

10 key long term trends in the maritime business

Short courses 2016

Home ▶ Courses ▶ Short courses for Geneva-based diplomats ▶ SC 2016

Navigation

Home

- ▶ Site pages
- ▼ Current course
 - ▼ SC 2016
 - Participants
 - ▶ General
 - ▶ 26 September 2016 (Room XXVI) - Trade logistics, t...
 - ▶ 15 March 2016 (Room XXVI) - The imperative of tra...
 - ▶ 12 February 2016 (Room XXVI) - Recent developments...

▶ Courses

Short Courses for Geneva-based Diplomats - 2016 series

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

Geneva, September 2016, Jan.Hoffmann@UNCTAD.org



- ▶ Demand
- ▶ Supply
- ▶ Markets
- ▶ The Future





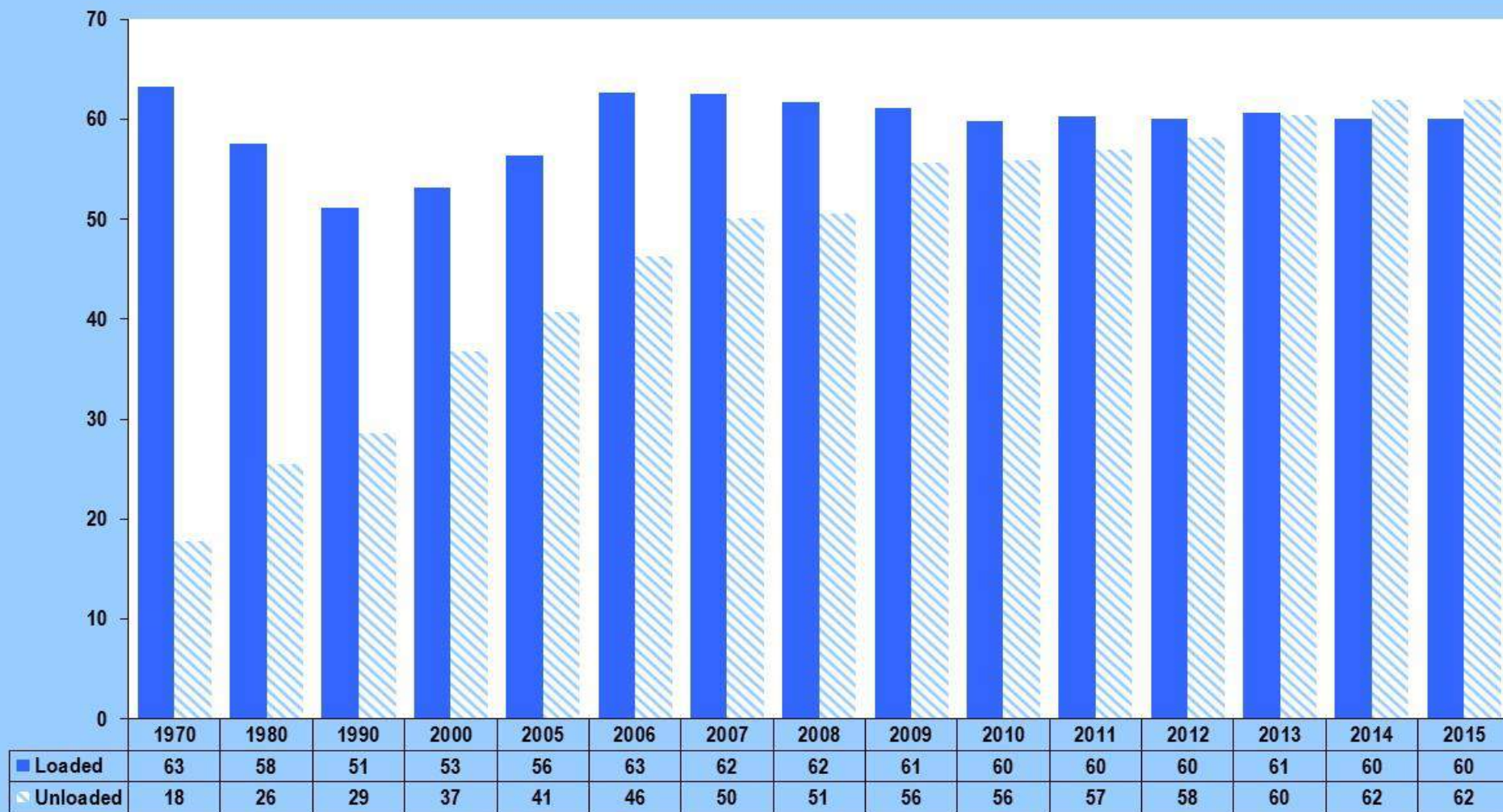
▶ Demand

▶ Supply

▶ Markets

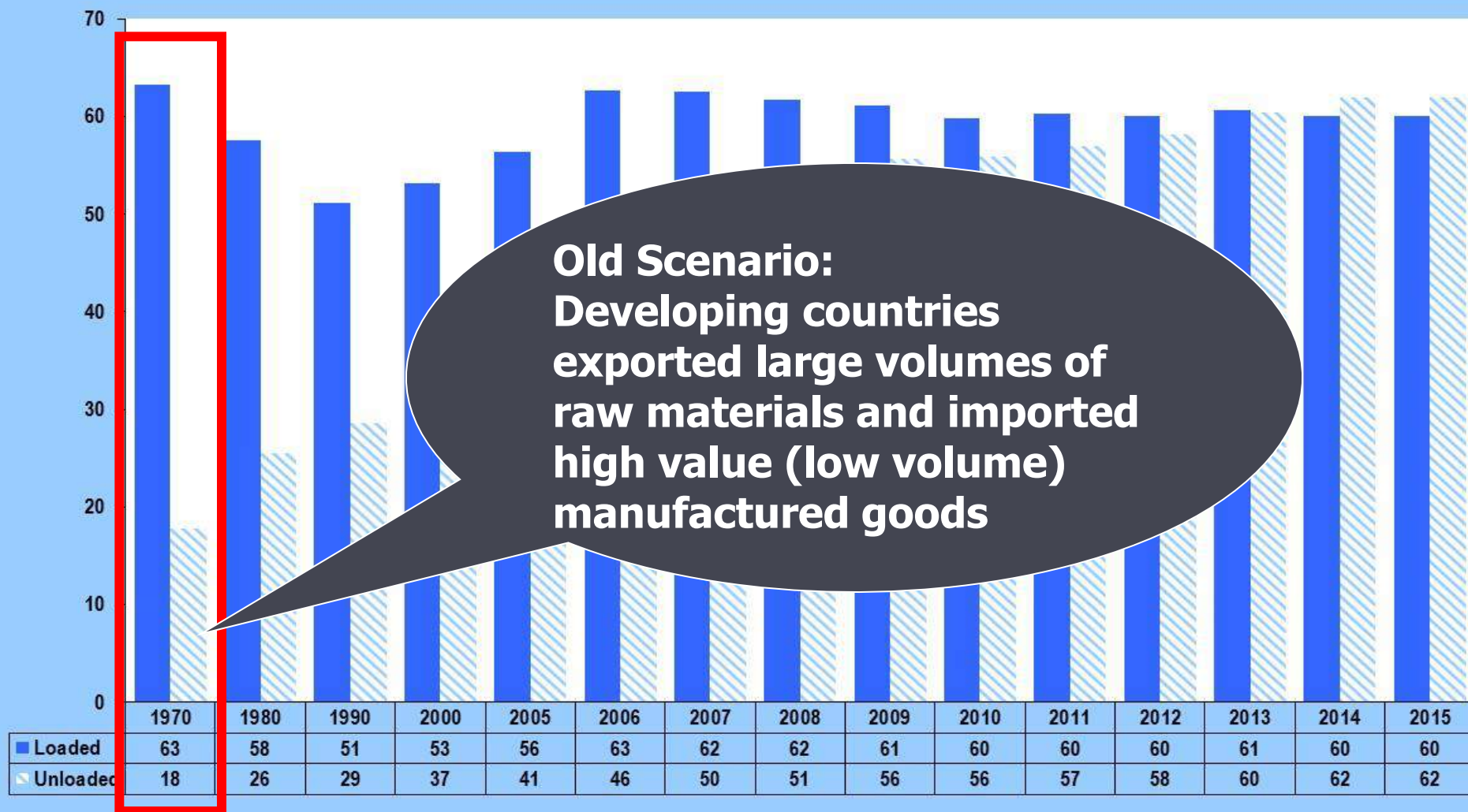
▶ The Future

1) Trade in manufactured goods

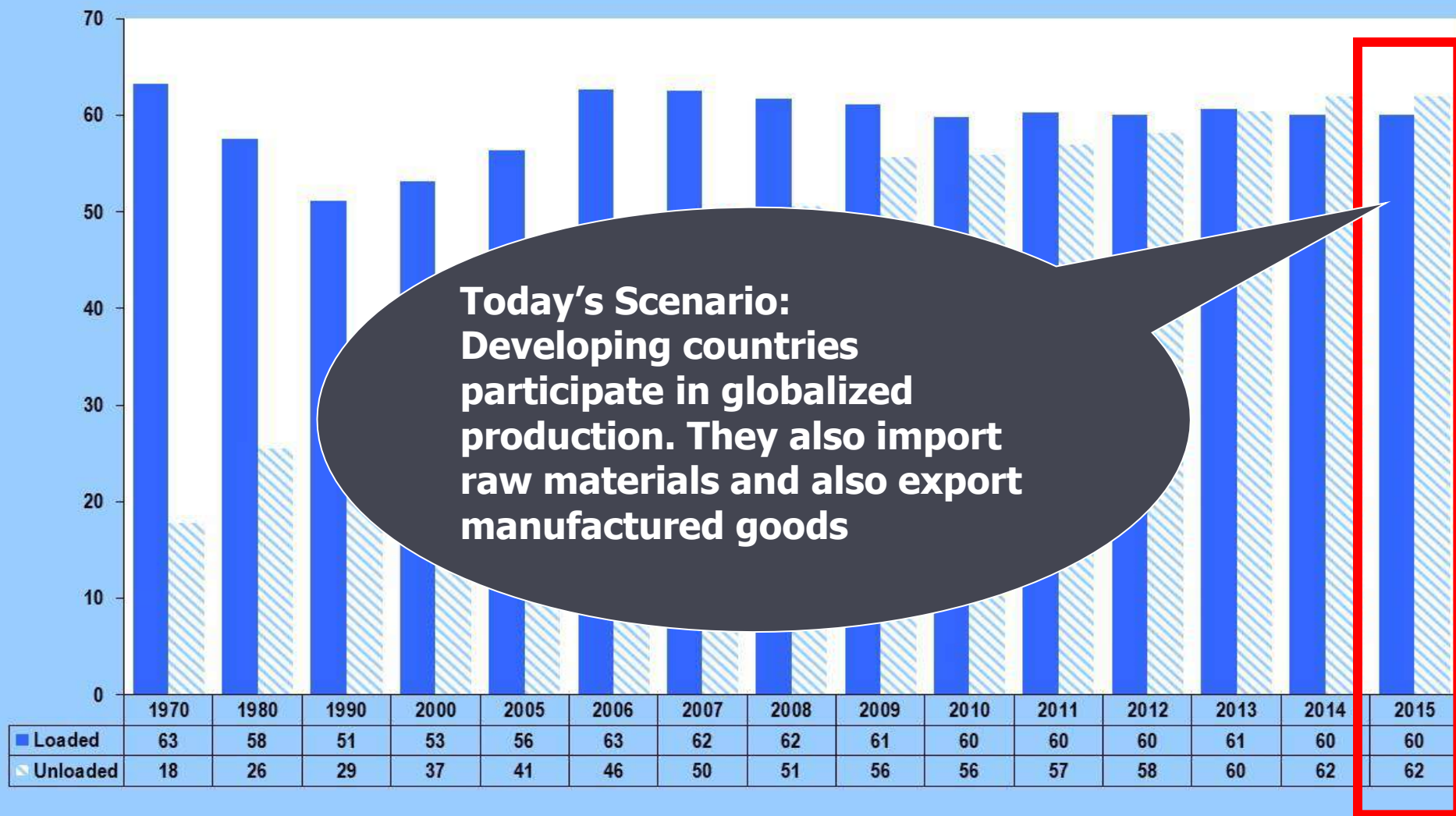


*Developing countries' % share of global seaborne trade - tonnes.
Source: UNCTAD, Review of Maritime Transport 2016, forthcoming*

