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REPORT OF THE SEMINAR ON THE UNIFORM SYSTEM
OF MARITIME TRANSPORT STATISTICS

(Lima, Peru, 7-11 November 1983)

CONTENTS

	<u>Page</u>
A. ORGANIZATION OF THE SEMINAR	1
1. Location and date	2
2. Attendance	2
3. Presiding officers	2
4. Agenda	3
5. Documentation	3
6. Inauguration	3
7. Objectives	3
B. SUMMARY OF PRESENTATIONS	4
1. The Uniform System	4
2. Country presentations	5
3. UNSHIPRO Cargo Movement System	7
C. RESOLUTION	9
Appendix I - RESOLUTION ON MARITIME STATISTICS	11
Appendix II - LIST OF PARTICIPANTS	13

A. ORGANIZATION OF THE SEMINAR

The seminar on the Uniform System of Maritime Transport Statistics was sponsored jointly by the Government of Peru, the United Nations Economic Commission for Latin America (ECLA) and the United Nations Statistical Office, with the cooperation of the United Nations Development Programme (UNDP), and was made possible through generous contributions by both the Government of Norway and the Government of Peru.

The seminar was an outgrowth of efforts by the Statistical Office to implement the Uniform System in Latin America and the Caribbean. In 1981, the Adviser in Shipping Statistics visited a number of countries in the region to explain to their governments the advantages they might gain by applying the System. The Government of Peru, in particular, was quick to appreciate not only those advantages for itself but also the wider benefits for the region that might be achieved if other countries were to apply the System. It therefore offered to support an international meeting that would serve as a forum in which participants could obtain a wider perspective on the System and thereby facilitate their applying it within the individual statistical and administrative contexts of their respective countries.

In agreeing to lend its own backing to the Uniform System, ECLA realized that it would be necessary to produce a document that could be used as a basis for the discussions in the seminar, as well as in actual implementations. It therefore took preliminary materials supplied by the Statistical Office, added to them a number of ideas that related specifically to the way in which applications of the System might be expected function in Latin America and the Caribbean, and published the results in Guidelines for implementing the Uniform System of Maritime Transport Statistics (E/CEPAL/R.339, 6 September 1983). This document was reviewed in depth during the seminar, and a number of corrections and suggestions for improvements were made. A revised version incorporating these and other changes will be published in the near future.

Additional backing for application of the Uniform System in the region was offered by the First Meeting on Regional Maritime Cooperation among the Countries of South America, Mexico and Panama, held in Santiago, Chile, 17-21 October 1983 under the sponsorship of the International Maritime Organization and the Economic Commission for Latin America. See appendix I for the resolution concerning the System that was adopted by the Meeting.

Substantive coordination of the seminar was assigned by the Government of Peru to the Directorate General of Statistics and Informatics of the Ministry of Transport and Communications, which worked closely with the Directorate General of Water-Borne Transport of the same ministry; the Directorate General of

Customs of the Ministry of Economy, Finance and Commerce; and the National Ports Company in organizing the event. Other governmental and private organizations made valuable contributions as well. The United Nations Development Programme was responsible for much of the logistical support.

Special recognition is due to the Pan-American Center for Sanitary Engineering and Environmental Sciences, of the Pan-American Health Organization/World Health Organization, which generously made available its meeting facilities for the seminar.

1. Location and date

The seminar on the Uniform System of Maritime Transport Statistics was held in Lima, Peru, on 7-11 November 1983, under the auspices of the Economic Commission for Latin America (ECLA), the Government of Peru and the United Nations Statistical Office, with the collaboration of the United Nations Development Programme (UNDP).

2. Attendance

Participants from Argentina, Bolivia, Brasil, Chile, Colombia, Ecuador, Mexico, Panama, Paraguay, Peru, Uruguay and Venezuela attended the seminar. Observers were present from a number of international organizations as well. A complete list of participants may be found in Appendix II.

3. Presiding officers

The participants unanimously elected the following officers:

President: Andrés Hernani Gómez
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4. Agenda

The seminar covered the following topics:

- Introduction to the Uniform System, and experiences with its application
- Cargo movements on world maritime routes
- Data collection and inputs to the System
- Standard System outputs
- Country presentations: Current status of their maritime transport statistics
- Application of the System by the Regional Shipping Development Project for the Caribbean

5. Documentation

In addition to the Guidelines for Implementing the Uniform System of Maritime Transport Statistics (E/CEPAL/R.339), participants received copies of the presentations made by Argentina, Bolivia, Chile, Colombia, Ecuador, Mexico, Paraguay, Panama, Peru, Uruguay and Venezuela. Also distributed were descriptions of the United Nations Statistical Office's Maritime Transport Study, and of the UNSHIPRO Cargo Movement System that has been implemented in the Caribbean under the direction of the United Nations Conference on Trade and Development (UNCTAD) as a simplified application of the Uniform System.

