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1. Overview

From 1 January 2000, new legal requirements for providing statistical information concerning freight movements by sea to and from the UK came into force (see **section 2**). These will enable the UK to comply with the *EC Directive on statistical returns in respect of the carriage of goods and passengers by sea (95/64/EC)*. The necessary statistical information will be collected from ports, shipping lines and agents and this document is designed to assist those involved in supplying this information.

All maritime traffic is included within the scope of these new reporting requirements, whether foreign, coastwise or one-port. Statistics can be supplied in a number of different ways to suit the data supplier using any of the various available methods that are described in **section 3**. The level of detail to be provided depends on the size of the port for which the traffic is being reported (see **section 4**). Statistics have to be reported within 4 weeks of the end of the period to which they refer in the case of MSD2, 3 and 4 returns, 6 weeks in the case of MSD1 returns, and two months in the case of MSD5 returns, although data can be reported for various time periods as described in **section 5**.

Figure 1 summarises the reporting requirements for shipping lines and/or their agents. At major ports, reporting is based on form MSD1 as detailed in **section 11**. Some industry sectors have special reporting requirements; these are listed in **section 10**. For ports, data should be reported quarterly for major ports or annually for minor ports. **Figure 2** summarises the reporting requirements which are based on forms MSD2, MSD3, MSD4 and MSD5 as detailed in **sections 12, 13, 14 and 15**.

All data has to be submitted to the Department of Transport (DfT) via their appointed collecting agency, BMT Reliability Consultants. Each data supplier is to be assigned a password to use with the various electronic data submission methods in order to ensure that company commercial confidentiality is maintained.

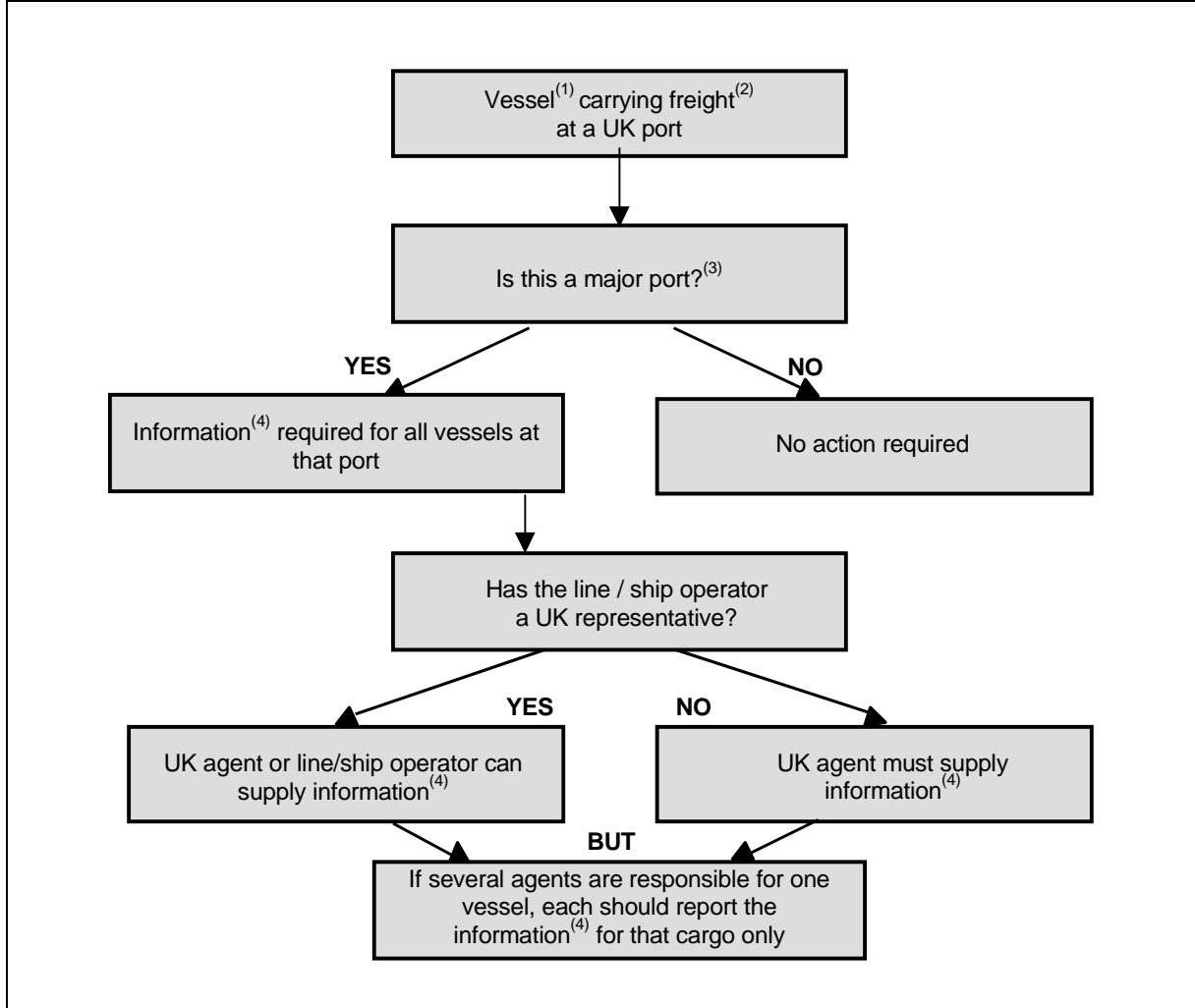
If you have any queries regarding these requirements then please contact DfT or the collecting agency – see **section 16**.

Other documents that data providers may find useful are:

- Background and Legal Basis;
- Data Provider Code Lists;
- ASCII Flat File User Guide;
- Internet Statistical Data Entry Software (iSDES);

These documents are available from the UK Maritime Statistics Data Providers' website, www.dft.gov.uk/UKmaritimestatistics, or can be obtained in printed format from the collecting agent.

Figure 1: Reporting requirements for ship operators and/or their UK agents



(1) See section 6

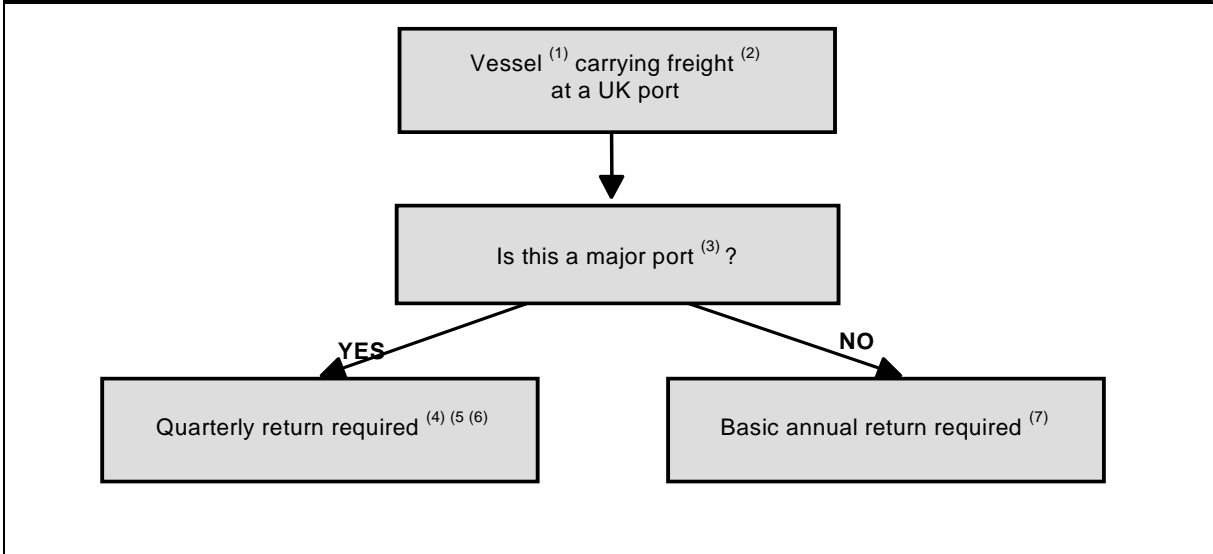
(2) See section 7

(3) See section 4

(4) See section 11

Freight movements return (form MSD1)

Figure 2: Reporting requirements for ports



(1) See **section 6**

(2) See **section 7**

(3) See **section 4**

(4) See **section 12**

Quarterly port traffic return of freight tonnages (form MSD2)

(5) See **section 13**

Quarterly port return of shipping lines and shipping agents (form MSD3)

(6) See **section 14**

Quarterly vessel return (form MSD4)

(7) See **section 15**

Annual port traffic return of freight tonnages (form MSD5)

2. Legal basis for the collection of statistics

Provision of the required data as specified in this document is mandatory under statutory instrument (S.I.)¹. This S.I. provides DfT with the powers to collect all the necessary information from any individual or business in the maritime transport sector or from any harbour authority.

