

# **ECONOMIC STATISTICS OF SHIPPING**

*January - December 2012*

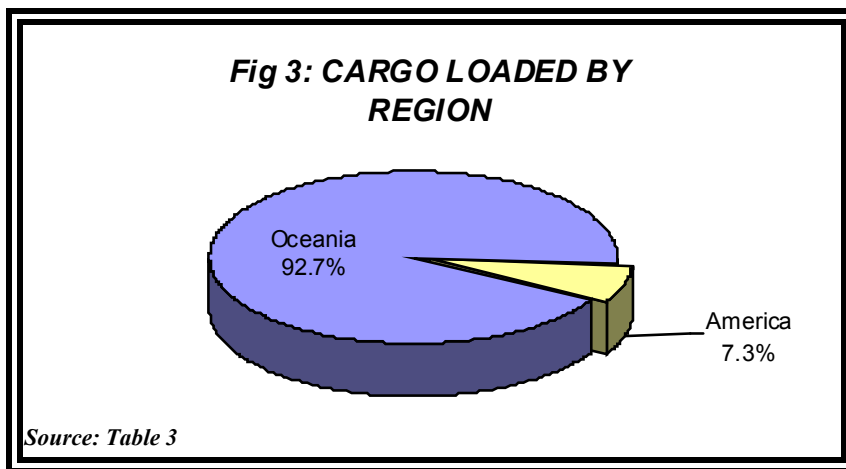
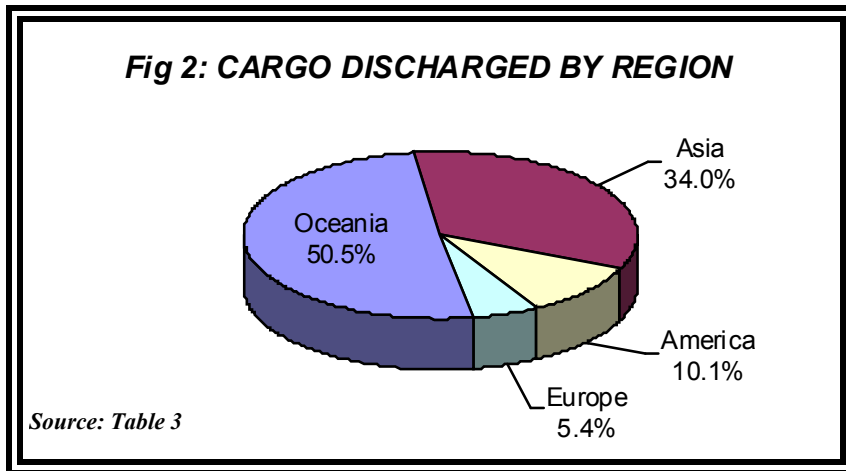
1. This is the Thirty second Annual Report on the Economic Statistics of Shipping published by the Samoa Bureau of Statistics since the implementation in March 1979 of the Uniform System (L2 Scheme) to collect, compile and analyze shipping statistics for the port of Apia.
2. Data were collected mainly from Shipping Statistic Forms and cargo manifests, which were completed by Shipping agents and Stevedores as a port requirement for every international sea going vessel. This report excludes all domestic services and the Apia-Pago Pago route. Furthermore, if a vessel calls in more than once, its subsequent calls are recorded as a separate vessel.
3. Within the reference period, a total of two hundred and twenty nine (229) sea going vessels were cleared at the port of Apia. Ninety five (95) vessels were excluded from the analysis because they do not have the required information. These vessels include Research / Naval, Yacht Cruise Ships and Fishing Vessels.
4. The one hundred and thirty four (134) international sea going vessels accepted for tabulation consisted of 63 Container Vessels (47.0% of total), 29 General Cargo Vessels (21.6% of total), 23 Mineral Oil Tankers (17.2% of total) and 19 Roll On/ Roll Off Vessels (14.2% of total). This is illustrated in Fig. 1 below.

