

# Informal document WP.6 No. 6 (2018)

Distr.: Unrestricted  
1 June 2018

English

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## Economic Commission for Europe

Inland Transport Committee

### Working Party on Transport Statistics

Sixty-ninth session

Geneva, 12-14 June 2018

Item 4(a) of the provisional agenda

**Data collection, methodological development and harmonization of transport statistics:**

**Glossary for Transport Statistics**

## Proposed maritime chapter for the Glossary for Transport Statistics

Amendments as agreed by the Group of Experts and the Intersecretariat Working Group, as of 29 May 2018

### Summary

The following document is a proposed draft of the maritime chapter for the 5<sup>th</sup> edition of the UNECE/ITF/Eurostat Glossary for Transport Statistics, as of 29 May 2018. Users can see the changes described in the modifications file ECE/TRANS/WP.6/2018/Inf-1e.

## E. Maritime Transport (version 29 May 2018)

### E.I INFRASTRUCTURE

#### E.I-01 Maritime coastal area

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.*

#### E.I-02 Territorial sea

A belt of coastal waters extending at most 12 nautical miles (22.2 km; 13.8 mi) from the baseline (usually the mean low-water mark) of a coastal state.

#### E.I-03 International waters

All parts of the sea that are not included in the territorial sea or in the internal waters of a State and where "no State" may validly purport to subject any part of them to its sovereignty.

#### E.I-04 Exclusive economic zone

A sea zone over which a state has special rights regarding the exploration and use of marine resources, including energy production from water and wind. It stretches from the baseline out to 200 nautical miles (nmi) from the coast.

*The difference between the territorial sea and the exclusive economic zone is that the first confers full sovereignty over the waters, whereas the second is merely a "sovereign right" which refers to the coastal state's rights below the surface of the sea.*

#### E.I-05 Port (also C.I-08)

An area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area.

#### E.I-06 Statistical port (also C.I-09)

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

*Not all the ports under the control of a single port authority have to be included in any associated statistical port.*

#### E.I-07 Hub port

A port served by deep sea scheduled shipping and by scheduled short sea shipping where transhipment activity takes place.

#### E.I-08 UN/LOCODE (also C.I-10)

5 character code where the first two characters are the ISO 3166-1 alpha 2 country codes which can be followed by a blank and 3-character code for the place name (see Recommendation 16 from the UNECE), together with Eurostat supplied codes for ports not yet included in the UN system.

#### E.I-09 Port accessibility – maritime

Port accessibility is defined by the following characteristics:

- a) Maximum length of vessel which can be accommodated at the port – metres;
- b) Maximum draft of vessel which can be accommodated at the port – metres;
- c) Port approach width and depth above low water- metres;
- d) Entrance channel width and depth above low water – metres;
- e) Tidal window in hours for which vessels of maximum draft can enter and leave port;
- f) Height restrictions above high water – metres (reflecting bridges);
- g) Tidal range – metres.

#### E.I-10 Port land side facilities

- a) Total port land area – m<sup>2</sup>;



- b) Crude oil and petroleum products storage areas – m<sup>2</sup>;
- c) Other bulk storage and stacking areas – m<sup>2</sup>;
- d) Container stacking areas – in m<sup>2</sup> and TEU;
- e) Other areas – m<sup>2</sup>;
- f) Roads – m;
- g) Rail track – m;
- h) Passenger terminals – number and number of vessels accommodated per terminal, terminal capacity.

*The bulk storage and stacking area includes facilities for dry bulks, timber, paper, semi bulks etc. Rail track includes sidings.*

#### E.I-11 Port storage areas

Area in m<sup>2</sup> in ports for storage by type of facility. Height in metres for covered areas.

- a) Open, not securely enclosed;
- b) Open and securely enclosed;
- c) Covered but not enclosed;
- d) Covered, enclosed.

