"Transport Statistics"

MEETING OF THE EEA WORKING GROUP
"MARITIME TRANSPORT STATISTICS"

Luxembourg, 21 - 22 June 2001
BECH building, room QUETELET
Beginning 10:00 am

Draft Glossary on maritime transport statistics
Item 8.3 of the agenda
DRAFT GLOSSARY FOR
MARITIME TRANSPORT STATISTICS

Introduction
The Intersecretariat Working Group of Eurostat, UN/ECE and ECMT produced a Glossary for Transport Statistics covering a range of modes including maritime in the mid 1990s. While this was a valuable step forward in achieving agreement between the three bodies on a range of definitions to be used in transport statistics, it has inevitably been overtaken by events, especially in the maritime sector. Since the Glossary was published, a number of changes have taken place, particularly the coming into force of the Directive 95/64/EC on maritime statistics within the EEA. There has also been increased interest in transport from a wider perspective and this taken together with the expansion of the EU and with increasing links with Mediterranean countries has encouraged Eurostat to update the Glossary. The alternative would be to let the agenda be determined by others and in ways which may not reflect the underlying statistical problems in definition and collection.

Attached is a draft of a new version of the glossary, prepared by Eurostat after discussion in the Maritime Task Force (28-29 March 2001). The preparation of the draft has profited from some earlier work on a glossary for aviation transport statistics and includes both some additional sections and others, which have been substantially expanded. Not all of these innovations were judged relevant in the aviation context and the same may apply for maritime. However, it still seems useful to air the draft in full even if not all of it will be adopted as it stands.

To gain a full understanding of the value of this proposal, Eurostat has decided to send a questionnaire to Member States to discover their views on the proposal.
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SOURCE OF HEADINGS

After each heading in the glossary some indication in given of the source of the definition of the glossary heading. Where a source is followed by ‘+’, this implies that the initial source definition has been enhanced. A source followed by ‘modified’ implies a more substantial change. The sources are as follows:

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<td>IWG</td>
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I. INFRASTRUCTURE

01. Maritime Coastal Area \(^{\text{MSM+}}\)

A maritime coastal area is normally defined as a contiguous stretch of coastline, together with islands offshore. It is defined either in terms of one or more ranges of ports along the coastline, or in terms of the latitude and longitude of one or more sets of extremities of the coastal area.

River banks can be included.

02. Port \(^{\text{Dir+}}\)

A place having facilities for merchant ships to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.

03. Statistical port \(^{\text{MSM}}\)

A statistical port consists of one or more ports or shipping places, controlled by a port authority able to record ship and cargo movements.

04. UN/LOCODE \(^{\text{Dir}}\)

5 character code where the first two characters are the ISO 3166 country codes while the remaining three are derived from Recommendation 16 from the UN/ECE in Geneva, together with Eurostat supplied codes for ports not yet included in the UN system.
05. **Port Accessibility**

Port accessibility is defined by the following characteristics:

- i) Port approach width and depth - metres
- ii) Entrance channel width and depth – metres
- iii) Tidal window for which the above conditions apply - hours
- iv) Height restrictions – metres *(reflecting bridges)*
- v) Tidal range - metres
- vi) Maximum length of vessel which can be accommodated at the port - metres

06. **Port Land Area**

Area available on the land side for port activities

- i) Container stacking areas – TEUs/hectare
- ii) Roads – km
- iii) Passenger terminals – number

07. **Port Quay Lengths by Depth of Water**

Quay lengths in metres available by depth of water for ships moored alongside at low tide and high tide.

*Possible depth ranges for collection are as follows*

- i) Up to 4 metres
- ii) More than 4 and up to 6 metres
- iii) More than 6 and up to 8 metres
- iv) More than 8 and up to 10 metres
- v) More than 10 and up to 12 metres
- vi) More than 12 and up to 14 metres
- vii) More than 14 metres
08. **Port Quay Lengths by Use**

Quay length in metres allocated by use

i) General Cargo

ii) Ro-Ro

iii) Dry Bulk

iv) Liquid Bulk

v) Containers

vi) Passenger

vii) Fishing

viii) Other

09. **Berth**

A location at which a ship can be secured for loading and unloading of cargo or the embarkation or disembarkation of passengers.

10. **Ro-Ro berth**

A location at which a Ro-Ro ship can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa.

11. **Port Storage Areas**

Area in m² in ports for storage by type of facility

i) Open, not securely enclosed

ii) Open and securely enclosed

iii) Covered but not enclosed

iv) Covered, enclosed

12. **Port Cranes by Lifting Capacity**

Number of cranes available in ports by class of lifting capacity.

*Possible classes of lifting capacity are as follows*

i) Greater than 12 tonnes

ii) Greater than 6 tonnes and up to 12 tonnes

iii) Greater than 3 tonnes and up to 6 tonnes

iv) Up to 3 tonnes

v) Other
13. Port Cranes by Type

Number of cranes available in ports by type
i) Mobile
ii) Grab
iii) Gantry
iv) Straddle carriers
v) Other

Alternative formulations have been proposed
i) Mobile
ii) Other

Or
i) Grab
ii) Gantry
iii) Straddle carriers
iv) Other

14. Port Repair Facilities

Repair facilities at ports by number and by maximum size of vessel accommodated
i) Dry docks
ii) Floating docks
iii) Slipways
iv) Shipyards

15. Port Facilities for Recovery and Disaster Handling

i) Salvage tugs – number by engine rating
ii) Oil spill clean up vessels - number
iii) Paramedic facilities - number