Figures 1 and 2 set out where the responsibility lies for the various reporting activities. This should cover most circumstances, however for any particular situation which does not seem to be covered by these diagrams, or where any doubt at all exists, please contact the collecting agency or DfT for further advice.

In those cases where a single vessel has a number of manifesting agents, for example in the case of a consortia of container lines, each agent is required to make a full return for the cargo for which it is responsible.

In general, ship managers responsible for ship's husbandry and marine operation will not be required to supply data.

Although the collecting agency and DfT have developed a series of measures to remind or prompt companies whom it appears have not made a return as specified by these requirements, if companies persist in refusing to provide the necessary information there is the provision for a fine of up to £2,500 for each instance of non-reporting. Data providers must retain the source records used to derive the necessary statistics for their submissions for a period of 3 years.

For reporting traffic from 2000 onwards, the current requirement for UK port operators to submit the existing 'Return of Port Traffic', STATS04 (PS4) or STATS04 (PS4)A, will cease.

¹ The Statistical Returns (Carriage of Goods and Passengers by Sea) Regulations 1997 (S.I. No. 2330)

3. Methods of data submission

Various methods of data submission are available. All are available to ports and shipping lines and agents, except the Port Community System (PCS) option which is only available to shipping lines and agents in those ports where either the CNS or MCP systems are in operation.

In total, there are four data supply options. Whatever supply option data providers choose, reference should be made to **sections 10 to 15** for further details of how to complete the returns. Within all the options there is provision to make amendments in order to supersede an earlier submission.

3.1 PORT COMMUNITY SYSTEM (PCS)

If your manifest information is processed via a PCS (CNS or MCP) then your statistical return can be produced automatically by the PCS. In order to submit via this option you will need to make arrangements with your PCS provider who may make a charge for this service.

3.2 ASCII FLAT FILE

A flat file, in a format prescribed by DfT, can be generated and transmitted directly to the collecting agency. The full specification of the file is contained in a separate document – *The ASCII File User Guide* which is available from the collecting agency or can be downloaded from the UK Maritime Statistics Data Providers' web site at www.dft.gov.uk/UKmaritimestatistics

3.3 INTERNET STATISTICAL DATA ENTRY SOFTWARE (iSDES)

This internet based system has been specially produced to allow easy input of data which can be entered directly onto a web form using the standard internet browser Internet Explorer (version 6 or later of this browser is required). The information can then be submitted automatically to the collecting agency. Please contact the collecting agency for the link to the web site and details of your account which will be password protected for security. The web site can be accessed at

<http://iSDES.maritimestatistics.co.uk>

or via a link on the UK Maritime Statistics Data Providers' web site at

www.dft.gov.uk/UKmaritimestatistics

3.4 PAPER FORMS

Five different paper forms exist for supplying the relevant information. Form MSD1 is to be used by Shipping Lines or their Agents for their individual ship returns. Forms MSD2, MSD3 and MSD4 are to be used by 'Major' ports for their quarterly returns, whilst Form MSD5 is to be used by 'Minor' port for their annual return. Paper forms are only recommended for those data-suppliers without access to a PC or for those who will be making only small numbers of returns.

The paper forms should be completed and sent to the collecting agency via facsimile or by post. Please note that data can only be accepted on the official paper forms.

Examples of completed forms are given in **Appendix B**.

4. Definition of major and minor ports

Ports are defined as places having facilities for merchant ships to moor and to load or unload cargo. The reporting requirements are dependent on the level of traffic within a particular port area and for reporting purposes are classified as being either **major** or **minor ports**.

Detailed reporting by ports will be required at major ports, with only simple annual aggregate information required for minor ports. **Appendix A** gives a complete list of UK ports together with their classification. This classification can change from time to time and will be reviewed by DfT annually. Generally, major ports are defined as those with annual traffic of more than one million tonnes freight; however, some important ports with lower traffic levels may be classified as major ports, at the discretion of DfT.

Note that all terminals/piers/jetties within a major port are required to supply statistics, even though individually their annual traffic may not exceed one million tonnes.

If a port operator administers more than one port then separate returns for each port entity are required.

5. Frequency of reporting

It is permissible for shipping lines and agents to submit the required returns to cover various time periods. This can range from an individual trip return through to an aggregated return covering a specified quarter. Specifically, any of the options listed in **table 1** are acceptable.

Table 1: Possible frequencies of reporting

Reporting frequency	Description
Individual trip data	Relating to a specific movement
Daily data	Relating to a single day
Monthly data	Relating to a complete calendar month
Quarterly data	Relating to a complete calendar quarter (e.g. January to March, April to June etc.)

For ports' returns, data must be submitted on a calendar quarter basis for major ports or annually for minor ports.

Whichever frequency option is chosen, all information relating to the previous quarter must be supplied to the collecting agency within four weeks of the end of the quarter concerned in the case of MSD2, 3 and 4 returns, or six weeks of the end of the quarter for MSD1 returns. Please note that all these periods relate to calendar periods and that reporting based on other periods, for example financial years, is not acceptable.

For the purposes of reporting these statistics, it is the date of arrival at the reporting port for discharged cargoes and the date of departure at the reporting port for loaded cargoes that should be taken as the relevant date for all returns.

6. Vessel types to be included

All seagoing vessels² involved in the movement of goods or passengers on voyages undertaken wholly or partly at sea fall within the reporting requirements of all five forms.

There are a few exceptions to this. Certain types of vessels **are excluded from the reporting requirements** and therefore no data are required. Excluded vessel types are:

- Vessels of under 100 gross tonnes;
- Fish-catching vessels;
- Fish-processing vessels;
- Vessels for drilling and exploration;
- Tugs (*except those being used to transport cargo on deck or for pushing barges which are carrying cargo*);
- Pusher craft (*except those being used to transport cargo on deck or for pushing barges which are carrying cargo*);
- Research and survey vessels;
- Dredgers (*except for those involved in landing sea-dredged aggregates commercially*);
- Naval vessels;
- Any other vessel used solely for non-commercial purposes.

Shipping lines and agents do not need to complete a form MSD1 (or its equivalent if an electronic option is used) for passenger ships that are not carrying freight. It will however be necessary for ports to list the shipping line and agents of such ships on Form MSD3 and to include the vessel details on their MSD4 returns.

² Seagoing vessels are defined as being any vessel which does not navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or in areas where port regulations apply.

7. Traffic types to be included

All goods (except military cargoes) carried by seagoing vessels on voyages that are undertaken wholly or partly at sea, whether **foreign** or **coastwise**, are covered by the requirements. This includes goods being shipped to offshore installations and also goods being reclaimed from the seabed and unloaded in ports. It does not include bunkers and stores supplied to vessels.

For details of special reporting requirements for traffic with offshore installations and also for sea-dredged aggregate traffic, please see **section 10**.

All weights refer to those shown on the vessel manifest (or Bill of Lading) and should be reported in gross tonnes (i.e. the weight of goods plus immediate packaging, but excluding the tare weight of the unit, in the case of unitised traffic), to the nearest tonne. Empty containers and trailers therefore have zero gross weight. Weight is required for all categories of cargo with the exceptions of passenger cars, motorcycles and accompanying trailers/caravans (cargo type 52), and passenger buses (cargo type 53).

8. List of ports acting as collecting agents

Some port authorities have decided to supply all the required traffic information for their vessels. If you are a shipping line or agent you do not need to supply data for your vessels calling at these ports to the collecting agency. However, the port will still require information in some form and you should confirm this with the port directly.

The ports supplying information in this way are:

- Belfast
- Manchester Ship Canal

Any amendments or additions to this list will be notified to data providers as appropriate.

