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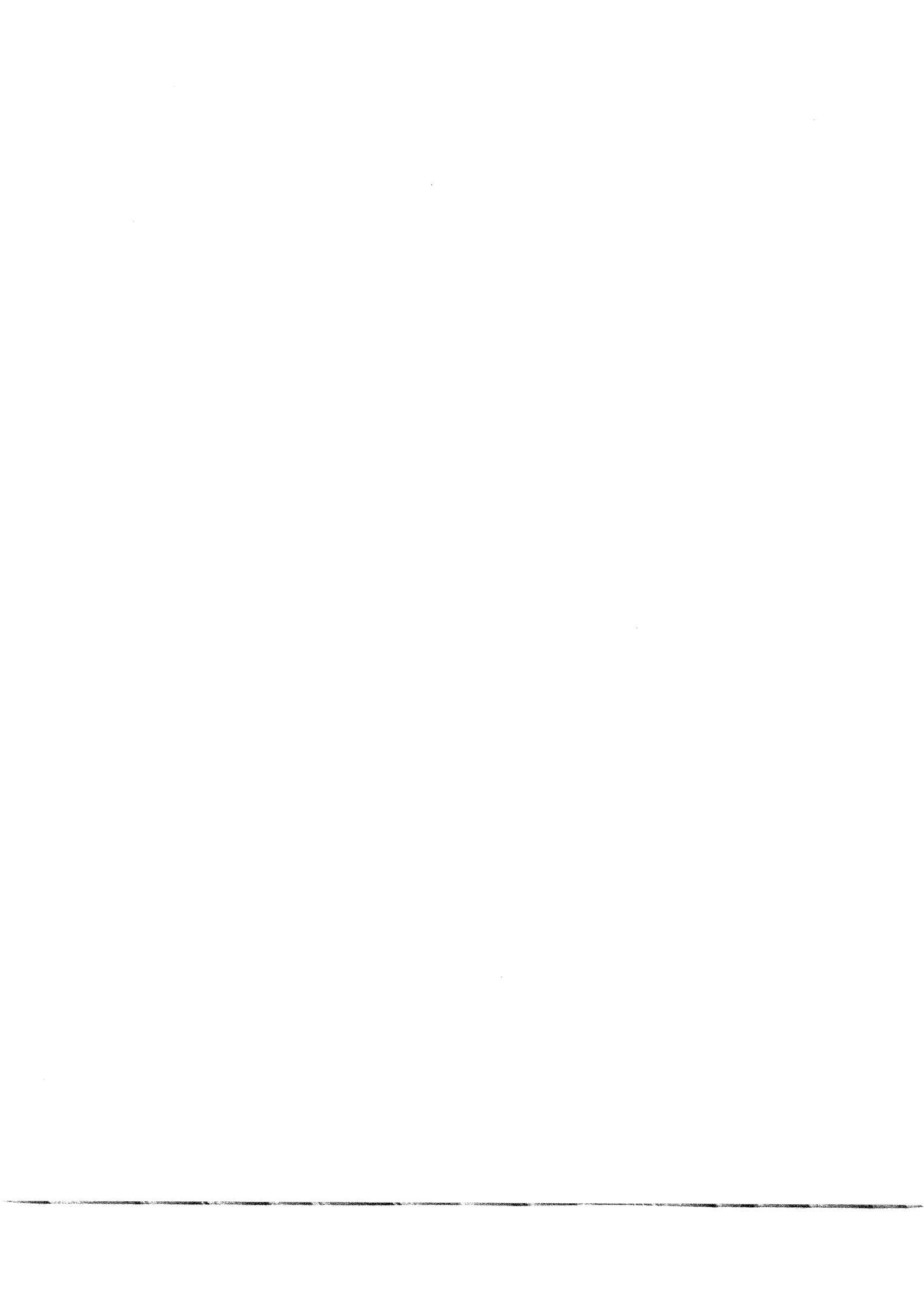
**ECONOMIC AND SOCIAL COMMISSION  
FOR WESTERN ASIA**  
Transport and Communications Division

**MARITIME TRANSPORT STATISTICS  
IN THE ESCWA REGION  
1982-1993**

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## **EXPLANATORY NOTE**

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Where the term "country or area" appears in the headings of tables, it covers countries, territories, cities and areas.

Two dots (..) indicate that data is not available or is not separately reported. A dash (-) indicates that the amount is nil or negligible. A hyphen between years is used to signify the full period involved including the beginning and end years. TEU indicates Twenty Foot Equivalent Units, the standard unit in which containers (of various dimensions) are counted.

Tons refer to metric tons, unless otherwise stated. Details and percentages presented in tables, due to rounding, do not necessarily add up to the totals.

The port pictured on the front page is Dubai port.



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## ABBREVIATIONS

|      |                                 |
|------|---------------------------------|
| GRT  | Gross Registered Tons           |
| DWT  | Dead Weight Tons                |
| TEU  | Twenty-foot Equivalent Unit.    |
| ULCC | Ultra Large Crude Carrier       |
| VLCC | Very Large Crude Carrier        |
| LPG  | Liquefied Petroleum Gas Carrier |
| GDP  | Gross domestic product          |
| GCC  | Gulf Cooperation Council        |
| FC   | Fully Cellular                  |
| CC   | Converted to cellular           |
| SC   | Semi Container                  |
| BA   | Barge Carrier                   |



## INTRODUCTION

The Review of Maritime Transport Statistics in the ESCWA region is an annual publication prepared by the Transport and Communications Division of ESCWA, in accordance with section 15(2a) of the programme of work of the division. The purpose of the review is to outline and analyse the maritime statistics and the main developments in maritime transport on a biennial basis and to assess expected future short-term developments in the ESCWA region. In this edition the Review will cover the situation of maritime transport during the last decade (1982-1993). Emphasis is given to the overall development of the merchant marines, ports and containerization in the ESCWA region.

## **PART ONE**

### **REVIEW OF DEVELOPMENTS IN SEABORNE TRADE**

#### **I. WORLD ECONOMIC GROWTH**

After a modest growth of 1.5 per cent in 1990, world output declined by an estimated 0.3 per cent in 1991. This was the first recorded decline in world output since the end of the Second World War.

Economic growth in the developed countries continued to decline, the recessionary conditions which some of them had experienced during the second half of 1990 deepened further and spread to other countries in 1991.

Gross domestic product (GDP) in the developing countries grew by 3 per cent in 1990 and an estimated 3.5 per cent in 1991. By the end of 1991, more than 40 developing countries world-wide, including Egypt and Jordan from the ESCWA region, opted to implement an economic adjustment programme approved by the International Monetary Fund (IMF).

#### **II. WORLD TRADE**

After growing by 4.3 per cent in 1990, the volume of world trade grew by 3 per cent in 1991, more slowly than in any year since 1983.

In recent years, the volume of exports by industrialized countries has been growing at declining rates: 6.6 per cent in 1989, 5.9 per cent in 1990 and 2.3 per cent in 1991. The volume of exports from developing countries also witnessed a set-back, from growth rates of positive 10.1 per cent and 4.6 per cent in 1988 and 1989, consecutively to a 0.7 per cent decline in 1990 and an estimated 4.1 per cent drop in 1991.

The growth rate of imports of the industrial countries declined from 9.0 per cent in 1988 to 5.2 per cent in 1990 and 1.7 per cent in 1991, mainly reflecting the recessionary conditions in major industrial countries. The heavy debt servicing burdens of many developing countries has continued to constrain their imports. The rate of growth of the volume of imports by developing countries fell from 6.8 per cent in 1989 to 3.4 per cent in 1990 and is estimated to have registered a negative 1.9 per cent in 1991.

### **III. WORLD SEABORNE TRADE**

International seaborne trade in 1991 experienced the impact of the overall slowdown trend in the world economy development. Even though it continued to expand for the sixth consecutive year, the rate of growth was the lowest observed since 1985. As shown in table (1) the total volume of International seaborne trade (goods loaded) in 1991 amounted to 4.05 billion tons. The highest level ever recorded. This represents a 1.0 per cent increase over the previous years figure, compared with a 3 per cent increase in 1990, and a 5.4 per cent increase in 1989. World seaborne trade in dry bulk cargoes continued to increase in 1991 showing a 2.1 per cent growth over the previous year's figure (against a 2.5 per cent increase in 1990). In the meantime, the seaborne trade in tanker cargoes marginally decreased by 0.3 per cent after three years of continuous remarkable augmentation (+3.7 per cent in 1990; +6.6 per cent in 1989 and + 5.4 per cent in 1988). Tanker cargoes accounted for 43.2 per cent of the total volume of international seaborne trade in 1991 as compared with 43.8 per cent in the previous year. The reduction in tanker trade should be mainly attributed to the hostilities in the Gulf at the beginning of 1991. These hostilities had considerable adverse effects on shipping, trade and even prevented export shipments of crude oil and oil products from the countries of that region at a certain stage.

### **IV. THE ECONOMIC AND TRADE SITUATION IN THE ESCWA REGION**

The Gulf Crises and war, and their aftermath have dealt a severe blow to economic and social conditions in Western Asia. The region as a whole experienced a negative growth rate of 3.8 per cent in 1990 and its GDP is estimated to have contracted further by 4.9 per cent in 1991. The GDP of the Gulf Cooperation Council (GCC) countries (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates) is estimated to have declined by 0.6 per cent in 1991. Excluding Kuwait, the rate of GDP growth rose by more than 5 per cent in 1991, owing mainly to the robust performance of the Saudi Economy. The GDP of the more diversified countries of the region (Egypt, Iraq, Jordan, Lebanon and the Syrian Arab Republic) is estimated to have declined by 13 per cent in 1990 and 12.4 per cent in 1991. The considerable contraction in GDP of this group may be attributed mainly to Iraq's sharp decline in output and to the disruption of the economy, trade and labour flows between the GCC countries and members of this group. The GDP of the least developed country of the region, namely the Republic of Yemen, is estimated to have declined by 3 per cent in 1990 and 4 per cent in 1991.