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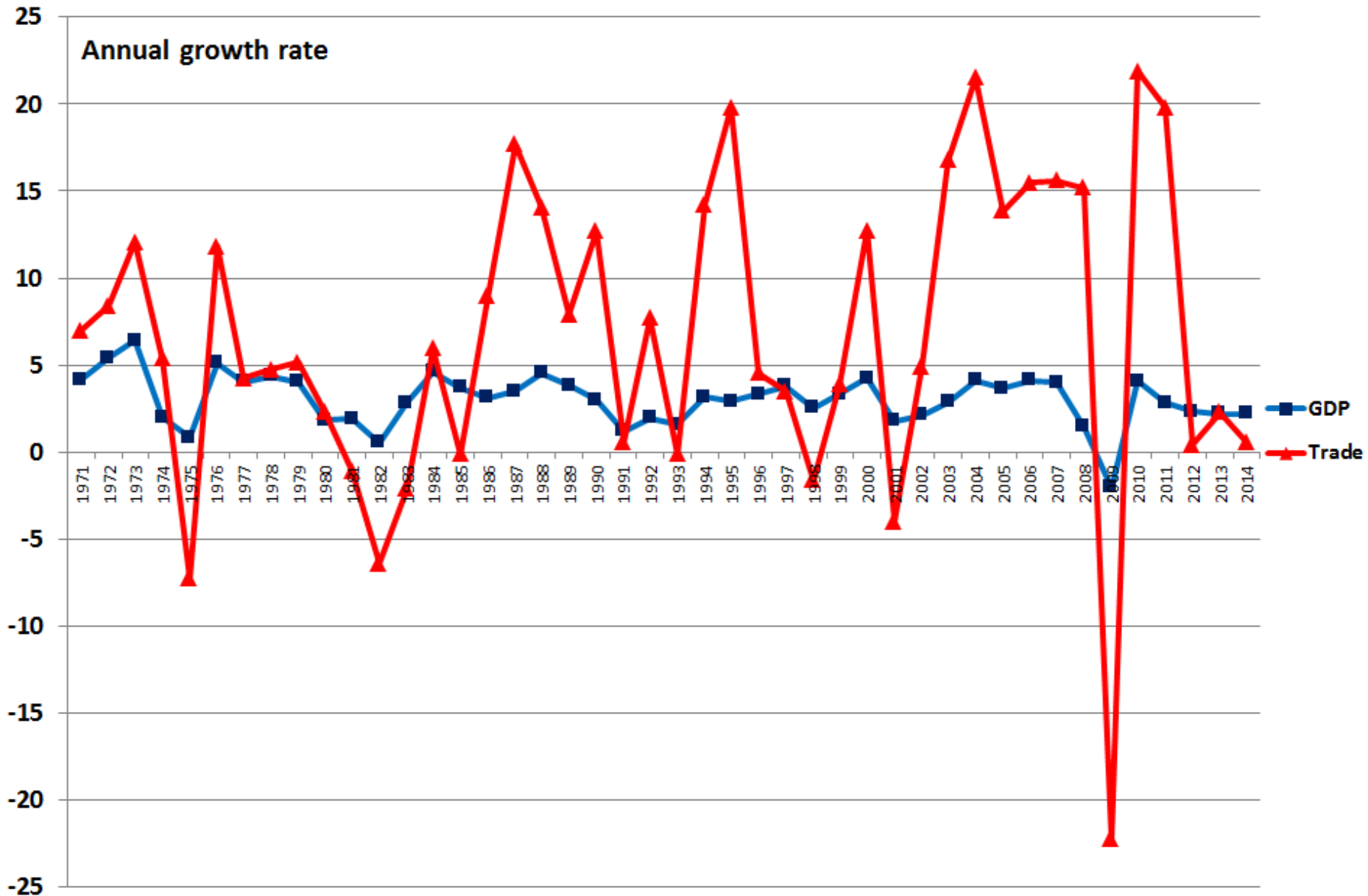


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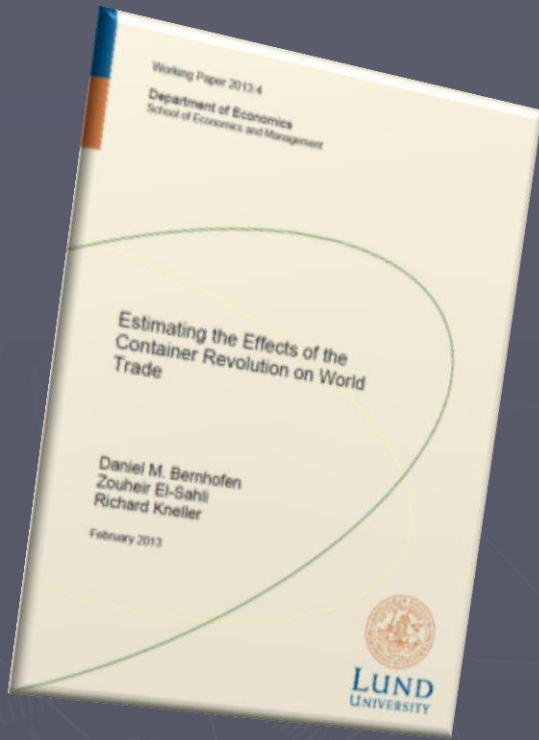
2: Maritime trade is part of globalized production

- ▶ 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

Trade/GDP



3: Containerization



This is a screenshot of the The Economist website. The top navigation bar includes 'Log in', 'Register', and 'Subscribe'. Below that, a teal bar lists categories: 'World politics', 'Business & finance', 'Economics', 'Science & technology', and 'Culture'. The main content area features the 'Free exchange' section with the article title 'The humble hero'. A red-bordered box at the bottom of the screenshot contains the text: 'Containers have been more important for globalisation than freer trade'.