*A securely enclosed area has fences, walls and/or surveillance systems.*

#### E.I-12 Port quay lengths by use

- a) Total quay length in metres;
- b) Quay length in metres allocated by use:
  - Multi-service quays
  - Dedicated quays:
    - Ro-Ro
    - Containers
    - General Cargo
    - Dry Bulk
    - Liquid Bulk
    - Passenger
    - Fishing
  - Other.

#### E.I-13 Port quay lengths by depth of water

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

*Possible depth ranges for collection are as follows:*

- a) Up to 4 metres;
- b) More than 4 and up to 6 metres;
- c) More than 6 and up to 8 metres;
- d) More than 8 and up to 10 metres;
- e) More than 10 and up to 12 metres;
- f) More than 12 and up to 14 metres;
- g) More than 14 metres.

#### E.I-14 Ro-Ro berth (also C.I-12)

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.



#### E.I-15 Port cranes by lifting capacity (also C.I-13)

Number of cranes available in ports by lifting capacity.

*Possible classes of lifting capacity are as follows:*

- a) 10 tonnes or less;
- b) Greater than 10 tonnes and up to 20 tonnes;
- c) Greater than 20 tonnes and up to 40 tonnes;

d) Greater than 40 tonnes.

**E.I-16 Port cranes by type (also C.I-14)**

Number of cranes available in ports by type:

- a) Mobile container cranes;
- b) Other container cranes;
- c) Other cranes.

**E.I-17 Port repair facilities**

Repair facilities at ports by number and by maximum size of vessel accommodated:

- a) Dry docks;
- b) Floating docks;
- c) Slipways;
- d) Dedicated ship repair quays.

**E.I-18 Port navigation aids and services**

Availability or not of navigation aids and services a) at ports and b) in the approach channels:

- a) Pilotage services;
- b) Lights and lighthouses;
- c) Radar and radio beacons;
- d) Vessel Traffic System (VTS) within port and coastal navigation services around port;
- e) Tugs for in-port manoeuvring – number;
- f) Escort tugs for tankers – number;
- g) Bunkering facilities;
- h) Mooring services.

**E.I-19 Port hinterland links and short sea shipping**

Availability of short sea shipping and availability and distance to hinterland links from nearest port entrance in kms:

- a) Short sea shipping;
- b) Passenger railhead;
- c) Freight railhead;
- d) Motorway access;
- e) Inland waterway connections;
- f) Airport.

**E.II TRANSPORT EQUIPMENT (VESSELS)**

**E.II-01 Seagoing vessel**

Floating marine structure with one or more surface displacement hulls.

*Hydrofoil, air cushion vehicles (hovercraft), catamarans (high speed craft), oil rigs, light vessels and seagoing 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.*

**E.II-02 Year of construction of vessel**

Year of the completion of construction of a vessel.

**E.II-03 Year of major conversion**

The year in which a vessel last underwent a major modification or refit affecting its structure.

**E.II-04 Dry cargo seagoing barge**

This category includes deck barges, hopper barges, lighter-aboard-ship (LASH)-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.

**E.II-05 Ship (Vessel)**



## 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.

E.II-06

### Merchant ship

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

Naval ships and ships used by public administration and public services are excluded. Merchant ships are divided into cargo and passenger 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.

While the following specific types are identified, based on the Eurostat classification (ICST-COM) which is harmonised with the UNCTAD International Classification of Ship Types, barges are treated separately and not included in the definition of a Merchant ship:

#### 1. Liquid bulk carrier

This category includes oil tankers, chemical tankers, LNG and LPG tankers, tanker barge, non-inflammable tankers and other tankers. Liquid bulk carriers should be further subdivided into:

- (a) Single hulled liquid bulk carriers;
- (b) Double hulled liquid bulk carriers.



#### 2. Dry bulk carrier

This category includes bulk/oil combination carriers and bulk carriers.