Table 1. Development of international seaborne trade, 1970 and 1980-1991 (Estimates of goods loaded)<sup>1</sup>

| year              | Tanker cargo     |                          |       | Dry cargo                                    |                          |                   | Total (all goods)        |                 |
|-------------------|------------------|--------------------------|-------|--|--------------------------|-------------------|--------------------------|-----------------|
|                   | Millions of tons | Percentage annual change | Total | of which: main bulk commodities <sup>2</sup> |                          | Total (all goods) | Percentage annual change | Million of tons |
|                   |                  |                          |       | Million of tons                              | Percentage annual change |                   |                          |                 |
| 1970              | 1 440            | 13.1                     | 1 165 | 13.0   | 448                      | 16.0              | 2 605                    | 13.0            |
| 1980              | 1 871            | -6.6                     | 1 833 | 3.3  | 796                      | 4.5               | 3 704                    | -2.0            |
| 1981              | 1 693            | -9.5                     | 1 866 | 1.8  | 806                      | 1.3               | 3 559                    | -3.9            |
| 1982              | 1 480            | -12.6                    | 1 793 | -3.9   | 759                      | -5.8              | 3 273                    | -8.0            |
| 1983              | 1 461            | -1.4                     | 1 770 | -1.3   | 732                      | -3.7              | 3 231                    | -1.3            |
| 1984              | 1 498            | 2.5                      | 1 912 | 8.0  | 833                      | 13.8              | 3 410                    | 5.5             |
| 1985              | 1 459            | -2.6                     | 1 923 | 0.6  | 857                      | 2.9               | 3 382                    | -0.8            |
| 1986              | 1 514            | 3.8                      | 1 945 | 1.1  | 834                      | -2.7              | 3 459                    | 2.3             |
| 1987              | 1 506            | -0.5                     | 1 999 | 2.8  | 875                      | 4.9               | 3 505                    | 1.3             |
| 1988              | 1 587            | 5.4                      | 2 105 | 5.3  | 940                      | 7.4               | 3 692                    | 5.3             |
| 1989              | 1 692            | 6.6                      | 2 199 | 4.5  | 965                      | 2.7               | 3 891                    | 5.4             |
| 1990              | 1 755            | 3.7                      | 2 253 | 2.5  | 968                      | 0.3               | 4 008                    | 3.0             |
| 1991 <sup>3</sup> | 1 750            | -0.3                     | 2 300 | 2.1  | 975                      | 0.7               | 4 050                    | 1.0             |

Sources: Based on data from the United Nations Statistical Office; Fearnlyes, World Bulk Trades 1990 (Oslo), UNCTAD data bank and other specialized sources.

<sup>1</sup> Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the same system.

<sup>2</sup> Iron ore, grain, coal, bauxite/alumina and phosphate.

<sup>3</sup> UNCTAD preliminary estimates.

## PART TWO DEVELOPMENTS IN SHIPPING

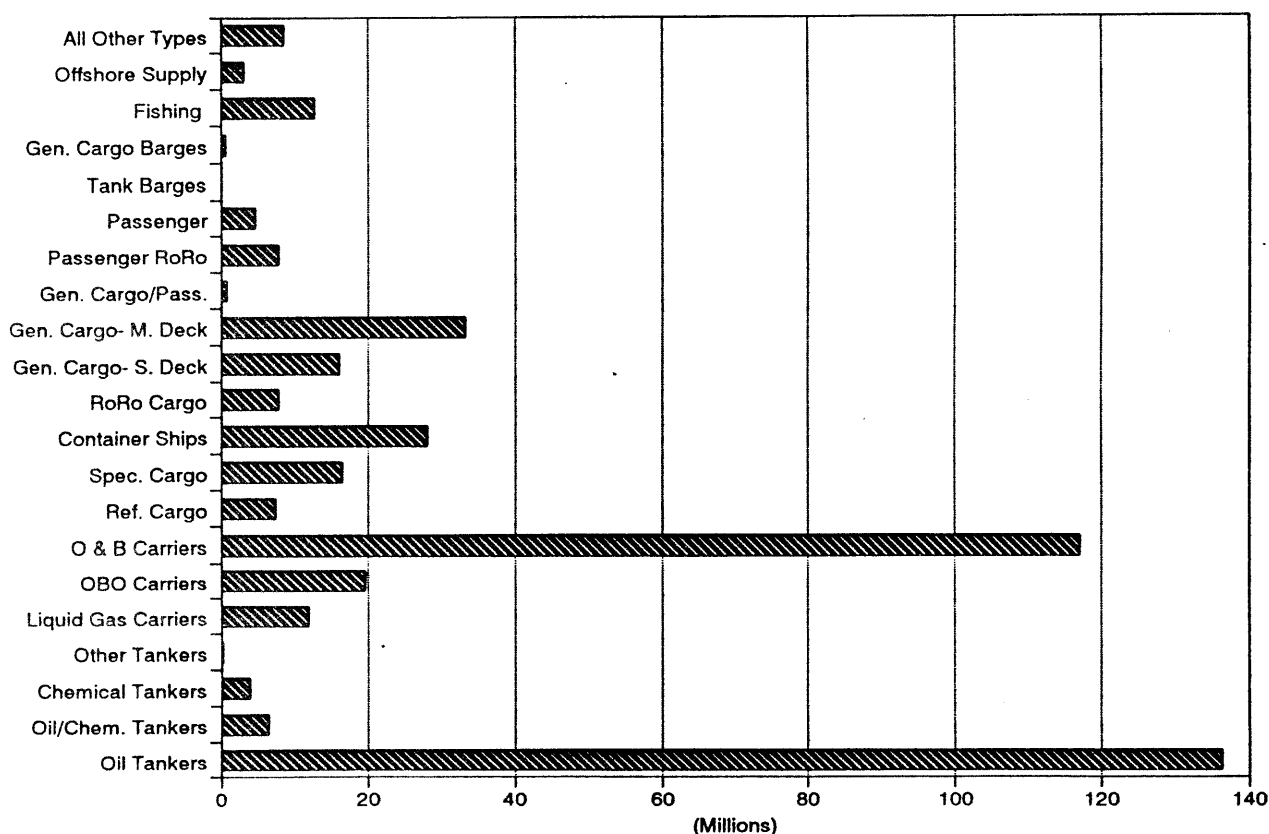
### I. DEVELOPMENT OF THE WORLD FLEET

The world fleet expanded for the third consecutive year and had reached 638.5 million DWT by the end of 1991, and expanded for the fourth consecutive year and reached 694.56 million DWT at mid- 1992.

Developed market economy countries and open-registry countries continued to be the dominant groupings in the world merchant fleet in 1991 (by flag of registration). During the period from mid-1990 to end-1991, their combined share in the total world fleet increased from 67.4 per cent to 68.3 per cent and the tonnage of these two country groupings expanded to 467.2 million DWT or by 5.3 per cent.

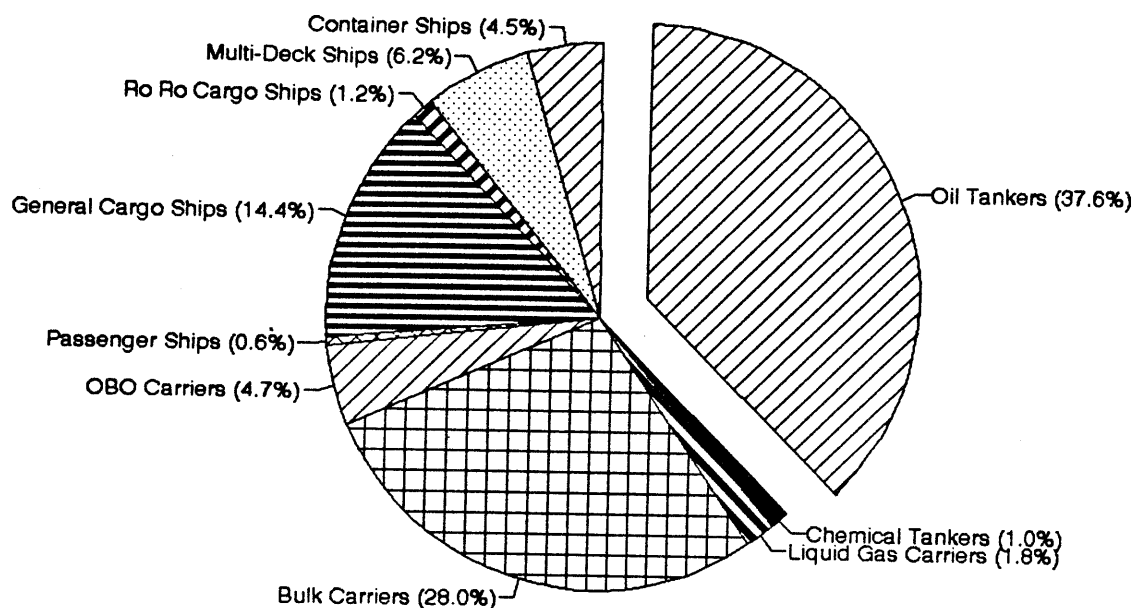
Developing countries increased their total fleet by 4.6 million DWT or by 3.3 per cent from mid-1990, reaching 144.3 million DWT at the end of 1991. However, their share in the total world fleet decreased marginally to 21.1 per cent (versus 21.2 per cent in 1990).

Figure 1. World merchant fleet as at 30 June 1992 by vessel type



Source: Lloyd's Register Statistical Tables, June 1992.

Figure 2. World merchant fleet, as at 1 April 1993  
Percent share of total DWT



Source: ISL Shipping Statistics , June 1993.

## II. SHIPPING DEVELOPMENTS IN THE ESCWA REGION

ESCWA merchant fleet reached its peak year in 1983, when the DWT of the merchant fleet stood at 18.7 million. The merchant fleet of ESCWA suffered tragically due to the long enduring Iran-Iraq War followed by the Gulf War. The instability in the region and the continued threat to navigation in the Gulf waters were the prime factors behind the declining ESCWA merchant fleets during the last decade.

