

## International Maritime Transport In Latin America and the Caribbean, 2007

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### 1. INTERNATIONAL MARITIME TRANSPORT

International maritime transport statistics differ according to the source analysed. For the year 2007, for instance, the four sources consulted for this edition give different figures. These figures range from 6.628 billion metric tons (according to Global Insight) to 8.022 billion metric tons (according to UNCTAD), while Clarkson Research Services gives 7.765 billion metric tons, and Fearnleys Review 2007 gives a figure of 7.572 billion metric tons.

According to Global Insight, in 1995 worldwide international trade represented almost 6 billion metric tons, with 66% of that (i.e. 3.96 billion metric tons) being seaborne.<sup>1</sup> In 2005, total international trade was 9 billion metric tons, of which 6.1 billion metric tons was seaborne. This means an average annual increase of 4.18% for total trade and 4.42% for international maritime trade, which shows that maritime freight is playing a growing part in international transport in terms of volumes.

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<sup>1</sup> If a metric ton per mile is used as the unit of measurement, the share of seaborne trade increases considerably.

In 2007, international maritime trade reached 6.628 billion metric tons<sup>2</sup> (all traffic), with the Latin American and Caribbean region accounting for a significant proportion thereof. However, there is a considerable difference between the transportation of merchandise that originates in Latin America and the Caribbean (exports) and merchandise that arrives in the region (imports).

Indeed, while seaborne exports to the rest of the world represented 1.052 billion metric tons, imports amounted to 426 million metric tons, due to the fact that the region is an exporter of voluminous raw materials.

Table 1 shows the share of each subregion of Latin America and the Caribbean in outgoing maritime transport from the region.

Table 1  
**Maritime exports from Latin America and the Caribbean,  
2006-2007 (metric tons)**

	<b>2006</b>	<b>2007</b>
<b>East coast of South America</b>	497,654,115	543,434,099
<b>West coast of South America</b>	290,662,750	292,470,231
<b>Mexico, Central America and the Caribbean</b>	223,878,122	216,573,826
<b>Total Latin America and the Caribbean</b>	1,012,194,987	1,052,478,156
<b>World total*</b>	6,355,702,872	6,628,359,299

**Source:** R.J. Sánchez and Maricel Ulloa, ECLAC, United Nations, on the basis of data from Global Insight ([www.globalinsight.com](http://www.globalinsight.com)).

Note: \* estimated value

Countries on the east coast of South America accounted for 543 million metric tons, or 51.6% of the region's maritime exports and 8.2% of the world total. The west coast of South America accounted for 27.8% of the region's maritime exports, a total of 292 million tons, representing 4.4% of the world total. And finally, Mexico, Central America and the Caribbean together represent 216 million metric tons, which represents 20.6% of the region's maritime exports to the rest of the world and 3.3% of the world total.

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<sup>2</sup> As explained at the beginning, the figures differ according to the source used. Two sources give a figure in excess of 7 billion metric tons for maritime transport.

Table 2 shows the maritime transportation of goods heading to Latin America and the Caribbean.

Table 2  
**Maritime imports into Latin America and the Caribbean,  
2006-2007 (metric tons)**

	2006	2007
<b>East coast of South America</b>	114,571,171	130,540,793
<b>West coast of South America</b>	87,083,648	100,901,186
<b>Mexico, Central America and the Caribbean</b>	182,659,190	195,332,863
<b>Total Latin America and the Caribbean</b>	384,314,009	426,774,842
<b>World total*</b>	6,355,715,096	6,628,372,261

**Source:** R.J. Sánchez and Maricel Ulloa, ECLAC, United Nations, on the basis of data from Global Insight.

Note: \* estimated value

The east coast of South America received 130 million metric tons of merchandise from the rest of the world, while the west coast of South America imported 100 million metric tons and the rest of the region as a whole imported a total 195 million metric tons. This means that the east coast of South America received 30.6% of the region's maritime imports, the west coast received 23.6%, and Mexico, Central America and the Caribbean were the recipients of 45.8%. Out of total world imports, the east coast accounted for 1.97%, the west coast 1.52% and the rest of the region as a whole 2.95%.

Table 3  
**Proportion (by volume) of international maritime transport accounted for  
by various world regions 2007**

	International maritime transport	
	% of volume	
	Exports	Imports
East coast of South America	8.2	1.97
West coast of South America	4.4	1.52
Mexico, Central America and the Caribbean	3.3	2.95
Total Latin America and the Caribbean	15.9	6.44
Total Europe*	11.8	16.60
Africa/Middle East*	27.5	8.69
Total Asia*	24.8	50.21
Total North America*	9.5	16.64
Total Oceanía*	10.6	1.38

**Source:** R.J. Sánchez and Maricel Ulloa, ECLAC, United Nations, on the basis of data from Global Insight.

Note: \* estimated figures

## 2. MARITIME TRANSPORT BY PRODUCT, 2007

Table 4 shows maritime transport trends for various goods over the last 20 years, broken down by type of product.

