MARITIME PROFILE: PHILIPPINES

GENERAL INFORMATION FOR 2022

- **Population**: 115.559 Millions
- **Land area**: 298,170 Km²
- **GDP**: 404,284 Millions current US$
- **GDP growth**: 7.57%
- **Merchandise trade**: 224,796 Millions current US$
- **Transport services trade**: 66,509 Millions current US$

MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 113.7 m/km²
- **Fleet - National flag**: 6,493 Thousands DWT
- **Container port throughput**: 8,019,642 TEU
- **Ship building**: 395,586 GT
- **Ship recycling**: 0.000 GT
- **Fleet - National flag**: 2,208 ships
- **Fleet - Ownership**: 2,410 Thousands DWT
- **Number of seafarers**: ..
- **Number of port calls**: 51,606

WORLD SHARES FOR 2022

- **Population**: 1.45 %
- **Coastline**: 2.07 %
- **Gross Domestic Product (current US$)**: 0.40 %
- **Merchandise exports (US$)**: 0.32 %
- **Merchandise imports (US$)**: 0.57 %
- **National flagged fleet (DWT)**: 0.29 %
- **National flagged fleet (US$)**: 0.30 %
- **Fleet ownership (DWT)**: 0.11 %
- **Fleet ownership (US$)**: 0.13 %
- **Ship building (GT)**: 0.71 %
- **Ship recycling (GT)**: Less than 0.01% of the World total
- **Seafarer supply: Officers**: Not available or not separately reported
- **Seafarer supply: Ratings**: Not available or not separately reported
- **Container port throughput (TEU)**: 1.01 %
- **Port calls: Container ships**: 1.37 %
- **Port calls: Liquid bulk carriers**: 0.88 %
- **Port calls: Dry breakbulk carriers**: 2.67 %
- **Port calls: Dry bulk carriers**: 0.86 %
- **Port calls: LPG carriers**: 1.14 %
- **Port calls: LNG carriers**: Not available or not separately reported
PHILIPPINES

INTERNATIONAL 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>41,255</td>
<td>51,498</td>
<td>58,827</td>
<td>78,930</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>49,487</td>
<td>58,468</td>
<td>74,750</td>
<td>145,867</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-8,233</td>
<td>-6,970</td>
<td>-15,922</td>
<td>-66,937</td>
</tr>
</tbody>
</table>

Merchandise exports growth rate in 2022: +5.8%

Export structure by product group in 2022
(as % of total exports)

- All food items: 79%
- Ores and metals: 5%
- Manufactured goods: 9%
- Other: 7%

Top 5 partners in 2022
(exports, millions of US$)

1. United States of America: 12,477
2. Japan: 11,094
3. China: 10,966
4. China, Hong Kong SAR: 10,479
5. Singapore: 4,909

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category
(as % of total services)

- Transport: 10.9% (2005), 7.6% (2010), 6.7% (2015), 6% (2022)
- Travel: 26.6% (2005), 14.9% (2010), 18.1% (2015), 10.2% (2022)
- Other services: 62.1% (2005), 77.0% (2010), 74.9% (2015), 69.9% (2022)

Total trade in transport services
(millions of US$)


Transport services exports growth rate in 2022: +71.9%

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category
(as % of total services)

- Transport: 10.9% (2005), 7.6% (2010), 6.7% (2015), 6% (2022)
- Travel: 26.6% (2005), 14.9% (2010), 18.1% (2015), 10.2% (2022)
- Other services: 62.1% (2005), 77.0% (2010), 74.9% (2015), 69.9% (2022)

Total trade in transport services
(millions of US$)