ESCWA's merchant fleet continued to gradually decrease from 1982 till 1988, however 1989 showed an increase of almost 2 million DWT from the previous year. Due to the Gulf Crisis, 1990 and 1991 demonstrated a gradual decrease.

As at 30 June 1992, the total Deadweight Tonnage (DWT) of the ESCWA merchant fleet stood at 10.9 million tons, a 9 percent increase over 1991 figure. As for the number of ships in the ESCWA fleet, it decreased from 424 ships to 411 ships as a result of building or acquiring bigger size ships.

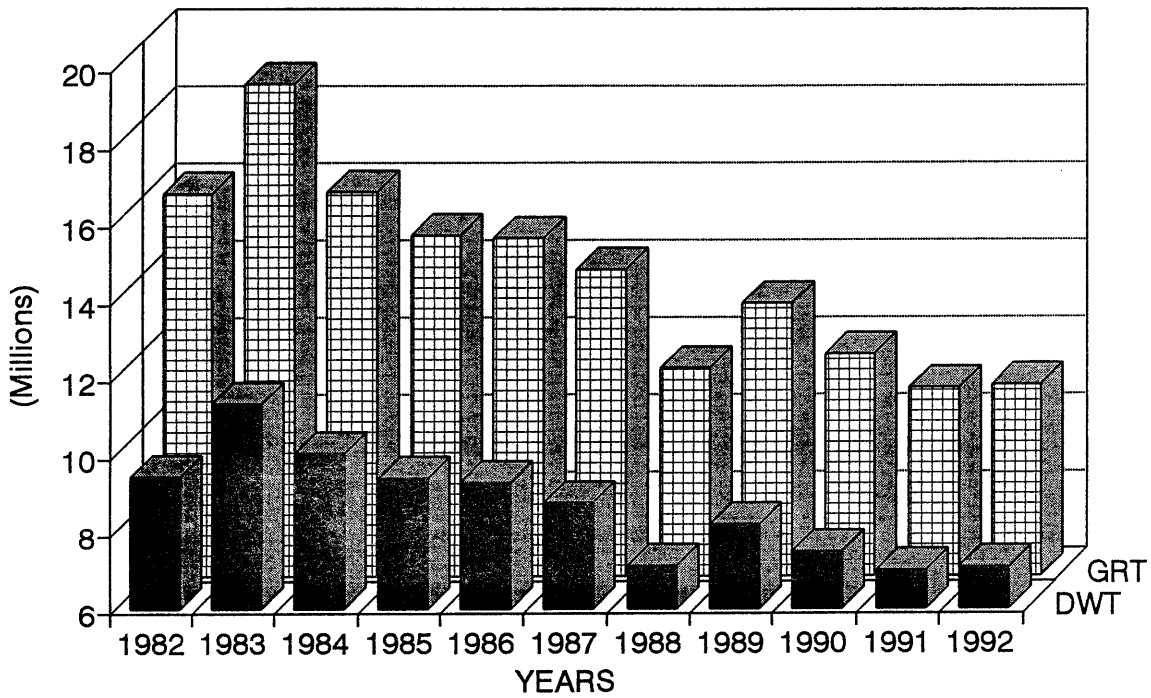
Table 2. ESCWA merchant fleet in GRT and (DWT)  
in 1982-1992

ESCWA Merchant Fleets in the years 1982-1992  
as of 30 June in GRT (DWT)

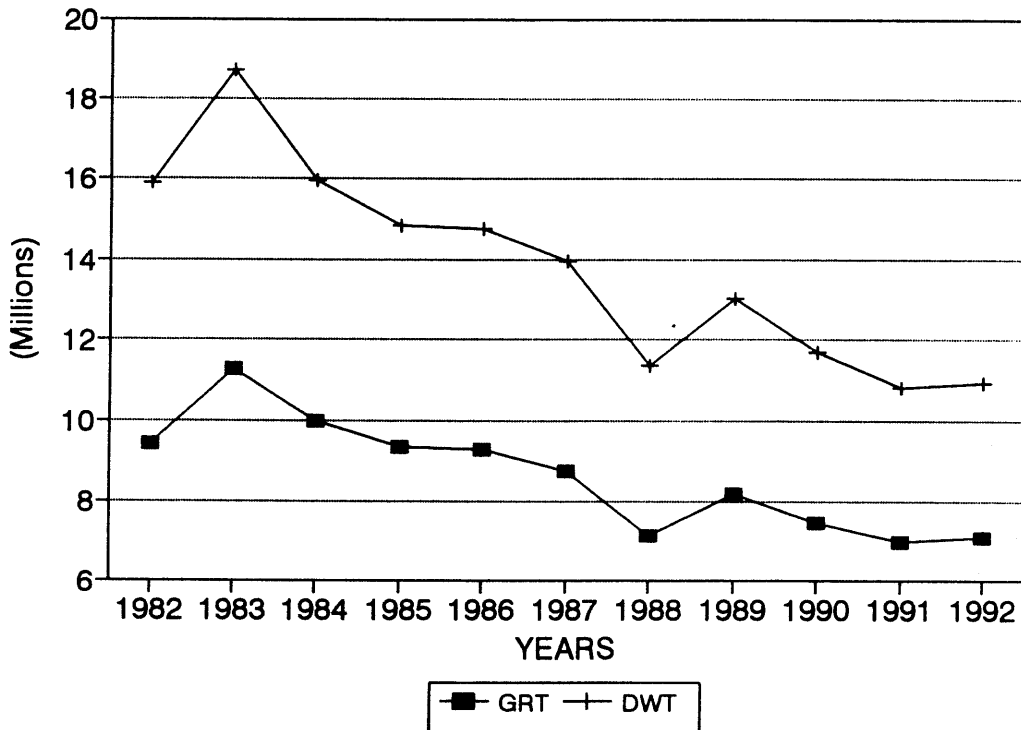
| Country      | 1982                      | 1983                       | 1984                       | 1985                      | 1986                      | 1987                      | 1988                      | 1989                      | 1990                      | 1991                      | 1992                      |
|--------------|---------------------------|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Bahrain      | 20,281<br>(22,624)        | 24,558<br>(26,631)         | 44,470<br>(59,167)         | 47,552<br>(60,757)        | 51,713<br>(64,419)        | 43,833<br>(51,975)        | 54,417<br>(67,891)        | 54,534<br>(64,731)        | 46,601<br>(49,371)        | 211,297<br>(262,041)      | 155,472<br>(192,487)      |
| Egypt        | 635,801<br>(804,792)      | 662,567<br>(828,048)       | 778,591<br>(1,032,144)     | 952,644<br>(1,307,108)    | 1,063,020<br>(1,484,890)  | 1,074,192<br>(1,515,156)  | 1,226,725<br>(1,821,298)  | 1,230,267<br>(1,795,744)  | 1,257,145<br>(1,824,632)  | 1,256,641<br>(1,852,457)  | 1,200,054<br>(1,685,245)  |
| Iraq         | 1,521,491<br>(2,675,319)  | 1,561,417<br>(2,694,455)   | 1,073,871<br>(1,790,466)   | 1,011,864<br>(1,685,917)  | 1,016,343<br>(1,699,613)  | 1,002,236<br>(1,683,083)  | 953,069<br>(1,675,923)    | 1,056,190<br>(1,812,730)  | 1,044,434<br>(1,796,510)  | 930,535<br>(1,589,925)    | 919,740<br>(1,578,822)    |
| Jordan       | 20,903<br>(30,355)        | 40,548<br>(53,057)         | 48,300<br>(75,525)         | 48,300<br>(76,155)        | 42,365<br>(61,427)        | 32,884<br>(47,710)        | 32,198<br>(47,710)        | 32,198<br>(47,710)        | 42,226<br>(63,981)        | 73,185<br>(135,573)       | 61,266<br>(113,557)       |
| Kuwait       | 2,014,379<br>(3,251,218)  | 2,548,112<br>(4,121,735)   | 2,551,074<br>(3,879,889)   | 2,349,904<br>(3,505,829)  | 2,580,924<br>(4,121,279)  | 2,087,856<br>(3,183,610)  | 735,318<br>(1,010,974)    | 1,865,066<br>(2,886,762)  | 1,854,583<br>(2,943,929)  | 1,372,976<br>(2,293,230)  | 1,910,180<br>(3,188,526)  |
| Lebanon      | 368,101<br>(536,402)      | 458,926<br>(681,151)       | 458,000<br>(696,676)       | 504,956<br>(790,014)      | 484,624<br>(766,784)      | 460,876<br>(729,538)      | 405,311<br>(634,525)      | 384,495<br>(593,086)      | 307,121<br>(473,189)      | 274,288<br>(424,646)      | 286,149<br>(438,165)      |
| Oman         | 8,934<br>(11,661)         | 13,080<br>(10,917)         | 13,911<br>(12,129)         | 17,495<br>(12,434)        | 14,793<br>(12,953)        | 25,321<br>(16,399)        | 25,470<br>(16,399)        | 23,588<br>(13,089)        | 22,578<br>(11,941)        | 22,578<br>(11,941)        | 22,348<br>(11,727)        |
| Qatar        | 233,873<br>(366,108)      | 315,088<br>(474,126)       | 332,907<br>(482,172)       | 353,221<br>(525,099)      | 306,673<br>(457,500)      | 306,443<br>(460,938)      | 308,668<br>(463,385)      | 306,054<br>(459,096)      | 359,496<br>(555,507)      | 484,800<br>(724,330)      | 423,705<br>(635,580)      |
| Saudi Arabia | 4,301,789<br>(7,768,780)  | 5,296,798<br>(9,311,863)   | 3,863,272<br>(6,475,117)   | 3,137,178<br>(5,247,299)  | 2,978,016<br>(4,954,572)  | 2,692,044<br>(4,588,299)  | 2,269,398<br>(3,802,471)  | 2,119,220<br>(3,535,425)  | 1,682,752<br>(2,716,262)  | 1,321,464<br>(1,999,497)  | 1,016,127<br>(1,381,651)  |
| Syria        | 43,054<br>(61,942)        | 48,064<br>(70,305)         | 56,156<br>(81,871)         | 58,000<br>(83,770)        | 63,142<br>(92,480)        | 63,077<br>(93,205)        | 64,101<br>(97,380)        | 74,309<br>(102,461)       | 79,810<br>(115,524)       | 109,452<br>(179,327)      | 129,651<br>(210,369)      |
| UAE          | 230,982<br>(351,421)      | 301,099<br>(450,327)       | 766,493<br>(1,349,672)     | 868,564<br>(1,523,669)    | 653,525<br>(1,018,926)    | 732,013<br>(1,159,928)    | 824,990<br>(1,311,865)    | 838,627<br>(1,315,731)    | 749,621<br>(1,157,786)    | 888,893<br>(1,360,904)    | 928,720<br>(1,491,728)    |
| Yemen*       | 16,700<br>(15,731)        | 17,178<br>(15,959)         | 15,698<br>(15,305)         | 15,134<br>(14,771)        | 19,658<br>(19,315)        | 212,187<br>(427,806)      | 207,053<br>(420,843)      | 207,053<br>(419,543)      | 16,716<br>(13,653)        | 16,716<br>(13,653)        | 16,924<br>(13,653)        |
| Total        | 9,416,288<br>(15,896,333) | 11,287,435<br>(18,738,574) | 10,002,743<br>(15,950,133) | 9,364,812<br>(14,832,822) | 9,274,796<br>(14,754,158) | 8,732,962<br>(13,956,647) | 7,106,718<br>(11,370,664) | 8,191,601<br>(13,046,108) | 7,463,083<br>(11,722,285) | 6,962,825<br>(10,847,524) | 7,070,336<br>(10,941,510) |