**Fig.1**

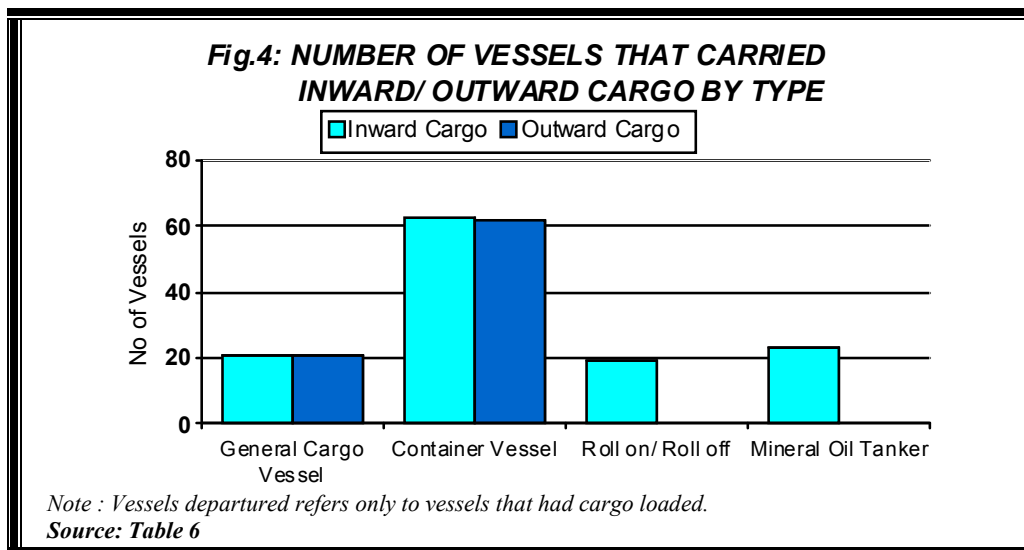
<i>Type of Vessel</i>	<b>Container Vessels</b>	<b>General Cargo Vessels</b>	<b>Mineral Oil Tanker</b>	<b>Roll On/ Roll Off</b>	<b>Total</b>
<b>Number of Vessels</b>	63	29	23	19	134
<b>Percentage</b>	47.0	21.6	17.2	14.2	100

*Source: Tables 1 and 2.*

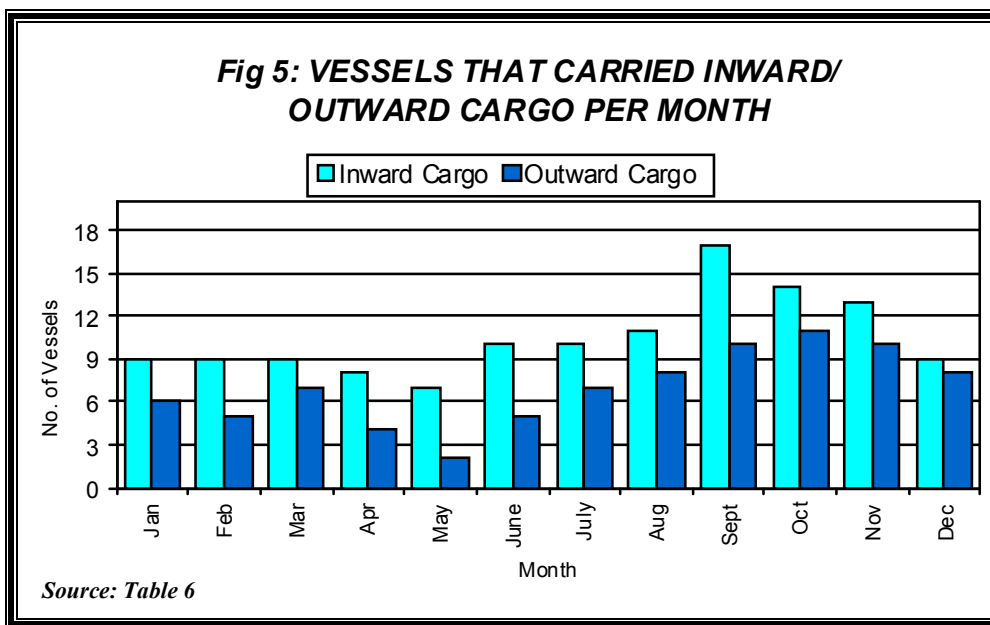
5. The analysis of cargo discharged at the port of Apia indicated that, 134 vessels discharged a combined total of 205,244 metric tonnes of cargo, of which 50.5 percent came from the Oceanic region (mostly from New Zealand and Fiji), 34 percent from Asia (mostly from Singapore and Korea), 10.1 percent from the American region (all from USA) and 5.4 percent from Europe (all from Netherlands).
6. By contrast, only Eighty three (83) vessels loaded a combined total of 50,530 metric tonnes of cargo, of which 92.7 percent were loaded for the Oceanic region (mostly to New Zealand and Tonga) and 7.3 percent to the American region (all to the USA). Figures 2 and 3 portray a graphical comparison of cargo discharged and loaded respectively at the port of Apia by region, within the reference period.



