution of tonnage on order by groups of countries of construction. As in 1978, the share of developed market-economy countries continued to decline in 1979, while the shares of socialist

[18] Estimates based on *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), for various quarters of 1979.

TABLE 18

Distribution of tonnage on order by type of vessel and by groups of countries of registration as at 30 September 1977, 1978, 1979

Country group	All ships	Tankers: 150 000 d.w.t. and over	Tankers: Under 150 000 d.w.t.	Bulk/oil carriers (including ore/oil carriers)	Ore and bulk carriers	Container ships: Full	Container ships: Part	Ro/ro cargo ships	General cargo ships	Other ships
					Millions of d.w.t.					
1. WORLD TOTAL										
1977	65.7	17.2	7.4	3.2	18.1	1.9	0.3	1.6	10.7	5.3
1978	41.0	7.9	5.6	1.9	10.2	1.8	0.2	1.4	7.7	4.2
1979	38.2	5.2	9.7	2.0	9.3	1.7	0.1	1.0	5.4	3.7
					Percentage share by type of vessel					
WORLD TOTAL										
1977	100	26.2	11.3	4.9	27.5	2.9	0.4	2.4	16.3	8.1
1978	100	19.3	13.7	4.7	24.9	4.4	0.6	3.4	18.8	10.2
1979	100	13.7	25.4	5.2	24.3	4.5	0.3	2.7	14.1	9.8
					Percentage share by country group					
2. Developed market-economy countries										
1977	56.7	66.3	59.8	28.5	50.2	70.1	68.3	73.8	53.5	56.3
1978	53.6	69.2	55.6	28.6	45.3	42.4	93.4	66.8	50.5	57.2
1979	51.2	71.4	44.9	58.8	42.9	67.0	87.4	55.8	44.1	56.4
3. Open-registry countries										
1977	21.5	26.2	25.7	10.8	24.2	22.5	10.2	3.5	16.0	14.1
1978	14.8	16.5	27.9	4.1	11.7	24.0	—	5.2	13.7	8.7
1979	22.0	11.1	44.8	7.7	21.2	19.3	—	3.3	8.9	13.9
4. Total 2 plus 3										
1977	78.2	92.5	85.5	39.3	74.4	92.6	78.5	77.3	69.5	70.4
1978	68.4	85.7	83.5	32.7	57.0	66.4	93.4	72.0	64.0	65.9
1979	73.2	82.5	89.7	66.5	64.1	86.3	87.4	59.1	53.0	70.3
5. Socialist countries, total										
1977	4.4	—	8.4	14.4	4.4	1.4	5.4	17.7	4.0	4.7
1978	6.7	—	5.6	18.0	10.0	2.3	—	15.1	7.0	6.8
1979	5.9	2.9	0.9	5.8	8.4	1.4	—	32.7	9.2	6.9
of which:										
Eastern Europe										
1977	4.2	—	8.3	14.4	4.2	1.4	5.4	17.7	3.2	4.7
1978	6.4	—	5.6	18.0	10.0	2.3	—	15.1	5.6	6.8
1979	5.2	2.9	0.7	5.8	8.4	1.4	—	26.3	6.5	5.8
Asia										
1977	0.2	—	0.1	—	0.2	—	—	—	0.8	—
1978	0.3	—	—	—	—	—	—	—	1.4	—
1979	0.7	—	0.2	—	—	—	—	6.4	2.7	1.1
6. Developing countries, total [a]										
1977	16.1	7.5	4.7	46.3	19.7	4.8	16.1	2.7	23.0	23.7
1978	22.0	14.3	9.2	42.5	31.3	17.1	6.6	9.7	24.4	24.5
1979	19.5	10.6	9.4	27.7	27.2	1.5	12.6	8.0	36.3	21.9
of which:										
Africa										
1977	1.4	—	—	—	0.8	—	—	0.7	5.0	4.9
1978	2.4	—	0.2	—	0.5	—	—	5.6	7.3	7.1
1979	2.0	—	—	—	1.0	—	—	0.6	7.2	6.9
America										
1977	9.6	6.6	4.3	38.6	13.5	1.7	16.1	1.8	8.7	2.3
1978	13.4	14.3	7.2	42.5	21.6	1.2	6.6	3.9	10.4	0.7
1979	11.2	10.6	7.2	27.7	19.1	—	12.6	6.4	10.7	1.0
Asia										
1977	5.1	0.9	0.4	7.7	5.4	3.1	—	0.2	9.3	16.5
1978	6.2	—	1.8	—	9.2	15.9	—	0.2	6.7	16.7
1979	6.3	—	2.2	—	7.1	1.5	—	0.1	18.3	14.0
Oceania										
1979	—	—	—	—	—	—	—	0.9	—	—
7. Other countries										
1977	1.3	—	1.4	—	1.5	1.2	—	2.3	3.5	1.2
1978	2.9	—	1.7	6.8	1.7	14.2	—	3.2	4.6	2.8
1979	1.4	4.0	—	—	0.3	10.8	—	0.2	1.5	0.9

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

[a] Developing countries in Europe had no tonnage on order for the whole peri and in Oceania for 1977 and 1978.

TABLE 19

World tonnage on order as at 30 September 1979

(Thousands of d.w.t.[a])

Country group	All ships	Tankers: 150 000 d.w.t. and over	Tankers: Under 150 000 d.w.t.	Ore/oil and OBO carriers	Other bulk carriers	Container ships: Full	Container ships: Part	Ro/ro cargo ships	Other ships
1. WORLD TOTAL	38 185	5 237	9 700	1 990	9 276	1 716	127	1 025	9 115
2. Developed market-economy countries	19 552	3 737	4 354	1 170	3 978	1 150	111	572	4 481
3. Open-registry countries	8 418	583	4 348	154	1 970	331	—	34	998
4. Total 2 plus 3	27 971	4 320	8 702	1 324	5 948	1 481	111	606	5 480
5. Socialist countries, total	2 240	150	88	116	776	24	—	336	750
of which:									
Eastern Europe	1 972	150	70	116	776	24	—	270	566
Asia	268	—	18	—	—	—	—	66	184
6. Developing countries, total[b]	7 435	557	910	550	2 527	26	16	81	2 768
of which:									
Africa	749	—	4	—	92	—	—	6	647
America	4 271	557	698	550	1 773	—	16	65	613
Asia	2 406	—	208	—	662	26	—	1	1 508
Oceania	10	—	—	—	—	—	—	9	1
7. Other countries	540	210	—	—	25	186	—	2	117

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

[a] Owing to rounding, the figures do not always add up to their totals.

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

countries and developing countries increased. However, important changes were occurring in individual shipbuilding countries.[14] The tonnage on order placed in Japan between September 1978 and September 1979 increased significantly by about 824,000 tons g.r.t., in sharp contrast to a decrease of 5.3 million tons g.r.t. between September 1977 and September 1978. This improvement reflected the impact of the sharp decline of the yen against the dollar and of the overall competitiveness of Japanese ship-contracting terms. Other notable increases were recorded in Poland, the United Kingdom and China. Tonnage on order in most other shipbuilding countries, including the United States, Brazil, the Republic of Korea and Sweden, decreased significantly.

C. Deliveries of new buildings

37. Table 21 gives the tonnage of new deliveries. As in 1978, the total tonnage of new deliveries continued to decline in 1979 as a result of a continued decrease in tonnage of new orders in the preceding years. There were significant decreases in tonnage delivered for practically all types of vessel; only general cargo vessels showed some increase.

TABLE 20

Distribution of tonnage on order by groups of countries of build, 1970, 1977-1979

(Thousands of g.r.t.[a])

Country group	1970	1977	1978	1979
	As at end of third quarter of			
Developed market-economy countries	67 063	33 846	20 810	18 843
	(96.2)	(80.2)	(74.0)	(70.7)
Developing countries	884	5 297	4 657	4 681
	(1.3)	(12.5)	(16.6)	(17.5)
Socialist countries	1 592	2 320	2 146	2 604
	(2.3)	(5.5)	(7.6)	(9.8)
Other countries	175	749	511	527
	(0.2)	(1.8)	(1.8)	(2.0)
WORLD TOTAL	69 714	42 212	28 124	26 655

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

[a] Percentage share of world total shown in parentheses.

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

TABLE 21

Deliveries of new buildings, 1975-1979

(Number of ships and thousands of g.r.t./d.w.t.)

	1975 [a]	1976	1977	1978	1979
Tankers					
Number	395	366	283	217	232
g.r.t.	22 542	19 915	9 948	4 836	4 128
d.w.t.	45 089	39 658	19 516	9 371	7 684
Bulk/oil carriers					
Number	23	21	25	15	9
g.r.t.	1 599	1 262	1 351	633	391
d.w.t.	2 966	2 358	2 522	1 140	684
Ore and bulk carriers					
Number	196	285	367	222	113
g.r.t.	4 458	6 655	7 696	4 575	2 362
d.w.t.	7 731	11 605	13 068	7 863	3 955
General cargo ships [b]					
Number	350	369	456	404	366
g.r.t.	2 635	2 722	3 983	3 389	3 012
d.w.t.	..	4 097	5 874	4 908	4 222
Other ships					
Number	1 560	1 660	1 648	1 737	1 739
g.r.t.	2 327	3 363	4 365	4 749	4 395
d.w.t.	..	3 495	4 595	5 248	4 915
TOTAL					
Number	2 524	2 701	2 779	2 595	2 459
g.r.t.	33 561	33 917	27 253	18 182	14 288
d.w.t.	..	61 213	45 575	28 530	21 460

Sources: for 1975, compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), relevant quarterly issues; for 1976-1979, information provided by Shipping Information Services of Lloyd's Register of Shipping and Lloyd's of London Press Ltd.

[a] No deadweight figures are available for 1975 in the case of general cargo and other ships.

[b] Vessels of 2,000 g.r.t. and over.

38. Table 22 shows that in 1979 the tonnage of new deliveries by developed market-economy countries continued to decline in favour of the developing countries and socialist countries.

TABLE 22

Distribution of deliveries of new buildings by groups of countries of build, 1970, 1977-1979

(Thousands of g.r.t. [a])

Country group	1970	1977	1978	1979
Developed market-economy countries	19 570	23 851	14 477	11 206
	(93.3)	(90.4)	(82.3)	(78.4)
Developing countries	144	1 182	1 224	1 335
	(0.7)	(4.5)	(6.9)	(9.3)
Socialist countries	1 176	986	1 488	1 554
	(5.6)	(3.7)	(8.5)	(10.9)
Other countries	90	355	406	194
	(0.4)	(1.4)	(2.3)	(1.4)
WORLD TOTAL	20 980	26 374	17 595	14 289

Sources: for 1970, 1977 and 1978, compiled on the basis of data contained in *Lloyd's Register of Shipping: Merchant Shipbuilding Return* (London), relevant quarterly issues; for 1979, compiled on the basis of *Lloyd's Register of Shipping Annual Summary of Merchant Ships Completed in the World during 1979* (London 1980).

[a] Percentage share of world total shown in parentheses.

CHAPTER V

FREIGHT MARKETS

A. Freight rates of main cargo sectors

39. Freight rate indices for various cargo sectors are shown in table 23. The upward trend in freight rates, which had begun in a number of bulk cargo sectors in the second half of 1978, spread to include practically all bulk cargo sectors in 1979. The most remarkable increases were for medium-sized crude carriers, small crude and product carriers, and handy-size tankers. There were also significant rate increases for larger tankers and dry bulk carriers.

40. In the tanker sector, voyage rates for handy sizes rose to as high as Worldscale 430, and small crude and product carriers as high as Worldscale 300, while medium-sized crude carriers and VLCCs attained rates as high as Worldscale 150 and Worldscale 70 respectively. One of the main causes for these rises was the general improvement in the demand for tankers and the relatively limited supply, having regard to the tonnage still laid up and delays in reactivating vessels. However, an equally important factor was the steep increase in bunker prices, as a result of which operators found it necessary to quote high rates.

41. The variations in changes in freight indices among tankers of different sizes reflected differences in changes in demand: the demand for medium-sized, small and handy-size tankers in relation to supply was much greater than for larger tankers.

42. Charter rates, particularly time charter rates, also increased for dry bulk carriers, although to a lesser extent than for tankers. Like tankers, the productivity of bulk carriers increased following a large expansion in demand and a moderate increase in fleet tonnage. Slow steaming and long port waiting times were also a feature of bulk carrier operations. Annex IV gives maximum and minimum levels of selected single voyage rates for 1976-1979.

43. In the absence of world-wide liner freight indices, table 23 shows trends in the import and export trades of the Federal Republic of Germany, but these may not reflect trends in other liner trades. The data in annex V show that during 1979 a total of 97 general rate increases were announced with an average increase of 10.9 per cent, compared to 107 in 1978 with an average increase of 9 per cent. 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 for this reason an assessment of general trends cannot be made with accuracy. During the year, the continued expansion of the liner fleet tonnage, without a compensating increase in demand, and increased competition from non-conference services restrained the increase of liner freight rates in many trades.

44. In 1980, the freight market is likely to continue to show varying trends between different cargo sectors. As shown in chapter III, the demand-supply balance in both the tanker and dry bulk sectors is expected to be essentially the same as in 1979, and therefore freight rates are unlikely to show substantial increases over 1979; however, in the dry bulk sector the volume of grain shipments will have an important influence on charter rates. Freight rates in the general cargo sector are likely to be depressed by tonnage overcapacity. However, if the large bunker price increases which occurred in 1979 are repeated in 1980, freight levels in all cargo sectors will probably increase accordingly.

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

45. The ratio of liner freight rates to prices of selected commodities is shown in table 24. Except for jute, the freight rates of all commodities in the sample increased between 1977 and 1978, and in the majority of cases by larger amounts than the commodity prices, so that freight-price ratios were pushed up. Only in the case of coconut oil and palm kernels did prices increase more than freight rates, thus reducing the freight-price ratio. The ratio for tin remained unchanged because both freight and price increased by the same amount.

C. Estimates of global freight costs

46. Table 25 gives estimates of global freight costs. The freight factor world-wide continued to decrease in 1978, but at a reduced rate (3.3 per cent) compared to 1977 (6.6 per cent). This was the trend in many of the individual areas, including the industrialized countries. In two areas, the oil-exporting countries and other Africa, the freight factor had decreased in 1977 but increased in 1978. The reduction in the rate of decrease of the world freight factor, and its increase in certain areas in 1978, may be attributed to the general upward movement in seaborne freight rates which began in the second half of the year.

TABLE 23

Freight rate indices, 1977-1979

(Monthly or quarterly figures)

	Liner freight rates[a] (1965 = 100)			Dry cargo tramp time charter[b] (1976 = 100)			Dry cargo tramp trip charter[c] (July 1965-June 1966 = 100)			Tanker freight indices[c]: VLCC/ULCC			Tanker freight indices[c]: Medium-sized crude carriers			Tanker freight indices[c]: Small crude and product carriers			Tanker freight indices[c]: Handy-size "dirty"			Tanker freight indices[c]: Handy-size "clean"		
	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979
anuary	224	237	247				135	134	144	26	20	31	54	47	97	91	74	185	129	121	278	143	126	304
February	225	241	250	81	87	138	136	133	146	25	21	22	56	43	95	118	80	174	157	110	296	173	123	279
March	226	241	254				133	134	158	29	19	44	53	42	119	86	76	204	125	122	307	140	126	258
April	229	242	259				132	135	156	24	19	39	50	46	84	81	80	146	110	121	226	125	120	300
May	229	242	265	81	115	194	129	148	168	22	20	38	47	49	101	83	79	181	112	114	249	114	121	275
June	229	241	269				131	138	178	20	21	44	39	46	127	78	81	243	106	107	326	108	120	351
July	230	241	274				132	137	196	22	26	71	44	49	150	80	88	233	112	127	329	109	133	363
August	231	241	277	78	112	206	129	139	190	24	31	54	42	65	126	75	104	206	113	148	345	110	172	365
September	231	241	278				131	141	201	23	36	55	42	64	122	77	103	236	113	157	366	115	186	373
October	232	242	277				134	142	203	25	45	54	43	92	124	74	136	222	113	149	402	116	205	408
November	233	242	278	84	133	237	136	149	206	28	50	54	47	128	135	83	212	265	132	282	431	130	275	398
December	233	242	276				134	150	203	30	40	62	55	97	134	95	181	304	136	270	424	149	239	375
Monthly or quarterly average	229	241	267	81	112	194	133	140	179	25	29	47	47	64	118	85	108	217	122	152	332	128	162	337

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

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

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

TABLE 24

Ratio of liner freight rates to prices of selected commodities, 1970, 1975-1978

Commodity	Route	Freight rate as a percentage of price [a,b]				
		1970	1975 [c]	1976 [c]	1977 [c]	1978 [c]
Rubber	Singapore/Malaysia-Europe	10.5	18.5	11.9	11.9	12.1
Tin	Singapore/Malaysia-Europe	1.2	1.6	1.4	1.0	1.0
Jute	Bangladesh-Europe	12.1	19.5	19.1	15.8	11.9
Sisal hemp	East Africa-Europe	19.5	12.8	17.2	15.9	17.4
Cocoa beans	Ghana-Europe	2.4	3.4	1.7	1.0	1.7
Coconut oil	Sri Lanka-Europe	8.9	9.1	8.3	10.1	9.7
Tea	Sri Lanka-Europe	9.5	10.4	9.6	6.0	6.4
Coffee	Brazil-Europe	5.2	9.7	4.4	3.1	5.6
Palm kernels	Nigeria-Europe	8.8	25.5	28.4	23.6	15.1
Coffee	Colombia (Atlantic ports)-Europe	4.2	5.7	3.0	1.8	2.4
Cocoa beans	Brazil-Europe	7.4	8.2	6.4	3.2	5.0
Coffee	Colombia (Pacific ports)-Europe	4.5	6.3	3.2	2.0	3.2

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-p.w.c. 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 are quoted. Prices of the remaining commodities are quoted on f.o.b. terms.

