

**SWISS
SHIPOWNERS
ASSOCIATION**

A maritime country profile of Switzerland

Insights from UNCTAD's
Review of Maritime Transport 2020

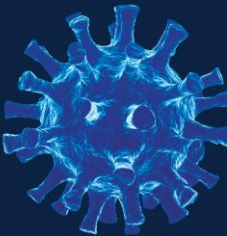
Jan.Hoffmann@UNCTAD.org

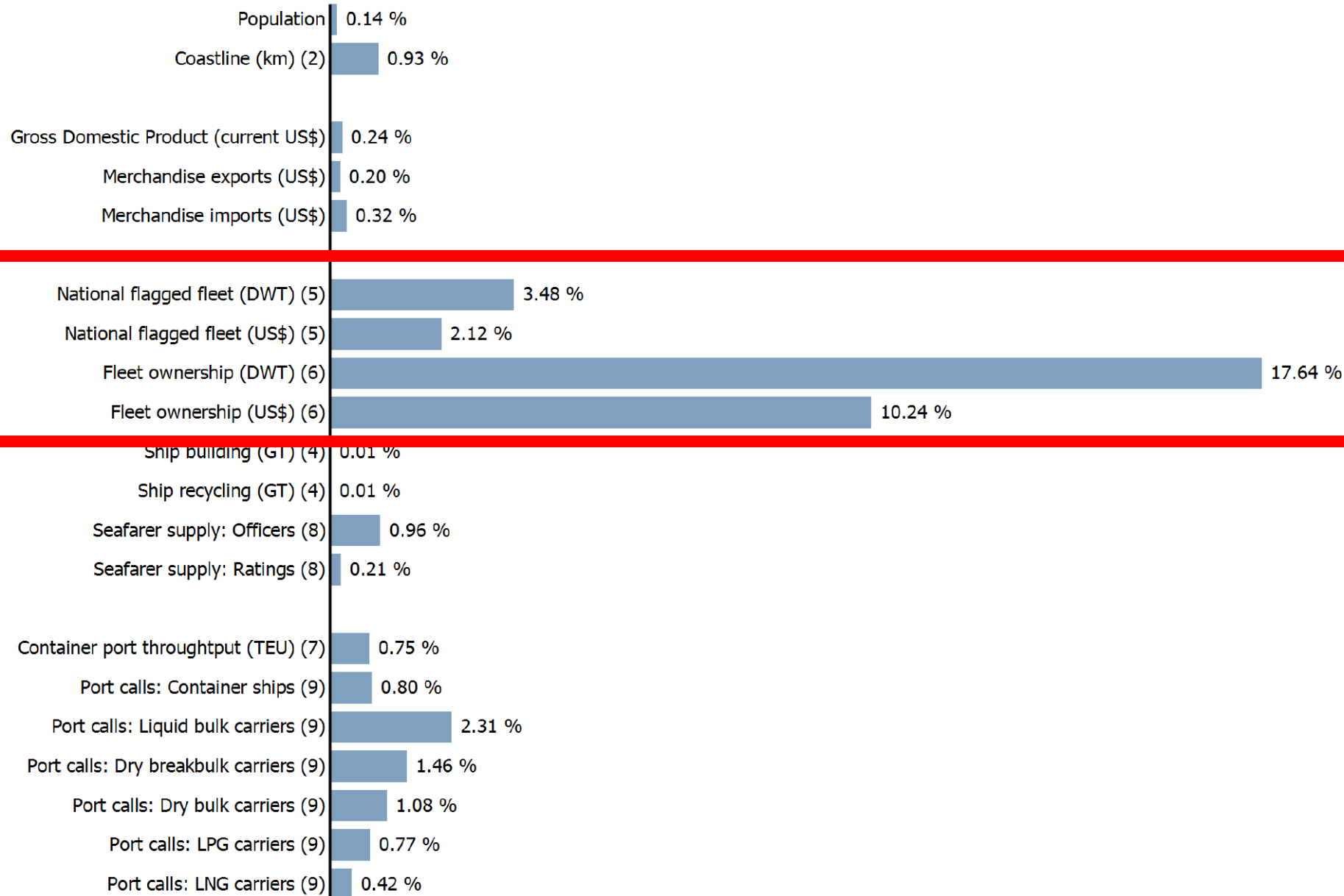
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OF MARITIME
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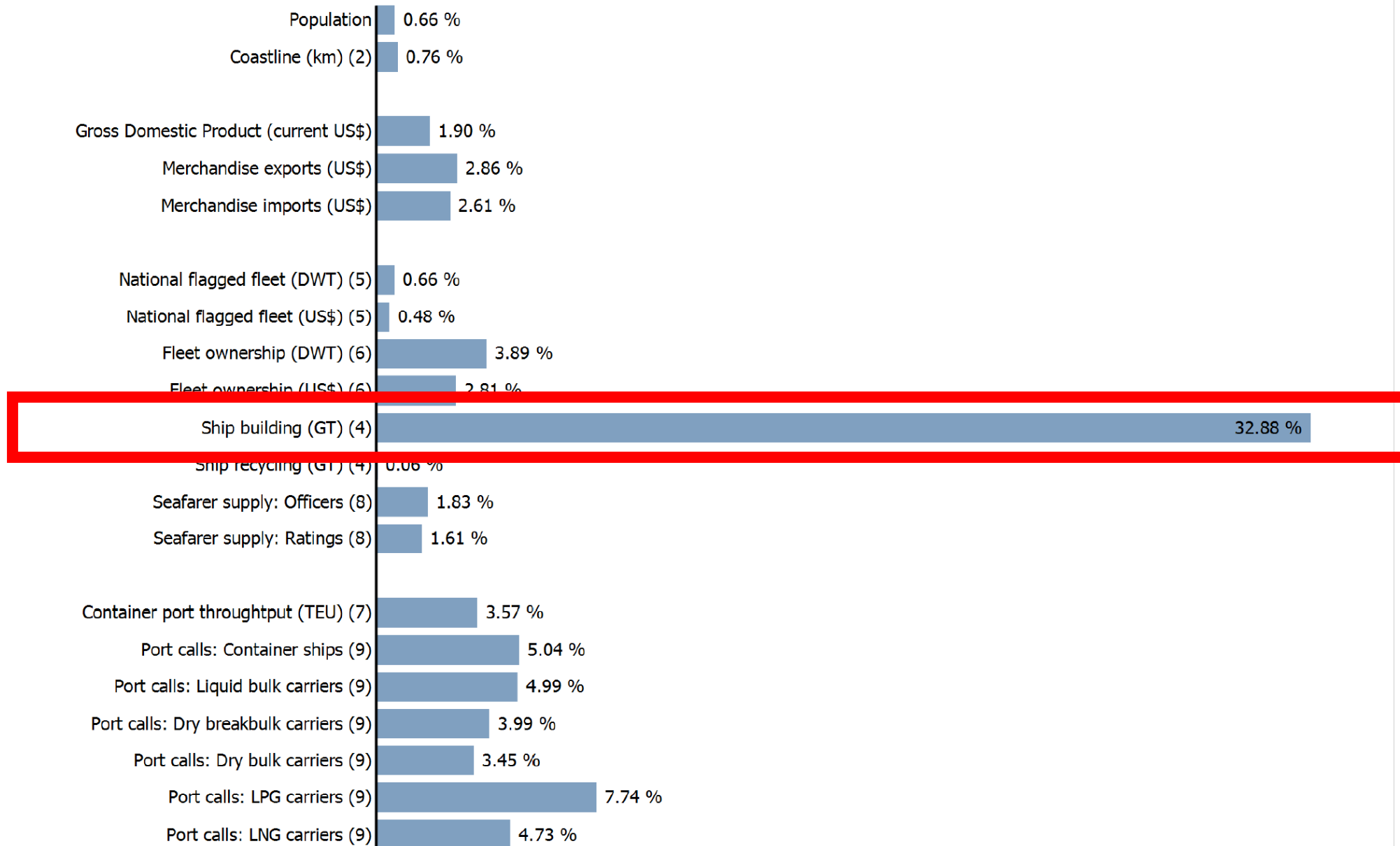
2020