Table 4  
International maritime transport by type of product, in millions of metric tons  
1985-2007

Year	Iron	Coal Coking	Steam	Bauxite/ Grains	Aluminium	Phosphate	Total 5 main Commodities	Minor Bulk	Containers	Other dry cargo	Total Dry Cargo
1985	321	144	132	213	44	46	900	561	160	549	2170
1990	347	153	184	215	55	37	991	606	246	625	2469
1995	402	160	242	216	52	30	1102	681	389	727	2900
2000	448	174	346	264	54	30	1316	778	628	931	3596
2001	451	169	383	260	52	31	1345	799	647	910	3650
2002	480	171	406	271	55	30	1413	811	718	964	3848
2003	517	178	448	264	60	29	1496	854	805	955	4041
2004	587	179	483	275	68	31	1623	918	918	927	4313
2005	661	184	507	272	78	31	1734	930	1020	918	4524
2006	723	190	543	291	79	30	1857	984	1134	882	4776
2007 (e)	785	211	574	300	84	32	1987	1030	1243	878	5011

Year	Crude Petroleum	Total by-products	Petroleum	Gas LPG	LNG	TOTAL Clarkson	Total Total UNCTAD	Total Fearnleys	Global Insight	MAX-min
1985	984	415	1400	22	39	3631	3382			249
1990	1155	448	1603	28	60	4160	4008	3932		228
1995	1400	460	1860	34	69	4862	4651	4712	3958	904
2000	1656	518	2174	39	104	5915	5984	5595	4876	1108
2001	1684	544	2228	36	107	6024	6020	5653	4812	1212
2002	1667	543	2210	36	113	6211	6120	5820	4814	1397
2003	1770	582	2352	36	125	6565	6500	6133	5017	1548
2004	1850	621	2470	38	132	6953	6846	6493	5821	1132
2005	1885	671	2556	37	142	7237	7109	6720	6100	1137
2006	1923	687	2610	39	168	7536	7652	7195	6355	1297
2007 (e)	1920	687	2607	41	206	7765	8022	7572	6628	1394

**Source:** R. J. Sanchez and M. Ulloa, Economic Commission for Latin America and the Caribbean (ECLAC), on the basis of data from Clarkson,<sup>3</sup> Global Insight, UNCTAD and Fearnleys

Note: (e) estimated data for Clarkson and Global Insight

As shown in table 4, in 2007 international transport of the five main commodities<sup>4</sup> stood at 1.987 billion metric tons, minor bulks accounted for 1.03 billion metric tons, containers totalled 1.243 billion metric tons, while dry cargo represented 5.011 billion metric tons. Petroleum reached 2.607 billion metric tons (1.92 billion metric tons of crude and 687 million metric tons of derivatives), while gas totalled 247 million metric tons. In summary, Clarkson gives the international maritime transport figures for 2007 as 7.765 billion metric tons. Of the other sources consulted, UNCTAD is one of the most optimistic, with a total of 8.022 billion metric tons (Fearnleys gives 7.572 billion and Global Insight 6.628 billion metric tons). The difference between the maximum and minimum figures quoted by the sources consulted is 1.394 billion.

<sup>3</sup> *Minor bulk:* sugar, fertilizer, cement, forest products, steel products, other grains and agricultural by-products, scrap, etc.

<sup>4</sup> Iron, coal, grains, bauxite/aluminium and phosphates.

### 3. MARITIME TRADE OUT OF AND INTO LATIN AMERICA AND THE CARIBBEAN

The following table summarizes international maritime transport departing from and arriving into some subregions of Latin America and the Caribbean. The figures are based on the most relevant data from 2006.

According to data reported by Fearnleys Review, South America was the source of just over 97 million metric tons of grain, out of a worldwide maritime transport total of 324 million metric tons. This represents 30.1% of the total, with the main destinations being Europe, the Far East and the Americas.

Maritime transport of iron worldwide represented more than 733 million metric tons, 35.1% of which came from South America. The main destinations are in Europe and Asia.

Table 5  
International maritime transport originating in Latin American and Caribbean subregions, by main commodities, 2006

	to		United Kingdom/N. Eur.		Rest of Europe	North America	South America	India/Far East	Asia	Other Destinations	Total 2006
	from:	Mediterranean									
COMMODITY	Grains	South America Total 2006	18,035 22,669	12,917 21,814	5,608 14,819	14,920 60,995		38,396 120,528	1,288 38,477	6,541 45,482	97,701 324,785
		South America Atl. South America Pac. Total 2006	58,457 57 103,443	13,249 - 22,426	10,970 - 39,116	4,555 335 5,239		22,569 2,088 68,768	109,917 9,124 451,551	25,528 815 43,295	245,245 12,420 733,837
	Iron	Caribbean Total 2006	10,800 235,600	8,600 220,900		178,600 524,800	3,000 36,400		8,900 782,100	300 51,200	210,300 1,850,800
	Petroleum	South Amer. Car. Total 2006	17,602 144,922	2,528 25,616	5,724 65,248		3,731 29,815		28 176,993	27,653 171,521	57,265 754,404
	Coal	Jamaica Rest of the Americas Total 2006	- - -	- - -	- 1,933 18,638	5,732 4,743 15,897					5,732 6,676 47,879
	Bauxite	Jamaica Rest of the Americas Total 2006	841 - 1,576	- - -	1,412 2,177 6,421	1,106 1,592 6,343				455 709 5,895	3,814 4,678 10,202
	Aluminium										

**Source:** R. J. Sanchez and Maricel Ulloa, Economic Commission for Latin America and the Caribbean (ECLAC), on the basis of data from Fearnleys Review 2007

As for coal, South America and the Caribbean were responsible for 7.6% of the total 754 million metric tons transported worldwide.