Source: Based on data from Lloyd's Register of Shipping Statistics, 1982-1992.

Figure 3. ESCWA merchant fleet in GRT and DWT in 1982-1992



ESCWA merchant fleet in GRT and DWT in 1982-1992



Source: Based on data from Lloyd's Register of Shipping Statistics, 1982-1992.

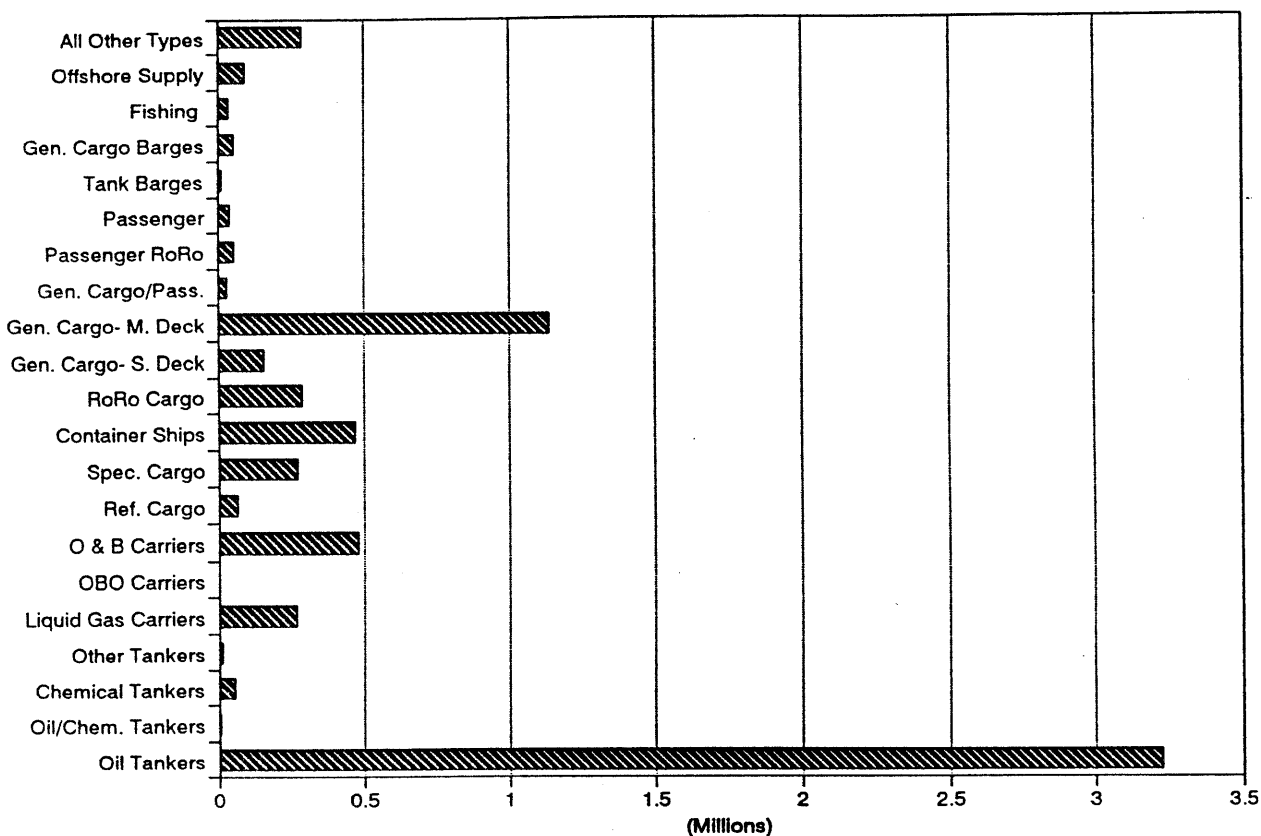


Table 3. ESCWA Merchant fleet by types of Vessels in gross registered tonnes as at 30th June 1992

|                              | Bahrain | Egypt     | Iraq    | Jordan | Kuwait    | Lebanon | Oman   | Qatar   | Saudi Arabia | Syria Arab Republic | United Arab Emirates | Republic of Yemen | ESCWA Total |
|------------------------------|---------|-----------|---------|--------|-----------|---------|--------|---------|--------------|---------------------|----------------------|-------------------|-------------|
| Oil Tankers                  | 1,841   | 193,382   | 721,535 | 50,490 | 1,406,685 | 1,536   | 116    | 124,964 | 249,113      | ..                  | 474,764              | 1,886             | 3,226,312   |
| Oil/Chemical Tankers         | ..      | 635       | 1,598   | ..     | ..        | ..      | ..     | ..      | 5,777        | ..                  | ..                   | ..                | 8,010       |
| Chemical Tankers             | ..      | ..        | ..      | ..     | ..        | 1,591   | ..     | ..      | 56,214       | ..                  | ..                   | ..                | 57,805      |
| Other Tankers                | ..      | 5,473     | ..      | ..     | 213       | 3,027   | 119    | ..      | 118          | ..                  | 2,947                | ..                | 11,899      |
| Liquid Gas Carriers          | 48,920  | ..        | ..      | ..     | 171,616   | ..      | ..     | ..      | 48,920       | ..                  | 3,378                | ..                | 272,834     |
| Ore/Bulk/Ore Carriers        | ..      | ..        | ..      | ..     | ..        | ..      | ..     | ..      | ..           | ..                  | ..                   | ..                | ..          |
| Ore & Bulk Carriers          | ..      | 343,079   | ..      | ..     | ..        | 55,120  | ..     | ..      | ..           | 23,522              | 80,138               | ..                | 481,859     |
| Refrigerated Cargo           | 228     | 14,188    | 6,976   | ..     | ..        | 3,389   | ..     | 1,597   | 38,748       | 489                 | 1,300                | ..                | 66,915      |
| Specialized Cargo            | 7,984   | ..        | ..      | ..     | 102,005   | 54,937  | ..     | ..      | 100,837      | 467                 | 9,293                | ..                | 275,543     |
| Container Ships              | 20,526  | ..        | ..      | ..     | 93,710    | 2,912   | ..     | 118,128 | 67,109       | ..                  | 170,260              | ..                | 472,645     |
| RoRo Cargo                   | ..      | 74,350    | ..      | ..     | 484       | 3,372   | ..     | ..      | 207,785      | 1,142               | 1,204                | ..                | 288,337     |
| General Cargo - Single Deck  | 1,506   | 26,581    | 124     | ..     | 5,103     | 47,852  | 909    | ..      | 2,297        | 49,830              | 20,281               | 2,910             | 157,393     |
| General Cargo - Multi-Deck   | 46,319  | 354,841   | 69,372  | 9,888  | 92,803    | 110,565 | ..     | 161,030 | 129,736      | 53,122              | 106,221              | 993               | 1,134,890   |
| General Cargo/ Passenger     | ..      | 22,373    | ..      | ..     | ..        | ..      | 10,864 | ..      | ..           | ..                  | ..                   | ..                | 33,237      |
| Passenger RoRo               | ..      | 26,643    | ..      | ..     | 2,489     | ..      | ..     | ..      | 24,712       | ..                  | 370                  | ..                | 54,214      |
| Passenger                    | ..      | 33,688    | 129     | ..     | 642       | 334     | 4,442  | ..      | 579          | ..                  | ..                   | ..                | 39,814      |
| Tank Barges                  | ..      | 5,770     | ..      | ..     | 576       | ..      | 313    | 186     | 3,691        | ..                  | 302                  | ..                | 10,838      |
| General Cargo Barges         | ..      | 20,517    | 13,771  | ..     | 7,190     | ..      | ..     | 791     | 8,485        | ..                  | 3,636                | 907               | 55,297      |
| Fishing (Inc. Factory Ships) | 1,004   | 2,665     | 6,891   | ..     | 10,067    | 712     | 715    | 322     | 5,735        | ..                  | 2,824                | 5,082             | 36,117      |
| Offshore Supply              | 4,685   | 21,145    | 2,147   | ..     | 2,460     | ..      | 990    | 11,914  | 11,481       | ..                  | 41,051               | ..                | 95,873      |
| All Other Types              | 22,459  | 54,724    | 97,197  | 888    | 14,133    | 782     | 3,880  | 4,773   | 54,790       | 1,079               | 30,851               | 5,146             | 290,504     |
| Country Total                | 155,472 | 1,200,054 | 919,740 | 61,266 | 1,910,180 | 286,149 | 22,348 | 423,705 | 1,016,127    | 129,651             | 928,720              | 16,924            | 7,070,336   |

