

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

**REVIEW
OF MARITIME
TRANSPORT
2022**

Navigating
stormy waters



Workshop on Sustainable & Resilient Port Development to support Maritime Connectivity in the Pacific

Suva, 6-7 December 2022



RMT 2022: highlights for the
Pacific

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The year in review



MARITIME SUPPLY
CHAINS CRUCIAL

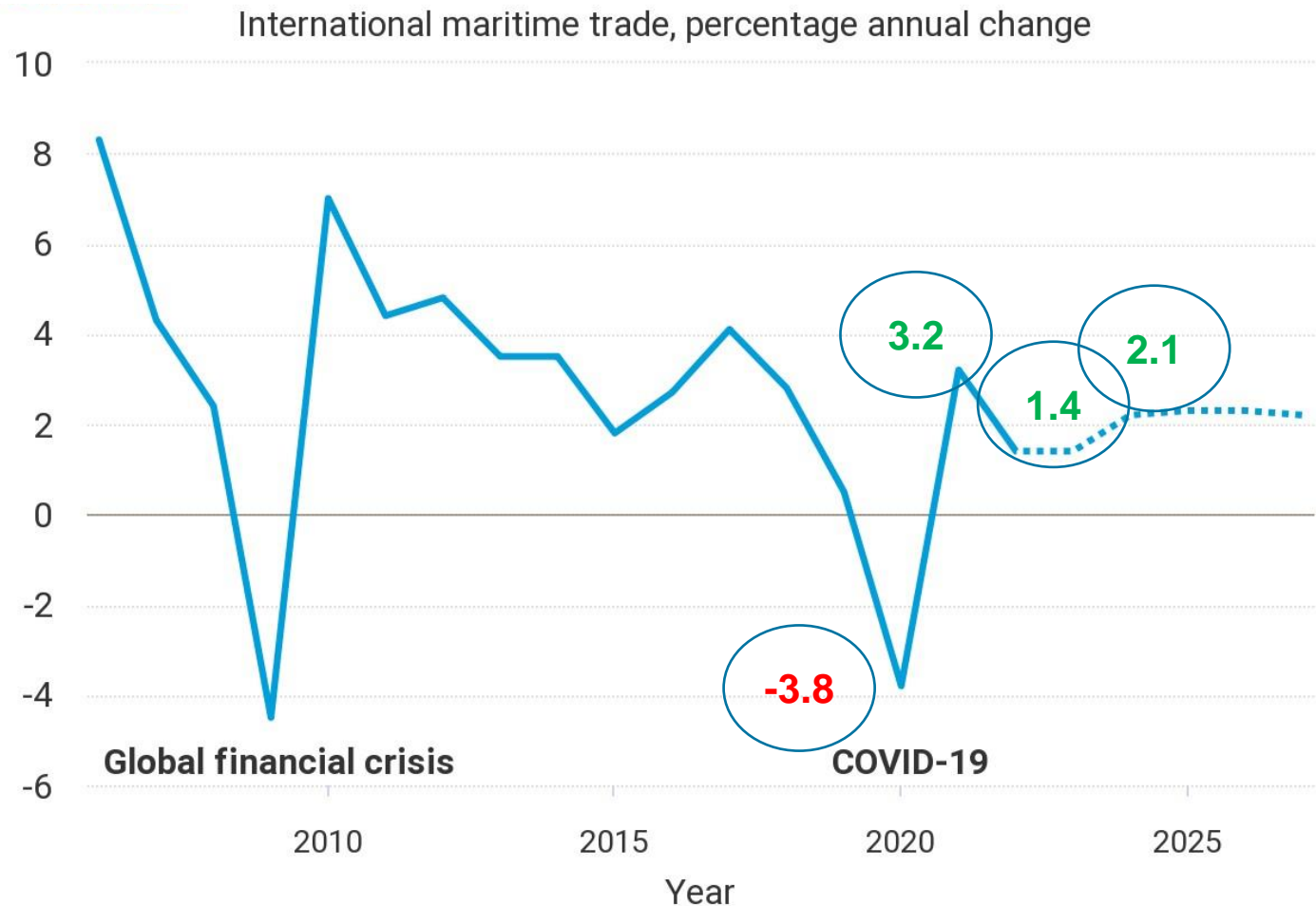


DISRUPTION
AFFECTING EVERYONE



WE NEED TO BE
BETTER PREPARED

Maritime trade recovered in 2021 but is projected to slow down

