

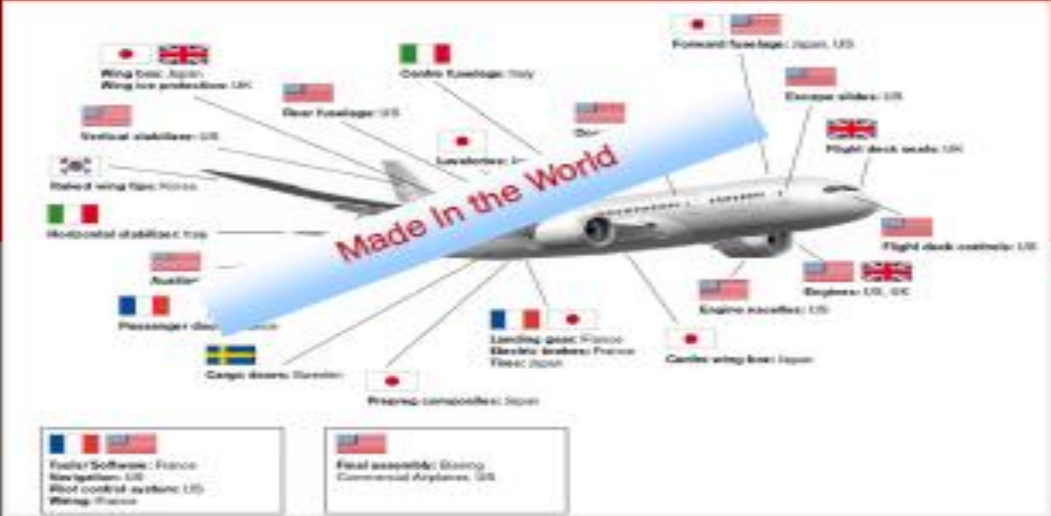
Thematic Area 1

*The World Economy at a Glance:
Globalization, International Trade and
Shipping*

MSc in ISFM

Made In the World Initiative (MIWI)

A Paradigm Shift to Analyzing Trade



World Trade Organization

Source: Misra & Misra (2013)

Boeing 787 Dreamliner

AIRBUS Production: ... Moves to the USA (!)

AIRBUS INDUSTRIES PRESS RELEASE, 29 MAY 2015

Wings, Tail, Fuselage Sections Depart Port of Hamburg Bound for Mobile, Alabama, U.S.A.

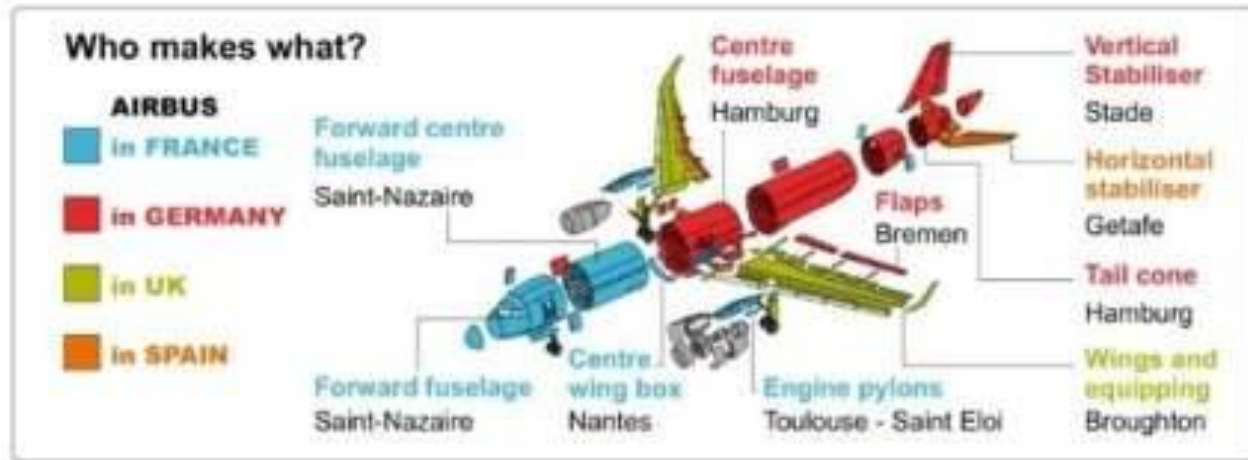
“.....Airbus A320 family aircraft production in the U.S. is on schedule to begin this summer as the large aircraft components for **the first U.S.-produced aircraft** today depart from the port in Hamburg, Germany, bound for Mobile, Alabama.

.....**The major component assemblies consist of:** the wings produced in the UK, the rear fuselage section produced in Germany including the tail cone, produced in Spain, and the forward fuselage section, including the cockpit produced in France, **all of which contain parts from all over the world**. Also, the horizontal (from Spain) and vertical (from Germany) stabilizers are on board. ..”

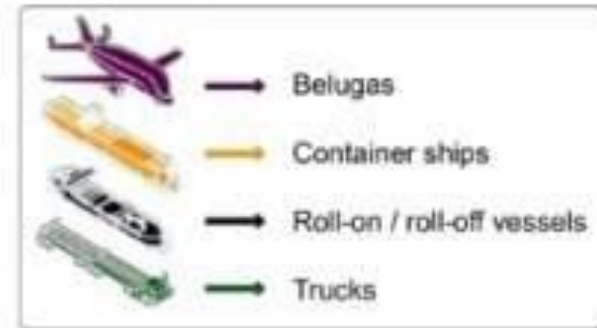
Airbus established the Airbus U.S. Manufacturing Facility in Mobile to assemble and deliver A319, A320 and A321 aircraft to meet the growing needs of its customers in the United States and elsewhere. **It is the company's first U.S.-based production facility, and the fourth in the network which includes Toulouse, France; Hamburg, Germany; and Tianjin, China.**

AIRBUS 320/380: Who makes What

A320 Family workshare + transport



Operations in seven countries, three continents, 24 hours a day



Today's Globalized Toy

Topper the Trick Terrier is a robotic dog that can talk and stand on its head. But the real trick is where its parts come from. This year 75,000 copies of the dog were made by Qualiman Industrial Co. in Nanhai, China for a Li & Fung American customer, the Original San Francisco Toymakers. It sells for \$29.99 in the U.S.

PLASTIC EYES:
Shenzhen, China

PLASTIC BODY:
Malaysia
**MICROFIBER FABRIC
FOR COAT:**
Korea

MOTOR FOR LEGS:
Shaoguan, China
PLASTIC LEGS:
Taiwan

**VOICE-RECOGNITION
REQUIREMENTS:**
San Francisco
**VOICE-RECOGNITION
PROGRAMMING:** Taiwan

SPEAKER FOR TOY'S VOICE:
Dongguan, China

TRANSISTORS: Shenzhen, China
IC CHIPS: Taiwan
WIRING: Dongguan, China
PACKAGING: Hong Kong

Sources: Qualiman Industrial Co. Ltd.; Li & Fung.



Design: California, USA

*Moulds, paint
pigments: USA*

*Assembly: Indonesia
and Malaysia*

Marketing: USA



Nylon hair: Japan

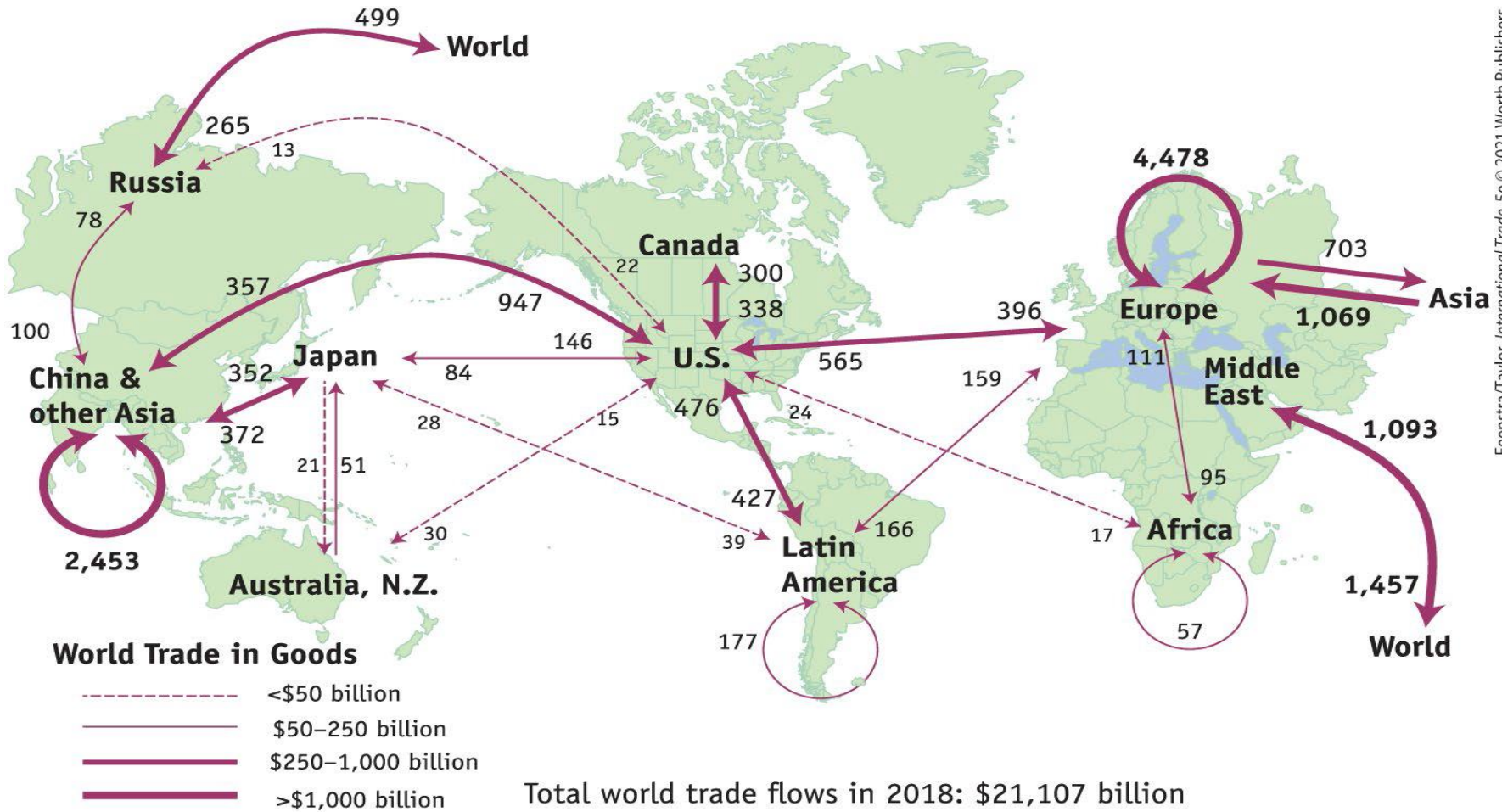
*Body material:
Taiwan*

Clothing: China

*Quality testing:
USA*

Global Process for Producing a Barbie doll

Map of World Trade (\$billions, 2018)



INTRODUCTORY REMARKS: Globalization, International Trade and Shipping

- It may seem obvious to say that, today, we live in a **global world**. **International trade** among all the nations and regions of the world is nothing new
- A new era of **global interdependence** from which there can be no turning back
- **National boundaries offer little impediment to multinational corporations**
- Cars with far-eastern brands (Toyota, Nissan, Kia) are not only sold but also assembled in Europe; European brands are assembled and sold in North America; Western companies invest millions of dollars in Asia and the Far-East and the strategy and investment decisions they make can affect millions of people all over the world.

Globalization, International Trade and Shipping

- **The high-flyers of the business world** cross oceans in just hours, communicate by e-mail and mobile phones
- In the **financial markets**, brokers and traders throw off the constraints of time zones and distance and access the world markets via computer. Industries, e.g., **computer software, media and fashion have no obvious geographical dimension and recognize no physical boundaries**
- In today's consumer world, the **same brands** are recognized, understood and valued all over the world, e.g., Coca-Cola, McDonalds, Zara, Ikea,

Globalization, International Trade and Shipping

- International trade has evolved to the point where almost no nation can be fully self-sufficient (**Autarkic**)
- **Every country** is involved, at one level or another, in the process of selling what it produces and acquiring what it lacks: **none can be dependent only on its domestic resources**
- **Global trade** fosters the interdependency and inter-connectivity between people who would previously have considered themselves completely unconnected
- **The potential benefits:** Accelerated growth and prosperity; skills and technology more evenly dispersed; individuals and countries take advantage of previously unimagined economic opportunities

Globalization, International Trade and Shipping

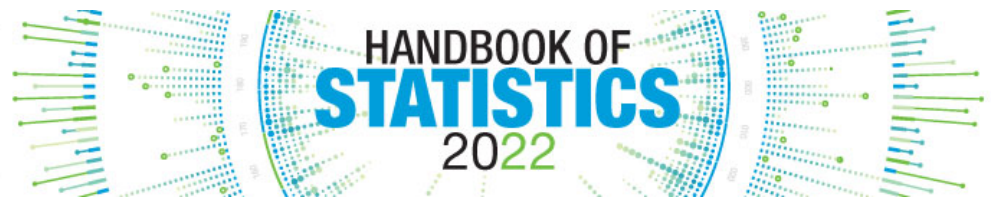
- This “global” economy simply could not function if it were not for ships and the shipping industry, and vice-versa
- **Shipping is the interconnecting factor of the global economy:** without it, intercontinental trade, the bulk transport of raw materials and the import/export of affordable food and manufactured goods would simply not be possible
- **More than 90 per cent of global trade is carried by sea**

Globalization, International Trade and Shipping

- **World seaborne trade**, i.e. the amount of goods actually loaded aboard ships have increased considerably since the 70's. and in 2008, reached **8.2 billion tons** of goods loaded
- **Shipping is not immune to economic downturns.** In 2009 witnessed the worst global recession in over seven decades and the sharpest decline in the volume of global merchandise trade (**7.8 billion tons in 2009**)
- **Over 80 percent of global merchandise trade by volume and more than 70 percent of its value is carried by the international shipping industry** (UNCTAD, 2018).



