



BULLETIN

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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

International maritime transport in Latin America and the Caribbean in 2009 and projections for 2010

Introduction

The financial crisis shook the entire world in 2009; Latin America and the Caribbean (LAC) was no exception. According to the ECLAC publication *Economic Survey of Latin America and the Caribbean*¹, the region's gross domestic product (GDP) fell 1.9% in 2009; gross domestic product per capita dropped 2.9%.

Figure 1 shows the evolution of GDP for the countries of the region and the average for 2009. The region as a whole posted a decline of 1.9%. By subregion, South America and the Caribbean recorded a 0.2% decline in GDP while Central America was up 0.8%. The countries with the largest increases were the Dominican Republic (3.5%) and the Plurinational State of Bolivia (3.4%). The economies of Antigua and Barbuda as well as Saint Kitts and Nevis saw the sharpest drops in GDP in 2009 owing, among other factors, to the marked decline of tourism in these Caribbean islands.

¹ See: <http://www.eclac.org/publicaciones>.

This edition of the FAL Bulletin analyses the impact of the recent economic crisis on global maritime transport, which dropped off 4.4% in 2009. Container traffic fell 9.1% that same year. This issue analyses how the crisis affected international maritime transport, both worldwide and in Latin America and the Caribbean, and provides initial projections for 2010. The author is Maricel Ulloa Sepúlveda, ECLAC Infrastructure Services Unit. For further information, please contact the author by e-mail at maricel.ulloa@cepal.org



Introduction



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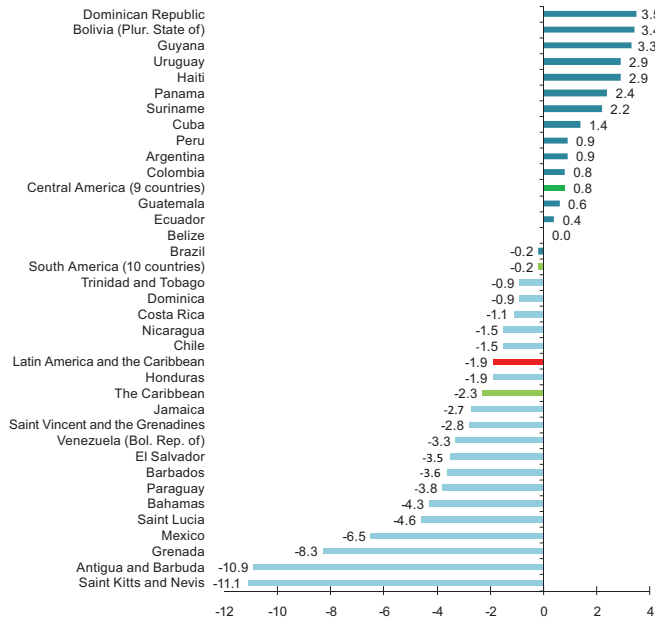
IV. Containerized maritime trade in Latin America and the Caribbean



UNITED NATIONS

ECLAC

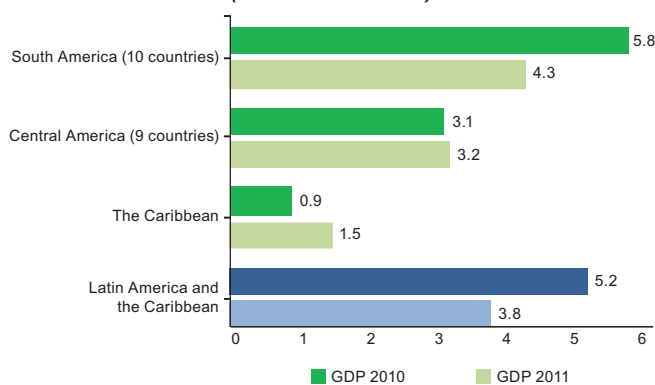
Figure 1
GROSS DOMESTIC PRODUCT, 2009
(Annual variation)



Source: Economic Survey of Latin America and the Caribbean, 2010, EDD-ECLAC.