16. Port Navigation Aids and Services

Navigation aids and services a) available and b) required at ports
i) Pilotage services
ii) Lights and lighthouses
iii) Sirens/horns
iv) Radar and radio beacons
v) Port navigation service within port and coastal navigation services around port
vi) Tugs for in-port manoeuvring - number
17. **Port Hinterland Links**

Distance to available hinterland links at ports in kms

i) Regular ferry or feeder services

ii) Railhead

iii) Motorway access

iv) Trunk road connections

v) Inland waterway connections

vi) Airport

*Zero kms implies link is situated in the port*
II. TRANSPORT EQUIPMENT (VESSEL)

01. **Seagoing vessel** \(^{IWG^+}\)

Floating marine structure with one or more surface displacement hulls.

*Hydrofoil, air cushion vehicles (hovercraft), catamarans (high speed craft) and barges are included. Vessels under repair are included. Vessels which navigate exclusively in inland waterways or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply are excluded.*

02. **Year of construction of vessel** \(^{TF}\)

Year of the completion of construction of a vessel.

03. **Ship (Boat)** \(^{IWG^+}\)

Seagoing self-propelled surface-displacement vessel.

*Catamarans (High Speed Craft) are included. Hydrofoil, air cushion vehicles (hovercraft), submersibles and submarines are excluded. A seagoing ship actually goes to sea, that is, outside the boundary within which inland waterway technical safety regulations apply, and outside which the ship's operators must satisfy the seagoing regulations.*

04. **Merchant ship** \(^{MSM^+}\)

Ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific duty.

*Naval ships and ships used by public administration and public services are excluded. Merchant ships are divided into cargo carrying ships and ships of miscellaneous activities, specially fitted out for a specific duty. Ships of miscellaneous activities include fish catching and processing ships, tugs, dredgers, research/survey ships, and ships used in offshore production and support.*

The following specific types are identified, based on the Eurostat classification (ICST-COM) which is harmonised with the UNCTAD International Classification of Ship Types:

i) **Liquid bulk carrier**

This category includes oil tankers, chemical tankers, LG tanker, tanker barge and other tankers.

ii) **Dry bulk carrier**

This category includes bulk/oil carriers and bulk carriers.

iii) **Container ship**

Ship fitted throughout with fixed or portable cell guides for the carriage of containers.

iv) **Specialised carrier**

Ship specially designed for the carriage of particular cargoes.

This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.
Maritime Transport

v) General cargo non-specialised

Ships designed to carry a wide range of goods

This category includes reefer, ro-ro passenger, ro-ro container, other ro-ro cargo, combination carrier general cargo/passenger and combination carrier general cargo/container.

vi) Dry cargo barge

This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges. While this category is included in the ICST-COM, it is not included in the definition of Merchant Ships above.

vii) Passenger ship

Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.

A ship designed with one or more decks specifically for the carriage of passengers, and where there is either no cabin accommodation for the passengers (un-berthed) or not all of the passengers are accommodated in cabins where cabins are provided, is sometimes referred to as a "ferry".

Ro-Ro passenger ships are excluded.

viii) Fishing

This category includes fish catching and fish processing vessels.

ix) Offshore activities

This category includes drilling and exploration vessels and offshore support vessels.

x) Tugs

Ship designed for the towing and/or pushing of ships or other floating structures.

Port tugs are included.

xi) Miscellaneous

This category includes dredgers, research/survey vessels, catamarans and other vessels nes.

05. Cargo and passenger carrying ship TF

Merchant ship designed for the carriage of goods and/or public transport of passengers.

Ships fitted out for a specific duty i.e. fishing, offshore activities, tugs and miscellaneous are excluded.
06. **Cruise ship** \(^{TF}\)

A cruise ship is intended to provide passengers with a full tourist experience. All passengers will have cabins and facilities for entertainment aboard are included.

Ships operating normal ferry services are excluded, even if some passengers treat the service as a cruise.

07. **Nationality of registration of vessel (Flag state)** \(^{MSM+}\)

Country and/or territory of registry of a sea going vessel.

*A sea going vessel is subject to the maritime regulations in respect of manning scales, safety standards and consular representation abroad of its country and/or territory of registration. Some countries e.g. Norway and Denmark provide ‘international’ or ‘open’ registers where the requirements are different from those in the ‘national’ register.*

08. **Sea going vessel under national flag** \(^{TF}\)

Sea going vessel, which is registered at a given date in the reporting country.

09. **Sea going vessel under foreign flag** \(^{TF}\)

Sea going vessel, which is, registered at a given date in a country other than the reporting country.

10. **Merchant Fleet** \(^{IWG}\)

Number of merchant ships registered at a given date in a country and authorised to navigate at sea.

*Changes in the fleet refer to changes in total or within a ship type, in the seagoing fleet of the reporting country, resulting from new construction, modification in type or capacity, transfers to or from a different flag state, scrapping, casualties, or transfer to or from the fluvial register. Vessels under repair are included.*

[Is the main definition correct? Is authorisation needed to navigate at sea?]

11. **Deadweight (DWT)** \(^{Dir}\)

The deadweight of a ship is the difference in tones between the displacement of a ship on summer load-line in water with a specific gravity of 1.025 and the total weight of the ship, i.e. the displacement in tones of a ship without cargo, fuel, lubricating oil, ballast water, fresh water and drinking water in the tanks, usable supplies as well as passengers, crew and their possessions.