9. List of operators supplying all their own data

Some ship operators have decided to supply all the required traffic information for their vessels. If you are a shipping line or agent for one of these operators then you do not need to supply data for vessels operated by these companies. If you are a ship operator wishing to supply data on an aggregated basis for all your vessels engaged in UK trade, please contact the collecting agency for further information.

The operators supplying data in this way are:

- Atlantic Container Line (UK) Ltd.;
- Borchard Lines Ltd.;
- Brittany Ferries (UK) Ltd.;
- Coastal Container Line Ltd.;
- Cobelfret Ferries UK Ltd.;
- Condor Ferries Ltd.;
- Condor Ferries Freight
- Evergreen (UK) Limited;
- Gracechurch Container Line Ltd.;
- Hanson Aggregates Marine Ltd.;
- Irish Ferries Limited;
- Isle of Man Steam Packet Co. Ltd.;
- Lys Line (UK) Ltd.;
- Norfolkline Irish Sea Ferry Service
- Norfolk Line Ltd
- Orient Overseas Container Line (OOCL);
- P&O European Ferries (Irish Sea) Ltd.;
- P&O European Ferries (Portsmouth) Ltd.;
- P&O Ferrymasters Ltd.;
- P&O North Sea Ferries Ltd.;
- P&O Stena Line Ltd.;
- Sea-Cargo UK;
- SeaFrance;
- Seawheel Ltd.;

- Stena Line BV;
- United Marine Aggregates Ltd.;
- Wallenius Lines (UK) Ltd.

Any amendments or additions to this list will be notified to data providers as appropriate.

10. Special reporting requirements

10.1 TRAFFIC WITH OFFSHORE INSTALLATIONS

Traffic with offshore installations is included within the scope of these requirements, although movements of vessels for drilling and exploration are excluded. For the purposes of reporting traffic with offshore installations, the following types of vessels are therefore included:

- offshore support vessels (including tugs undertaking this work);
- tankers that have loaded at an offshore oil terminal.

See **section 6** for more information regarding the types of vessels covered by these requirements.

Movements must be reported for both outward trips to offshore installations and inwards to ports.

The following classifications of cargo should be used to report traffic:

- 11 'Liquefied gas';
- 12 'Crude oil';
- 19 'Other liquid bulk products' for drilling mud, waste products, etc.;
- 99 'Other general cargo and containers < 20ft' for non-ISO containers;
- 99 'Other general cargo and containers < 20ft' for pipes.

Other types of traffic should be recorded according to the relevant cargo classification. If you are unable to determine a suitable classification then you should contact the collecting agency for further guidance.

To distinguish between traffic from/to offshore installations in the UK sector of Continental Shelf (considered as a domestic movement) and those in foreign sectors (considered as an import/export movement), it has been necessary to amend the previous single code for this traffic (ZZOFS). Traffic between a UK sector offshore installation and a major port should now be reported with the port of loading/unloading code as **ZZOF1**. Traffic between an offshore installation in a foreign sector and a major port should now be reported with the port of loading/unloading code as **ZZOF2**. Mobile installations will also have these same codes when on station; however, when they are in port they will be considered as vessels. The previous port of loading/unloading code of **ZZOFS** is no longer valid.

Traffic from offshore installations to non-UK destinations should not be reported.

If you require any further guidance then you should contact the collecting agency.

10.2 SEA-DREDGED AGGREGATES

Commercial sea-dredged aggregates traffic is included within the scope of these requirements; the cargo classification for aggregates traffic is 'Other Dry Bulk' – code 29. All aggregates dredged from the seabed and unloaded at a UK port as a commercial cargo should be reported. Non-commercial dredging activities such as for channel maintenance are excluded from these reporting requirements, as long as the material is not sold. If this material is sold, then it should be reported and classified as above under code 29.

Only traffic being unloaded at UK ports should be reported.

To distinguish between aggregates dredged in the UK sector of the Continental Shelf and unloaded at UK ports (considered as a domestic movement) and aggregates dredged in foreign sectors and unloaded at UK ports (considered as an import movement) it has been necessary to amend the previous single code for this traffic (ZZAGG). Aggregates dredged from the UK offshore sector and unloaded at UK ports should be reported with the port of unloading as ZZAG1 and aggregates dredged from foreign sectors and unloaded at UK ports should be reported with the port of unloading as ZZAG2.

Material transported for the construction of sea defences should not be reported at the point of use. However, if the material was loaded at a port, then it would appear as outward traffic at that port.

If you require any further guidance then you should contact the collecting agency.

10.3 TIMBER, GAS AND OTHER COMMODITIES WHERE A GROSS WEIGHT IS NOT ALWAYS USED

Timber cargoes are sometimes reported using a cubic measure, for example standards or cubic metres; gas is sometimes measured in cubic metres. These units are not acceptable, and all non-tonnage measurements (irrespective of commodity) must be converted into metric tonnes for reporting purposes.

If you require any further guidance then you should contact the collecting agency.

10.4 CARGO CONSIGNED TO ORDER OR TO BE SOLD IN TRANSIT

Occasionally cargo is shipped without the port of destination being known. In these cases the 'unknown' port code **ZZ888** should be used. If the port does become known subsequently, then the data provider should submit an amendment to the form that carried this port code. Where the quantity of cargo is large then every effort must be made to ascertain the destination of such cargoes.

If you require any further guidance then you should contact the collecting agency.

10.5 SHIPPING OF ACCOMMODATION UNITS, RIGS ETC.

The reporting requirements for the movement of jackets, modules, sub-sea templates and accommodation units for use in the offshore oil and gas industry depend on the type of transport employed.

There is no requirement to make a return where the equipment is floated away from the port. If the equipment is loaded on board another vessel as cargo, whether on board a motorised barge, a dumb barge, or a semi-submersible heavy lift vessel, the normal reporting requirements will apply as for other types of cargo. Moreover, if any equipment is added or removed from a floating structure whilst in port (e.g. the addition of a new accommodation unit) then this should be recorded as cargo.

Where the item is offloaded into the sea, the port of unloading will be recorded as either **ZZOF1** or **ZZOF2**, depending on whether it is in the UK sector of the Continental Shelf or in foreign sectors.

Similar requirements exist for offshore oil and gas industry components being brought to the UK. Once again, a return should not be made if the item is floated into port, whereas it should if it is carried on board another vessel.

The cargo classification for jackets, modules, sub-sea templates and accommodation units is '99 - Other general cargo and containers <20ft'.

If you require any further guidance then you should contact the collecting agency.

10.6 REPORTING OF GROSS WEIGHTS FOR CONTAINER AND RO-RO TRAFFIC

In all instances it is required that gross weight of the cargoes are reported, relating to the gross weight of the goods themselves but excluding the tare weight of any carrying unit. The immediate packaging of the cargo should be included, for example its crating or the cartons in which it is packed, but so far as unitised cargo is concerned, the tare weight of the container or roll-on/roll-off unit should be excluded.

For ferry-bound road goods vehicles the tare weight of the truck (and any unitised container it may be carrying) should be excluded.

If you require any further guidance then you should contact the collecting agency.

EXPERIENCE SINCE DATA COLLECTION STARTED HAS INDICATED THAT THIS REQUIREMENT HAS BEEN OVERLOOKED BY SOME DATA PROVIDERS. PLEASE BE GUIDED ACCORDINGLY.

10.7 CARGO PORT OF ORIGIN/DESTINATION

In some trades it is the custom for one vessel to deliver the cargo on its ocean leg and for another (feeder) vessel to transport it from a 'hub' port to its final destination. For such transhipped cargoes, returns should record the relevant transshipment port as the port of loading/unloading and **not** the origin or ultimate destination port as it appears on the Bill of Lading. If you require any further guidance then you should contact the collecting agency.

10.8 LIVE ANIMAL CARGOES

Live animal cargoes should only be reported under cargo category 56 (Live Animals on the Hoof) if the animals physically walk onto or off the vessel. In all other cases, e.g. when transported in road goods vehicles or on trailers, the cargo should be reported according to the means of transport that was used.

If you require any further guidance then you should contact the collecting agency.

10.9 FISH CARGOES

Fish cargoes should only be reported if they are the cargo of a vessel, i.e., are containerised or being carried on a reefer vessel from/to a foreign port to/from the UK. This means that the vessel did not catch the fish nor is simply consolidating and transporting them from the fishing grounds to the UK.