Forecasts by the Economic Development Division (EDD) of ECLAC see signs of recovery so far in 2010. Overall, the region's GDP is projected to grow by 5.2% and GDP per capita by 3.7%. These figures are similar to pre-crisis levels. However, the economy is expected to slow down slightly in 2011, with GDP projected to grow at 3.8% (equivalent to a 2.6% rise in GDP per capita). Figure 2 shows projections for the region as a whole and for its subregions, for 2010 and 2011.

Figure 2
GROSS DOMESTIC PRODUCT, 2010-2011
(Annual variation)

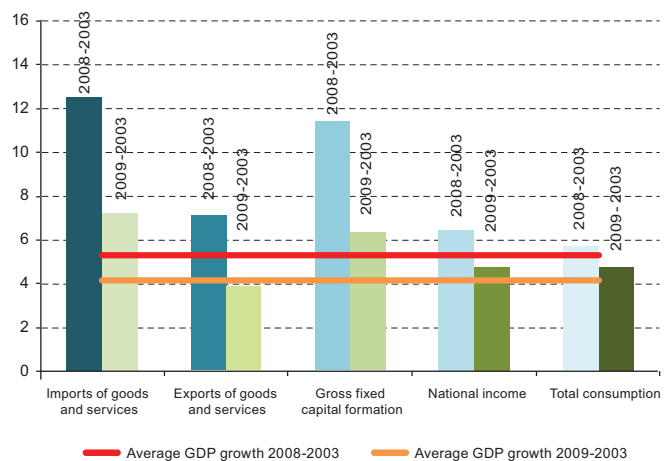


Source: Economic Survey of Latin America and the Caribbean, 2010, EDD-ECLAC.

Macroeconomic aggregates were also caught in the wake of the crisis. Most of them fell in 2009: exports were off by 10.6%, imports by 15.4%, income by 3.4% and investment by 15.7%. Total consumption is the only indicator that went up in 2009, rising 0.2%.

To give a better picture of how the crisis affected the region's pre-crisis growth, figure 3 shows the average annual evolution for 2003-2008 (uptrend) and for 2003-2009 (effects of the crisis) for the principal macroeconomic aggregates. Total imports rose at an average rate of 12.3% between 2003 and 2008 while the average annual increase for exports was 6.9%. Gross capital formation grew at an average 11.2%, income at an annual average of 6.3% and total consumption by 5.5%. All of these indicators outpaced average annual GDP growth for the period (5.4%). Extending the analysis to include 2009 leads us to revise average growth for 2003-2009 downward to 7.1% (5.2% less) for imports; to 3.8% (3.1% less) for exports; to 6.2% (5% less) for gross capital formation; and to 4.6% (0.9% less) for total consumption. Exports were the only component performing below average annual GDP, at 4.1%. The macroeconomic impacts on the region in 2009 are clear.

Figure 3
PRINCIPAL MACROECONOMIC AGGREGATES, 2003-2009
(Average annual variation)



Source: Maricel Ulloa Sepúlveda, on the basis of data from the ECLAC-EDD database.

Figure 4 shows the percentage of annual variation between 2000 and 2009 for imports and exports at f.o.b. prices, which fell by 24% and 21.5% respectively. The trade balance remained positive despite this drop.

Figure 4
LATIN AMERICA AND THE CARIBBEAN: FOREIGN TRADE, 2000-2009
(Annual variation)



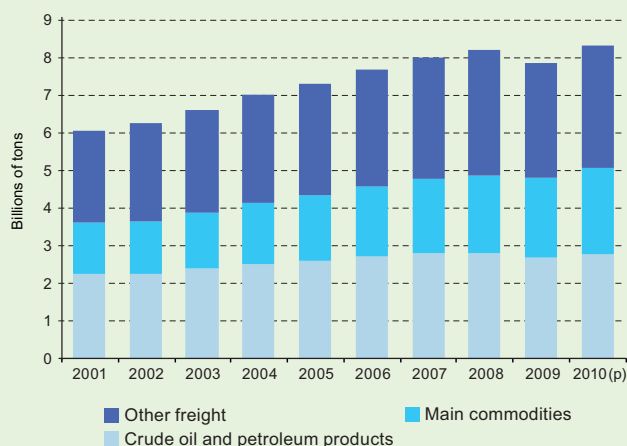
Source: Economic Development Division, ECLAC 2010.