#### 3. Container ship

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



#### 4. 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.



#### 5. 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.

This category should be subdivided into:

- (a) High speed general cargo non-specialised meeting the requirements set out in the IMO HSC Code paragraph 1.4.30;
- (b) Other general cargo non-specialised.

#### 6. Dry cargo barge

This category includes deck barges, hopper barges, lighter-aboard-ship (LASH)-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.



#### 7. Passenger ship

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

This category should be subdivided into:



- (a) High speed passenger ship specialised meeting the requirements set out in the IMO HSS Code paragraph 1.4.30;
- (b) Other passenger ships.

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.*

#### 8. Fishing

This category includes fish catching and fish-processing vessels.

#### 9. Offshore activities

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

#### 10. Tugs

Ship designed for the towing and/or pushing of ships or other floating structures. Port tugs are included.

#### 11. Miscellaneous

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

### E.II-07

#### IMO ship Number

A permanent number assigned to each ship for identification purposes. The number will remain unchanged upon transfer of the ship to other flag(s) and will be inserted in the ship's certificates. The IMO ship identification number is made of the three letters "IMO" followed by the seven-digit number assigned to all ships by Lloyd's Register Fairplay when constructed. This is a unique seven-digit number that is assigned to propelled, sea- going merchant ships of 100 GT and above upon keel laying with the exception of the following:

- Vessels solely engaged in fishing;
- Ships without mechanical means of propulsion;
- Pleasure yachts;
- Ships engaged on special service (e.g. lightships, SAR vessels);
- Hopper barges;
- Hydrofoils, air cushion vehicles;
- Floating docks and structures classified in a similar manner;
- Ships of war and troopships;
- Wooden ships.

### E.II-08

#### Cruise ship

A passenger ship intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included.



*Ships operating normal ferry services are excluded, even if some passengers treat the service as a cruise. In addition, cargo carrying vessels able to carry a very limited number of passengers with their own cabins are also excluded. Ships intended solely for day excursions are also excluded.*

### E.II-09

#### Ferry

A seagoing vessel operating a ferry service.

### E.II.10

#### Nationality of registration of Seagoing vessel (Flag state)

Country and/or territory authorising the registry of a seagoing vessel.

*A seagoing 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.*

### E.II-11

#### Country of parent ownership

The country of a parent owned vessel corresponds to the nationality of the company having a controlling interest in the direct owner.

### E.II-12

#### Country of the beneficial owner

Where the registered owner of a vessel is a bank or finance company, the country of the 'group beneficial owner' rather than that of the bank or finance company is used. The 'group beneficial owner' is the organisation

with the controlling shipping interest in the vessel.

**E.II-13 Seagoing vessel under national flag**

Seagoing vessel, which is registered in the reporting country.

**E.II-14 Seagoing vessel under foreign flag**

Seagoing vessel, which is, registered in a country other than the reporting country.

**E.II-15 Merchant fleet**

Number of merchant ships over 100 Gross Tons registered at a given date in a country.

*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.*

**E.II-16 Deadweight (DWT)**

The deadweight of a ship is the difference in tonnes 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 tonnes 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.

**E.II-17 Gross tonnage (GT)**

Gross tonnage is a measure of the 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, the Oslo Convention (1947) 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 this earlier convention.*

**E.II-18 Automatic Identification System (AIS)**

The AIS is a system to:

- Provide information – including the ship's identity, type, position, course, speed, navigational status and other safety related information – automatically to appropriately equipped shore stations, other ships and aircraft;
- Receive automatically such information from similarly fitted ships;
- Monitor and track ships;
- Exchange data with shore-based facilities.