(Bernhofen et al, 2013)

✓ Demand

▶ Supply

▶ Markets

▶ The Future

1) Trade in manufactured goods

2: Maritime trade is part of globalized production

- ▶ More trade in manufacturing
- ▶ More trade in services

3: Containerization



(Bernhofen et al., 2013)





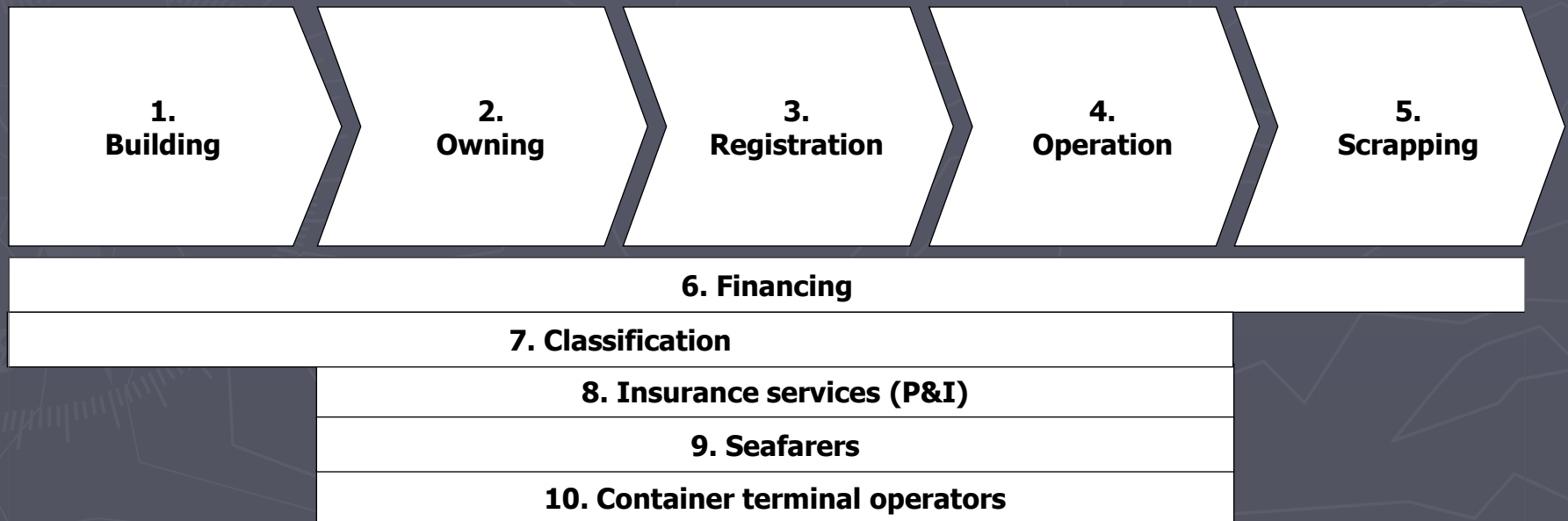
✓ Demand

▶ Supply

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4: Globalized production of "maritime transport"

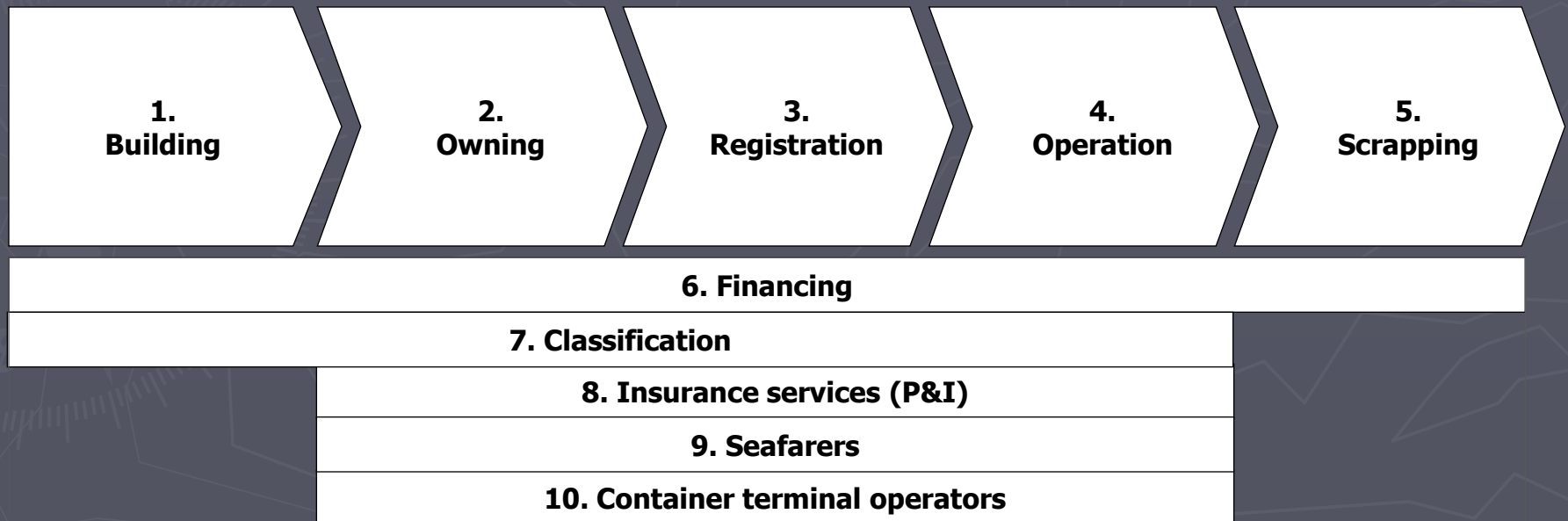


Example: "Hoffmann Shipping":

