

5 Maritime:

Notes and Definitions

Ports traffic: 5.2 - 5.5, 5.6 and 5.7

These tables relate to foreign, coastwise and one-port traffic through ports in the United Kingdom, and are derived as follows:

- (a) from 2000,
- (i) detailed quarterly returns from shipping lines or their agents of all freight traffic at major UK ports;
 - (ii) quarterly returns of inwards and outwards weight and units by port authorities or other undertakings at major ports;
 - (iii) annual returns of inwards and outwards traffic only by port authorities or other undertakings at minor ports.

These returns were introduced by DfT in order to comply with regulations implementing an EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

- (b) prior to 2000,
- (i) detailed annual traffic returns made by port authorities or other undertakings at major ports;
 - (ii) annual returns of inwards and outwards traffic from port authorities or other undertakings at minor ports

The major ports include all ports with cargo volumes of at least 1 million tonnes in 2001 (2 million tonnes under the previous system between 1995 and 1999) and a few other smaller ports. The breakdowns of traffic for 1995 and later years in the tables include major ports traffic and are supplemented by estimates for the minor ports.

Full statistics on port traffic in the United Kingdom in 2006, including detailed breakdowns of foreign and domestic traffic of the major ports, are available in the Transport Statistics Report *Maritime Statistics 2006* published by The Stationery Office.

Definitions of terms used in the tables are:

Port groups: For statistical purposes, ports of Great Britain are grouped geographically as shown in map 5.9.

Weights: All weights reported for port and waterborne freight statistics include crates and other packaging. The tare weights of containers

and other items of transport equipment are excluded.

Foreign traffic: Traffic between ports in the United Kingdom (Great Britain and Northern Ireland), and foreign countries, that is countries outside Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.

Domestic traffic: The sum of coastwise and one-port traffic.

Coastwise traffic: Goods loaded or unloaded at ports in the United Kingdom, and transported to or from another port in the United Kingdom.

One-port traffic: One-port traffic comprises:

- dredged sand, gravel, etc. landed at a port for commercial purposes;
- traffic to and from off-shore installations. Fuel shipped to oil rigs is included in 'Other traffic - outwards'; and
- material shipped for dumping at sea.

Container and roll-on traffic (commonly known as 'unitised traffic'): Includes road goods vehicles, unaccompanied trailers and other goods carried on roll-on/roll-off shipping services, containers carried on all types of shipping services and rail wagons and barges carried on ships. Goods carried on 'unitised' services constitute a subset of total traffic and are reported in tables 5.4 and 5.5.

Coastwise routes: Coastwise routes (table 5.6) are the ferry services between mainland Great Britain and Northern Ireland, the Isle of Man, the West of Scotland island of Lewis (between Ullapool and Stornoway), the Orkneys and Shetlands, and the Channel Islands. Short ferry routes between Scottish islands, and those across river estuaries and to the Isle of Wight are excluded. Only in the case of ferry routes between mainland Great Britain and the Orkneys and Shetlands is traffic counted at both ends of the route. In other cases, traffic is counted at the mainland Great Britain port only.

Domestic waterborne freight traffic: 5.8 and 5.10

These tables present estimates of goods lifted (tonnes) and goods moved (tonne-kilometres) in the United Kingdom by coastal shipping

(coastwise and one-port traffic) and on inland waters. The data are based on annual studies for DfT by MDS- Transmodal.

Inland waters boundaries and traffic

The definition of inland waters was devised for the first survey of waterborne transport carried out in 1980. The definitions were produced from the perspective of measuring freight traffic travelling on inland waters, which could travel by another surface mode within the UK. There are two boundary definitions used to measure the amount of traffic:

Inland waterways: all water areas available for navigation that lie inland of a boundary defined as the most seaward point of any estuary which might reasonably be bridged or tunnelled - this is taken to be where the width of water surface area is both less than 3 km at low water and less than 5 km at high water on spring tides.

Inland waters: all waters within the summer boundary of the Partially Smooth Water Area (PSWA), which is generally much further seaward than the inland waterways boundary. The area between the inland waterways boundary and the PSWA line is termed "sheltered waters".

For the purpose of estimating tonnes and tonne-kilometres, all traffic *wholly within* inland waters (ie internal traffic) is counted. Tonnes is then simply tonnes lifted, and tonne-kilometres is tonnes lifted multiplied by the distance travelled.

Traffic which crosses the inland waters boundary and which also goes upstream of the inland waterways boundary, is counted as well; but traffic which is essentially *seagoing traffic* to and from major *seaboard* ports is specifically excluded.

Where traffic is included, tonnes is then tonnes lifted and tonne-kilometres is tonnes lifted multiplied by the distance travelled but calculated from the point at which the vessel crosses the *inland waterways* boundary.

Full detailed statistics for 2005 are available in the Statistics bulletin, *Waterborne Freight in the UK 2005*, published by DfT. *Waterborne Freight in the UK 2006*, which will be published by DfT later in 2007, will contain 2006 statistics.

United Kingdom International sea passenger movements: 5.11 and 5.12

These tables have been compiled from statistics collected monthly from shipping operators by DfT and cover travel between the UK and other countries. Domestic passengers

are excluded. The figures do include drivers of lorries, coaches and other vehicles. Short sea routes in these tables are generally routes between the UK and Belgium, Denmark, Faroe Isles, Finland, France, Germany, Ireland, Netherlands, Norway, Spain and Sweden.