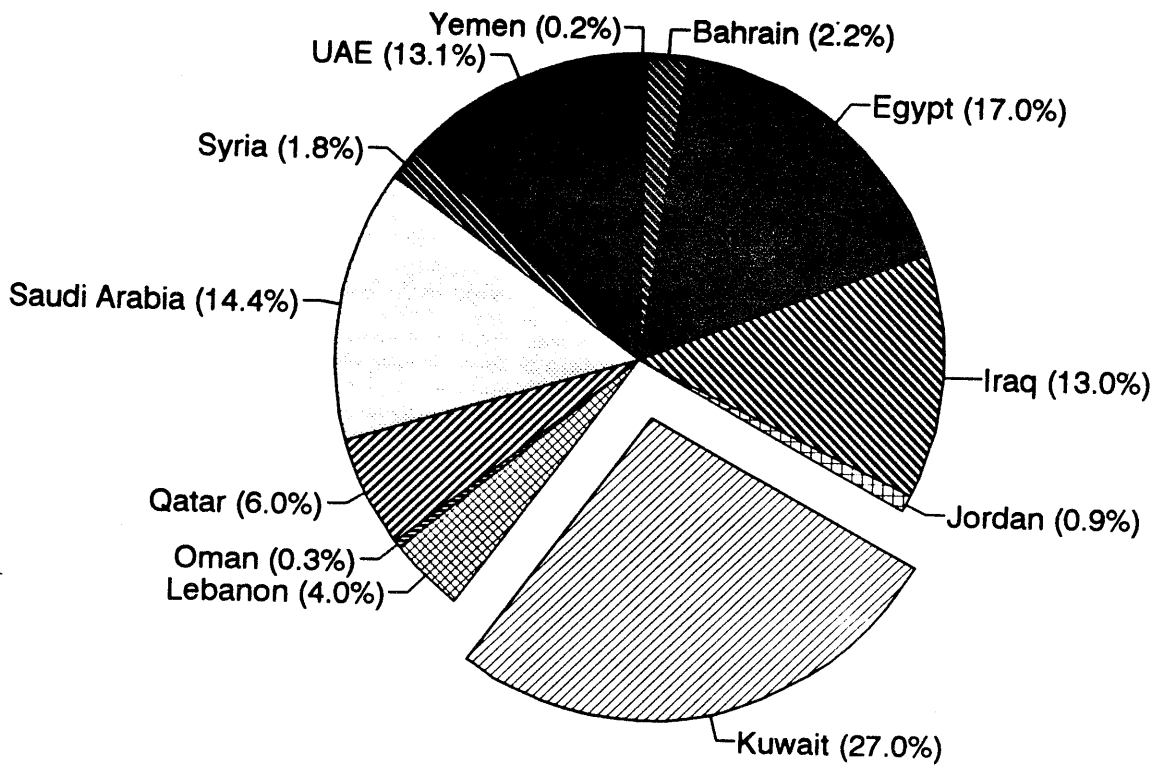
Source: Data compiled from Lloyd's Register Statistical Tables, June 1992.

Figure 4. ESCWA merchant fleet as at 30 June 1992 by Vessel Type



Source: Based on data from Lloyd's Register Statistical Tables, June 1992.

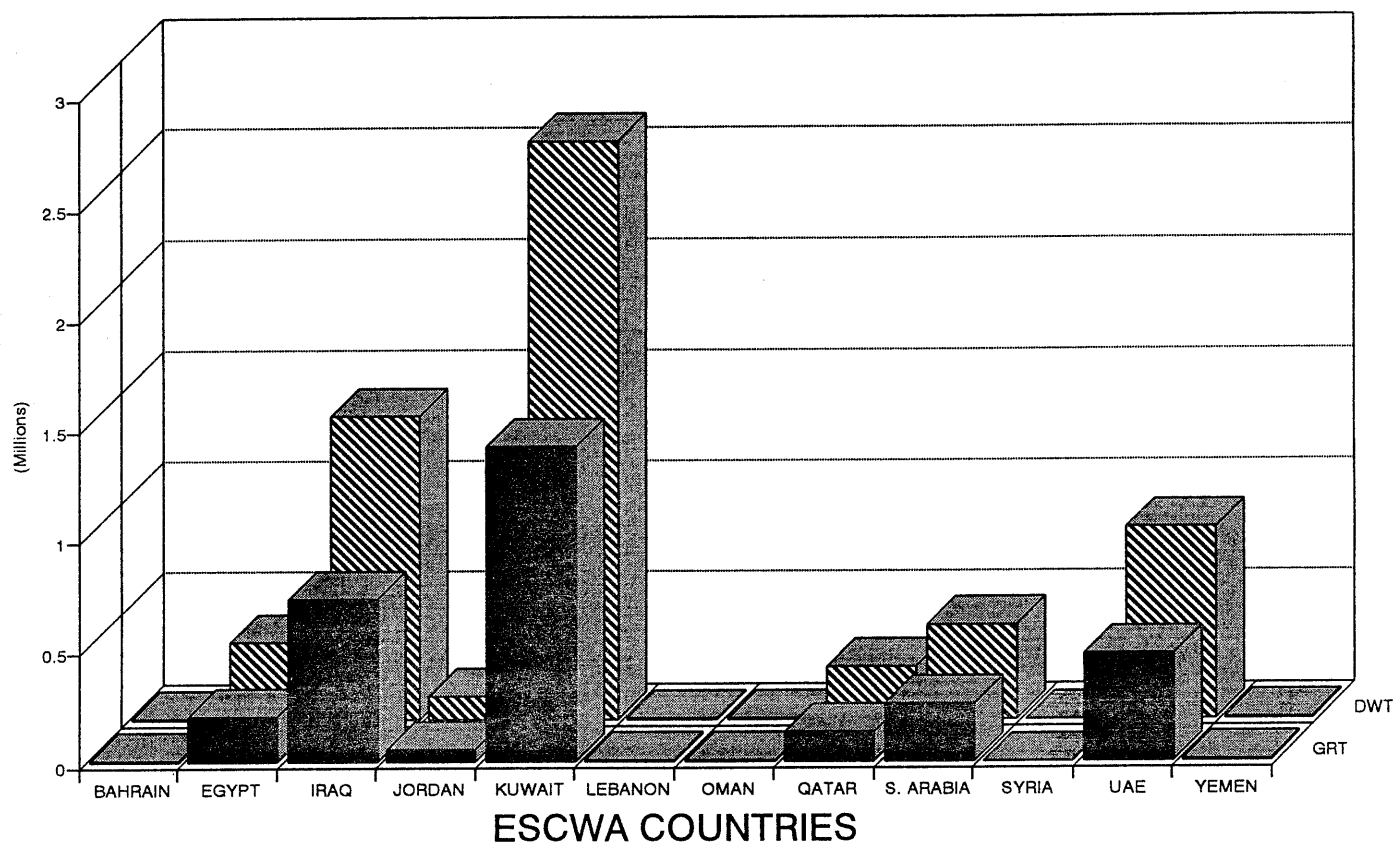
Figure 5. Merchant fleet of ESCWA region, 1992



**SOURCE:** Based on data from Lloyd's Register of shipping Statistics, June 1992.

Table 4 indicates the top ESCWA flag shipowners as at 1 April 1993. Retaining its position in first place is the KOTC (Kuwait) with 1.9 million GRT, in second place is the UASC (Gulf States) with 822 thousand GRT and in third place is the IOTC (Iraq) with 772 thousand GRT. The top three shipowners, which are all state controlled, handled 3.5 million GRT, which is more than 50 per cent of total GRT in the ESCWA region. Out of the top 14 shipowners in the ESCWA region, 10 are state controlled.

Table 4. Top ESCWA flag shipowners as at 1 April 1993  
(Vessels over 1,000 GRT)



Source; Lloyd's Register Statistical Tables, June 1992.

ESCWA's top shipowner, the Kuwait Oil Tanker Company, the transport subsidiary of KPC, operated 20 vessels as of October 1989, of which six were newly built. In 1989 KOTC bought two used VLCCs and in 1990 it placed orders for two new VLCCs and two LPG carriers. The expansion was necessary because of the Kuwaiti government's requirement that 65 per cent of its oil product exports be carried by the national fleet. As of 1989 KOTC re-flagged 11 of its tankers under the US flag in order to qualify for naval escort in the Gulf, but cancelled the arrangement for six of them in early 1989 after the security situation improved, KOTC's operations were disrupted, but not closed down, by the Iraqi invasion. All its ships escaped damage and the company was able to continue operations based in Egypt. After the crises, the KOTC inherited four abandoned Iraqi VLCCs and took delivery of the new ships ordered before the war.

ESCWA tanker fleet showed a remarkable decrease from 5.36 million GRT in 1991 to 3.23 million GRT in 1992, a 39.8 per cent decrease in the ESCWA tanker fleet in one year.