[b] Freight rates include Suez Canal varying surcharges, when applicable, bunker and currency adjustment factors, and for coconut oil only a "tank cleaning surcharge". Whenever a conversion of freight rates to other currencies was necessary for 1978, the currency parities published in IMF, *International Financial Statistics* (Washington, D.C., October 1979) have been used, which were valid as at the end of 1978. 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 1974-1977, the prices of certain commodities have been taken from the following issues of the *Monthly Commodity Price Bulletin* and the *Special Supplement* thereto, published by UNCTAD: for 1974, sisal hemp and palm kernels, issue of November 1975 and *Special Supplement 1960-1974* (July 1975); for 1975, sisal hemp, issue of December 1976; for 1976, sisal hemp and coconut oil, *Special Supplement 1960-1976* (revised) (September 1977); for 1977, coconut oil, issue of September 1978; for 1978, coconut oil and sisal hemp, *Special Supplement 1960-1978* (revised) (April 1979).

TABLE 25

Estimated total freight costs in world trade, 1970, 1975, 1977, 1978

Year and area [a]	*Total freight costs of imports (millions of dollars)*	*Value of imports* [b] *(c.i.f.) (millions of dollars)*	*Freight costs as percentage of value of imports*
1970			
1. Industrialized countries	15 118	212 216	7.12
2. Other Europe	1 553	18 776	8.27
3. Australia, New Zealand, South Africa	860	10 162	8.46
4. Oil-exporting countries	901	9 807	9.19
5. Other Western Hemisphere	1 613	15 400	10.47
6. Other Middle East	354	4 698	7.54
7. Other Asia	1 660	18 587	8.93
8. Other Africa	902	6 849	13.17
9. World total	22 961	296 495	7.74
1975			
1. Industrialized countries	32 868	545 939	6.02
2. Other Europe	4 404	56 070	7.85
3. Australia, New Zealand, South Africa	2 113	22 611	9.35
4. Oil-exporting countries	4 763	51 023	9.34
5. Other Western Hemisphere	4 692	48 674	9.64
6. Other Middle East	1 232	16 581	7.43
7. Other Asia	4 324	52 326	8.26
8. Other Africa	2 540	17 756	14.31
9. World total	56 936	810 980	7.02
1977			
1. Industrialized countries	39 684	719 321	5.52
2. Other Europe	5 409	66 872	8.09
3. Australia, New Zealand, South Africa	2 037	23 296	8.74
4. Oil-exporting countries	7 361	86 427	8.52
5. Other Western Hemisphere	5 249	54 820	9.57
6. Other Middle East	1 581	19 847	7.97
7. Other Asia	5 290	68 192	7.76
8. Other Africa	3 213	25 134	12.78
9. World total	69 824	1 063 909	6.56
1978			
1. Industrialized countries	43 643	836 873	5.22
2. Other Europe	5 676	71 456	7.94
3. Australia, New Zealand, South Africa	2 291	26 990	8.49
4. Oil-exporting countries	9 137	103 343	8.84
5. Other Western Hemisphere	5 645	62 859	8.98
6. Other Middle East	1 928	24 386	7.91
7. Other Asia	6 704	87 313	7.68
8. Other Africa	3 631	26 653	13.62
9. World total	78 655	1 239 873	6.34

Source: Computation on the basis of IMF data.

[a] Area classification based on IMF, *Direction of Trade* (Washington, D.C.); this differs from the classification adopted elsewhere in this review.

[b] As reported in IMF, *Direction of Trade Yearbook* (Washington, D.C.) various years, part B of summary tables.

CHAPTER VI

FORT DEVELOPMENTS

A. Introductory remarks

47. In the *Review of Maritime Transport, 1976*, [15] the UNCTAD secretariat surveyed for the first time developments and trends in the field of ports. An attempt was made to select a sample of 90 ports, representative of all geographical regions, from which data on facilities, traffic, productivity and development plans would be obtained. It was hoped that the ports in the sample could provide such data systematically by completing a questionnaire on an annual basis. Unfortunately, the response has been incomplete, and the secretariat has therefore been compelled to abandon this approach.

48. Port data of the type that the secretariat hoped to obtain as a basis for this chapter of the *Review* are difficult to come by. Those data occasionally published in the specialized press cover only a limited number of ports (of which developing countries generally form a small minority), are incomplete and, often, unreliable. Even when the amount of cargo handled is mentioned, this "tonnage" may be expressed in metric tons, British tons, short tons, long tons or—worst of all, since they combine measurements of weight and volume—freight tons.

49. Discussion in the present chapter is thus restricted to three brief items: the demand for port services, the adequacy of port services and port development finance.

B. Demand for port services

50. The volume of goods loaded provides a measure of the demand for port services. As noted in Chapter I, the seaborne tonnage of goods loaded in 1979 remained essentially unchanged from 1978. However, while the tonnage of tanker cargo declined, dry cargo tonnage increased by 2.7 per cent (3.4 per cent for dry bulk cargo). Since dry cargo generates greater demand for port facilities and labour, these tonnage changes represented an overall increase in the demand for port services.

51. During 1978, container traffic continued to increase in the trades of developing countries. The container trade entails specialization or at least the conversion of break-bulk quays to multipurpose terminals. Such modifications need finance and expertise. Handling must be reorganized, labour converted and trained, equipment specialized, quay-walls strengthened, and often channels and deep-water quays further dredged to satisfy the needs of cellular vessels. This modification of the demand structure to the detriment of non-unitized break-bulk cargoes imposes an adaptation of the supply of port services, especially in the newly-introduced container trade routes such as those to West Africa and the Caribbean.

52. Table 26 presents the container traffic figures in TEU of 34 selected ports in developing countries. [16] The number of TEU handled by these ports increased by 31 per cent over the pervious year, whereas the world total increased by 17.6 per cent. This difference underlines the expansion of the container trade in the developing regions.

53. Growth has been unevenly distributed. Newly-introduced ports such as Bandar Khomeini, Cotonou and Tema show markedly high growth rates. The South American and the South Pacific regions account for substantial container traffic increases. The major Asian ports of Hong Kong, Singapore, Busan, Manila, Bangkok and Port Kelang continue to remain in the forefront. Growth, however, is most pronounced in the Middle East, where substantial new facilities have recently been commissioned, as indicated by the growth rates in table 26. As a result, several Middle East ports have increased their prominence among the world's container ports: the port of Jeddah, which was the world's twenty-seventh most important port in terms of container traffic in 1977, became the twenty-second; Damman improved its ranking from eighty-third to forty-first; Dubai from eighty-second to forty-ninth; Shuwaikh from eightieth to sixty-third; and Sharjah from one hundred-and-fourth to ninety-fifth. [17]

C. Adequacy of port services

54. An indicator of congestion used in earlier studies in the *Review* is the average waiting time before berthing for general cargo ships, as reported for a number of ports intermittently subject to congestion. [18] Figures for the first four months of each year since 1971 show the following progression:

	1971	*1972*	*1973*	*1974*	*1975*	*1976*	*1977*	*1978*	*1979*
Average waiting days per ship . .	2.2	2.3	4.0	4.8	14.3	39.5	22.0	6.8	5.4

These figures are not representative of world-wide conditions, but they show how conditions have developed in regions which have been most severely affected by port congestion. The latest figures show that the position has been stabilized after the period of acute widespread

[15] United Nations publication, Sales No. E.78.II.D.5.

[16] These 34 selected ports accounted for over 95 per cent of TEU traffic in all countries under codes 8, 9, 10, 11 and 12 in annex I of this *Review*.

[17] *Cf. Containerisation International Yearbook 1979* (London).

[18] Compiled on the basis of information contained in the *BIMCO Weekly Circular* (Copenhagen).

TABLE 26

Container traffic in selected ports of developing countries, 1978

Country or territory	Port	Container traffic in TEU 1977	Container traffic in TEU 1978	Percentage change 1978 over 1977
Hong Kong	Hong Kong	1 258 782	1 226 256	−3
Singapore	Singapore	373 510	539 379	+44
Republic of Korea	Busan	454 862	506 556	+11
Saudi Arabia	Jeddah	219 128	340 537	+55
Philippines	Manila	169 174	209 976	+24
Saudi Arabia	Dammam	55 264	158 445	+187
Nigeria	Lagos/Apapa	86 672	143 964	+66
Jamaica	Kingston	82 933	143 297	+73
United Arab Emirates	Dubai (Port Rashid)	55 438	136 046	+145
Thailand	Bangkok	72 873	120 169	+65
Malaysia	Port Kelang	82 273	98 913	+20
Kuwait	Shuwaikh	59 374	91 246	+61
Iran	Bandar Khomeini	..	68 604	..
Brazil	Santos	45 566	59 090	+30
Honduras	Puerto Cortes	47 545	55 986	+18
United Arab Emirates	Sharjah (Port Khalid)	35 665	54 205	+52
Morocco	Casablanca	45 000	52 000	+16
Republic of Korea	Inchon	43 612	47 562	+9
Indonesia	Tanjung Priok	29 003	43 054	+48
Bahrain	Mina Sulman	..	38 953	..
Trinidad	Port of Spain	28 112	36 384	+29
Bahamas	Nassau	29 032	33 652	+16
Malaysia	Penang	18 037	23 998	+33
United Republic of Cameroon	Douala	17 173	21 584	+26
Papua New Guinea	Lae	..	19 521	..
Brazil	Rio de Janeiro	..	19 363	..
India	Bombay	8 027	13 599	+69
Chile	Valparaiso	7 038	13 214	+88
Papua New Guinea	Port Moresby	..	12 533	..
Jordan	Aqaba	7 066	11 587	+64
Iran	Bandar Abbas	4 092	8 830	+116
Kenya	Mombasa	4 303	8 643	+101
Benin	Cotonou	..	5 865	..
Ghana	Tema	1 445	5 017	+247
	TOTAL	3 340 999	4 368 028	+31
Percentage share of world total container (TEU) traffic handling		1.45%	16.5%	

Source: Containerisation International Yearbook 1979 (London).

port congestion which began in 1974; however, the stability achieved involves a greater level of congestion than before.

55. It was noted in the *Review* of 1978 that the information about affected ports was increasing, there being an average of 25 reports per month in 1971 and 54 in 1978.[19] This trend continued in 1979, when the average number of ports reported monthly rose to 67. The additional information seems to come from ports that were not previously congested, which may reduce, from an overall viewpoint, any improvement from 1978 to 1979 suggested in the table in paragraph 54 above. Clearly, there is potential for much serious congestion if there should be an upturn in trade in regions served by these ports.

56. Monthly ship delay figures for the whole of 197 indicate that later in the year conditions tended to d teriorate. The same indicator, calculated on a monthl basis throughout the year, gives the following resul (in days):

January	5.9	July	4
February	5.2	August	5
March	5.7	September	[illegible]
April	4.8	October	[illegible]
May	4.3	November	[illegible]
June	3.7	December	[illegible]

Some variation results from the erratic nature of repo published, but the deterioration in the second half the year is clear.

57. A clearer explanation of trends can be deriv from a regional analysis of congestion reports. Table

[19] *Review of Maritime Transport, 1978* (United Nations publication, Sales No. E.80.II.D.9), para 63.

shows figures for 1978 and 1979. Ports most affected by congestion in 1979, as in 1978, lie in the Mediterranean. Although the average delay has fallen between 1978 and 1979, the number of reports has increased, showing that the problem seems to have spread. The situation in the ports covered in Africa (other than the Mediterranean) has improved markedly, whereas it has deteriorated marginally in the remainder of Western Asia. The other significant change has been an increase in the number of reports from Southern and Eastern Asia, resulting particularly from the acute congestion which has affected most ports of the Indian subcontinent, from Karachi to Chittagong; a number of these ports have been subject to congestion for some time, but this condition has more recently spread to virtually all the deep-water ports.

58. A separate indication of the existence of congestion is the imposition of congestion surcharges by liner companies. During 1979, the attention of the UNCTAD secretariat was drawn [20] to the levy of congestion surcharges in 59 separate ports as well as three ranges of ports—where a common feature, such as labour unrest or the ready diversion of cargo, would affect all ports. These ports were not identical to those referred to already; for instance 12 of the individual ports and two of the ranges of ports lay in Europe, from where very few reports of ship delays had been available for inclusion in the earlier analysis. Therefore ship delays are not limited to the ports referred to in table 27. The number of ports where surcharges were reported increased from 50 in 1978 to 59 in 1979.

TABLE 27

Congestion reports by region

(Changes 1978-1979)

Region	Average number of ports reported on each month		Average waiting days per ship	
	1978	1979	1978	1979
Mediterranean	6	10	9.7	8.5
Africa (other than Mediterranean)	23	23	8.6	4.0
Western Asia (other than Mediterranean)	14	14	2.9	4.0
Southern and Eastern Asia	8	13	6.4	7.0
South and Central America and Caribbean	5	6	3.6	3.7

59. The congestion reports indicate that many ports are providing inadequate service to the trades passing through them. Given a certain irregularity of traffic flows—due partly to irregular ship schedules, but also to variations in the quantity and nature of cargoes being moved—a certain amount of ship waiting time is unavoidable. However, when this waiting becomes extensive, it cannot be economically efficient. Potentially, the problem is much more serious; a country's development depends very much on its trade and, if opportunities are to be grasped and difficulties overcome, it is crucial that a port should be able to respond effectively to sudden increases in traffic. Where ports are already congested, this is clearly impossible, proving that the port is inadequate for its country's needs.

D. Port development finance

60. Table 28 presents the evolution of loans and credits granted by the World Bank and the Asian Development Bank (AsDB) for port development [21] over the decade 1970-1979. Figures for similar financial lending by other multilateral financial institutions and on a bilateral country-to-country basis are unobtainable. In nominal value, financing of port development increased through most of the decade but fell off in the final years.

TABLE 28

Summary of port financing, 1970-1979

(Thousands of US dollars at current and 1970 purchasing value [a])

Year (1)	World Bank (2)	AsDB (3)	Yearly total (nominal value) (4)	Yearly total (1970 purchasing value) (5)
1970	25 200	14 410	39 610	39 610
1971	68 600	8 350	76 950	68 890
1972	84 700	11 050	95 750	82 829
1973	123 750	60 840	184 590	129 901
1974	226 300	15 100	241 400	137 315
1975	0	4 500	4 500	2 538
1976	102 900	48 700	151 600	80 042
1977	248 900	30 070	278 970	131 342
1978	67 500	28 100	95 600	40 287
1979 [b]	92 500	150	92 650	35 634
TOTAL	1 040 350	221 270	1 261 620	748 388

Source: Calculated by the UNCTAD secretariat on the basis of data from the World Bank and AsDB.

[a] For corrective factor calculations, see footnote 22 below.

[b] World Bank to 31 December 1979; AsDB to 30 June 1979.

61. The situation appears rather different if the nominal value figures of yearly loans are expressed in terms of 1970 dollar purchasing value. [22] Yearly loans have been corrected (table 28, column 5) to take into account both world inflation and fluctuations of the principal trading currency over the decade. The decline in the real purchasing value of port financing in 1978 and

[20] By circular from individual conferences or from references in the international press: *Journal pour le transport international* (Basel); *Journal de la marine marchande et de la navigation aérienne* (Paris); and *Seatrade* (Colchester, Essex).

[21] Excluding fishing ports.

[22] Corrective factors include:

(*a*) Exchange variations of dollars to other SDR currencies. *Source:* IMF, *International Financial Statistics*, October 1979 (Washington, D.C.), "SDR rates", p. 10.

(*b*) Inflation rate based on wholesale price index for Belgium, France, Federal Republic of Germany, Japan, United Kingdom and United States of America. *Source:* United Nations, *Monthly Bulletin of Statistics*, vol. XXXIV, No. 2 (February 1980), table 58.

The combination of (*a*) and (*b*) gives:

1970: 1.000	1974: 0.568	1977: 0.471
1971: 0.895	1975: 0.564	1978: 0.421
1972: 0.865	1976: 0.528	1979: 0.385
1973: 0.704		

which, when multiplied by the nominal yearly amount, gives the purchasing value in 1970 dollar terms.

TABLE 29

WORLD BANK

Loans and credits to developing countries,[a] 1976-1979

(*Thousands of dollars*)

Year and country (in chronological order)	*Loan (L) or Credit (C) (Third Window) (TW)*	*Amount*	*Total project cost*	*Involving*[b]				*Purpose (ports and projects)*
				CW	*HE*	*CS*	*TA*	
1976								
Honduras	L	3 000	6 700	×	×	×		Puerto Cortès and Henecan/San Lorenzo, 2nd loan
Nicaragua	L	5 000	27 600	×		×	×	Puerto Corinto, 2nd loan
Democratic Yemen	C	3 200	17 600		×		×	Aden, port rehabilitation
Somalia	C	5 200	6 500	×				Mogadiscio, port extension
Mauritania	C	8 000	27 600	×		×	×	Nouadhibou
Egypt	L	45 000	151 000	×		×	×	Alexandria
Ecuador	L	33 500	83 600	×	×	×	×	Guayaquil, 2nd loan
		102 900						
1977								
Guatemala	..	2 300	3 000	×	×	×		Ports
United Republic of Cameroon	C	10 000	120 200	×		×		Douala, 2nd loan
United Republic of Cameroon	L	15 000						
Indonesia	L	32 000	79 300	×	×	×	×	Tanjung Priok
Mauritius	TWL	3 600	7 400	×	×	×	×	Port, supplement
Burma	C	10 000	16 200		×	×	×	2nd loan
Honduras	TWL	5 000						
Honduras	L	7 000	29 900	×	×	×	×	Puerto Castilla and San Lorenzo
Honduras	C	5 000						
Republic of Korea	L	67 000	111 900	×	×	×	×	Busan, 2nd loan
Senegal	TWL	6 000	24 000	×		×	×	Dakar, 2nd loan
Algeria	L	80 000	352 400	×		×	×	Jijel
Yemen	C	6 000	27 900	×	×	×	×	Hodeida and Mocha
		248 900						
1978								
Sudan		22 000	64 000	×	×		×	Port Sudan
Cyprus		8 500	29 500	×	×		×	Ports, 2nd loan
Papua New Guinea		3 500	10 500	×		×	×	Ports, 2nd loan
Haiti		4 000	20 500	×		×		Ports (and transport)
Malaysia		13 000	26 000	×	×	×	×	Sabah, ports, 2nd loan
Benin		11 000	46 100	×			×	Cotonou
Somalia		5 500	..	×				Mogadiscio, 4th loan
		67 500						
1979								
Tunisia	L	42 500	74 990	×	×		×	La Goulette and Sfax, 3rd loan
Uruguay	L	50 000	101 200	×	×	×	×	Montevideo
		92 500						

[a] Codes 8-12 in annex I below.

