



This section provides notes and definitions for the Maritime section part of Transport Statistics Great Britain published on 13 December 2012.

Notes and Definitions Include:

- Information on sources
- Information on “accuracy”.
- Definitions.
- General information the tables including links to background information.

Ports

Ports Traffic: TSGB0501-0507

These tables relate to foreign, coastwise and one-port traffic through ports in the United Kingdom.

More details are available on the [Port Freight Statistics Release Page](#).

The data 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.

(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 2000 (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.

Definitions used:

Port groups: For statistical purposes, ports of Great Britain are grouped geographically as shown in map 5.9 (TSGB0509).

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. **Buses and coaches:** Passenger kilometres are derived from other survey data such as receipts, vehicle kilometres and patronage. Changes are estimated by deflating passenger receipts by the most appropriate price indices available. Because this proxy method has to be used, the series gives only a broad guide to trends.

Inland and coastal waters

Domestic waterborne freight traffic: TSGB0508 and 0510

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.

The definitions of inland waters were devised for the first survey of waterborne transport carried out in 1980, and slightly updated in 2004. 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 Smooth Water Line, that is, the outermost limit of Category D waters in the Maritime and Coastguard Agency (MCA) inland waters classification, "tidal rivers and estuaries where significant wave height could not be expected to exceed 2m at any time". This is generally much further seaward than the inland waterways boundary. Prior to 2004, a broadly similar limit was used - the summer boundary of the Partially Smooth Water Area (PSWA) - waters within this limit are known as 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.

Detailed statistics for 2011 are available in the Annual Statistics Bulletin *Domestic Waterborne Freight in the UK 2011*, and further details of the inland waterway network in freight use, its wharves and its craft, in the occasional report *Waterborne Freight Benchmark Report 2007*, both published by DfT and available on the DfT web site.

Passengers

United Kingdom International sea passenger movements: TSGB0511-0512

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 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.

Further tables, including monthly summaries, are available on the [Sea Passenger Statistics Release Page](#).

Shipping

United Kingdom and Crown Dependency registered trading vessels: TSGB0513

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: TSGB0514-0515

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.

Trading vessels are those carrying cargo or passengers for commercial purposes. This excludes offshore supply vessels, non-cargo vessels, tugs, fishing vessels, dredgers, river and other non seagoing vessels. For more data and background information see the annual Transport Statistics Report, *Maritime Statistics 2011*, available from the DfT web site.

Gross tonnage: 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:

$$GT = K_1V$$

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.

UK shipping industry revenue and expenditure from international activities: TSGB0516

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:

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- 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: TSGB0517

The information is derived from accidents reported to the UK Marine Accident Investigation Branch (MAIB) in compliance with the Merchant Shipping (Accident Reporting and Investigation) Regulations (SI 2005 No. 881). The role of the MAIB is to prevent future accidents through investigation of the causes and circumstances of accidents.

The data in part (a) refer to accidents to persons on UK registered merchant vessels of greater than or equal to 100 gross tons only, including accidents during access. Such vessels have a duty to report accidents to the MAIB, wherever in the world they occur.

The data in part (b) refer to all recorded accidents in UK 12-mile territorial waters. Requirements to report such accidents to the MAIB vary. Broadly, most UK registered commercial vessels have a duty to report; certain small UK craft or hired pleasure craft are only required to report certain types of accident; non-commercial UK pleasure craft are largely exempt; non-UK flagged vessels are only required to report such accidents if they are in a UK port/harbour or if carrying passengers to/from a UK port. However, the MAIB will record, and may investigate, any significant accidents of which they are notified by other bodies such as the Coastguard or harbour or inland waterway authorities.

For further information see the MAIB web site www.maib.gov.uk .

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| <p>These notes refer to the detailed statistics (tables and charts) that can be found on the Transport Statistics Great Britain maritime web page, tables TSGB0501 to TSGB0518.</p> |
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