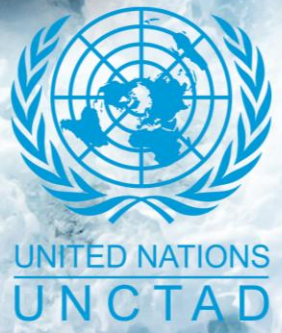


REVIEW OF MARITIME TRANSPORT 2022

Navigating stormy waters



Liner Shipping Connectivity and Port Connectivity in the ASEAN region

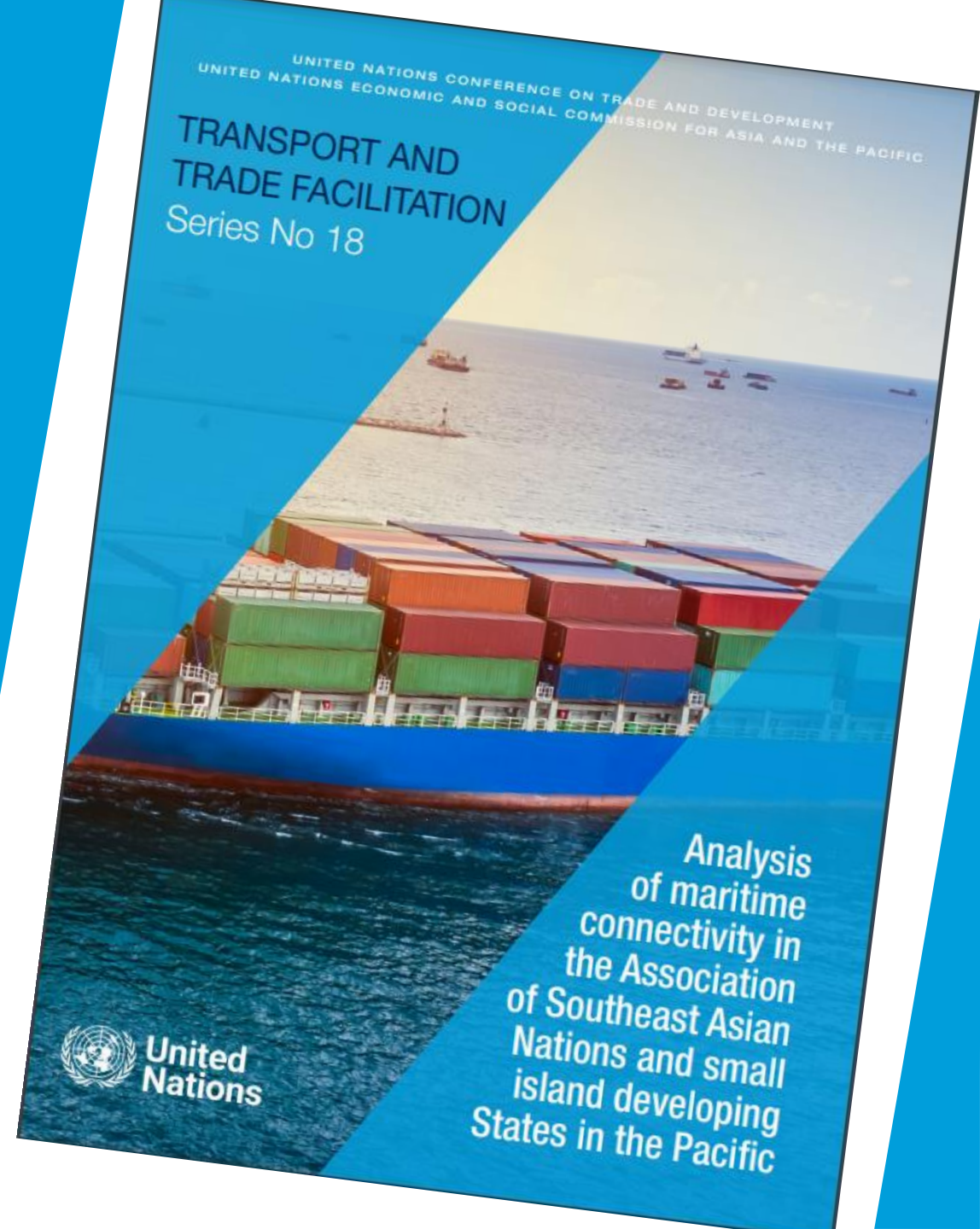
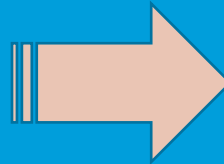
Interactive Dialogue on Sustainable
Maritime and Port Connectivity for Resilient
and Efficient Supply Chains