Table 5. ESCWA Oil Tanker Fleet as at 30 June 1992

| Country      | Steamships |                | Motorships |                  | Total      |                  | Total<br>Deadweight Tonnes |
|--------------|------------|----------------|------------|------------------|------------|------------------|----------------------------|
|              | No.        | Gross tonnage  | No.        | Gross Tonnage    | No.        | Gross Tonnage    |                            |
| BAHRAIN      | ..         | ..             | 3          | 1,841            | 3          | 1,841            | 1,295                      |
| EGYPT        | 2          | 27,854         | 37         | 166,163          | 39         | 194,017          | 340,234                    |
| IRAQ         | ..         | ..             | 26         | 723,133          | 26         | 723,133          | 1,358,339                  |
| JORDAN       | ..         | ..             | 1          | 50,490           | 1          | 50,490           | 97,286                     |
| KUWAIT       | 2          | 317,594        | 23         | 1,089,091        | 25         | 1,406,685        | 2,596,826                  |
| LEBANON      | ..         | ..             | 3          | 1,536            | 3          | 1,536            | 2,431                      |
| OMAN         | ..         | ..             | 1          | 116              | 1          | 116              | 86                         |
| QATAR        | ..         | ..             | 2          | 124,964          | 2          | 124,964          | 234,788                    |
| SAUDI ARABIA | 1          | ..             | 47         | 254,890          | 48         | 254,890          | 422,166                    |
| SYRIA        | ..         | ..             | ..         | ..               | ..         | ..               | ..                         |
| UAE          | 1          | 106,809        | 33         | 367,955          | 34         | 474,764          | 856,222                    |
| YEMEN        | ..         | ..             | 1          | 1,886            | 1          | 1,886            | 3,185                      |
| <b>TOTAL</b> | <b>6</b>   | <b>452,257</b> | <b>177</b> | <b>2,782,065</b> | <b>183</b> | <b>3,234,322</b> | <b>5,912,858</b>           |

Source: Based on data from Lloyd's Register Statistical Tables, June 1992.

Figure 6. ESCWA Oil Tanker Fleet as at 30 June 1992  
(In GRT and DWT)

| Position | Company          | Country      | No. | GRT       | DWT       | Average Age |
|----------|------------------|--------------|-----|-----------|-----------|-------------|
| 1        | KOTC(*)(***)     | Kuwait       | 29  | 1,909,102 | 3,340,991 | 9.7         |
| 2        | UASC(*)          | Gulf States  | 45  | 822,076   | 1,136,928 | 15.2        |
| 3        | IOTC(*)          | Iraq         | 18  | 772,903   | 1,443,753 | 18.1        |
| 4        | NSCSA(**)        | Saudi Arabia | 10  | 272,416   | 376,079   | 11.2        |
| 5        | ENC(*)           | Egypt        | 41  | 269,055   | 392,024   | 14.8        |
| 6        | Adnatco(*)       | UAE          | 8   | 235,071   | 415,420   | 10.5        |
| 7        | Fal Energy       | UAE          | 9   | 206,290   | 386,700   | 24          |
| 8        | NNC(*)           | Egypt        | 6   | 152,354   | 244,278   | 8.2         |
| 9        | Pyramid          | Egypt        | 5   | 118,539   | 206,221   | 23.2        |
| 10       | Misr Shipping(*) | Egypt        | 6   | 116,902   | 191,374   | 9.7         |
| 11       | Petroship(*)     | Saudi Arabia | 4   | 114,270   | 175,694   | 14.7        |
| 12       | Livestock T&T    | Kuwait       | 4   | 101,507   | 135,271   | 26.7        |
| 13       | Arabian Maritime | UAE          | 4   | 86,705    | 127,995   | 6.3         |
| 14       | Iraqi Line(*)    | Iraq         | 8   | 85,164    | 109,643   | 16.1        |

Source: Seatrade Review/Arab Shipping Guide, May 1993.

\* State Controlled.

\*\* Includes a vessel owned in joint partnership with UASC.

\*\*\* Excluding seven tankers reflagged in 1987.

ESCWA container fleet amounted to 472645 GRT in mid 1992. This indicates an increase of 2.39 per cent from the year 1991.

Liner freight rates varied greatly by the type of vessel during 1990. The Gulf Crises which caused an increase in demand for tanker tonnage, has showed significant freight rate increases. All VLCCs and ULCCs experienced the highest freight rates for at least 15 years. During 1991, when the Gulf conflict ended, tanker freight rates fell, including VLCC and ULCCs, by the end of the year.

The imposition of UN sanctions against Iraq in 1990 have cost the shipping transport sector in Jordan 547 million dollars by 1992. Losses have been incurred mainly from UN-backed ship inspections, port revenues from ships and cargoes as well as transport charges.

Intransit imports to Iraq through Aqaba fell to 1.9 million tones in 1992 (excluding December figures) compared with 5.67 million in 1989, a decline of 66 per cent.

The third quarter of 1992, has shown further improvements in liner shipping serving the Gulf, particularly in the quality of services, transit times and employment of larger and specialized vessels.

Gulf shipping is undergoing rapid changes in character. Vessels of shipping companies, in their effort to reduce the number of journeys and costs, tend to discharge their cargoes close to the Straits of Hormuz. Vessels use UAE ports, as distributing centres, prior to feeder to middle and upper Gulf countries. Ports chosen as hub ports to handle new generations of container vessels render the following services and facilities:

1. Deeper draught;
2. Longer quays;
3. Ample storage for cargo and container marshalling;
4. CFS services;
5. Gantries and other container equipment;
6. Highly efficient operations and management.

With a total of 1.4 million TEU per year Dubai, became the largest hub port in the region. Feeder cargo to most of the upper and middle Gulf Ports, the Indian Sub-Continent and East Africa.

The United Arab Shipping Company (UASC), ESCWA's leading multinational shipping company, ranked at No. 17 of the world's top 20 container service operators as of 1 July 1992 (Analysis was prepared on the basis of ship type, TEU capacity and number of ships).

Table 6. UASC Container Fleet Analysis

| Ship type | TEU capacity | No. of ships |
|-----------|--------------|--------------|
| FC/CC     | 34274        | 20           |
| SC/BA     | 6788         | 15           |
| TOTAL     | 41062        | 35           |

Source: Containerization International August 1992.

The UASC currently deploys a fleet of 47 semi, converted-to-cellular and full containerships ranging from 378 TEU to 2223 TEU capacity. The company is evaluating the ordering of eight or nine large new containerships of around 4000 TEU capacity per ship scheduled for delivery in late 1994 or early 1995.

As at January 1983, private sector share for vessels above 1000 GRT exceeded public sector share and reached 54.8 per cent compared to 45.2 per cent to public sector. Five years later, January 1988, the situation is reversed with a 52.1 per cent for public sector and 47.9 per cent for private sector.

Table 7. Public and Private sector shares in Maritime fleets  
in the ESCWA region, 1988

| Country              | Public sector     |           |           |             |               | Private sector    |           |           |             |               |
|----------------------|-------------------|-----------|-----------|-------------|---------------|-------------------|-----------|-----------|-------------|---------------|
|                      | Number of vessels | GRT       | DWT       | Average age | GRT share (%) | Number of vessels | GRT       | DWT       | Average age | GRT share (%) |
| Bahrain              | --                | --        | --        | --          | --            | 1                 | 16,627    | 20,003    | 22.7        | 0.54          |
| Egypt                | 89                | 662,792   | 1,203,424 | 9.6         | 19.80         | 53                | 276,737   | 414,225   | 22.7        | 8.98          |
| Iraq                 | 41                | 841,192   | 1,563,178 | 12.3        | 25.12         | --                | --        | --        | --          | --            |
| Jordan               | 2                 | 25,956    | 43,832    | 15.0        | 0.78          | 1                 | 2,736     | 3,878     | 20.0        | 0.09          |
| Kuwait*              | 34                | 755,540   | 1,106,433 | 9.9         | 22.57         | 6                 | 110,182   | 148,195   | 21.1        | 3.58          |
| Lebanon              | --                | --        | --        | --          | --            | 72                | 324,220   | 497,553   | 21.7        | 10.52         |
| Oman                 | --                | --        | --        | --          | --            | --                | --        | --        | --          | --            |
| Qatar                | 10                | 250,560   | 375,393   | 9.4         | 7.48          | 4                 | 42,212    | 74,024    | 22.6        | 1.37          |
| Saudi Arabia         | 15                | 338,547   | 481,128   | 9.8         | 10.11         | 94                | 2,036,439 | 3,656,428 | 15.1        | 66.10         |
| Syrian Arab Republic | 5                 | 17,155    | 24,211    | 13.5        | 0.51          | 6                 | 18,726    | 27,097    | 24.4        | 0.61          |
| United Arab Emirates | 17                | 456,518   | 754,472   | 8.8         | 13.63         | 25                | 252,802   | 409,146   | 12.8        | 8.21          |
| Yemen                | 2                 | --        | 4,907     | 12.1        | --            | --                | --        | --        | --          | --            |
| Total                | 215               | 3,348,260 | 5,556,978 | 100.00      | 262           | 3,080,681         | 5,250,549 | 100.00    | 100.00      |               |

\* Excluding 15 tankers totalling 1.0mn grt re-flagged during 1987.

Source: Data compiled from Seatrade Arab Shipping, 1988.

## **PART THREE DEVELOPMENTS IN PORTS**

### **I. PORTS**

All ESCWA countries are characterized as being sea nations with water fronts at the Mediterranean, Red Sea and the Gulf. ESCWA Ports, such as Aden, once the second port in the world, have played in the past and continue to play an important role as a link between Asia, Africa and Europe. Also, these ports play a significant role as import and export centres for their countries.

The port of Beirut re-opened in mid March of 1991 after 16 years of civil war and looting, handled 4.9 million tons in 1992. This figure exceeding the record level (4.07 million tons) registered just before the war in 1974. Beirut Port handled in 1974 about one million tons of cargo in transit which accounted for 25 per cent of the overall volume. However, this percentage went down to 4.3 per cent in 1992.

It is worth mentioning that the port handled a total of 99,223 TEUs in 1992 with a total of 1,047,389 tons of containerized cargo. This representing 42 per cent of the general cargo and 21.5 per cent of the overall volume of traffic through the port.

In 1991, a decision was taken to merge the administration of Dubai's two ports. Port Rashid and Jebel Ali merged into a single port authority, Dubai Ports Authority (DPA). DPA, with a total of 1.48 million TEU's in 1992, was ranked as the 16th busiest container port in the world. An 18 percent increase over the 1991 figure of 1.25 million TEU's, according to provisional figures from the containerization international year book. DPA is investing in four new gantry cranes, two Post-Panamex cranes for Jebel Ali Port bringing the total number of gantry cranes to eight. Port Rashid will be getting two fourth generation panamex cranes raising the total number to nine. The UAE east coast ports of Khor Fakkan and Fujairah together handled almost 900,000 TEU's in 1992. Khor Fakkan is adding a 250 meter quay for container handling. The east coast ports calculate that 80 per cent of their business is transshipment destined for the Indian subcontinent or the upper Gulf.