I. Evolution of international maritime trade

According to data from Clarkson Research, international maritime trade declined by 4.4% in 2009: 7.795 billion tons were shipped by sea in 2009 compared with 8.150 billion tons in 2008. Despite this drop, estimates for 2010 point to strong 6.1% growth—even better than pre-crisis figures.

The figure below shows the evolution of global maritime transport over the past 10 years, in billions of tons.

Figure 5
INTERNATIONAL MARITIME TRADE, 2001-2010



Source: Maricel Ulloa, on the basis of *World Fleet Monitor*, Clarkson Research Services, several issues.
Note: (p) projected.

As in previous years, Asia accounts for the largest share of maritime shipping: nearly 44% in 2009. Europe ranks second, at 23%; the Americas account for just under

18%. Farther down the list are Africa and Oceania, both with shares of slightly more than 7%. Latin America and the Caribbean account for nearly 10% of total maritime shipments of merchandise: 209 million tons in imports and 675 million tons in exports. This confirms the region's substantial export-oriented trade in raw materials.

Table 1
SHARE OF TOTAL INTERNATIONAL MARITIME TRANSPORT, BY REGION, 2009

	Imports	Exports
Asia	55.3	31.8
Europe	26.3	20.0
America	14.6	21.4
Africa	2.9	11.6
Oceania	1.0	15.2

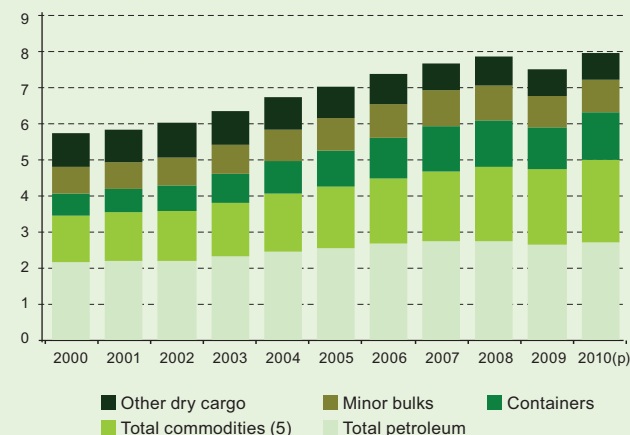
Source: Maricel Ulloa, on the basis of Clarkson Research Services, *World Fleet Monitor*, several issues.

II. Maritime transport, by product

The evolution of maritime transport volume for different kinds of products over the past 25 years is shown below. In 2009, international transport of the five basic commodities² totalled 2.109 billion tons shipped. Minor bulk cargo accounted for 851 million tons, container cargo for 1.198 billion tons and drybulk cargo for 4.915 billion tons shipped. Petroleum shipments totalled 2.659 billion tons, broken down into crude (1.892 billion tons) and petroleum products (767 million tons). Gas shipments totalled 221 million tons.

The expected increase for 2010 includes all of these products, with commodities anticipated to rise by 8.7%, minor bulks by 9.8%, containers by 11.1% and petroleum by 3% (3.3% for crude and 2.2% for petroleum products). Gas shipments are anticipated to grow by 6.8%.

Figure 6
INTERNATIONAL MARITIME TRANSPORT BY TYPE OF CARGO, IN BILLIONS OF METRIC TONS, 2000-2010



Source: Maricel Ulloa, on the basis of Clarkson Research Services, *World Fleet Monitor*, several issues.
Note: (p) projected.

² Iron ore, coal, grain, bauxite/aluminium and phosphates.

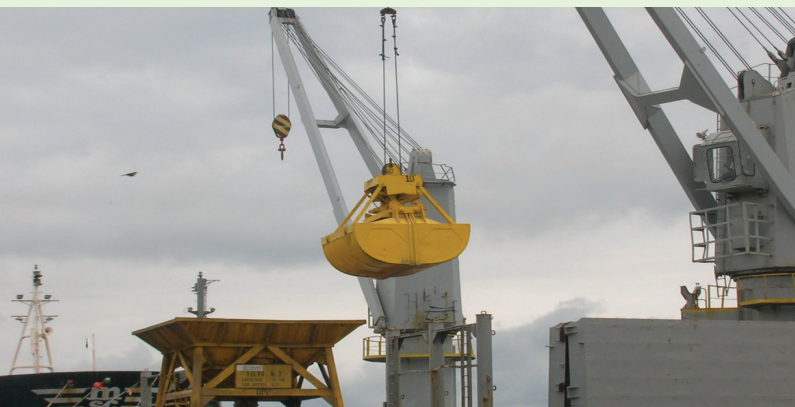


Table 2
INTERNATIONAL MARITIME TRANSPORT BY TYPE OF CARGO, 1985-2010
(In millions of metric tons)