Lastly, the region (mainly the Caribbean but also other subregions) accounted for 25.9% of the 47.9 million metric tons of bauxite and 27.9% of the 30.4 million metric tons of aluminium transported worldwide.

As for international seaborne container transport, the following tables show the main origins and destinations in terms of Latin America and the Caribbean.

Table 6  
**Origin and destination of containerized Latin American and Caribbean exports, 2007**  
**(thousands of TEUS)**

Importing Country	Exporting Country										
	Argentina	Brazil	Carib.	Chile	Colombia	Mexico	Central America	Other countries, east coast of South America	Other countries, west coast of South America	Peru	Bolivarian Rep. of Venezuela
Africa	66,270	328,648	4,532	11,697	4,086	15,696	6,804	9,423	1,921	5,591	2,660
Asia and the Pacific	94,692	451,494	14,848	224,780	14,545	111,832	32,107	28,773	10,609	37,847	20,630
Europe	171,914	617,386	179,836	262,864	150,522	140,015	193,112	40,273	95,948	90,651	47,456
North America	118,518	831,777	266,441	299,128	341,926	142,396	705,721	35,044	161,221	73,679	87,740
Latin America	162,483	401,947	105,311	170,383	116,821	178,005	92,186	46,377	41,963	44,621	53,744
Rest of the world	47,369	218,511	6,363	35,070	26,055	12,364	11,092	10,825	9,111	1,683	2,288
Total	661,247	2,849,763	577,331	1,003,921	653,956	600,309	1,041,023	170,715	320,774	254,073	219,517

**Source:** R.J. Sánchez and Maricel Ulloa, ECLAC, United Nations, on the basis of data from Global Insight

Table 6 shows the main containerized exports from Latin America and the Caribbean. Brazil and Chile are the largest exporters from South America, with 2.849 billion and 1.008 billion TEUs, respectively. The principal destinations are North America, Europe and Asia and the Pacific. Argentina, Colombia and Mexico export just over 600 million TEUs, mainly for markets in North America, Latin America and Europe; Peru and the Bolivarian Republic of Venezuela, albeit on a smaller scale, export to the same principal destinations. The pattern in Mexico is that most of its exports are headed for the United States and are transported by road. Possibly due to the role played by re-exports, Central American and Caribbean countries mainly export to North America and, to a lesser extent, Europe.

**Table 7**  
**Origin and destination of containerized Latin American and Caribbean imports,**  
**2007**  
**(thousands of TEUS)**

Exporting Country	ARGENTINA	BRAZIL	CARIB.	CHILE	COLOMBIA	MEXICO	CENTRAL AMERICA	Other countries, east coast of South America	Other countries, west coast of South America	PERU	BOLIVARIAN REP. OF VENEZUELA
Africa	5.584	35.977	8.944	1.458	4.391	10.465	2.229	4.608	861	1.033	4.065
Asia and the Pacific	172.879	481.911	165.581	207.533	164.607	561.821	271.460	47.047	111.966	142.520	116.814
Europe	120.650	392.860	279.617	96.789	61.286	233.366	92.227	37.922	54.602	80.713	103.066
North America	88.154	281.225	370.425	139.883	136.988	72.432	399.485	30.388	72.010	95.232	116.881
Latin America	77.081	107.074	247.479	95.720	117.693	223.215	169.637	41.632	87.798	101.238	145.277
Rest of the world	34.183	28.038	18.593	24.943	21.570	21.166	27.556	22.570	5.891	9.516	66.933
Total	498.530	1.327.085	1.090.639	566.326	506.536	1.122.466	962.594	184.167	333.127	430.251	553.036

**Source:** R.J. Sánchez and Maricel Ulloa, ECLAC, United Nations, on the basis of data from Global Insight

Table 7 shows that Brazilian containerized imports (the largest in the region) originate in Europe, Asia and the Pacific and North America, while Mexican imports (second largest) come from Asia and the Pacific, Europe and Latin America. Caribbean imports (third largest) come mainly from North America, Europe and Latin America. Central America follows very closely, with the primary sources being North America, Asia and the Pacific and Latin America. In fifth place is Chile, which receives seaborne containers mainly from Asia and the Pacific, North America and Europe. Colombia's imports come from Asia and the Pacific, North America and Latin America. The Bolivarian Republic of Venezuela, in seventh place, receives most of its imports from Latin America, North America and Asia and the Pacific. Argentina imports a smaller amount of goods, mainly from Asia and the Pacific, Europe and North America. And in last place is Peru, which imports containerized goods primarily from Asia and the Pacific, Latin America and North America.



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