Carrying capacity by type of ship

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2018</th>
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<tbody>
<tr>
<td>Total fleet</td>
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<tr>
<td>Oil tankers</td>
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<td>Bulk carriers</td>
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<td>General cargo</td>
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<td>Container ships</td>
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<tr>
<td>Other types of ships</td>
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</table>

Fleet by type of ship

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<tr>
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<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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</thead>
<tbody>
<tr>
<td>Oil tankers</td>
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</tbody>
</table>

LINER SHIPPING CONNECTIVITY INDEX

Bilateral connectivity index - Top 10 partners in 2018

Can only take values between 0 (minimum) and 1 (maximum)

No data available

National connectivity index

Maximum 2006=100 for China
NIUE

Source: UNCTADstat (http://unctadstat.unctad.org)

Notes:

1. Sum of exports and imports.
2. Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
3. Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research.
4. Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research.
5. Propelled seagoing merchant vessels of 1000 GT and above, on 1 January. Source: Clarksons Research.
6. TEU: Twenty Foot Equivalent Unit. Source: UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
8. Source: UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mds.co.uk).

Symbols for missing values:
0. Zero means that the amount is nil or negligible
.. Not available or not separately reported
-- Not applicable
... Not available, including no quotation
# Non-relevant calculation
- Not publishable
*** Negative accumulation of flows; Value included in regional and global totals

Abbreviations & acronyms:
DWT: Dead weight tons
GDP: Gross domestic product
GT: Gross tons
TEU: Twenty foot equivalent unit

Disclaimer:
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