*DWT provides an indication of quantity of cargo a vessel may carry.*
12. **Gross tonnage (GT)**

Gross tonnage is a measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

*Prior to the adoption of the International Convention, another agreement was in force which produced substantially different figures for gross tonnage for some vessels. In some cases, the gross tonnage measure for a vessel is available only on the basis of the old agreement.*

13. **ISO Freight Container**

An ISO freight container is an article of transport equipment, which is:

i) Of a permanent character and accordingly strong enough to be suitable for repeated use;

ii) Specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading;

iii) Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;

iv) So designed as to be easy to fill and empty;

v) Having a length of 20 feet or more.

*In addition, containers should be stackable and have an internal volume of 1 m³ or more.*

*Swap bodies are excluded.*

*Although without internal volume, and therefore with no internal volume, flats used in maritime transport should be considered to be a special type of container and therefore are included here. For a fuller description, reference should be made to ISO 668 and 1496.*

14. **TEU (Twenty-foot Equivalent Unit)**

Standard unit for counting containers of various capacities and for describing the capacities of container ships or terminals. One 20 Foot ISO container (see heading 15 below) equals 1 TEU.

15. **Sizes of containers**

The main sizes of containers are:

<table>
<thead>
<tr>
<th>Size Description</th>
<th>TEU equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) 20 Foot ISO containers (length of 20 feet and width of 8 feet);</td>
<td>1</td>
</tr>
<tr>
<td>ii) 40 Foot ISO container (length of 40 feet and width of 8 feet);</td>
<td>2</td>
</tr>
<tr>
<td>iii) ISO containers over 20 feet and under 40 feet in length</td>
<td>1.5</td>
</tr>
<tr>
<td>iv) ISO containers over 40 feet long</td>
<td>2.25</td>
</tr>
</tbody>
</table>
16. **Types of containers**

The main types of containers, as defined by ISO 668 Standards Handbook on Freight Containers are:

i) General purpose containers;

ii) Specific purpose containers.
- Closed ventilated container;
- Open top container;
- Platform based container open sided;
- Platform based container open sided with complete superstructure;
- Platform based container open sided with incomplete superstructure and fixed ends;
- Platform based container open sided with incomplete superstructure and folding ends;
- Platform (container);

iii) Specific cargo containers;
- Thermal container;
- Insulated container;
- Refrigerated container - (expendable refrigerant);
- Mechanically refrigerated container;
- Heated container;
- Refrigerated and heated container;
- Tank container;
- Dry bulk container;
- Named cargo container (such as automobile, livestock and others); and,

iv) Flats

A loadable platform having no superstructure whatever but having the same length and width as the base of a container and equipped with top and bottom corner fittings.

*Flats is an alternative term used for certain types of specific purpose containers - namely platform containers and platform-based containers with incomplete structures.*

17. **Swap body**

Carrying unit strong enough for repeated use, but not enough to be top-lifted or stackable more than two deep when loaded, and designed for intermodal transport of which at least one leg is by road.
18. **Mobile (Ro-Ro) unit**

Wheeled equipment for carrying goods, such as a truck, trailer or semi-trailer, which can be driven or towed onto a vessel. Live animals on the hoof are included.

*Port or ships' trailers are included in this definition.*

Classifications should follow United Nations ECE Recommendation No 21 ‘Codes for types of cargo, packages and packaging materials’.

19. **Ship borne/MAFI trailers**

Trailers onto which cargo, e.g. pallets, containers etc, is loaded and then wheeled onto Ro-Ro vessels.
III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

01. Enterprise

Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities.

The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. "Dormant" units or those that have not as yet begun their activity are excluded.

02. Sea transport enterprise

Enterprise carrying out in one or more places activities for the supply of sea transport services and whose main activities according to value added is sea transport.

In terms of activity classifications the following classes are involved:

- ISIC/Rev.3\(^1\): \(6110\) - Sea and coastal water transport
- NACE/Rev.1\(^2\): \(61.10\) - Sea and coastal water transport

Ports, and other units providing supporting and auxiliary transport services are excluded.

03. Public sea transport enterprise

Sea transport enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

04. Port enterprise

An enterprise carrying out in one or more places the provision of port services and whose main activity according to value added is port services. Pleasure port enterprises are excluded.

In terms of activity classifications the following classes are involved:

- ISIC/Rev.3\(^1\): \(6301\) - Cargo handling
  \(6301\) – Other supporting transport activities
- NACE/Rev.1\(^2\): \(63.11\) - Cargo handling
  \(63.22\) – Support services to water transport

05. Public port enterprise

Port enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

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\(^1\) ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.

06. **Maritime Transport Operator**

Any person by whom or on behalf of whom a contract for the transport of goods or persons by sea is concluded with a shipper or passenger.

07. **Nationality of a Maritime Transport Operator**

The country in which the effective centre of a maritime transport operator’s commercial activity is located.

08. **Turnover**

Total amount invoiced by an enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is "other operating income" e.g. income from concessions, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis-à-vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.

*Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operating subsidies received from public authorities, including the institutions of the European Union, are also excluded.*

09. **Value added at basic prices**

Value added at basic prices is the turnover of the enterprise, adjusted for any changes in stocks, less purchases of goods and services. Value adjustments such as depreciation are not subtracted.

10. **Value added at factor cost**

Value added at factor costs is calculated by adjusting value added at basic prices for operating subsidies linked to service provision and duties and taxes linked to service provision.