[b] CW: Civil works (port infrastructure, breakwaters, including dredging).
HE: Handling equipment purchase.
CS: Consulting services (pre-investment plans).
TA: Technical assistance (including training).

1979 seems surprising in the light of both the increase in demand for developing country port facilities and the high cost of modern handling equipment.

62. The total amount of loans and credits granted for port development by the World Bank and the AsDB over the decade amounted to $1.26 billion in nominal value, which corresponded to $748 million in terms of 1970 purchasing power.

63. Tables 29, 30 and 31 present a detailed list of finance, in nominal value, provided by the World Bank, AsDB and the Caribbean Development Bank respectively, to developing countries over the period 1975-1979.[23] Where possible, the components of the finance involved are indicated in four different categories.[24]

[23] For a description of the regional codes used, see annex I below.

[24] For the terms on which the World Bank makes loans, see the report by the UNCTAD secretariat, "Ship and port financing for developing countries" (TD/B/C.4/190).

TABLE 30

ASIAN DEVELOPMENT BANK
Loans to developing countries, [a] 1975-June 1979

(Thousands of dollars)

Year and country (in chronological order)	*Loan amount*	*Involving*		*Purpose (ports and projects)*
		Infrastructure	*Technical assistance*	
1975				
Indonesia	4 450	×	×	Belawan and Surabaya
Regional	50		×	Seminar on port planning and management
	4 500			
1976				
Pakistan	48 600	×		Port Qasim, lst and 2nd loans
Solomon Islands	50		×	Honisara, port development
Thailand	50		×	Songkhla and Phuket
	48 700			
1977				
Burma	250		×	Outports study
Fiji	90		×	Suva, port development
Indonesia	17 500	×		Port, 4th loan
Indonesia	150		×	Surabaya, 2nd loan
Malaysia	10 000	×		Penang, port expansion, 2nd loan
Solomon Islands	2 030	×		Honiara, port development
Solomon Islands	50		×	Port tariff and accounting management study
	30 070			
1978				
Indonesia	26 300	×		Port, 5th loan
Indonesia	150		×	Belawan, 2nd loan
Republic of Korea	150		×	Inchon, 2nd loan
Thailand	1 500	×		Songkhla and Phuket, port development
	28 100			
1979				
Papua New Guinea	150		×	Lae, port development

[a] Codes 8-12 in annex I below.

TABLE 31

CARIBBEAN DEVELOPMENT BANK
Loans to developing countries, [a] 1970-June 1979

(Thousands of dollars)

Country (in chronological order)	*Loan amount*	*Involving*	
		Infrastructure	*Technical assistance*
Belise	9 873	×	
Cayman Islands	3 249	×	
Dominica	5 311	×	
Saint Lucia	2 254	×	
Saint Kitts/Nevis/Anguilla	5 634	×	×
Jamaica	635	×	
Montserrat	228	×	
TOTAL	27 184		

[a] Codes 8-12 in annex I below.

CHAPTER VII

OTHER DEVELOPMENTS

A. Code of conduct for liner conferences

64. As at 11 February 1980, 45 countries accounting for 17.34 per cent of the relevant world tonnage had become contracting parties to the Convention on a Code of Conduct for Liner Conferences.[25] This represents an increase of 12 countries and 11.20 per cent of the relevant world tonnage since 31 December 1979. 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 the world tonnage, have become Contracting Parties to it...".[26]

65. The status of the Convention was considered at the fifth session of the United Nations Conference on Trade and Development (Manila, 7 May-3 June 1979). In the course of the discussion, a number of representatives announced the intention of their Governments to become contracting parties to the Convention in the near future. On 1 June 1979, the Conference adopted without dissent resolution 106 (V) entitled "Developments pertaining to the Convention on a Code of Conduct for Liner Conference".[27] In this resolution, *inter alia*, the Conference calls upon contracting parties to the Convention to take all necessary measures towards the early implementation of the Convention, and calls upon the Secretary-General of UNCTAD, if requested, to assist developing countries in putting the Code into effect.

66. While the Code has not officially come into force, a number of developing countries have initiated action to increase their participation in the carriage of their liner cargoes, eitheir by enacting legislation to control 40 per cent of exports and imports or through bilateral agreements with trading partners.

B. Convention on international multimodal transport

67. The United Nations Conference on a Convention on International Multimodal Transport was convened from 12 to 30 November 1979[28] to discuss and adopt, for submission to the Trade and Development Board, the text of the draft convention[29] which was completed and approved by the Intergovernmental Preparatory Group on a Convention on International Multimodal Transport at its sixth session (21 February-9 March 1979). The Conference, however, was not able to adopt the text at that session and a resumed session was convened from 8 to 24 May 1980.

C. UNCTAD technical assistance in shipping and ports

68. The UNCTAD secretariat continued to execute various projects financed by UNDP in developing countries during 1979. Technical assistance was given in the form of advisers and consultants, training (fellowships, study tours and group training) and equipment procurement. A total of 40 projects was executed (30 in 1978), 12 projects were initiated (9 in 1978) and 14 completed (7 in 1978).

69. The total annual project budget for 1979 was 2.5 million dollars (1.9 million dollars in 1978), an increase of 31 per cent. Sixty experts worked on projects in the field and 64 fellows or course participants were trained (52 experts and 181 fellows or course participants in 1978).

70. A survey on maritime training needs of developing countries which began in 1978 was completed during 1979. On the basis of its findings and recommendations, an interregional pilot project, "Training Development in the Field of Maritime Transport (TRAINMAR)", was established. This pilot project is an integrated training programme involving the development of model courses, preparing and organizing the training of course developers and instructors who will be located in three training centres in developing countries, and the delivery of courses to shipping/ports managers.

D. Suez Canal

71. The average daily traffic in number and tonnage of vessels transiting the Suez Canal is given in table 32. The average number of all categories of vessels was 58 in 1978, an increase from 54 in 1977, but in the first half of 1979 it decreased to 56. In terms of net tonnage the average increased from 603,633 tons in 1977 to 680,236 tons in 1978 and 691,976 tons during the first half of 1979.

72. While about the same average number of tankers transited the Canal in 1977 and 1978, and in the first half

[25] See TD/B/C.4/INF.29.

[26] 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).

[27] See *Prooceedings of the United Nations Conference on Trade and Development, Fifth Session*, vol. 1, *Report and Annexes* (United Nations publications, Sales No. E.79.11.D.14), part one.

[28] See "Report of the United Nations Conference on a Convention on International Multimodal Transport, on the first part of the session" (TD/MT/CONF/12/Add.1 and Corr.1).

[29] Draft convention on international multimodal transport as at the closure of the Conference, 30 November 1979 (TD/MT/CONF/12).

TABLE 32

Average daily number and net tonnage of vessels using the Suez Canal in 1966, 1978 and first half of 1979

Types of Vessels	Average 1966 [a]		Average 1978		Average January-June 1979	
	Number	Net tonnage	Number	Net tonnage	Number	Net tonnage
Tankers						
Loaded, northbound	12.3	255 701	2.3	51 644	2.4	55 238
Loaded, southbound	1.9	21 085	1.1	13 129	1.2	14 827
Ballast, northbound	0.7	7 069	0.5	5 770	0.6	7 068
Ballast, southbound	12.3	280 896	2.9	131 989	2.7	126 970
Sub-total	27.2	564 751	6.8	202 532	6.9	204 103
(Percentage share of tankers)	(46.7)	(75.2)	(11.6)	(29.8)	(12.4)	(29.5)
General cargo and containers						
Loaded	—	—	29.5	249 066	28.1	249 068
Ballast	—	—	6.8	36 732	5.7	32 838
Sub-total	—	—	36.3	285 798	33.8	281 906
(Percentage share of general cargo and containers)	—	—	(62.2)	(42.0)	(60.6)	(40.7)
Others						
Loaded	27.9	172 882	12.0	152 764	11.6	161 951
Ballast	3.1	13 737	3.3	39 142	3.5	44 016
Sub-total	31.0	186 619	15.3	191 906	15.1	205 967
(Percentage share of others)	(53.3)	(24.8)	(26.2)	(28.2)	(27.0)	(29.8)
TOTAL	58.2	751 370	58.4	680 236	55.8	691 976

Source: Compiled on the basis of information published in *Suez Canal Report*, monthly report by the Suez Canal Authority (Egypt), various issues.

[a] Separate information for general cargo and container vessels not available for 1966.

of 1979, the average daily net tonnage was smaller in 1978 than in the other two years. This was partly attributable to a greater use of medium-sized and small tankers in 1978, in response to a drop in oil shipments. For general cargo and container vessels, the average traffic increased in 1978 but declined in the first half of 1979; on the other hand, the traffic of other vessels generally continued to increase in both years.

73. For the first time, the high average daily traffic of 58 vessels recorded in 1966 was equalled in 1978. However, the 1966 average net tonnage of 751,370 remained unsurpassed by a wide margin.

ANNEXES

Annex I

CLASSIFICATION OF COUNTRIES AND TERRITORIES

Notes

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

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)" in the classification that follows.

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

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

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

Developing countries and territories: codes 8, 9, 10, 11 and 12.
of which:
- 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.

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

Code 1

Canada
United States of America

Code 2

Japan

Code 3

Australia
New Zealand

Code 4

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

Code 5

South Africa

Code 6

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

Code 7

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

Code 8

8.1. *North Africa*

Algeria
Egypt
Libyan Arab Jamahiriya
Morocco
Tunisia

8.2. *West Africa*

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

8.3. *East Africa*

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

Code 9

9.1. *Caribbean and North America*

Antigua
Bahamas
Barbados
Bermuda
British Virgin Islands
Cayman Islands
Cuba
Dominica

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

Dominican Republic
Greenland
Grenada
Guadeloupe
Haiti
Jamaica
Martinique
Montserrat
St. Pierre and Miquelon
St. Kitts-Nevis-Anguilla
St. Lucia
St. Vincent
Turks and Caicos Islands
United States Virgin Islands

9.2. *Central America*

Belize
Costa Rica
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama

9.3. *South America: northern seaboard*

French Guiana
Guyana
Netherlands Antilles
Suriname
Trinidad and Tobago
Venezuela

9.4. *South America: western seaboard*

Chile
Colombia
Ecuador
Peru

9.5. *South America: eastern seaboard*

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

Code 10

10.1. *Western Asia*

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

10.2. *Southern and Eastern Asia*

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

Code 11

Malta

Code 12

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

Annex II

WORLD SEABORNE TRADE[a] ACCORDING TO GEOGRAPHICAL AREAS, 1965, 1970, 1976, 1977

(Millions of tons)

Area[b]	Goods loaded: Petroleum: Crude	Goods loaded: Petroleum: Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum: Crude	Goods unloaded: Petroleum: Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Developed market-economy countries and territories								
North America								
1965	0.1	3.4	228.5	232.0	73.7	65.3	155.2	294.0
1970	0.7	5.3	308.0	314.0	73.4	103.6	170.0	347.0
1976	1.3	4.5	367.2	373.0	278.6	99.6	166.5	544.7
1977	0.6	4.1	365.3	370.0	342.4	107.0	177.7	627.0
Japan								
1965	—	0.8	22.0	22.8	69.7	14.0	115.0	198.7
1970	—	0.3	41.6	41.9	170.4	30.4	235.1	435.9
1976	—	..	76.5	76.5	227.6	26.4	321.6	575.6
1977	—	..	78.6	78.6	236.3	27.9	318.1	582.3
Australia and New Zealand								
1965	—	1.2	25.2	26.5	18.7	2.0	13.8	34.4
1970	—	1.3	92.3	93.6	18.8	2.9	15.4	37.1
1976	0.2	2.7	163.2	166.1	10.3	4.4	19.9	34.7
1977	0.2	2.8	172.6	175.5	11.3	4.7	19.9	35.8
Europe								
1965	0.3	51.3	183.7	235.3	327.9	89.6	357.7	775.2
1970	28.6	82.3	244.8	355.6	621.0	100.4	469.0	1 190.4
1976	84.0	78.6	316.2	478.7	692.7	112.9	601.6	1 407.2
1977	85.2	81.5	338.4	505.2	673.1	112.6	578.6	1 364.2
South Africa								
1965	—	0.3	8.3	8.5	4.7	1.5	6.2	12.4
1970	—	—	13.2	13.2	8.8	2.6	6.2	17.6
1976	—	0.2	25.6	25.8	15.1	1.6	8.5	25.2
1977	—	0.1	30.2	30.3	16.0	1.6	8.0	25.5
Subtotal, developed market-economy countries and territories								
1965	0.4	60.0	467.7	525.1	494.7	172.4	647.9	1 314.7
1970	29.3	89.2	699.9	818.3	892.4	239.9	895.7	2 028.0
1976	85.5	86.0	948.7	1 120.1	1 224.3	244.9	1 118.1	2 587.4
1977	86.0	88.5	985.1	1 159.6	1 279.1	253.8	1 102.3	2 634.8
Socialist countries of Eastern Europe and Asia								
Socialist countries of Eastern Europe (excluding USSR)								
1965	0.4	3.6	22.1	26.1	2.4	1.9	22.6	26.9
1970	0.2	3.4	34.8	38.5	10.8	3.0	29.2	43.0
1976	—	4.8	48.2	53.0	24.6	4.0	45.0	73.6
1977	—	7.6	51.4	59.0	29.0	4.1	38.8	71.9
USSR								
1965	28.3	18.0	32.8	79.1	—	—	12.8	12.8
1970	38.0	22.9	46.0	106.9	2.5	—	11.9	14.4
1976	58.0	34.0	51.8	143.9	7.0	1.0	33.2	41.2
1977	65.0	39.0	50.0	154.0	6.6	0.6	25.9	33.1

Annex II (*continued*)

Area[b]	Goods loaded: Petroleum, Crude	Goods loaded: Petroleum, Products	Goods loaded: Dry cargo	Goods loaded: Total all goods	Goods unloaded: Petroleum, Crude	Goods unloaded: Petroleum, Products	Goods unloaded: Dry cargo	Goods unloaded: Total all goods
Socialist countries of Asia								
1965	—	—	7.6	7.6	0.2	0.3	11.8	12.2
1970	—	0.1	13.3	13.4	5.4	0.4	24.4	30.2
1976	12.0	1.2	13.8	27.0	10.6	3.2	48.9	62.8
1977	15.0	1.6	15.4	32.2	13.1	3.4	59.3	75.8
Subtotal, socialist countries of Eastern Europe and Asia								
1965	28.7	21.6	62.5	112.8	2.6	2.2	47.2	51.9
1970	38.2	26.4	94.1	158.9	18.7	3.4	65.5	87.6
1976	70.0	40.2	113.8	223.9	42.2	8.2	127.1	177.6
1977	80.0	48.2	116.8	245.2	48.7	8.1	124.0	180.8
Developing countries and territories								
North Africa								
1965	84.6	3.4	29.2	117.2	10.9	3.9	16.3	31.1
1970	221.4	5.6	28.3	255.4	9.9	5.9	17.9	33.8
1976	137.6	7.5	23.5	168.6	5.3	3.3	35.5	44.1
1977	145.5	7.3	25.9	178.8	5.6	3.6	39.9	49.1
West Africa								
1965	14.7	0.3	41.1	56.1	1.5	4.6	9.9	15.9
1970	60.5	1.0	61.5	123.0	3.6	4.0	14.8	22.4
1976	118.0	2.3	58.2	178.5	4.6	4.5	19.8	28.9
1977	120.5	2.5	60.0	183.1	4.8	5.4	21.7	31.9
East Africa								
1965	—	0.5	11.0	11.5	3.3	3.0	6.0	13.2
1970	—	1.2	16.1	17.3	5.5	2.6	8.3	16.4
1976	—	1.5	11.9	13.4	5.6	2.7	8.4	16.7
1977	—	1.4	11.0	12.4	5.8	2.4	8.0	16.2
Caribbean and North America								
1965	—	0.2	20.4	20.6	4.8	3.0	7.7	15.9
1970	—	1.4	28.4	29.8	23.5	4.5	11.2	39.2
1976	—	7.5	23.3	30.8	45.8	9.0	10.3	65.2
1977	—	7.2	24.3	31.5	47.7	8.5	11.4	67.6
Central America								
1965	1.0	2.6	9.9	13.5	3.5	3.4	4.1	10.9
1970	—	3.7	11.9	15.6	6.0	5.5	6.5	18.0
1976	4.9	0.8	15.1	20.8	5.7	2.1	9.9	17.7
1977	10.4	0.8	15.8	27.1	5.8	1.6	12.6	20.0
South America: northern seaboard								
1965	123.3	99.2	27.7	250.2	53.9	3.0	4.7	61.6
1970	131.1	11.8	36.0	278.9	63.1	3.0	6.7	72.9
1976	79.7	74.1	31.7	185.5	47.1	5.8	9.3	62.1
1977	77.9	66.2	36.1	180.3	37.9	3.0	14.8	55.7
South America: western seaboard								
1965	6.0	0.8	25.9	32.7	1.1	1.5	5.1	7.7
1970	4.6	1.6	29.8	35.9	4.1	1.5	5.9	11.5
1976	8.8	1.6	26.8	37.2	7.9	8.9	10.4	19.3
1977	7.1	2.0	25.6	34.7	7.8	1.6	11.2	20.6
South America: eastern seaboard								
1965	—	0.8	34.4	35.3	15.4	1.4	13.1	29.8
1970	0.1	1.1	54.3	55.5	18.8	1.0	19.8	39.6
1976	0.4	0.3	104.9	105.6	43.3	3.0	27.0	73.3
1977	..	0.6	105.4	106.1	42.7	3.7	28.7	75.1

Annex II (*concluded*)

Area[b]	Goods loaded				Goods unloaded			
	Petroleum		Dry cargo	Total all goods	Petroleum		Dry cargo	Total all goods
	Crude	Products			Crude	Products		
Western Asia								
1965	348.7	42.8	5.6	397.1	7.0	1.8	11.3	20.2
1970	588.7	65.6	3.3	658.6	0.1	1.0	13.1	14.2
1976	972.4	45.9	17.6	1 035.9	8.6	4.7	41.6	55.0
1977	983.9	42.9	11.9	1 038.7	8.2	5.6	50.7	64.6
Southern and Eastern Asia (n.e.s.)								
1965	14.6	13.1	65.5	93.3	23.3	17.0	58.2	98.5
1970	35.0	23.7	89.3	148.0	54.7	23.3	61.9	139.9
1976	77.5	20.6	137.7	235.7	80.0	20.5	97.2	197.6
1977	87.3	24.5	148.2	259.9	89.7	21.1	107.7	218.5
Developing countries in Europe								
1965	..	—	—	..	—	0.2	0.4	0.6
1970	..	—	—	..	—	0.3	0.7	1.0
1976	—	—	0.1	0.1	—	0.3	0.7	1.0
1977	—	—	0.2	0.2	—	0.3	0.8	1.1
Oceania (n.e.s.)								
1965	—	—	5.6	5.6	—	0.9	1.7	2.5
1970	—	0.2	9.5	9.7	0.6	1.6	2.9	5.1
1976	—	0.5	9.2	9.7	1.5	2.3	2.3	6.1
1977	—	0.6	10.0	10.6	1.5	2.1	2.8	6.4
Subtotal, developing countries and territories								
1965	592.9	163.7	276.3	1 033.1	124.7	43.7	138.5	307.9
1970	1 041.4	216.9	368.4	1 627.7	189.9	54.2	169.7	414.0
1976	1 399.4	162.6	460.0	2 021.9	255.4	59.1	272.5	587.0
1977	1 432.7	156.0	474.6	2 063.4	257.6	58.9	310.4	626.9
WORLD TOTAL[c]								
1965	622	240	812	1 674	622	222	832	1 676
1970	1 111	330	1 165	2 605	1 101	302	1 127	2 530
1976	1 555	289	1 522	3 366	1 522	312	1 518	3 352
1977	1 599	293	1 576	3 468	1 585	321	1 536	3 442

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

[a] Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the system, including petroleum imports into Netherlands Antilles and Trinidad and Tobago for refining and re-export. Great Lakes and St. Lawrence trade (in dry cargo) amounted to 37 million tons in 1965, 42 million tons in 1970, 49 million tons in 1976 and 41 million tons in 1977.

