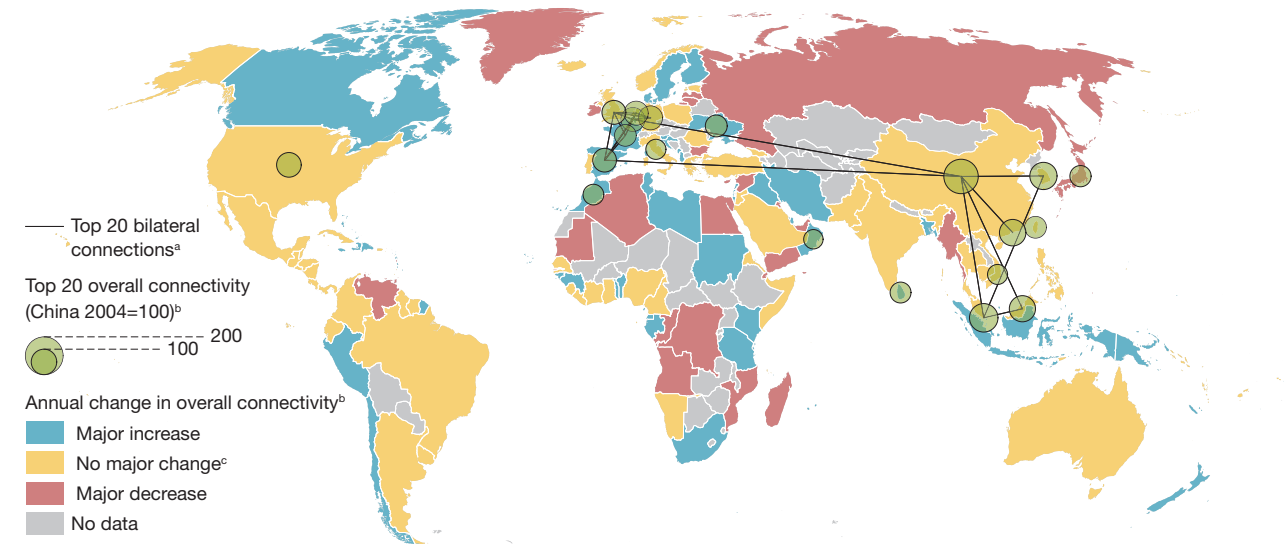




Fact sheet #15: Maritime transport indicators

Map 1 | Liner shipping connectivity, 2017



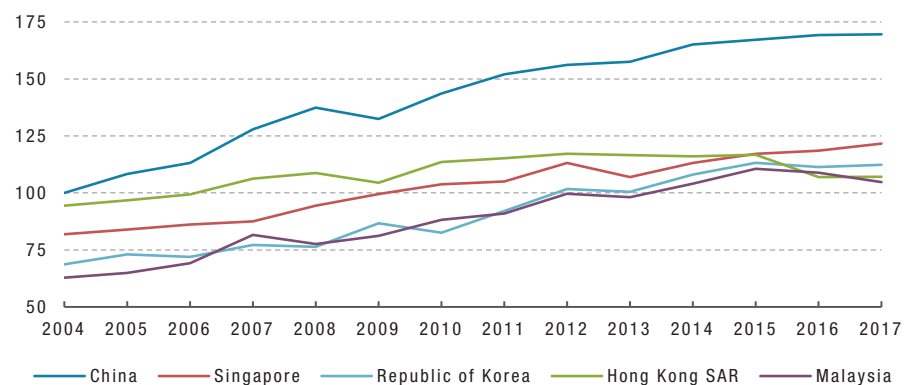
^a As indicated by the LSBCI.
^b As indicated by the LSCI.
^c Change of less than 5 per cent compared to the value in the previous year.

Liner shipping connectivity throughout the world

In 2017, the economy best connected to the global liner shipping network, as measured by the UNCTAD liner shipping connectivity index (LSCI), was China. Singapore, the Republic of Korea, Hong Kong SAR and Malaysia followed next in the ranking. Sub-regional leaders comprised: Panama, Colombia and Mexico in Latin America and the Caribbean; Morocco, Egypt and South Africa in Africa; and Sri Lanka in South Asia. Ukraine has overtaken the Russian Federation as the best-connected transition economy.