UNCTAD



MERCHANDISE TRADE ▾



TRADE IN SERVICES ▾



ECONOMIC TRENDS ▾



POPULATION ▾



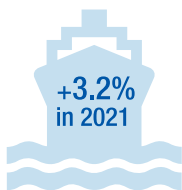
MARITIME TRANSPORT ▾

MARITIME TRANSPORT

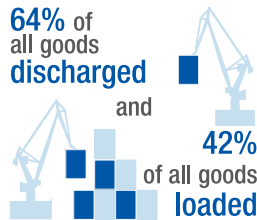
World seaborne trade



Seaborne trade
jumped by 3.2% in 2021



64% of all goods
discharged
and
42% of all goods
loaded
in **Asian** seaports



Developing
economies' **share**
of **seaborne** trade
imports **stood at 61%**
in 2021



Developed
economies' **seaborne**
trade **balance** was

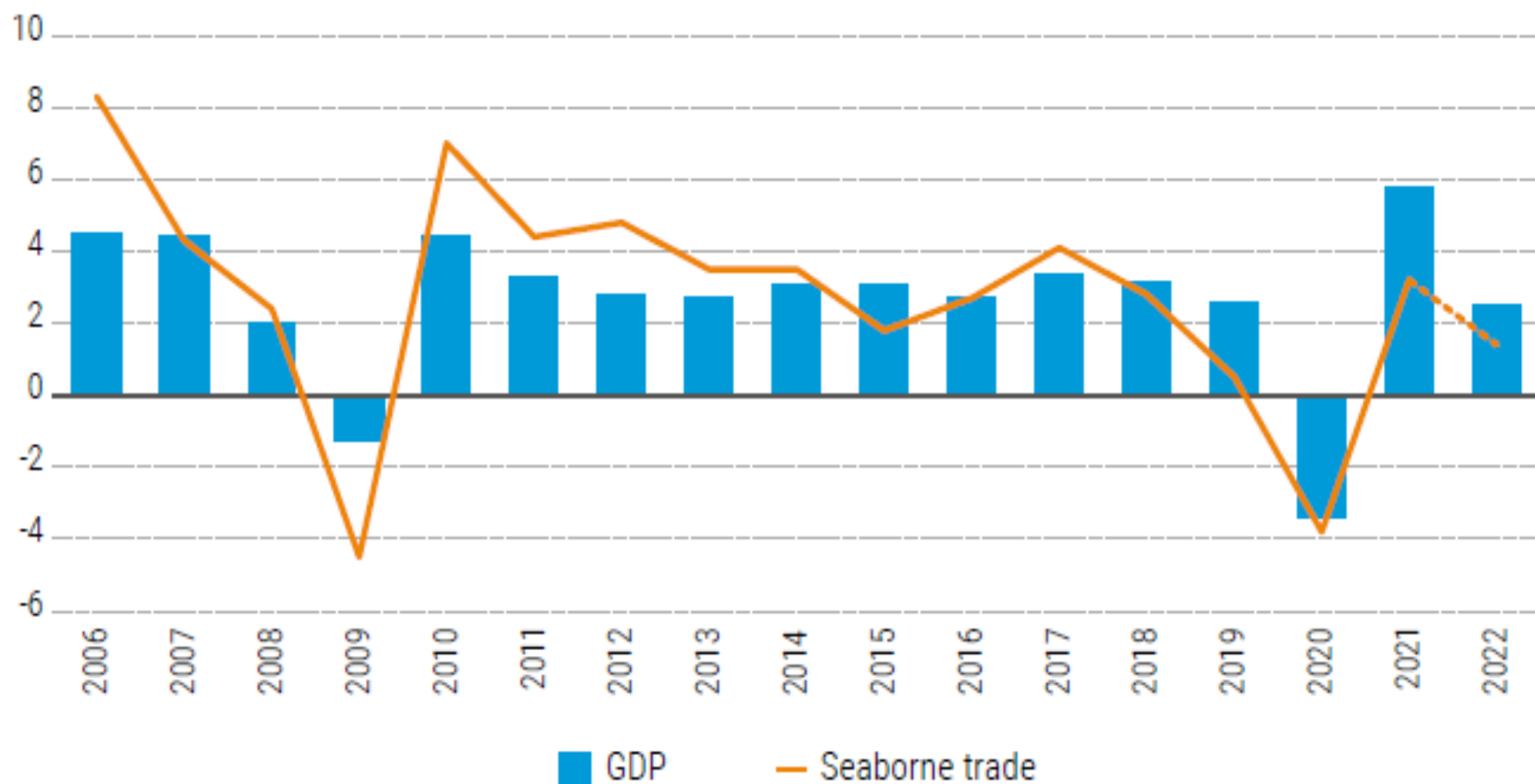
+658 million tons
in 2021



Map 1. Tonnage loaded and discharged, 2021

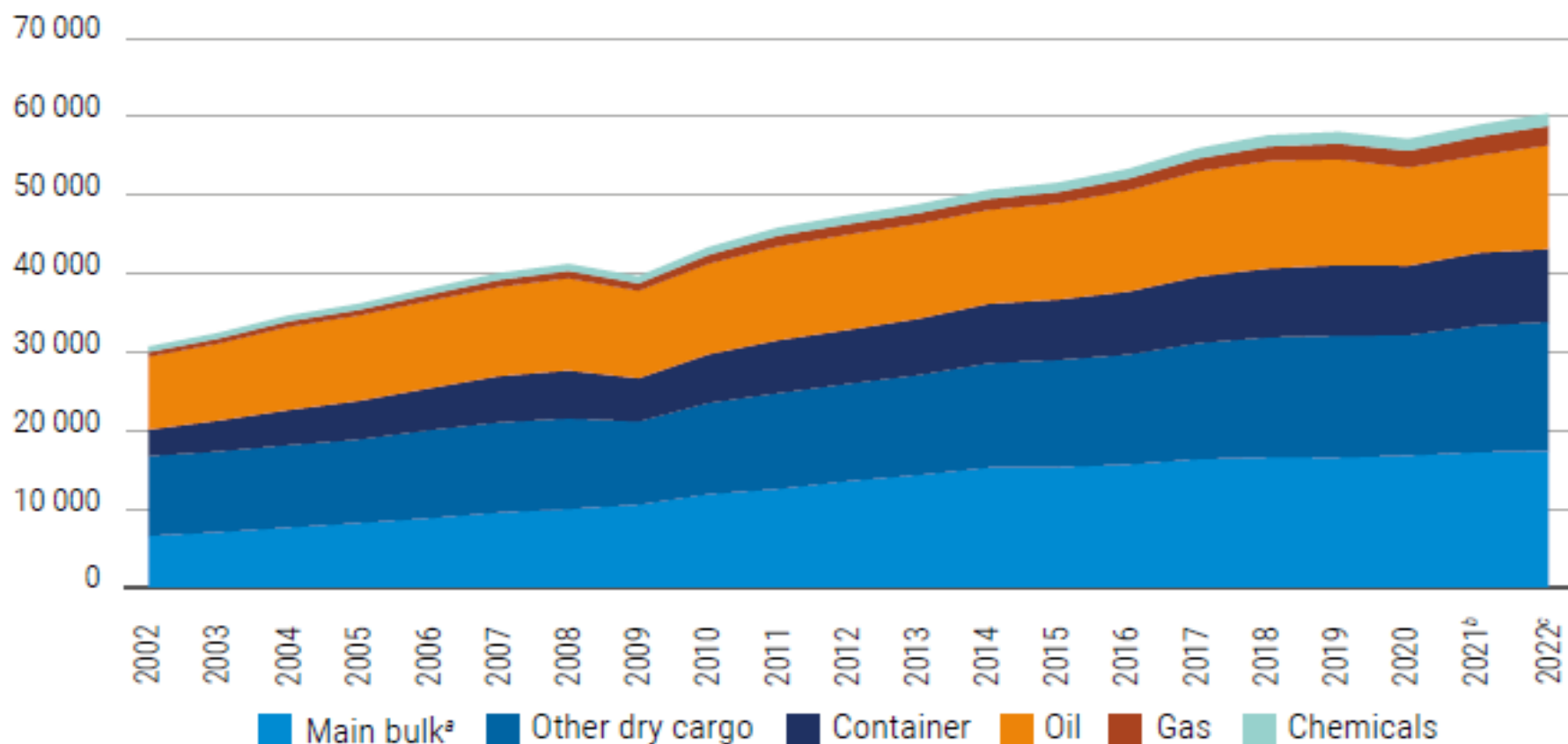
(Billions of metric tons)

Figure 1.1 International maritime trade and global output, selected years
(percentage annual change)



Source: UNCTAD secretariat, based on UNCTADstat data and *Review of Maritime Transport*, various issues. GDP figure for 2022 based on table 1.1, World Output Growth, 1991–2023, UNCTAD Trade and Development Report 2022.

Figure 1.2 International maritime trade, billions of cargo ton-miles, 2002–2022



Source: UNCTAD secretariat, based on estimates from Clarksons Research (Clarksons Research, 2022b).

^a Includes iron ore, grain, coal, bauxite/alumina, and phosphate.

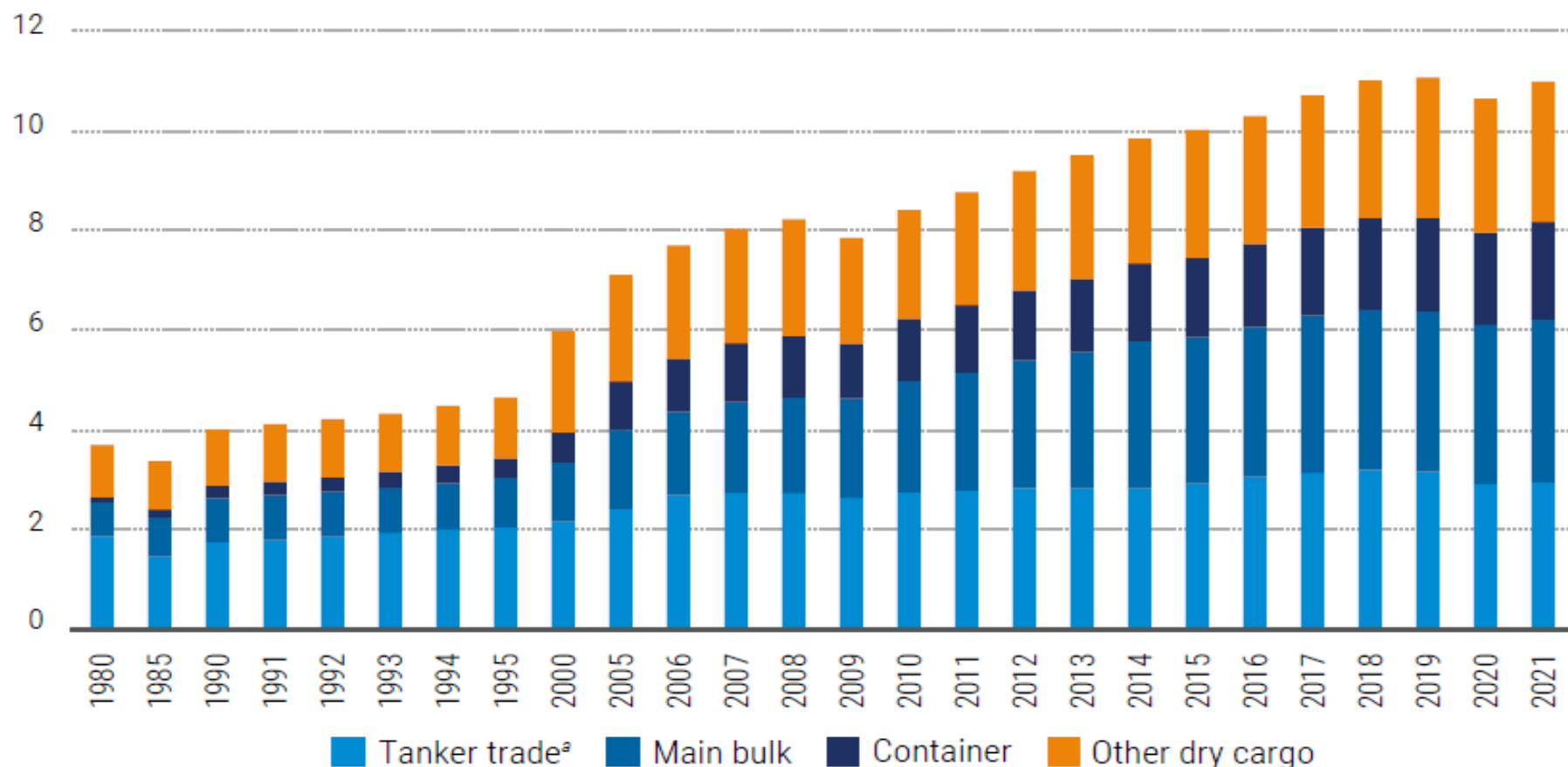
^b Estimated.

^c Forecast.

Notes: Ton-miles are estimated by Clarksons Research based on its own data on seaborne trade and maritime distances.