[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 or territories and types of ships, [b] in g.r.t. and d.w.t., as at 1 July 1979

(Figures for d.w.t. are shown in parentheses except in cases where such data are not available)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
WORLD TOTAL [e]	407 643 078	173 900 775	105 073 850	80 045 742	9 995 812	38 626 899
	(673 678 326)	(337 769 512)	(183 224 438)	(113 604 561)	(10 224 475)	(28 855 340)
Developed market-economy countries and territories						
Australia	1 651 747	316 097	838 246	251 866	92 508	153 030
	(2 403 644)	(512 649)	(1 400 984)	(314 201)	(91 806)	(84 004)
Austria	81 437	—	38 689	33 933	8 815	—
	(126 890)		(62 824)	(50 736)	(13 330)	
Belgium	1 788 538	292 876	796 877	288 615	111 265	298 905
	(2 722 946)	(500 426)	(1 429 855)	(393 199)	(102 618)	(296 848)
Canada	1 072 230	183 738	178 508	107 664	21 549	580 771
	(900 786)	(229 272)	(154 253)	(86 851)	(25 630)	(404 780)
Denmark	5 524 416	2 950 893	681 637	936 577	489 000	466 309
	(8 980 833)	(5 652 636)	(1 127 050)	(1 494 958)	(441 400)	(264 789)
Faeroe Islands	63 293	—	—	10 226	—	53 067
	(39 082)			(20 344)		(18 738)
Finland	2 508 764	1 212 530	526 421	519 374	3 895	246 544
	(3 845 184)	(2 238 353)	(848 842)	(665 061)	(4 761)	(88 167)
France	11 945 837	7 698 905	1 615 979	1 325 449	391 069	914 435
	(20 824 828)	(15 080 950)	(2 861 574)	(1 780 062)	(413 876)	(688 366)
Germany, Federal Republic of	8 562 780	2 828 790	1 763 434	2 409 940	1 028 776	531 840
	(13 745 096)	(5 545 182)	(3 058 461)	(3 789 002)	(1 026 107)	(326 344)
Gibraltar	2 291	—	—	1 886	—	405
	(3 805)			(3 205)		(600)
Greece	37 352 597	11 213 571	14 965 348	10 350 993	23 491	799 194
	(63 310 152)	(21 341 288)	(26 287 656)	(15 243 222)	(34 480)	(403 506)
Iceland	180 442	1 596	—	77 485	—	101 361
	(165 212)	(2 629)		(122 750)		(39 833)
Ireland	200 714	5 580	101 464	32 155	4 956	56 559
	(237 693)	(8 547)	(159 469)	(44 797)	(5 618)	(19 262)
Israel	435 394	368	217 027	73 715	139 027	5 257
	(585 507)	(642)	(331 790)	(87 011)	(164 815)	(1 249)
Italy	11 694 872	5 012 867	4 241 314	1 093 807	158 865	1 188 019
	(19 129 542)	(9 395 738)	(7 299 786)	(1 521 188)	(156 265)	(756 565)
Japan	39 992 925	17 215 491	12 806 103	4 439 531	1 391 632	4 140 168
	(66 315 117)	(33 066 362)	(21 608 752)	(7 135 410)	(1 230 577)	(3 274 016)
Monaco	31 422	31 422	—	—	—	—
	(49 977)	(49 977)				
Netherlands	5 403 350	2 283 436	646 162	1 558 906	313 316	601 530
	(8 404 959)	(4 277 710)	(1 077 422)	(2 325 191)	(280 926)	(443 710)
New Zealand	258 476	52 309	—	114 233	42 276	49 658
	(279 620)	(83 243)		(137 808)	(38 642)	(19 927)
Norway	22 349 337	12 283 624	6 080 818	1 421 512	72 418	2 490 965
	(39 451 495)	(24 276 736)	(10 593 184)	(1 544 881)	(62 496)	(2 974 198)
Portugal	1 205 478	627 320	73 204	324 420	6 260	174 274
	(1 823 797)	(1 172 070)	(116 427)	(433 691)	(7 096)	(94 513)
South Africa	741 469	37 597	169 288	155 307	255 507	123 770
	(858 106)	(62 554)	(285 003)	(210 282)	(239 991)	(60 276)
Spain	8 313 658	5 026 337	1 311 508	1 116 808	29 450	829 555
	(13 943 083)	(9 452 955)	(2 294 926)	(1 649 782)	(41 691)	(503 729)
Sweden	4 636 662	2 150 779	875 443	1 069 089	70 307	471 044
	(7 375 514)	(4 213 344)	(1 461 300)	(1 392 022)	(56 582)	(252 266)
Switzerland	265 336	2 900	128 883	128 628	—	4 925
	(403 710)	(2 901)	(208 309)	(183 577)		(8 923)
Turkey	1 421 715	357 057	465 421	484 910	—	114 327
	(2 079 281)	(597 957)	(769 075)	(678 108)		(34 141)

	Total	Oil tankers	Bulk carriers[c]	General cargo[d]	Container ships	Others
United Kingdom	27 951 342	13 312 832	6 627 629	3 243 878	1 772 465	2 994 538
	(45 080 069)	(25 015 194)	(11 455 660)	(4 515 390)	(1 677 948)	(2 415 877)
United States of America	14 107 394	7 362 883	320 243	2 036 425	1 765 735	2 622 108
	(21 207 502)	(14 111 012)	(753 490)	(2 677 667)	(1 999 469)	(1 665 864)
Yugoslavia	2 407 221	214 779	899 135	1 208 812	20 226	64 269
	(3 661 575)	(363 495)	(1 530 699)	(1 714 696)	(28 526)	(24 159)
Subtotal, developed market-economy countries and territories	212 151 137	92 676 577	56 368 781	34 816 144	8 212 808	20 076 827
	(347 955 005)	(177 253 822)	(97 176 791)	(50 215 092)	(8 144 650)	(15 164 650)
Open-registry countries						
Cyprus	2 355 543	246 138	192 432	1 807 602	3 733	105 638
	(3 362 420)	(406 408)	(301 773)	(2 603 137)	(6 677)	(44 425)
Liberia	81 528 175	50 197 533	24 883 475	3 762 311	344 000	2 340 856
	(160 037 798)	(104 921 066)	(46 333 904)	(5 577 297)	(424 718)	(2 780 813)
Oman	6 954	—	—	3 157	—	3 797
	(9 769)			(6 030)		(3 739)
Panama	22 323 931	6 334 747	5 679 257	8 177 693	281 823	1 850 411
	(35 927 354)	(12 314 406)	(9 457 924)	(12 168 562)	(366 765)	(1 619 697)
Singapore	7 869 152	3 004 963	1 808 719	2 503 799	338 671	213 000
	(12 924 322)	(5 709 023)	(3 045 603)	(3 548 505)	(396 475)	(224 716)
Subtotal, open-registry countries	114 083 755	59 783 381	32 563 883	16 254 562	968 227	4 513 702
	(212 262 663)	(123 351 903)	(59 139 204)	(23 903 531)	(1 194 635)	(4 673 390)
Socialist countries of Eastern Europe and Asia						
Socialist countries of Eastern Europe						
Albania	56 127	—	—	54 888	—	1 239
	(78 949)			(78 949)		(—)
Bulgaria	1 150 299	352 435	351 918	326 213	—	119 733
	(1 599 049)	(563 259)	(525 190)	(439 769)		(70 831)
Czechoslovakia	154 819	—	102 589	52 230	—	—
	(232 912)		(164 382)	(68 530)		
German Democratic Republic	1 552 148	237 949	274 874	781 250	—	258 075
	(1 988 053)	(424 416)	(405 177)	(1 017 714)		(140 746)
Hungary	77 738	—	—	77 738	—	—
	(110 350)			(110 350)		
Poland	3 580 294	571 146	1 253 947	1 303 186	—	452 015
	(5 030 037)	(1 030 261)	(2 020 859)	(1 704 848)		(274 069)
Romania	1 797 108	335 617	723 988	524 441	—	213 062
	(2 590 182)	(587 751)	(1 154 624)	(714 446)		(133 361)
Union of Soviet Socialist Republics	22 900 201	4 828 688	1 794 582	7 568 827	238 553	8 469 551
	(25 293 201)	(7 387 361)	(2 819 869)	(9 866 705)	(249 938)	(4 969 328)
Subtotal, socialist countries of Eastern Europe	31 268 734	6 325 835	4 501 898	10 688 773	238 553	9 513 675
	(36 922 733)	(9 993 048)	(7 090 101)	(14 001 311)	(249 938)	(5 588 335)
Socialist countries of Asia						
China	6 336 747	1 095 232	1 699 810	3 333 853	—	207 852
	(9 509 087)	(1 823 616)	(2 846 758)	(4 678 799)		(159 914)
Democratic People's Republic of Korea	162 261	32 065	21 536	69 603	—	39 057
	(211 257)	(49 902)	(33 505)	(98 934)		(28 916)
Viet Nam	202 073	32 032	14 200	139 986	—	15 855
	(289 700)	(52 860)	(23 713)	(206 862)		(6 265)
Subtotal, socialist countries of Asia	6 701 081	1 159 329	1 735 546	3 543 442	—	262 764
	(10 010 044)	(1 926 378)	(2 903 976)	(4 984 595)		(195 095)
Subtotal, socialist countries of Eastern Europe and Asia	37 969 815	7 485 164	6 237 444	14 232 215	238 553	9 776 439
	(46 932 777)	(11 919 426)	(9 994 077)	(18 985 906)	(249 938)	(5 783 430)
Developing countries of Africa						
Algeria	1 258 081	623 417	80 988	214 985	—	338 691
	(1 872 119)	(1 177 697)	(127 910)	(305 782)		(260 730)
Angola	64 312	2 052	—	58 913	—	3 347
	(95 971)	(3 000)		(91 932)		(1 039)
Benin	4 446	—	—	2 999	—	1 447
	(4 799)			(4 330)		(469)
Cape Verde	7 510	216	—	5 308	—	1 986
	(11 896)	(350)		(9 804)		(1 742)
Comoros	467	139	—	328	—	—
	(487)	(59)		(428)		..

Annex III (*continued*)

	Total	*Oil tankers*	*Bulk carriers* [c]	*General cargo* [d]	*Container ships*	*Others*
Congo	6 784 (10 833)	—	—	—	—	6 784 (10 833)
Djibouti	3 291 (3 365)	—	—	1 780 (2 300)	—	1 511 (1 065)
Egypt	541 721 (692 891)	142 850 (232 515)	—	328 960 (417 927)	—	69 911 (42 449)
Equatorial Guinea	6 412 (6 594)	—	—	6 412 (6 594)	—	—
Ethiopia	23 999 (32 493)	2 051 (2 980)	—	21 152 (29 313)	—	796 (200)
Gabon	77 095 (143 062)	74 471 (141 158)	—	455 (620)	—	2 169 (1 284)
Gambia	3 907 (4 405)	—	—	2 283 (3 650)	—	1 624 (755)
Ghana	196 976 (226 848)	—	—	145 460 (196 857)	—	51 516 (29 991)
Guinea	16 412 (18 113)	—	10 764 (15 290)	210 (182)	—	5 438 (2 641)
Guinea-Bissau	560 (20)	—	—	190 (20)	—	370 (—)
Ivory Coast	180 639 (226 894)	—	—	166 423 (217 751)	—	14 216 (9 143)
Kenya	26 174 (35 592)	2 206 (3 609)	—	20 689 (31 158)	—	3 279 (825)
Libyan Arab Jamahiriya	885 247 (1 583 652)	795 616 (1 504 929)	—	46 540 (58 692)	—	43 091 (20 031)
Madagascar	55 508 (75 282)	14 536 (23 286)	—	35 563 (48 466)	—	5 409 (3 530)
Mali	200 (225)	200 (225)	—	—	—	—
Mauritania	375 (311)	—	—	—	—	375 (311)
Mauritius	40 390 (51 730)	—	—	36 357 (51 373)	—	4 033 (357)
Morocco	364 364 (574 111)	113 074 (199 712)	58 605 (100 501)	81 443 (125 184)	—	111 242 (148 714)
Mozambique	36 704 (35 353)	6 549 (10 612)	—	14 102 (19 419)	—	16 053 (5 322)
Nigeria	382 879 (571 000)	144 107 (274 047)	—	220 412 (292 455)	—	18 360 (4 498)
St. Helena	3 150 (2 228)	—	—	3 150 (2 228)	—	—
Senegal	33 752 (30 820)	1 422 (1 831)	—	10 387 (15 080)	—	21 943 (13 909)
Seychelles	3 426 (3 834)	1 595 (2 700)	—	505 (513)	—	1 326 (621)
Sierra Leone	2 256 (706)	—	—	—	—	2 256 (706)
Somalia	54 895 (73 772)	10 458 (16 450)	—	41 184 (53 212)	—	3 253 (4 110)
Sudan	43 375 (56 893)	—	—	42 255 (56 893)	—	1 120 (—)
Togo	15 501 (23 380)	—	—	15 109 (23 380)	—	392 (—)
Tunisia	127 968 (170 680)	27 030 (46 824)	20 157 (32 217)	60 471 (79 990)	—	20 310 (11 649)
Uganda	5 510 (9 115)	—	—	5 510 (9 115)	—	—
United Republic of Cameroon	38 580 (43 184)	—	—	30 974 (39 087)	—	7 606 (4 097)
United Republic of Tanzania	57 728 (74 737)	1 723 (2 603)	—	46 322 (67 486)	—	9 683 (4 648)
Zaire	91 784 (132 276)	—	—	77 950 (118 368)	—	13 834 (13 908)
Zambia	5 513 (9 110)	—	—	5 513 (9 110)	—	—
Subtotal, developing countries of Africa	4 667 891 (6 908 781)	1 963 712 (3 644 587)	170 514 (275 918)	1 750 294 (2 388 699)	— ..	783 371 (599 577)

Annex III (*continued*)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Developing countries and territories of America						
Anguilla	399	—	—	399	—	—
	(525)			(525)		
Antigua	410	—	—	147	—	263
	(250)			(250)		(—)
Argentina	2 343 671	772 828	540 064	821 987	—	208 792
	(3 371 761)	(1 200 440)	(901 788)	(1 118 641)		(150 892)
Bahamas	120 581	50 073	15 005	40 589	—	14 914
	(165 050)	(77 966)	(24 217)	(58 997)		(3 870)
Barbados	5 107	—	—	748	—	4 359
	(1 114)			(1 050)		(64)
Belize	620	—	—	620	—	—
	(800)			(800)		
Bermuda	1 726 672	871 730	559 250	148 097	14 109	133 486
	(2 926 105)	(1 608 928)	(938 017)	(216 460)	(16 063)	(146 637)
Bolivia	15 130	—	—	15 130	—	—
	(18 830)			(18 830)		
Brazil	4 007 498	1 380 455	1 266 299	1 202 605	—	158 139
	(6 656 923)	(2 544 235)	(2 264 238)	(1 665 837)		(182 613)
Cayman Islands	229 973	16 742	65 988	129 724	3 695	13 824
	(341 439)	(27 241)	(105 481)	(195 897)	(5 476)	(7 344)
Chile	536 616	25 492	198 409	279 680	—	33 035
	(831 820)	(41 299)	(367 278)	(405 315)		(17 928)
Colombia	291 702	29 585	—	255 631	—	6 486
	(376 142)	(48 136)		(327 887)		(119)
Costa Rica	19 270	—	—	8 852	—	10 418
	(17 900)			(12 920)		(4 980)
Cuba	852 604	77 662	46 086	543 006	—	185 850
	(1 046 232)	(118 587)	(74 683)	(700 719)		(152 243)
Dominican Republic	25 377	674	9 420	14 898	—	385
	(42 911)	(1 609)	(16 297)	(25 005)		(—)
Ecuador	234 240	96 299	—	125 103	—	12 838
	(306 807)	(155 772)		(146 342)		(4 693)
El Salvador	2 317	—	—	1 816	—	501
	(3 303)			(3 205)		(98)
Falkland Islands (Malvinas)	7 937	—	—	537	—	7 400
	(4 383)			(943)		(3 440)
Grenada	226	—	—	—	—	226
	(340)					(340)
Guatemala	9 294	—	—	9 044	—	250
	(13 082)			(13 082)		(—)
Guyana	17 243	1 626	—	6 393	—	9 224
	(15 484)	(1 745)		(9 277)		(4 462)
Haiti	394	—	—	394	—	—
	(523)			(523)		
Honduras	193 256	2 853	—	182 224	—	8 179
	(227 047)	(3 948)		(214 984)		(8 115)
Jamaica	12 927	—	—	8 591	—	4 336
	(12 434)			(9 920)		(2 514)
Mexico	914 898	458 012	57 554	142 710	—	256 622
	(1 259 590)	(736 528)	(96 570)	(199 513)		(226 979)
Montserrat	1 248	—	—	1 248	—	—
	(1 861)			(1 861)		
Nicaragua	13 241	3 970	—	4 468	—	4 803
	(16 018)	(6 150)		(5 700)		(4 168)
Paraguay	23 019	2 935	—	16 655	—	3 429
	(23 599)	(3 864)		(18 669)		(1 066)
Peru	646 380	97 556	198 974	212 513	—	137 337
	(829 960)	(147 097)	(355 146)	(296 587)		(31 130)
St. Kitts, Nevis	256	—	—	—	—	256
	(90)					(90)
St. Lucia	1 243	—	—	886	—	357
	(1 386)			(1 386)		(—)
St. Vincent	12 718	—	—	11 063	—	1 655
	(16 821)			(15 315)		(1 506)
Suriname	11 171	208	—	7 390	1 343	2 230
	(13 178)	(354)		(10 325)	(1 743)	(756)