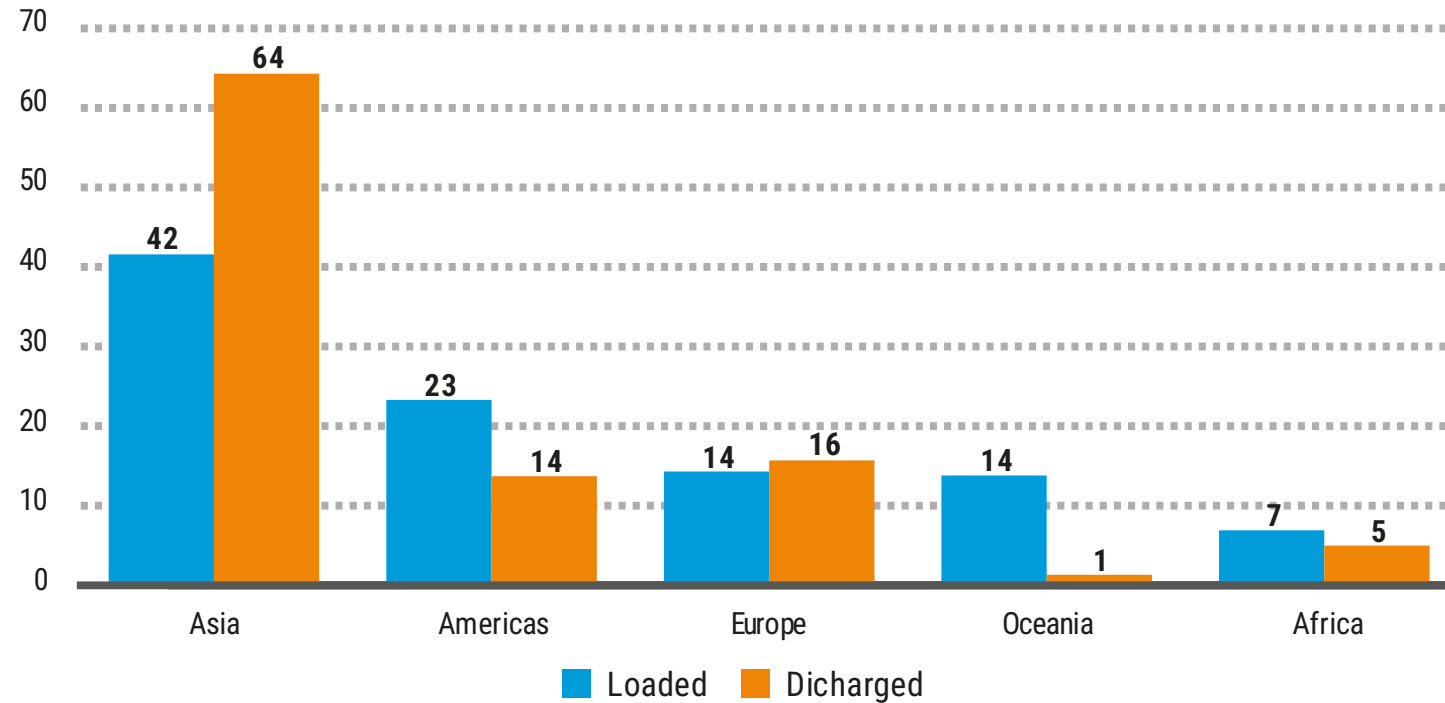


Source: UNCTAD secretariat, based on UNCTADstat data and Review of Maritime Transport, various issues.

Note: Data for 2022 are projections and for 2023 to 2027 are forecasts.

International maritime trade, by region, 2021

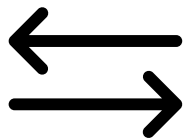
(percentage share in world tonnage)



Preparing better for future challenges



Support growth



Enable trade



Supply constrained and disrupted

Port congestion

Inland logistics shortages

Tight shipping availability



Increased turnaround times

Time in port, 2021 (world total)

