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**Working Party on Shipbuilding
Sub-Group on Supply and Demand**

**COMPREHENSIVE INFORMATION SYSTEM ON SHIPBUILDING CAPACITY IN
1997**

Delegations are invited to send their replies to the Secretariat by 15 May 1998.

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**DATA FOR THE COMPREHENSIVE INFORMATION SYSTEM ON CAPACITY
IN 1996 AND 1997**

Data should be given for 1996 and 1997 (except if otherwise indicated). In responding to this questionnaire, Delegations are asked to note the attached Explanatory Notes, in which the definitions are given. They are also requested to follow the same definition over the years.

Country : _____

		1996	1997
I. Available national capacity of merchant shipbuilding		cgt	cgt
II. Merchant ships completed		cgt	cgt
III. Shipyards able to build merchant ships			
a) under 5 000 gt	no. of shipyards		
	no. of companies		
b) 5 000 gt and over	no. of shipyards		
	no. of companies		
c) share of the shipyards of 5 000 gt and over (*)		%	%
IV. Labour force			
a) Labour directly engaged		persons	persons
b) Sub-contractors working directly in the shipyards		persons	persons

(*) Percentage of the capacity of 5 000 gt and over in "available national capacity of merchant shipbuilding" (Column I).

INFORMATION TO BE PROVIDED BY ASSOCIATIONS

As it is the case on the demand side, where they provide the Working Party with information, industry associations (AWES, SAJ and others) are asked to provide, for the information of the Council Working Party, a list of companies and shipyards able to build merchant ships of 5 000 gt and over. This should include the number of docks/berths in each shipyard and the maximum size - in gross tons - of vessels that can be built in each dock/berth.

Associations are invited to send their information to the Secretariat of the Council Working Party by 15 May 1998 using the following format:

Companies and shipyards	Dock or berth	Maximum size of ships (gt)	
		1996	1997

EXPLANATORY NOTES

- In supplying the above figures, Delegations should take into account the notes below.
- Unless otherwise stated, all of the data should cover merchant seagoing ships of 100 gt and over, and be expressed in compensated gross tons.
- When data cannot be provided in line with the definitions in the questionnaire, Delegations should indicate the definition they use in their replies.

I. Available national capacity of merchant shipbuilding

"Available national capacity of merchant shipbuilding" is defined as follows:

The maximum capacity that can be utilised for building merchant seagoing ships, taking into account the physical possibilities and any legal or administrative limitation in shipbuilding.

Delegations are requested to indicate clearly where their national data differ from the above definition, in particular:

i) Is the 100 gt limit applicable?

If not, Delegations should give, in a note, an estimate (at least as a percentage of the total) of the capacity between 100 gt and their own limit.

ii) Are the OECD compensation coefficients used?

iii) Whether the available capacity of speciality yards is included in the figures (for instance: inland waterway vessels, offshore construction, naval shipbuilding, major ship-conversion, etc.).

Where legal or administrative limitations of the use of capacities do exist, Delegations should indicate these limitations in a note.

Further, Delegations may review the "quality" of the data which they will report on capacity, in light of the discussion of the Sub-Group on Supply and Demand at its meeting on 11 December 1995, and indicate any modifications which they will make as a result, in their response to the present questionnaire, together with the reasons for them.

II. Merchant ships completed

"Merchant ships completed" is defined as tonnage completed during the year.

When the data for the "available national capacity" do not represent all ships of 100 gt and over, Delegations are requested to give the data for ships corresponding to their capacity definition.

III. Shipyards able to build merchant ships

Delegations should provide data for all shipyards able to build merchant ships.

When data do not represent all shipyards able to build merchant ships as defined above, Delegations are requested to give the data for shipyards corresponding to their definition.

IV. Labour force

"Labour force" is defined as work force (blue and white collars) engaged in merchant shipbuilding as defined above.

If the definitions in the questionnaire are not applied, Delegations should indicate their own definition.

Delegations are requested to indicate if the labour force engaged in speciality work such as repairing, offshore building or naval work, is included.

As regards data on the number of people working as subcontractors in the shipyard, the Sub-Group on Supply and Demand, at its meeting on 11 December 1995, suggested that Delegations should indicate the reasons if they are unable to provide such data.