If you require any further guidance then you should contact the collecting agency.

11. Freight movements return

to be completed by shipping lines and agents (form MSD1 or equivalent for electronic returns)

Table 2: Freight Movements Return - Item Definitions (MSD1)

Item	Content
Sender ID	Will be assigned by the collecting agency from code list A
Amending data (Yes/No)	Whether the return is being made to supersede a previous submission
Form reference	Sender's own internal reference
Shipping Line	Use code from code list A.1 (line/agent codes)
Ship's Agent	Use code from code list A.2 (line/agent codes)
Ship's Operator	Use code from code list A.1 (line/agent codes)
LR/IMO number	From Lloyds' Register or vessel owner
Call sign	From Lloyds' Register or vessel owner
Vessel name	Complete if LR/IMO number and call sign not available
Flag	Complete if LR/IMO number and call sign not available Use code from country/flag code list C
Year	For example – 2000, 2001, etc.
Quarter	Insert 1,2,3,4 as appropriate
Reporting port	Use UN-LOCODE from code list B (codes for ports of loading/unloading)
Direction	1=inwards 2=outwards
Port of loading/unloading	Use UN-LOCODE from code list B (codes for ports of loading/unloading)
Number of voyages	Number of voyages on this return

Code lists A, B and C can be obtained on paper from the collecting agency or downloaded from the UK Maritime Statistics Data Providers' website.

www.dft.gov.uk/UKmaritimestatistics

Code lists will be updated annually and additional codes can also be requested from the collecting agency.

11.1 PORT OF LOADING / UNLOADING

Port of loading/unloading, refers to the port at which the cargo was loaded on board or will be unloaded from the vessel that brings or takes it from the UK, not the reporting port. In the case of international traffic this will always be the foreign port. Where cargo is bound for or comes from an intermediate port, as in the case of feeder vessels, the reporting port is the port that the feeder vessel is going to or coming from rather than the port of ultimate origin or destination. Each port of loading/unloading requires a separate return.

If data are supplied by paper form, the form must be signed and dated.

11.2 SHIP'S AGENT, SHIPPING LINE AND SHIP'S OPERATOR

An explanation and definition of the requirements for Ship's Agent ID, Shipping Line ID and Ship's Operator ID are given in **table 3**:

Table 3: Explanations and definitions of requirements for ship's agent, shipping line and ship's operator			
Owner/Vessel Type	Ship's Agent ID	Shipping Line ID	Ship's Operator ID
UK/ Container	Unique code from code list A.2. Mandatory.	Unique code from code list A.1. Mandatory.	Unique code from code list A.1. Mandatory.
Foreign/ Container	Unique code from code list A.2. Mandatory.	Unique code from code list A.1. Mandatory.	Unique code from code list A.1. Mandatory.
UK/Others	Unique code from code list A.2. Mandatory.	Unique code from code list A.1. Optional if Shipping Operator ID is given.	Unique code from code list A.1. Optional if Shipping Line ID is given
Foreign/ Others	Unique code from code list A.2. Mandatory.	Code can only be XXX888 or NONE00. Optional if Shipping Operator ID is given.	Code can only be XXX888 or NONE00. Optional if Shipping Line ID is given.

'Owner' refers to office location of the vessel owner. Some foreign owners have registered offices in the UK in which case they are treated just the same as any UK company. A 'Foreign Owner' is one that does not have a UK office.

'Others' refers to all other ship types except cellular container.

Either of the codes 'XXX888' or 'NONE00' can be used in the Shipping Line ID box or Shipping Operator ID box to identify a foreign owned ship other than a cellular container ship.

Within the context of these reporting requirements, for a container vessel a shipping operator is considered to be the owner or charterer of the vessel, whereas a shipping line is a company that may have slot-chartered space on the vessel and be issuing their own bills of lading. Such a situation frequently occurs where a number of ship owners 'pool' their vessels on a particular route and utilise each others vessels for their own cargo. A differentiation between Shipping Line ID and Shipping Operator ID is mandatory for container ships and optional for other vessel types, although it is less likely to occur on other vessel types.

11.3 UNITISED TRAFFIC

Unitised traffic means traffic carried in units such as containers or trailers; it also includes particular roll-on/roll-off traffic such as trade cars. The number of units refers to number of cargo units (e.g. containers), not the number of vessels. This category includes containers loaded/unloaded from roll-on/roll-off vessels using a forklift truck.

Codes 31 – 34 are used for lift-on/lift-off freight containers of different lengths.

Codes 51 – 59 are used for roll-on/roll-off traffics that are self-propelled. Accompanied trailers are included in code 51 (note that an accompanied truck+trailer = one unit) and cars with passengers in code 52 (note that car+trailer/caravan = one unit). Passenger motorcycles are also classified as code 52. Trade cars are coded 54 and live animals as 56. Note that this latter code is only used for live animals which walk-on/walk-off the vessel, however live animals in an accompanied trailer would be coded as 51. Code 59 is a 'catch all' category to cover all other types of mobile self-propelled units not covered elsewhere in this group.

Codes 61 – 69 are used for roll-on/roll-off traffics that are not self-propelled. Unaccompanied freight trailers are coded 61 and other towed items (caravans, agricultural trailers etc.) are coded 62. Code 63 is reserved for rail wagons using rail ferries and trailers used for ship's convenience (for example MAFI trailers), where the trailer is only used on a port to port basis. In this case code 63 is used, irrespective of the type of cargo carried on the MAFI trailer. In particular, containers loaded onto MAFI trailers should be recorded as MAFI units rather than container units. Code 69 is a 'catch all' category to cover all other types of mobile non self-propelled units not covered elsewhere in this group.

11.4 NON-UNITISED TRAFFIC

Non-unitised traffic means traffic carried in bulk, homogenous shiploads or as break-bulk general cargo. 'Small' containers (length less than 20') are also included in this category.

Liquid bulk traffic means cargo normally pumped between vessel (tankers) and shore installations. LNG/LPG is coded 11, crude oil as 12, other oil products (for example fuels) as 13 and other non-oil bulk liquids, for example vegetable oils, as 19.

Dry bulk traffic means homogenous cargoes of solid material, normally handled by grab, suction, elevator or other mechanised methods. Ores such as iron ore (and iron and steel scrap) are coded 21, coal (and coke) is coded 22, agricultural products, for example grains or soya are coded 23 and any other dry bulk products would be coded 29. This latter category would include traffic such as cement and fertiliser.

Forestry products, including timber, paper and pulp, are coded 91 and all iron and steel products such as coil and strip are coded 92. Any other traffic is classified as *other general cargo*, including small containers of less than 20' in length and coded 99.

General cargo which is stuffed into containers for the ship's convenience should be recorded as container cargo.

11.5 SHORT-SHIPMENT

Where cargo manifested is not shipped, but is perhaps placed on another vessel, or other cases where manifests do not agree with actual cargo handled, it is the manifested quantity which should be reported.

12. Quarterly port traffic return of freight tonnages

to be completed by major ports (form MSD2 or equivalent for electronic returns)

Table 4: Quarterly port traffic return of freight tonnages - Item Definitions (MSD2)

Item	Content
Sender ID	Will be assigned by the collecting agency from code list A.3
Amending data (Yes/No)	Whether the return is being made to supersede a previous submission
Form reference	Sender's own internal reference
Year	For example – 2000, 2001 etc.
Quarter	Insert 1,2,3,4 as appropriate
Reporting port	Use UN-LOCODE from code list B (codes for ports of loading/unloading)

Code lists A and B can be obtained on paper from the collecting agency or downloaded from the UK Maritime Statistics Data Providers' website at www.dft.gov.uk/UKmaritimestatistics

Code lists will be updated annually and additional codes can also be requested from the collecting agency.

The gross weight of goods inwards and outwards is the total weight of all unitised and non-unitised cargo that has passed through the port. However, the tare weight (i.e. the weight of goods plus immediate packaging, but excluding the tare weight of the unit, in the case of unitised traffic), should be excluded. Also, the weight of passenger buses, passenger cars, motorcycles and accompanying trailers/caravans should be excluded.