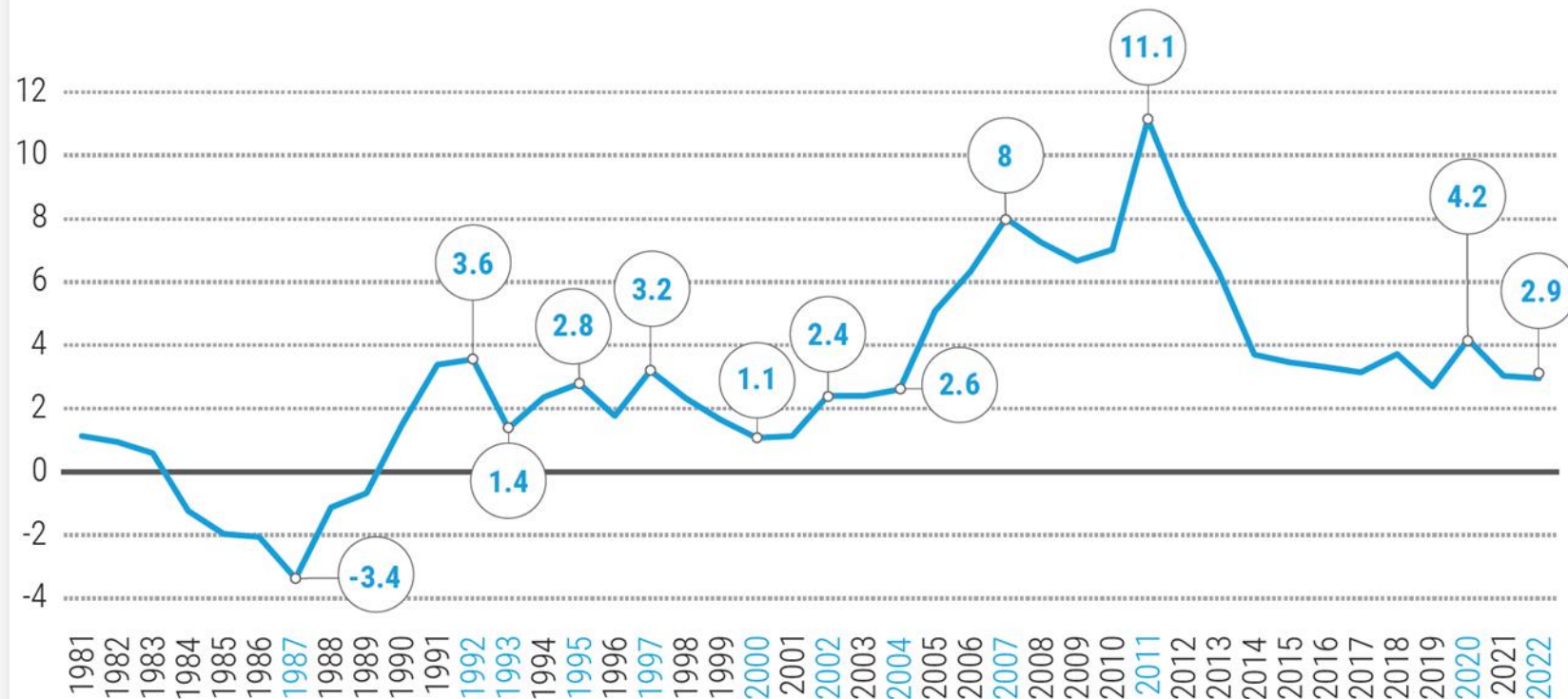
| Vessel type | Median time in port (days) | Median time in port, annual change (%) |
|------------------------|----------------------------|--|
| Container ships | 0.80 | 13.7 |
| Dry breakbulk carriers | 1.17 | 2.1 |
| Dry bulk carriers | 2.11 | 2.3 |
| LNG carriers | 1.13 | 0.9 |
| LPG carriers | 1.03 | -1.5 |
| Liquid bulk carriers | 0.98 | 1.3 |
| <i>All ships</i> | <i>1.05</i> | <i>4.8</i> |

Source: UNCTAD, based on data provided by MarineTraffic

Note: ships of 1,000 GT and above. Not including passenger ships and Ro/Ro vessels

Trade recovery constrained: low fleet growth

Figure 2.1 Annual growth of the world fleet, 1981–2022
(percentage of dead-weight tonnage)

