

MARITIME PROFILE: ITALY

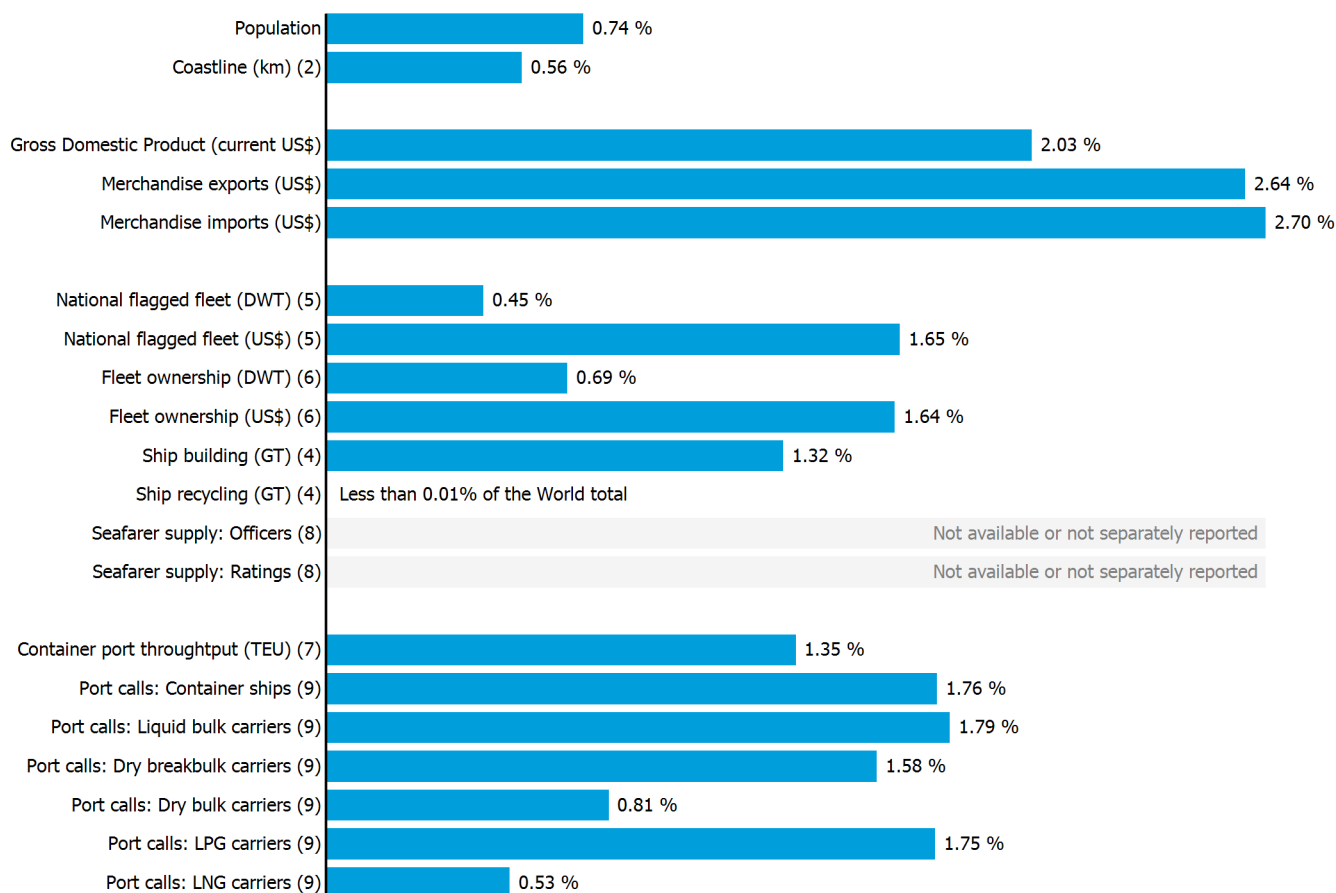
GENERAL INFORMATION FOR 2022



MARITIME KEY FIGURES FOR 2022



WORLD SHARES FOR 2022



ITALY

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)

	2005	2010	2015	2022
Merchandise exports	373 135	447 301	456 990	658 557
Merchandise imports	384 790	487 049	410 919	694 305
Merchandise trade balance	-11 655	-39 748	46 071	-35 748

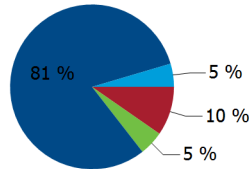
+7.0 %

Merchandise exports growth rate in 2022

Export structure by product group in 2022

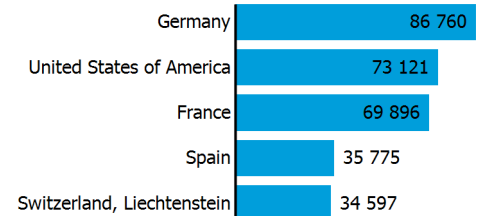
(as % of total exports)

- 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 category¹⁰

(as % of total services)

	2005	2010	2015	2022
Transport	16.3	14.7	14.4	11.4
Travel	38.4	38.3	40.1	35.7
Other services	41.4	42.6	42.0	46.7

+15.5 %

Transport services exports growth rate in 2022

Total trade in transport services¹⁰

(millions of US\$)

	2005	2010	2015	2022
Transport services exports	14 989	14 935	14 181	14 107
Transport services imports	21 506	26 225	23 460	31 740
Transport services trade balance	-6 517	-11 290	-9 279	-17 633

NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

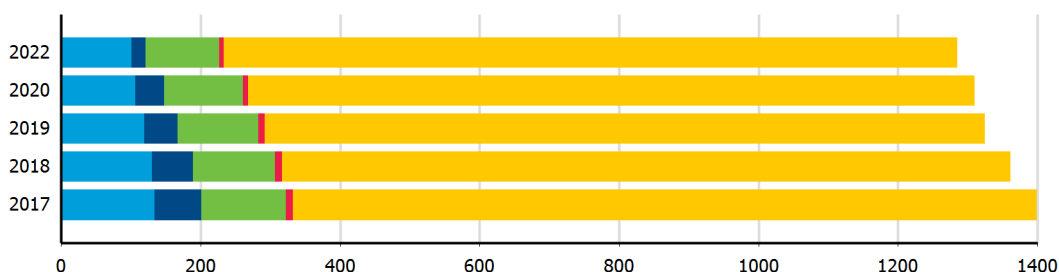
	2005	2010	2015	2022
Total fleet	11 316.0	17 276.0	17 009.3	9 982.3
Oil tankers	5 138.0	8 166.2	6 177.0	3 576.4
Bulk carriers	2 750.0	5 006.5	5 961.6	1 915.8
General cargo	1 361.0	1 512.3	1 457.0	1 562.9
Container ships	798.0	1 085.7	709.0	394.5
Other types of ships	1 269.0	1 505.3	2 704.7	2 532.7

-11.4 %

Fleet growth rate in 2022

Fleet by type of ship⁵

(Number of ships)



- Oil tankers
- Bulk carriers
- General cargo
- Container ships
- Other types of ships

ITALY

LINER SHIPPING CONNECTIVITY

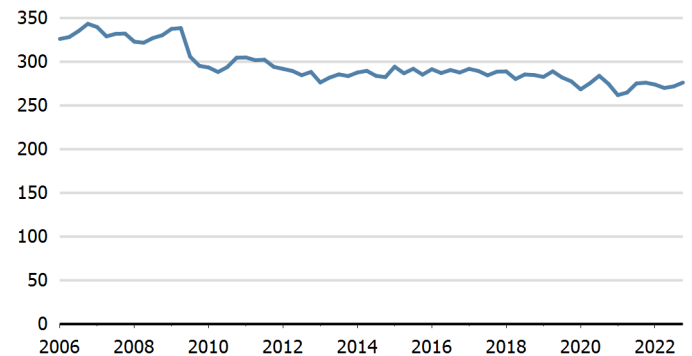
Bilateral connectivity index - Top 10 partners in Q1 2022¹¹

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

No data available

Liner shipping connectivity index¹¹

Average Q1 2023=100



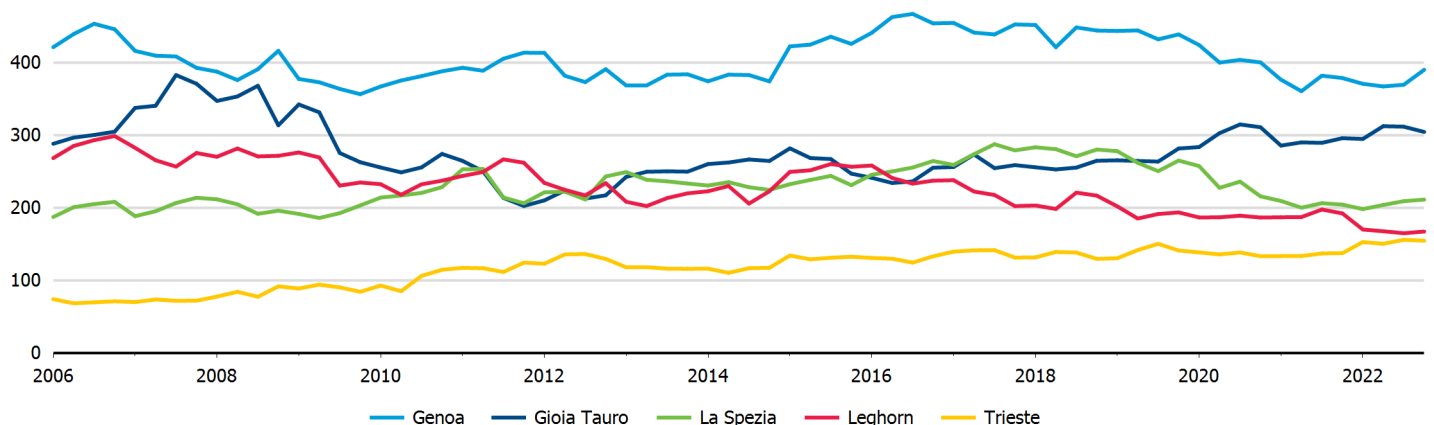
PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2022⁹

	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	237 195	1.35	27	10 399	20 287	3 531	235 600
Liquid bulk carriers	9 643	1.26	19	17 398	29 567	..	157 477
Liquefied petroleum gas carriers	1 038	1.54	16	8 447	9 614	..	48 051
Liquefied natural gas carriers	76	2.37	19	44 039	31 811	..	66 174
Dry bulk carriers	2 278	4.27	15	26 572	46 139	..	151 915
Dry breakbulk carriers	6 980	1.93	20	6 323	8 834	..	66 870
Roll-on/ roll-off ships	8 835	..	13	35 355	13 692	..	76 420
Container ships	7 710	0.99	17	38 781	..	3 531	232 618
Passenger ships	200 635	..	29	7 828	235 600

Port liner shipping connectivity index - Top 5 ports in 2022¹¹

Average Q1 2023=100



ITALY

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. Refers to year 2020.
- 8 Refers to year 2022. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2022 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.
- j 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 |

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