Most top-20 bilateral connections are within Europe and within Eastern and South-Eastern Asia. However, China is relatively well connected also with two European countries, namely Belgium and Spain. For the best-connected economies, connectivity has not risen much further in recent years.

Figure 1 | Liner shipping connectivity index, top five economies (China 2004 = 100)



Concepts and definitions

The LSCI is an indicator of a country's position within the global liner shipping networks. It is calculated from data on the world's container ship deployment: the number of ships, their container carrying capacity, the number of services and companies, and the size of the largest ship.

The liner shipping bilateral connectivity index (LSBCI) is calculated from five components that also take into account the number of transshipments required to trade as well as the number of options available to trade with only one transshipment.

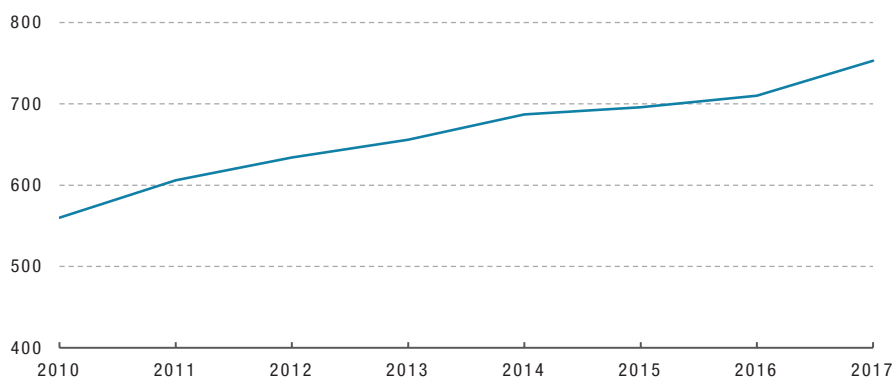
Port container traffic is measured in TEUs. One TEU represents the volume of a standard 20 feet long intermodal container used for loading, unloading, repositioning and transshipment.



Port container traffic

In 2017, 753 million twenty-foot equivalent units (TEUs) of containers were handled in ports worldwide. World container port throughput grew by 6 per cent between 2016 and 2017. This was the highest growth recorded over the last five years.

Figure 2 | World container port throughput
(Millions of twenty-foot equivalent units)

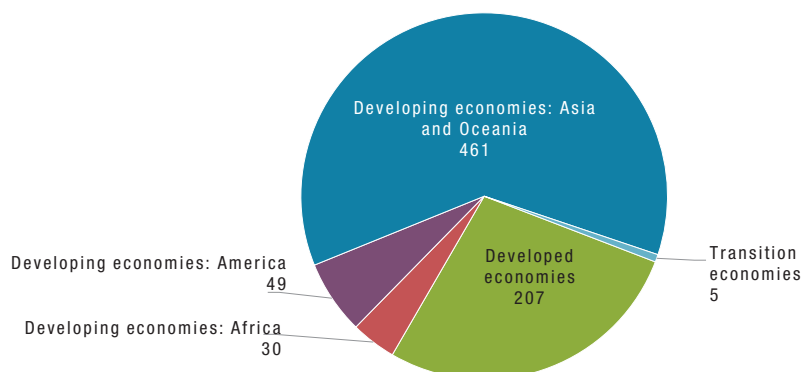


Regional activity

Asia's role as an important port loading and unloading area (see UNCTAD Handbook of Statistics 2018, section 5.1) and its high liner shipping connectivity (see above) is also reflected in the region's high contribution to containerized port throughput. In 2017, ports in developing economies in Asia and Oceania handled 461 million TEUs of containers, accounting for almost two thirds (61 per cent) of world port container traffic. The shares of developing economies in America (7 per cent) and Africa (4 per cent) were much smaller. Developed economies accounted for one quarter of global containerized port throughput. Transition economies had a share of less than 1 per cent.¹

¹ For further analyses on that topic, see UNCTAD (2018c).

Figure 3 | Containerized port traffic by group of economies, 2017
(Millions of twenty-foot equivalent units)



For references, see UNCTAD Handbook of Statistics 2018, annex 6.4.

China, Singapore and the Republic of Korea are best integrated into the global liner shipping networks



The highest connectivity is recorded within regions, as well as between China and Europe



World container port throughput reached **753 million TEUs** in 2017



Developing economies in Asia and Oceania handled **61%** of world port container traffic