Given methodological differences, containerized trade data in tons sourced from Clarksons Research as reflected in figure 1.2 and figure 1.5 of this report, are not comparable with MDS Transmodal data on containerized trade measured in twenty-foot equivalent unit (TEU) and presented in figures 1.6 and 1.7 and tables 1.5 and 1.6.

Figure 1.5 International maritime trade by cargo type, selected years
(billions of tons loaded)



Source: UNCTAD *Review of Maritime Transport*, various issues. For 2006–2021, the breakdown by cargo type is based on Clarksons Research, *Shipping Review and Outlook*, Spring 2022 and *Seaborne Trade Monitor*, various issues.

Note: 1980–2005 figures for “Main bulk” include iron ore, grain, coal, bauxite/alumina, and phosphate. Starting in 2006, “Main bulk” includes iron ore, grain, and coal only. Data relating to bauxite/alumina and phosphate are included under “Other dry cargo”.

^a Tanker trade includes crude oil, refined petroleum products, gas, and chemicals.

Table 1.1 International maritime trade, selected years
(millions of tons loaded)

Year	Tanker ^a	Main bulk ^b	Other dry cargo ^c	Total cargo
1970	1 440	448	717	2 605
1980	1 871	608	1 225	3 704
1990	1 755	988	1 265	4 008
2000	2 163	1 186	2 635	5 984
2005	2 422	1 579	3 108	7 109
2006	2 698	1 676	3 328	7 702
2007	2 747	1 811	3 478	8 036
2008	2 742	1 911	3 578	8 231
2009	2 641	1 998	3 218	7 857
2010	2 752	2 232	3 423	8 408
2011	2 785	2 364	3 626	8 775
2012	2 840	2 564	3 791	9 195
2013	2 828	2 734	3 951	9 513
2014	2 825	2 964	4 054	9 842
2015	2 932	2 930	4 161	10 023
2016	3 058	3 009	4 228	10 295
2017	3 146	3 151	4 419	10 716
2018	3 201	3 215	4 603	11 019
2019	3 163	3 218	4 690	11 071
2020	2 918	3 196	4 531	10 645
2021	2 952	3 272	4 761	10 985

Source: Compiled by the UNCTAD secretariat based on data supplied by reporting countries and as published on the relevant government and port industry websites, and by specialist sources. Dry cargo data for 2006 onwards has been revised and updated to reflect improved reporting, including more recent figures and a better breakdown by cargo type. Since 2006, the breakdown of dry cargo into "Main bulk" and "Dry cargo other than main bulk" is based on various issues of the Shipping Review & Outlook and Seaborne Trade Monitor, produced by Clarksons Research. Total maritime trade figures for 2021 are estimated based on preliminary data or on the last year for which data were available.

^a Tanker includes crude oil, refined petroleum products, gas, and chemicals.

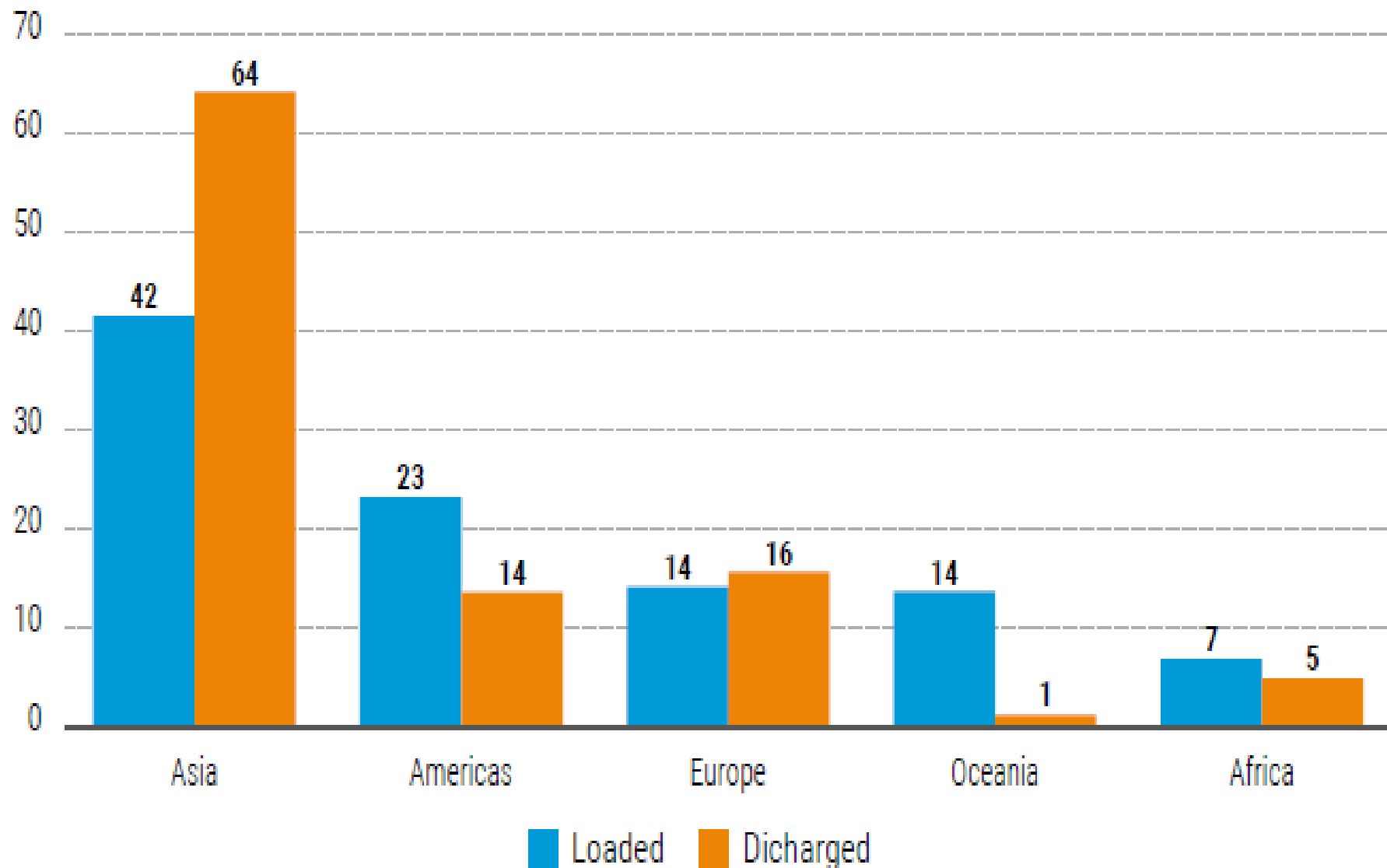
^b Main bulk includes iron ore, grain, coal, bauxite/alumina and phosphate. Starting in 2006, "Main bulk" includes iron ore, grain, and coal only. Data relating to bauxite/alumina and phosphate are included under "Dry cargo other than main bulk".

^c Other dry cargo includes minor bulk commodities, containerized trade, and residual general cargo.

Globalization, International Trade and Shipping

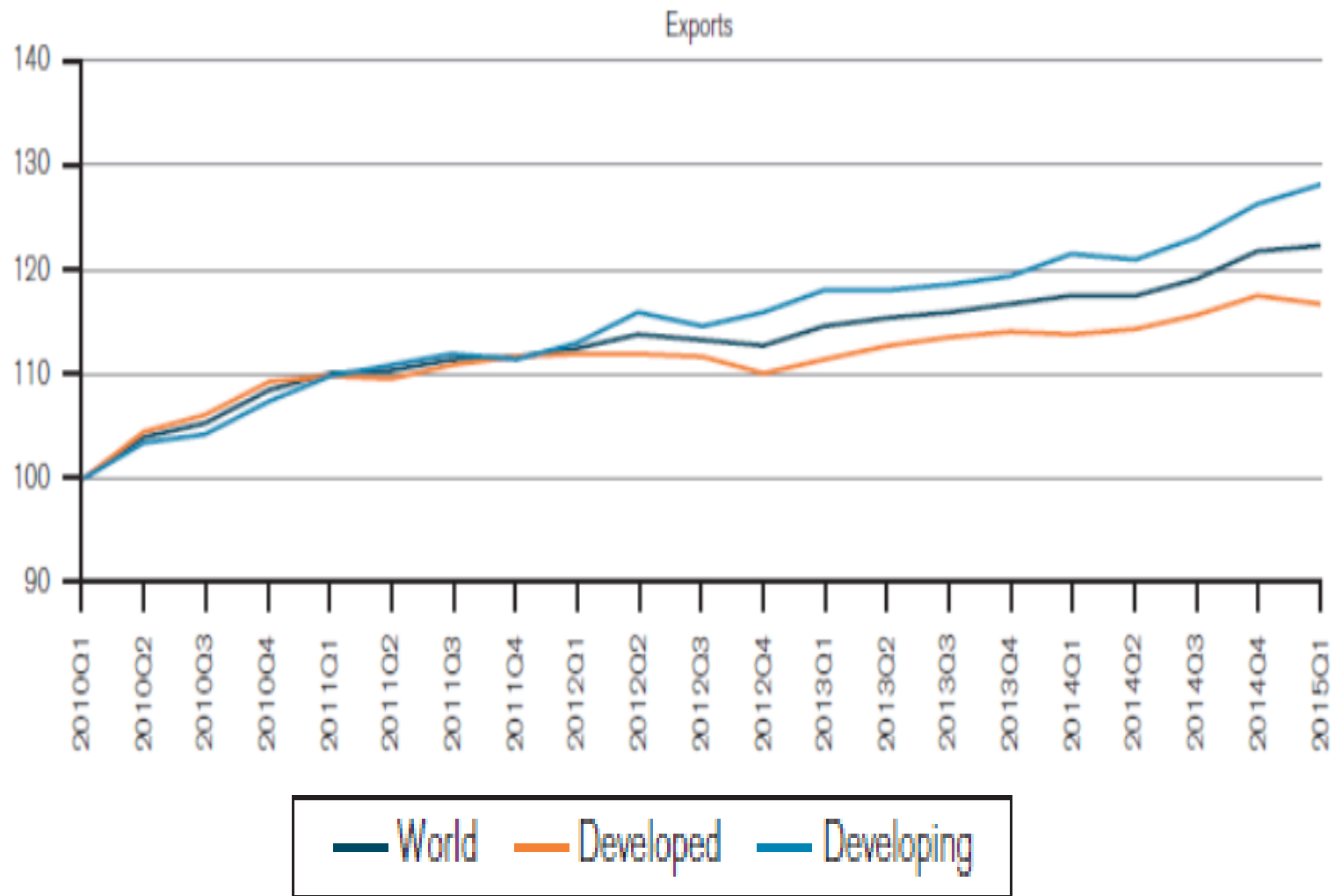
- **Developing countries** account for the largest share of global seaborne trade, 60% of all goods loaded and 56 % of all goods unloaded
- **Developed economies'** shares of global goods loaded and unloaded were 34 % and 43 %
- **Transition economies** accounted for 6 % of goods loaded and 1 % of goods unloaded
- **China and the Republic of Korea** have built 72.4 per cent of world ship capacity in 2010
- **9 of the 20** largest countries in ship owning in 2011 are **developing countries**

Figure 1.4 International maritime trade, by region, 2021
(percentage share in world tonnage)



THE WORLD ECONOMY AT A GLANCE

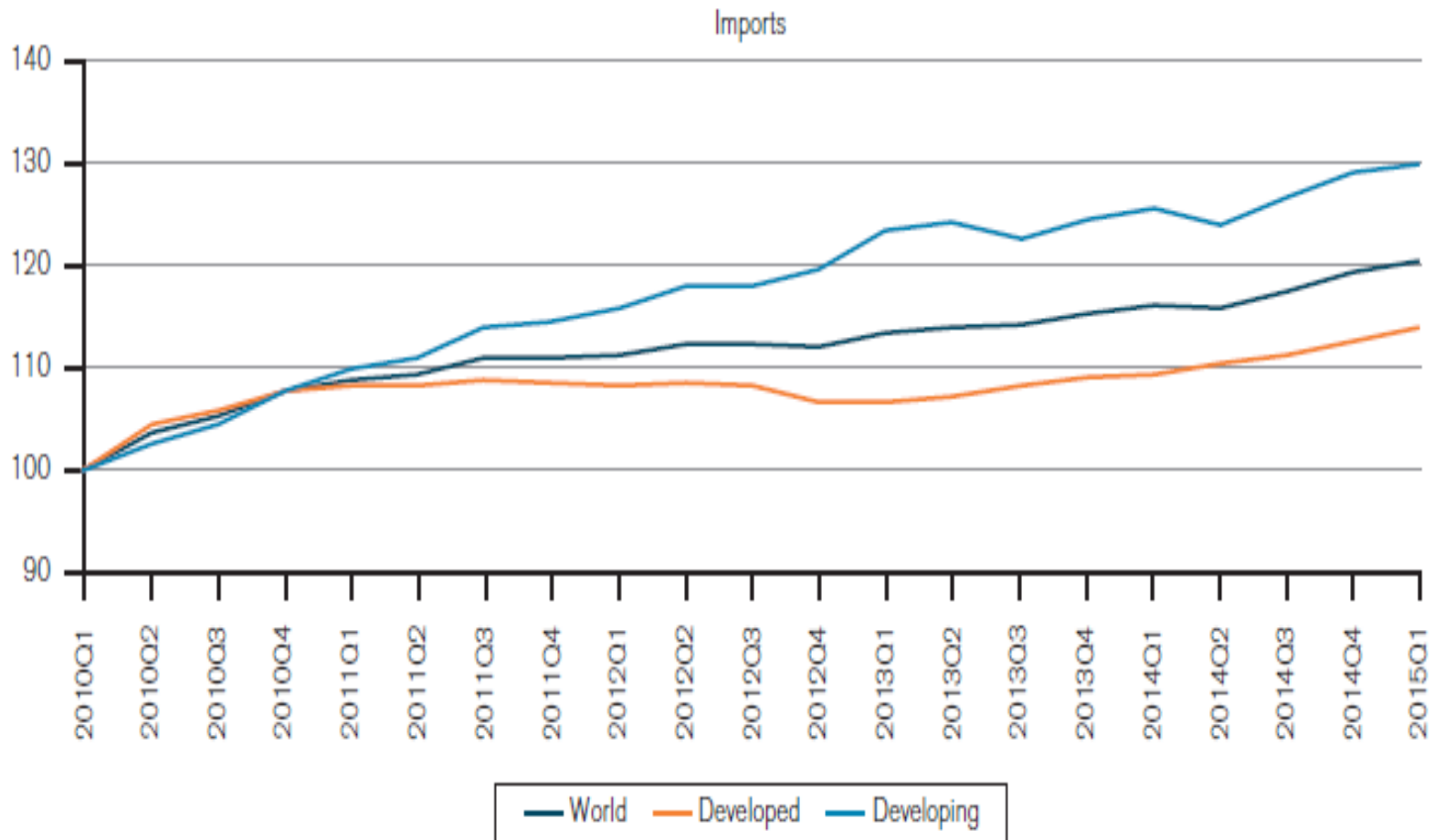
Merchandise Export Volume by level of Development 2010Q1-2015Q1