Annex III (*continued*)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Trinidad and Tobago	17 165	1 736	—	2 664	—	12 765
	(11 519)	(2 000)		(3 508)		(6 011)
Turks and Caicos Islands	2 408	499	—	1 785	—	124
	(3 700)	(850)		(2 850)		(—)
Uruguay	198 169	114 507	13 203	56 780	—	13 679
	(310 147)	(200 740)	(21 815)	(75 821)		(11 771)
Venezuela	882 098	348 161	45 307	354 276	—	134 354
	(1 165 682)	(537 482)	(77 584)	(488 377)		(62 239)
Virgin Islands (British)	4 726	—	—	4 006	—	720
	(6 350)			(4 366)		(1 984)
Subtotal, developing countries and territories of America	13 382 204	4 353 603	3 015 559	4 612 659	19 147	1 381 236
	(20 041 106)	(7 464 971)	(5 243 114)	(6 271 687)	(23 282)	(1 038 052)
Developing countries and territories of Asia						
Bahrain	8 795	913	—	2 221	—	5 661
	(6 649)	(1 300)		(2 932)		(2 417)
Bangladesh	298 524	42 013	55 752	177 095	—	23 664
	(416 464)	(64 510)	(93 026)	(248 218)		(10 710)
Brunei	899	—	—	283	—	616
	(896)			(400)		(496)
Burma	64 400	7 246	—	43 224	—	13 930
	(71 877)	(8 949)		(58 916)		(4 012)
Democratic Kampuchea	3 558	—	—	998	—	2 560
	(3 779)			(1 458)		(2 321)
Democratic Yemen	10 775	1 886	—	3 255	—	5 634
	(11 525)	(3 185)		(5 040)		(3 300)
Hong Kong	1 469 623	125 441	913 353	171 191	225 833	33 805
	(2 240 327)	(224 337)	(1 563 100)	(198 314)	(244 017)	(10 559)
India	5 854 285	1 119 213	2 595 430	1 952 695	—	186 947
	(9 375 317)	(1 998 377)	(4 514 999)	(2 752 697)		(109 244)
Indonesia	1 309 911	111 455	70 823	924 934	—	202 699
	(1 698 521)	(171 647)	(109 517)	(1 267 585)		(149 772)
Iran	1 207 372	597 202	—	419 888	—	190 282
	(1 823 509)	(1 116 238)		(591 260)		(116 011)
Iraq	1 328 256	1 140 951	—	92 231	—	95 074
	(2 367 726)	(2 163 415)		(130 341)		(73 970)
Jordan	696	—	—	496	—	200
	(1 200)			(1 200)		(—)
Kuwait	2 428 200	1 256 360	12 860	962 467	—	196 513
	(4 080 855)	(2 418 238)	(18 822)	(1 416 390)		(227 405)
Lebanon	260 125	752	—	211 374	1 946	46 053
	(356 606)	(1 090)		(305 396)[d]	(1 543)	(48 577)
Malaysia	620 894	4 201	289 140	195 106	54 724	77 723
	(909 242)	(6 908)	(483 410)	(255 935)	(61 807)	(101 182)
Maldives	91 786	1 244	—	88 184	—	2 358
	(116 703)	(1 603)		(113 884)		(1 216)
Pakistan	442 694	—	21 903	402 673	—	18 118
	(584 391)		(32 919)	(546 200)		(5 272)
Philippines	1 606 019	299 192	483 362	636 124	—	187 341
	(2 380 420)	(535 826)	(847 161)	(885 556)		(111 877)
Qatar	90 586	72 756	—	2 216	—	15 614
	(156 553)	(138 327)		(3 773)		(14 453)
Republic of Korea	3 952 946	1 198 498	1 260 954	813 417	204 421	475 656
	(6 168 547)	(2 226 881)	(2 057 232)	(1 257 880)	(223 513)	(403 041)
Saudi Arabia	1 442 952	1 062 793	119 154	142 435	—	118 570
	(2 448 563)	(1 982 268)	(178 026)	(183 689)		(104 580)
Sri Lanka	92 941	21 939	—	60 976	—	10 026
	(126 736)	(36 170)		(87 387)		(3 179)
Syrian Arab Republic	31 829	—	—	30 376	—	1 453
	(45 351)			(44 751)		(600)
Thailand	361 669	129 375	—	216 904	—	15 390
	(535 492)	(221 970)		(305 844)		(7 678)
United Arab Emirates	156 120	79 695	—	57 144	—	19 281
	(252 717)	(148 698)		(85 133)		(18 886)
Yemen	1 956	—	—	1 260	—	696
	(1 850)			(1 850)		(—)
Subtotal, developing countries and territories of Asia	23 137 811	7 273 125	5 822 731	7 609 167	486 924	1 945 864
	(36 181 816)	(13 469 937)	(9 898 212)	(10 752 029)	(530 880)	(1 530 758)

Annex III (*concluded*)

	Total	Oil tankers	Bulk carriers [c]	General cargo [d]	Container ships	Others
Developing countries of Europe						
Malta	116 299 (149 353)	—	40 849 (64 832)	50 373 (66 718)	—	25 077 (17 803)
Subtotal, developing countries of Europe	116 299 (149 353)	—	40 849 (64 832)	50 373 (66 718)	—	25 077 (17 803)
Developing countries and territories of Oceania						
Fiji	11 486 (10 815)	254 (400)	—	5 860 (7 581)	—	5 372 (2 834)
Kiribati	1 333 (868)	—	—	1 333 (868)	—	—
Nauru	54 004 (74 458)	—	36 976 (58 808)	13 849 (13 750)	—	3 179 (1 900)
New Hebrides	8 712 (11 551)	3 266 (5 431)	—	3 722 (3 957)	—	1 724 (2 163)
Papua New Guinea	21 022 (25 919)	1 276 (1 198)	—	12 198 (16 593)	—	7 548 (8 128)
Solomon Islands	1 822 (1 705)	—	—	873 (1 105)	—	949 (600)
Tonga	23 549 (28 339)	—	—	20 544 (25 964)	—	3 005 (2 375)
Western Samoa	927 (194)	—	—	—	—	927 (194)
Subtotal, developing countries and territories of Oceania	122 855 (153 849)	4 796 (7 029)	36 976 (58 808)	58 379 (69 818)	—	22 704 (18 194)
Subtotal, developing countries and territories	41 427 060 (63 434 905)	13 595 236 (24 586 524)	9 086 629 (15 540 884)	14 080 872 (19 548 951)	506 071 (554 162)	4 158 252 (3 204 384)
Other countries and territories n.e.s.	2 011 311 (3 092 976)	360 417 (657 837)	817 113 (1 373 482)	661 949 (951 081)	70 153 (81 090)	101 679 (29 486)

Source: *Lloyd's Register of Shipping: Statistical Tables, 1979* (London), and supplementary data regarding the Great Lakes fleets of the United States of America and Canada, and the United States reserve fleet.

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

[b] Ships of 100 g.r.t. 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 g.r.t. and over, including ore/bulk/oil carriers.

[d] Including passenger/cargo.

[e] Excluding estimates of:

	Total	Oil tankers	Bulk carriers *	General cargo **	Container ships	Others
United States Great Lakes Fleet	1 763 241 (2 962 245)	26 449 (44 434)	1 636 288 (2 748 963)	21 159 (35 547)	—	79 345 (133 301)
Canadian Great Lakes Fleet	1 943 522 (2 760 685)	73 854 (104 906)	1 613 123 (2 291 369)	145 764 (207 051)	—	110 781 (157 359)
United States reserve fleet (vessels of 1,000 g.r.t. and over)	1 671 585 (2 089 481)	207 276 (325 906)	—	1 464 309 (1 763 575)	—	—

* See footnote c above.

** See footnote d above.

Annex IV

SELECTED MAXIMUM AND MINIMUM [a] TRAMP FREIGHT RATES, 1976-1979

Commodity route	Currency unit (pounds sterling and dollars)	1976 High	1976 Low	1977 High	1977 Low	1978 High	1978 Low	1979 High	1979 Low
Heavy grain:									
North Pacific-Japan [b]	Dollars	15.50	14.00	15.00	14.00	17.00	13.75	30.00	17.70
Great Lakes-Netherlands/Belgium	Dollars	15.50	13.35	15.25	10.25	18.90	14.00	33.65	19.20
River Plate-Japan [c]	Dollars	24.00	16.50	21.50	17.00	26.00	18.50	42.50	26.40
North Pacific-Republic of Korea [b]	Dollars	16.60	11.35	14.50	13.25	18.00	13.25	34.50	17.25
Coal:									
Hampton Roads-Japan [d]	Dollars	8.00	5.50	7.45	6.25	11.00	7.25	19.95	8.25
Sugar:									
Mauritius-UK	Pounds sterling	13.65	9.90	11.90	11.05	13.25	11.15	18.40	12.65
Philippines-USA [e]	Dollars	26.50	22.00	21.00	15.90	16.85	16.85	23.50	23.50
Ore:									
Brazil-Europe [f]	Dollars	5.00	3.10	4.25	3.30	3.85	3.075	14.50	6.525
Monrovia-Continental Europe [f]	Dollars	4.45	2.40	2.95	2.95	3.25	2.525	9.35	7.75
Phosphate:									
Aqaba-West Coast of India	Dollars	9.50	9.50	9.75	8.25	11.50	8.25	21.00	12.00
Fertilizers:									
Gulf of Mexico (United States)-India [g]	Dollars	23.00	23.00	24.25	21.00	34.00	30.00	51.25	46.50

Source: Lloyd's List (London), 4 January 1977, 9 January 1979 and 7 January 1980; for 1977, *Fairplay International Shipping Weekly* (London), vol. 265, No. 4924, 19 January 1978, p. 89.

[a] Approximate levels.

[b] About 15,000 tons.

[c] 20,000-25,000 tons, and for 1979 on the commodity route River Plate-Japan, about 30,000 tons.

[d] About 50,000 tons.

[e] For 1976, according to *Fairplay International Shipping Weekly* (London), vol. 261, No. 4874, 20 January 1977, p. 81; and for 1978 and 1979, *ibid.*, vol. 273, No. 5029, 17 January 1980, p. 59.

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

[g] Diammonium phosphate.

Annex V

LINER FREIGHT CHANGES AND SURCHARGES ANNOUNCED[a] IN 1979

Type of surcharge: *Key*

bunker = bunker surcharge; l.s.d. = landing, storage and delivery charges.

Unit:

f.t. = per freight ton; m^3 = per cubic metre; m.t. = per metric ton; p.u. = per paying unit; WT = per weight and/or measurement ton; t = per ton.

Other:

(..) indicates that the previous level of surcharge was not specified in the source; \$ = US dollars unless otherwise specified; \$Can = Canadian dollars; \$A = Australian dollars; F = French francs.

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
1	Japan/India-Pakistan-Gulf/Japan Conference	1 January			Bunker from 15.30 to 13.90 per cent (to India); bunker from 14.70 to 13.60 per cent (to Pakistan); and bunker from 14.70 to 13.70 per cent (to Gulf)
2	Australia Northbound Shipping Conference	1 January			Bunker from 4.87 to 3.95 per cent (to Japan and Republic of Korea) and bunker from 8.68 to 7.53 per cent (to Hong Kong and the Philippines)
3	Canada/South Africa/Canada Rate Associations	1 January		6 per cent bunker	
4 5	Eastern Canada/Australia-New Zealand Conference Australia/Eastern Canada Shipping Conference	1 January		3 per cent bunker	
6	UK and Continent/Ceylon Eastbound Conferences	8 January		Bunker from (..) to 12.95 per cent westbound	
7	Sri Lanka/Middle East Conference	8 January		Bunker from (..) to 46 per cent	
8	Brazil/Far East/Brazil Freight Conference	1 February		Bunker from (..) to 12.30 per cent	
9	Australia Northbound Shipping Conference	1 February		Bunker from 7.53 to 8.67 per cent (to Hong Kong and Philippines)	
10	Mediterranean Europe West Africa Conference (MEWAC)	1 February	9 per cent		
11	Adriatic-Levant Freight Agreement (ALFA)	1 February	12.25 per cent	3 per cent bunker	
12	West Coast of India-Pakistan/USA Conference	1 February		Bunker from (..) to \$4.65/m^3 or \$5.20/m.t.	
13	Conférence Centre Amérique	1 February		Bunker from \$8.25 to \$9.87/p.u.	
14	Lines serving the trade France/Libya	1 February	20 per cent		
15	UK/Gibraltar Conference	5 February		Bunker from 17.50 to 22.50 per cent	
16	Lines serving the trade France/Morocco	5 February		Bunker from (..) to 25 per cent	

Annex V (*continued*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
17	Conférence de fret France/Antilles et Guyane françaises	5 February	9 per cent		Bunker from F 23.50 to F 31.50/u.p. incorporated in tariff
18	UK/Morocco Conference	12 February		Bunker from (..) to 25 per cent	
19	Israel/France Conference and vice-versa (ISFRACON)	12 February	7 per cent to France and 9 per cent to Israel		
20	UK and Continent/Papeete and Noumea Freight Agreement	12 February		Bunker from (..) to 12.60 per cent	
21	Zürich Agreement	12 February		Bunker from (..) to 26 per cent (for Greece, Syria and Lebanon)	
22	European South Pacific and Magellan Conference (ESPM)	16 February		Bunker from $9 to $10/f.t. (for Europe, excluding Italy) and bunker from $12.50 to $15/f.t. (for Italy)	
23	UK/Madeira and Canary Islands Freight Agreement	16 February		2.50 per cent bunker	
24	Israel/France Conference and vice-versa (ISFRACON)	18 February		Bunker from 13 to 18 per cent	
25	Entente de fret Marseille/Levant	19 February		Bunker from (..) to 20 per cent	
26	Continent/Turkey/Continent Conference (CONTURCON)	20 February			Bunker from 25 to 18 per cent
27	UK/Madeira and Canary Islands Freight Agreement	23 February		Bunker from 2.50 to 7.50 per cent	
28 29	Conference of Malta and Alexandria Steamship Companies Levant Conference	26 February		Bunker from 2.50 to 7.50 per cent	
30	Cyprus Agreement	26 February		Bunker from (..) to 25 per cent	
31	European South Pacific and Magellan Conference (ESPM)	1 March		Bunker from $10 to $10.50/f.t. (for Europe (excluding Italy) and bunker from $15 to $16/f.t. (for Italy)	
32	Conférence Centre Amérique	1 March		Bunker from (..) to $10/p.u. (to Mediterranean ports)	
33	UK and Continent/Ceylon Eastbound Conferences	1 March	8 per cent to UK; 12.50 per cent to Continent		
34	Sri Lanka/Middle East Conference	1 March		Bunker from 46 to 51 per cent	
35 36	Australia/Eastern USA Shipping Conference Australia/Eastern Canada Shipping Conference	1 March		2.17 per cent bunker	
37	Egypt/Italy Freight Conference	1 March		5 per cent bunker (from Italy) and bunker from (..) to 15 per cent (from Egypt)	

38	Adriatic-Levant Freight Agreement (ALFA)	1 March		Bunker from 3 to 15 per cent	
39	UK/Spain Freight Association	1 March		5 per cent bunker	
40	Australia Northbound Shipping Conference	1 March		Bunker from 3.95 to 4.71 per cent (to Japan and Republic of Korea)	Bunker from 8.67 to 8.41 per cent (to Hong Kong and Philippines)
41	Conférence marchandises Mexique	1 March		Bunker from 8 to 16 per cent	
42	Far Eastern Freight Conference (FEFC)				
to	Europe/Japan and Japan/Europe Freight Conferences				
	Philippines/Europe Conference				
45	Sabah, Brunei and Sarawak Freight Conference	1 March		Bunker from 16.62 to 19.74 per cent	1.78 per cent Suez Canal surcharge cancelled
46	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon				
47	North Europe/US and Canada Pacific Coast Freight Conference	1 March	12.50 per cent		
48	Ceylon-New Zealand Conference	1 March	10 per cent		
49	Association of West India Transatlantic Steamship Lines (WITASS)	5 March		Bunker from $7 to $10/t.; l.s.d. charges for Paramaribo from $12.90 to $14.20/f.t.	
50	Adriatic/East Mediterranean Red Sea Ports Agreement	5 March		7 per cent bunker	
51	Eastern Mediterranean/UK Homeward Conference	5 March		7.50 per cent bunker	
52	Lebanon-Syria-South Turkey/UK Conference	5 March		7.50 per cent bunker	
53	Cyprus/UK Conference	5 March		7.50 per cent bunker	
54	Accordo Agenti Mar Rosso e Golfo di Aden	5 March		5 per cent bunker	
55	UK/Israel/UK Conferences	5 March		Bunker from (..) to 17.30 per cent	
56	North Europe/Egypt/North Europe Conference	5 March		Bunker from (..) to 25 per cent	
57	Mediterranean Middle East Conference (MEDMECON)	5 March		6 per cent bunker	
58	Accordo Merci Tirreno Levante (AMETILE)	5 March		Bunker from 5 to 10 per cent	
59	Conférences maritimes Algérie/France	5 March		Bunker from 8 to 14 per cent	
60	Inter American Freight Conference (Section C)	5 March		Bunker from (..) to 15 per cent (to USA)	
61	UK and Continent/Ceylon Eastbound Conferences	7 March		Bunker from 12.95 to 16.70 per cent westbound	
62	Continental Red Sea Conference				
	Ethiopia, Djibouti and Aden Continent Rate Agreement (EDACRA)				
to	North Continent/Aqaba Agreement	9 March		3.50 per cent bunker	
	Sudan/UK and Continent Freight Rates Agreement				
66	Continent/Port Saïd and Suez Conferences				
67	Mediterranean Continent West Africa Conference (MECONWA)	10 March		10 per cent bunker	
68	UK/Bermuda and Nassau Freight Association	12 March		Bunker from (..) to $6.50 W/M	
69	Continent West Africa Conference (COWAC)	14 March		Bunker from 9.70 to 13.50 per cent	
70	Libya Agreement	15 March		Bunker from (..) to 25 per cent	