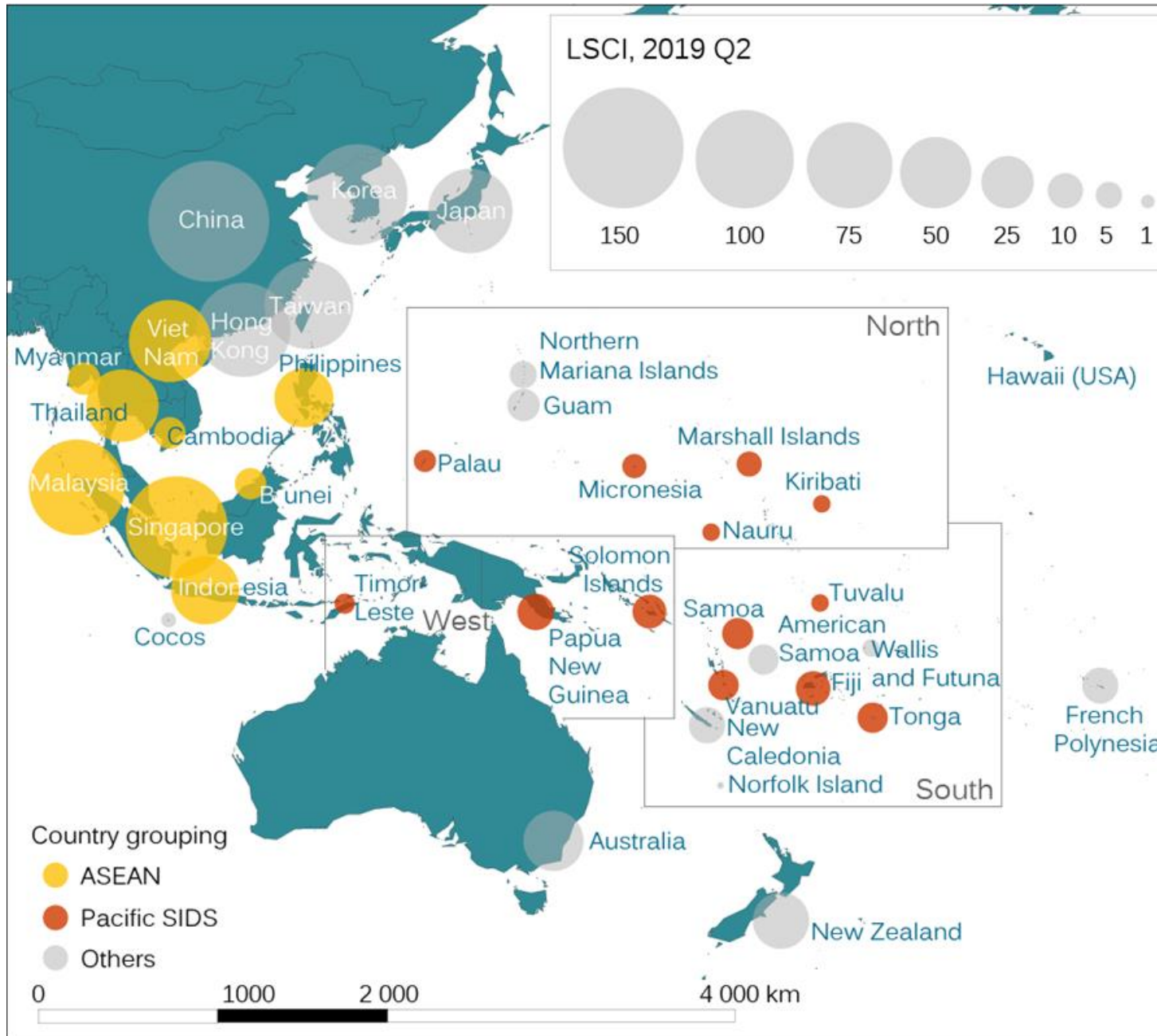
Bangkok, 30 November 2022



LSCI and Port LSCI in ASEAN countries

[Access this Report](#)