The total number of units inwards and outwards should include all of the following categories of cargo:

- lift-on/lift-off containers;
- import/export motor vehicles;
- road goods vehicles with or without accompanying trailers;
- self-propelled and non-self-propelled roll-on/roll-off traffic, including unaccompanied road goods trailers and semi-trailers, unaccompanied caravans and other road, agricultural and industrial vehicles, rail wagons, shipborne port to port trailers and barges;
- livestock on the hoof;
- passenger buses, passenger cars, motorcycles and accompanying trailers/caravans (passengers contained within this category of vehicles should not be included).

If data are supplied by paper form, the form must be signed and dated.

13. Quarterly port return of shipping lines and shipping agents

to be completed by major ports (form MSD3 or equivalent for electronic returns)

Table 5: Quarterly port return of shipping lines and shipping agents - Item Definitions (MSD3)	
Item	Content
Sender ID	Will be assigned by the collecting agency from code list A.3
Amending data (Yes/No)	Whether the return is being made to supersede a previous submission
Form reference	Sender's own internal reference
Year	For example – 2000, 2001 etc.
Quarter	Insert 1,2,3,4 as appropriate
Reporting port	Use UN-LOCODE from code list B (codes for ports of loading/ unloading)
Shipping line or agent	List all lines/agents using your port. Use code from code list A.1 or A.2 (line/agent codes)

Code lists A and B can be obtained on paper from the collecting agency or downloaded from the UK Maritime Statistics Data Providers' website at www.dft.gov.uk/UKmaritimestatistics

Code lists will be updated annually and additional codes can also be requested from the collecting agency.

The shipping line and agents given should only be those active during the quarter covered by the return.

If data are supplied by paper form, the form must be signed and dated.

14. Quarterly vessel return

to be completed by Major ports (form MSD4 or equivalent for electronic returns)

Table 6: Quarterly vessel return - Item Definitions (MSD4)	
Item	Content
Sender ID	Will be assigned by the collecting agency from code list A.3
Amending data (Yes/No)	Whether the return is being made to supersede a previous submission
Form reference	Sender's own internal reference
Year	For example – 2000, 2001 etc.
Quarter	Insert 1,2,3,4 as appropriate
Reporting port	Use UN-LOCODE from code list B (codes for ports of loading/unloading)
LR/IMO number	From Lloyds' Register or vessel owner
Call sign	From Lloyds' Register or vessel owner Complete if LR/IMO number not available
Vessel name	Complete if LR/IMO number or call sign not available
Flag	Complete if LR/IMO number or call sign not available Use code from country/flag list C
Deadweight	Complete if LR/IMO number or call sign not available Tonnage from Lloyds' Register or vessel owner
Number of arrivals	Number of times the vessel has arrived in the reporting port in the period
Number of departures	Number of times the vessel has sailed from the reporting port in the period

Code lists A, B and C can be obtained on paper from the collecting agency or downloaded from the UK Maritime Statistics Data Providers' website at www.dft.gov.uk/UKmaritimestatistics

Code lists will be updated annually and additional codes can also be requested from the collecting agency.

In cases where a large number of vessels are to be reported, there is a follow-on form (MSD4 Supplementary) that is to be used and submitted along with the MSD4 form.

If data are supplied by paper form, the form(s) must be signed and dated.

15. Annual port traffic return of freight tonnages

to be completed by Minor ports (form MSD5 or equivalent for electronic returns)

Table 7: Annual port traffic return of freight tonnages - Item Definitions (MSD5)	
Item	Content
Sender ID	Will be assigned by the collecting agency from code list A.3
Amending data (Yes/No)	Whether the return is being made to supersede a previous submission
Form reference	Sender's own internal reference
Year	For example - 2000, 2001 etc.
Reporting port	Use UN-LOCODE from code list B (codes for ports of loading/unloading)

Code lists A and B can be obtained on paper from the collecting agency or downloaded from the UK Maritime Statistics Data Providers' website at www.dft.gov.uk/UKmaritimestatistics

Code lists will be updated annually and additional codes can also be requested from the collecting agency.

If data are supplied by paper form, the form must be signed and dated.

16. Contact details

DEPARTMENT FOR TRANSPORT:

Maritime Statistics Branch (SLAM1)
Department for Transport
Zone 2/29
Great Minster House
76 Marsham Street
London SW1P 4DR

Tel: 020 7944 4441

Fax: 020 7944 2165

E-mail: maritime.stats@dft.gsi.gov.uk

THE COLLECTING AGENCY:

Maritime Statistics Collection Agency
c/o BMT Reliability Consultants
12 Little Park Farm Road
Fareham
Hampshire
PO15 5SU

Tel: 01489 553290

Fax: 01489 553291

E-mail: help@maritimestatistics.co.uk

UK MARITIME STATISTICS DATA PROVIDERS' WEB SITE:

www.dft.gov.uk/UKmaritimestatistics

APPENDIX A

Ports list

Table A1: Ports list			
Port	Wharves	Definition of the port	Major port for freight
Aberdeen	Wharves within Aberdeen Harbour	Aberdeen Harbour	Yes
Appledore	Wharf at Appledore	Appledore Harbour	No
Ardrishaig	Wharf at Ardrishaig	Ardrishaig Harbour on Crinan Canal	No
Ayr	Wharves within Ayr Harbour	Ayr Harbour	No
Ballylumford	Wharves for power stations at Ballylumford and Kilroot	Ballylumford and Kilroot power station jetties	Yes
Barnstaple	Wharves at Yelland and Barnstaple	Barnstaple Harbour and Yelland	No
Barrow	Wharves within Barrow Harbour	Barrow Harbour (including Furness peninsula)	No
Barry	Wharves within Barry Harbour	Barry Harbour	No
Belfast	Wharves within Belfast Harbour	Belfast Harbour	Yes
Berwick	Wharves within Berwick Harbour	Berwick Harbour	No
Bideford	Wharves at Bideford	Bideford Harbour	No
Blyth	Wharves within Blyth Harbour	Blyth Harbour	No
Boston	Wharves within Boston Harbour	Boston Harbour	Yes
Bridgwater	Wharves on River Parrett	River Parrett	No
Brightlingsea	Brightlingsea Dock & St Osyth	Brightlingsea Creek	No
Bristol	About 40 wharves at Avonmouth and along River Avon	River Avon and Avonmouth	Yes
Buckie	Wharves within Buckie Harbour	Buckie Harbour	No
Burghead	Wharves within Burghead	Burghead Harbour	No
Cairnryan	Wharf within Cairnryan Harbour	Cairnryan Harbour, on Loch Ryan	Yes

Table A1: Ports list

Port	Wharves	Definition of the port	Major port for freight
Cardiff	Wharves within Cardiff Harbour	Cardiff Harbour	Yes
Charlestown	Wharf within Charlestown Harbour	Charlestown Harbour	No
Chichester	Wharves at Chichester and Langstone Harbours	Chichester and Langstone Harbours	No
Clyde	Wharves on River Clyde and Forth of Clyde, including Clydeport, Hunterston and Ardrossan, and those on Loch Fyne and Loch Long	River Clyde and Forth of Clyde	Yes
Colchester	Wharves on River Colne	River Colne	No
Coleraine	Wharves within Coleraine Harbour	Coleraine Harbour	No
Corpach	Wharf at Corpach	Corpach Harbour at south end of Caledonian Canal	No
Cowes	Wharves on River Medina	Cowes Harbour	No
Cromarty Firth	Wharves along Cromarty Firth, including Nigg and Invergordon	Cromarty Firth	Yes
Dartmouth	Wharves at Dartmouth, Kingswear and Totnes	River Dart	No
Dean Point	Wharf at Dean Point	Dean Point near Helston	No
Dover	Wharves within Dover Harbour	Dover Harbour	Yes
Dundee	Wharves within Dundee Harbour	Dundee Harbour on River Tay	Yes
Exmouth	Wharf at Exmouth	River Exe	No
Falmouth	Wharves at Falmouth Docks and within Falmouth Harbour	Falmouth Harbour (excluding Truro and Penryn on River Fal)	No
Fareham	Wharf at Fareham	Fareham Harbour	No
Felixstowe	Wharves within Felixstowe Harbour	Felixstowe Harbour	Yes
Fishguard	Wharf within Fishguard Harbour	Fishguard Harbour	Yes
Fleetwood	Wharves within Fleetwood Harbour	Fleetwood Harbour	Yes