THE WORLD ECONOMY AT A GLANCE

Merchandise Import Volume by level of Development 2010Q1-2015Q1

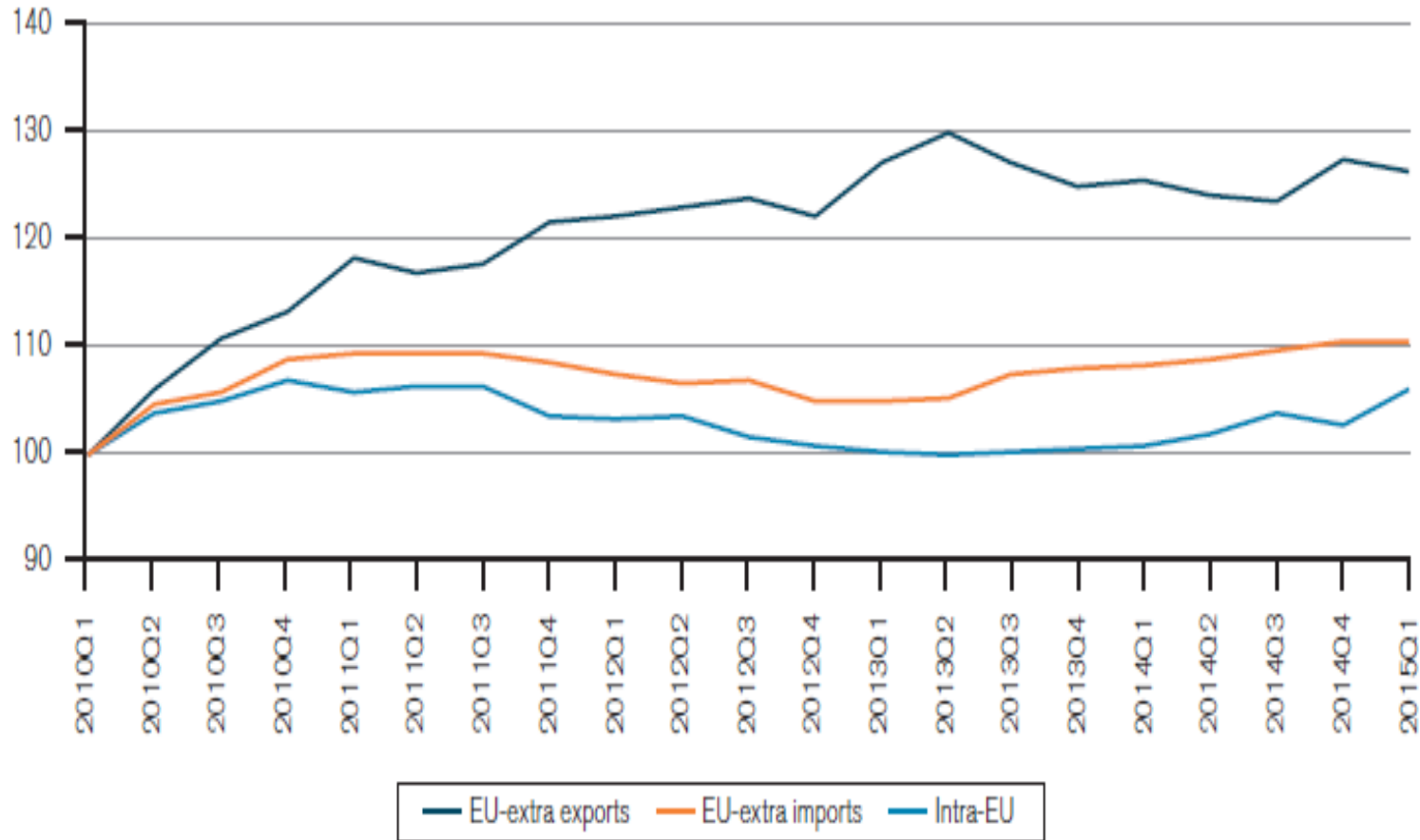
NOTE: The Growth of Imports is NOT equal to the Growth of Exports – a well-known problem in international trade statistics.



Source: WTO and UNCTAD Secretariats.

THE WORLD ECONOMY AT A GLANCE

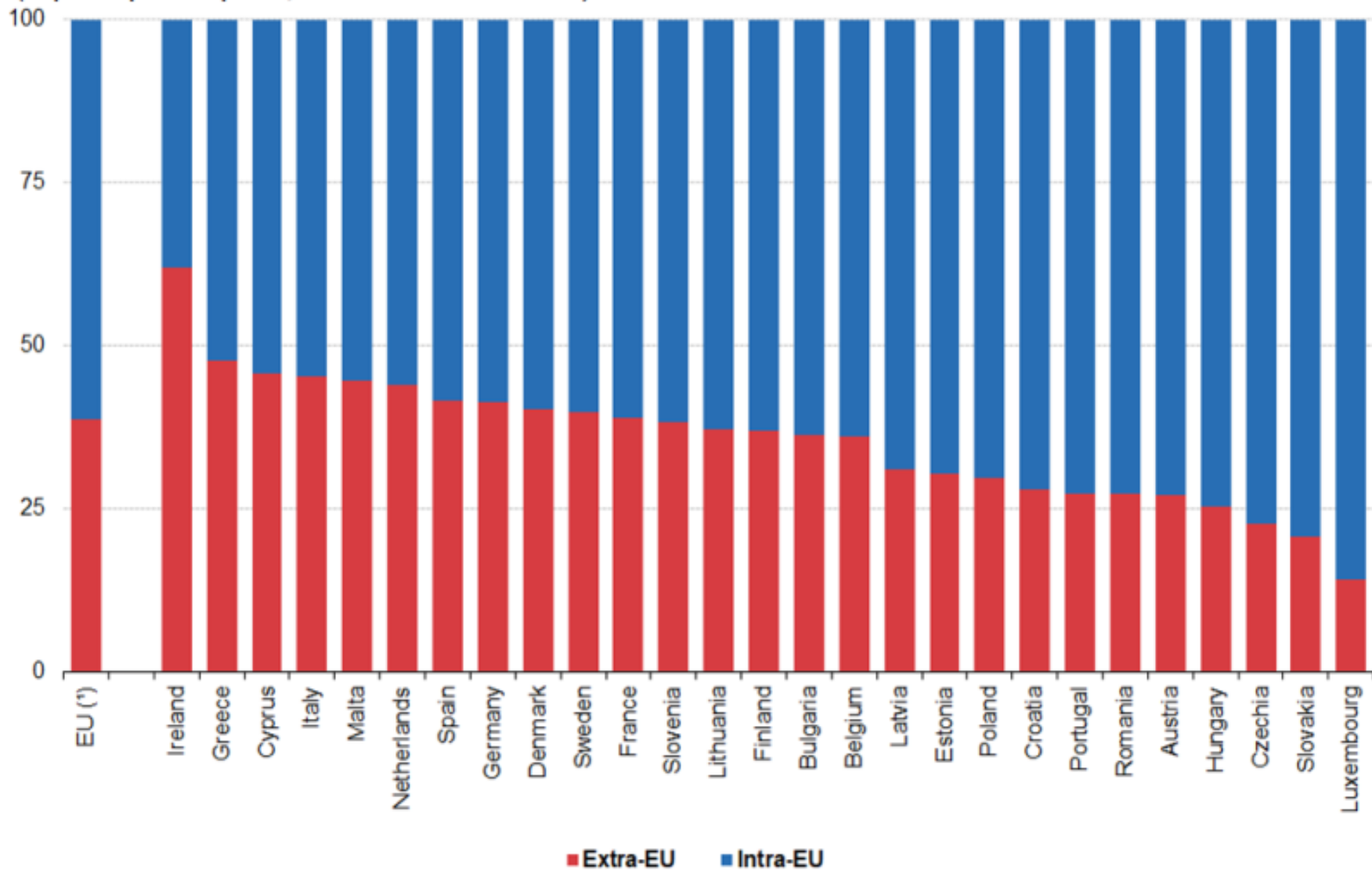
Merchandise Export & Import Volume of the European Union 2010Q1-2015Q1



Source: WTO and UNCTAD Secretariats.

Intra- and extra-EU trade in goods, 2021

(imports plus exports, % share of total trade)



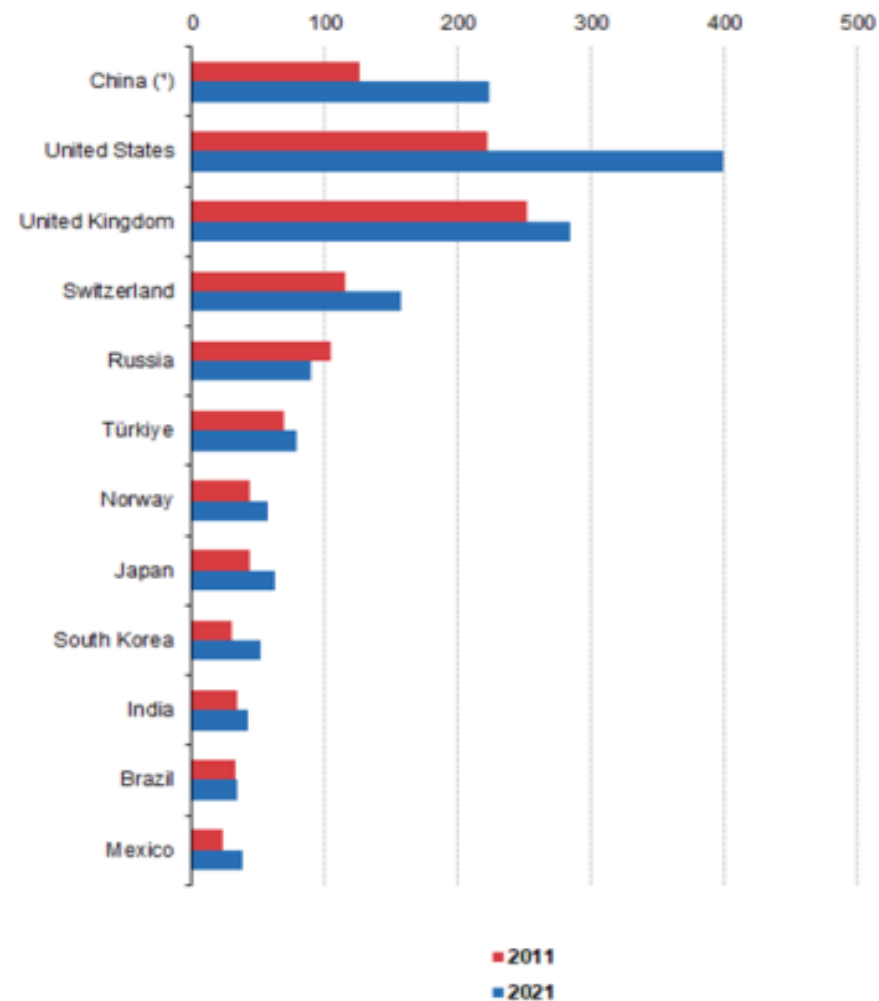
(*) Weighted average.

