



UNCTAD

STAT

## MARITIME PROFILE: DENMARK

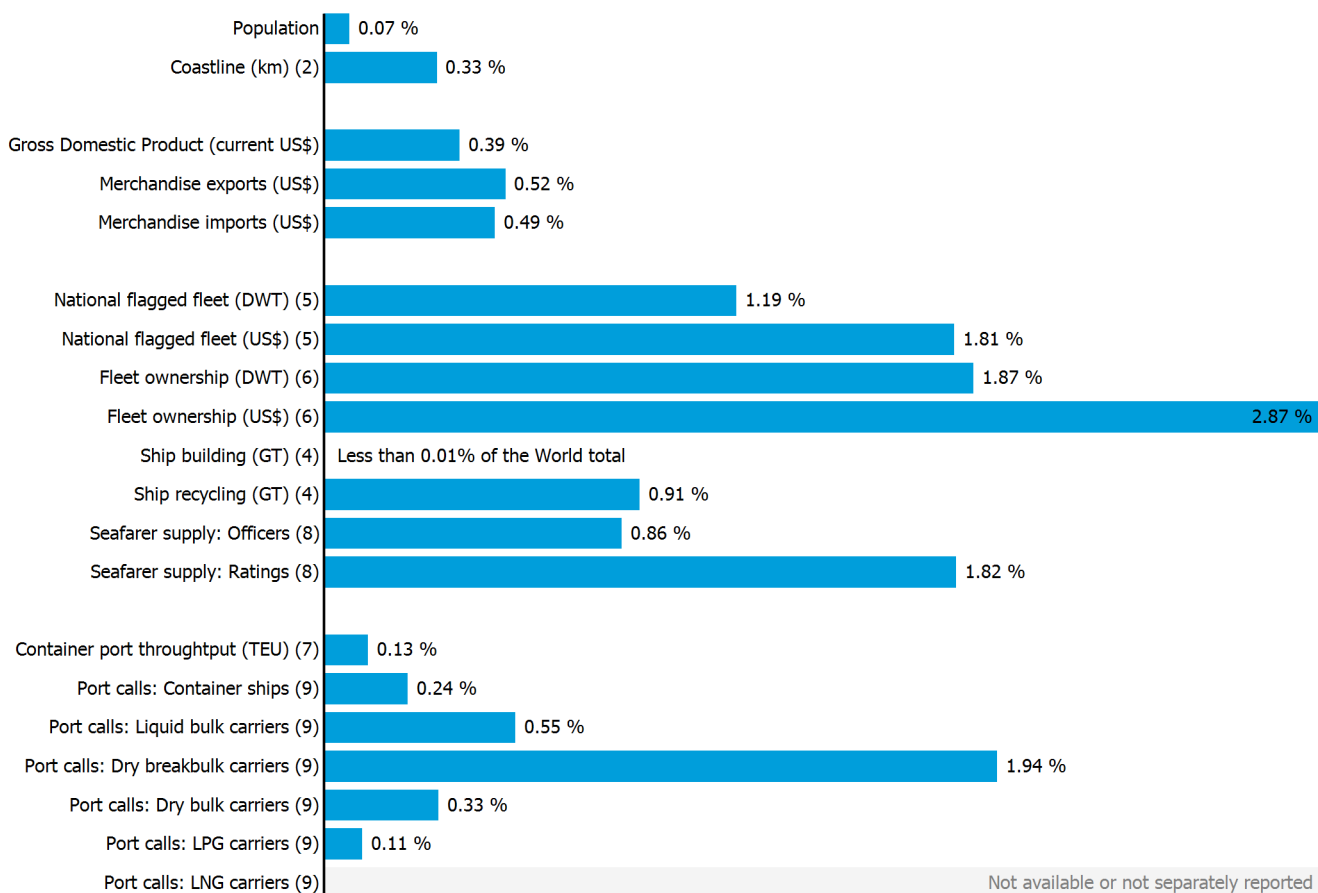
### GENERAL INFORMATION FOR 2022



### MARITIME KEY FIGURES FOR 2022



### WORLD SHARES FOR 2022



# DENMARK

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade

(millions of US\$)