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
71	European South Pacific and Magellan Conference (ESPM)	16 March		Bunker from $10.50 to $13/f.t. for Europe, excluding Italy	
72	India-Pakistan-Bangladesh/Middle East Conference	19 March		Bunker from 14 to 25 per cent	
73	East Coast India/West Asia (Gulf) Conference	19 March		Bunker from 27 to 46 per cent	
74	UK/Arabian and Iranian Ports Conference	19 March		4.50 per cent bunker	
75	Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	19 March		3.50 per cent bunker	
76	Associated Continental Middle East Lines (ACMEL)	19 March		4.50 per cent bunker	
77	Far Eastern Freight Conference (FEFC)				
to	Europe/Japan and Japan/Europe Freight Conferences				
	Philippines/Europe Conference				
80	Sabah, Brunei and Sarawak Freight Conference	21 March		Bunker from 19.74 to 25.33 per cent	
81	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon				
82	Mediterranean Europe West Africa Conference (MEWAC)	21 March		Bunker from 9.80 to 14.20 per cent	
83	Entente de fret France/Canaries	21 March		Bunker from 12.50 to 18.50 per cent	
84	UK/Red Sea Conference Lines	22 March		4 per cent bunker	
85	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)	24 March		8.50 per cent bunker	
86	Med-Gulf Conference	24 March		8.50 per cent bunker	
87	Brazil/Europe/Brazil Freight Conference (Section IV)	25 March		Bunker from (..) to 20 per cent	
88	Brazil/Mediterranean/Brasil Freight Conference	25 March		Westbound bunker from 15.83 to 16.80 per cent and eastbound from (..) to 13.90 per cent	
89	Conférence internationale Madasgascar, Comores, Réunion et Maurice (CIMACOREM)	26 March		3.50 per cent bunker	
90	New Zealand European Shipping Association	26 March		2.70 per cent bunker	
91	Europe/Indonesia and Indonesia/Europe Freight Conferences	26 March		Bunker from 19.60 to 26.50 per cent	
92	Continental Red Sea Conference				
	Ethiopia, Djibouti and Aden Continent Rate Agreement (EDACRA)				
to	North Continent/Aqaba Agreement	28 March		Bunker from 3.50 to 5 per cent	
	Sudan/UK and Continent Freight Rates Agreement				
96	Continent/Port Saïd and Suez Conferences				

97	Entente de fret Marseille-Mer Rouge (sauf Djibouti). .	29 March		Bunker from (..) to 10 per cent	
98	UK and Continent/Papeete and Noumea Freight Agreement	30 March		Bunker from 12.60 to 17.90 per cent	
99	Association of West India Transatlantic Steamship Lines (WITASS)	1 April		Bunker from $10 to $11.10/t	
100	Conference marchandises Mexique	1 April		Bunker from 16 to 19.50 per cent	
101	European South Pacific and Magellan Conference (ESPM)	1 April		Bunker from $13 to $14/f.t. for Europe excluding Italy	
102	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon				
103	Far Eastern Freight Conference (FEFC)	1 April		Bunker from 25.33 to 25.48 per cent	
	Europe/Japan and Japan/Europe Freight Conferences				
to	Philippines/Europe Conference				
106	Sabah, Brunei and Sarawak Freight Conference . .				
107	Australia Northbound Shipping Conference	1 April		Bunker from 4.71 to 5.05 per cent (to Japan and Republic of Korea) and bunker from 8.41 to 10.49 per cent (to Hong Kong and Philippines)	
108	Inter-American Freight Conference (Section Brazil) . .	1 April		Southbound bunker from (..) to $21.50/t	
109	Australia/Singapore and West Malaysia Outward Shipping Conference	1 April	5.50 per cent		
110	Australia/Indonesia Outward Shipping Conference .				
111	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)	1 April	7.50 per cent (to Canada)		
112	Japan-Latin America Eastbound Freight Conference .	1 April	6.75 per cent		
113	Japan-West Coast South America Freight Conference	1 April	6.90 per cent		
114	Japan-Ceylon Freight Conference	1 April	6.30 per cent		Bunker from 16.40 to 15.40 per cent
115	Continent West Africa Conference (COWAC)	1 April	6 per cent		
116	Entente de fret France/Canaries.	1 April	10 per cent		
117	UK/Bermuda and Nassau Freight Association	1 April	10 per cent		
118	Conférence Centre Amérique	1 April		Bunker from $9.87 to $14.81/p.u.	
119	Ceylon/USA Conference	1 April		Bunker from (..) to $22.10/m³ or $24.63/t	
120	Continent/Turkey/Continent Conference (CONTURCON)	2 April		Bunker from 18 to 30 per cent	
121	Israel France Conference and vice-versa (ISFRACON)	2 April		Bunker from 18 to 19 per cent	
122	Associated Continental Middle East Lines (ACMEL)	2 April		Bunker from 4.50 to 5.50 per cent	
123	Continent/Israel/Continent Conference (CONISCON) .	2 April		Bunker from 18 to 21 per cent	

Annex V (*continued*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
124	Canada/East Africa/Canada Rate Associations	2 April		Bunker from (..) to $12.50/t	
125	Canada/South Africa/Canada Rate Associations				
126	New Zealand European Shipping Association	5 April		Bunker from 2.70 to 3.80 per cent	
127	Mediterranean Middle East Conference (MEDMECON)	9 April		Bunker from 6 to 10 per cent	
128	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	11 April		Bunker from 11.20 to 17.50 per cent	
129	Canadian North Atlantic Westbound Freight Conference	12 April		$Can 3/m^3 or	
130	Canada/UK Freight Conference			$Can 4/WT bunker	
131	New Zealand European Shipping Association	12 April		Bunker from 3.80 to 4.90 per cent	
132	Brazil/Mediterranean/Brazil Freight Conference	15 April		Bunker from 16.80 to 19.80 per cent	
133	Spanish Eastbound Freight Agreement	15 April		Bunker from (..) to 15 per cent	
134	US South Atlantic/Spanish, Portuguese, Moroccan and Mediterranean Rate Association	15 April		Bunker from (..) to 15 per cent	
135	Continental Canadian Westbound Freight Conference	16 April		$Can 3/m^3 or $Can 4/WT bunker	
136	Canadian Continental Eastbound Freight Conference				
137	Conférence Centre Amérique	16 April			Bunker from $14.81 to $14.47/p.u.
138	Conférences maritimes France/Tunisie	16 April		Bunker from (..) to 10 per cent	
139	River Plate/Mediterranean/River Plate Freight Conference	16 April		Bunker from 14.32 to 22 per cent	
140	Mediterranean Canada Westbound Freight Conference	16 April		5 per cent bunker	
141	Conférences maritimes Algérie/France	16 April		Bunker from 14 to 16 per cent	
142	Continental North Atlantic Westbound Freight Conference	23 April		$4.75/m^3 or $8.75/m.t. bunker	
143	Australia/Eastern Canada Shipping Conference	23 Avril		Bunker from 2.17 to 3.57 per cent	
144	Australia/Eastern Canada Shipping Conference				
145	Europe/East Africa Conference	23 April		2.30 per cent bunker	
146	Australia/Mauritius and South Africa Conference	23 April	6 per cent		
147	South Atlantic North Europe Rate Agreement	24 April		$4.75/m^3 or $8.75/m.t. bunker	
148	Outward Continent/Australia Conference	25 April		Bunker from 8.40 to 11 per cent	
149	UK/Red Sea Conference Lines	25 April		Bunker from 4 to 5 per cent	
150	Continental US Gulf Ports Freight Agreement	28 April		$3.50/p.u. bunker	
151	UK/USA Gulf Westbound Rate Agreement	28 April		$3.60/t bunker	
152	UK/Mauritius Conference	30 April		Bunker from (..) to 4.50 per cent	

153	UK/Sudan Conference	30 April		Bunker from (..) to 3.80 per cent
154	Conférence de fret France/Antilles et Guyane françaises	30 April	12.50 per cent	
155	Australia Northbound Shipping Conference	1 May		Bunker from 5.05 to 5.34 per cent (to Japan and Republic of Korea) and bunker from 10.49 to 10.69 per cent (to Hong Kong and Philippines)
156	East Canada Freight Conference	1 May		\$5/f.t. bunker
157	West Canada Freight Conference			
158	Trans-Pacific Freight Conference of Japan/Korea	1 May		\$4/f.t. bunker
159	Japan/Korea-Atlantic and Gulf Freight Conference			
160	Japan/Korea-West Canada Freight Conference			
161	Japan/Korea-East Canada Freight Conference			
162	USA/South Africa Freight Conference	1 May		Bunker from (..) to \$16.36/m^3 or \$18.24/t
163	Australia US Pacific Coast Rate Agreement	1 May		3.20 per cent bunker
164	UK and North Continent/Seychelles Conference	1 May	12.50 per cent	
165	Conférence marchandises Mexique	1 May	20 per cent	Bunker from 19.50 to 22 per cent
166	European South Pacific and Magellan Conference (ESPM)	1 May		Bunker from \$14 to \$15/f.t. for Europe, excluding Italy
167	UK/Australia Conference	1 May		Bunker from 7.60 to 10 per cent
168	Japan/West Africa (Nigeria-Senegal range) Freight Conference	1 May		Bunker from (..) to 25.74 per cent
169	Japan/West Africa (Angola-Cameroon range) Freight Conference			
170	Continent/Turkey/Continent Conference (CONTURCON)	1 May	10 per cent	
171	Med-Gulf Conference	5 May		Bunker from 8.50 to 13 per cent
172	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)			
173	Marseilles North Atlantic USA Freight Conference			\$4.75/m^3 or \$8.75/m.t. bunker
174	North Atlantic/French Atlantic Freight Conference	5 May		Bunker from (..) to \$5./m^3 or \$8.25/t
175	North Atlantic/Mediterranean Freight Conference	6 May		Bunker from (..) to 15 per cent
176	Association of West India Transatlantic Steamship Lines (WITASS)	7 May		l.s.d. charges for Aruba from \$10.65 to \$11.25/f.t.
177	UK and Continent/Ceylon Eastbound Conferences	7 May		Eastbound 4.50 per cent bunker
178	Europe/India-Pakistan-Bangladesh Conferences	7 May		For Continental Europe (excluding Italy): westbound bunker from (..) to 16 per cent and eastbound 4.50 per cent bunker
179	US Atlantic and Gulf/Australia and New Zealand Freight Conference	7 May		Bunker from (..) to 10 per cent

Annex V *(continued)*

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
180	Australia/West India Outward Shipping Conference .	12 May		Bunker from (..) to 3.73 per cent	
181	Australia/Sri Lanka Outward Shipping Conference .				
182	European South Pacific and Magellan Conference (ESPM)	14 May		Additional Colombian port charges: westbound $5./f.t. and eastbound $4/f.t.	
183	Conférence Centre Amérique				
184	Europe/South and South East Africa Conference . . .	14 May		3.06 per cent bunker	
185	UK/Arabian and Iranian ports Conference	14 May		Bunker from 4.50 to 6 per cent	
186	Brazil/Europe/Brazil Freight Conference	14 May		For Continental northern Europe, westbound bunker from 15 to 16 per cent and eastbound bunker from 11.90 to 13 per cent	
187	Associated Continental Middle East Lines (ACMEL) .	14 May		Bunker from 4.50 to 6 per cent	
188	Association of West India Transatlantic Steamship Lines (WITASS)	14 May		Additional Colombian ports charges: westbound $5/f.t. and eastbound $4/f.t.	
189	US Atlantic and Gulf/Santo Domingo Conference . .	15 May	15 per cent		
190	North Europe/US and Canada Pacific Coast Freight Conference			Bunker from (..) to $6.25/m³ or $9.50/WT	
191	Association of West India Transatlantic Steamship Lines (WITASS)	16 May		Bunker from $11.10 to $12/f.t.	
192	Conférence marchandises Mexique	16 May		Bunker from 22 to 23.50 per cent	
193	Conference of Malta and Alexandria Steamship Companies	21 May		Bunker from 7.50 to 10 per cent	
194	Levant Conference				
195	Australia/Eastern Canada Shipping Conference . . .	23 May		Bunker from 3.57 to 4.95 per cent	
196	Australia/Eastern USA Shipping Conference				
197	Europe/East Africa Conference	28 May		Bunker from 2.30 to 3.06 per cent	
198	UK/Port Saïd Freight Conference	28 May		Bunker from 4 to 5 per cent	
199	Continental Red Sea Conference	28 May		Bunker from 5 to 7 per cent	
	Ethiopia, Djibouti and Aden Continent Rate Agreement (EDACRA)				
to	North Continent/Aqaba Agreement				
	Sudan/UK and Continent Freight Rates Agreement .				
203	Continent/Port Saïd and Suez Conferences				

204	Outward Continent/Australia Conference	31 May		Bunker from 11 to 13 per cent
205	UK/Australia Conference	31 May		Bunker from 10 to 11.70 per cent
206	Canadian North Atlantic Westbound Freight Conference	1 June		Bunker from \$Can 3/m³ or \$Can 4/WT to \$Can 3.75/m³ or \$Can 5.25/WT
207	Canada/UK Freight Conference			
208	Japan/Puerto Rico and Virgin Islands Freight Conference	1 June	4 per cent	
209	Continental Canadian Westbound Freight Conference	1 June		Bunker from \$Can 3/m³ or \$Can 4/WT to \$Can 4.50/m³ or \$Can 6/WT
210	Canadian Continental Eastbound Freight Conference			
211	Conférence Centre Amérique	1 June		Bunker from \$14.47 to \$15.25/p.u.
212	European South Pacific and Magellan Conference (ESPM)	1 June		Bunker from \$15 to \$16/f.t. for Europe, excluding Italy
213	UK and Continent/Ceylon Eastbound Conferences	1 June		For Continental Europe (excluding Italy): westbound bunker from 16.70 to 16.83 per cent and eastbound bunker from 4.50 to 5.50 per cent
214	Europe/South and South East African Conference	1 June		5.66 per cent Port Liner Term Charges
215	Continent West Africa Conference (COWAC)			
216	UK/Portugal Conference	1 June		Bunker from (..) to 7.50 per cent
217	Australia/Singapore and West Malaysia Outward Shipping Conference	1 June		Bunker from (..) to 2.51 per cent
218	Australia/Thailand Outward Shipping Conference	1 June		Bunker from (..) to 2.91 per cent
219	Australia Northbound Shipping Conference	1 June		Bunker from 5.34 to 6.50 per cent (to Japan and Republic of Korea) and bunker from 10.69 to 11.89 per cent (to Hong Kong and Philippines)
220	Associated Continental Middle East Lines (ACMEL)	2 June		Bunker from 6 to 8 per cent
221	Association of West India Transatlantic Steamship Lines (WITASS)	4 June		l.s.d. charges for Barbados: from \$11 to \$13.45/f.t. for dry cargo and from \$17.65 to \$22.25/f.t. for reefer cargo
222	West Coast of India and Pakistan/USA Conference	6 June		Bunker from (..) to \$15.68/m³ or \$16.33/t
223	UK/USA Gulf Westbound Rate Agreement	7 June		Bunker from \$3.60 to \$5/t
224	Continental US Gulf Ports Freight Agreement	7 June		Bunker from \$3.50 to \$5/p.u.
225	Brazil/Mediterranean/Brazil Freight Conference	10 June		Bunker from 19 to 20.80 per cent
226	New Zealand European Shipping Association	10 June		Bunker from 4.90 to 6.90 per cent

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
227	Association of West India Transatlantic Steamship Lines (WITASS)	11 June		l.s.d. charges for Montserrat from (..) to \$13.25/f.t. and westbound cargo handling charges \$8.30/f.t.	
228	UK/Mediterranean Container Conference	11 June		Bunker from (..) to 12.50 per cent	
229	Europe/India-Pakistan-Bangladesh Conferences	11 June		For Continental Europe (excluding Italy): eastbound bunker from 4.50 to 5.50 per cent and westbound bunker from 16 to 17 per cent	
230	Conference of Malta and Alexandria Steamship Companies	11 June		Bunker from 10 to 12.50 per cent	
231	Levant Conference				
232	Conférences maritimes France/Algérie	11 June		Bunker from 16 to 18 per cent	
233	Entente de fret en sortie des ports du sud de la France sur le Bangladesh, le Pakistan, l'Inde et Sri Lanka	11 June		Eastbound bunker from 4.50 to 5.50 per cent and westbound bunker from 16 to 17 per cent	
234	Lines serving the trades UK/Tunisia-Libya and Greece	11 June		Bunker from (..) to 12.50 per cent	
235	UK/Arabian and Iranian Ports Conference	14 June		Bunker from 6 to 8 per cent	
236	Mediterranean Canada Westbound Freight Conference	15 June		Bunker from 5 to 7 per cent	
237	Australia/Papua, New Guinea and Solomon Islands Conference	15 June		2.03 per cent bunker	
238	Australia/Mauritius and South Africa Lines	15 June		\$A 2.95/f.t. bunker	
239	Conférence Centre Amérique	16 June		Bunker from \$15.25 to \$17.20/p.u.	
240	Association of West India Transatlantic Steamship Lines (WITASS)	16 June		Bunker from \$11.10 to \$12.60/f.t.	
241	Conférence marchandises Mexique	16 June		Bunker from 23.50 to 24.50 per cent	
242	European South Pacific and Magellan Conference (ESPM)	16 June		Bunker from \$16 to \$19/f.t. for Europe, excluding Italy; and bunker from \$20 to \$22/f.t. for Italy	
243	UK/Israel/UK Conferences	17 June		Bunker from 17.30 to 26 per cent	
244	Continent/Israel/Continent Conference (CONISCON)	17 June		Bunker from 21 to 23 per cent	
245	Entente de fret Marseille-Levant	18 June		Bunker from 25 to 30 per cent	
246	Libya Agreement				

