



UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
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Analysis of maritime connectivity data in ASEAN and Pacific SIDS

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Reports

Folders	Name
<ul style="list-style-type: none"> International merchandise trade International trade in services Digital economy Technology and innovation Trade and Biodiversity Ocean trade Plastics trade Creative economy Iron ore Maritime transport Transport costs Balance of payments Output and income Productive capacities Inflation and exchange rates 	<ul style="list-style-type: none"> Bulk download (7-Zip) Container port throughput, annual Liner shipping bilateral connectivity index, quarterly Liner shipping connectivity index, quarterly Merchant fleet by country of beneficial ownership, annual Merchant fleet by flag of registration and by type of ship, annual Port call and performance statistics: number of port calls, annual Port call and performance statistics: number of port calls, semi-annual Port call and performance statistics: time spent in ports, vessel age and size, annual Port call and performance statistics: time spent in ports, vessel age and size, semi-annual Port liner shipping connectivity index, quarterly Seafarer supply, quinquennial, 2015 and 2021 Share of the world merchant fleet value by country of beneficial ownership, annual Share of the world merchant fleet value by flag of registration, annual Ship recycling, by country, annual

How do you measure (maritime) connectivity?



LSCI

1. # Companies (**competition**)
2. # Services (**frequency**)
3. Size of largest ship deployed (**infrastructure and scale**)
4. # Ships deployed (**trade**)
5. Capacity deployed in TEU (**trade, total supply to shippers**)
6. # of countries connected by a direct service (**direct connections**)

Port LSCI

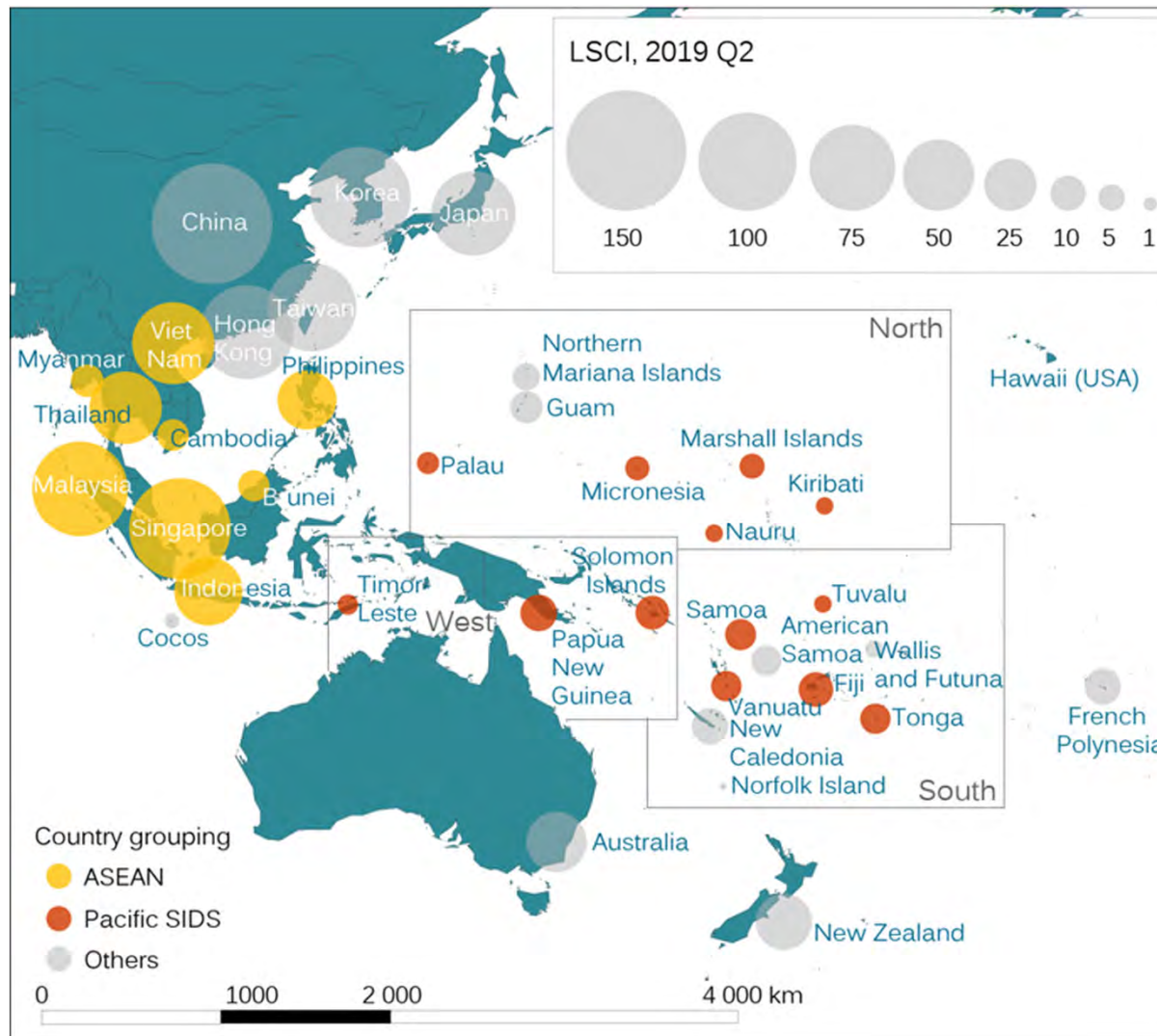
1. # scheduled **ship calls per week**
2. **Deployed annual capacity** (TEU) at port
3. # regular liner shipping **services** from and to the port
4. # liner shipping **companies** that provide services from and to the port
5. **Average size in TEU** of the ships deployed by the scheduled service with the largest average vessel size.
6. # of other **ports that are connected to the port through direct liner shipping services**. A direct service is defined as a regular service between two ports; it may include other stops in between, but the transport of a container does not require transshipment.