Source: Eurostat (online data code: ext_lt_intratrd)

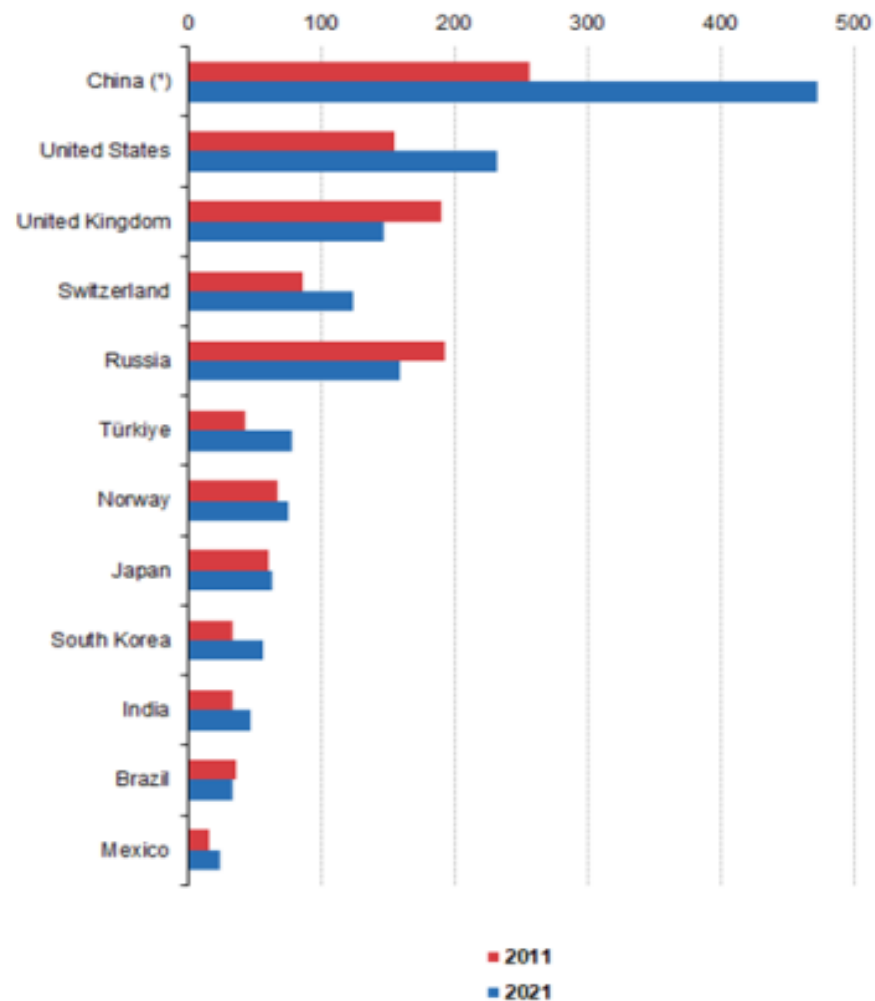
Extra-EU trade in goods by main trading partners, EU, 2011 and 2021

(€ billion)

Exports



Imports



Note: partners are sorted according to the sum of imports and exports in 2021.

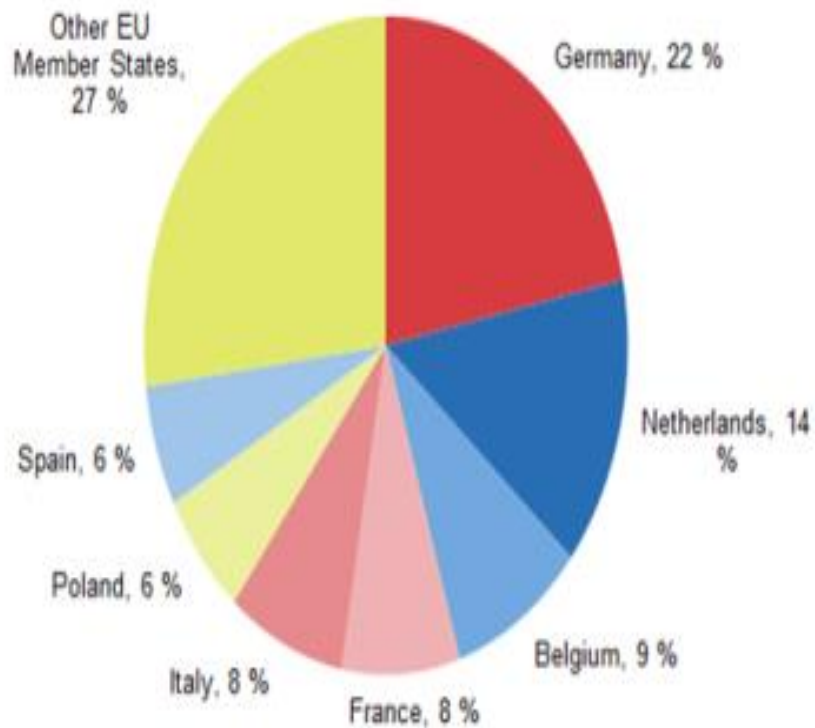
(*) Excluding Hong Kong.

Source: Eurostat (online data code: ext_it_maineu)

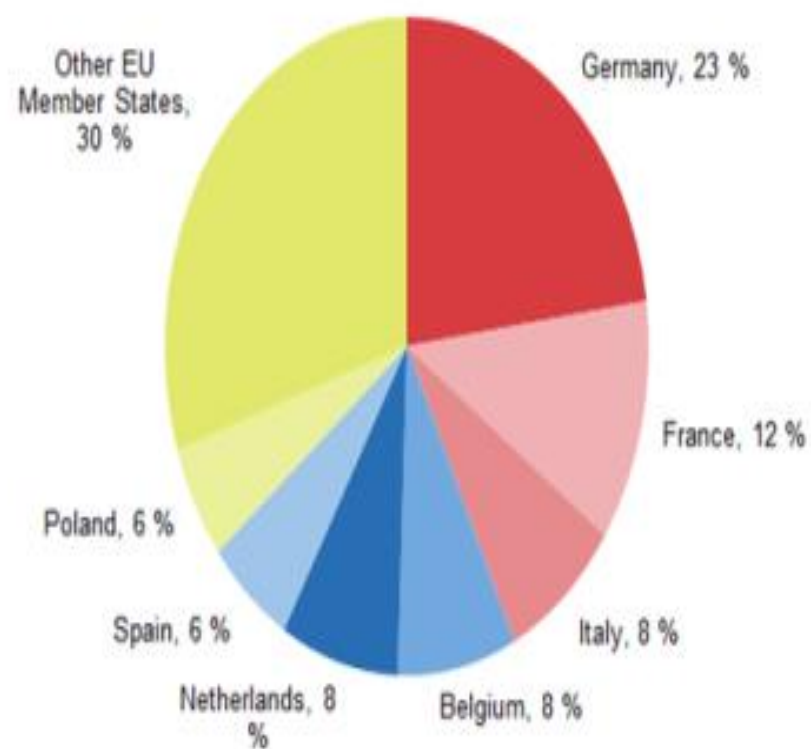
Intra-EU trade in goods, 2021

(% share of EU exports/imports)

Exports

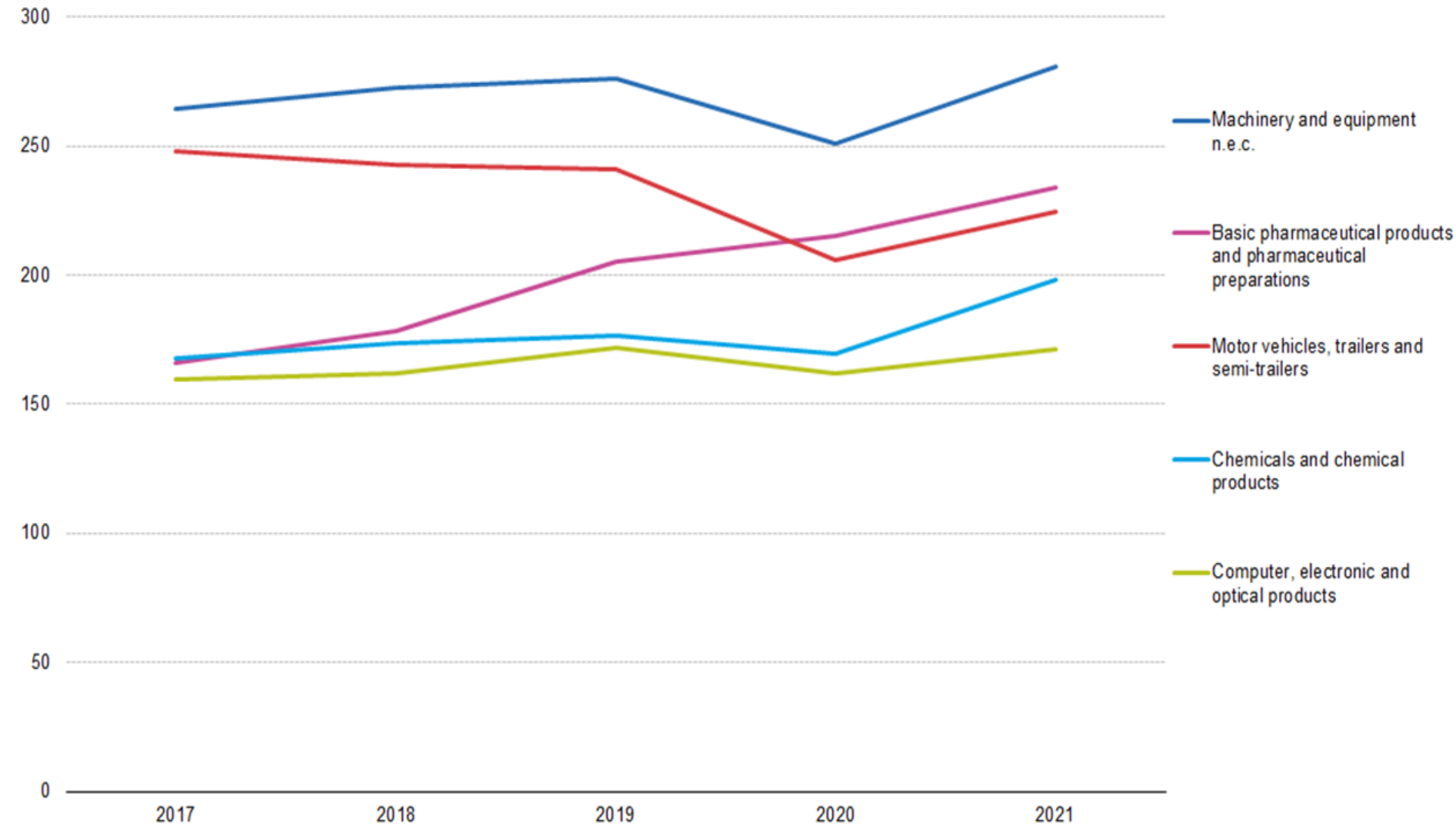


Imports



Top 5 CPA categories in extra-EU exports, 2017 - 2021

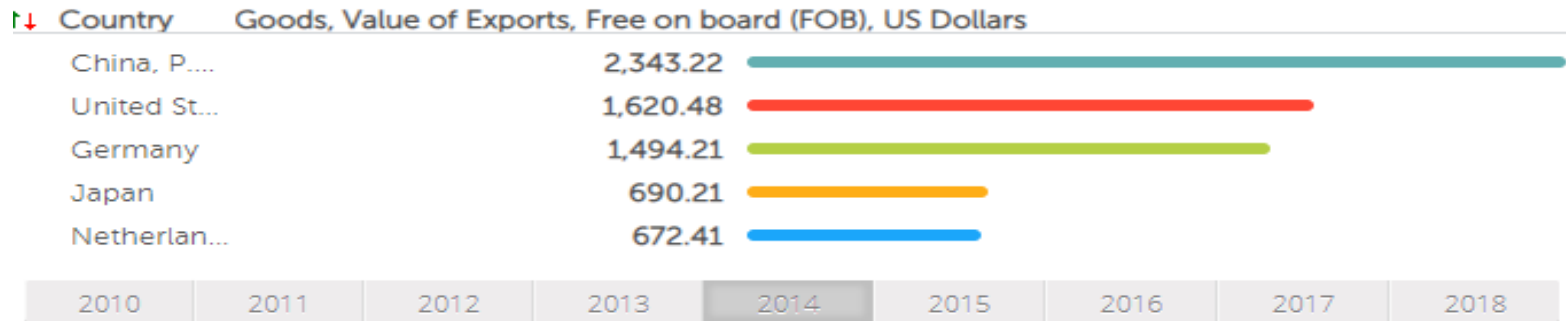
€ billion



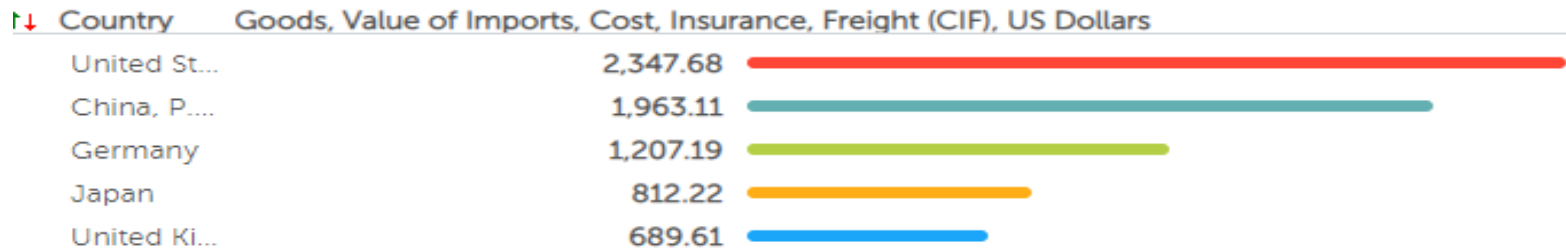
Source: Eurostat (online data code: Comext data code : DS-057009)