*Subsidies on payroll and workforce, environmental protection and grants for interest are included in the adjustment. Taxes such excise duty, stamp taxes, taxes on financial and capital transactions, vehicle registration taxes and taxes on insurance premiums for example are included in the adjustment. Investment subsidies and value added tax are excluded from the adjustment.*
11. **Total purchases of goods and services**

Included are all the goods and services purchased for consumption in service provision or for resale in the same condition as received. Capital goods are excluded.

Among the goods included are materials such as food for on board catering, goods for retail sale on board and elsewhere, packaging products, maintenance and repair materials, office supplies and energy products. Also included are any materials and components for the production of capital goods by the enterprise.

Any services paid for are also included, covering payments to third parties for repair and maintenance, installation and technical studies, legal and accountancy fees, insurance premiums, costs of shareholders meetings and governing bodies, contribution to business and professional bodies, post, telephone and electronic communication, transport services for personnel, advertising, commissions, rents, bank charges (excluding interest) and all other business services provided by third parties.

*Purchases are valued at the purchase price including all taxes and duties except VAT and other taxes linked directly to turnover.*

12. **Personnel costs**

Personnel costs are defined as the total remuneration, in cash or in kind, payable by an employer to an employee (regular and temporary employees as well as home workers) in return for work done by the latter during the reference period. Personnel costs also include taxes and employees’ social security contributions retained by the unit as well as the employer's compulsory and voluntary social contributions.

13. **Payments for long term rental and operational leasing**

Payments for long term rental include all charges relative to the renting of tangible goods for a period greater than one year.

Operational leases are those leases which do not transfer substantially all the risks and rewards incident to legal ownership to the lessee. Payments for the operational leasing of goods made available to the enterprise through these contracts, including both the interest payments and the repayment of the principal of the debt.

14. **Value of tangible goods acquired through financial leasing**

A lease is defined as an agreement whereby the lessor conveys to the lessee in return for rent the right to use an item of property for an agreed period of time. A financial lease is one that transfers substantially all the risks and rewards incident to legal ownership of an item of property. The title to the property may or may not be eventually transferred. Included in this variable should be the value (or estimate of the value) of all tangible goods made available for use by the unit by way of a financial leasing contract. The value of the goods used under financial leases should be included for the reference period in which the inception of the lease occurs.

Annual payments for assets used under financial leasing should be excluded. The value of goods used under leases other than financial ones should also be excluded.
15. **Gross investment in tangible goods**

Investment in all tangible goods which include both new and existing capital items, having a useful life of more than one year where non-produced tangible goods such as land are included. All investments are valued prior to value adjustments and before the deduction of income from disposals. Purchased goods are valued at purchase price, i.e. transport and installation charges, fees, taxes and other costs of ownership transfer are included.

*Also included are all additions, alterations, improvements and renovations which prolong the service life or increase the productive capacity of capital goods.*

*Current maintenance costs are excluded, as is the value and current expenditure on capital goods used under rental and lease contracts. Investment in intangible and financial assets is excluded.*

16. **Gross investment in buildings, structures and land**

Expenditure on land, new construction, purchase of existing buildings (including the land if relevant), extension of existing infrastructure, including reconstruction, renewal and major repairs.

*Inland waters, harbours and harbour approaches are included.*

17. **Gross investment in machinery and equipment, including vessels**

This expenditure covers vessels, machinery (computers etc), vehicles including any special or specialised vehicles used by the enterprise. Included in the total are all additions, alterations, improvements and renovations which prolong the service life or increase the productive capacity of these capital goods.

*Current maintenance costs are excluded.*

18. **Sales of tangible investment goods, including vessels**

The value of existing tangible capital goods including vessels sold to third parties. Sales are recorded at the actual price received, not at book value, after deducting the costs of any ownership transfer incurred by the seller.

*Value adjustments and disposals other than by sale are excluded.*
Employment is the number of persons employed, i.e. the total number of persons who work in the enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons who work outside the enterprise who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes persons absent for a short period (e.g. sick leave, paid leave or special leave), and also those on strike, but not those absent for an indefinite period. It also includes part-time workers who are regarded as such under the laws of the country concerned and who are on the pay-roll, as well as seasonal workers, apprentices and home workers on the pay-roll.

The number of persons employed excludes manpower supplied to the enterprise by other enterprises, persons carrying out repair and maintenance work in the enquiry enterprise on behalf of other enterprises, as well as those on compulsory military service. On the other hand, persons who are at the disposal of an enterprise for commercial reasons on the basis of a long term contract (i.e. demonstrators in department stores) should be included as employees of the enterprise where they work rather than in the enterprise with whom they have their employment contract.

Unpaid family workers refer to persons who live with the proprietor of the enterprise and work regularly for the enterprise, but do not have a contract of service and do not receive a fixed sum for the work they perform. This is limited to those persons who are not included on the payroll of another enterprise as their principal occupation.

The number of persons employed corresponds to the number of jobs as defined in the European System of Accounts 1995 (ESA) and is measured as an annual average.

Employment category – sea transport enterprise

Employment for a sea transport enterprise is categorised as follows:

i) Officers
ii) Ratings
iii) Cadets
iv) Other
v) Shore based staff engaged in management, sales, passenger and cargo handling etc

Employment category – port enterprise staff

Employment for port enterprise is categorised as follows:

i) Port management and administration staff
ii) Pilots and other ship based staff
iii) Dock workers
iv) Technical and maintenance personnel
v) Other
IV. TRAFFIC

01. **Sea traffic** \(^{IWG}\)

Any movement of a sea going vessel at sea.

