### NATIONAL FLEET

#### Carrying capacity by type of ship

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>..</td>
<td>459.8</td>
<td>732.3</td>
<td>557.5</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>32.8</td>
<td>146.7</td>
<td>60.6</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>..</td>
<td>118.9</td>
<td>80.5</td>
<td>78.3</td>
</tr>
<tr>
<td>General cargo</td>
<td>..</td>
<td>295.8</td>
<td>456.0</td>
<td>374.2</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>5.6</td>
<td>14.1</td>
<td>29.0</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>..</td>
<td>6.6</td>
<td>35.0</td>
<td>15.4</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>General cargo</td>
<td>..</td>
<td>..</td>
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<td>..</td>
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<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

#### Fleet growth rate in 2018

-20.7%

### 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*

[Graph showing connectivity index values from 2012 to 2018]
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.mdts.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

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