6. Inauguration

Speakers at the opening session were Mr. Eric Perrin, Resident Representative, on behalf of the UNDP; Mr. Han-Son Chu, Adviser on Shipping Statistics, on behalf of the United Nations Statistical Office; Mr. Robert D. Gould, on behalf of ECLA; Mr. Eddie Morris Landa, Director Superior of the Ministry of Transport and Communications, on behalf of the Minister in representation of the Government of Peru; and Mr. Andrés Hernani Gómez, Director General of Statistics and Informatics of the the Ministry of Transport and Communications, as newly-elected president of the seminar.

7. Objectives

The objectives of the seminar were to (1) discuss methodologies and procedures employed by the Uniform System, (2) foster an exchange of experiences and ideas among the participants regarding the production of maritime transport statistics and (3) analyze the implications for a country of implementing the System.

B. SUMMARY OF PRESENTATIONS

1. The Uniform System

a) Introduction to the System

The Uniform System of Maritime Transport Statistics is a scheme for relating shipments of goods to the vessels in which they are transported, in order to provide governments and other users with comprehensive, accurate and up-to-date statistics about the operation and performance of merchant shipping. Information produced by the System is derived from sets of basic data on the movements of commodities traded, the movements of the ships that carry them, the physical characteristics of those ships and, optionally, the port operations carried out to load and unload them. The fundamental criteria that characterize the System are its use of the Standard International Trade Classification to identify commodities, and its linking of the basic data sets so as to avoid repetition of data from one set to another apart from the linkage data items themselves.

b) World cargo movements

The role and applications of the Uniform System should be viewed from the perspective of maritime shipping in the world as a whole, which can best be appreciated in the context of a study of global cargo movements by the Statistical Office. The results of this Maritime Transport Study are available for 128 basic commodity categories in traffic between 31 coastal areas of origin and destination. Although the data are useful for certain types of trade flow analysis that do not require a high degree of either accuracy or detail, they are not adequate for microeconomic analyses. They thus permit only a first approximation of results that a fully-implemented Uniform System would provide with great accuracy and detail.

c) Data collection and inputs

Inputs to the Uniform System are obtained from primary source documents and transcribed to worksheets, one type for each of the data sets -commodity movements, ship movements, ships' characteristics and port operations- that are recorded in the four standard files of the System. Although the System is very flexible in that partial implementations can easily be made if the full complement of data cannot be obtained, as a minimum the ship's identification, the national port of call and the dates of arrival and departure must be recorded. These are the common data items required to establish the linkage between files. Items should be coded whenever appropriate, to reduce the possibility of introducing errors due to typing mistakes, to facilitate the work of personnel responsible for data input, and to save space in the files.

d) Standard System outputs

Although each country is free to choose its own outputs from the Uniform System, certain tabulations have been found so generally useful that they are considered standard. They are divided into three categories: (i) basic tabulations regarding cargo and vessel movements by commodity, port, type of service, vessel flag and vessel size, (ii) additional tabulations similar to those in the first category but providing a greater degree of disaggregation, and (iii) optional tabulations reserved specifically for use by governmental agencies due to the confidential nature of the information they contain. Outputs are usually circulated to users in the areas of economy and finance, foreign trade, shipping, and port operations and planning.

2. Country presentations

a) Argentina

All the commodity movement data contemplated by the Uniform System are not at present available, but Customs documentation is collected and processed by the National Institute for Statistics and Census with cooperation from the National Customs Administration, and it would be feasible to get most of the additional data from this source. Data on ship movements could be obtained from the Argentine Naval Prefecture and ships' characteristics from the State Secretariat for Maritime Interests, while port data could be supplied by the General Ports Administration. The State Secretariat for Maritime Interests in particular would like to have such data processed according to international standards and made available to governmental users.

b) Bolivia

Primary data for export movements are not well organized. In the case of imports, however, application of the Integrated Transit System ^{*}/ by the Autonomous Customs Warehouse Administration (AADAA) provides a single source for commodity movement data that might be used to implement the Uniform System for inbound traffic only.

c) Brasil

The National Merchant Marine Superintendency (SUNAMAM) publishes certain maritime transport statistics for the country's principal export and import commodities, and processes substantial amounts of additional information for its internal use. The Uniform System could thus be implemented with relatively little difficulty.