*One port traffic (movements of sea going vessels to offshore installations, or for dumping at sea, or traffic from the sea bed to ports) is included.*

*Fluvio-maritime movements of sea going vessels are included. Movements on inland waterways between seaports and inland waterway ports are excluded and are included in inland waterway traffic. Movements of sea going vessels internally, between different basins or docks of the same port, are excluded.*

02. **Unladen sea traffic** \(^{IWG}\)

Sea traffic for which neither goods nor passengers are carried.

*The movement of a sea going vessel carrying empty equipment such as containers is not considered to be an unladen journey.*

03. **Scheduled sea traffic (liner traffic)** \(^{TF}\)

A service provided by sea voyages scheduled and performed according to a published timetable, or so regular or frequent as to constitute a recognisably systematic series.

04. **Unscheduled sea traffic** \(^{TF}\)

Sea traffic other than scheduled sea traffic.

05. **Sea voyage** \(^{IWG+}\)

Sea traffic from a specified point of origin to a specified point of destination.

*A voyage can be divided into a number of stages or sections. Sea voyages are sometimes referred to as sea journeys. One port voyages from a sea port to an offshore installation or a location at sea are included.*

06. **Cargo voyage** \(^{MSM}\)

A sea voyage involving the movement of cargo, between a place of loading or embarkation and a port of unloading or disembarkation.

*A sea voyage may involve calls at a number of ports between the specified point of origin and the specified point of destination and encompass a number of cargo voyages with the loading and unloading of cargo at a number of ports.*

07. **Port to port distance** \(^{TF}\)

For statistical purposes, the port-to-port distance is either the actual distance sailed or an estimate of the actual distance in kilometres.
08. **Vessel-kilometre**<sup>IWG</sup>

Unit of measurement representing the movement of a vessel over one kilometre.

_The distance taken into account is the distance actually travelled. Movements of unladen vessels are included._

09. **Tonne-kilometre**<sup>IWG</sup>

Unit of measure representing the movement of one tonne of cargo in a seagoing vessel over one kilometre.

10. **Tonne-kilometre offered**<sup>IWG</sup>

A tonne-kilometre is offered when one tonne of carrying capacity in a seagoing vessel is sailed over one kilometre. Tonne-kilometres offered are equal to the DWT of the vessel multiplied by the port-to-port distance for all voyages.

11. **TEU-kilometre**<sup>TF</sup>

Unit of measurement representing the movement of one TEU over one kilometre.

12. **TEU-kilometre offered**<sup>IWG+</sup>

A TEU-kilometre offered is the movement of one TEU of capacity in a container ship over one kilometre. TEU-kilometres offered are equal to the TEU carrying capacity of the vessel multiplied by the port-to-port distance for all voyages.

_The TEU carrying capacity will be the stated capacity recorded in the register of the classification society._

13. **Sea passenger**<sup>IWG+</sup>

Any person who makes a voyage on a seagoing vessel.

_Service staff assigned to seagoing vessels are not regarded as passengers. Non-fare paying crew members travelling but not assigned and infants in arms are excluded._

14. **Revenue sea passenger**<sup>TF</sup>

A passenger for whose transportation a maritime transport operator receives commercial remuneration.

15. **Cruise passenger**<sup>TF</sup>

A sea passenger making a sea voyage on a cruise ship.

16. **Sea passenger voyage**<sup>TF</sup>

The movement of a passenger from the port at which the voyage begins and the port at which it ends. For some passengers, notably cruise passengers, this can be the same port.

_The distance to be taken into consideration is the distance actually travelled by the passenger._
17. **Passenger-kilometre**

Unit of measure representing the movement of one passenger in a seagoing vessel over one kilometre.

18. **Passenger-kilometres offered**

A passenger-kilometre is available when one unit of authorised passenger capacity is sailed one kilometre. Passenger-kilometres available are equal to the sum of the products obtained by multiplying the authorised passenger capacity of the vessel and the port-to-port distance for all voyages.

*The passenger carrying capacity will be the stated capacity recorded in the register of the classification society.*

19. **Port call by a seagoing vessel**

A seagoing vessel makes a call at a port when it anchors or berths to load or unload cargo or to embark or disembark passengers.

*Anchorage, without any cargo or passenger movements, and traversing the port are excluded.*

20. **Arrival of a seagoing vessel**

Any laden or unladen seagoing vessel arriving to make a call at a port in the territory of the country.

21. **Departure of a seagoing vessel**

Any laden or unladen seagoing vessel, which left a port in the territory of the country after having made a call.
V. TRANSPORT MEASUREMENT

01. **Transport for hire or reward** \(^{IWG}\)

   Carriage, for remuneration, of persons or goods on behalf of third parties.

02. **Transport on own-account** \(^{IWG^+}\)

   Transport, which is not for hire or reward.
   
   *Such transport is the movement by an enterprise of its own cargo without any associated financial transaction.*

03. **Sea transport** \(^{IWG}\)

   Any movement of goods and/or passengers using seagoing vessels on voyages, which are undertaken wholly or partly at sea.

