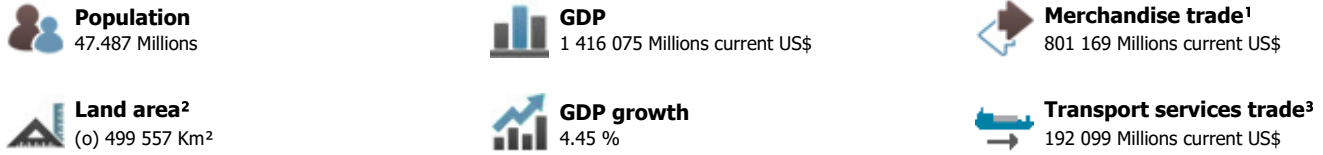
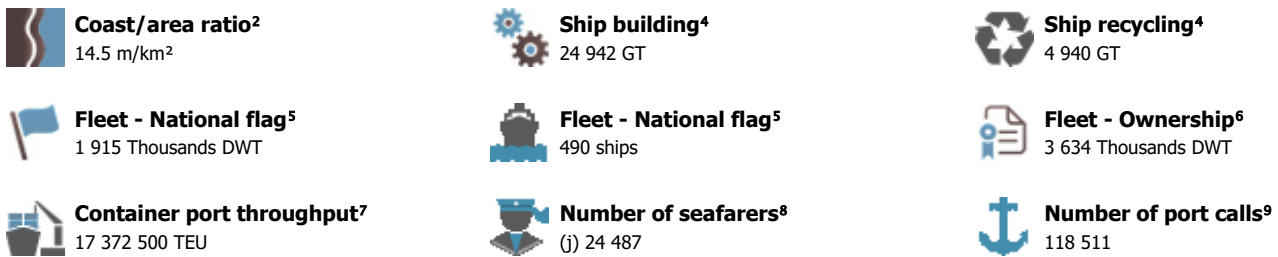


