4: Globalized production of "maritime transport"

|-------------|-----------|-----------------|--------------|-------------|

6. Financing

7. Classification

8. Insurance services (P&I)

9. Seafarers

10. Container terminal operators

Financial and other services: UK, Scandinavia
4: Globalized production of "maritime transport" 

Philippines, Indonesia, …
4: Globalized production of "maritime transport"

|-------------|-----------|-----------------|--------------|--------------|

Hong Kong, Netherlands, Singapore, UAE: ~ 30%
UNCTAD Maritime Country Profiles
stats.unctad.org/MARITIME

COUNTRY PROFILE

CONTENT

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GENERAL PROFILE
This profile provides a basic snapshot of a country's economic and financial situation, facilitating convenient cross-country comparisons.

MARITIME PROFILE
This thematic profile provides a basic snapshot of a country's situation on maritime transport and international trade, facilitating convenient cross-country comparisons.
Greece

WORLD SHARES FOR 2014

- Population: 0.15%
- Gross Domestic Product (current US$): 0.30%
- Merchandise exports (US$): 0.19%
- Merchandise imports (US$): 0.33%
- Coastline (km) (2): 0.93%
- National flagged fleet (DWT) (4): 4.57%
- Fleet ownership (DWT) (5): 15.41%
- Container port throughput (TEU): 0.57%
- Ship building (GT) (3)
- Ship scrapping (GT) (3)
India

WORLD SHARES FOR 2014

<table>
<thead>
<tr>
<th>Category</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>17.83</td>
</tr>
<tr>
<td>Gross Domestic Product (current US$)</td>
<td>2.63</td>
</tr>
<tr>
<td>Merchandise exports (US$)</td>
<td>1.69</td>
</tr>
<tr>
<td>Merchandise imports (US$)</td>
<td>2.44</td>
</tr>
<tr>
<td>Coastline (km) (2)</td>
<td>1.05</td>
</tr>
<tr>
<td>National flagged fleet (DWT) (4)</td>
<td>0.91</td>
</tr>
<tr>
<td>Fleet ownership (DWT) (5)</td>
<td>1.30</td>
</tr>
<tr>
<td>Container port throughput (TEU)</td>
<td>1.70</td>
</tr>
<tr>
<td>Ship building (GT) (3)</td>
<td>0.15</td>
</tr>
<tr>
<td>Ship scrapping (GT) (3)</td>
<td>31.69</td>
</tr>
</tbody>
</table>
# Liberia

## World Shares for 2014

<table>
<thead>
<tr>
<th>Category</th>
<th>Share 2014</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>0.06 %</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Gross Domestic Product (current US$)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise exports (US$)</td>
<td></td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Merchandise imports (US$)</td>
<td>0.01 %</td>
<td></td>
</tr>
<tr>
<td>Coastline (km) (2)</td>
<td>0.05 %</td>
<td></td>
</tr>
<tr>
<td>National flagged fleet (DWT) (4)</td>
<td></td>
<td>12.13 %</td>
</tr>
<tr>
<td>Fleet ownership (DWT) (5)</td>
<td></td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Container port throughput (TEU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ship building (GT) (3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ship scrapping (GT) (3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Republic of Korea

WORLD SHARES FOR 2014

- Population: 0.69
- Gross Domestic Product (current US$): 1.81
- Merchandise exports (US$): 3.01
- Merchandise imports (US$): 2.77
- Coastline (km) (2): 0.76
- National flagged fleet (DWT) (4): 1.03
- Fleet ownership (DWT) (5): 4.60
- Container port throughput (TEU): 3.48
- Ship building (GT) (3): 34.36
- Ship scrapping (GT) (3): 0.02
UNCTAD Maritime Country Profiles
stats.unctad.org/MARITIME

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4: Globalized production of "maritime transport"
5: Industry consolidation (the other side of the same coin)

► As countries specialize...

► Industry sees a process of concentration
5 (cont.): Ships keep **growing**

- **MSC, China Shipping:** Container ships 20 000+TEU

- **Vale:**
  - Dry bulk
  - 402 347 dwt

- **Wilhelm Wilhelmsen:**
  - ro-ro
  - 265 m
6: Global networks

http://www.mscgva.ch/about_us/routes.html
Networking

Out of 162 x 161 pairs of countries: How many are connected by direct services?

- 1st order, 17.6%
- With Trans-shipment, 82.4%
- 2nd order, 65.2%
- 3rd order, 17.0%
- 4th order, 0.2%

Source: UNCTAD, based on data from Containerization International
Demand
Supply
Markets
The Future
7: Liberalized markets

- Less cargo reservation
- Fewer liner conferences (cartels)
- More private sector participation
8: (somewhat) lower freight costs

Freight costs in % of goods’ value