   *One port transport (movements of goods shipped to offshore installations, or for dumping at sea, or reclaimed from the sea bed and unloaded in ports) is included. Bunkers and stores supplied to vessels are excluded.*

   *Fluvio-maritime movements of goods by seagoing vessels are included. Movements of goods on inland waterways vessels between seaports and inland waterway ports are excluded. (They are included in inland waterway transport). Movements of goods carried internally between different basins or docks of the same port are excluded.*

04. **Commercial sea transport** \(^{TF}\)

   Sea transport undertaken for commercial purposes either for payment (i.e. hire and reward) or on the enterprise’s own account as part of a wider economic activity.

05. **National sea transport** \(^{IWG^+}\)

   Sea transport between two ports of a national territory or one port sea transport within national territory.

   *Any such traffic is included, irrespective of the country in which the vessel undertaking it is registered.*

06. **International sea transport** \(^{IWG}\)

   Sea transport other than national sea transport.

   *International one port transport is included.*

07. **Cabotage** \(^{TF}\)

   Sea transport between two ports (a port of loading/embarkation and a port of unloading/ disembarkation) located in the same country or one port traffic to the sea bed within the national territory of the same country undertaken by a seagoing vessel registered in another country.

   *It has been suggested that it is the nationality of the maritime transport operator which is important not the flag of the vessel*
08. **Cross-trade sea transport**

International sea transport performed by a seagoing vessel registered in a third country.

*A third country is a country other than the country of loading/embarkation or the country of unloading/ disembarkation.*

*It has been suggested that it is the nationality of the maritime transport operator which is important not the flag of the vessel*

09. **Deep sea maritime transport**

Intercontinental transport of cargo by sea.

*Short intercontinental movements, not going outside the continental shelf, e.g. between Europe and the Mediterranean coast of Africa, are excluded.*

10. **Short sea maritime transport**

Transport of cargo by sea other than deep sea transport.

11. **Unitised transport**

Unitised traffic is the carriage of cargo in units such as containers or mobile (Ro-Ro) units.

*Transport in swap bodies is included.*

12. **Non-unitised transport**

Traffic other than unitised traffic.

*Such traffic includes liquid and dry bulk traffic, forest products and general cargo.*

13. **Passenger-kilometres performed**

The sum of the products obtained by multiplying the number of revenue sea passengers carried on each voyage by the port-to-port distance.

14. **Passenger load factor**

Passenger-kilometres performed expressed as a percentage of passenger kilometres offered.

15. **Purpose of a sea passenger voyage**

The reasons for undertaking a voyage are:

i) Work and education (Commuting)

ii) Business

iii) Holidays (vacation)

iv) Other (Shopping, leisure, family)
16. **Sea passenger embarked**\(^{IWG\text{ modified}}\)

Passenger who boards a seagoing vessel to undertake a sea passenger voyage.

A transfer from one seagoing vessel to another is regarded as embarkation after disembarkation. Cruise passengers on a short visit to an intermediate port while retaining their cabin on board are excluded.

17. **Sea passenger disembarked**\(^{IWG\text{ modified}}\)

A passenger disembarking from a seagoing vessel at the end of a sea passenger voyage.

A transfer from one seagoing vessel to another is regarded as disembarkation before re-embarkation. Cruise passengers on a short visit to an intermediate port while retaining their cabin on board are excluded.

18. **Cruise passenger embarked**\(^{TF}\)

An embarkation by a cruise passenger after a short visit to a tourist attraction associated with a port while retaining a cabin on board.

19. **Cruise passenger disembarked**\(^{TF}\)

A disembarkation by a cruise passenger to make a short visit to a tourist attraction associated with a port while retaining a cabin on board.

20. **Sea passenger transport link**\(^{IWG+}\)

Combination of the port of embarkation and the port of disembarkation of the passenger conveyed by sea whatever itinerary is followed.

These ports are maritime ports (except for fluvio-maritime transport for which they may be inland waterway ports), coded with international classification systems such as UN-LOCODE (codification for ports and other places).

Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics - EUROSTAT).

21. **Port of embarkation**\(^{MSM}\)

The port taken in which a passenger started a voyage that finishes in the reporting port.

A transfer from one seagoing vessel to another is regarded as embarkation after disembarkation. Cruise passengers on a short visit to an intermediate port while retaining their cabin on board are excluded.

22. **Port of disembarkation**\(^{MSM}\)

The port taken into account is the port where the passenger disembarked from a seagoing vessel after having been conveyed by it.

A transfer from one seagoing vessel to another is regarded as disembarkation before re-embarkation. Cruise passengers on a short visit to an intermediate port while retaining their cabin on board are excluded.
23. **Goods carried by sea**

Any goods moved by seagoing vessels.

*This includes all packaging and equipment such as containers, swap-bodies, pallets or road goods vehicles.*

*Mail is included: goods carried on or in wagons, lorries, trailers, semi-trailers or barges are also included. Conversely, the following items are excluded: road passenger vehicles with drivers, bunkers and stores of vessels, fish landed from fishing vessels and fish-processing ships, goods carried internally between different basins or docks of the same port.*

24. **Types of cargo**

Freight cargo can be classified in terms of both the design of the vessel itself and the handling equipment required at ports and on the vessel. The principal categories are

i)  Liquid bulk

ii) Dry bulk

iii) Containers

iv) Roll-on/Roll-off (self-propelled)

v) Roll-on/Roll-off (non-self-propelled)

vi) Other general cargo

*Fuller details can be found in the Eurostat paper on Methodology for Maritime Statistics.*

25. **Lo-Lo (Lift-on Lift-off)**

Loading/unloading by the vessel’s own derricks/cranes or by shore based cranes.

