

MARITIME PROFILE: SPAIN

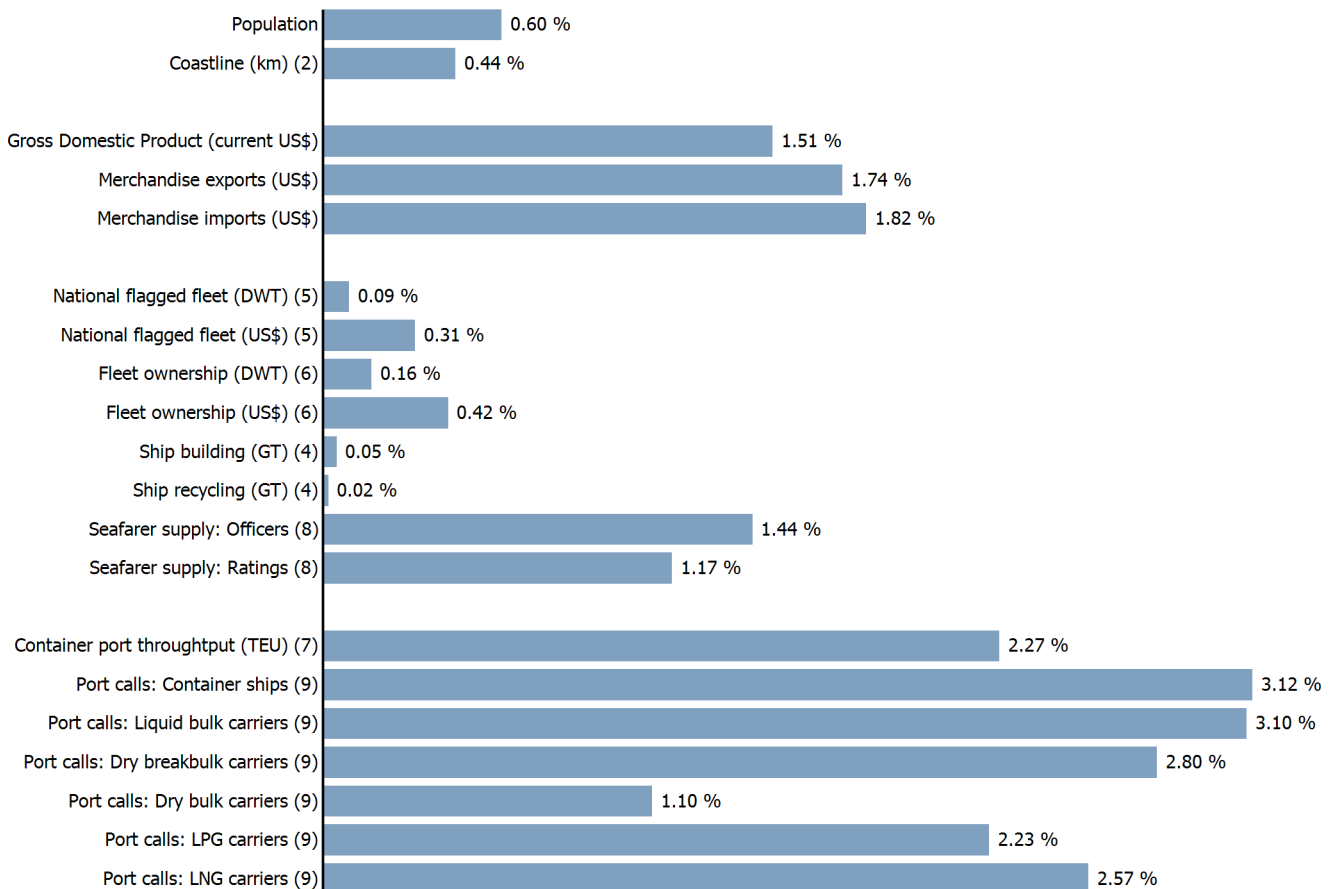
GENERAL INFORMATION FOR 2020



MARITIME KEY FIGURES FOR 2020



WORLD SHARES FOR 2020



SPAIN

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)