247	Brazil/Europe/Brazil Freight Conference	18 June		For Continental northern Europe, westbound bunker from 16 to 18.80 per cent and for UK-Ireland, westbound bunker from (..) to 21.90 per cent
248	UK/Morocco Conference	18 June		Bunker from 25 to 32.50 per cent
249	Accordo Merci Tirreno-Levante (AMETILE)	18 June		Bunker from 10 to 15 per cent
250	UK/Spain Freight Association	18 June		Bunker from 5 to 12.50 per cent
251	UK/Gibraltar Conference	18 June		Bunker from 22.50 to 27.50 per cent
252	Inter American Freight Conference (Section C)	19 June		Bunker from 15 to 20 per cent
253	Far Eastern Freight Conference (FEFC)			
to	Europe/Japan and Japan/Europe Freight Conferences			
	Philippines/Europe Conference			
256	Sabah, Brunei and Sarawak Freight Conference	19 June		Bunker from 25.48 to 30.38 per cent
257	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon			
258	Mediterranean Middle East Conference (MEDMECON)	20 June		Bunker from 10 to 15 per cent
259	Trans-Pacific Freight Conference of Japan/Korea	22 June		Bunker from $4 to $8/f.t.
260	Japan-Korea/Atlantic and Gulf Freight Conference			
261	Lines serving the trade France/Morocco	25 June		Bunker from 25 to 40 per cent
262	Europe/East Africa Conference	25 June		Bunker from 3.06 to 3.70 per cent
263	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	25 June		Southbound bunker from 17.50 to 19.50 per cent and northbound bunker from 17.80 to 19.80 per cent
264	Continental Red Sea Conference			
	Ethiopia, Djibouti and Aden Continent Rate Agreement (EDACRA)			
to	North Continent/Aqaba Agreement	25 June		Bunker from 7 to 10 per cent
	Sudan/UK and Continent Freight Rates Agreement			
268	Continent/Port Saïd and Suez Conferences			
269	Malta Agreement	25 June		Bunker from 25 to 30 per cent
270	New Zealand European Shipping Association	28 June		Bunker from 6.90 to 8.40 per cent
271	Continental North Atlantic Westbound Freight Conference	28 June		Bunker from $4.75/m³ or $8.75/WT to $5.50/m³ or $9./WT
272	Zürich Agreement	29 June		Bunker from 26 to 32.50 per cent
273	River Plate/Mediterranean/River Plate Freight Conference	1 July	12 per cent (to River Plate)	
274	Indonesia/Japan and Japan/Indonesia Freight Conferences	1 July	7.40 per cent	

Item No.	*Name of conference*	*Announced date of implementation*	*General freight rate increases*	*Surcharges*	
				New or increased	*Reduced, cancelled or incorporated in tariff*
275	Fiji Conference Lines	1 July	11.50 per cent		
276	Brazil/Europe/Brazil Freight Conference				
277	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	1 July		Handling charges for Liverpool and Glasgow from £2 to £3.50/m.t.	
278	Marseilles North Atlantic USA Freight Conference	1 July		Bunker from $4.75/m^3 or $8.75/t to $5.75/m^3 or $9.75/t	
279	Argentina/Europe/Argentina Freight Conference	1 July		Handling charges for Liverpool and Glasgow from £2 to £3.50/m.t. and bunker from (..) to 23.50 per cent	
280	Conférence marchandises Mexique	1 July		Bunker from 24.50 to 26.50 per cent	
281	Association of West India Transatlantic Steamship Lines (WITASS)	1 July		Bunker from $12.60 to $14.80/f.t.	
282	European South Pacific and Magellan Conference (ESPM)	1 July		Bunker from $19 to $20/f.t. for Europe, excluding Italy, and bunker from $22 to $25/f.t for Italy	
283	UK/Portugal Conference	1 July		Bunker from 7.50 to 12.50 per cent	
284	Conférence Centre Amérique	1 July		Bunker from $17.20 to $19.40/p.u.	
285	Conferenza Italia/Portogallo and vice versa (ITAL-PORT)	1 July		Bunker from 25 to 30 per cent	
286	Europe/East Africa Conference	1 July	8 per cent		
287	North Europe/Egypt/North Europe Feight Conference.	1 July		Bunker from 25 to 30 per cent	
288	Japan/Mexico Freight Conference	1 July	6.75 per cent		
289	Australia/Thailand Outward Shipping Conference	1 July	1 per cent		
290	Europe/South and South East Africa Conference	2 July		Bunker from 3.06 to 4.71 per cent	
291	Conference of Malta and Alexandria Steamship Companies	2 July	5 per cent		
292	UK/Red Sea Conference Lines	2 July		Bunker from 5 to 6.50 per cent	
293	UK and Continent/Papeete and Noumea Freight Agreement	2 July		Bunker from 17.90 to 21.90 per cent	
294	West Coast of India-Pakistan/USA Conference	2 July		Bunker from $15.68/m^3 or $16.33/t to $20.68/m^3 or $23.05/t	
295	UK and Continent/Ceylon Eastbound Conferences	3 July		For Continental Europe (excluding Italy): westbound bunker from 16.83 to 23.53 per cent	

296	Mediterranean Europe West Africa Conference (MEWAC)	5 July		Bunker from 14.20 to 16.90 per cent	
297	Conferencia de Fletes Italo-Franco Española (COFIFE)	6 July		Bunker from 20 to 25 per cent	
298	Mediterranean Continent West Africa Conference (MECONWA)	6 July		Bunker from 10 to 15 per cent	
299	Israel France Conference and vice-versa (ISFRACON)	7 July		Bunker from 19 to 21 per cent	
300	Continental North Atlantic Westbound Freight Conference	9 July		Bunker from $5.50/m³ or $9/WT to $6.25/m³ or $10.50/WT	
301	UK/Bermuda and Nassau Freight Association	9 July		Bunker from $6.50 to $9.60/p.u.	
302	Cyprus Agreement	10 July		Bunker from 25 to 30 per cent	
303	Outward Continent/Australia Conference	12 July		Bunker from 13 to 15 per cent	
304	UK/Arabian and Iranian Ports Conference	14 July		Bunker from 8 to 10 per cent	
305	Associated Continental Middle East Lines (ACMEL)				
306	North Europe/US and Canada Pacific Coast Freight Conference	15 July		Bunker from $6.25/m³ or $9.50/WT to $8.25/m³ or $12.50/WT	
307	Canadian Continental Eastbound Freight Conference	15 July		Bunker from $Can 4.50/m³ or $Can 6/WT to $Can 7.05/m³ or $Can 9.60/WT	
308	Continental Canadian Westbound Freight Conference				
309	West Canada Freight Conference	15 July		Bunker from $5 to $6/f.t.	
310	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)	15 July		Bunker from 8.50 to 11 per cent	
311	Med-Gulf Conference				
312	Continent/Turkey/Continent Conference (CONTURCON)	15 July	20 per cent		Bunker from 30 to 10 per cent, with reduction incorporated in tariff
313	Continent West Africa Conference (COWAC)	16 July		Bunker from 13.50 to 15.20 per cent	
314	Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	16 July		Bunker from 3.50 to 8 per cent	
315	Europe/Indonesia and Indonesia/Europe Freight Conferences	16 July		Bunker from 26.50 to 34.30 per cent	
316	Conférence Centre Amérique	16 July		Bunker from $19.40 to $19.80/p.u.	
317	Association of West India Transatlantic Steamship Lines (WITASS)	16 July		Bunker from $14.80 to $15.50/f.t.	
318	South Atlantic-North Europe Westbound Rate Agreement	18 July		Bunker from $4.75/m³ or $8.75/m.t. to $6.25/m³ or $10.50/m.t.	
319	Brazil/Europe/Brazil Freight Conference	20 July		For the Hamburg-Bordeaux range: westbound bunker from 18.80 to 20 per cent, eastbound bunker from 15.80 to 16.80 per cent; for Spain, Atlantic ports: westbound bunker from 23.20 to 25.80 per cent eastbound bunker from 20.50 to 23.60 per cent	

Annex V (*continued*)

Item No.	*Name of conference*	*Announced date of implementation*	*General freight rate increases*	*Surcharges: New or increased*	*Surcharges: Reduced, cancelled or incorporated in tariff*
320	UK/Madeira and Canary Islands Rate Agreement	23 July		Bunker from 7.50 to 12.50 per cent	
321	Europe/India-Pakistan-Bangladesh Conferences	23 July		For Continental Europe (excluding Italy): eastbound bunker from 5.50 to 8.50 per cent and westbound bunker from 17 to 20.50 per cent	
322 to 325	Far Eastern Freight Conference (FEFC) Europe/Japan and Japan/Europe Freight Conferences Philippines/Europe Conference Sabah, Brunei and Sarawak Freight Conference	24 July		Bunker from 30.38 to 34.55 per cent	
326	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon				
327	Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	25 July		Bunker from 3.50 to 8 per cent	
328	Adriatic/East Mediterranean Red Sea ports Agreement	25 July		Bunker from $7 to 12 per cent	
329	UK/USA Gulf Westbound Rate Agreement	25 July		Bunker from $5 to $6.25/t	
330	Continental US Gulf Ports Freight Association	25 July		Bunker from $5 to $6.25/p.u	
331	Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	30 July	9.50 per cent		
332	UK/Mauritius Conference	30 July		Bunker from 3.80 to 6.10 per cent	
333	Continental Canadian Westbound Freight Conference	30 July		5 per cent bunker (for Belgium)	
334	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	30 July		Northbound bunker from 19.80 to 25.90 per cent	
335	Brazil/Mediterranean/Brazil Freight Conference	30 July		Southbound bunker from 20.80 to 24 per cent	
336	Europe/East Africa Conference	30 July		Bunker from 3.70 to 4.90 per cent	
337	UK/Sudan Conference	30 July		Bunker from 3.80 to 7 per cent	
338	European South Pacific and Magellan Conference (ESPM)	1 August		Bunker from $25 to $28/f.t. for Italy	
339	Zürich Agreement	1 August	20 per cent		Bunker from 32.50 to 12.50 per cent with reduction incorporated in tariff
340	Israel France Conference and vice-versa (ISFRACON)	1 August		Bunker from 21 to 23 per cent	
341	East Canada Freight Conference	1 August		Bunker from $5 to $8/f.t.	

342	North Europe/US and Canada Pacific Coast Freight Conference	1 August		Bunker from $8.25/m³ or $12.50/WT to $9.50/m³ or $14.25/WT	
343	South Atlantic North Europe Westbound Rate Agreement	1 August		Bunker from $6.25/m³ or $10.50/m.t. to $8/m³ or $12.25/m.t.	
344	Australia/Papua-New Guinea and Solomon Islands Conference	1 August		Bunker from 2.03 to 2.84 per cent	
345	UK/Israel/UK Conferences	1 August		Bunker from 26 to 28.50 per cent	
346	Australia Northbound Shipping Conference	1 August		Bunker from 6.50 to 9.94 per cent (to Japan and Republic of Korea) and bunker from 11.89 to 13.20 per cent (to Hong Kong and Philippines)	
347	Japan/Hong Kong and Japan/Straits Freight Agreements	1 August		Bunker from (..) to $34.50/t	
348	UK and Continent/Ceylon Eastbound Conferences	1 August		For Continental Europe (excluding Italy): westbound bunker from 23.53 to 26.44 per cent and eastbound bunker from 8.50 to 10 per cent	
349	Europe/India-Pakistan-Bangladesh Conferences	1 August		For Continental Europe (excluding Italy): eastbound bunker from 8.50 to 10 per cent and westbound bunker from 20.50 to 22.50 per cent	
350	Continent/Israel/Continent Conference (CONISCON)	1 August		Bunker from 23 to 26 per cent	
351	UK/Madeira and Canary Islands Freight Agreement	1 August	3.50 per cent		
352	Mediterranean Middle East Conference (MEDMECON)	1 August	10 per cent		
353	Conférence Centre Amérique	1 August	5 per cent		
354	UK/Red Sea Conference Lines	1 August	12.50 per cent		Bunker from 6.50 to 5.78 per cent
355	New Zealand European Shipping Association	2 August		Bunker from 8.40 to 9.50 per cent	
356	Mediterranean Europe West Africa Conference (MEWAC)	6 August		Bunker from 16.90 to 17.90 per cent	
357	Europe/South and South East Africa Conference	6 August		Bunker from 4.71 to 5.32 per cent	
358	Conférences maritimes France/Tunisie	6 August		Bunker from 10 to 15 per cent	
359	Europe/East Africa Conference	6 August		Bunker from 4.90 to 5.32 per cent	
360	Continental North Atlantic Westbound Freight Conference	8 August		Bunker from $6.25/m³ or $10.50/t to $9.75/m³ or $16.25/t	
361	Australia/Mauritius and South Africa Conference	11 August		Bunker from $A 2.95 to $A 5.12/f.t.	
362	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	13 August		Southbound bunker from 19.50 to 24.90 per cent	
363	Continent West Africa Conference (COWAC)	13 August		Bunker from 15.20 to 17.90 per cent	

Annex V (*continued*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
364	Continental Canadian Westbound Freight Conference	15 August		Bunker from \$Can 7.05/m³ or \$Can 9.60/WT to \$Can 7.60/m³ or \$Can 10.35/WT	
365	Canadian Continental Eastbound Freight Conference				
366	Mediterranean Canada Westbound Freight Conference	15 August		Bunker from 7 to 8.50 per cent	
367	North Europe/US and Canada Pacific Coast Freight Conference	15 August		Bunker from \$9.50/m³ or \$14.25/WT to \$10.50/m³ or \$15.50/WT	
368	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)	15 August		Bunker from 11 to 14 per cent	
369	Med-Gulf Conference				
370	Canadian North Atlantic Westbound Freight Conference	15 August		Bunker from \$Can 3.75/m³ or \$Can 5.25/t to \$Can 5.95/m³ or \$Can 8.35/t	
371	Canada/UK Freight Conference				
372	Continental US Gulf Ports Freight Association . .	16 August		Bunker from \$6.25 to \$8/f.t.	
373	UK/USA Gulf Ports Freight Agreement				
374	New Zealand European Shipping Association	16 August		Bunker from 9.50 to 13.20 per cent	
375	Australia/Mauritius and South Africa Conference . .	18 August		Bunker from \$A 5.12 to \$A 6.46/f.t.	
376	Australia/Eastern USA Shipping Conference	19 August		Bunker from 5.96 to 7.10 per cent	
377	Australia/Pacific Coast Rate Agreement	19 August		Bunker from 9.10 to 10.50 per cent	
378	Europe/East Africa Conference	20 August		Bunker from 5.32 to 5.40 per cent	
379	Lines serving the trade France/Morocco	20 August		Bunker from 40 to 45 per cent	
380	UK/Red Sea Conference Lines	20 August		Bunker from 5.78 to 9.38 per cent	
381	Australia/Papua, New Guinea and Solomon Islands Conference	21 August		Bunker from 2.84 to 4.27 per cent	
382	Continental North Atlantic Westbound Freight Conference	22 August		Bunker from \$9.75/m³ or \$16.25/WT to \$11/m³ or \$18.50/WT	
383	Australia/Thailand Outward Shipping Conference . .	23 August		Bunker from 2.91 to 6.17 per cent	
384	Outward Continent/Australia Conference	24 August		Bunker from 15 to 16.60 per cent	
385	Conférence de fret France/Antilles et Guyane françaises	26 August		Bunker from (..) to 14 per cent	
386	Europe/Puerto Rico and Virgin Islands Conference . .	27 August		Westbound bunker from (..) to \$10/f.t. and eastbound from (..) to \$9/f.t.	
387	Australia and New Zealand Eastern Shipping Conference	1 September	9 per cent		

388	Mediterranean North Pacific Coast Conference (MEDPAC)	1 September		Bunker from (..) to 18 per cent	
389	Australia Northbound Shipping Conference	1 September		Bunker from 9.94 to 10.13 per cent (to Japan and Republic of Korea) and bunker from 13.20 to 16.10 per cent (to Hong Kong and Philippines)	
390	UK/West Africa Lines Joint Service (UKWAL)				
391	UK and Continent/Male and Maldive Islands Conference	1 September	12.50 per cent		
392	Marseilles North Atlantic USA Freight Conference	1 September		Bunker from $5.75/m³ or $9.75/t to $7.50/m³ or $14/t	
393	European South Pacific and Magellan Conference (ESPM)	1 September		Bunker from $28 to $30/f.t. for Italy	
394	UK/Port Saïd Freight Conference	1 September	5 per cent		Bunker from 5 to 4.76 per cent
395	UK/Sudan Conference	1 September	12.50 per cent		Bunker from 7 to 6.20 per cent
396	Associated Central West Africa Lines (CEWAL)	1 September	5 per cent		
397	Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	3 September	9.50 per cent		
398	North Atlantic Continental Freight Conference	6 September		Bunker from $9.75/m³ or $16.25/WT to $10.25/m³ or $17/WT	
399	Continental US Gulf Ports Freight Agreement				
400	UK/USA Gulf Westbound Rate Agreement	7 September		Bunker from $8 to $9/p.u.	
401	Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	10 September		Bunker from 8 to 9.20 per cent	
402	UK and Continent/Papeete and Noumea Freight Agreement	10 September		Bunker from 21.90 to 27.65 per cent	
403	Conférence internationale Madascascar, Comores, Réunion et Maurice (CIMACOREM)	10 September		Bunker from 8 to 9.20 per cent	
404	Australia/Singapore and West Malaysia Outward Shipping Conference	12 September		Bunker from 2.51 to 6.39 per cent	
405	Australia/Indonesia Outward Shipping Conference				
406	Mediterranean Canada Westbound Freight Conference	15 September		Bunker from 7 to 9.50 per cent	
407	Conférence Centre Amérique	16 September		Bunker from $19.80 to $20.40/p.u.	
408	Europe/East Africa Conference	17 September		Bunker from 5.32 to 6.48 per cent	
409	Europe/South and South East Africa Conference	19 September		Bunker from 5.32 to 6.48 per cent	
410	Australia/Papua New Guinea and Solomon Islands Conference	20 September		Bunker from 4.27 to 5.71 per cent	
411	Australia/Pacific Coast Rate Agreement	20 September		Bunker from 10.50 to 12.60 per cent	
412	Japan/India-Pakistan-Gulf/Japan Conference	22 September		Bunker from 17.60 to 31.20 per cent	
413	Australia/Eastern Canada Shipping Conference	23 September		Bunker from 7.10 to 8.40 per cent	
414	Australia/Western Canada Shipping Conference				