Table A1: Ports list			
Port	Wharves	Definition of the port	Major port for freight
Folkestone	Wharves within Folkestone Harbour	Folkestone Harbour	No
Forth	Wharves along the Firth of Forth including Houndpoint, Grangemouth, Leith and Braefoot	Firth of Forth	Yes
Fosdyke Bridge	Wharf at Fosdyke Bridge	River Welland	No
Fowey	Wharves within Fowey Harbour	Fowey Harbour	Yes
Fraserburgh	Wharves within Fraserburgh Harbour	Fraserburgh Harbour	No
Garston	Wharves at Garston	Separate port on River Mersey	No
Girvan	Wharf within Girvan Harbour	Girvan Harbour	No
Glensanda	Wharf at Glensanda	Glensanda on Loch Linnhe	Yes
Gloucester & Sharpness	Wharves at Sharpness and Gloucester	River Severn upstream to Gloucester	No
Goole	Wharves at Goole Docks	Goole Docks on River Ouse	Yes
Great Yarmouth	Wharves within Great Yarmouth Harbour	Great Yarmouth Harbour	Yes
Grimsby & Immingham	Wharves at Grimsby and Immingham Harbours, including Killingholme	Grimsby and Immingham Harbours on south side of River Humber	Yes
Gweek	Wharf on River Helford	River Helford	No
Harwich	Wharves at Parkeston Quay, and Navyard Wharf	Harwich Harbours	Yes
Heysham	Wharves within Heysham Harbour	Heysham Harbour	Yes
Holyhead	Wharves at Holyhead and on Isle of Anglesey	Holyhead Harbour and Isle of Anglesey	Yes
Hull	Wharves at Hull including Salt End	Hull Harbour on north side of River Humber	Yes
Inverkeithing	Wharves at Inverkeithing Harbour	Inverkeithing Harbour	No

Table A1: Ports list

Port	Wharves	Definition of the port	Major port for freight
Inverness	Wharves within Inverness Harbour	Inverness Harbour	No
Ipswich	Wharves at Ipswich on River Orwell	Ipswich Harbour	Yes
Kilroot	Wharf at Kilroot	Kilroot Harbour	No
King's Lynn	Wharves within King's Lynn Harbour	King's Lynn Harbour	No
Lancaster	Wharves at Glasson Dock	Glasson Dock, Lancaster	No
Larne	Wharves within Larne Harbour	Larne Harbour	Yes
Lerwick	Wharves within Lerwick Harbour	Lerwick Harbour	No
Littlehampton	Wharf within Littlehampton Harbour	Littlehampton Harbour	No
Liverpool	Wharves along River Mersey, Seaforth Dock, Bromborough and Tranmere Oil Terminal, (excluding Garston and Manchester Ship canal)	River Mersey eastwards to and excluding Manchester Ship Canal and Garston	Yes
Llanddulas	Wharves at Llanddulas	Llanddulas	No
Lochaline	Wharf at Lochaline	Lochaline on Loch Aline	No
London	About 85 wharves on River Thames, including Coryton and Stanford-Le-Hope (oil refineries), Tilbury (including Port of Tilbury), Purfleet and Thames Europort (both ro/ro terminals), and Ford Motor Company at Dagenham.	The Port of London Authority area of the River Thames between Teddington and the North Sea (excluding the River Medway)	Yes
Londonderry	Wharves within Londonderry Harbour	Londonderry Harbour	Yes
Lowestoft	Wharves within Lowestoft Harbour	Lowestoft Harbour	No
Macduff	Wharves within Macduff Harbour	Macduff Harbour	No
Magheramorne	Wharf at Magheramorne	Magheramorne Harbour	No
Maldon	Wharves on River Blackwater	River Blackwater	No
Manchester	Wharves along Manchester Ship Canal	Manchester Ship Canal	Yes

Table A1: Ports list			
Port	Wharves	Definition of the port	Major port for freight
Medway	About 29 wharves, including those at Sheerness, Thamesport, Rochester, Chatham, Ridham Dock and Queenborough	Rivers Medway and Swale and their tributaries	Yes
Milford Haven	Wharves at Milford Haven, including Pembroke Dock and Pembroke port	Milford Haven	Yes
Mistley Quay	Wharf on River Stour	River Stour	No
Montrose	Wharves within Montrose Harbour	Montrose Harbour	No
Mostyn	Wharves within Mostyn Harbour	Mostyn Harbour	No
Neath	Wharves on River Neath	River Neath	No
Newhaven	Wharves within Newhaven Harbour	Newhaven Harbour	Yes
Newlyn	Wharves within Newlyn Harbour	Newlyn Harbour	No
Newport	Wharves on Alexandra Dock and on Rivers Usk	Alexandra Dock and Newport Harbour	Yes
Newport IOW	Wharf at Newport, IOW	River Medina, south of Cowes	No
Orkneys	All wharves on the Orkneys including Kirkwall, Flotta (oil terminal), Scapa Flow and Stromness	All harbours in Orkney islands	Yes
Padstow	Wharf at Padstow	Padstow Harbour	No
Par	Wharf at Par	Par Harbour	No
Penrhyn	Wharf within Port Penrhyn	Port Penrhyn	No
Penryn	Wharf at Penryn	River Fal above Falmouth	No
Penzance	Wharves within Penzance Harbour	Penzance Harbour	No
Perth	Wharves within Perth Harbour	Perth Harbour on River Tay	No
Peterhead	Wharves within the two Peterhead Harbours	Peterhead Harbours	Yes
Plymouth	Wharves at Millbay Docks and within Cattewater Harbour	Millbay Docks and Cattewater Harbour	Yes

Table A1: Ports list

Port	Wharves	Definition of the port	Major port for freight
Poole	Wharves within Poole Harbour	Poole Harbour	Yes
Port Askaig (Bunnabhain)	Wharves on Islay island	Islay island	No
Port Talbot	Wharves at Port Talbot	Port Talbot Harbour	Yes
Portrush	Wharf at Portrush	Portrush Harbour	No
Portsmouth	Wharves within Portsmouth Harbour	Portsmouth Harbour	Yes
Ramsgate	Wharves within Ramsgate Harbour	Ramsgate Harbour	Yes
River Ouse	Wharves on River Ouse, including Selby but excluding Goole	River Ouse excluding Goole	No
River Trent	Wharves on River Trent, including Kingsferry, Flixborough, Neap House and Gunness	River Trent	Yes
Rivers Hull & Humber	Wharves on River Hull and River Humber, including those at New Holland and Tetney (oil terminal)	River Hull and River Humber (excluding Hull and Grimsby and Immingham)	Yes
Rye	Wharf within Rye Harbour	Rye Harbour	No
Sandwich	Wharf at Richborough	River Stour	No
Scrabster	Wharf within Scrabster Harbour	Scrabster Harbour	No
Seaham	Wharves at Seaham Harbour	Seaham Harbour	No
Shoreham	Wharves within Shoreham Harbour	Shoreham Harbour	Yes
Shotton	Wharf on River Dee	River Dee	No
Silloth	Wharves within Silloth Harbour	Silloth harbour	No
Southampton	Wharves on Southampton Water and Rivers Itchen and Test, including Fawley and Hamble (oil refinery and terminal) and Southampton Container Terminals	Southampton Water, and Rivers Itchen and Test	Yes
Stornoway	Wharves within Stornoway Harbour	Stornoway Harbour	No