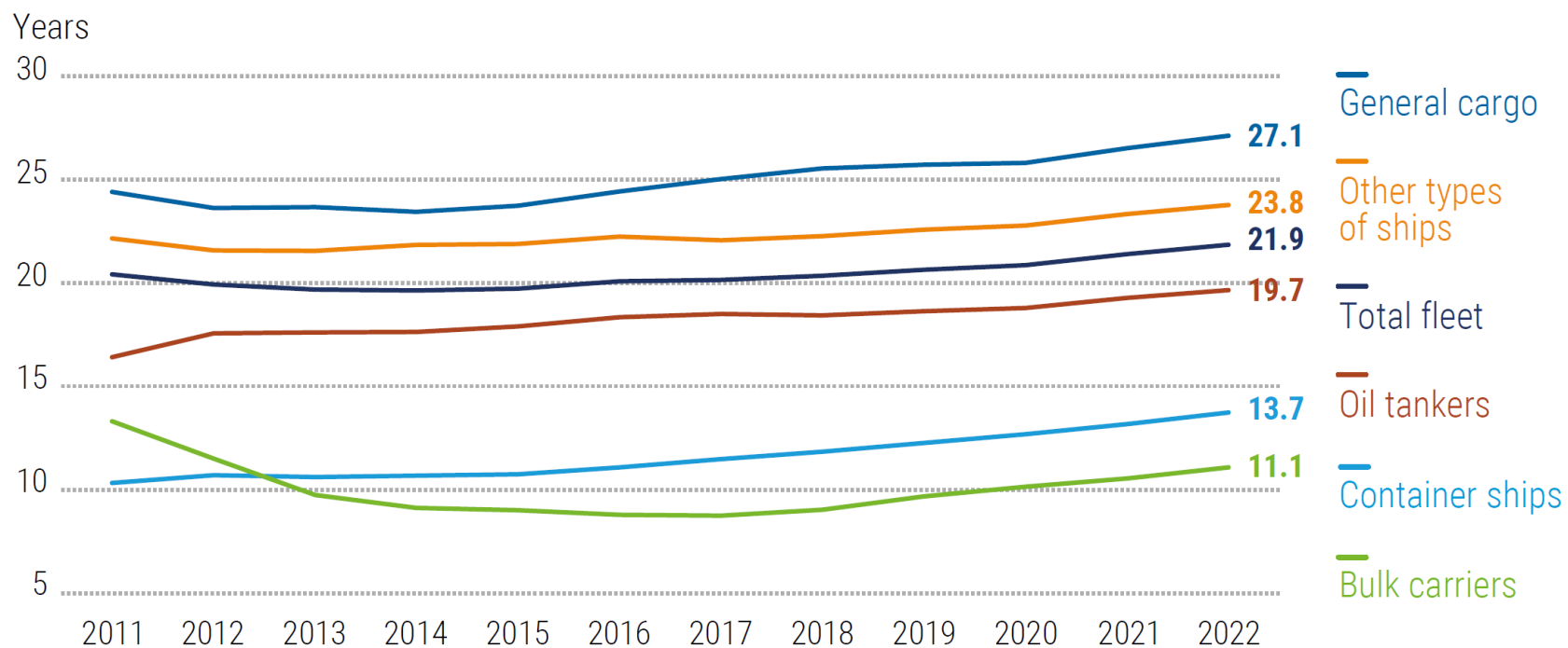


Source: UNCTAD calculations, based on data from Clarksons Research.

Note: Propelled seagoing vessels of 100 gross tons and above, as of 1 January 2022.