The port of Aqaba (Jordan) has suffered considerable losses since the imposition of the UN sanctions against Iraq in August 1990. About 70 per cent of all cargo handling activities at Aqaba were related to Iraq prior to the Gulf Crises. Iraq's own ports in the Gulf were unable to meet the countries demands because of limited capabilities and/or destructions to Basra Port and other ports during the 1980-1988 Iran-Iraq War. Intransit imports to Iraq through Aqaba fell to 1.9 million tones in 1992 (excluding December figure) compared with 5.67 million tones in 1989, a declined of 66 per cent.

Aqaba plans, well under way, are to construct a multi-purpose berth mainly to handle bulk exports. The project, considered to be one of its kind in the area, will be financed and operated by a specialized local firm from the private sector.



Table 8. Analysis of Goods loaded and unloaded  
in ESCWA ports in the years  
1986,1987,1988 and 1989

|                             | Year | Goods Loaded |           |          |           | Goods Unloaded |           |          |           |
|-----------------------------|------|--------------|-----------|----------|-----------|----------------|-----------|----------|-----------|
|                             |      | Total        | Petroleum |          | Dry Cargo | Total          | Petroleum |          | Dry Cargo |
|                             |      |              | Crude     | Products |           |                | Crude     | Products |           |
| <b>Bahrain</b>              | 1986 | 12,587       |           | 11,680   | 907       | 2,989          |           | 350      | 2,639     |
|                             | 1987 | 12,824       |           | 11,949   | 875       | 3,300          |           | 123      | 3,177     |
|                             | 1988 | 13,465       |           | 12,307   | 1,158     | 3,400          |           | 125      | 3,275     |
|                             | 1989 | 14,282       |           | 13,144   | 1,138     | 3,384          |           | 125      | 3,259     |
| <b>Egypt</b>                | 1986 | 82,311       | 76,364    | 3,000    | 2,947     | 73,966         | 51,593    | 920      | 21,453    |
|                             | 1987 | 81,717       | 75,511    | 3,200    | 3,006     | 74,161         | 51,747    | 982      | 21,432    |
|                             | 1988 | 91,314       | 85,000    | 3,264    | 3,050     | 76,644         | 53,781    | 1,002    | 21,861    |
|                             | 1989 | 97,921       | 91,800    | 3,031    | 3,090     | 78,967         | 55,432    | 1,010    | 22,525    |
| <b>Iraq</b>                 | 1986 |              |           |          |           |                |           |          |           |
|                             | 1987 |              |           |          |           |                |           |          |           |
|                             | 1988 |              |           |          |           |                |           |          |           |
|                             | 1989 |              |           |          |           |                |           |          |           |
| <b>Jordan</b>               | 1986 | 8,696        |           |          | 8,696     | 7,182          |           |          | 7,182     |
|                             | 1987 | 9,697        |           |          | 9,697     | 9,144          |           |          | 9,144     |
|                             | 1988 | 10,953       |           |          | 10,953    | 9,143          |           |          | 9,143     |
|                             | 1989 | 9,731        |           |          | 9,731     | 6,800          |           |          | 6,800     |
| <b>Kuwait</b>               | 1986 | 60,314       | 40,716    | 18,160   | 1,438     | 7,031          |           | 29       | 7,002     |
|                             | 1987 | 57,380       | 37,230    | 18,212   | 1,938     | 7,017          |           | 27       | 6,990     |
|                             | 1988 | 61,778       | 41,000    | 18,457   | 2,321     | 7,123          |           | 30       | 7,093     |
|                             | 1989 | 69,097       | 47,115    | 19,712   | 2,270     | 7,015          |           | 35       | 6,980     |
| <b>Lebanon</b>              | 1986 | 155          |           |          | 155       | 1,097          | 19        | 218      | 860       |
|                             | 1987 | 147          |           |          | 147       | 1,099          | 19        | 200      | 880       |
|                             | 1988 | 148          |           |          | 148       | 1,120          | 20        | 200      | 900       |
|                             | 1989 | 150          |           |          | 150       | 1,140          | 25        | 205      | 910       |
| <b>Oman</b>                 | 1986 | 26,603       | 26,540    |          | 63        | 4,311          |           | 90       | 4,221     |
|                             | 1987 | 27,685       | 27,574    |          | 111       | 2,323          |           | 183      | 2,140     |
|                             | 1988 | 29,230       | 29,100    |          | 130       | 2,450          |           | 190      | 2,260     |
|                             | 1989 | 32,576       | 32,446    |          | 130       | 2,444          |           | 192      | 2,252     |
| <b>Qatar</b>                | 1986 | 15,300       | 14,400    | 601      | 299       | 2,188          |           | 100      | 2,088     |
|                             | 1987 | 13,689       | 12,785    | 622      | 282       | 2,255          |           | 100      | 2,155     |
|                             | 1988 | 14,085       | 13,081    | 653      | 351       | 2,345          |           | 110      | 2,235     |
|                             | 1989 | 17,632       | 16,585    | 695      | 352       | 2,352          |           | 112      | 2,240     |
| <b>Saudi Arabia</b>         | 1986 | 149,861      | 116,986   | 31,963   | 912       | 38,991         |           | 191      | 38,800    |
|                             | 1987 | 140,311      | 103,931   | 35,479   | 901       | 41,620         |           | 194      | 41,426    |
|                             | 1988 | 162,666      | 123,703   | 37,962   | 1,001     | 42,546         |           | 200      | 42,346    |
|                             | 1989 | 165,989      | 126,549   | 38,430   | 1,010     | 42,470         |           | 220      | 42,250    |
| <b>Syrian Arab Republic</b> | 1986 | 12,983       | 10,041    | 2,164    | 778       | 10,085         | 4,654     | 869      | 4,562     |
|                             | 1987 | 13,511       | 10,488    | 2,315    | 708       | 10,589         | 4,513     | 915      | 5,161     |
|                             | 1988 | 14,161       | 11,000    | 2,396    | 765       | 10,800         | 4,648     | 933      | 5,219     |
|                             | 1989 | 15,276       | 11,990    | 2,516    | 770       | 10,887         | 4,741     | 935      | 5,211     |
| <b>United Arab Emirates</b> | 1986 | 62,143       | 54,423    | 4,004    | 3,716     | 7,821          |           | 270      | 7,551     |
|                             | 1987 | 59,199       | 50,891    | 4,362    | 3,946     | 8,828          |           | 289      | 8,539     |
|                             | 1988 | 63,380       | 54,159    | 4,580    | 4,641     | 8,973          |           | 298      | 8,675     |
|                             | 1989 | 72,896       | 63,387    | 4,877    | 4,632     | 8,960          |           | 305      | 8,655     |
| <b>Yemen</b>                | 1986 | 1,770        | 300       | 1,292    | 178       | 7,750          | 4,095     | 325      | 3,330     |
|                             | 1987 | 1,836        | 300       | 1,456    | 80        | 7,271          | 3,580     | 347      | 3,344     |
|                             | 1988 | 1,836        | 320       | 1,364    | 152       | 7,189          | 3,508     | 350      | 3,331     |
|                             | 1989 | 1,883        | 335       | 1,400    | 148       | 7,151          | 3,520     | 360      | 3,271     |

Source: Data compiled from the International Trade Statistics Yearbook, 1990.

The Saudi ports at Jubail, King Fahad Industrial and King Fahad commercial have merged into one administration. The decision, taken in February 1992, was aimed at reducing operational costs and enhancing co-operation between the two ports.

The industrial port at Jubail handled about 24 million tons in 1992. Its exports comprising of refined oil products (60 per cent), petrochemicals (25 per cent), Sulphur (10.3 per cent) and fertilizers (3.6 per cent), while the commercial port handled 1.3 million tons in 1992.

In the year 1990/91, the seven major Saudi Ports (Jeddah, Dammam, Yanbu, Jubail, Jizan and the two industrial ports at Jubail and Yanbu), handled 17.5 million tons of imports and 44.6 million tons of exports other than oil.

Due to draft limitations and restrictions to accommodate the new generation of container vessels, the Bahraini government approved, in early 1992, plans for a new port, industrial area and free trade zone to be located at Hidd.

Kuwait's two main ports Shuwaikh and Shuaiba which incurred severe damage during the Iraqi invasion to Kuwait on August 1990, were re-opened in August 1991 and March 1991 consecutively. The Ports Public Authority (PPA) is fighting to persuade the International Shipping Community to operate direct services to Kuwaiti ports instead of feeding services from UAE and other Gulf ports.

The PPA is preparing a master plan for all ports and assessing the feasibility of establishing a free trade zone.

## II. CONTAINERIZATION

At the beginning of November 1992, the world containership fleet totalled over 5100 vessels and 3.6 million TEU capacity. This showed an increase of 3.5 per cent in terms of number of ships employed, and more importantly, shows much larger increase of 7 per cent in terms of container slots. This is an indication of the current trend in containership construction towards fewer vessels but greater TEU capacities. The world's container port traffic total for 1992 looked set to pass the 100 million TEU mark.

The ESCWA region fleet of container ships is too small and only accounts for 472,645 GRT as at 30th June 1992. The Gulf trade underwent a pronounced change from traditional breakbulk to predominantly containerized traffic. Gulf ports constructed modern and highly equipped container terminals, with capacities to handle both national and transshipment traffic.

The United Arab Shipping Company (UASC) owned by the governments of Kuwait, Saudi Arabia, UAE, Qatar, Bahrain and Iraq, is by far the biggest operator, owner of container vessels and container boxes in the region.

With a total of 35 vessels and a capacity of 41062 TEU's, UASC was ranked into the number 17 position of the world's top 20 container service operators as of 1 July, 1992.