Year	Iron ore	Coal		Grain	Bauxite/ Aluminium	Phosphate	Total commodities (5)
		Coking	Steam				
1985	321	144	132	213	44	46	900
1990	347	153	184	215	55	37	991
1995	402	160	242	216	52	30	1 102
2000	447	174	342	264	54	30	1 311
2001	450	169	381	260	52	31	1 342
2002	480	171	402	271	55	30	1 409
2003	515	178	441	264	60	29	1 487
2004	587	179	481	273	68	31	1 618
2005	654	184	502	273	78	31	1 721
2006	714	190	535	290	79	30	1 840
2007	776	207	563	303	84	32	1 965
2008	835	221	578	323	86	31	2 074
2009	907	215	589	313	66	19	2 109
2010(p)	989	258	616	329	79	21	2 292

Year	Minor bulk cargo	Containers	Other drybulk cargo	Total bulk	Petroleum		Total petroleum	Gas		Total
					Crude	Products		LPG	LNG	
1985	561	160	549	2 170	984	415	1 400	22	39	3 631
1990	606	246	625	2 469	1 155	448	1 603	28	60	4 160
1995	681	389	727	2 900	1 400	460	1 860	34	69	4 862
2000	749	628	931	3 591	1 656	518	2 174	39	104	5 915
2001	765	647	910	3 647	1 684	544	2 228	36	107	6 024
2002	776	718	964	3 844	1 667	543	2 210	36	113	6 211
2003	815	805	955	4 032	1 770	582	2 352	36	125	6 565
2004	873	918	899	4 308	1 850	636	2 486	38	131	6 963
2005	900	1 020	870	4 511	1 885	691	2 576	38	142	7 267
2006	952	1 134	831	4 758	1 933	754	2 686	40	160	7 643
2007	984	1 264	767	4 980	1 984	780	2 764	39	171	7 954
2008	974	1 318	809	5 175	1 964	796	2 760	42	173	8 150
2009	851	1 198	757	4 915	1 892	767	2 659	38	183	7 795
2010(p)	934	1 331	737	5 295	1 955	784	2 740	39	197	8 270

Source: Maricel Ulloa, on the basis of Clarkson Research Services, *World Fleet Monitor*, several issues.

Note: (p) projected.

III Evolution of containerized international maritime trade

First, let's look at the evolution of containerized maritime transport over the world's principal shipping routes between 1995 and 2009 and the forecast for 2010.

Information from Global Insight on container traffic over the world's principal routes can be used to calculate the average annual variation for different time periods in order to see how the crisis affected the sector. So, 1999-2003 shows the historical trend and 2003-2008 refers to the period of expansion before the crisis. The impacts of the crisis can be seen in 2003-2009; 2003-2010 shows the current and forecast trend for the sector. A comparison of

the periods reviewed shows increasing average variations for all of the routes prior to the crisis. For most routes, the average variation for the first period is larger than for the second one. The exception is exports from North America, with a larger variation in 2003-2008 than in 1999-2003. The impact of the crisis on almost all of the routes reviewed can be seen in 2003-2009, with declines ranging from 0.43% for the Europe-Far East route to 6.06% for the North America-Europe route. The only route with a negative average variation for the period is Europe-North America. During the most recent period reviewed (2003-2010), almost all of the routes show positive variations ranging from 0.03% for Europe-Far East to 1.46% for the Europe-North America route. However, the latter has still not returned to pre-crisis levels.