26. **Container Cargo**

Container cargo consists of containers with or without freight, which are lifted on or off the vessels, which carry them by sea.

27. **Ro-Ro (Roll-on Roll-off)**

Loading/unloading by the vessel’s doors/ramps by a wheeled means of conveyance.

*Loading or unloading live animals on the hoof is included.*

28. **Ro-Ro Cargo**

Ro-Ro cargo consists of goods, whether or not in containers, on ro-ro units, and ro-ro units which are rolled on and off the vessels, which carry them, by sea.

29. **Gross-Gross Weight of goods**

This includes the total weight of the goods, all packaging, and the tare weight of the transport unit.
30. **Gross Weight of goods**\(^{Dir}\)
   
   This includes the tonnage of goods carried, including packaging but excluding the tare weight of transport units.

31. **Tare Weight**\(^{TF}\)
   
   The weight of a transport unit (e.g. containers, swap-bodies and pallets containing goods as well as road goods vehicles, wagons or barges carried by sea) before any cargo is loaded.

32. **Tonne-kilometres performed**\(^{TF}\)
   
   Tonne-kilometres performed are obtained by multiplying the total number of tonnes of freight load carried on each voyage by the port-to-port distance for all voyages.

33. **Freight load factor**\(^{TF}\)
   
   Tonne-kilometres performed expressed as a percentage of tonne kilometres offered.

34. **TEU-kilometres performed**\(^{TF}\)
   
   TEU-kilometres performed are obtained by multiplying the total number of TEUs carried on each voyage by the port-to-port distance for all voyages.

35. **TEU load factor**\(^{TF}\)
   
   TEU-kilometres performed expressed as a percentage of TEU kilometres offered.

36. **Categories of goods carried by sea**\(^{MSM}\)
   
   The categories of goods carried by sea are those defined by the NST/R (Standard Goods Nomenclature for Transport Statistics/revised - EUROSTAT) or CSTE (UN-ECE Commodity Classification for Transport Statistics in Europe) nomenclatures.
37. **Dangerous (Hazardous) goods**

The classifications of dangerous goods are those defined by the United Nations Committee of Experts on the Transport of Dangerous Goods and subsidiary bodies (ST/SG/AC.10/1/Rev.5).

*There are nine classes of dangerous goods:*

i) Explosives;

ii) Gases;

iii) Flammable liquids;

iv) Flammable solids, substances liable to spontaneous combustion, substances which, on contact with water emit flammable gases;

v) Oxidizing substances, organic peroxides;

vi) Poisonous (toxic) and infectious substances;

vii) Radioactive material;

viii) Corrosives; and,

ix) Miscellaneous dangerous substances.

38. **Maritime Transhipment**

The unloading of cargo from one vessel and its loading into another vessel to complete a trip.

*Transhipment to other modes is excluded.*

39. **Goods loaded**

Goods placed on a seagoing vessel and dispatched by sea.

*Transhipment from one seagoing vessel to another is regarded as loading after unloading.*

*Goods loaded include national goods, transhipment goods (national or foreign goods arriving in port by sea) and land transit goods (foreign goods arriving in port by road, rail, air or inland waterway).*

40. **Goods unloaded**

Goods taken off a seagoing vessel after transport by sea.

*Transhipment from one seagoing vessel to another is regarded as unloading before reloading.*

*Goods unloaded include national goods, transhipment goods (national or foreign goods leaving a port by sea) and land transit goods (foreign goods leaving a port by road, rail, air or inland waterway).*

41. **Goods having left the country by sea**

Goods which, having been loaded on a seagoing vessel in the country, left the country by sea and were unloaded in another country or on the continental shelf outside the national territory of the country.
42. **Goods having entered the country by sea**

Goods which entered the country on a seagoing vessel and were unloaded there, after having been loaded onto that vessel in another country.

43. **Goods sea transport link**

The combination of the port of loading and the port of unloading of the goods transported by sea whatever itinerary is followed.

*Those ports are maritime ports (except for fluvio-maritime transports for which it may be inland waterway ports), coded with international classification systems such as UN-LOCODE (codification for ports and other places).*

*Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics - EUROSTAT).*

44. **Port of loading**

The port at which a consignment of goods was loaded onto the ship from which it is unloaded at the reporting port.

*Transhipments from one seagoing vessel to another are regarded as loading after unloading.*

45. **Port of unloading**

The port at which a consignment of goods, loaded onto a ship at the reporting port, is to be unloaded from the same ship.

*Transhipments from one seagoing vessel to another are regarded as unloading before re-loading.*

VI.
VI. ENERGY CONSUMPTION

01. Energy consumption by ships \(^{IWG}\)

Final energy consumption by ships.

*This includes final energy consumption by unladen ships.*

02. Tonne of oil equivalent (TOE) \(^{IWG+}\)

Unit of measurement of energy consumption (1 TOE = 0.041868 terajoule (TJ)).

*Conversion factors adopted by the International Energy Agency (IEA) are as follows:*

\[\begin{align*}
  \text{i) Gas/diesel oil} & \quad 1.035 \\
  \text{ii) Heavy fuel oil} & \quad 0.96 \\
\end{align*}\]

03. Joule \(^{IWG}\)

Unit of measurement of energy consumption.

\[(1 \text{ terajoule} = 10^{12} J = 2.78 \times 10^5 \text{ kWh})\]

\[(1 \text{ terajoule} = 23.88459 \text{ TOE})\]

04. Gas/diesel oil (distillate fuel oil) \(^{IWG}\)

Oils obtained from the lowest fraction from atmospheric distillation of crude oil.