	2005	2010	2015	2020
Merchandise exports	192 644	254 418	282 274	307 015
Merchandise imports	288 786	327 016	311 851	324 994
Merchandise trade balance	-96 141	-72 598	-29 578	-17 979

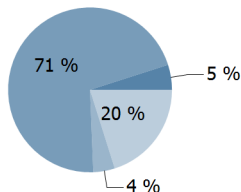
-8.1 %

Merchandise exports growth rate in 2020

Export structure by product group in 2020

(as % of total exports)

- All food items
- Fuels
- Manufactured goods
- Other



Top 5 partners in 2020

(exports, millions of US\$)

France	48 195
Germany	33 805
Italy	23 406
Portugal	22 627
United Kingdom	18 748

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰

(as % of total services)

	2005	2010	2015	2020
Transport	-	(e) 14.0	11.5	17.9
Travel	56.0	51.4	51.4	20.5
Other services	-	(e) 34.6	37.1	61.6

-14.0 %

Transport services exports growth rate in 2020

Total trade in transport services¹⁰

(millions of US\$)

	2005	2010	2015	2020
Transport services exports	-	(e) 16 041	13 941	16 097
Transport services imports	-	(e) 14 562	10 144	10 161
Transport services trade balance	-	(e) 1 479	3 797	5 936

NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

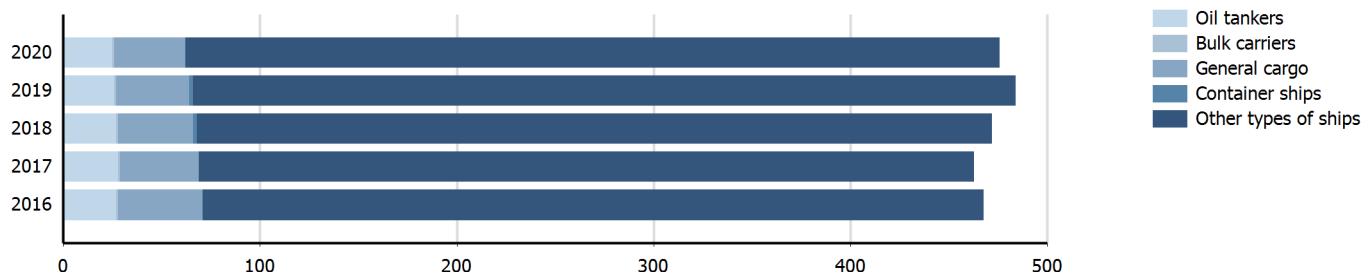
	2005	2010	2015	2020
Total fleet	2 655.0	2 554.7	1 857.1	1 831.1
Oil tankers	962.0	1 035.7	449.3	128.1
Bulk carriers	215.0	34.9	10.9	10.9
General cargo	338.0	207.6	178.1	164.2
Container ships	231.0	164.9	7.9	0.0
Other types of ships	909.0	1 111.7	1 210.9	1 527.9

-4.8 %

Fleet growth rate in 2020

Fleet by type of ship⁵

(Number of ships)