## E.III ENTERPRISES, INVESTMENT AND MAINTENANCE

**E.III-01 Transport for hire and reward**

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

**E.III-02 Transport on own-account**

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.*

**E.III-03 Sea transport enterprise (Shipping firm)**

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.4: Class 501 – Sea and coastal water transport*

*NACE/Rev.2: Class 50.1 Sea and coastal passenger water transport  
Class 50.2 Sea and coastal freight water transport*

*Ship management enterprises which operate merchant ships on behalf of their owners or lease holders are included. Ports and other units providing supporting and auxiliary transport services are excluded. These fall within the scope of E.III-06 (Port enterprise) below.*

**E.III-04 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.



## E.III-05 Port authority

A port authority ensures the effective, safe, secure and efficient handling of shipping within the port and the offshore approaches to it and may take care of the development, construction, management and operation of the port and its industrial area if any.

## E.III-06 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.

*Port enterprises themselves other than pleasure port enterprises are included. In terms of activity classifications, the following classes are involved:*

*ISIC Rev.4: Class: 5222 – Service activities incidental to water transportation.*

*NACE Rev.2: Class 52.22 – Service activities incidental to water transportation.*

## E.III-07 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.

## E.III-08 Employment category – sea transport enterprise staff

Employment for a sea transport enterprise is categorised as follows:

- Officers
- Ratings
- Cadets and other trainees
- Other vessel-based staff including restaurant and entertainment staff
- Shore based staff engaged in management, sales, passenger and cargo handling etc.

## E.III-09 Employment category – port enterprise staff

Employment for a port enterprise is categorised as follows:

- Port management and administration staff;
- Pilots and other ship based staff;
- Dock workers;
- Technical and maintenance personnel;
- Other.

## E.III-10 Investment expenditure on port infrastructure

Expenditure on new construction and extension of existing port infrastructure, including reconstruction, renewal and major repairs of infrastructure.

*Includes gross investments in tangible goods such as land, machinery and equipment, existing buildings and structures, new construction and alteration of buildings. Investments in intangible and financial assets are excluded.*

*The recording of investment expenditure should follow as closely as possible that used in the System of National Accounts, according to which major renovations, reconstruction and enlargements that increase the performance or capacity of the infrastructure are to be recorded as investments.*

## E.III-11 Investment expenditure on vessels

Expenditure on purchase of and major upgrades to seagoing vessels.

*The recording of investment expenditure should follow as closely as possible that used in the System of National Accounts, according to which major renovations, reconstruction and enlargements that increase the performance or capacity of the infrastructure are to be recorded as investments.*

## E.III-12 Maintenance expenditure on port infrastructure

Expenditure for keeping port infrastructure in working order.

*The recording of maintenance expenditure should follow as closely as possible that used in the System of National Accounts, according to which ordinary maintenance and repairs that do not change the capacity or performance of the infrastructure are to be recorded as maintenance.*

## E.III-13 Maintenance expenditure on vessels

Expenditure for keeping seagoing vessels in working order.

*The recording of maintenance expenditure should follow as closely as possible that used in the System of National Accounts, according to which ordinary maintenance and repairs that do not change the capacity or*

**E.IV TRAFFIC**

**E.IV-01 Sea traffic**

Any movement of a seagoing vessel at sea.

*One port traffic (movements of seagoing vessels to offshore installations, or for dumping at sea, or traffic from the sea bed to ports) is included. Fluvio-maritime movements of seagoing vessels are included. Movements on inland waterways between seaports and inland waterway ports are excluded and are included in inland waterway traffic. Movements of seagoing vessels internally, between different basins or docks of the same port, are excluded.*

**E.IV-02 Scheduled sea traffic**

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

**E.IV-03 Unscheduled sea traffic**

A sea service other than a scheduled sea traffic.

**E.IV-04 Island sea service**

A sea service between:

- Ports situated on the mainland and on one or more of the islands of one and the same country.
- Ports situated on the islands of one and the same country.

**E.IV-05 Ferry service**

A ferry service is a regular short sea service between two ports, with or without intermediate calls. These operate either:

- (i) according to a published timetable; or
- (ii) with crossings so regular or frequent that they constitute a recognisably systematic series.

**E.IV-06 Feeder service**

Short sea container service between a hub port and another port with the objective of consolidating or redistributing freight to or from a deep sea service in the hub port.

