MARITIME PROFILE: DENMARK

GENERAL INFORMATION FOR 2022

- Population: 5.882 Millions
- Land area: 40 000 Km²
- GDP: 391 696 Millions current US$
- GDP growth: 2.90 %
- Merchandise trade: 256 660 Millions current US$
- Transport services trade: 223 615 Millions current US$

MARITIME KEY FIGURES FOR 2022

- Coast/area ratio: 132.9 m/km²
- Fleet - National flag: 26 147 Thousands DWT
- Container port throughput: 1 055 262 TEU
- Number of port calls: 110 030
- Number of seafarers: 26 159
- Ship building: 0.000 GT
- Ship recycling: 68 379 GT
- National flagged fleet (DWT): 735 ships
- Fleet ownership (DWT): 40 776 Thousands DWT
- Container port throughput: 1 055 262 TEU
- Port calls: Container ships: 0.24 %
- Port calls: Liquid bulk carriers: 0.55 %
- Port calls: Dry bulk carriers: 1.94 %
- Port calls: LPG carriers: 0.11 %

WORLD SHARES FOR 2022

- Population: 0.07 %
- Coastline (km): 0.33 %
- Gross Domestic Product (current US$): 0.39 %
- Merchandise exports (US$): 0.52 %
- Merchandise imports (US$): 0.49 %
- National flagged fleet (DWT): 1.19 %
- National flagged fleet (US$): 1.81 %
- Fleet ownership (DWT): 1.87 %
- Ship building (GT): 0.91 %
- Ship recycling (GT): 0.86 %
- Seafarer supply: Officers: 1.82 %
- Seafarer supply: Ratings: Not available or not separately reported

Not available or not separately reported
### INTERNATIONAL MERCHANDISE TRADE

#### Total merchandise trade

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>85 121</td>
<td>96 440</td>
<td>95 457</td>
<td>130 220</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>75 581</td>
<td>83 052</td>
<td>85 623</td>
<td>126 440</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>9 540</td>
<td>13 388</td>
<td>9 835</td>
<td>3 781</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2022

- All food items: 68%
- Fuels: 4%
- Manufactured goods: 20%
- Other: 8%

#### Export structure by product group growth rate in 2022

+3.4%

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

#### Services exports by main category

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>61.6</td>
<td>61.8</td>
<td>56.9</td>
<td>67.7</td>
</tr>
<tr>
<td>Travel</td>
<td>12.0</td>
<td>9.5</td>
<td>10.4</td>
<td>6.9</td>
</tr>
<tr>
<td>Other services</td>
<td>25.7</td>
<td>27.8</td>
<td>31.8</td>
<td>24.2</td>
</tr>
</tbody>
</table>

#### Total trade in transport services

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>27 003</td>
<td>38 086</td>
<td>36 645</td>
<td>85 519</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>18 307</td>
<td>27 573</td>
<td>28 483</td>
<td>46 296</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>8 696</td>
<td>10 513</td>
<td>8 161</td>
<td>37 223</td>
</tr>
</tbody>
</table>

#### Services exports by main category growth rate in 2022

+40.0%

### NATIONAL FLEET

#### Carrying capacity by type of ship

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>9 033.0</td>
<td>13 813.8</td>
<td>16 487.6</td>
<td>26 147.3</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>2 858.0</td>
<td>5 269.6</td>
<td>3 238.6</td>
<td>7 094.0</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>82.0</td>
<td>511.8</td>
<td>887.6</td>
<td>796.6</td>
</tr>
<tr>
<td>General cargo</td>
<td>388.0</td>
<td>333.5</td>
<td>243.9</td>
<td>356.1</td>
</tr>
<tr>
<td>Container ships</td>
<td>5 027.0</td>
<td>6 706.0</td>
<td>10 420.9</td>
<td>15 794.5</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>678.0</td>
<td>992.9</td>
<td>1 696.5</td>
<td>2 106.0</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