MARITIME PROFILE: SPAIN

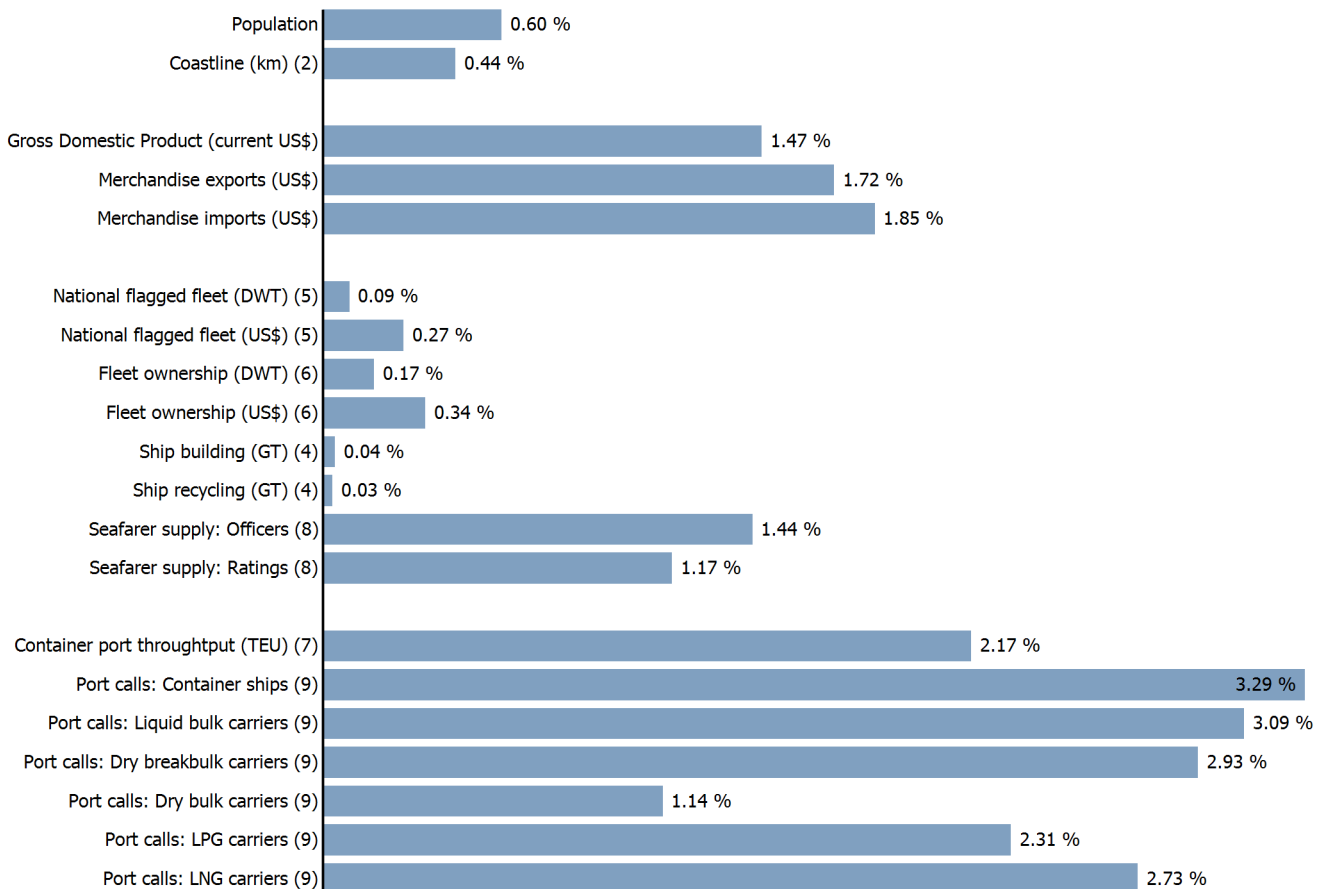
GENERAL INFORMATION FOR 2021



MARITIME KEY FIGURES FOR 2021



WORLD SHARES FOR 2021



SPAIN

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)	2005	2010	2015	2021
Merchandise exports	192 644	254 418	282 274	382 993
Merchandise imports	288 786	327 016	311 851	418 176
Merchandise trade balance	-96 141	-72 598	-29 578	-35 184

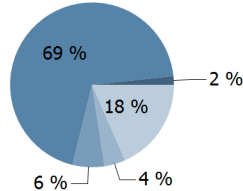
+24.2 %

Merchandise exports growth rate in 2021

Export structure by product group in 2021

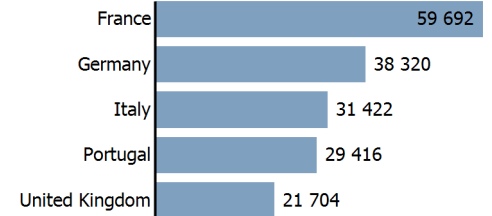
(as % of total exports)

- All food items
- Ores and metals
- Fuels
- Manufactured goods
- Other



Top 5 partners in 2021

(exports, millions of US\$)



INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰

(as % of total services)	2005	2010	2015	2021
Transport	-	-	11.5	15.0
Travel	56.0	51.4	51.4	29.0
Other services	-	(e) 37.0	37.1	56.0

+10.7 %

Transport services exports growth rate in 2021

Total trade in transport services¹⁰

(millions of US\$)	2005	2010	2015	2021
Transport services exports	-	-	13 941	17 878
Transport services imports	-	-	10 144	14 023
Transport services trade balance	-	-	3 797	3 856

NATIONAL FLEET

Carrying capacity by type of ship⁵

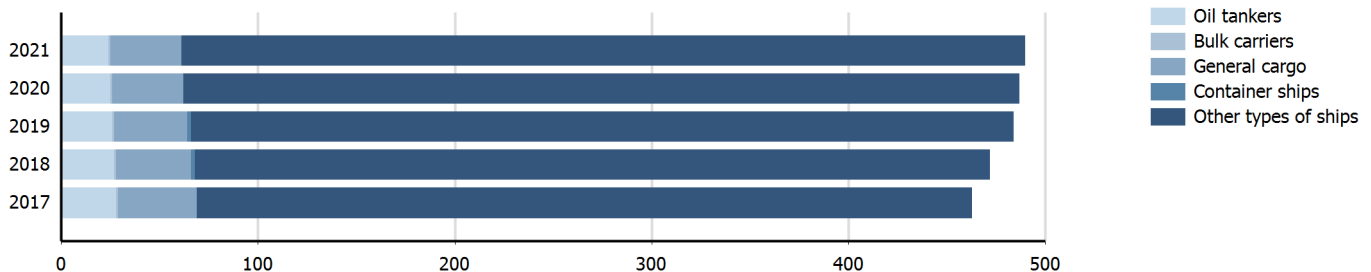
(Thousands DWT)	2005	2010	2015	2021
Total fleet	2 655.0	2 554.7	1 857.1	1 915.0
Oil tankers	962.0	1 035.7	449.3	126.7
Bulk carriers	215.0	34.9	10.9	10.9
General cargo	338.0	207.6	178.1	164.2
Container ships	231.0	164.9	7.9	0.0
Other types of ships	909.0	1 111.7	1 210.9	1 613.1

-0.8 %

Fleet growth rate in 2021

Fleet by type of ship⁵

(Number of ships)