**E.IV-07 Sea journey**

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

*A journey can be divided into a number of stages or sections. One port journeys from a sea port to an offshore installation or a location at sea are included. In the maritime context, sea journeys are also referred to as voyages or sea voyages.*

**E.IV-08 Sea stage**

A sea stage is the movement of a vessel direct from one port to another without a port call at an intermediate port.

**E.IV-09 Cargo journey**

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

*A sea journey 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 journeys with the loading and unloading of cargo at a number of ports.*

**E.IV-10 Port-to-port distance**

For statistical purposes, the port-to-port distance is the actual distance sailed.

*An estimate of the actual distance can be provided.*

**E.IV-11 Vessel-kilometre**

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.*

**E.IV-12 Port call by a merchant ship**

A merchant ship makes a port call when it anchors or berths to load and/or unload cargo, to embark and/or disembark passengers or to facilitate excursions by passengers.

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

- E.IV-13 **Bunker call**  
A cargo and passenger ship makes a bunker call when it anchors or berths in a port to take on bunker oil or supplies.
- E.IV-14 **Other calls**  
Calls at a port by a cargo and passenger ship other than port calls or bunker calls.
- E.IV-15 **Arrival of a merchant ship**  
The arrival of any merchant ship making a port call.
- E.IV-16 **Departure of a merchant ship**  
The departure of any merchant ship after making a port call.
- E.IV-17 **Merchant ship laid up**  
A merchant ship is laid up when it is moored in port because of lack of work.
- E.IV-18 **Port state control**  
The inspection in port by the state in which the port is situated of merchant ships to monitor their seaworthiness.
- E.IV-19 **Detention under port state control**  
The detention in port under port state control of a merchant ship found to be unseaworthy.

## E.V TRANSPORT MEASUREMENT

- E.V-01 **Sea transport**  
Any movement of goods and/or passengers using merchant ships on journeys, 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. While bunkers and stores supplied to vessels in port are excluded, bunker oil shipped to vessels offshore is included.*  
*Fluvio-maritime movements of goods by merchant ships 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.*
- E.V-02 **Commercial sea transport**  
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.
- E.V-03 **National sea transport**  
Sea transport between two ports of a national territory or one port sea transport within national territory.  
*In the maritime context, national sea transport is also known as maritime cabotage. National sea transport can be performed by a merchant ship registered in the reporting country or in another country.*
- E.V-04 **International sea transport**  
Sea transport other than national sea transport.  
*International one port transport is included.*
- E.V-05 **Short sea shipping**  
Movement of cargo by sea between ports situated within a relatively narrow geographical area.  
*Included in such movements would be ferry and feeder traffic. For Europe, short sea shipping would consist of the movement of cargo by sea between ports situated in Europe as well as between ports in Europe and ports situated in non-European countries having a coastline on the enclosed seas bordering Europe.*
- E.V-06 **Deep sea shipping**  
Transport of cargo by sea other than short sea shipping, involving intercontinental routes and/or crossing oceans.



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

*Transport in swap bodies is included.*

**E.V-08 Non-unitised transport**

Transport other than unitised transport.

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

**E.V-09 Tonne-kilometre**

Unit of measure representing the movement of one tonne of cargo in a merchant ship over one kilometre.

*Tonne-kilometres performed is calculated as the sum over all journeys of the product of the total number of tonnes of freight load carried and the port-to-port distance for each journey.*

**E.V-10 Tonne-kilometre offered**

A tonne-kilometre is offered when one tonne of deadweight tonnage of a merchant ship is sailed over one kilometre. Tonne-kilometres offered are equal to the cargo carrying capacity of the vessel multiplied by the port-to-port distance for all journeys. Transport in barges is included.