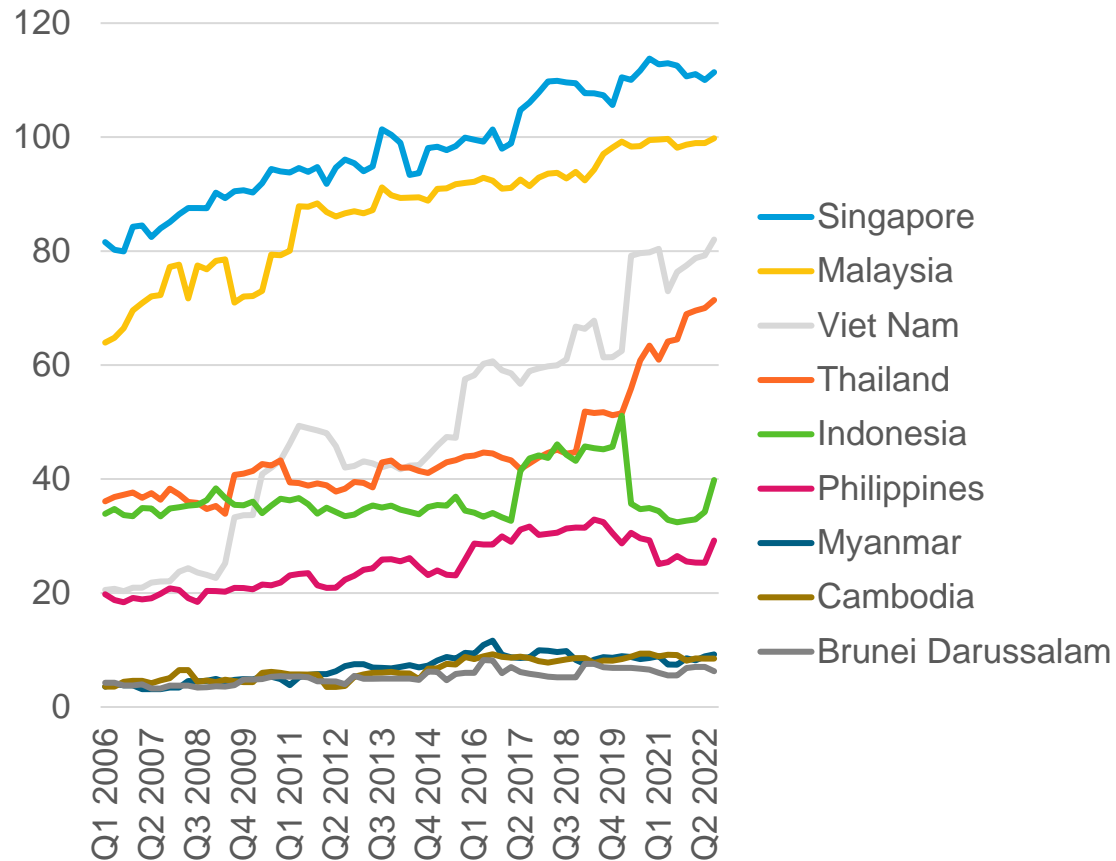
ASEAN:

- Concentrated in a small geographical area
- Central position along trading routes