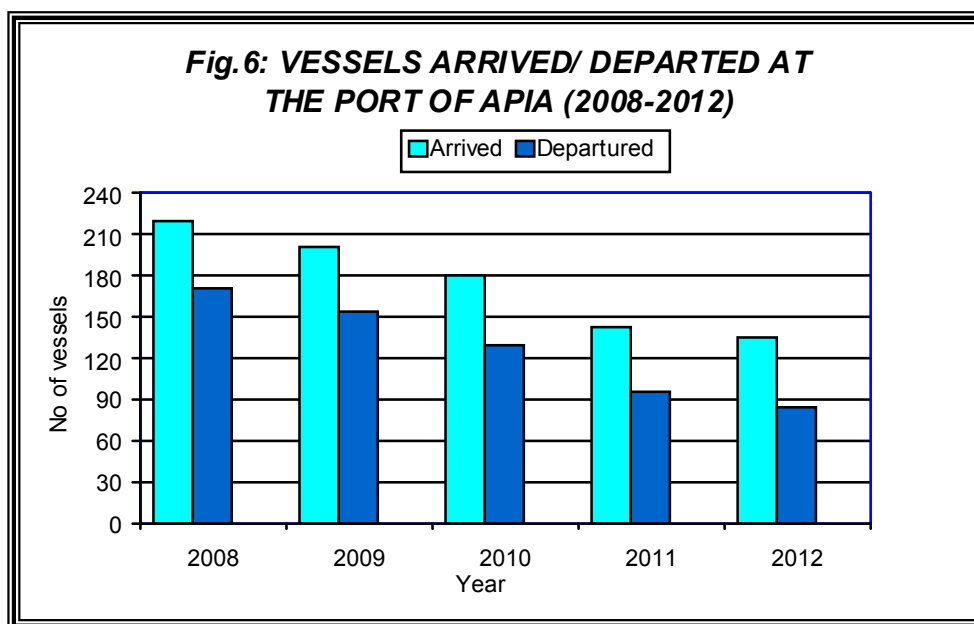
7. Of the one hundred and twenty six vessels (126) that brought inward cargo, only eighty three (83) vessels returned with outward cargo of which sixty two (62) were Container Vessels, twenty one (21) General Cargo Vessels. No Roll on/ Roll off vessel and Mineral Oil Tankers returned with any outward cargo. Fig. 4 depicts a clear comparison of vessels that carried inward and outward cargo for the year 2012.

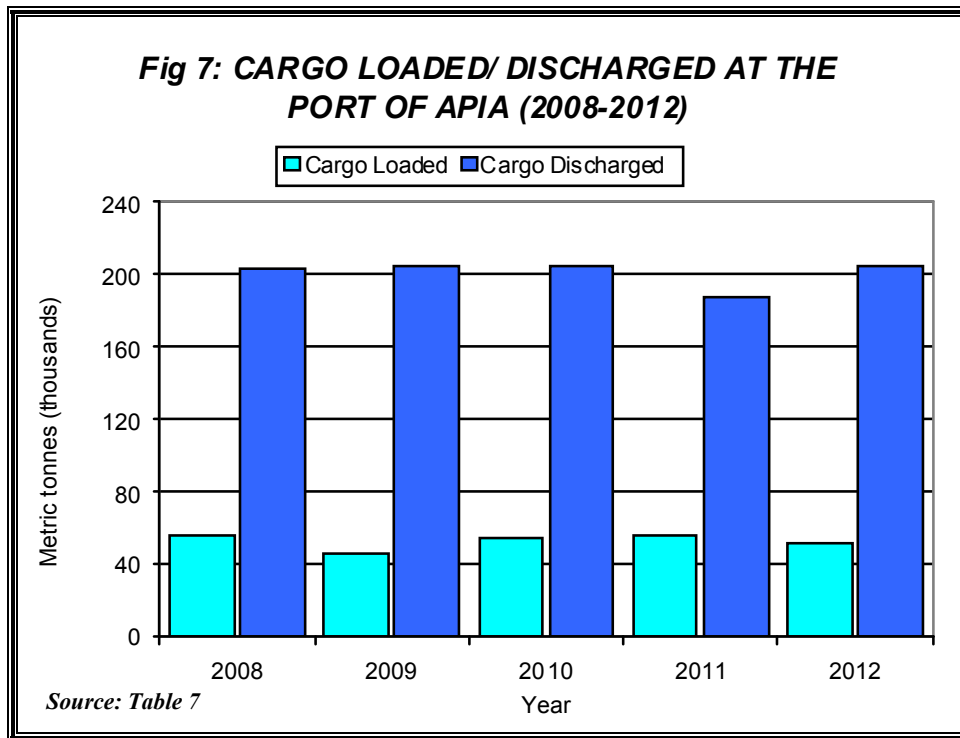


8. The number of vessels that carried inward cargo in each month of 2012 ranged from 7-17, while vessels that loaded outward cargo ranged from 2-10. This is graphically illustrated in Fig. 5.



9. The total number of international sea going vessels arrived and departed, and cargo loaded/ discharged at the port of Apia for the last 5 years are graphically presented respectively below in Fig 6 and Fig 7.





10. The attached tables 1-7 provides the reader with a more detailed analysis of international sea going vessels, and cargo loaded and discharged at the port of Apia within the reference period.
11. I would like to express my sincere gratitude and appreciation to all shipping agents, Stevedores and various government departments for their continuous support and cooperation, without which this report would not have been possible. A special word of thank you also goes to the SPA (Samoa Ports Authority) for their never-ending support in the provision of the necessary information's required for the compilation of this report. Any suggestions or comments that will assist in improving this report are mostly welcome.

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