United Kingdom and Crown Dependency registered trading vessels: 5.13

Until the end of 1986, United Kingdom registered fleet figures were derived from DfT records of trading vessels of 500 gross tons or over registered at ports in the United Kingdom, the Channel Islands and the Isle of Man. A different ship type classification was also in use. For 1986 only, for purposes of comparison, it shows figures from both sources giving the composition of the fleet on the basis of both the 'old' and 'new' ship type classifications.

The United Kingdom owned and registered merchant fleets: 5.14 and 5.15

The figures given in these tables are derived from Lloyd's Register-Fairplay data and cover trading vessels of 500 gross tons or above. Table 5.15 covers vessels owned by UK companies wherever the vessels are registered, while Table 5.14 covers vessels registered in the United Kingdom and Crown Dependencies (Isle of Man, Channel Islands), excluding those owned by the Government.

The figures for both fleets exclude offshore supply vessels, non-cargo vessels, tugs, fishing vessels, dredgers, river and other non seagoing vessels. For further background information and more detailed tables, see the Transport Statistics Report, *Maritime Statistics 2006*, available from The Stationery Office.

Gross tons: Under the International Convention on the Tonnage Measurement of Ships, 1969 gross tonnage (gt) is defined as the following function of the total volume of all enclosed spaces in the ship (V), in cubic metres:

$$GT = K_1 V$$

where $K_1 = 0.2 + 0.02 \log_{10} V$.

Deadweight tonnes: The term deadweight tonnes, or 'dwt', is a measurement of the weight of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer loadline.

Tankers: Include oil, gas, chemical and other specialised tankers.

Bulk carriers: Large and small carriers including combination - ore/oil and ore/bulk/oil - carriers.

Specialised carriers: Includes vessels such as livestock carriers, car carriers and chemical carriers.

Fully cellular container: Figures include only container vessels of this type.

Ro-Ro: These are for passenger and cargo Ro-Ro vessels.

Other general cargo vessels: These include reefer vessels, general cargo/passenger vessels, and single and multi-deck general cargo vessels.

Passenger vessels: These are cruise liner and other passenger vessels.

United Kingdom shipping industry revenue and expenditure from international activities: 5.16

The revenue and expenditure figures in this table are derived from the results of annual inquiries carried out by the Chamber of Shipping (CoS). The United Kingdom shipping industry is defined as United Kingdom resident companies which own or operate ships irrespective of their flag of registry.

This includes companies, which are United Kingdom subsidiaries of overseas parent companies, and excludes overseas resident subsidiaries of United Kingdom companies.

This treatment arises from the primary purpose of the CoS inquiries, which is to provide estimates for the sea transport account of the United Kingdom Balance of Payments. In the Balance of Payments the revenue from overseas resident subsidiary companies is treated as investment income, not part of the sea transport account.

International activities cover the activities of ships either owned by the United Kingdom industry or operated by the industry on charter. The activities covered are:

- carriage of UK imports and exports;
- carriage of trade between two foreign countries (cross trades);
- carriage of passengers on international ferry routes and sea cruises;
- chartering ships to overseas operators.

The passenger revenue series includes revenue from overseas residents only and is consistent with data published in *The Pink Book* (United Kingdom Balance of Payments).

Associated expenditure includes:

- payment for bunkers uplifted abroad;

- disbursements in overseas ports: cargo handling, port dues, crews' expenses, agency fees, light dues etc.;
- charter payments to overseas ship owners.

Marine accident casualties: 5.17

The data refer to accidents to persons on UK registered merchant vessels of greater than or equal to 100gt only, including accidents during access. The information is derived from incidents reported in compliance with the Merchant Shipping (Accident Reporting and Investigation) Regulations (SI 2005 No. 881).

HM Coastguard Statistics: 5.18

HM Coastguard, part of the Maritime and Coastguard Agency (MCA), initiates and co-ordinates Civil Maritime Search and Rescue operations within the UK Search and Rescue Region (UKSRR).

Machinery and equipment failure, the inability to cope when the weather deteriorates, diving incidents and failure to inform relatives or other agents ashore when likely to be overdue have been the major causes of SAR incidents.

Definitions of terms used are:

Commercial vessels: All Merchant Vessels (including ferries and cruise ships), tugs, barges, dredgers, offshore installations, tenders, supply vessels, support vessels, research vessels, cable layers, mega-yachts, hovercraft etc.

Fishing vessels: All registered fishing vessels.

Pleasure craft: Yachts (except mega-yachts), sailing dinghies, cabin cruisers, speedboats, diving support boats, sail training craft, square riggers, rowing boats and inflatable craft. From 1994 data also includes canoes/kayaks, sailboards and jet-skis (personal watercraft) previously included in 'others'.

Incidents to persons: Includes man-overboard, divers, swimmers, missing persons, persons cut off by tides, persons stuck on cliffs, etc.

Medical evacuations: Incidents where injured persons taken from vessels at sea to shore for medical treatment, or injured cliff walkers evacuated to hospital, etc.

Others: Includes incidents involving military vessels, military aircraft, civilian aircraft, animal rescue, etc.

Distress reports: Includes all Distress, Urgency, Pyrotechnic and EPIRB/ELT signals and those reports subsequently found to be false alarms or hoaxes.