ASEAN - country connectivity

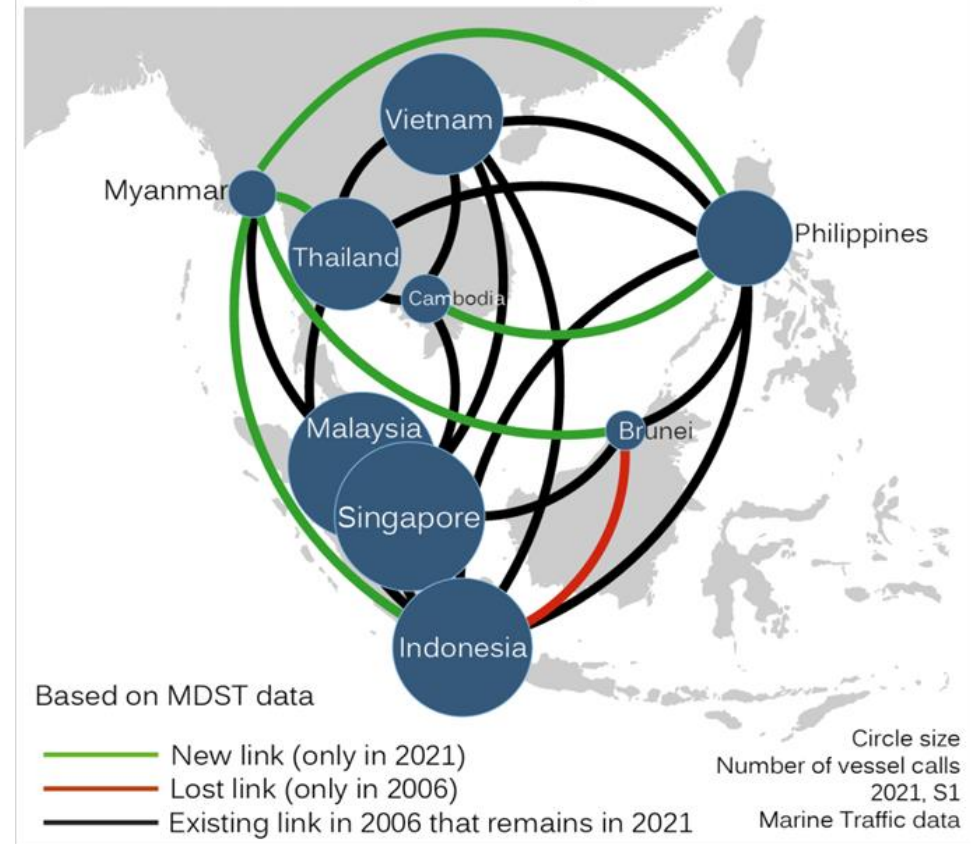
Regional hierarchy

LSCI ASEAN 2006/Q1-2022/Q3



Intraregional dynamics

Direct links between the ASEAN and change 2006-2021



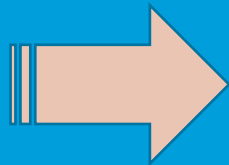
ASEAN - port connectivity

Positions of ASEAN ports in the global PLSCI ranking, Q2 2020

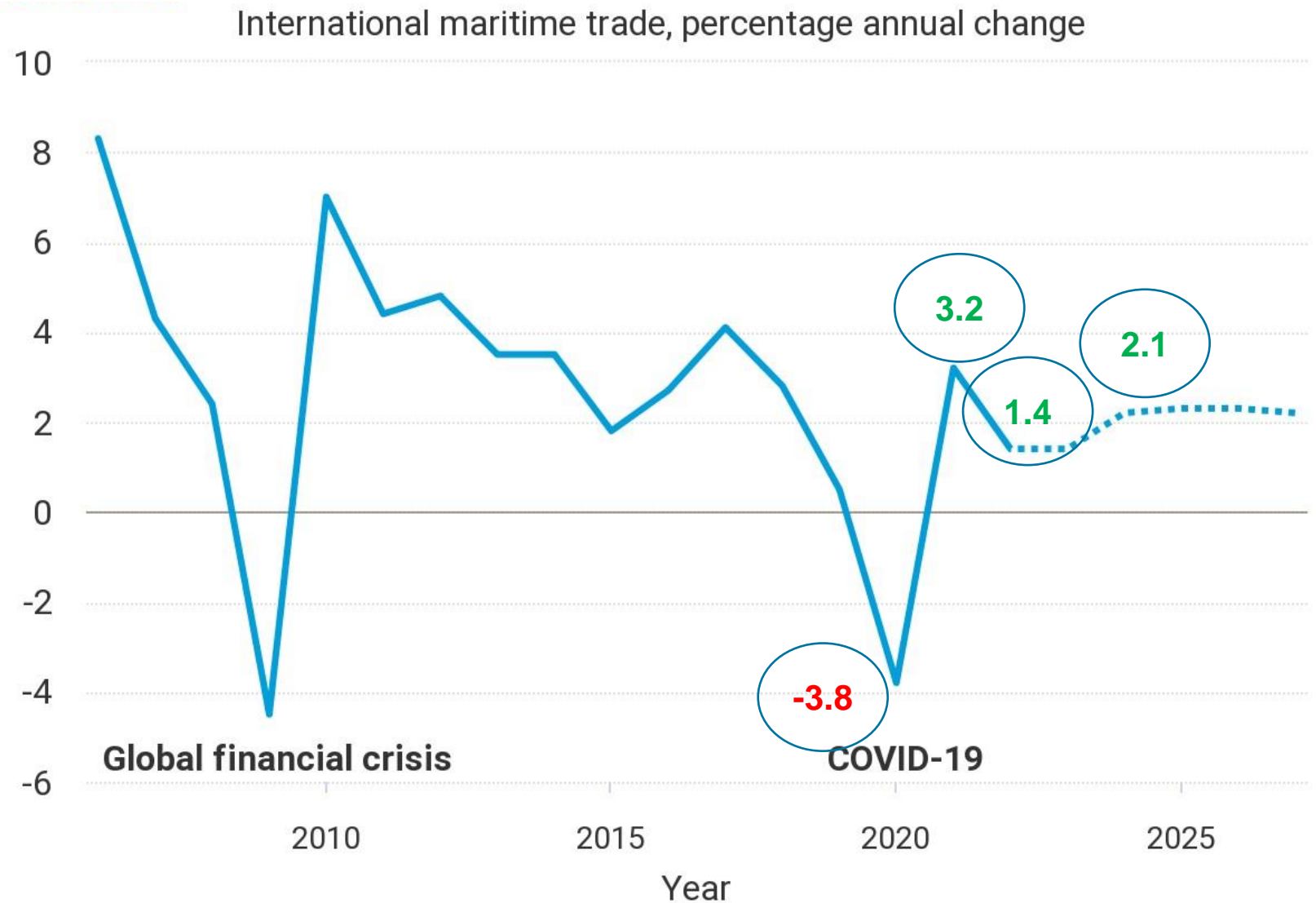
Rank	Port	Country	Region	Port LSCI
1	Shanghai	China	East Asia	135
2	Singapore	Singapore	ASEAN	124
3	Ningbo	China	East Asia	116
4	Pusan	Republic of Korea	East Asia	115
5	Hong Kong	China (Hong Kong)	East Asia	105
6	Qingdao	China	East Asia	92
7	Rotterdam	Netherlands	Europe	92
8	Antwerp	Belgium	Europe	90
9	Port Klang	Malaysia	ASEAN	87
10	Xiamen	China	East Asia	81
11	Shekou	China	East Asia	80
12	Xingang	China	East Asia	76
13	Yantian	China	East Asia	75
14	Nansha	China	East Asia	69
15	Tanjung Pelepas	Malaysia	ASEAN	65