2014

Exports of Goods, Top 5 Economies, Billions US Dollars

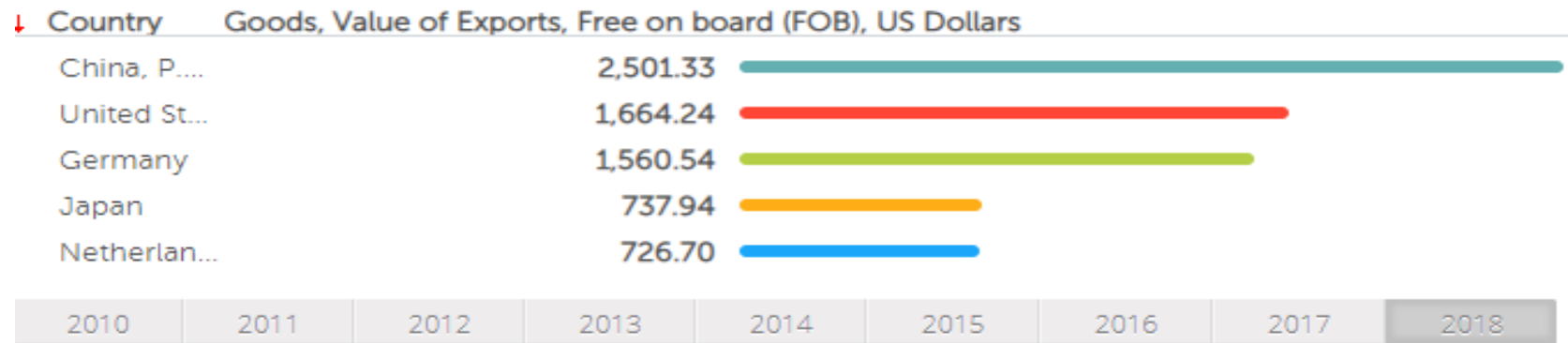


Imports of Goods, Top 5 Economies, Billions US Dollars

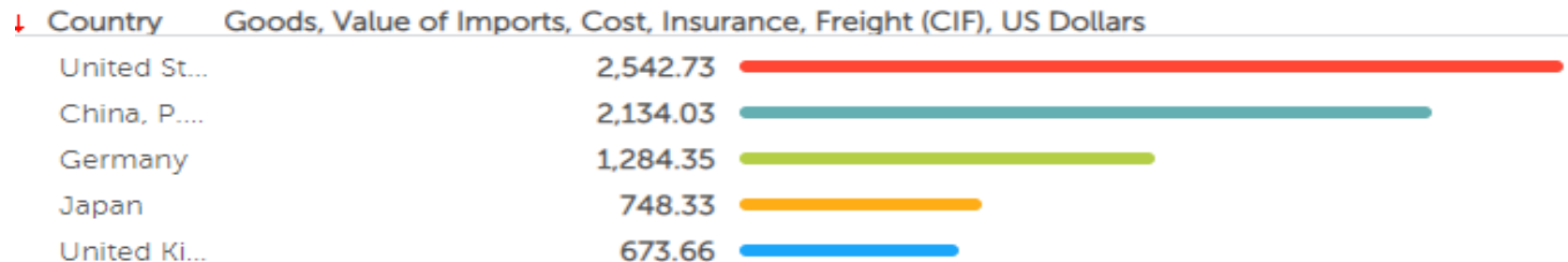


2018

Exports of Goods, Top 5 Economies, Billions US Dollars



Imports of Goods, Top 5 Economies, Billions US Dollars



China 2019 (billions USD)

Goods Exports to:

Goods Imports from:

United States	418,584.25
China, P.R.: Hong Kong	279,616.72
Japan	143,223.97
Korea, Rep. of	110,984.86
Vietnam	98,004.33
Germany	79,706.09
India	74,924.29
Netherlands, The	73,945.37
United Kingdom	62,275.96
Taiwan Province of Ch...	55,079.73

Korea, Rep. of	173,553.27
Taiwan Province of C...	172,800.95
Japan	171,523.31
Countries & Areas not...	130,724.27
United States	123,235.66
Australia	119,608.31
Germany	105,037.21
Brazil	79,203.57
Malaysia	71,629.89
Vietnam	64,078.47

USA 2019 (billions USD)

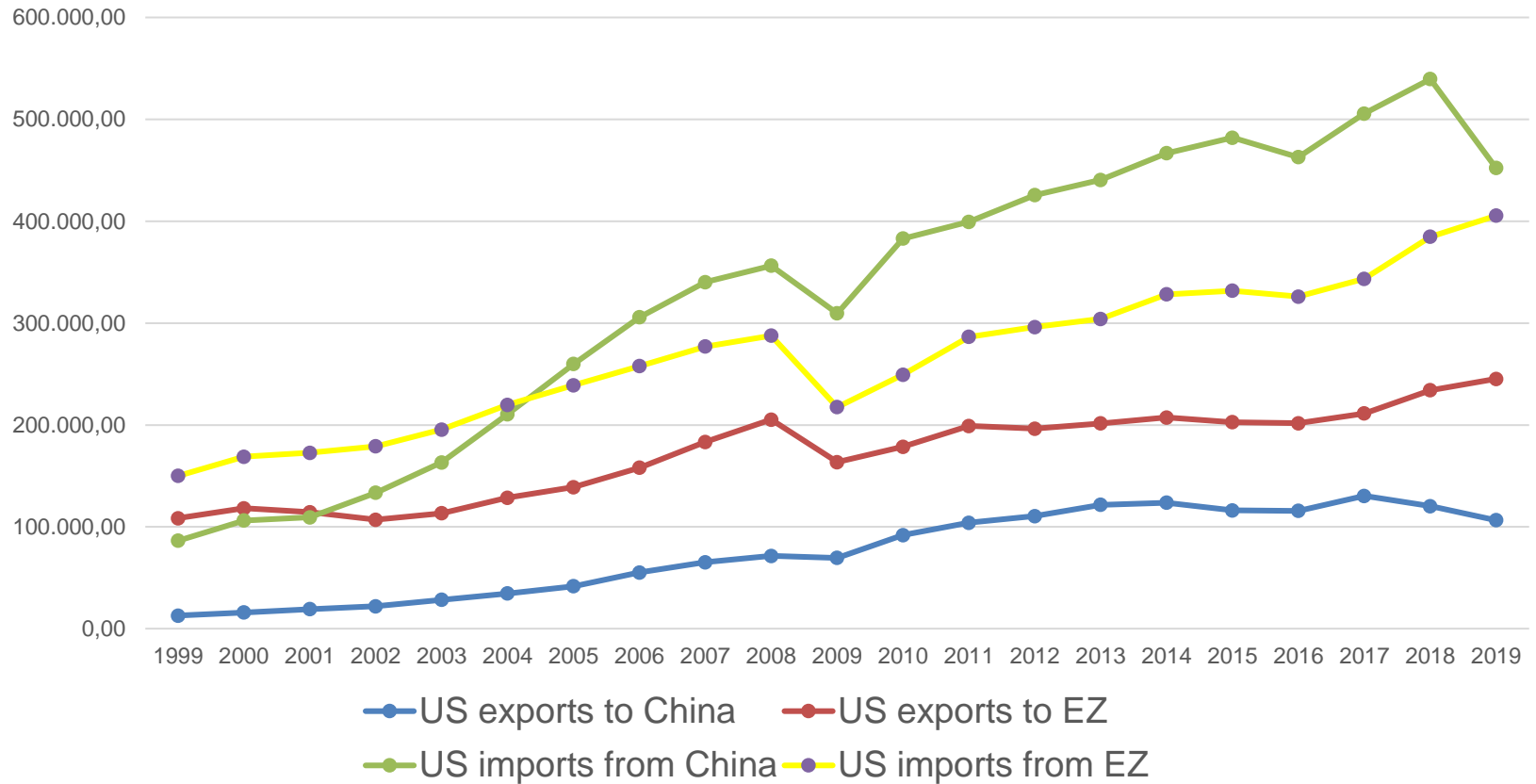
Goods Exports to:

Goods Imports from:

Canada	292,587.25
Mexico	256,374.09
China, P.R.: Mainland	106,626.77
Japan	74,652.75
United Kingdom	69,156.51
Germany	60,296.24
Korea, Rep. of	56,897.33
Netherlands, The	51,232.69
Brazil	43,083.30
France	35,434.15

China, P.R.: Mainland	452,243.44
Mexico	358,126.01
Canada	319,735.70
Japan	143,636.43
Germany	127,462.11
Korea, Rep. of	77,511.13
Vietnam	66,680.32
United Kingdom	63,187.03
Ireland	61,768.04
India	57,665.48

US trade with China and the Euro Area (USD, millions)



Eurozone trade with China (USD, millions)

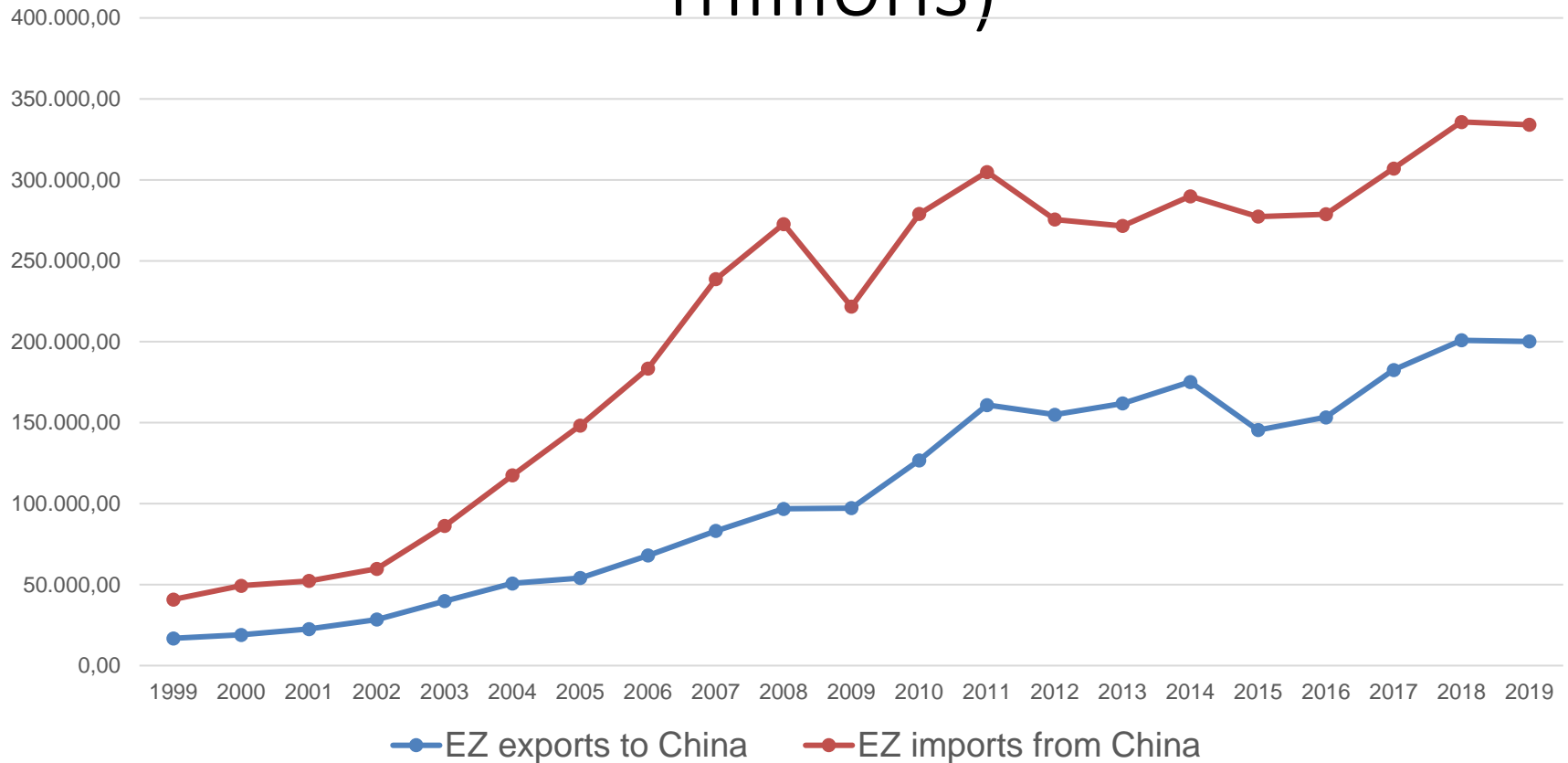


Figure 4: Ownership of the World Fleet (in dwt) - Top 20 Countries
(ships greater than 1,000 gt)