Transport services exports growth rate in 2022: +71.9%

NATIONAL FLEET

Carrying capacity by type of ship
(Thousands DWT)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>7,008.0</td>
<td>7,032.8</td>
<td>6,195.0</td>
<td>6,492.7</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>719.0</td>
<td>780.6</td>
<td>264.7</td>
<td>482.3</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>4,543.0</td>
<td>3,840.5</td>
<td>3,805.0</td>
<td>3,058.0</td>
</tr>
<tr>
<td>General cargo</td>
<td>1,428.0</td>
<td>1,695.0</td>
<td>1,255.0</td>
<td>1,915.1</td>
</tr>
<tr>
<td>Container ships</td>
<td>56.0</td>
<td>348.3</td>
<td>231.8</td>
<td>290.1</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>262.0</td>
<td>368.4</td>
<td>638.5</td>
<td>747.3</td>
</tr>
</tbody>
</table>

Fleet growth rate in 2022: -1.3%

Carrying capacity by type of ship
(Number of ships)

- 2017
- 2018
- 2019
- 2020
- 2022
PHILIPPINES

LINER SHIPPING CONNECTIVITY

**Bilateral connectivity index - Top 10 partners in Q1 2022**

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

No data available

**Liner shipping connectivity index**

*Average Q1 2023=100*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>50</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PORT CALLS AND PERFORMANCE**

**Port calls, time spent in ports, vessel age and size in 2022**

<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) of vessels</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>51 606</td>
<td>0.98</td>
<td>19</td>
<td>7 253</td>
<td>11 699</td>
<td>1 606</td>
<td>151 094</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>4 711</td>
<td>0.85</td>
<td>13</td>
<td>6 830</td>
<td>10 883</td>
<td>..</td>
<td>65 696</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>676</td>
<td>0.73</td>
<td>16</td>
<td>7 348</td>
<td>8 361</td>
<td>..</td>
<td>50 174</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>2 421</td>
<td>4.90</td>
<td>14</td>
<td>26 655</td>
<td>47 068</td>
<td>..</td>
<td>151 094</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>11 768</td>
<td>0.93</td>
<td>21</td>
<td>4 088</td>
<td>5 423</td>
<td>..</td>
<td>66 870</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>1 517</td>
<td>..</td>
<td>27</td>
<td>18 239</td>
<td>7 956</td>
<td>..</td>
<td>76 299</td>
</tr>
<tr>
<td>Container ships</td>
<td>6 021</td>
<td>0.97</td>
<td>17</td>
<td>17 421</td>
<td>..</td>
<td>1 606</td>
<td>72 884</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>24 492</td>
<td>..</td>
<td>19</td>
<td>3 755</td>
<td>..</td>
<td>..</td>
<td>75 904</td>
</tr>
</tbody>
</table>

**Port liner shipping connectivity index - Top 5 ports in 2022**

*Average Q1 2023=100*

- Manila
- Cagayan de Oro
- Davao
- Cebu
- Subic Bay

```
Port calls, time spent in ports, vessel age and size in 2022

<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) of vessels</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>51 606</td>
<td>0.98</td>
<td>19</td>
<td>7 253</td>
<td>11 699</td>
<td>1 606</td>
<td>151 094</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>4 711</td>
<td>0.85</td>
<td>13</td>
<td>6 830</td>
<td>10 883</td>
<td>..</td>
<td>65 696</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>676</td>
<td>0.73</td>
<td>16</td>
<td>7 348</td>
<td>8 361</td>
<td>..</td>
<td>50 174</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>2 421</td>
<td>4.90</td>
<td>14</td>
<td>26 655</td>
<td>47 068</td>
<td>..</td>
<td>151 094</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>11 768</td>
<td>0.93</td>
<td>21</td>
<td>4 088</td>
<td>5 423</td>
<td>..</td>
<td>66 870</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>1 517</td>
<td>..</td>
<td>27</td>
<td>18 239</td>
<td>7 956</td>
<td>..</td>
<td>76 299</td>
</tr>
<tr>
<td>Container ships</td>
<td>6 021</td>
<td>0.97</td>
<td>17</td>
<td>17 421</td>
<td>..</td>
<td>1 606</td>
<td>72 884</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>24 492</td>
<td>..</td>
<td>19</td>
<td>3 755</td>
<td>..</td>
<td>..</td>
<td>75 904</td>
</tr>
</tbody>
</table>
```
PHILIPPINES

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.
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.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.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
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: 11 April 2024