The growth rates of container traffic in ports of the region for 1988-1991 reached 45.6 per cent (see table 9). This indicates that containerization is stripping other conventional cargo-handling systems.

The pattern of containerization in the region is featured by the one way end to end service. The import of full containers and return of empties has its negative implications on the freight rates to the region in general and the Gulf area in particular.

Table 9. ESCWA container port traffic  
in 20-Foot Equivalent Units (TEU)  
in the years 1988-1992

| Country/Port                | 1988             | 1989             | 1990             | 1991             | Estimated<br>1992** | Growth Rate<br>(percentage) |
|-----------------------------|------------------|------------------|------------------|------------------|---------------------|-----------------------------|
| <b>BAHRAIN</b>              |                  |                  |                  |                  |                     |                             |
| Mina Sulman                 | 66,794           | 68,500           | 75,066           | 84,254           | 90,542              | 7.96                        |
| <b>EGYPT</b>                |                  |                  |                  |                  |                     |                             |
| Alexandria                  | 154,495          | 156,148          | 197,732          | 253,349          | 210,000             | 9.68                        |
| Damietta                    | NA               | NA               | 78,060           | 194,670          | 107,727             |                             |
| Port Said                   | 31,869           | 39,299           | 54,783           | 60,801           | 101,268             | 35.06                       |
| <b>JORDAN</b>               |                  |                  |                  |                  |                     |                             |
| Aqaba                       | 116,672          | 99,487           | 83,283 *         | 72,725           | 100,000             | -1.55                       |
| <b>KUWAIT</b>               |                  |                  |                  |                  |                     |                             |
| Shuaiba                     | 102,743          | 105,065          | 66,594           | 57,113           | 155,000             | 30.70                       |
| Shuwaikh                    | 117,178          | 124,032          | 57,872           | 7,946            | 36,853              | 57.51                       |
| <b>OMAN</b>                 |                  |                  |                  |                  |                     |                             |
| Mina Qaboos                 | 147,882          | 165,332          | 167,873          | 155,604          | 153,120             | 1.11                        |
| <b>QATAR</b>                |                  |                  |                  |                  |                     |                             |
| Doha/ Umm Said              | 17,183           | 28,298           | 20,725           | 129,753          | 36,048              | 122.94                      |
| <b>SAUDI ARABIA</b>         |                  |                  |                  |                  |                     |                             |
| Jeddah                      | NA               | 548,698          | 509,383          | 568,039          | --                  |                             |
| Damman                      | 208,278          | 204,059          | 232,456          | 342,612          | 312,000             | 12.59                       |
| Yanbu                       | 8,183            | 5,769            | 6,177            | 6,964            |                     | -27.42                      |
| <b>SYRIA</b>                |                  |                  |                  |                  |                     |                             |
| Lattakia                    | 46,143           | 54,798           | 67,340           | 82,832           | 88,000              | 17.72                       |
| <b>UNITED ARAB EMIRATES</b> |                  |                  |                  |                  |                     |                             |
| Port Rashid                 | NA               | 644,230          | 613,704          | 791,011          | 395,491             |                             |
| Fujairah                    | 202,893          | 270,661          | 414,353          | 475,735          | 270,000             | 14.51                       |
| Jebel Ali                   | 69,771           | 183,165          | 302,659          | 464,249          | 510,676             | 72.79                       |
| Khor Fakkan                 | 124,224          | 125,486          | 162,620          | 268,777          | 390,000             | 35.25                       |
| Port Zayed                  | NA               | 45,788           | 45,733           | 45,228           | 52,000              |                             |
| Port Khalid                 | 45,476           | 12,031           | 24,208           | 28,008           | 50,000              | 30.47                       |
| <b>YEMEN</b>                |                  |                  |                  |                  |                     |                             |
| Aden                        | 6,685            | 39,644           | 7,785            | 10,491           | 5,603               | 100.21                      |
| <b>Total</b>                | <b>1,466,469</b> | <b>2,920,490</b> | <b>3,188,406</b> | <b>4,100,161</b> | <b>3,064,328</b>    | <b>27.91</b>                |

**SOURCE: Data Compiled from Containerisation  
International Yearbook, 1991, 1992 and 1993.**

\* : Port Authority Prediction

\*\* : Mid-year figures

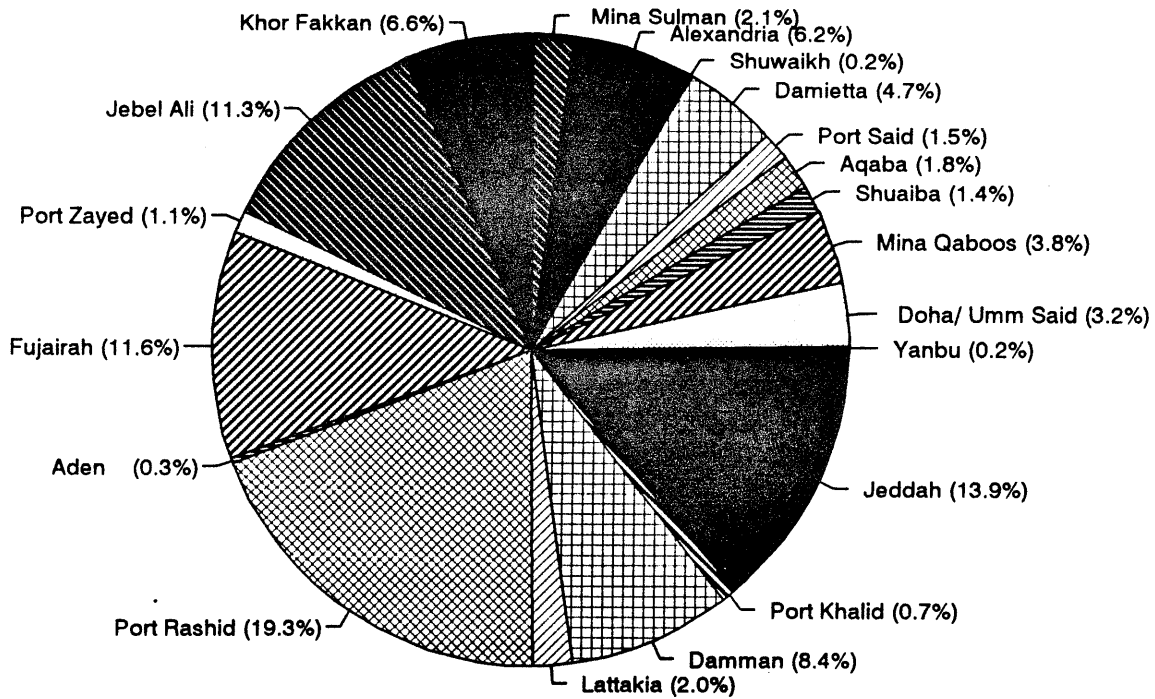
NA: Data is not available.

Table 10. Top ten container ports in the ESCWA region, 1992

| No. | Port        | TEU     |
|-----|-------------|---------|
| 1   | Jebel Ali   | 510,676 |
| 2   | Port Rashid | 395,491 |
| 3   | Khor Fakkan | 390,000 |
| 4   | Damman      | 312,000 |
| 5   | Fujairah    | 270,000 |
| 6   | Alexandria  | 210,000 |
| 7   | Shuaiba     | 155,000 |
| 8   | Mina Qaboos | 153,120 |
| 9   | Damietta    | 107,727 |
| 10  | Port Said   | 101,268 |

SOURCE: Data Compiled from Containerisation International Yearbook, 1993.

Figure 7. Percentage shares of container traffic in ESCWA ports, 1991.



Source: Based on data from Containerisation, International Yearbook, 1993.

**PART FOUR  
OTHER DEVELOPMENTS**

**I. SHIPREPAIR YARDS**

A total of 15 shiprepair yards, with docks of at least 150 metres in length per yard equipped with mechanical lifts of at least 1000 ton capacity, are available in the region. The locations of these shiprepair yards are as follows:

Egypt:

1. Port Said Shipyard
2. Canal Naval Constructions Co.
3. Suez Shipyard
4. Timsah Shipbuilding Co.
5. Alexandria Shipyard
6. Egyptian Shipbuilding & Repairs Co.

United Arab Emirates:

1. Arab Heavy Industries Ltd. S.A
2. NICO International (UAE) Ltd.
3. Dubai Drydocks.
4. Al-Bwardy Marine Engineering.

Bahrain:

1. Arab Shipbuilding & Repair Yard Co. (ASRY)
2. Bahrain Ship Repairing & Engineering Co.

Saudi Arabia:

1. Jeddah Shiprepair Yard (JSRY).
2. King Fahad Shiprepair Yard.

Kuwait:

1. Kuwait Shipbuilding & Repair Yard Co.,

The two leading Shiprepair Yards in the region, Dubai Drydocks and the Arab Shipbuilding & Repair Yards Company (ASRY) in Bahrain are the largest in the region.

Both yards are capable of drydocking VLCC's, ULCC's, other tanker and general cargo vessels.

## II. UN CONVENTIONS

### A. United Nations Convention on a code of conduct for liner conferences

The convention entered into force on 6 October 1983. Throughout 1991, the number of contracting parties remained at 75. The ESCWA countries that became contracting parties since 1991 remained six, namely: Iraq (1978), Egypt (1979), Jordan (1980), Lebanon (1982), Saudi Arabia (1985) and Kuwait (1986).

The Review Conference (Geneva 1991) re-affirmed the continuing validity of the Convention and incorporated six guidelines relating to the implementation of the convention. While three guidelines relate to the modalities of implementation, the other three relate to technological and structural changes in liner shipping.

### B. United Nations Convention on the Carriage of Goods by Sea (Hamburg Rules)

This convention adopted by consensus on 30 March 1978 by the United Nations Conference of Plenipotentiaries, was open for signature in New York from 31 March 1978 to 30 April 1979 and remained open for accession thereafter. On 1 November 1992, the convention came into force in all trades from or to a contracting party.

Throughout 1991, Lebanon and Egypt were the only ESCWA countries that became contracting parties of the convention.



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