2021-2022 Maritime trends impacting country and port connectivity in ASEAN

[Access this Report](#)



Moderate growth ahead



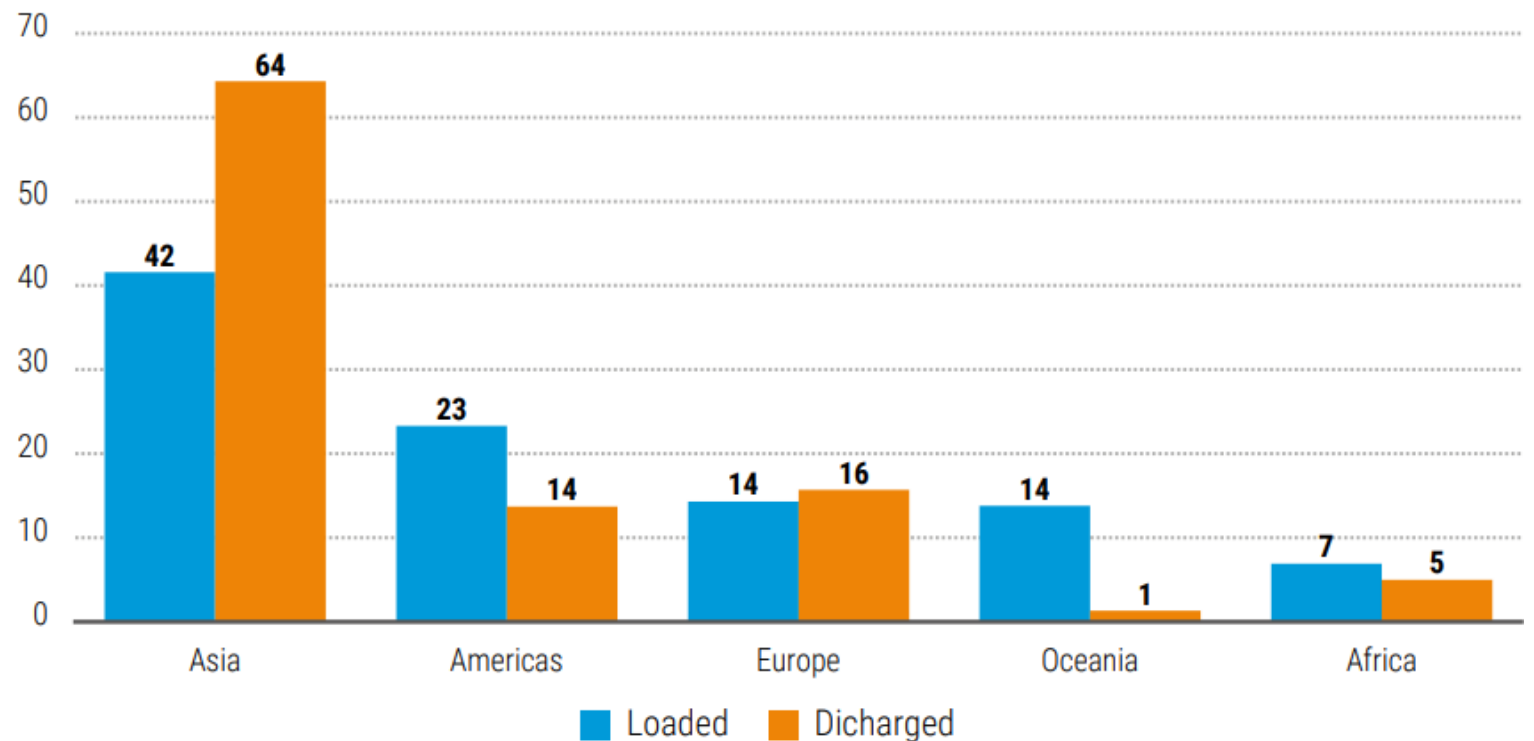
Source: UNCTAD secretariat, based on UNCTADstat data and Review of Maritime Transport, various issues.