Challenges ahead: Ageing ships

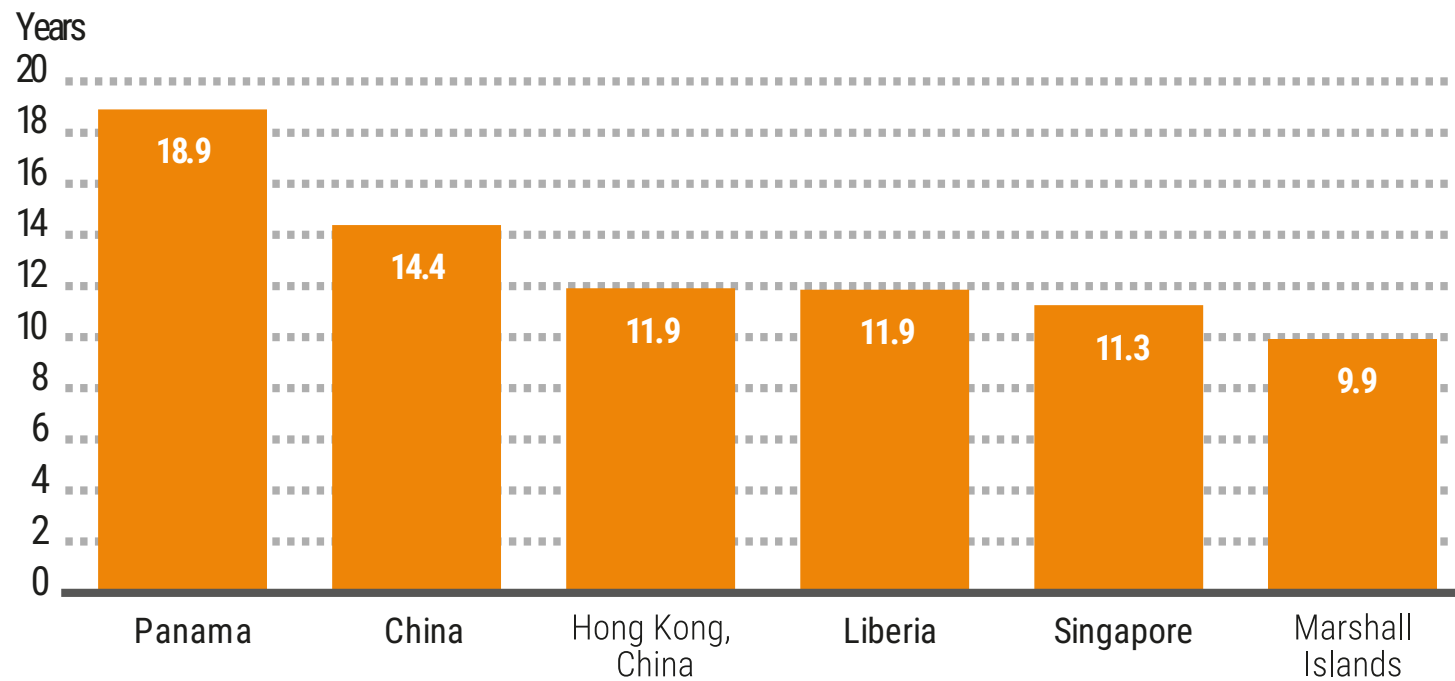
Figure 2.2 Average age of merchant fleet, 2011–2022



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

Note: Propelled seagoing vessels of 100 gross tons and above, as of 1 January 2022.

Average fleet age in the top six registries, by deadweight tonnage, as of 1 January 2022



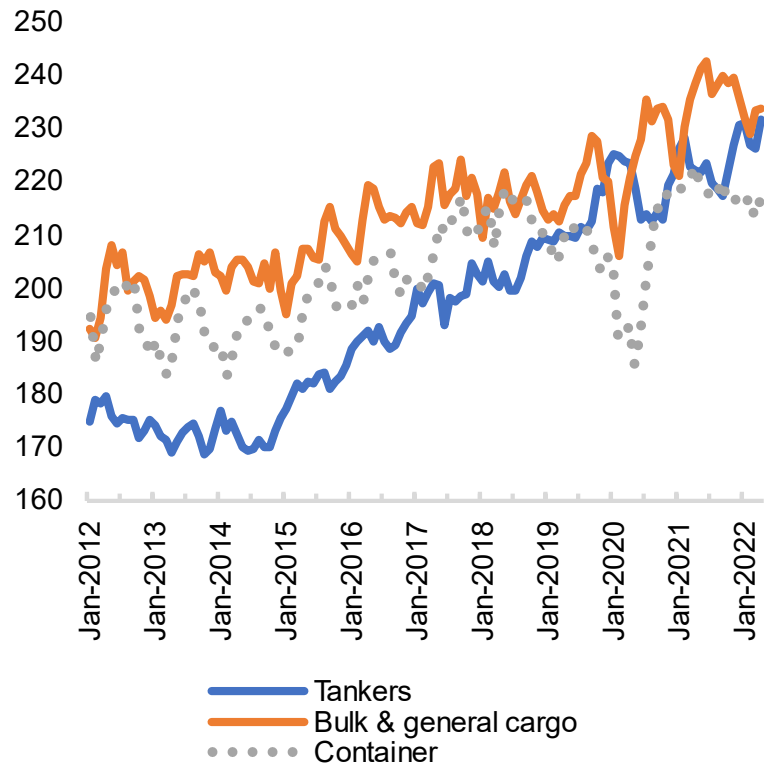
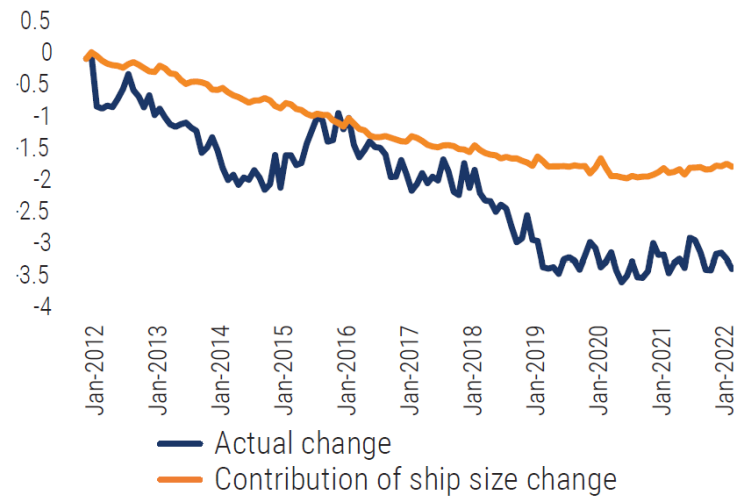