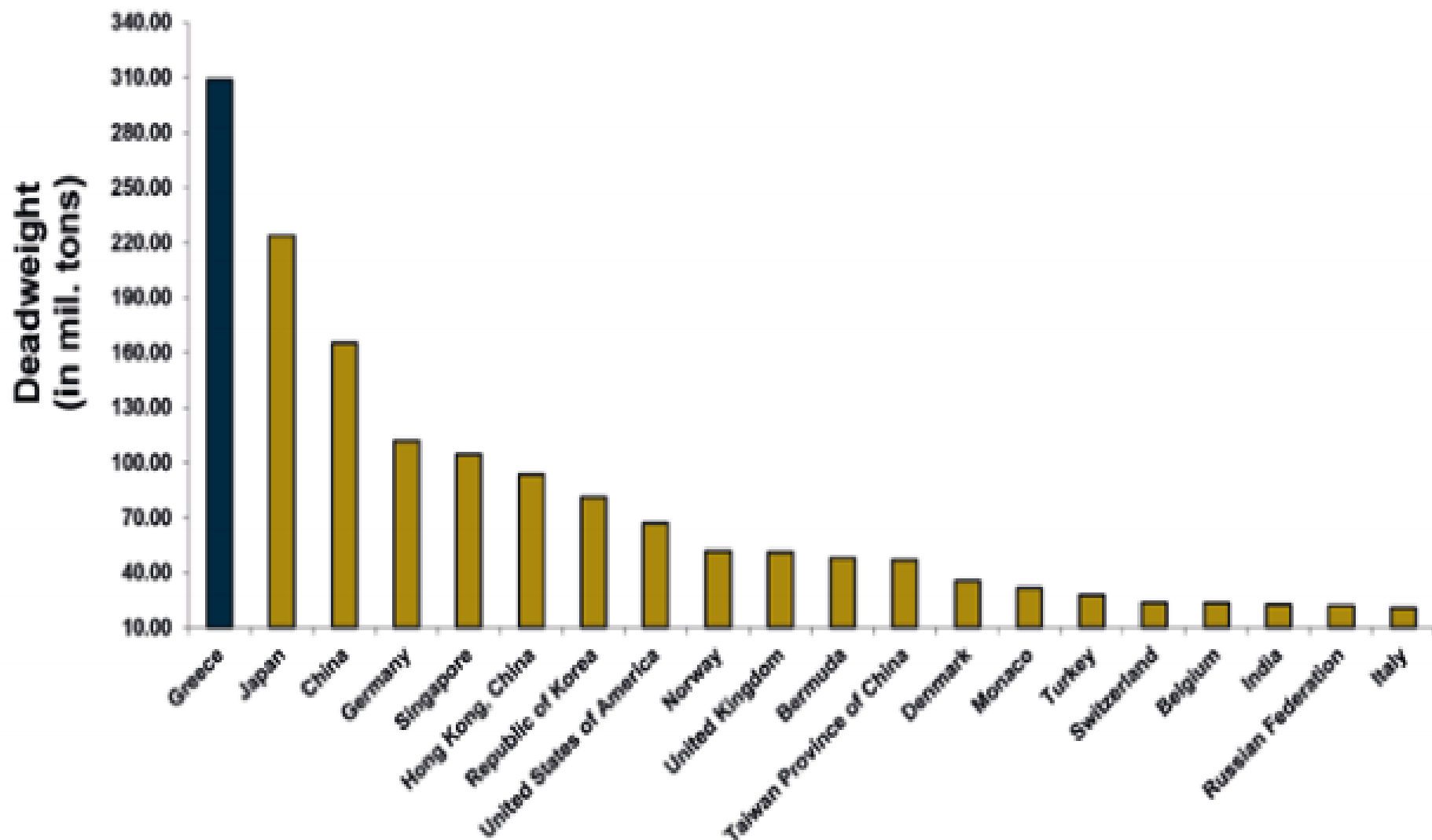


Table 2.5 Ownership of the world fleet, ranked by carrying capacity in dead-weight tons, 2022, national- and foreign-flagged fleet

	Country or territory of ownership	Number of vessels			Deadweight tonnage				
		National flag	Foreign flag	Total	National flag	Foreign flag	Total	Foreign flag as a % of total	Total as a % of world
1	Greece	620	4 246	4 870	55 715 512	328 703 344	384 430 215	85.51	17.63
2	China	5 357	2 599	8 007	113 035 546	163 977 083	277 843 335	59.19	12.74
3	Japan	933	3 070	4 007	35 970 817	200 656 470	236 638 365	84.8	10.85
4	Singapore	1 371	1 400	2 799	67 869 137	68 312 248	136 243 709	50.16	6.25
5	Hong Kong, China	861	948	1 822	72 061 117	39 473 538	111 587 729	35.39	5.12
6	Republic of Korea	804	867	1 680	14 767 539	77 501 218	92 302 014	84	4.23
7	Germany	185	2 036	2 221	6 976 526	72 616 389	79 592 915	91.23	3.65
8	Bermuda	2	505	507	26 137	63 381 136	63 407 273	99.96	2.91
9	Norway including Svalbard and Jan Mayen Islands excluding Bouvet Island	982	1 002	1 987	18 980 244	40 945 002	59 931 039	68.33	2.75
10	United Kingdom of Great Britain and Northern Ireland including Channel Islands and Isle of Man	363	1 014	1 380	9 376 891	49 222 876	58 746 865	84	2.69
11	United States of America including Puerto Rico	774	1 001	1 783	10 193 014	44 123 048	55 113 272	81.23	2.53
12	China, Taiwan Province of	150	856	1 014	6 590 724	48 326 874	54 974 072	88	2.52
13	Denmark	414	430	844	20 484 167	20 152 955	40 637 122	49.59	1.86
14	Monaco	0	393	393	0	38 011 632	38 011 632	100	1.74
15	Switzerland	17	480	497	911 905	29 975 783	30 887 688	97.05	1.42
16	Türkiye	406	1 175	1 583	5 768 553	24 653 060	30 433 830	81.04	1.4
17	Belgium	99	244	343	9 141 427	20 304 520	29 445 947	68.96	1.35
18	Indonesia	2 283	121	2 411	24 763 544	4 050 071	29 065 796	14.06	1.33
19	United Arab Emirates	124	954	1 087	631 741	26 597 771	27 363 741	97.68	1.26
20	India	874	197	1 076	16 165 552	9 302 885	25 979 620	36.53	1.19
21	Russian Federation	1 516	309	1 833	9 250 551	15 044 248	24 317 936	61.92	1.12
22	Iran (Islamic Republic of)	244	10	255	18 608 833	830 667	19 441 051	4.27	0.89
23	Netherlands	665	524	1 189	5 392 304	12 519 434	17 911 737	69.9	0.82
24	Saudi Arabia	160	108	269	13 619 108	3 738 256	17 358 885	21.54	0.8
25	France, Metropolitan	173	252	425	4 356 779	10 978 404	15 335 183	71.59	0.7
26	Italy	453	177	630	9 040 908	6 237 878	15 278 786	40.83	0.7
27	Viet Nam	959	167	1 133	11 358 301	3 562 368	14 934 404	23.88	0.69
28	Brazil	295	84	384	4 672 784	9 077 925	13 773 954	66.02	0.63
29	Cyprus	124	227	353	4 435 287	9 272 007	13 758 739	67.64	0.63
30	Canada	207	174	383	2 491 394	7 342 722	9 835 479	74.67	0.45
31	Oman	4	64	69	5 558	9 326 443	9 332 147	99.94	0.43
32	Malaysia	453	163	629	6 597 645	2 344 395	8 985 167	26.22	0.41
33	Nigeria	203	73	282	3 521 990	3 976 535	7 520 054	53.03	0.34
34	Qatar	53	74	127	733 693	6 475 247	7 208 940	89.82	0.33
35	Kuwait	44	7	51	4 805 336	446 848	5 252 184	8.51	0.24
Subtotal, top 35 shipowners		22 172	25 951	48 323	588 320 562	1 471 461 279	2 062 880 823	71.44	94.63
<i>Rest of the world unknown</i>		<i>3 173</i>	<i>2 558</i>	<i>6 714</i>	<i>33 495 841</i>	<i>56 785 576</i>	<i>117 177 484</i>	<i>48.46</i>	<i>5.37</i>
World		25 345	28 509	55 037	621 816 403	1 528 246 855	2 180 058 307	71.08	100

Source: UNCTAD calculations, based on data from Clarksons Research.

Notes: Propelled seagoing vessels of 1,000 gross tons and above, as of 1 January 2022.

For the purposes of this table, ships registered under national flag are any ship where the registration and ownership are in the same country or territory of ownership. Ships in second registries of Brazil, China, Denmark, France and Norway are considered to be under the national flag if they are owned in their respective country. Ships registered in Isle of Man are considered as being registered under national flag if they are owned anywhere in a greater territory of United Kingdom including the Isle of Man and the Channel Islands. Likewise, for the purpose of determining national flag, Madeira and mainland Portugal are considered as one unit.

The totals for a country or territory of ownership includes vessels for which the flag is unknown. Thus, the sum of national and foreign flags does equal the total. Foreign flag as a percentage of total is calculated as share of vessels with known flag. For a complete listing of nationally owned fleets, see <http://stats.unctad.org/fleetownership>.

Table 2.6 Leading flags of registration by dead-weight tonnage, 2022

Flag of registration	Number of vessels	Share of world vessel total (percentage)	Dead-weight tonnage (thousands dead-weight tons)	Share of total world dead-weight tonnage (percentage)	Cumulated share of dead-weight tonnage (percentage)	Average vessel size (dead-weight tonnage)	Growth in dead-weight tonnage 2021 to 2022	
1	Panama	8 025	7.8	350 401	15.9	15.9	43 664	1.7
2	Liberia	4 311	4.2	335 114	15.2	31.2	77 735	11.9
3	Marshall Islands	4 042	3.9	289 781	13.2	44.3	71 693	5.7
4	Hong Kong, China	2 661	2.6	207 816	9.5	53.8	78 097	1.4
5	Singapore	3 227	3.1	131 369	6.0	59.8	40 709	-3.6
6	China	7 309	7.1	114 952	5.2	65.0	15 727	6.0
7	Malta	2 047	2.0	114 910	5.2	70.2	56 136	-0.9
8	Bahamas	1 307	1.3	72 998	3.3	73.5	55 851	-1.8
9	Greece	1 234	1.2	61 817	2.8	76.4	50 095	-4.3
10	Japan	5 590	5.4	40 263	1.8	78.2	7 203	2.4
11	Cyprus	1 030	1.0	33 461	1.5	79.7	32 487	-1.7
12	Indonesia	11 015	10.7	29 332	1.3	81.0	2 663	1.1
13	Danish Int'l Register	612	0.6	26 061	1.2	82.2	42 583	5.6
14	Madeira	672	0.7	25 863	1.2	83.4	38 486	13.7
15	Norwegian Int'l Register	695	0.7	21 300	1.0	84.4	30 648	-3.1
16	Isle of Man	291	0.3	20 661	0.9	85.3	71 002	-6.1
17	Iran (Islamic Republic of)	942	0.9	20 195	0.9	86.2	21 439	-2.6
18	India	1 810	1.8	16 934	0.8	87.0	9 356	-1.1
19	Republic of Korea	2 063	2.0	15 635	0.7	87.7	7 579	-0.6
20	Saudi Arabia	413	0.4	13 887	0.6	88.3	33 625	1.6
21	United States of America including Puerto Rico	3 636	3.5	12 526	0.6	88.9	3 445	-0.1
22	Viet Nam	1 975	1.9	12 331	0.6	89.5	6 244	19.4
23	United Kingdom excl. Channel Islands and Isle of Man	881	0.9	11 292	0.5	90.0	12 817	-3.8
24	Russian Federation	2 917	2.8	11 039	0.5	90.5	3 784	1.1
25	Italy	1 266	1.2	9 969	0.5	90.9	7 875	-11.4
26	Belgium	199	0.2	9 791	0.4	91.4	49 200	1.6
27	Malaysia	1 790	1.7	9 269	0.4	91.8	5 178	-9.6
28	Bermuda	135	0.1	7 888	0.4	92.2	58 430	-2.0
29	Germany	591	0.6	7 096	0.3	92.5	12 007	-9.8
30	China, Taiwan Province of	450	0.4	6 755	0.3	92.8	15 011	-5.4
31	Netherlands	1 175	1.1	6 661	0.3	93.1	5 669	-2.2
32	Türkiye	1 237	1.2	6 257	0.3	93.4	5 059	-2.3
33	Antigua and Barbuda	638	0.6	6 219	0.3	93.7	9 747	-2.8
34	Philippines	1 853	1.8	6 201	0.3	93.9	3 346	-1.3
35	Cayman Islands	139	0.1	6 070	0.3	94.2	43 671	-11.8
Top 35		78 178	76	2 072 117	94.2	94.2	37 001	5.5
World total		102 899	100	2 199 107	100	100	21 372	2.9

Source: UNCTAD calculations, based on data from Clarksons Research.

Notes: Propelled seagoing merchant vessels of 100 gross tons and above, as of 1 January 2022. For a complete listing of countries, see <http://stats.unctad.org/fleet>.

Dead-weight tons for some individual vessels have been estimated.

Table 2.7 Leading flags of registration, ranked by value of total tonnage, 2022 (million US dollars) and principal vessel types											
Flag of Registration	Container ships	Bulk carriers	Oil tankers	Offshore vessels	Ferries and passenger ships	Gas carriers	General cargo ships	Chemical Tankers	Other/NA	Total	
1	Panama	47 425	62 889	13 858	14 205	11 033	11 589	5 153	5 178	10 215	181 546
2	Liberia	71 702	44 053	25 441	10 163	415	7 092	1 639	3 766	2 175	166 446
3	Marshall Islands	20 459	48 411	29 977	12 368	1 315	17 173	780	4 561	2 480	137 524
4	Hong Kong, China	53 034	33 170	10 979	263	42	6 620	2 101	1 658	168	108 035
5	Singapore	41 489	17 641	10 492	6 647		9 990	1 074	3 708	1 818	92 860
6	Malta	32 893	12 374	10 097	3 718	16 904	10 389	2 216	1 705	1 670	91 967
7	Bahamas	1 927	7 218	6 522	26 189	29 324	12 333	104	36	3 724	87 378
8	China	14 819	27 417	8 774	8 050	4 315	816	5 188	1 794	3 887	75 061
9	Madeira Int'l Register	18 201	3 057	903	16	306	93	1 507	446	183	24 711
10	Danish Int'l Register	17 323	417	2 769	665	876	911	616	576	126	24 279
11	Italy	492	458	926	496	16 167	172	2 296	299	1 102	22 408
12	Japan	3 732	4 487	2 645	436	3 121	2 313	1 813	127	3 692	22 366
13	Greece	476	3 849	8 741	72	1 294	6 994	63	95	25	21 609
14	Cyprus	6 717	5 965	768	1 587	2 136	1 552	1 394	374	943	21 437
15	Norwegian Int'l Register		2 562	3 163	4 963	1 403	2 997	653	1 884	1 735	19 360
16	Bermuda	587		305	471	7 307	6 782		151		15 604
17	United Kingdom	5 341	1 006	81	2 091	4 244	461	636	429	283	14 573
18	Indonesia	2 413	2 007	2 010	2 127	2 048	1 028	1 634	488	68	13 824
19	United States	3 983	69	1 162	3 040	1 755		1 084	42	1 266	12 401
20	Netherlands	467	157	178	1 065	3 899	499	4 669	262	1 121	12 316
21	Isle of Man Int'l Register	471	3 287	1 267	3 612	230	2 677	269	179	48	12 039
22	Republic of Korea	4 392	1 288	368	172	298	635	532	1 183	1 497	10 366
23	Russian Federation	156	120	1 348	1 749	153	243	2 670	630	1 832	8 901
24	Germany	7 145	16	92	454	332	27	181	20	128	8 394
25	Malaysia	556	228	664	4 707	23	1 640	75	107	216	8 215
	Subtotal top 25	356 200	282 145	143 531	109 327	108 941	105 027	38 348	29 698	40 402	1 213 619
	<i>Other</i>	<i>20 406</i>	<i>15 377</i>	<i>18 342</i>	<i>41 744</i>	<i>15 100</i>	<i>7 477</i>	<i>15 581</i>	<i>5 026</i>	<i>5 598</i>	<i>144 652</i>
	World total	376 606	297 523	161 873	151 071	124 041	112 504	53 929	34 724	46 000	1 358 270

Source: UNCTAD calculations, based on data from Clarksons Research, as of 1 January 2022 (estimated current value).