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

Asia remains the world's leading maritime cargo handling center in 2021



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



Reduced global growth projections

Table 1.3 World economic growth, 2019–2022
(annual percentage change)

Region or economy	2019	2020	2021	2022 ^a
World	2.6	-3.4	5.8	2.6
Developed economies	1.8	-4.5	5.2	1.7
<i>of which:</i>				
United States	2.3	-3.4	5.7	1.9
European Union (27)	1.8	-5.9	5.4	2.0
United Kingdom	1.7	-9.3	7.4	2.6
Japan	-0.2	-4.5	1.7	1.0
Developing economies	3.7	-1.7	6.8	3.7
<i>of which:</i>				
Africa	2.8	-2.6	5.1	2.7
East Asia	4.1	0.4	6.5	3.2
<i>of which:</i>				
China	6.0	2.3	8.1	3.9
South Asia	3.1	-4.5	6.8	4.9
<i>of which:</i>				
India	4.5	-6.6	8.2	5.7
Western Asia (excluding Cyprus)	1.5	-3.5	6.2	4.1
Latin America and the Caribbean	-0.0	-7.2	6.6	2.6
<i>of which:</i>				
Brazil	1.2	-3.9	4.6	1.8
Caribbean	1.8	-9.6	5.2	4.0
Economies in Transition	2.6	-2.6	4.9	-6.1
<i>of which:</i>				
Russian Federation	2.2	-2.7	4.7	-7.4
Least developed countries (LDCs)	4.2	-0.3	3.0	3.1

Table 4.2 Port calls and median time spent in port, container ships, 2021, top 25 economies