Table 3
CONTAINER TRAFFIC OVER THE WORLD'S PRINCIPAL SHIPPING ROUTES, 1995-2010
(TEUs)

Year	Europe Asia		Transatlantic		Transpacific	
	Europe Far East	Far East Europe	North America Europe	Europe North America	Far East North America	North America Far East
1995	2 021 712	2 400 969	1 691 510	1 678 568	3 974 425	3 595 987
1996	2 206 730	2 607 106	1 603 221	1 705 173	3 989 883	3 649 871
1997	2 323 256	2 959 388	1 719 398	2 055 017	4 564 690	3 454 598
1998	2 097 209	3 577 468	1 662 908	2 348 393	5 386 786	2 857 440
1999	2 341 763	3 898 005	1 502 996	2 423 198	6 108 613	2 922 739
2000	2 461 840	4 650 835	1 707 050	2 694 908	7 308 906	3 525 749
2001	2 465 431	4 707 700	1 553 558	2 577 412	7 428 887	3 396 470
2002	2 638 843	5 104 887	1 431 648	2 633 842	8 353 789	3 369 647
2003	3 763 237	6 869 337	1 635 703	3 028 691	8 997 873	3 607 982
2004	4 301 884	8 166 652	1 883 402	3 525 417	10 579 566	4 086 148
2005	4 417 349	9 326 103	1 986 296	3 719 518	11 893 872	4 479 117
2006	4 457 183	11 214 582	2 053 710	3 735 139	13 164 051	4 708 322
2007	4 969 433	12 982 960	2 414 288	3 510 123	13 540 168	5 300 220
2008	5 234 850	13 311 677	2 618 246	3 393 751	12 896 623	6 375 417
2009	5 458 530	11 361 971	2 046 653	2 738 054	10 621 836	6 116 697
2010(p)	5 819 849	12 347 241	2 288 149	2 985 739	11 949 453	6 980 408

Source: Maricel Ulloa, on the basis of the Global Insight database.
Note: (p) projected.

Figure 7
AVERAGE ANNUAL VARIATION IN CONTAINER TRAFFIC ON THE WORLD'S PRINCIPAL ROUTES, 1995-2010



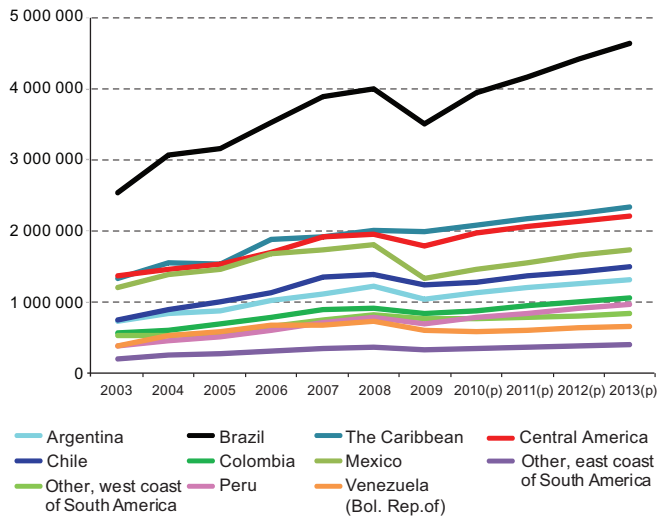
Source: Maricel Ulloa, on the basis of the Global Insight database.

IV. Containerized maritime trade in Latin America and the Caribbean

Figure 8 illustrates the evolution of trade for selected countries of Latin America and the Caribbean. Overall traffic is recovering after falling off in 2008-2009. According to data from Global Insight, projections from 2010 on are very positive, with increases ranging from 4.2% to 12.8%. The sole exception is the Bolivian

Republic of Venezuela, with a drop forecast for 2010. Long-term forecasts are for increases in excess of 3.5% for all of the countries of the region.

Figure 8
MARITIME TRADE IN LATIN AMERICA AND THE CARIBBEAN, 2003-2013



Source: Maricel Ulloa, on the basis of the Global Insight database.
Note: (p) projected.

A comparison of countries shows that Brazil has the highest figures in the region, with traffic estimated at more than 3.9 million TEUs for 2010. The Caribbean, Central America as a whole and Argentina, Chile and Mexico should all exceed one million TEUs in containerized maritime trade in 2010.³

³ Refers to containerized foreign trade, not port traffic volume. The latter will be the subject of a forthcoming FAL bulletin.

The tables below show the evolution of containerized international maritime shipping between 2003 and 2009, in TEUs. Table 4 refers to overall transport figures; tables 5 and 6 refer to containerized maritime export and import shipments, respectively.