<table>
<thead>
<tr>
<th>Year</th>
<th>Oil tankers</th>
<th>Bulk carriers</th>
<th>General cargo</th>
<th>Container ships</th>
<th>Other types of ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>2 858.0</td>
<td>5 269.6</td>
<td>82.0</td>
<td>5 027.0</td>
<td>678.0</td>
</tr>
<tr>
<td>2021</td>
<td>2 900.0</td>
<td>5 319.6</td>
<td>82.0</td>
<td>5 027.0</td>
<td>678.0</td>
</tr>
<tr>
<td>2020</td>
<td>2 952.0</td>
<td>5 369.6</td>
<td>82.0</td>
<td>5 027.0</td>
<td>678.0</td>
</tr>
<tr>
<td>2019</td>
<td>3 004.0</td>
<td>5 419.6</td>
<td>82.0</td>
<td>5 027.0</td>
<td>678.0</td>
</tr>
<tr>
<td>2018</td>
<td>3 056.0</td>
<td>5 469.6</td>
<td>82.0</td>
<td>5 027.0</td>
<td>678.0</td>
</tr>
</tbody>
</table>

#### Fleet growth rate in 2022

+5.6%
DENMARK

Liner shipping connectivity index\(^1\)
Maximum 2006=100 for China

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**Bilateral connectivity index - Top 10 partners in Q1 2022\(^{11}\)**

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

No data available

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**PORT CALLS AND PERFORMANCE**

Port calls, time spent in ports, vessel age and size in 2022\(^9\)

<table>
<thead>
<tr>
<th></th>
<th>Number of arrivals</th>
<th>Median time in port (days)</th>
<th>Avg age of vessels</th>
<th>Avg size (GT) per vessel</th>
<th>Avg cargo carrying capacity (DWT) per vessel</th>
<th>Avg container carrying capacity (TEU) per container ship</th>
<th>Maximum size (GT) of vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ships</td>
<td>110 030</td>
<td>0.75</td>
<td>21</td>
<td>10 025</td>
<td>7 454</td>
<td>2 007</td>
<td>214 286</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>2 965</td>
<td>0.68</td>
<td>17</td>
<td>7 653</td>
<td>12 192</td>
<td>..</td>
<td>86 990</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>66</td>
<td>1.20</td>
<td>11</td>
<td>4 091</td>
<td>4 384</td>
<td>..</td>
<td>17 840</td>
</tr>
<tr>
<td>Liquefied natural gas carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
<td>925</td>
<td>0.82</td>
<td>14</td>
<td>9 309</td>
<td>15 319</td>
<td>..</td>
<td>94 090</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>8 530</td>
<td>0.82</td>
<td>24</td>
<td>3 134</td>
<td>4 357</td>
<td>..</td>
<td>30 351</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>1 052</td>
<td>..</td>
<td>18</td>
<td>24 680</td>
<td>12 493</td>
<td>..</td>
<td>72 708</td>
</tr>
<tr>
<td>Container ships</td>
<td>1 057</td>
<td>0.60</td>
<td>15</td>
<td>22 103</td>
<td>..</td>
<td>2 007</td>
<td>214 286</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>95 435</td>
<td>..</td>
<td>21</td>
<td>10 430</td>
<td>..</td>
<td>..</td>
<td>183 200</td>
</tr>
</tbody>
</table>

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**Port liner shipping connectivity index - Top 5 ports in 2022\(^{11}\)**

*Maximum 2006=100 for China, Hong Kong SAR*
DENMARK

Source: Detailed data sources are available in the documentation of the corresponding tables in the Data Center (https://unctadstat.unctad.org/datacentre/). A link to these tables is provided in each section of the profile.

Notes:
1 Sum of exports and imports.
2 Land area refers to the total area of a country excluding area under inland water bodies. It differs from the country area, that includes area under inland water bodies, but excludes offshore territorial waters.
3 Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
5 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (https://www.clarksons.com/services/research/).
6 Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research (https://www.clarksons.com/services/research/).
7 UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities. Refers to year 2021.
9 UNCTAD Secretariat, based on data provided by MarineTraffic (http://marinetraffic.com). Ships of 1000 GT and above.
11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).
12 Estimated.

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
- Not publishable
*** Negative accumulation of flows; Value included in regional and global totals

Abbreviations & acronyms:
DWT: Dead weight tons
LNG: Liquefied natural gas
LPG: Liquefied petroleum gas
GDP: Gross domestic product
GT: Gross tons
TEU: Twenty foot equivalent unit

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