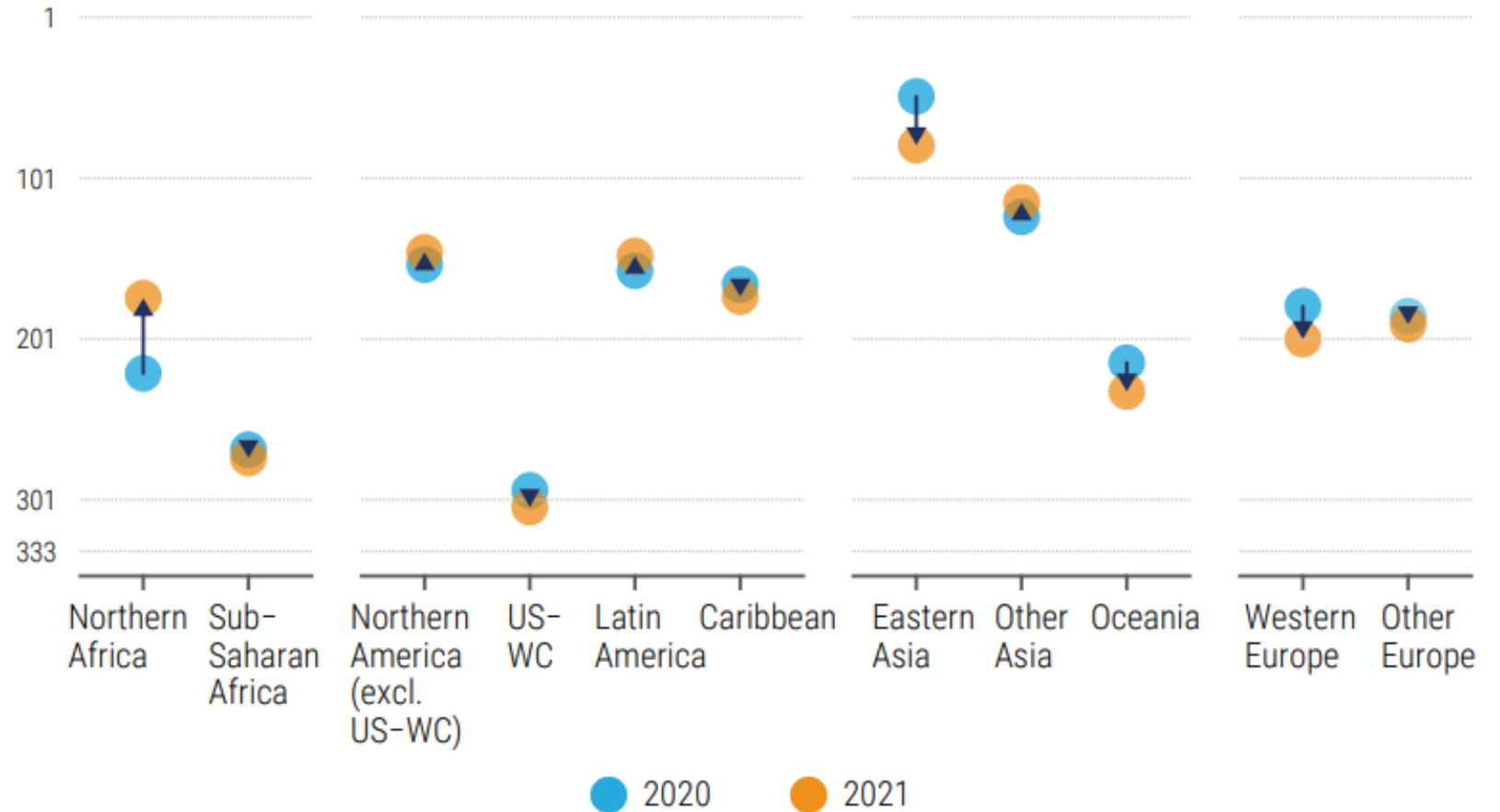
Country	Number of arrivals	Number of arrivals, annual change (%)	Median time in port (days)	Median time in port, annual change (%)	Average age of vessels	Average container carrying capacity (TEU) per container ship	Maximum container carrying capacity (TEU) of container ships
China	70 506	-5.3	0.73	17.2	13	4 401	23 992
Japan	35 526	-6.4	0.36	7.4	13	1 541	21 237
Republic of Korea	20 652	-3.8	0.72	11.7	14	2 958	23 992
United States of America	18 816	-6.1	1.25	20.8	15	5 417	21 237
Indonesia	15 648	4.2	1.06	7.6	15	1 218	6 921
Taiwan Province of China	14 909	-10.3	0.57	27.2	14	2 644	23 992
Spain	14 705	2.7	0.65	-1.8	15	3 029	23 964
Malaysia	14 577	-8.2	1.00	24.5	14	3 649	23 992
Singapore	13 408	-10.3	1.03	29.1	13	5 421	23 964
Türkiye	12 171	5.0	0.63	2.8	17	2 969	23 756
Netherlands	11 516	-0.7	0.89	10.8	15	2 819	23 992
Viet Nam	11 367	18.6	0.83	-7.8	14	2 229	19 273
China, Hong Kong SAR	10 435	-12.9	0.65	24.8	14	3 395	23 964
India	8 983	14.2	0.93	1.1	16	4 017	15 000
Thailand	8 321	2.6	0.75	11.6	12	2 059	19 630
Italy	7 746	-2.3	0.96	4.7	16	3 642	23 964
United Kingdom	7 513	-4.1	0.83	12.7	16	3 114	23 992
Brazil	7 284	-4.3	0.85	11.2	11	5 799	12 690
United Arab Emirates	7 228	-5.0	1.00	4.7	17	4 026	23 964
Germany	7 082	-0.8	1.13	14.9	13	4 497	23 992
Philippines	5 816	12.3	0.94	6.2	16	1 673	6 258
Panama	5 444	21.9	0.88	27.4	13	4 630	15 000
Belgium	4 960	-5.3	1.20	15.4	15	4 760	23 964
Morocco	4 541	5.2	0.76	3.3	15	4 210	23 964
France	4 521	-2.8	0.96	22.3	14	5 105	23 964
Subtotal, top 25	343 675	-2.7			14	3 477	23 992
World total	446 589	-2.8	0.80	13.7	14	3 431	23 992

Congestion impacted port calls and time spent in port



Between 2020 and 2021 heavy congestion impacted the ranking of (East) Asian ports