**E.V-11 TEU-kilometre**

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

*TEU-kilometres performed is calculated as the sum over all journeys of the product of the total number of TEUs carried and the port-to-port distance for each journey.*

**E.V-12 TEU-kilometre offered**

A TEU-kilometre offered is the movement of one TEU of total TEU 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 journeys.

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

**E.V-13 Sea passenger**

Any person who makes a sea journey on a merchant ship.

*Service staff assigned to merchant ships are not regarded as passengers. Non-fare paying crew members travelling but not assigned and infants in arms are excluded.*

**E.V-14 Cruise passenger**

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

*Passengers on day excursions are excluded.*

**E.V-15 Sea passenger journey**

The movement of a passenger from the port at which the journey begins to 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.*

**E.V-16 Passenger-kilometre**

Unit of measurement representing the movement of one passenger in a merchant ship over one kilometre.

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

**E.V-17 Passenger-kilometre offered**

A passenger-kilometre is offered when one unit of passenger capacity is sailed one kilometre.

*Passenger-kilometres offered 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 journeys.*

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

**E.V-18 Passengers on board**

The number of passengers on board a merchant ship on arrival at or departure from a port.

**E.V-19 Sea passenger embarked**



Passenger who boards a merchant ship to undertake a sea passenger journey.

*A transfer from one merchant ship to another is regarded as embarkation after disembarkation. Cruise passengers on a cruise passenger excursion are excluded.*

**E.V-20 Sea passenger disembarked**

A passenger disembarking from a merchant ship at the end of a sea passenger journey.

*A transfer from one merchant ship to another is regarded as disembarkation before re-embarkation. Cruise passengers on a cruise passenger excursion are excluded.*

**E.V-21 Cruise passenger excursion**

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

**E.V-22 Sea passenger transport link**

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).*

*Where the port of embarkation and disembarkation are the same, no sea transport link is implied.*

**E.V-23 Port of embarkation**

The port in which a passenger started a journey.

*A transfer from one merchant ship to another is regarded as embarkation after disembarkation. Cruise passengers on a cruise passenger excursion are excluded.*

**E.V-24 Port of disembarkation**

The port in which a passenger ends a journey.

*A transfer from one merchant ship to another is regarded as disembarkation before re-embarkation. Cruise passengers on cruise passenger excursion are excluded.*

**E.V-25 Goods carried by sea**

Any goods conveyed by merchant ships.

*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, returning empty commercial vehicles and trailers, bunkers and stores of vessels, fish carried in fishing vessels and fish-processing ships, goods carried internally between different basins or docks of the same port.*

**E.V-26 Gross-gross weight of goods**

The total weight of the goods carried, including all packaging, and the tare weight of the transport unit (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles wagons or barges carried on the vessel).

**E.V-27 Gross weight of goods**

The total weight of goods carried, including packaging but excluding the tare weight of transport units (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles wagons or barges carried on the vessel).

**E.V-28 Tareweight**

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 on the vessel) before any cargo is loaded.

**E.V-29 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:

- Liquid bulk;
- Dry bulk;
- Containers;
- Roll-on/Roll-off (self-propelled);



- Roll-on/Roll-off (non-self-propelled);
- Other general cargo.

#### E.V-30 Lo-Lo (Lift-on Lift-off)

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



#### E.V-31 Container cargo

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

#### E.V-32 Ro-Ro (Roll-on Roll-off)

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

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



#### E.V-33 Ro-Ro Cargo

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

#### E.V-34 Dangerous goods

The classifications of dangerous goods are those defined by chapter VII of the International Convention for the Safety of Life at Sea (SOLAS, 1974), as amended and as detailed in the International Maritime Dangerous Goods (IMDG) code.

#### E.V-35 Ship to ship transhipment

The unloading of cargo from one merchant vessel and its loading into another to complete a journey, even where the cargo may have dwell time ashore before its onward journey.

*Transhipment to other modes is excluded. Included are transhipments between deep sea vessels and between deep sea container vessels and a smaller feeder vessel.*

#### E.V-36 Feeder transport

The short sea container transport between a large hub port and another port with the objective of consolidating or redistributing freight to or from a deep sea service in the hub port.