Note: Value is estimated for all commercial ships of 1,000 gross tons and above.

In January 2022, among these registries, Panama, at 18.9 years, has the highest average age across most ship types except bulk carriers, which represented 58 per cent of its registered fleet.²¹ For the China flag, almost 60 per cent of the fleet are bulkers, and among these six registries, the China flag has the highest average age for bulkers, at 12.1 years (figure 2.8).

TOP EUROPEAN PORTS (I)

Gross weight of seaborne goods handled in main ports by direction, EU-28

Direction	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Inwards	564.5	569.2	585.2	582.5	581.8	603.7	598.7	-0.8	+2.3	+3.1
Outwards	376.5	386.4	399.9	396.9	393.2	414.2	407.7	-1.6	+1.9	+3.0

Source: Eurostat (online data code: mar_qg_qm_ewhd)

TOP EUROPEAN PORTS (II)

Gross weight of seaborne goods handled in main ports by type of cargo, EU-28

Type of cargo	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Liquid bulk goods	362.3	371.6	369.6	364.4	358.8	365.5	368.6	+0.9	-0.3	+0.6
Dry bulk goods	213.5	214.6	222.7	221.7	212.3	223.3	225.4	+0.9	+1.2	+0.9
Large containers	198.1	202.8	218.2	217.2	222.1	234.9	228.6	-2.7	+4.8	+6.9
Ro-Ro mobile units	115.4	114.4	120.7	119.2	120.5	130.9	125.3	-4.3	+3.8	+5.1
Other general cargo	51.8	52.2	54.0	56.9	61.2	63.3	58.5	-7.6	+8.3	+9.0

Source: Eurostat (online data code: mar_qg_qm_ewhk)

TOP EUROPEAN PORTS (III)

Gross weight of seaborne goods handled in main ports

Reporting country	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Belgium	59.3	63.4	64.2	64.4	67.0	69.4	67.1	-3.2	+4.6	+4.7
Bulgaria	7.5	8.7	9.1	8.2	5.6	6.1	8.8	+43.5	-3.6	-5.5
Denmark	21.3	21.6	20.1	21.1	21.6	21.7	20.2	-6.8	+0.7	+0.8
Germany	73.5	75.5	76.0	72.4	73.9	74.3	76.4	+2.9	+0.5	-0.7
Estonia	6.9	7.7	7.0	8.0	7.8	8.3	8.2	-1.3	+16.1	+7.3
Ireland	12.0	12.1	12.7	13.1	12.9	13.3	13.1	-1.6	+3.4	+3.9
Greece	37.4	42.9	40.9	40.6	41.3	43.6	44.3	+1.7	+8.4	+5.2
Spain	114.3	112.3	128.7	123.8	120.7	126.7	125.5	-1.0	-2.5	+3.9
France	73.8	72.6	75.0	76.3	75.8	73.7	77.1	+4.7	+2.8	+3.1
Croatia	4.6	4.0	5.1	4.9	4.1	5.3	5.2	-0.9	+3.5	+3.6
Italy	113.5	110.9	121.6	119.3	117.7	142.4	125.1	-12.1	+2.8	+11.0
Cyprus	1.9	2.7	1.7	1.9	1.4	1.8	1.9	+0.5	+10.9	-15.8
Latvia	14.4	13.2	12.2	13.3	14.0	15.7	15.1	-4.1	+24.0	-3.4
Lithuania	11.0	11.2	13.1	13.3	12.6	12.2	13.0	+6.3	-0.9	+4.8
Malta	1.0	1.0	1.1	0.9	0.7	0.8	0.8	+0.2	-26.6	-19.4
Netherlands	143.5	146.7	145.3	147.0	154.7	145.6	149.8	+2.9	+3.1	-0.3
Poland	17.8	18.4	18.8	22.1	22.0	23.3	21.5	-8.0	+14.0	+19.7
Portugal	21.5	23.7	23.8	21.6	21.1	23.4	23.3	-0.7	-2.3	-1.3
Romania	12.9	13.0	13.4	12.8	10.9	10.5	14.4	+37.5	+7.9	+9.3
Slovenia	4.7	4.9	5.5	5.3	6.0	5.4	5.6	+2.5	+0.5	-0.3
Finland	24.5	26.0	26.9	29.1	26.9	29.0	28.6	-1.4	+6.3	+7.4
Sweden	43.0	43.3	44.9	45.3	43.8	46.4	44.3	-4.5	-1.3	+2.6
United Kingdom	120.8	119.7	118.1	115.0	112.7	118.9	117.1	-1.5	-0.9	-1.6
Norway	48.8	44.9	45.5	47.5	42.1	45.4	46.1	+1.5	+1.4	+0.3
Montenegro	:	:	:	:	0.5	0.5	0.5	-5.4	:	:
Turkey	102.7	104.7	120.0	119.0	:	:	:	:	:	:

Note: (:) data not available.

Source: Eurostat (online data code: mar_qg_qm_cwh)

Top European ports (IV)

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	107.1	108.6	106.1	106.2	111.6	106.7	110.2	+3.3	+3.8	-0.4
Antwerpen (BE)	47.0	49.7	50.2	50.5	52.8	54.5	52.3	-4.0	+4.1	+5.3
Hamburg (DE)	29.3	30.4	29.6	28.0	28.1	29.9	33.2	+10.7	+12.1	-0.2
Amsterdam (NL)	21.9	23.0	22.9	24.6	26.1	23.4	24.2	+3.1	+5.4	-1.0
Algeciras (ES)	20.4	20.7	21.8	22.0	22.0	22.5	22.9	+2.1	+5.3	+8.3

Note: Turkish ports are not included because data are not available in 2018.

Source: Eurostat (online data code: mar_qg_qm_pwh)

TOP EUROPEAN PORTS (V)

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for liquid bulk goods

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	53.1	54.4	49.3	50.3	54.5	49.7	51.2	+3.0	+3.9	-2.0
Antwerpen (BE)	17.0	17.3	18.2	18.1	18.4	19.3	18.6	-3.5	+2.2	+7.3
Amsterdam (NL)	9.8	10.4	10.6	11.1	13.2	10.3	11.7	+13.6	+10.8	-0.9
Marseille (FR)	12.5	13.6	11.3	12.4	11.5	10.3	11.5	+10.7	+1.6	-1.6
Le Havre (FR)	10.1	9.8	10.3	10.3	9.6	9.1	10.8	+18.8	+4.8	+0.3

Note: Turkish ports are not included because data are not available in 2018.

Source: Eurostat (online data code: mar_qg_qm_pwhl)

TOP EUROPEAN PORTS (IV)

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for dry bulk goods

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	19.7	19.9	18.7	16.9	18.6	17.1	19.2	+12.6	+2.7	-8.2
Amsterdam (NL)	9.9	10.9	10.4	11.1	11.1	10.8	10.2	-5.7	-2.1	-4.5
Constanta (RO)	6.9	7.7	7.8	6.3	4.9	5.0	8.5	+69.5	+9.8	+5.1
Hamburg (DE)	7.0	7.9	7.1	7.4	7.1	7.8	7.6	-3.1	+6.0	+0.1
Dunkerque (FR)	5.3	6.0	6.6	5.7	6.3	6.5	6.7	+3.7	+1.1	+4.0

Note: Turkish ports are not included because data are not available in 2018.

Source: Eurostat (online data code: mar_qg_qm_pwhb)

TOP EUROPEAN PORTS (VII)

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for large containers

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	26.1	26.1	30.4	30.8	30.5	31.4	31.2	-0.5	+2.7	+6.8
Antwerpen (BE)	23.1	25.4	25.2	25.4	26.8	27.9	26.5	-5.3	+5.1	+4.9
Hamburg (DE)	18.2	18.5	18.7	17.2	17.7	18.4	21.7	+17.6	+16.2	+1.3
Algeciras (ES)	12.2	12.6	12.6	12.8	12.4	13.2	12.8	-2.9	+1.7	+6.2
Valencia (ES)	10.5	10.6	11.9	11.1	10.9	12.4	11.5	-6.7	-2.9	-0.0

Note: Turkish ports are not included because data are not available in 2018.

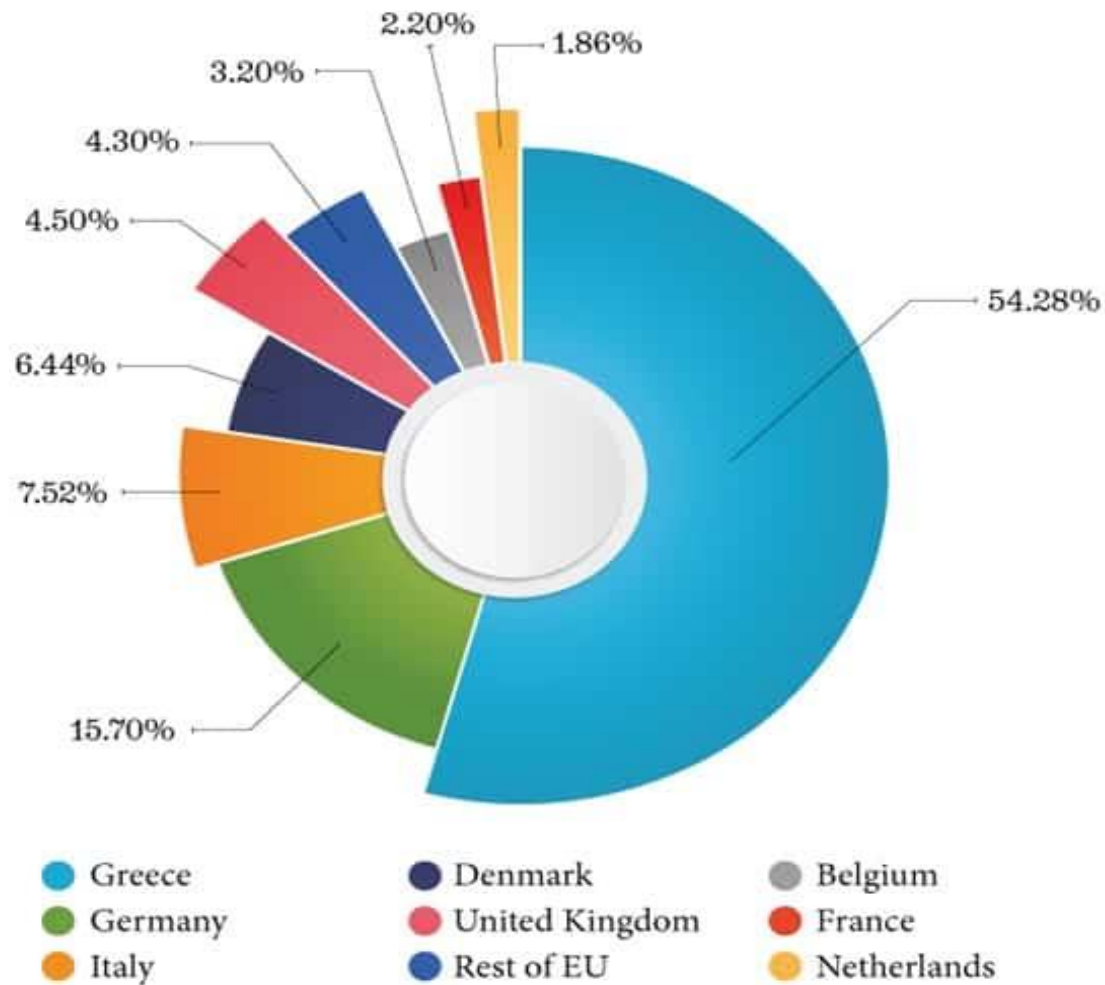
Source: Eurostat (online data code: mar_qg_qm_pwhc)

Greek Shipping and its Carrying Capacity

Between 2007 and 2019, Greek shipowners more than doubled the carrying capacity of their fleet, while they control:

- **32.64% of the world tanker fleet, 15.14% of the world chemical and products tankers and 16.33% of the global LNG / LPG fleet**
- **21.7% of the world bulk carriers**
- **8.92% of the world container vessels**

FIGURE 1
Ownership of the EU Merchant Fleet
(in dwt, ships >1,000 gt)



Source: European Commission, *EU Transport in Figures, Statistical Pocketbook 2019 (2018 data)*