Figure 4.34 Cumulative change from January 2012 in CO₂ emission intensity, and contribution of ship size change of container ships, grams per ton-mile

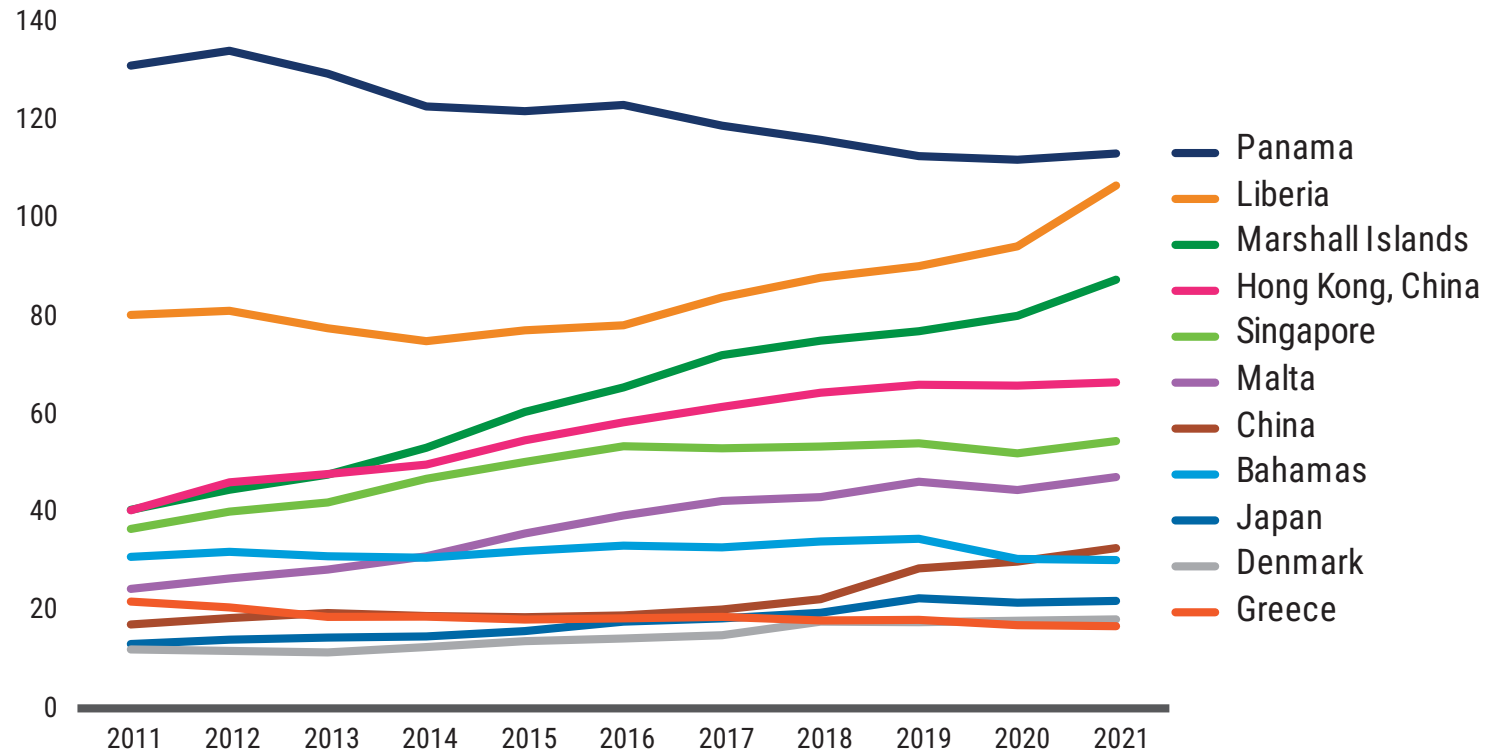


Between 2020 and 2021 total emissions increased by 4.7%



Source: UNCTAD, based on data provided by Marine Benchmark.