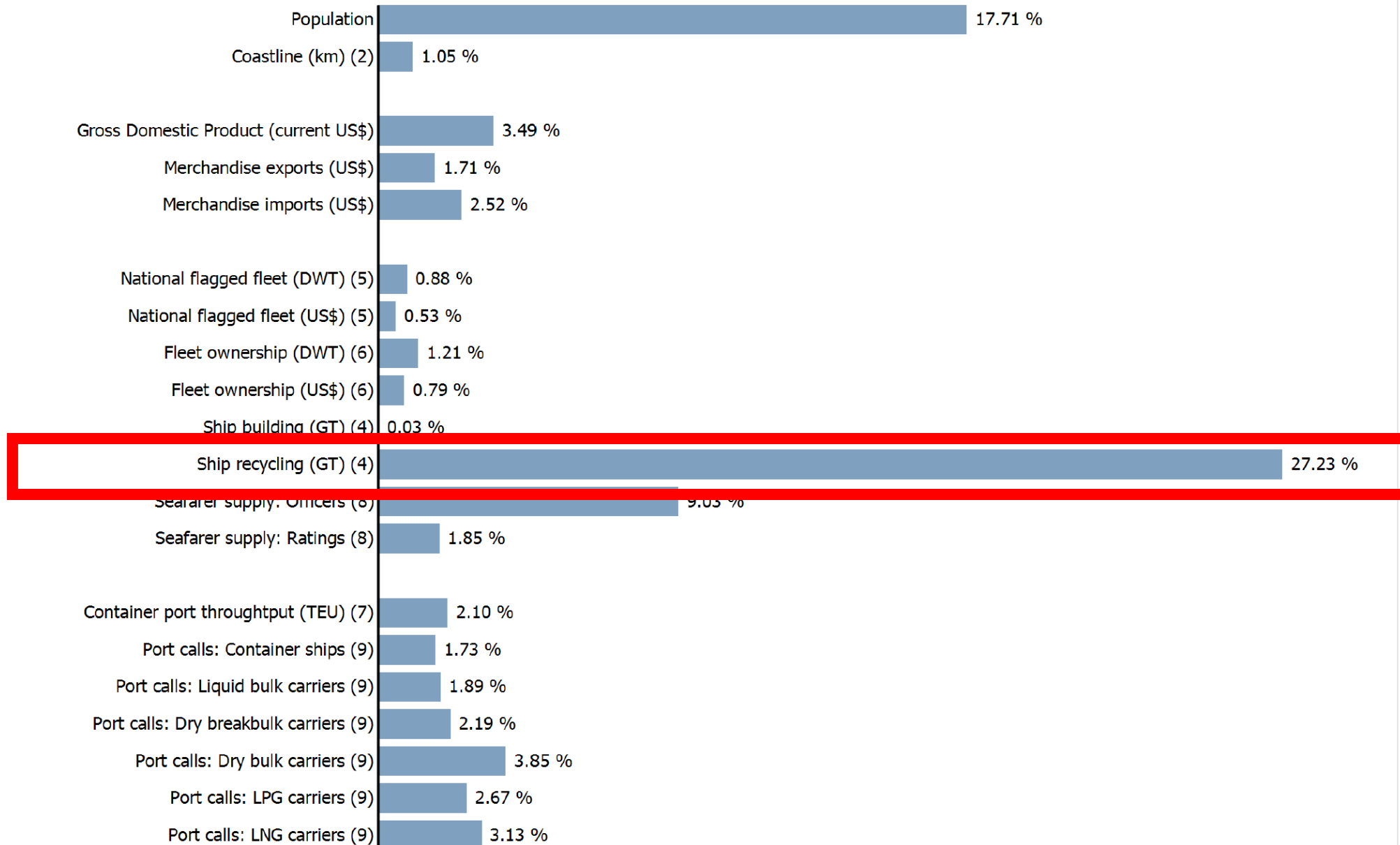
WORLD SHARES FOR 2019