^{*}/ For a complete description, see Integrated Transit System for Bolivian goods transhipped through the port of Arica (E/CEPAL/1065), 6 February 1979.

d) Chile

The majority of the data required for implementing the three basic files of the Uniform System are already being processed by the Directorate General of the Maritime Territory and Merchant Marine, with the cooperation of the National Customs Directorate and other national maritime authorities, although modifications will have to be introduced in some cases to make the data conform to the System definition. The two organizations mentioned, together with the Port Company of Chile and with the support of the Ministry of Transport and Telecommunications, have already undertaken efforts to make a preliminary application of the System operational in 1984.

e) Colombia

Much of the information that would be generated by the Uniform System is already produced by organizations such as the Directorate General for Maritime Affairs and Ports, the Port Company of Colombia, the Directorate General of Customs, the Colombian Institute of Foreign Trade and the Bank of the Republic, but not in a coordinated manner. It would appear to be feasible, however, to integrate processing and thereby permit the System to be applied. Implementation of such scheme has been under consideration for some time by the Directorate General for Maritime Affairs and Ports.

f) Ecuador

The Directorate for the Merchant Marine and Coastal Affairs now collects most of the data required for the Uniform System and processes them by computer. In addition, the present statistical scheme is designed to link commodity movements with their respective ships.

g) Mexico

In effect, the country has two sources of information related to maritime transport: the Operational Statistical System of the Directorate General of Port Operations and Development, and the foreign trade statistics processed by the Directorate General of Customs. Integration of these two systems would yield a virtually complete implementation of the Uniform System.

h) Panama

There are currently four governmental offices, all of which are included in the National Statistical System, that are active in the production of maritime transport statistics: the Directorate of Statistics and Census, the Panama Canal Commission, the National Port Authority and the Directorate General of Consular Affairs and Ships. Integration of these sources into a Uniform System would be both feasible and desirable, although certain adjustments would have to be made in

data coding schemes, and processing would have to be computerized in order to manage the large volumes of data available.

i) Paraguay

The National Navigation and Ports Administration is setting up a new "Uniform and Integrated System of Port Statistics" that might serve as a basis for an application of the Uniform System. However, commodity codes in particular would have to be modified to conform to the SITC scheme.

j) Peru

Statistics on maritime transport are presently produced by the Directorate General of Customs, the Ministry of Transport and Communications, and the National Ports Company. Taken jointly, the sources for these statistics would provide most of the data required for a full implementation of the Uniform System, and a gradual conversion from existing processing procedures should be feasible. Establishment of a high-level multisectoral commission to oversee such an undertaking is being considered.

k) Uruguay

The National Customs Directorate now carries out certain statistical studies related to means of transport and to freight rates, while the National Ports Administration regularly publishes information on commodity and ship movements. A cooperative venture of these two organizations might make possible an implementation of the Uniform System.

l) Venezuela

The National Ports Institute has a very complete statistical system aimed principally at supporting operating decisions and port planning. However, any application of the Uniform System would depend on the possibility of obtaining and processing commodity movement data classified by SITC code.

3. UNSHIPRO Cargo Movement System

Recognizing that lack of adequate statistical information on maritime transport in the Caribbean is a major obstacle to trade development in that area, the UNSHIPRO Regional Shipping Development Project (CAR/80/004 and RLA/79/051), under the leadership of UNCTAD's Shipping Division, decided to implement a simplified version of the Uniform System of Maritime Transport Statistics on a subregional basis. Called the Cargo Movement System, it was open for participation by any countries or territories in that area, of which the following committed themselves to its support: Antigua, Barbados, British Virgin Islands, Dominica, Dominican Republic, Guyana, Haiti, Jamaica, Montserrat, Saint Christopher and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Turks and Caicos, and Trinidad and Tobago.

Commodity movement data for the system are taken primarily from ships' cargo manifests, and coded according to a simplified SITC-compatible scheme devised by the United Nations Statistical Office for the Maritime Transport Study. Date on ship movements come from vessel declarations. Ships' characteristics are found in either Lloyd's Register of Ships or, for vessels smaller than 100 gross register tons, the local Caribbean Technical Registry of Small Ships and Schooners. After consolidation onto coding sheets, data are recorded on diskettes for transmission to the central system office by countries that have the appropriate data entry equipment, or mailed to the central office for entry by those countries that do not have such equipment.