Figure 4.7 Average rank of container port performance, by region, 2020 and 2021

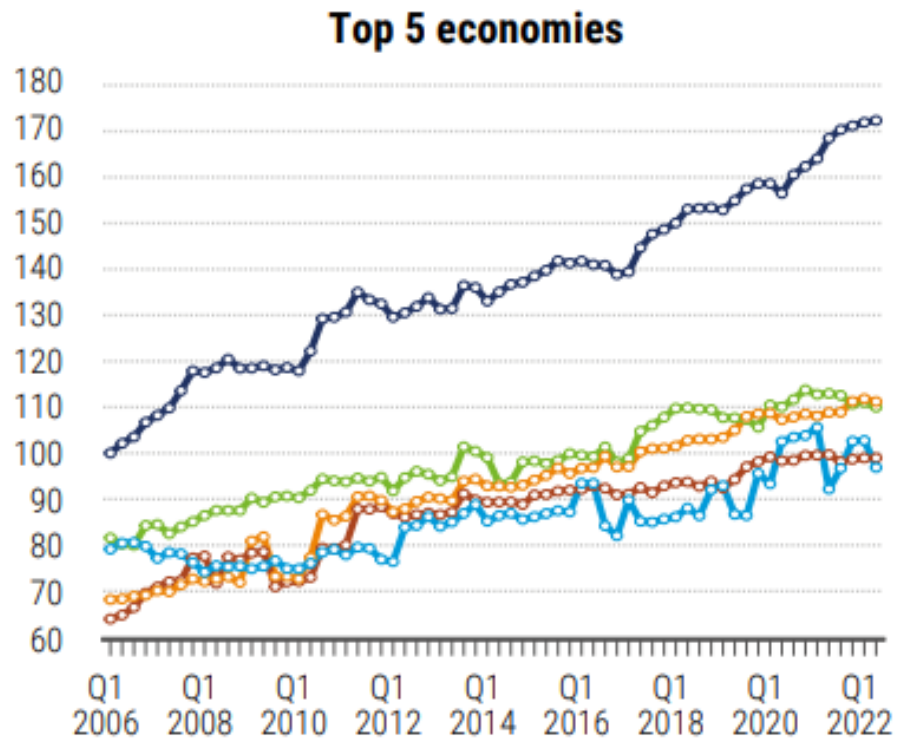


Source: UNCTAD, based on data provided by the World Bank and S&P Global Port Performance Program.

Note: The average rank is based on the Administrative Approach score. The rank is recalculated by UNCTAD across 333 ports, for which port performance scores are available in 2020 and 2021.

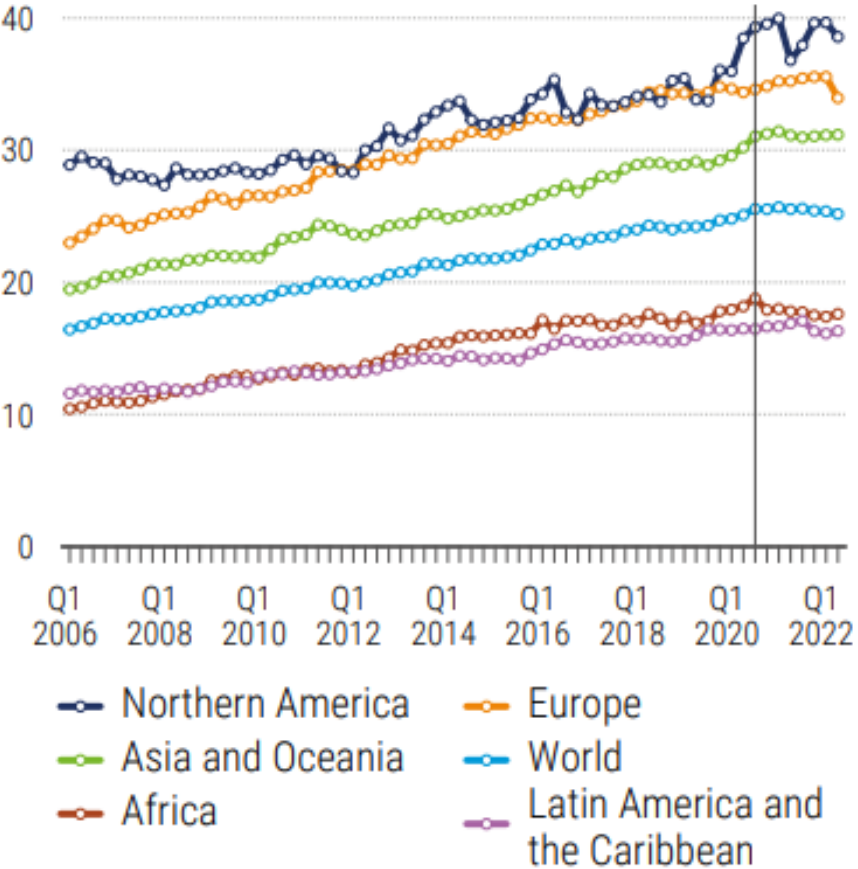
Regional connectivity

Figure 4.15 Liner shipping connectivity index,



—○ China —○ Republic of Korea —○ Singapore
—○ Malaysia —○ United States

Figure 4.18 LSCI, world and regional average from 2006Q1 to 2022Q2



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



Preparing for future challenges

- ✓ Tackle supply side, infrastructure and services constraints
- ✓ Move to a clean energy and low-emissions future
 - Predictability for investment
- ✓ Ensure competitive markets
- ✓ Cushion the most vulnerable



**REVIEW
OF MARITIME
TRANSPORT**

2022

Navigating
stormy waters



Thank you!

- **Download the report:**
 - <http://unctad.org/rmt>
- **Access our data:**
 - <http://stats.unctad.org/Maritime>
- **Contact us:**
 - rmt@unctad.org



UNITED NATIONS
UNCTAD