*Gas/diesel oils include heavy gas oils obtained by vacuum re-distillation of the residual from atmospheric distillation. Gas/diesel oil distils between 2000C and 3800C, with less than 65 per cent in volume at 2500C, including losses, and 80 per cent or more at 3500C. Heavy oils obtained by blending are grouped together with gas oils, provided that their kinematic viscosity does not exceed 25cST at 400C. Calorific value: 43.3 TJ/1000 t.*

05. Heavy fuel oil (residual) \(^{IWG}\)

Heavy oil that makes up the distillation residue.

*This comprises all residual fuel oils (including those obtained by blending). The viscosity of heavy fuel oil is above 25 cST at 400 C. The flashpoint is always above 500 C and their density is higher than 0.90.*
VII. SAFETY

01. **Maritime incident**

   Incidents involving vessels such as near misses reported to the authorities, illegal oil discharges etc.

02. **Maritime accident**

   An accident involving one or more vessels, which causes injury to a person and/or damage.
   *Accidents occurring when all the vessels involved are berthed, moored or anchored in port are excluded.*

03. **Personal injury maritime accident**

   A maritime accident involving an injury to a person.
   *An injury accident may also involve damage.*

04. **Damage maritime accident**

   A maritime accident involving damage but with no injury to a person.

05. **Port accidents**

   An accident occurring in a port or on board one or more vessels berthed, moored or at anchor in the port, which causes injury to a person and/or damage.

06. **Personal injury port accident**

   A port accident involving an injury to a person.
   *An injury accident may also involve damage.*

07. **Damage port accident**

   A port accident involving damage but with no injury to a person.

08. **Numbers of maritime accidents**

   The total number of maritime accidents occurring within a given time period.

09. **Deaths resulting from maritime accidents**

   Number of persons involved in a maritime accident dying as a result of the accident within 30 days of the accident’s occurrence.

10. **Numbers of port accidents**

    The total number of port accidents occurring within a given time period.

11. **Deaths resulting from port accidents**

    Number of persons involved in a port accident dying as a result of the accident within 30 days of the accident’s occurrence.
VIII. FARES AND CHARGES

01. Port usage charges
   i) Conservancy charges normally by vessel tonnage
   ii) Cargo charge per tonne
   iii) Ships dues and cargo dues
   iv) Pilotage charges
   v) Cargo handling charges
   vi) Light dues
   vii) Passenger charges

02. Passenger fares
   i) Passenger fare for late booking for regular scheduled service.
   ii) Charge for accompanied car by size class on regular scheduled services for a late booking.
   iii) Charge for accompanied car car by size class on regular scheduled services for a late booking.

03. Freight charges
   i) Charge for accompanied articulated lorry with no trailer on regular scheduled Ro-Ro services for a late booking.
   ii) Charge for accompanied articulated lorry with trailer on regular scheduled Ro-Ro services for a late booking.
   iii) Charge for unaccompanied trailer on regular scheduled Ro-Ro services for a late booking.
   iv) Charge per TEU for containers transported on regular scheduled container ship services.
   v) Charge per tonne kilometre for bulk crude oil transport
   vi) Charge per tonne kilometre for bulk grain transport
   vii) Contract charges. Charge to provide for the maritime transport of specific goods on specific routes for a specified period of time.
IX. QUALITY OF SERVICE

01. **Scheduled time of departure**
    Time of departure as published in the operator’s timetable. Local time or GMT should be specified in this and all other similar headings.

02. **Actual time of departure**
    Time at which the ship moves off from the quayside.

03. **Scheduled time of arrival**
    Time of arrival as published in the operator’s timetable.

04. **Actual time of arrival**
    Time at which the ship docks in port.

05. **Punctual voyage**
    A voyage which arrives or departs x minutes or less after the scheduled time.
    *Views on the value of ‘x’ to be used would be welcomed.*

06. **Late voyage**
    A voyage other than a punctual voyage.

07. **Punctuality**
    Percentage of voyages which are punctual in a given time period.
    *The above measures should be averaged across arrivals/departures, maritime transport operators and ports.*

08. **Delayed voyage**
    A voyage other than a punctual voyage.

09. **Delay**
    The time in minutes between the scheduled time of arrival or departure and the actual time of arrival or departure.
    *The above measures should be averaged across arrivals/departures, maritime transport operators and ports.*

10. **Delay cause**
    A factor, which causes a voyage to be delayed.

11. **Delays by phase of voyage**
    *?*
12. **Departure delays by reason**

13. **Planned voyage**
   A voyage scheduled in the operator’s timetable and cleared with the port authority.

14. **Cancelled voyage**
   A planned voyage, which is withdrawn from service within 72 hours of the scheduled departure time.

15. **Performed voyage**
   A planned voyage, which is not cancelled.

16. **Service regularity**
   The ratio between performed and planned voyages as a percentage for a scheduled service.

17. **Freight delivery time**<sup>ESC</sup>
   The difference in hours between the actual time of a ship’s arrival to the time when all freight consignments have been made ready for collection and Customs notified.

18. **Freight vehicle: port gate-to-gate time**
   The time in minutes between a freight vehicle being presented at the port entry gate for admission to collect or deliver cargo and its presentation at the port exit gate for its onward journey.

*The above measures should be averaged across arrivals/departures, maritime transport operators and ports.*