Of the countries shown, Brazil is the largest exporter, with 2.2 million TEUs, followed by Chile and Central America as a whole, as shown in table 5.

Table 4
MARITIME TRADE IN LATIN AMERICA AND THE CARIBBEAN, 2003-2009

Total	2003	2004	2005	2006	2007	2008	2009
Argentina	734 644	828 161	876 182	1 027 519	1 115 254	1 220 001	1 043 442
Brazil	2 542 166	3 070 870	3 154 007	3 521 497	3 884 085	3 996 900	3 501 528
The Caribbean	1 323 571	1 548 708	1 522 558	1 878 803	1 903 905	1 996 576	1 976 840
Central America	1 361 549	1 462 079	1 532 410	1 699 533	1 906 553	1 951 713	1 780 041
Chile	747 400	889 532	1 006 340	1 127 535	1 346 353	1 378 041	1 228 591
Colombia	554 566	607 156	685 723	776 572	885 663	914 720	836 249
Mexico	1 200 114	1 390 765	1 456 209	1 667 620	1 729 163	1 807 122	1 332 248
Other, East Coast of South America	203 223	247 331	269 362	308 422	347 705	368 006	329 572
Other, West Coast of South America	519 467	534 284	570 513	659 522	751 710	824 787	757 101
Peru	386 357	457 368	508 727	601 000	714 344	782 086	695 312
Venezuela (Bolivarian Republic of)	377 908	517 515	582 725	676 172	667 408	726 027	597 847

Source: Maricel Ulloa, on the basis of the Global Insight database.

Table 5
LATIN AMERICA AND THE CARIBBEAN, EXPORTS, 2003-2009

Exports	2003	2004	2005	2006	2007	2008	2009
Argentina	507 220	508 456	547 659	601 496	634 733	677 897	615 596
Brazil	1 985 111	2 328 879	2 337 318	2 543 574	2 684 891	2 522 060	2 234 952
The Caribbean	540 690	583 676	583 113	723 724	683 426	688 921	732 738
Central America	769 644	819 071	853 288	898 542	1 003 551	982 905	880 276
Chile	490 547	613 423	674 093	749 039	840 956	818 645	763 841
Colombia	324 983	354 754	391 912	418 579	470 614	447 314	393 634
Mexico	484 217	576 214	575 039	638 935	585 919	655 058	517 300
Other, East Coast of South America	123 972	137 419	157 017	174 915	193 118	178 428	167 320
Other, West Coast of South America	252 711	261 409	270 276	299 486	310 178	338 197	347 954
Peru	175 208	207 707	247 930	304 071	321 417	304 748	280 725
Venezuela (Bolivarian Republic of)	208 231	242 931	244 927	217 899	172 345	179 556	138 593

Source: Maricel Ulloa, on the basis of the Global Insight database.

Table 6
LATIN AMERICA AND THE CARIBBEAN, IMPORTS, 2003-2009

Imports	2003	2004	2005	2006	2007	2008	2009
Argentina	227 423	319 705	328 523	426 023	480 521	542 104	427 846
Brazil	557 054	741 992	816 689	977 923	1 199 194	1 474 841	1 266 577
The Caribbean	782 881	965 031	939 446	1 155 079	1 220 479	1 307 655	1 244 102
Central America	591 904	643 008	679 122	800 991	903 002	968 808	899 765
Chile	256 853	276 110	332 247	378 496	505 396	559 396	464 750
Colombia	229 583	252 402	293 811	357 993	415 049	467 406	442 615
Mexico	715 897	814 551	881 170	1 028 685	1 143 244	1 152 064	814 949
Other, East Coast of South America	79 251	109 913	112 345	133 507	154 587	189 578	162 252
Other, West Coast of South America	266 756	272 875	300 237	360 036	441 532	486 590	409 147
Peru	211 149	249 661	260 797	296 929	392 927	477 338	414 586
Venezuela (Bolivarian Republic of)	169 677	274 584	337 797	458 274	495 062	546 472	459 254

Source: Maricel Ulloa, on the basis of the Global Insight database.

Brazil also accounts for the largest share of containerized volume on the import side, followed by Mexico, the Caribbean and Central America as a whole. The other countries do not exceed one million imported TEUs.

