10 key long term trends in the maritime business

Short courses 2016

The UNCTAD secretariat is pleased to announce another series of short courses in the first semester of 2016 on key international economic issues for delegates from permanent missions to the United Nations Office at Geneva and the World Trade Organization.

The aim of the courses is to give delegates from permanent missions an opportunity to become better acquainted with topical issues and developments in the international economic agenda as they are reflected in the work of UNCTAD. More detailed information on the content of individual courses may be found in the attached programme.

In the first semester, two courses will be provided at Palais des Nations on 12 February 2016 and 15 March 2016.

In the second semester, four courses will be provided at Palais des Nations on 26 September, 14 October, 18 November and 16 December 2016.

Online registration - Second semester 2016 NEW
Demand
Supply
Markets
The Future
► Demand
► Supply
► Markets
► The Future
1) Trade in manufactured goods

Developing countries’ % share of global seaborne trade - tonnes.
Source: UNCTAD, Review of Maritime Transport 2016, forthcoming
1) Trade in manufactured goods

Old Scenario:
Developing countries exported large volumes of raw materials and imported high value (low volume) manufactured goods

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Developing countries’ % share of global seaborne trade - tonnes.
Source: UNCTAD, Review of Maritime Transport 2016, forthcoming
1) Trade in manufactured goods

Today’s Scenario:
Developing countries participate in globalized production. They also import raw materials and also export manufactured goods.

Developing countries’ % share of global seaborne trade - tonnes.
Source: UNCTAD, Review of Maritime Transport 2016, forthcoming
2: Maritime trade is part of globalized production

- More trade in manufactures
- More trade in intermediate goods (40%)
- More intra-company trade
- More door-to-door services
- Logistics is part of the production process
3: Containerization

Containers have been more important for globalisation than freer trade

(Bernhofen et al, 2013)
Demand ► Supply ► Markets ► The Future
Demand
► Supply
► Markets
► The Future
4: Globalized production of "maritime transport"
Example: “Hoffmann Shipping”:

- Owner: German
- Flag: Antigua and Barbuda
- Freight agent: Netherlands
- Seafarers: Poland
- Crewing agent: Cyprus
- Cargo: Turkey
- to Canada
- Fuel: Spain
- Insurance: United Kingdom
- Shipyard: Portugal
- Captains’ favourite drink: Ireland
4: Globalized production of "maritime transport"
4: Globalized production of "maritime transport"

Korea and China 70% of GT
4: Globalized production of "maritime transport"

<table>
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<th>No.</th>
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<td>9.</td>
<td>Seafarers</td>
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<td>10.</td>
<td>Container terminal operators</td>
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</tbody>
</table>

Greece, Japan: 29%
4: Globalized production of "maritime transport"

Panama, Liberia, Marshall Islands: 41%

1. Building
2. Owning
3. Registration
4. Operation
5. Scrapping
6. Financing
7. Classification
8. Insurance services (P&I)
9. Seafarers
10. Container terminal operators
4: Globalized production of "maritime transport"

Denmark and Switzerland 30%
4: Globalized production of "maritime transport"

Denmark and Switzerland 30%

1. Building
2. Owning
3. Registration
4. Operation (container ships)
5. Scrapping
6. Financing
7. Classification
8. Insurance services (P&I)
9. Seafarers
10. Container terminal operators
4: Globalized production of "maritime transport"

India, Bangladesh, China, Pakistan 92%