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
415	UK/Israel/UK Conferences	24 September			Bunker from 28.50 to 26.50 per cent
416	North Atlantic French Atlantic Freight Conference	1 October		Bunker from \$5/m³ or \$8.25/t to \$8.25/m³ or \$13.75/t	
417	Continent West Africa Conference (COWAC)	1 October	7 per cent		
418	UK/Mediterranean Container Conference	1 October	15 per cent		
419	UK/Spain Freight Association	1 October	10 per cent (on container traffic)		
420	Australia and New Zealand Eastern Shipping Conference	1 October	11.74 per cent (for east and south Australia) 16.49 per cent (for north and west Australia) 10.86 per cent (for New Zealand)		
421	Far East/River Plate/Far East Freight Conference	1 October	9 per cent		
422	Conférence Centre Amérique	1 October			Bunker from \$20.40 to \$19.90/p.u.
423	Europe/India-Pakistan-Bangladesh Conferences	1 October			For Continental Europe (excluding Italy): eastbound bunker from 10 to 9 per cent and westbound bunker from 22.50 to 21.50 per cent
424	Association of West India Transatlantic Steamship Lines (WITASS)	1 October			Bunker from \$15.50 to \$15.10/t
425	Inter-American Freight Conference	1 October 1 April		Section A: bunker from \$21.50 to \$30/t Section C: bunker from 20 to 28 per cent Section D: bunker from \$8 to \$15.50/t	
426	Associated Central West Africa Lines (CEWAL)	1 October		Bunker from (..) to 18 per cent	
427	UK and Continent/Ceylon Eastbound Conferences	3 October			For Continental Europe (excluding Italy), bunker from 10 to 9 per cent
428	Outward Continent/Australia Conference	8 October		Bunker from 16.60 to 18.40 per cent	
429	UK/Australia Conference	8 October		Bunker from 11.70 to 16.70 per cent	
430	North Europe/US and Canada Pacific Coast Freight Conference	15 October		Bunker from \$10.50/m³ or \$15.50/WT to \$10.75/m³ or \$16.25/WT	

431	Canadian North Atlantic Freight Conference	15 October			Bunker from $Can 5.95/m^3 or $Can 8.35/WT to $Can 5.75/m^3 or $Can 8.05/WT
432	Canada/UK Freight Conference				
433	Continental Canadian Westbound Freight Conference	15 October			Bunker from $Can 7.60/m^3 or $Can 10.35/WT to $Can 7/m^3 or $Can 9.50/WT
434	Canadian Continental Eastbound Freight Conference				
435	Association of West India Transatlantic Steamship Lines (WITASS)	16 October		Bunker from $15.10 to $15.60/t	
436	Conférence Centre Amérique	16 October			Bunker from $19.90 to $19.45/p.u·
437	Continental North Atlantic Westbound Freight Conference	21 October		Bunker from $9.50/m^3 or $16/m.t. to $12.25/m^3 or $20.50/m.t.	
438	Japan/Puerto-Rico and Virgin Islands Feight Conference	1 November		Bunker from (..) to $8/f.t.	
439	US and Canada Pacific Coast/European Conference	1 November		Bunker from (..) to $25/t	
440	Association of West India Transatlantic Steamship Lines (WITASS)	1 November		Bunker from $15.60 to $17/t	
441	New Zealand European Shipping Association	1 November		Bunker from 13.20 to 14.70 per cent	
442	Associated Central West Africa Lines (CEWAL)	1 November		Bunker from 18 to 20 per cent	
443	South Atlantic North Europe Westbound Rate Agreement	9 November			Bunker from $8/m^3 or $12.25/f.t. to $5.50/m^3 or $8.50/f.t.
444	Inter-American Freight Conference (Section C)	10 November	22 per cent (from Brazil)		
445	Conférence de fret France/Antilles et Guyane françaises	12 November		Bunker from 14 to 17 per cent	
446	UK/Arabian and Iranian Ports Conference	12 November		Bunker from 10 to 11.50 per cent	
447	Conférence internationale Madagascar, Comores, Réunion et Maurice (CIMACOREM)	12 November		Bunker from 9.20 to 12.40 per cent	
448	Associated Continental Middle East Lines (ACMEL)	12 November		Bunker from 10 to 11.50 per cent	
449	North Europe/US and Canada Pacific Coast Freight Conference	15 November		Bunker from $10.75/m^3 or $16.25/WT to $11/m^3 or $16.75/WT	
450	UK/Red Sea Conference Lines	15 November		Bunker from 9.38 to 10.18 per cent	
451	Accordo Merci Tirreno-Levante (AMETILE)	16 November		Bunker from 15 to 20 per cent	
452	Egypt/Italy Freight Conference				
453	Japan/Latin America Eastbound Freight Conference	20 November		l.s.d. charges for Curaçao from $15 to $18.75/f.t	
454	Association of West India Transatlantic Steamship Lines (WITASS)	26 November		l.s.d. charges for Curaçao from $14.40 to $23/f.t.	
455	Europe/East Africa Conference	26 November			Bunker fom 6.48 to 6.10 per cent
456	Entente de ports français métropolitains (sauf Dunkerque)/Djibouti	26 November		Bunker from 9.20 to 12.40 per cent	

Annex V (*continued*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	*Surcharges* New or increased	*Surcharges* Reduced, cancelled or incorporated in tariff
457	Europe/India-Pakistan-Bangladesh Conferences . . .	26 November		For Continental Europe (excluding Italy): eastbound bunker from 9 to 10 per cent and westbound bunker from 21.50 to 22.50 per cent	
458	UK and Continent/Ceylon Eastbound Conferences . .	26 November		For Europe (excluding Italy), eastbound bunker from 9 to 10 per cent	
459	UK/Israel/UK Conferences	26 November		Bunker from 26.50 to 27.50 per cent	
460	Israel-France Conference and vice versa (ISFRACON)	26 November		Bunker from 23 to 24.50 per cent	
461	Continent/Israel/Continent Conference (CONISCON) .	26 November		Bunker from 26 to 26.50 per cent	
462	West Coast of India and Pakistan/USA Conference . .	28 November		Bunker from $20.68/m³ or $23.05/t to $35.68/m³ or $38.05/t	
463	Australia Northbound Shipping Conference	1 December		Bunker from 16.10 to 17.64 per cent (to Hong Kong and Philippines)	Bunker from 10.13 to 9.55 per cent (to Japan and Republic of Korea)
464	Canadian North Atlantic Westbound Freight Conference	1 December	12.50 per cent		
465	North Atlantic Continental Freight Conference	1 December	7 per cent		
466	Japan/Puerto-Rico and Virgin Islands Freight Conference	1 December		Bunker from $8 to $12/f.t.	
467	North Europe/US and Canada Pacific Coast Freight ence	1 December		Bunker from $11/m³ or $16.75/WT to $11.25/m³ or $17/WT	
468	Atlantic and Gulf/Indonesia Conference	1 December		Bunker from (..) to $26.50/f.t.	
469	Atlantic and Gulf/Singapore, Malaysia and Thailand Conference				
470	Association of West India Transatlantic Steamship Lines (WITASS)	1 December		Bunker from $17 to $18.10/t	
471	European South Pacific and Magellan Conference (ESPM)	1 December		For Europe (excluding Italy), bunker from $20 to $21/f.t.	
472	Conférence Centre Amérique	1 December		Bunker from $19.45 to $21.40/p.u.	
473	Western Italy/India-Pakistan-Bangladesh Conference	1 December		3 per cent bunker	
474	Western Italy/Ceylon Conference				
475	UK/East Africa, Mauritius and Sudan Freight Conference	1 December		Port handling charges for Liverpool and Birkenhead from £3 to £3.50/m.t.	
476	UK/Red Sea Conference Lines	1 December		Bunker from 10.18 to 11.03 per cent	

477	UK/Bermuda and Nassau Freight Association	3 December	Bunker from \$9.60 to \$11/p.u.	
478	Continental Red Sea Conference			
	Ethiopia, Djibouti and Aden Continent Rate Agreement (EDACRA)			
to	North Continent/Aqaba Agreement	3 December	Bunker from 10 to 13 per cent	
	Sudan/UK and Continent Freight Rates Agreement			
482	Continent/Port Saïd and Suez Conferences			
483	Continental North Atlantic Westbound Freight Conference	3 December		Bunker from \$12.25/m^3 or \$20.50/m.t. to \$9.75/m^3 or \$16.50/m.t.
484	Trans-Pacific Freight Conference of Japan/Korea			
485	Japan-Korea/Atlantic and Gulf Freight Conference			
486	Japan-Korea/West Canada Freight Conference	3 December		Bunker from \$12 to \$8/f.t.
487	Japan/Korea/East Canada Freight Conference			
488	Levant Conference			
489	Conference of Malta and Alexandria Steamship Companies	10 December	Bunker from 12.50 to 20 per cent	
490	Alexandria/UK Conference			
491	UK/Mediterranean Container Conference	10 December	Bunker from 12.50 to 14 per cent	
492	Continent/Turkey/Continent Conference (CONTURCON)	10 December	Bunker from 10 to 20 per cent	
493	Accordo Mar Rosso e Golfo di Aden	10 December	Bunker from 5 to 12.50 per cent	
494	Cyprus Agreement	10 December	Bunker from 30 to 40 per cent	
495	Associated Continental Middle East Lines (ACMEL)	12 December	Bunker from 11.50 to 13 per cent	
496	UK/Arabian and Iranian Ports Conference			
497	South Atlantic North Europe Westbound Rate Agreement	13 December	Bunker from \$5.50/m^3 or \$8.50/m.t. to \$7.50/m^3 or \$11.25/m.t.	
498	North Europe/US and Canada Pacific Coast Freight Conference	15 December	Bunker from \$11.25/m^3 or \$17/WT to \$13/m^3 or \$20/WT	
499	Continental Canadian Westbound Freight Conference	15 December	Bunker from \$Can 7/m^3 or \$Can 9.50/m.t. to \$Can 7.90/m^3 or \$Can 10.75/m.t.	
500	Canadian Continental Eastbound Freight Conference			
501	Conférence marchandise Mexique	16 December	Bunker from 26.50 to 27.40 per cent	
502	Conférence Centre Amérique	16 December	Bunker from \$21.40 to \$23/p.u.	
503	Europe/East Africa Conference	17 December	Bunker from 6.10 to 8 per cent	
504	Lines serving the trade France/Morocco	17 December		Bunker from 45 to 35 per cent
505	Israel/France Conference and vice-versa (ISFRACON)	17 December	Bunker from 24.50 to 26 per cent	
506	Continent/Israel/Continent Conference (CONISCON)	17 December	Bunker from 26.50 to 29 per cent	

Annex V (*continued*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled or incorporated in tariff
507	Far Eastern Freight Conference (FEFC)				
to	Europe/Japan and Japan/Europe Freight Conferences				
	Philippines/Europe Conference				
510	Sabah, Brunei and Sarawak Freight Conference	19 December		Bunker from 34.55 to 38.71 per cent	
511	Entente de fret en sortie de Marseille et ports annexes sur la Malaisie, la Thaïlande, les Philippines, Hong Kong, la Chine, la Corée et le Japon				
512	Accordo Merci Tirreno-Levante (AMETILE)	20 December		Bunker from 20 to 22 per cent	
513	Libya Agreement	20 December			Bunker from 30 to 15 per cent
514	Outward Continent/Australia Conference	24 December		Bunker from 18.40 to 19.50 per cent	
515	Mediterranean Middle East Conference (MEDMECON)	24 December		Bunker from 15 to 18 per cent	
516	Continental North Atlantic Westbound Freight Conference	1 January 1980	9 per cent	Bunker from \$9.75/m³ or \$16.50/m.t. to \$7.50/m³ or \$12.25/m.t.	
517	European South Pacific and Magellan Conference (ESPM)	1 January	\$10.50/f.t. southbound \$7.50/f.t. northbound	Except for Scandinavia Where applicable 1 March 1980 only	
518	Marseilles North Atlantic USA Freight Conference	1 January	10 per cent		
519	UK/Mauritius Conference	1 January	20 per cent		
520	Brazil/Europe/Brazil Freight Conference	1 January	9 per cent for Brazil 5 per cent Continental Europe 20 per cent for UK-Ireland		
521	New Zealand European Shipping Association	1 January	7.50 per cent		
522	North Atlantic Baltic Conference	1 January	9 per cent		
523	North Atlantic/UK Freight Conference	1 January	8 per cent		
524	North Atlantic French Atlantic Freight Conference	1 January	7 per cent		
525	North Atlantic Continental Freight Conference	1 January	7 per cent		
526	West Coast of Italy, Sicilian and Adriatic ports/North Atlantic Range Conference (WINAC)	1 January	10 per cent		
527	Continental US Gulf Ports Freight Agreement	1 January	13 per cent		
528	Brazil/Far East/Brazil Freight Conference	1 January	9.50 per cent		
529	UK/USA Gulf Westbound Rate Agreement	1 January	12.50 per cent		
530	South Atlantic North Europe Westbound Rate Agreement	1 January	10 per cent		

531	Europe/South and South-East Africa Conference. . .	1 January	12 per cent		Bunker from 6.48 to 5.45 per cent
532	Entente de fret France/Canaries.	1 January	10 per cent		
533	North of Brazil and Amazonia/Europe/North of Brazil and Amazonia Freight Conference	1 January	14 per cent southbound 10 per cent northbound		
534	UK/New Zealand/UK Conference	1 January	15 per cent		
535	UK/Australia Conference	1 January	15 per cent		
536	Australia to Europe Shipping Conference				
537	UK/Spain Freight Association	1 January	15 per cent		
538	Atlantic and Gulf/Indonesia Conference	1 January		Bunker from $26.50 to $31.50/f.t.	
539	Atlantic and Gulf/Singapore, Malaysia and Thailand Conference				
540	Australia and New Zealand Eastern Shipping Conference	1 January	7.50 per cent (for Australia and New Zealand) 6 per cent (for Papua New Guinea)		
541	North Europe/US and Canada Pacific Coast Freight Conference	1 January		Bunker from $13/m³ or $20/WT to $14.50/m³ or $21.50/WT	
542	Red Sea and Gulf of Aden/USA Conference	1 January		Bunker from (..) to $60.10/t	
543	American West African Freight Conference	1 January		Bunker from (..) to $18/t	
544	Outward Continent/Australia Conference	1 January	$5.50/WT		
545	North Atlantic Mediterranean Freight Conference. . .	1 January	5 per cent (France, Spain, Italy and Israel) 10 per cent (other Mediterranean ports)		
546	Med-Gulf Conference	1 January	10.50 per cent		
547	Spanish Eastbound Freight Agreement	1 January	6 per cent		
548	Cyprus Agreement	1 January	15 per cent		Bunker from 40 to 25 per cent with reduction incorporated in tariff
549	Trans-Pacific Freight Conference of Japan/Korea . .	1 January		Bunker from $8 to $10/f.t.	
550	Japan-Korea/Atlantic and Gulf Freight Conference .				
551	Japan/West Canada Freight Conference				
552	Japan/East Canada Freight Conference				
553	Continental North Atlantic Westbound Freight Conference	7 January		Bunker from $7.50/m³ or $12.35/m.t. to $12.25/m³ or $20.50/n.t.	
554	North Atlantic Portugal Eastbound Freight Conference	15 January	15 per cent		

Annex V (*concluded*)

Item No.	Name of conference	Announced date of implementation	General freight rate increases	Surcharges: New or increased	Surcharges: Reduced, cancelled of incorporated in tariff
555	Atlantic and Gulf/Indonesia Conference	1 February	9.50 per cent		
556	Atlantic and Gulf/Singapore, Malaysia and Thailand Conference	1 February	9.50 per cent		
557	Europe/Indonesia Freight Conference	1 February	9.50 per cent		
558	Pacific Westbound Freight Conference	1 February	9.50 per cent		
559	North Atlantic Mediterranean Freight Conference.	1 February		Bunker from 15 per cent to 20 per cent	
560	Marseilles North Atlantic USA Freight Conference	1 February		Bunker from \$7.50/m^3 or \$14/t to to \$8/m^3 or \$15/t	
561	Conférence de fret France/Antilles et Guyane françaises	11 February	12.50 per cent		
562	UK and Continent/Papeete and Noumea Freight Agreement	15 February	12.50 per cent		
563	Marseilles North Atlantic USA Freight Conference	20 February		Bunker from \$8/m^3 or \$15/t to \$8.75/m^3 or \$16.75/t	
564	North Europe/US and Canada Pacific Coast Freight Conference	1 March	9.50 per cent		
565	Japan/Latin America Eastbound Freight Conference	1 April	10.46 per cent		
566	Japan/West Coast South America Freight Conference	1 April	11.30 per cent		

Sources: *Journal de la marine marchande et de la navigation aérienne* (Paris) and *Journal pour le transport international* (Basel), 1979 issues; also information communicated to the UNCTAD secretariat by liner conferences.

[a] Announced by shipping conferences or groups of lines serving particular trades, but excluding announcements by individual lines. This list excludes changes in the level of currency adjustment factor surcharges, which are listed separately in document TD/B/C.4/198/Add.1.

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