Data processing is now being performed almost entirely by the central office, but countries are encouraged to become self-sufficient in this respect, as well as in data entry. Computer programs for the system were written using the Report Program Generator-II (RPG-II) for an IBM System/32, rather than in a procedural programming language such as COBOL or FORTRAN. This has caused some difficulties for countries that wish to do their own processing but do not have computers in the IBM System/32, /34 or /38 series. Standard outputs from the system are produced in 22 different tabulations designed in consultation with users of the information.

Implementation of the Cargo Movement System required 23 calendar months, from the beginning of the study phase until fully-operational status was achieved. On 1 December 1983, control was formally transferred from the UNCTAD project team to the Organisation of Eastern Caribbean States, which will administer the system on behalf of the participating countries, even though many are not members of this subregional group. Continued growth and improvement of the Cargo Movement System will be fostered by regional organizations such as the Caribbean Community (CARICOM), the Caribbean Development and Co-operation Committee (CDCC) and the Caribbean Development Bank, together with ECLA, UNCTAD and the UNDP.

C. RESOLUTION

ON THE APPLICATION OF THE UNIFORM SYSTEM OF MARITIME TRANSPORT STATISTICS

Participants in the seminar on the Uniform System of Maritime Transport Statistics, meeting in Lima, Peru, 7-11 November 1983,

Recognizing that the countries of Latin America require timely, adequate and reliable statistics to support decision making with respect to maritime transport, in order to foster their economic development,

Conscious that these statistics should be comparable from country to country, so that they may serve as a basis for carrying out actions of regional cooperation that tend to strengthen the administration of their foreign trade,

Convinced that meeting these objectives requires the application of a system to generate information that conforms to the statistical and administrative environment prevailing in each country,

1. Recommend to their governments that they study the Uniform System of Maritime Transport Statistics as an instrument for achieving the objectives indicated, and the feasibility of applying it in the future;
2. Request ECLA, the United Nations Statistical Office and UNCTAD, sponsors of the Uniform System in Latin America and the Caribbean, to offer, within the limits of their resources, their support and aid to countries prepared to apply the System;
3. Recommend to their governments that they study ways to share their experiences in this task with other countries interested in applying the System, through actions of horizontal technical cooperation;
4. Request the international organizations that sponsor the System to organize periodic meetings to analyze the progress of each country in its application of the System, and to exchange ideas with a view to overcoming common problems that arise in the course of such applications, and
5. Recommend to their governments that they encourage cooperation among national agencies supplying data for the formulation of maritime transport statistics, in order to avoid duplication of efforts.

Appendix I

RESOLUTION ON MARITIME STATISTICS */

The Maritime Authorities of Argentina, Bolivia, Brasil, Chile, Colombia, Ecuador, Mexico, Panama, Paraguay, Peru, Uruguay and Venezuela, attending the First Meeting on Regional Maritime Cooperation among the Countries of South America, Mexico and Panama, held in Santiago, Chile, 17-21 October 1983,

Recognizing that the Latin American countries depend heavily on maritime transport for the movement of their foreign trade, which makes it vital that they have background information and data to provide them with a thorough understanding of the manner in which this means of transport affects different activities of the national economy,

Conscious that comparability of such information is especially important to permit an effective tracking of operations by ships belonging to freight conferences, thus bringing about an appreciable improvement in the region's negotiating position with those conferences,

Convinced of the benefits that would be derived from strengthening the bonds of cooperation among their countries for dealing with topics of common interest,

1. Recommend to the governments of the region that they examine the Uniform System of Maritime Transport Statistics in the light of their actual practices with respect to statistics concerning the maritime transport of their foreign trade, to determine the possibility of applying it in the near future;
2. Request ECLA and the United Nations Statistical Office, sponsors of the Uniform System in Latin America and the Caribbean, to provide all possible aid to those countries prepared to apply the System, and
3. Further recommend to the governments of the region which decide to apply the System that they consider the possibility of sharing their experiences in this task with other interested countries through actions of horizontal technical cooperation.

*/ Resolución No. 4, Informe de la Primera Reunión sobre Cooperación Marítima Regional entre Países Sudamericanos, México y Panamá, Santiago de Chile, 17 al 21 de octubre de 1983.

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