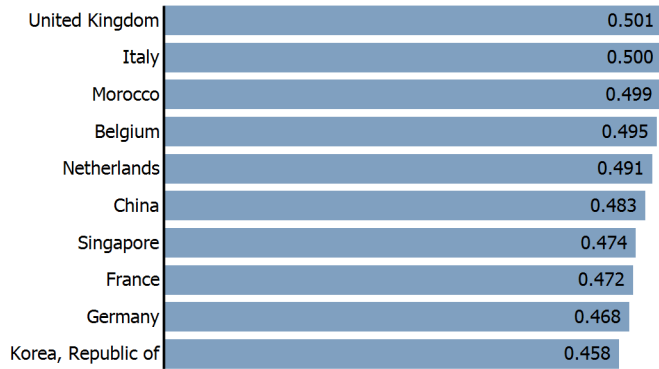


SPAIN

LINER SHIPPING CONNECTIVITY

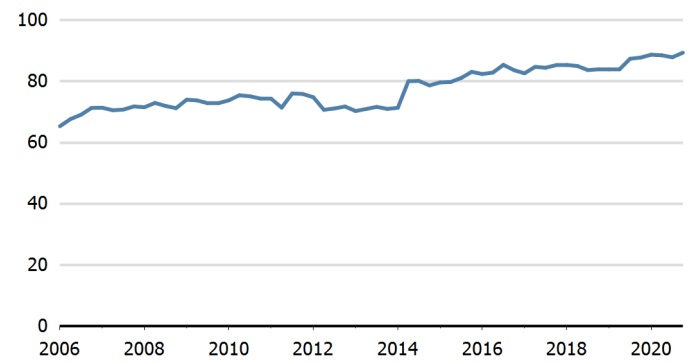
Bilateral connectivity index - Top 10 partners in 2020¹¹

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



Liner shipping connectivity index¹¹

Maximum 2006=100 for China



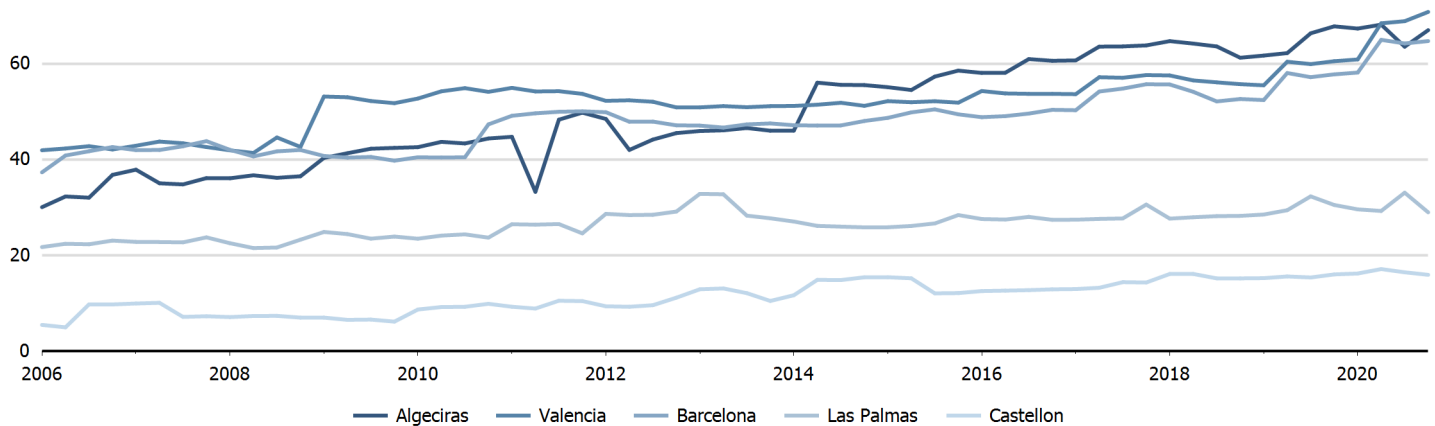
PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2020⁹

	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	105 046	0.90	17	15 791	14 380	3 258	236 583
Liquid bulk carriers	15 144	0.91	12	10 527	17 155	..	94 729
Liquefied petroleum gas carriers	1 176	1.04	13	8 316	9 683	..	49 145
Liquefied natural gas carriers	318	1.04	9	99 625	79 060	..	168 189
Dry bulk carriers	2 943	1.79	17	21 771	37 445	..	107 737
Dry breakbulk carriers	11 584	1.21	16	5 207	7 248	..	71 543
Roll-on/ roll-off ships	7 980	..	18	24 412	9 077	..	76 420
Container ships	14 321	0.66	14	35 736	..	3 258	236 583
Passenger ships	51 580	..	19	12 155	220 000

Port liner shipping connectivity index - Top 5 ports in 2020¹¹

Maximum 2006=100 for China, Hong Kong SAR



SPAIN

Source: Detailed data sources are available in the documentation of the corresponding tables in the Data Center (http://stats.unctad.org/data_center). 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.
- j BIMCO/ICS uses 2018 data from European Maritime Safety Agency.
- o Estimated. Data refers to 2016.

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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