- ▶ 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

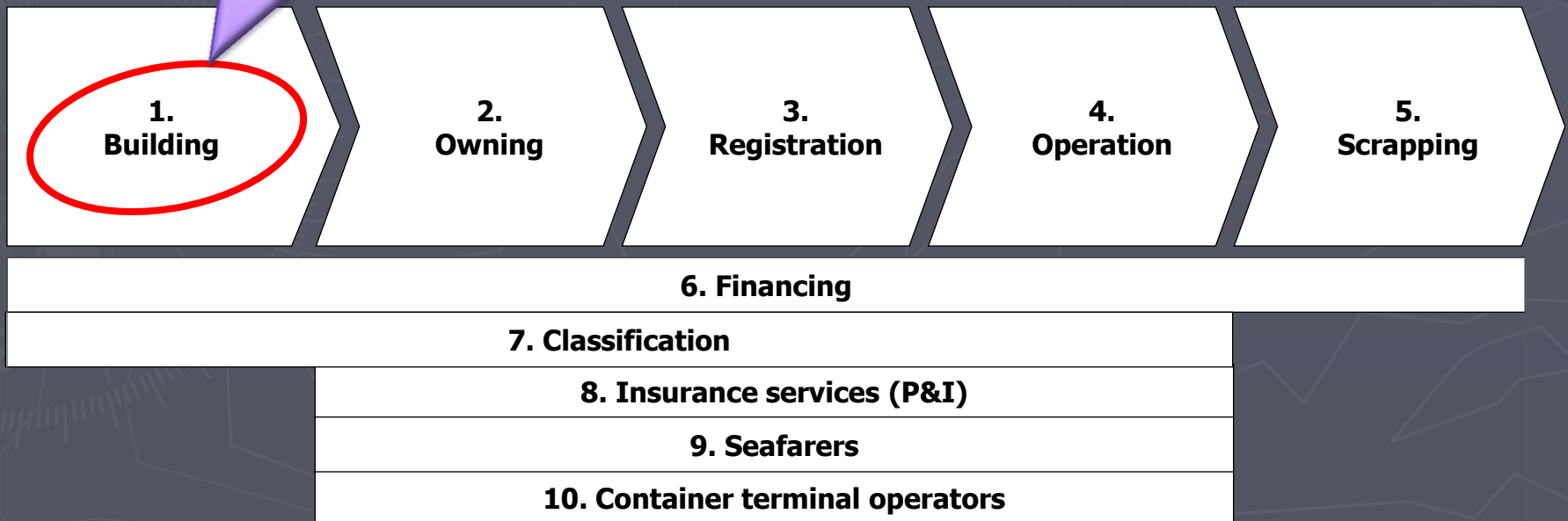


4: Globalized production of "maritime transport"



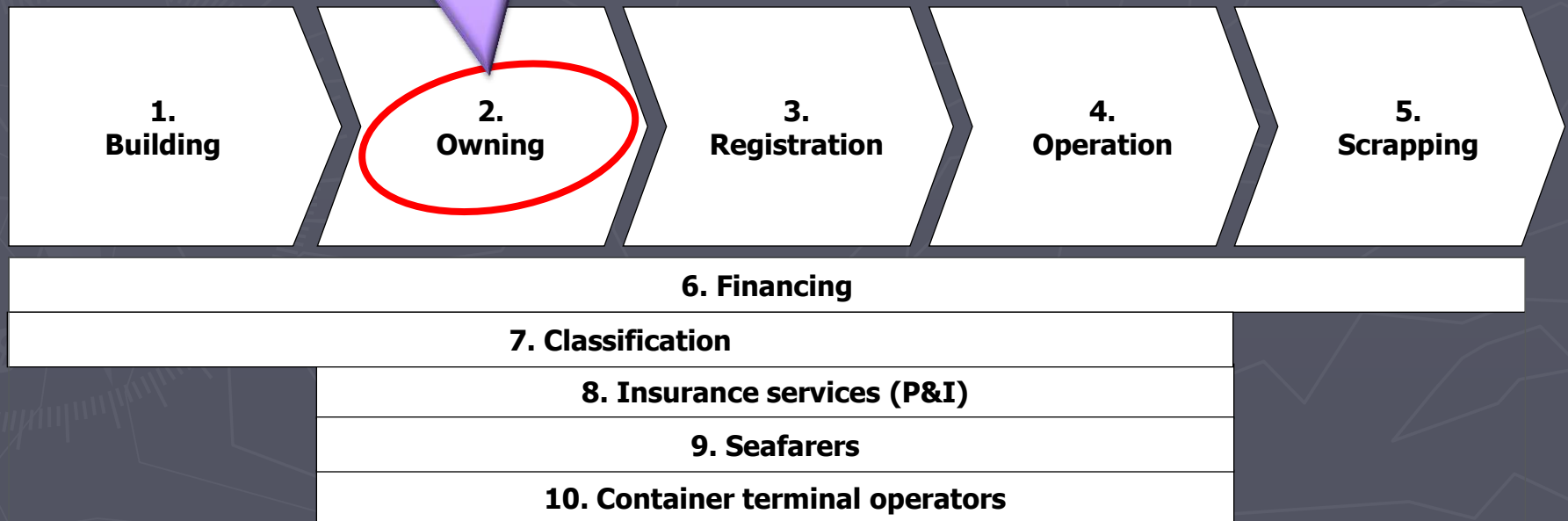
4: Globalized production of "maritime transport"