Table A1: Ports list			
Port	Wharves	Definition of the port	Major port for freight
Stranraer	Wharves at Stranraer	Stranraer Harbour, on Loch Ryan	Yes
Sullom Voe	Wharves in the Shetlands including Sullom Voe (oil terminal) and Scalloway but excluding Lerwick	All harbours in Shetland Isles except for Lerwick	Yes
Sunderland	Wharves within Sunderland Harbour	Sunderland Harbour	Yes
Sutton Bridge	Wharves at Sutton Bridge	Sutton Bridge on River Nene	No
Swansea	Wharves within Swansea Harbour	Swansea Harbour	Yes
Tees & Hartlepool	Wharves along River Tees, including Middlesbrough, Billingham and Redcar, and at Hartlepool Harbour	River Tees and Hartlepool Harbour	Yes
Teignmouth	Wharves within Teignmouth Harbour	Teignmouth Harbour	No
Torbay	Wharf at Torquay	Torquay Harbour	No
Troon	Wharves within Troon Harbour	Troon Harbour	No
Truro	Wharves at Truro	River Fal above Falmouth	No
Tyne	Wharves along River Tyne, including Newcastle	River Tyne	Yes
Wallasea	Wharves on River Crouch and River Roach	Rivers Crouch and Roach	No
Warrenpoint	Wharves within Warrenpoint Harbour	Warrenpoint Harbour	Yes
Watchet	Wharf within Watchet Harbour	Watchet Harbour	No
Wells	Wharves within Wells Harbour	Wells Harbour	No
Weymouth/Portland	Wharves within Weymouth Harbour and at Portland Port	Weymouth Harbour and Portland Port	No
Whitby & Scarborough	Wharves at Scarborough and Whitby	Whitby and Scarborough Harbours	No
Whitehaven	Wharf within Whitehaven Harbour	Whitehaven Harbour	No

Table A1: Ports list			
Port	Wharves	Definition of the port	Major port for freight
Whitstable	Wharves within Whitstable Harbour	Whitstable Harbour	No
Wick	Wharves within Wick Harbour	Wick Harbour	No
Wisbech	Wharves on River Nene excluding Sutton Bridge	River Nene excluding Sutton Bridge	No
Workington	Wharves within Workington Harbour	Workington Harbour	No

APPENDIX B

Sample forms

The following pages show examples of completed MSD1 paper-forms.

The first three are sample forms for a container ship calling at three separate ports on a journey to Southampton. It is necessary to complete separate forms for the cargo that is loaded at each of the ports of call, in this case Port Said, Marsaxlokk and Barcelona.

The next sample form is for a Ro-Ro ferry service from Calais to Dover. The form represents the total cargo carried on 50 such journeys.

The final sample form is for a general cargo vessel on a single journey from London to Hamburg.

SAMPLE FORM 1 : PORT SAID
Form MSD1:

**Freight Movement Return,
to be completed by Shipping Lines/Agents**

This is a statutory return collected under the Statistical Returns (Carriage of Goods and Passengers by Sea) Regulations 1997 (S.I. No. 2330).

Notes for guidance

This form should be completed in conjunction with the guidance notes entitled 'Port Traffic Statistics Requirements - Administrative Rules'.

Please:

- use Block Letters and black ink when answering the questions;
- use the appropriate codes in the boxes shown as
- complete sections 1, 2, 3, 6 and at least one of sections 4 and 5;
- for tonnages, please enter to nearest whole tonne.

For official use only

	Date	In'tl
Rec'd.		
Qty. Ck.		
Fl. Up	Y	N
F'bk		
D.P. Con't		
Ent'd		

1. Respondent details

Sender ID

Is this form being used to submit amended data to replace a previous submission? Yes No

If Yes, please use the same Form Reference as on the form that is being replaced

Form Reference
(max 8 characters)

2. Vessel details

Ship's Agent
(mandatory)

Shipping Line
(mandatory)

Ship's Operator
(mandatory for container ships, otherwise optional)

Lloyds Register Number (LRN)/ IMO Number

or Call Sign (if LRN not available)

If the LRN/IMO Number or Call Sign are not available, please provide:

Name of vessel

Flag of vessel

3. Traffic details

Year Quarter (1, 2, 3 or 4)

Reporting Port

Direction 1 = inwards; 2 = outwards Port of loading Port of unloading

Number of voyages represented by this return

continued overleaf

4. Breakdown of Unitised Traffic

Category	Description	Code	Number of units with cargo	Number of units without cargo	Total number of units	Gross weight of goods ¹ (Tonnes)
Containers	20' freight units	31				
	40' freight units	32				
	Freight units >20' & < 40'	33				
	Freight units >40'	34				
Roll-on/Roll-off (self-propelled)	Road goods vehicles with or without accompanying trailers	51				
	Passenger cars, motorcycles and accompanying trailers/caravans	52				
	Passenger buses	53				
	Import/Export motor vehicles	54				
	Live animals on the hoof	56				
	Other mobile self-propelled units	59				
Roll-on/Roll-off (non self-propelled)	Unaccompanied road goods trailers and semi-trailers	61				
	Unaccompanied caravans and other other road, agricultural and industrial vehicles	62				
	Rail wagons, shipborne port to port trailers & shipborne barges engaged in goods transport	63				
	Other mobile non self-propelled units	69				

¹ Excluding the tare weight of containers and ro-ro units.

5. Breakdown of Non-Unitised Traffic

Category	Type of cargo	Code	Gross weight of goods (Tonnes)
Liquid Bulk	Liquified gas	11	
	Crude oil	12	
	Oil products	13	
	Other liquid bulk products	19	
Dry Bulk	Ores	21	
	Coal	22	
	Agricultural products (eg grain, soya, tapioca)	23	
	Other dry bulk	29	
Other general cargo (inc containers <20'	Forestry products	91	
	Iron and steel products	92	
	Other general cargo & containers <20'	99	1000

6. Your details

Name:

Signature:

Company name and address:

Telephone:

Date:

Please return this completed form to:

Maritime Statistics Collection Agency, c/o BMT Reliability Consultants Limited
 Fareham, Hampshire, PO15 5SU Fax: 01489 553291

4. Breakdown of Unitised Traffic

Category	Description	Code	Number of units with cargo	Number of units without cargo	Total number of units	Gross weight of goods ¹ (Tonnes)
Containers	20' freight units	31				
	40' freight units	32				
	Freight units >20' & < 40'	33				
	Freight units >40'	34				
Roll-on/Roll-off (self-propelled)	Road goods vehicles with or without accompanying trailers	51				
	Passenger cars, motorcycles and accompanying trailers/caravans	52				
	Passenger buses	53				
	Import/Export motor vehicles	54				
	Live animals on the hoof	56				
	Other mobile self-propelled units	59				
Roll-on/Roll-off (non self-propelled)	Unaccompanied road goods trailers and semi-trailers	61				
	Unaccompanied caravans and other road, agricultural and industrial vehicles	62				
	Rail wagons, shipborne port to port trailers & shipborne barges engaged in goods transport	63				
	Other mobile non self-propelled units	69				

¹ Excluding the tare weight of containers and ro-ro units.

5. Breakdown of Non-Unitised Traffic

Category	Type of cargo	Code	Gross weight of goods (Tonnes)
Liquid Bulk	Liquified gas	11	
	Crude oil	12	
	Oil products	13	
	Other liquid bulk products	19	
Dry Bulk	Ores	21	
	Coal	22	
	Agricultural products (eg grain, soya, tapioca)	23	
	Other dry bulk	29	
Other general cargo (inc containers <20'	Forestry products	91	
	Iron and steel products	92	
	Other general cargo & containers <20'	99	1200

6. Your details

Name:

Company name and address:

Telephone:

Signature:

Date:

Please return this completed form to:

Maritime Statistics Collection Agency, c/o BMT Reliability Consultants Limited
Fareham, Hampshire, PO15 5SU Fax: 01489 553291

SAMPLE FORM 3 - BARCELONA

Department for
Transport

Form MSD1:

**Freight Movement Return,
to be completed by Shipping Lines/Agents**

This is a statutory return collected under the Statistical Returns (Carriage of Goods and Passengers by Sea) Regulations 1997 (S.I. No. 2330).

Notes for guidance

This form should be completed in conjunction with the guidance notes entitled 'Port Traffic Statistics Requirements - Administrative Rules'.

Please:

- use Block Letters and black ink when answering the questions;
- use the appropriate codes in the boxes shown as
- complete sections 1, 2, 3, 6 and at least one of sections 4 and 5;
- for tonnages, please enter to nearest whole tonne.