Lastly, tables 7 and 8 show the evolution of the region's exports and imports, broken down by principal countries and regions of origin and destination.

Table 7
ORIGIN AND DESTINATION OF LATIN AMERICA AND THE CARIBBEAN EXPORTS, 2009

Exporting country or region	Importing country or region								
	Africa	Australia/ New Zealand	Far East	Indian subcontinent/ Persian Gulf	Latin America	Black Sea	North America	Northern Europe	Others
Argentina	33 026	3 962	89 092	19 969	158 904	65 643	99 618	114 016	31 365
Brazil	201 053	16 115	359 438	157 057	341 331	182 840	499 873	443 981	33 262
The Caribbean	4 824	1 009	26 990	7 265	86 641	45 500	327 934	196 210	36 364
Central America	4 748	873	19 749	4 923	91 103	28 121	590 117	136 224	4 418
Chile	9 934	5 362	168 144	16 897	140 186	45 234	249 413	120 286	8 385
Colombia	1 545	727	10 477	1 317	83 160	22 235	154 549	103 175	16 449
Mexico	4 301	10 616	89 759	6 736	139 653	30 614	121 814	87 768	26 039
Other, East Coast of South America	4 874	292	32 516	4 993	41 180	9 446	22 273	42 974	8 771
Other, West Coast of South America	816	977	7 505	2 271	40 768	29 384	176 996	69 578	19 658
Peru	4 927	895	31 996	848	64 788	27 415	83 459	48 241	18 158
Venezuela (Bolivarian Republic of)	240	56	7 609	498	49 136	13 742	42 890	21 257	3 165

Source: Maricel Ulloa, on the basis of the Global Insight database.

Table 8
ORIGIN AND DESTINATION OF LATIN AMERICA AND THE CARIBBEAN IMPORTS, 2009

Importing country or region	Exporting country or region								
	Africa	Australia/ New Zealand	Far East	Indian subcontinent/ Persian Gulf	Latin America	Black Sea	North America	Northern Europe	Others
Argentina	1 424	596	143 806	6 135	67 918	27 384	74 521	69 661	36 402
Brazil	14 513	2 015	506 729	30 065	105 716	96 321	276 036	232 796	2 384
The Caribbean	2 563	7 765	177 126	15 671	242 437	84 562	378 823	90 120	245 033
Central America	1 245	3 425	267 613	9 067	131 940	23 756	375 696	32 111	54 910
Chile	1 017	2 802	183 715	8 621	81 925	17 316	125 237	43 070	1 047
Colombia	1 421	330	129 596	10 516	99 119	15 459	140 275	25 011	20 887
Mexico	3 023	6 759	412 676	26 301	145 321	66 871	46 661	105 840	1 497
Other, East Coast of South America	1 125	553	49 820	2 220	39 898	10 728	30 635	21 759	5 514
Other, West Coast of South America	984	390	123 174	4 882	87 243	10 396	84 421	22 301	75 356
Peru	1 023	1 370	131 182	10 846	102 572	18 974	97 268	51 258	95
Venezuela (Bolivarian Republic of)	442	7 479	102 029	4 388	132 761	19 434	98 829	39 779	54 113

Source: Maricel Ulloa, on the basis of the Global Insight database.

The principal destination for LAC exports is North America, which received in total more than 2.3 million TEUs. The region to which LAC exports the least is Australia/New Zealand, with only 40,000 TEUs. For most of the countries and regions in the sample, North America is the primary export destination; Central America and Brazil account for the largest share of these exports. The principal destinations for exports from Argentina, the Bolivarian Republic of Venezuela and Mexico are Latin America and the Caribbean. For most of the countries and regions in the sample, Australia/New Zealand is the least significant destination. Exceptions are Mexico and

other west coast countries, where the least important destination is Africa.

The principal origin for Latin America and the Caribbean imports is the Far East, with more than 2.2 million TEUs. The region that exports the least to LAC is Africa, at less than 30,000 TEUs. For most of the countries and regions in the sample, the primary origin of imports is the Far East. However, for the Caribbean, Central America and Colombia the principal origin is North America; for the Bolivarian Republic of Venezuela it is LAC. For most of the countries and regions in the sample, Africa and Australia/New Zealand account for the smallest volume of LAC's containerized trade.