Total CO2 emissions of the world fleet by flag state, annual, 2011 to 2021, million tons



Preparing better for future challenges



Tackle supply-side infrastructure and services constraints



Move to a clean energy and low-emissions future

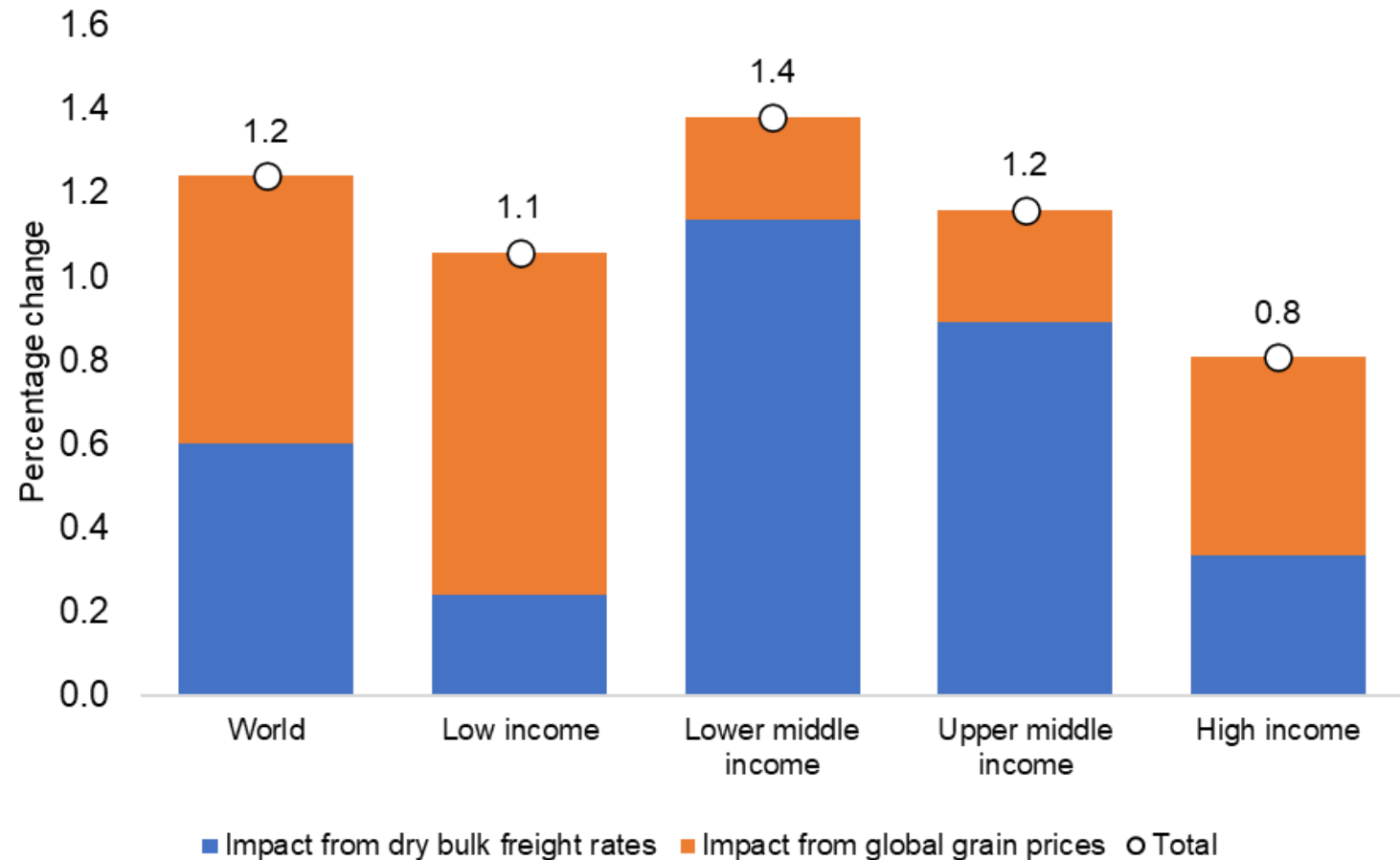


Predictability
for investment



Some countries are more affected by high freight rates

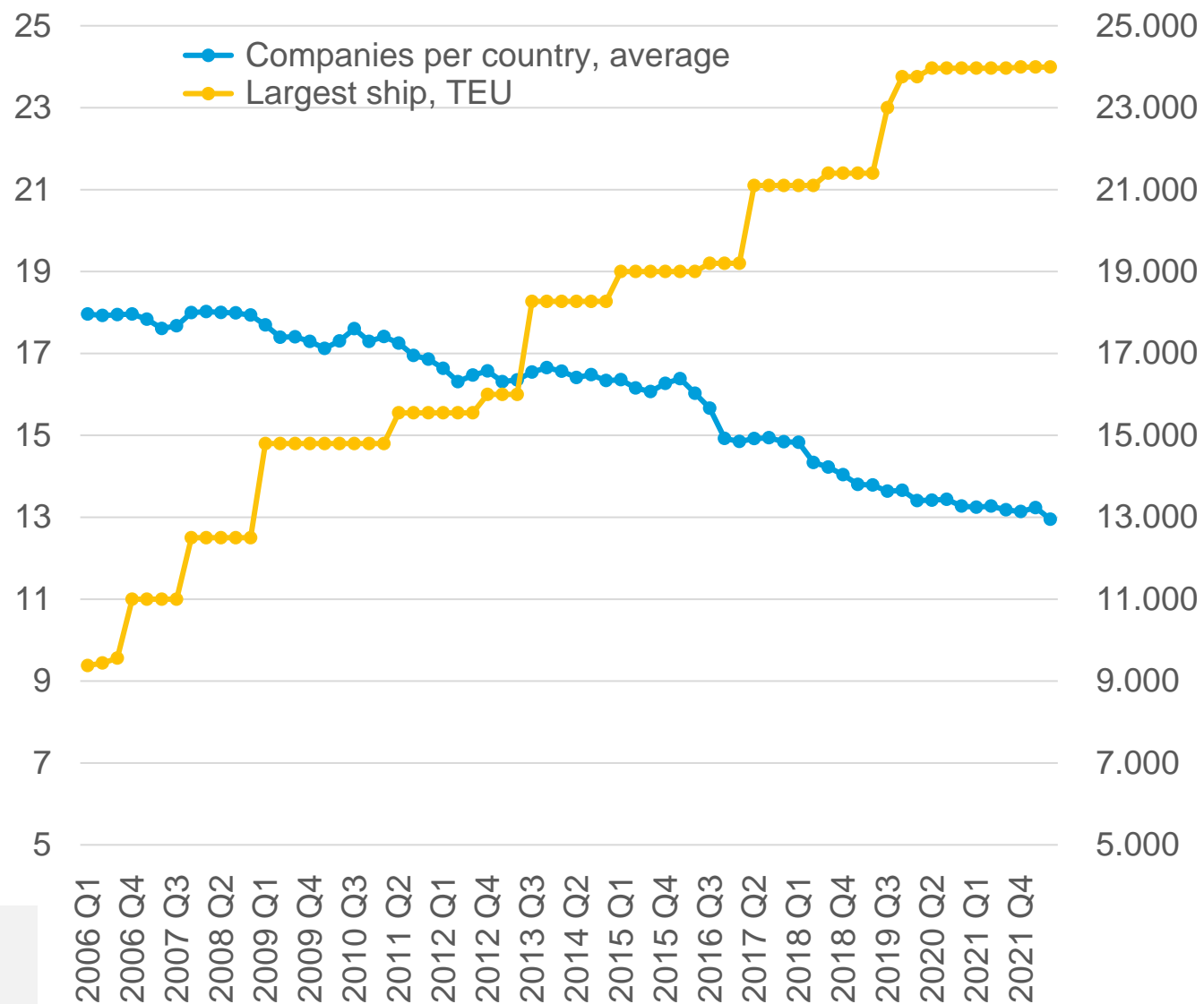
Impact of higher dry bulk freight rates and global grain prices on consumer food prices, selected country groups



Source: UNCTAD calculations based on data provided by Clarksons Research, Shipping Intelligence Network, the IMF, International Financial Statistics, Direction of Trade Statistics and Consumer Price Index, UNCTADstat, and the World Bank, World Integrated Trade Solution, Commodity Price Data (The Pink Sheet) and A Global Database of Inflation.

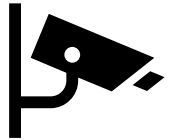
▼ **Number of companies providing services per country**

▲ **Size of largest container ship**

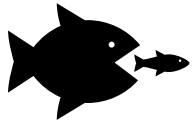


Source: UNCTAD, based on data provided by MDS Transmodal.

Preparing better for future challenges



Monitoring freight rates and charges



Ensure competitive markets



Support the most vulnerable



Thank you!

- **Download the report:**
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- **Contact us:**
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