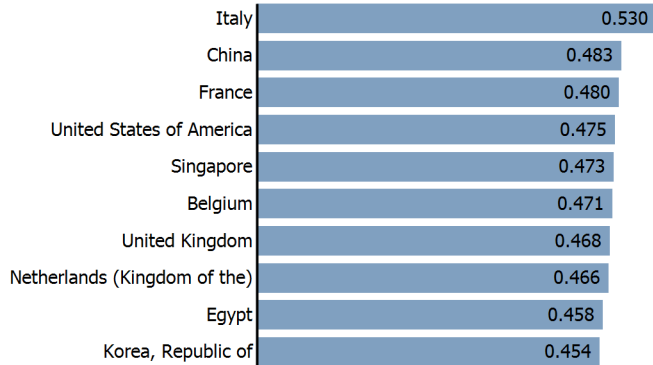


SPAIN

LINER SHIPPING CONNECTIVITY

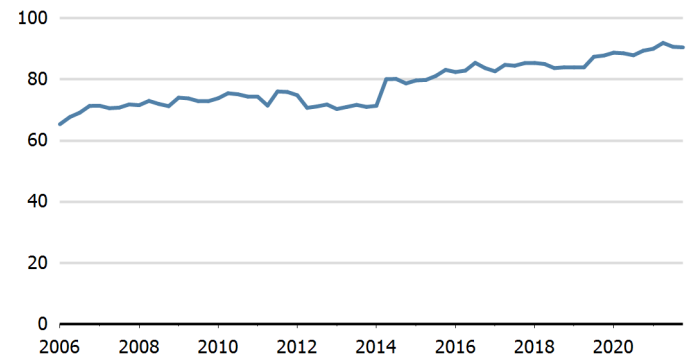
Bilateral connectivity index - Top 10 partners in Q1 2021¹¹

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



Liner shipping connectivity index¹¹

Maximum 2006=100 for China



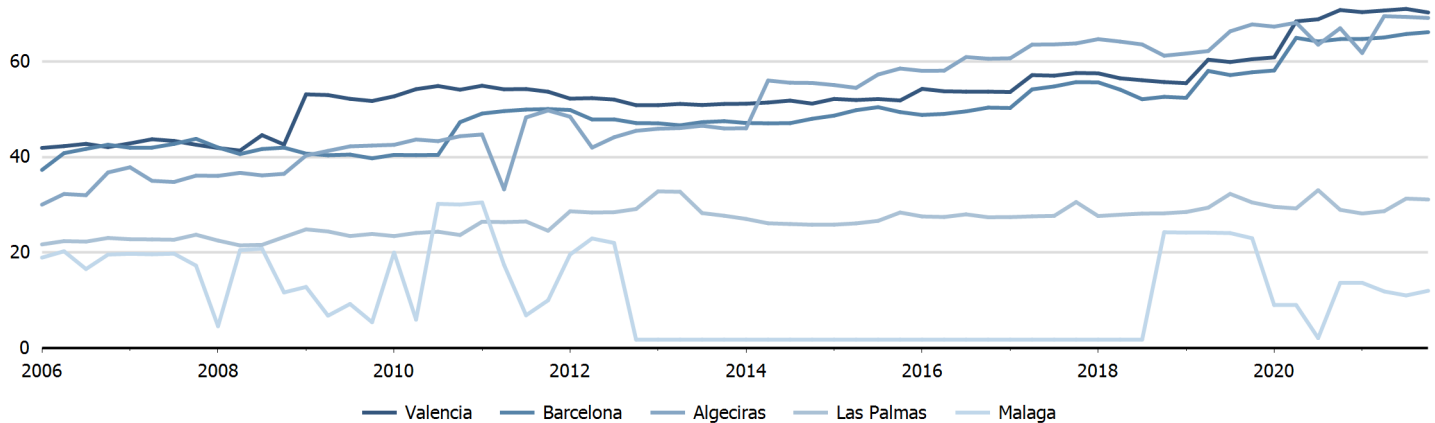
PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2021⁹

	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	118 511	0.90	17	15 962	15 000	3 029	237 200
Liquid bulk carriers	16 010	0.90	13	10 917	17 861	..	88 704
Liquefied petroleum gas carriers	1 348	1.02	12	6 724	7 556	..	48 060
Liquefied natural gas carriers	371	1.05	11	94 636	74 249	..	163 922
Dry bulk carriers	3 247	1.78	16	23 575	40 995	..	109 716
Dry breakbulk carriers	12 782	1.18	17	5 059	7 118	..	66 870
Roll-on/ roll-off ships	7 320	..	15	25 481	9 345	..	76 420
Container ships	14 705	0.65	15	32 737	..	3 029	237 200
Passenger ships	62 728	..	19	13 767	228 081

Port liner shipping connectivity index - Top 5 ports in 2021¹¹

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. Refers to year 2020.
 - 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 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: 20 October 2022