**Korea and China
70% of GT**



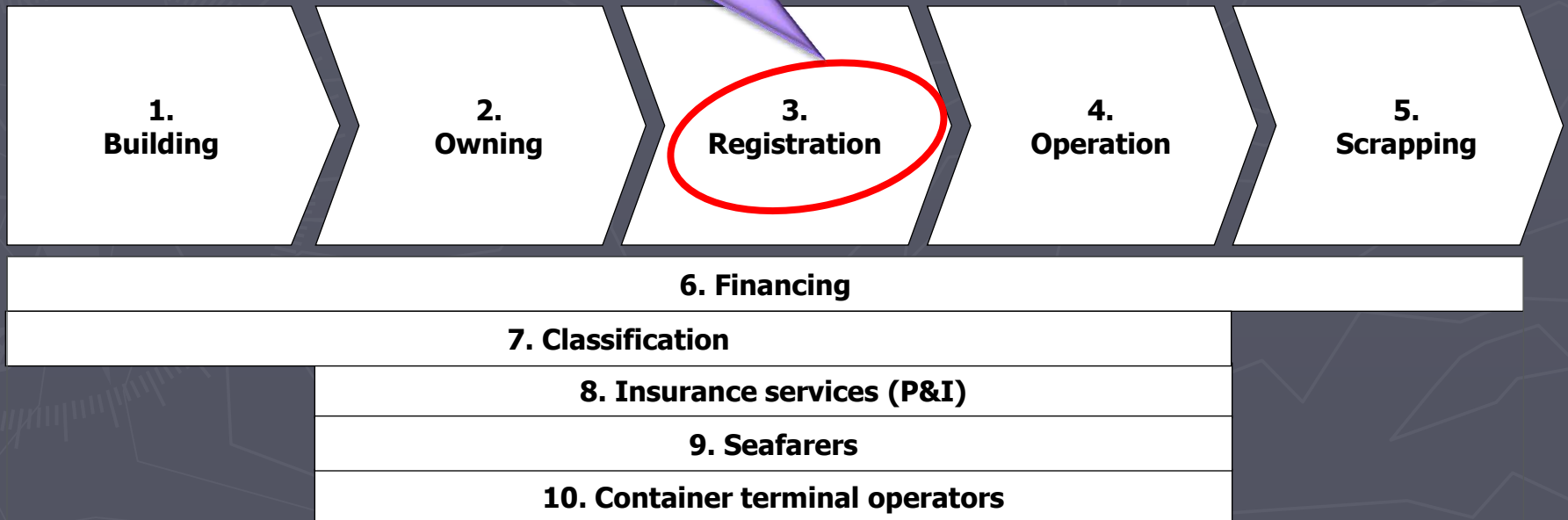
4: Globalized production of "maritime transport"