#### E.V-37 Goods loaded

Goods placed on a merchant ship for transport by sea.

*Transhipment from one merchant ship 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).*

#### E.V-38 Goods unloaded

Goods taken off a merchant ship.

*Transhipment from one merchant ship 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).*

#### E.V-39 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).*

#### E.V-40 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 merchant ship to another are regarded as loading after unloading.*

**E.V-41 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 merchant ship to another are regarded as unloading before reloading.*

**E.VI Accidents**

**E.VI-01 Marine accident**

An event, or a sequence of events, that has resulted in any of the following which as occurred directly in connection with the operation of a ship:

1. The death of, or serious injury to, a person;
2. The loss of a person from a ship;
3. The loss, presumed loss or abandonment of a marine vessel;
4. Material damage to a marine vessel;
5. The stranding or disabling of a marine vessel, or the involvement of a marine vessel in a collision;
6. Material damage to the marine infrastructures external to a vessel; that could seriously endanger the safety of the vessel or another vessel or an individual;
7. Severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a marine vessel.

Any accident during the normal operation of the vessel, including when it is in port or at anchor is covered. For maritime transport statistics, only injury accidents which occur when the vessel is in motion are included. A vessel is deemed to be in motion once the last link to the shore or the anchorage is cast off. The vessel ceases to be in motion once the first link to the shore or anchorage is established.

Terrorist, other criminal acts and acts of war are excluded. By definition suicides are excluded as they are a deliberate act. Illness, not related to operation of the ship are excluded.

*In the maritime sector, the events listed in 1.-7. are also known as "marine casualties". In this context, "casualty" refers to vessel and infrastructure damage as well as personal injury or death.*

**E.VI-02 Injury accident**

Any accident involving at least one marine vessel and resulting in at least one injured or killed person.

**E.VI-03 Fatal accident**

Any injury accident resulting in a person killed.

**E.VI-04 Non-fatal accident**

Any injury accident other than a fatal accident.

**E.VI-05 Person killed**

Any person killed immediately or dying within 30 days as a result of an injury accident.

*For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.*

**E.VI-06 Person lost at sea**

A person missing at sea, being presumed to have gone overboard.

**E.VI-07 Person injured**

Any person who as result of an injury accident was not killed but sustained an injury.

**E.VI-08 Serious injury**

An injury which is sustained by a person in a casualty resulting in incapacitation for more than 72 hours commencing within seven days from the date of injury.

**E.VI-09 Person seriously injured**

Any person who as result of an injury accident was seriously injured.

**E.VI-10 Person slightly injured**

Any person who as result on an injury accident was not seriously injured.

**E.VI-11 Very serious marine casualty**

A casualty to a marine vessel which involves the total loss of the marine vessel, loss of life or severe damage to the environment.

**E.VI-12 Serious marine casualty**

A casualty which does not qualify as a very serious casualty and which involves a fire, explosion, grounding, contact, heavy weather damage, ice damage, hull cracking or suspected hull defect, etc., resulting in:

- Structural damage rendering the marine vessel not navigable, such as penetration of the hull underwater, immobilization of main engines, extensive accommodation damage etc.; or
- Pollution (regardless of quantity); and/or
- A breakdown necessitating towage or shore assistance.

**E.VI-13 Marine incident**

An occurrence or event being caused by, or in connection with, the operations of a marine vessel in motion at sea, other than a marine casualty that endangered, or, if not corrected, would endanger the safety of the vessel, its occupants or any other person or the environment.

**E.VI-14 Causes of a Marine accident**

Actions, omissions, events, existing or pre-existing conditions or a combination thereof, which led to a marine casualty or incident.

**E.VI-15 Category of person in marine casualty or incident statistics**

- Passenger;
- Crew member;
- Other persons who are not passengers nor crew members.