	2005	2010	2015	2022
Merchandise exports	85 121	96 440	95 457	130 220
Merchandise imports	75 581	83 052	85 623	126 440
Merchandise trade balance	9 540	13 388	9 835	3 781

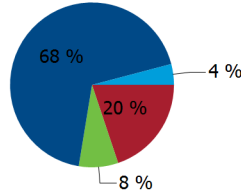
**+3.4 %**

Merchandise exports growth rate in 2022

### Export structure by product group in 2022

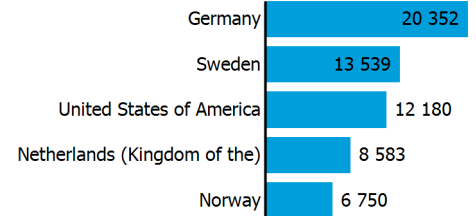
(as % of total exports)

- All food items
- Fuels
- Manufactured goods
- Other



### Top 5 partners in 2022

(exports, millions of US\$)



## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category<sup>10</sup>

(as % of total services)

	2005	2010	2015	2022
Transport	61.6	61.8	56.9	67.7
Travel	12.0	9.5	10.4	6.9
Other services	25.7	27.8	31.8	24.2

**+40.0 %**

Transport services exports growth rate in 2022

### Total trade in transport services<sup>10</sup>

(millions of US\$)

	2005	2010	2015	2022
Transport services exports	27 003	38 086	36 645	85 519
Transport services imports	18 307	27 573	28 483	48 296
Transport services trade balance	8 696	10 513	8 161	37 223

## NATIONAL FLEET

### Carrying capacity by type of ship<sup>5</sup>

(Thousands DWT)

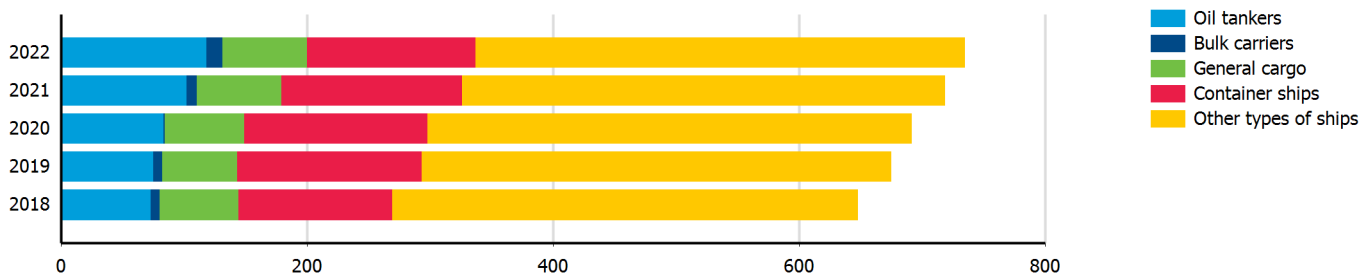
	2005	2010	2015	2022
Total fleet	9 033.0	13 813.8	16 487.6	26 147.3
Oil tankers	2 858.0	5 269.6	3 238.6	7 094.0
Bulk carriers	82.0	511.8	887.6	796.6
General cargo	388.0	333.5	243.9	356.1
Container ships	5 027.0	6 706.0	10 420.9	15 794.5
Other types of ships	678.0	992.9	1 696.5	2 106.0

**+5.6 %**

Fleet growth rate in 2022

### Fleet by type of ship<sup>5</sup>

(Number of ships)



# DENMARK

## LINER SHIPPING CONNECTIVITY

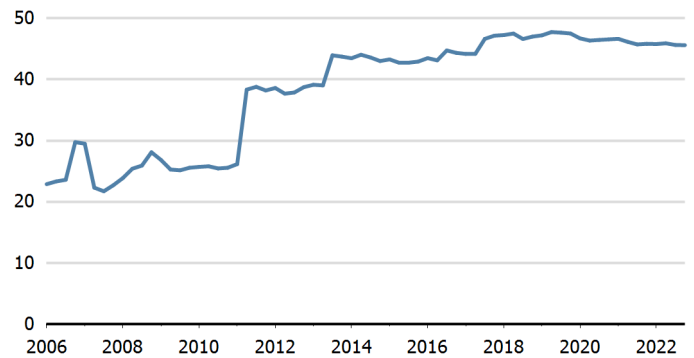
### Bilateral connectivity index - Top 10 partners in Q1 2022<sup>11</sup>