For official use only

	Date	In'tl
Rec'd.		
Qty. Ck.		
Fl. Up	Y	N
F'bk		
D.P. Con't		
Ent'd		

1. Respondent details

Sender ID

Is this form being used to submit amended data to replace a previous submission? Yes No

If Yes, please use the same Form Reference as on the form that is being replaced

Form Reference
(max 8 characters)

2. Vessel details

Ship's Agent
(mandatory)

Shipping Line
(mandatory)

Ship's Operator
(mandatory for container ships, otherwise optional)

Lloyds Register Number (LRN)/ IMO Number

or Call Sign (if LRN not available)

If the LRN/IMO Number or Call Sign are not available, please provide:

Name of vessel

Flag of vessel

3. Traffic details

Year

Quarter (1, 2, 3 or 4)

Reporting Port

Direction 1 = inwards; 2 = outwards Port of loading; Port of unloading

Number of voyages represented by this return

continued overleaf

4. Breakdown of Unitised Traffic

Category	Description	Code	Number of units with cargo	Number of units without cargo	Total number of units	Gross weight of goods ¹ (Tonnes)
Containers	20' freight units	31				
	40' freight units	32				
	Freight units >20' & < 40'	33				
	Freight units >40'	34				
Roll-on/Roll-off (self-propelled)	Road goods vehicles with or without accompanying trailers	51				
	Passenger cars, motorcycles and accompanying trailers/caravans	52				
	Passenger buses	53				
	Import/Export motor vehicles	54				
	Live animals on the hoof	56				
	Other mobile self-propelled units	59				
Roll-on/Roll-off (non self-propelled)	Unaccompanied road goods trailers and semi-trailers	61				
	Unaccompanied caravans and other other road, agricultural and industrial vehicles	62				
	Rail wagons, shipborne port to port trailers & shipborne barges engaged in goods transport	63				
	Other mobile non self-propelled units	69				

¹ Excluding the tare weight of containers and ro-ro units.

5. Breakdown of Non-Unitised Traffic

Category	Type of cargo	Code	Gross weight of goods (Tonnes)
Liquid Bulk	Liquified gas	11	
	Crude oil	12	
	Oil products	13	
	Other liquid bulk products	19	
Dry Bulk	Ores	21	
	Coal	22	
	Agricultural products (eg grain, soya, tapioca)	23	
	Other dry bulk	29	
Other general cargo (inc containers <20'	Forestry products	91	
	Iron and steel products	92	
	Other general cargo & containers <20'	99	1000

6. Your details

Name:

Company name and address:

Telephone:

Signature:

Date:

Please return this completed form to:

Maritime Statistics Collection Agency, c/o BMT Reliability Consultants Limited
 Fareham, Hampshire, PO15 5SU Fax: 01489 553291

SAMPLE FORM 4 - RO-RO

Department for
Transport

Form MSD1:

**Freight Movement Return,
to be completed by Shipping Lines/Agents**

This is a statutory return collected under the Statistical Returns (Carriage of Goods and Passengers by Sea) Regulations 1997 (S.I. No. 2330).

Notes for guidance

This form should be completed in conjunction with the guidance notes entitled 'Port Traffic Statistics Requirements - Administrative Rules'.

Please:

- use Block Letters and black ink when answering the questions;
- use the appropriate codes in the boxes shown as
- complete sections 1, 2, 3, 6 and at least one of sections 4 and 5;
- for tonnages, please enter to nearest whole tonne.

For official use only

	Date	In'tl
Rec'd.		
Qty. Ck.		
Fl. Up	Y	N
F'bk		
D.P. Con't		
Ent'd		

1. Respondent details

Sender ID

If Yes, please use the same Form Reference as on the form that is being replaced

Is this form being used to submit amended data to replace a previous submission? Yes No

Form Reference (max 8 characters)

2. Vessel details

Ship's Agent
(mandatory)

Shipping Line
(mandatory)

Ship's Operator
(mandatory for container ships, otherwise optional)

Lloyds Register Number (LRN)/IMO Number

or

Call Sign (if LRN not available)

If the LRN/IMO Number or Call Sign are not available, please provide:

Name of vessel

Flag of vessel

3. Traffic details

Year

Quarter (1, 2, 3 or 4)

Reporting Port

Direction 1 = inwards; 2 = outwards Port of loading Port of unloading

Number of voyages represented by this return 50

continued overleaf

4. Breakdown of Unitised Traffic

Category	Description	Code	Number of units with cargo	Number of units without cargo	Total number of units	Gross weight of goods ¹ (Tonnes)
Containers	20' freight units	31				
	40' freight units	32				
	Freight units >20' & < 40'	33				
	Freight units >40'	34				
Roll-on/Roll-off (self-propelled)	Road goods vehicles with or without accompanying trailers	51	10	1	11	500
	Passenger cars, motorcycles and accompanying trailers/caravans	52				
	Passenger buses	53				
	Import/Export motor vehicles	54				
	Live animals on the hoof	56				
	Other mobile self-propelled units	59				
Roll-on/Roll-off (non self-propelled)	Unaccompanied road goods trailers and semi-trailers	61				
	Unaccompanied caravans and other other road, agricultural and industrial vehicles	62				
	Rail wagons, shipborne port to port trailers & shipborne barges engaged in goods transport	63				
	Other mobile non self-propelled units	69				

¹ Excluding the tare weight of containers and ro-ro units.

5. Breakdown of Non-Unitised Traffic

Category	Type of cargo	Code	Gross weight of goods (Tonnes)
Liquid Bulk	Liquified gas	11	
	Crude oil	12	
	Oil products	13	
	Other liquid bulk products	19	
Dry Bulk	Ores	21	
	Coal	22	
	Agricultural products (eg grain, soya, tapioca)	23	
	Other dry bulk	29	
Other general cargo (inc containers <20'	Forestry products	91	
	Iron and steel products	92	
	Other general cargo & containers <20'	99	

6. Your details

Name:

Company name and address:

Telephone:

Signature:

Date:

Please return this completed form to:

Maritime Statistics Collection Agency, c/o BMT Reliability Consultants Limited
 Fareham, Hampshire, PO15 5SU Fax: 01489 553291

SAMPLE FORM 5- LONDON TO
HAMBURG

Department for
Transport

Form MSD1:

**Freight Movement Return,
to be completed by Shipping Lines/Agents**

This is a statutory return collected under the Statistical Returns (Carriage of Goods and Passengers by Sea) Regulations 1997 (S.I. No. 2330).

Notes for guidance

This form should be completed in conjunction with the guidance notes entitled 'Port Traffic Statistics Requirements - Administrative Rules'.

Please:

- use Block Letters and black ink when answering the questions;
- use the appropriate codes in the boxes shown as
- complete sections 1, 2, 3, 6 and at least one of sections 4 and 5;
- for tonnages, please enter to nearest whole tonne.

For official use only

	Date	In'tl
Rec'd.		
Qty. Ck.		
Fl. Up	Y	N
F'bk		
D.P. Con't		
Ent'd		

1. Respondent details

Sender ID

Is this form being used to submit amended data to replace a previous submission? Yes No

If Yes, please use the same Form Reference as on the form that is being replaced

Form Reference
(max 8 characters)

2. Vessel details

Ship's Agent
(mandatory)

Shipping Line
(mandatory)

Ship's Operator
(mandatory for container ships, otherwise optional)

Lloyds Register Number (LRN)/IMO Number

or

Call Sign (if LRN not available)

If the LRN/IMO Number or Call Sign are not available, please provide:

Name of vessel

Flag of vessel

3. Traffic details

Year

Quarter (1, 2, 3 or 4)

Reporting Port

Direction 1 = inwards; 2 = outwards Port of loading Port of unloading

Number of voyages represented by this return

continued overleaf

4. Breakdown of Unitised Traffic

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	Passenger cars, motorcycles and accompanying trailers/caravans	52				
	Passenger buses	53				
	Import/Export motor vehicles	54				
	Live animals on the hoof	56				
	Other mobile self-propelled units	59				
Roll-on/Roll-off (non self-propelled)	Unaccompanied road goods trailers and semi-trailers	61				
	Unaccompanied caravans and other road, agricultural and industrial vehicles	62				
	Rail wagons, shipborne port to port trailers & shipborne barges engaged in goods transport	63				
	Other mobile non self-propelled units	69				

¹ Excluding the tare weight of containers and ro-ro units.

5. Breakdown of Non-Unitised Traffic

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	Other dry bulk	29	
Other general cargo (inc containers <20'	Forestry products	91	1 000
	Iron and steel products	92	
	Other general cargo & containers <20'	99	

6. Your details

Name:

Company name and address:

Telephone:

Signature:

Date:

Please return this completed form to:

Maritime Statistics Collection Agency, c/o BMT Reliability Consultants Limited
Fareham, Hampshire, PO15 5SU Fax: 01489 553291