Bilateral LSCI

1. # **transhipments** required to get from country A to country B
2. # **direct connections common to both** country A and B
3. # common connections by country pair with one transshipment (reflects **centrality/remoteness**)
4. Level of **competition on services** that connect country A to country B (i.e. number of companies on the thinnest route)
5. **Size of the largest ship** on the weakest route connecting country A to country B (reflects infrastructure)

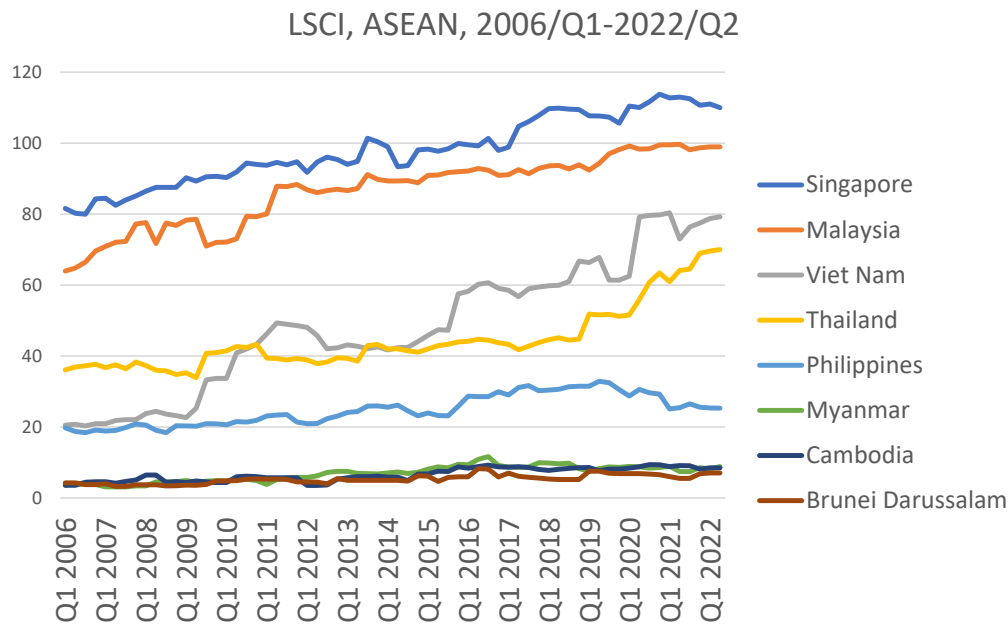
ASEAN and Pacific SIDS:

- Opposite ends of connectivity
- Subregional disparities

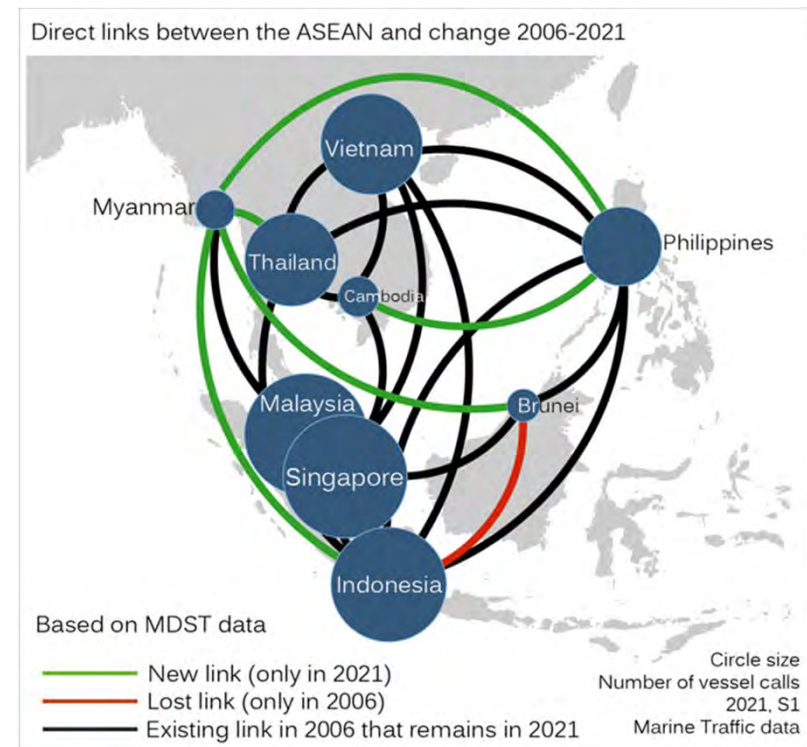


ASEAN connectivity dynamics

Regional hierarchy

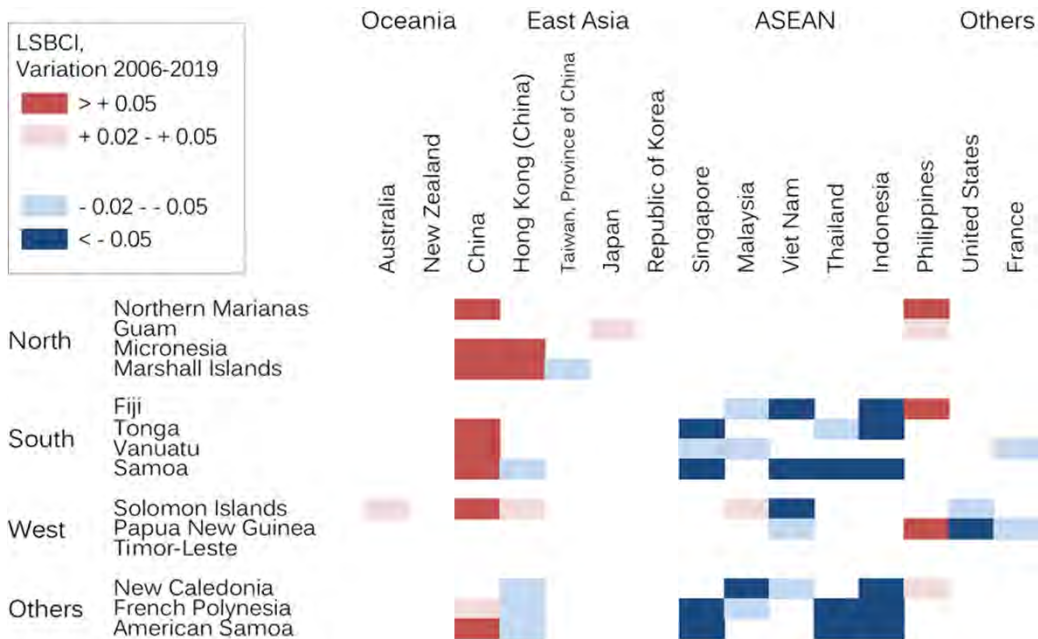


Intraregional dynamics

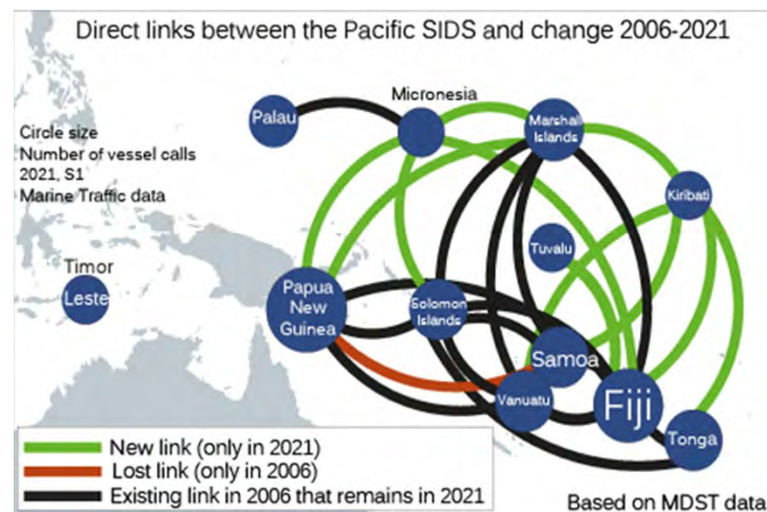


Pacific connectivity trends

Inter-regional connectivity
(Variation - Bilateral LSCI, 2016-2019)



Intra-regional connectivity



Priority areas to improve connectivity

1. Promoting **infrastructure** connectivity

- Port infrastructure and efficiency reforms
- Widen the hinterland

2. More quantity and quality **services**

- Clusters
- Enabling environment
- Competition
- Link domestic, regional and global networks

3. Streamlining and simplifying **processes**

- Go digital
- Harmonized regulation, standards



Next steps

Pacific SIDS

- Fiji
- Papua New Guinea
- Solomon Islands

ASEAN

- Cambodia
- Vietnam
- Thailand