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

No data available

### Liner shipping connectivity index<sup>11</sup>

Maximum 2006=100 for China



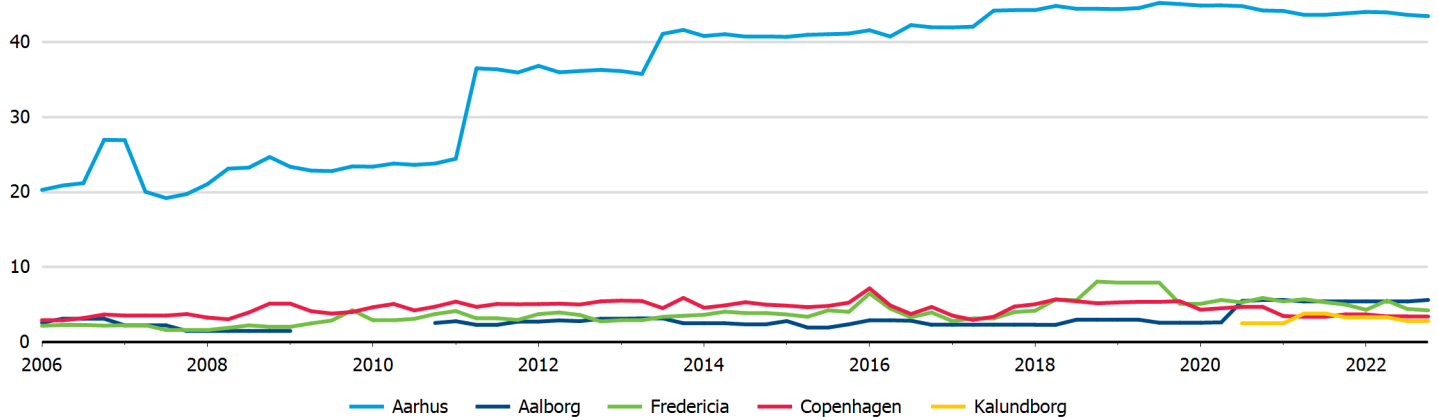
## PORT CALLS AND PERFORMANCE

### Port calls, time spent in ports, vessel age and size in 2022<sup>9</sup>

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

### Port liner shipping connectivity index - Top 5 ports in 2022<sup>11</sup>

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.  
Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
- 3 Sum of exports and imports. Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 4 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
- 5 Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
- 6 Propelled seagoing merchant vessels of 1000 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.
- 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
- 9 UNCTAD Secretariat, based on data provided by MarineTraffic (<http://marinetraffic.com>). Ships of 1000 GT and above.
- 10 Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (<https://www.mdst.co.uk>).
- e Estimated.
- o Estimated. Data refers to 2020.

## 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            |
| LNG: | Liquefied natural gas       |
| LPG: | Liquefied petroleum gas     |
| GDP: | Gross domestic product      |
| GT:  | Gross tons                  |
| TEU: | Twenty foot equivalent unit |

## Disclaimer:

The designations employed and the presentation of the material on *UNCTADstat* do not imply the expression of any opinion whatsoever on the part of the secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Where the designations "economy" or "country or area" appear in texts or tables, they cover regions, countries, territories, cities or areas.

The designations "developing", "transition" and "developed" are intended for statistical convenience and do not necessarily express a judgement about the stage reached by a particular economy in the development process.

UNCTAD strives for the highest level of accuracy and is committed to promptly correcting any errors on its part. It does not guarantee or make any express or implied representations regarding the accuracy, reliability, correctness, fitness for use for a particular purpose, or otherwise, whatsoever, of any of the tables in *UNCTADstat*.

**Generation date:** 22 December 2023