**Greece, Japan:
29%**



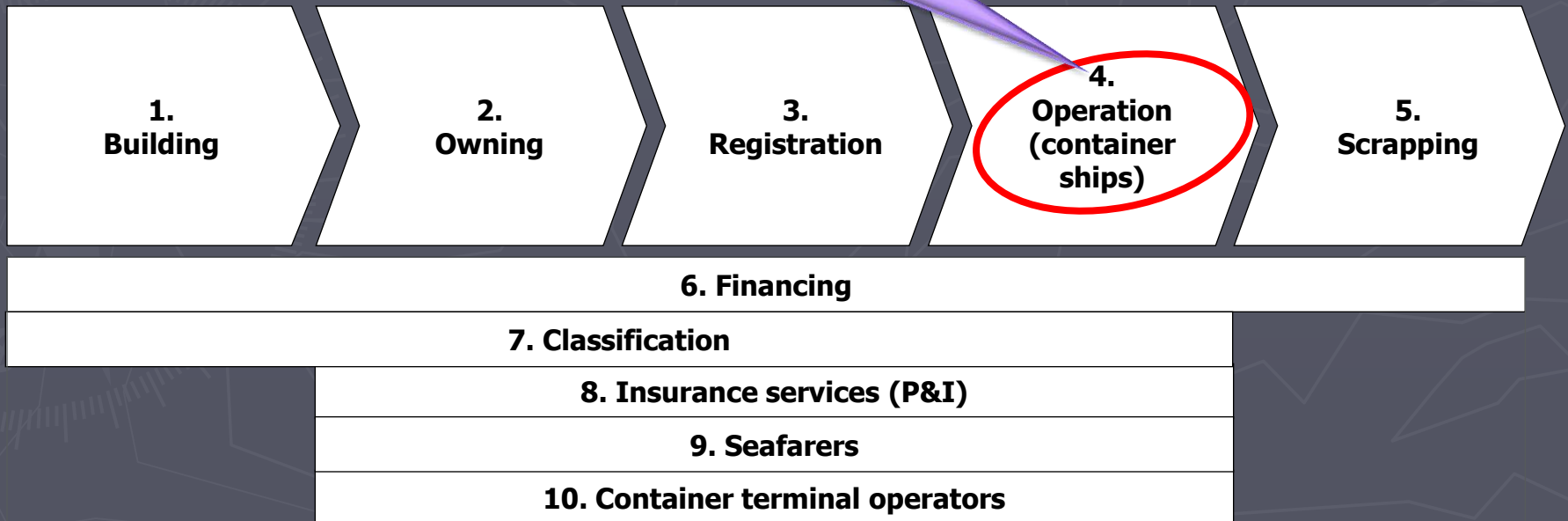
4: Globalized production of "maritime transport"

Panama, Liberia,
Marshall Islands:
41%



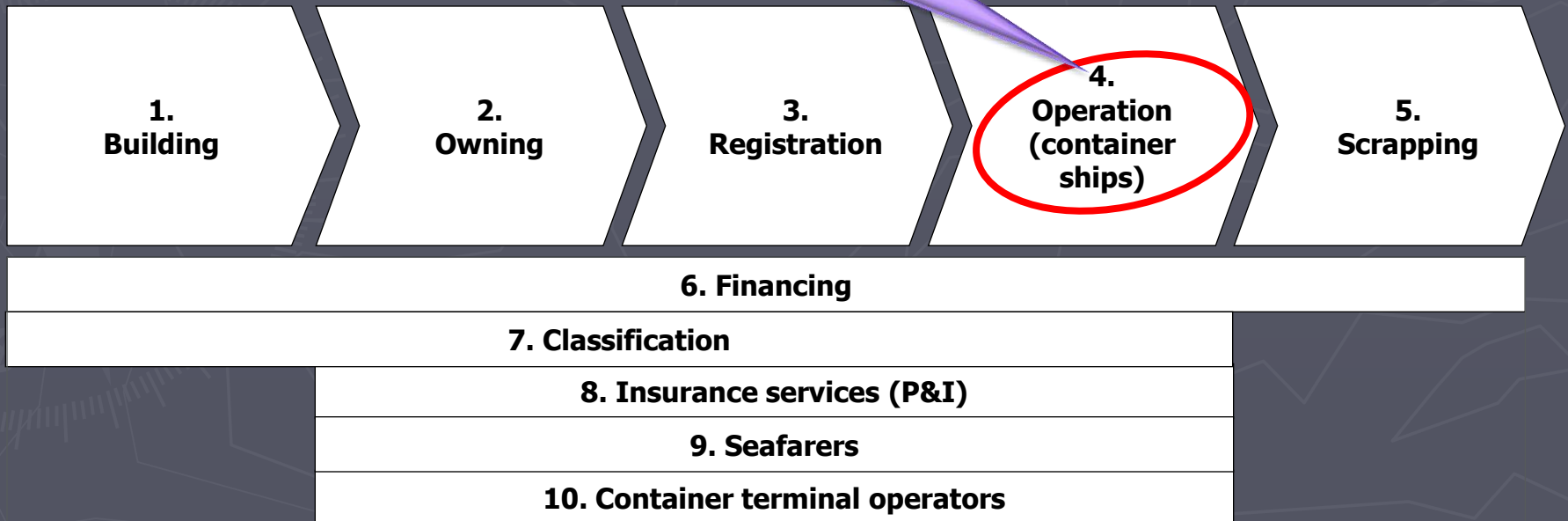
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Denmark and
Switzerland
30%



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Denmark and
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4: Globalized production of "maritime transport"

India,
Bangladesh,
China, Pakistan
92%