Korea



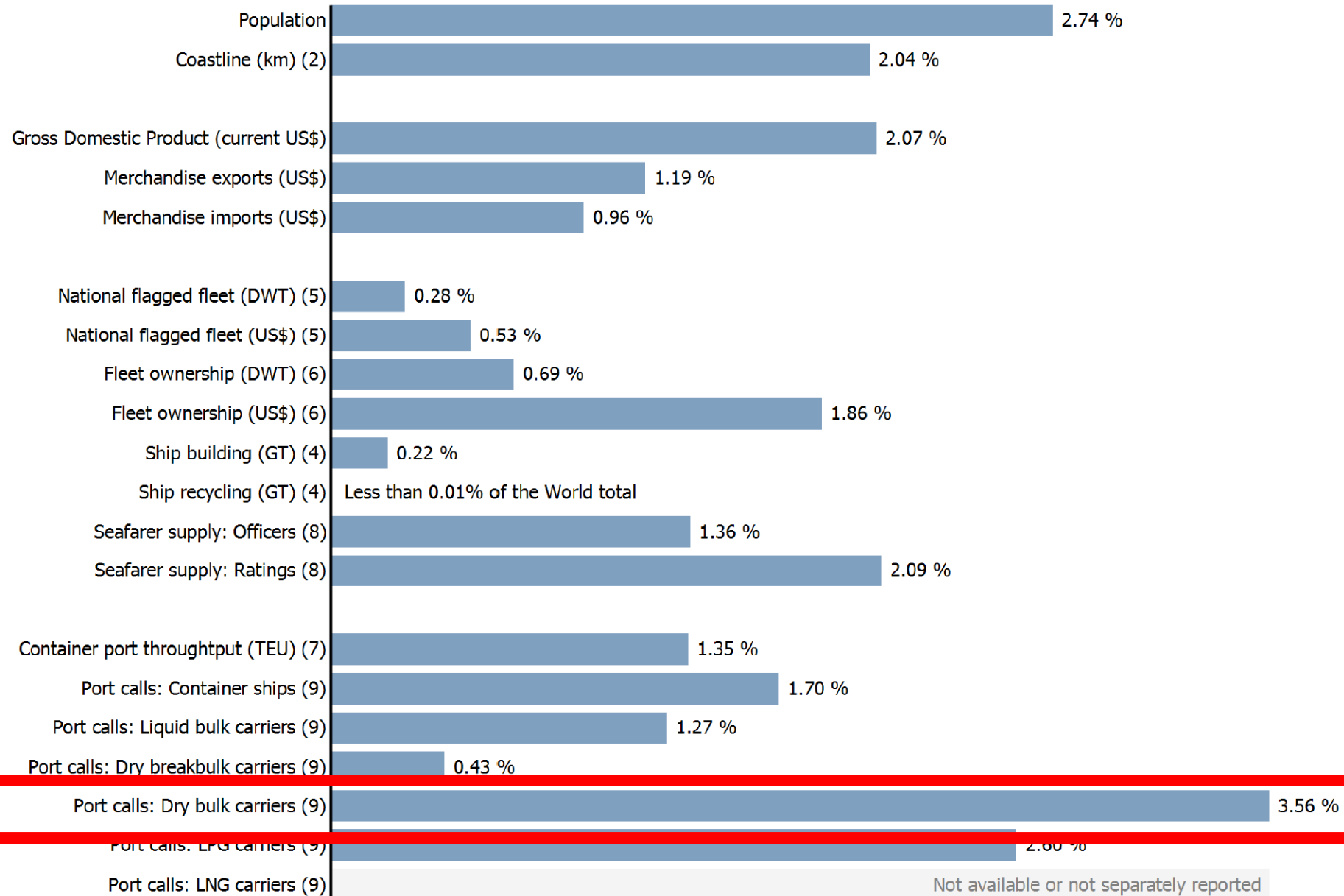
WORLD SHARES FOR 2019

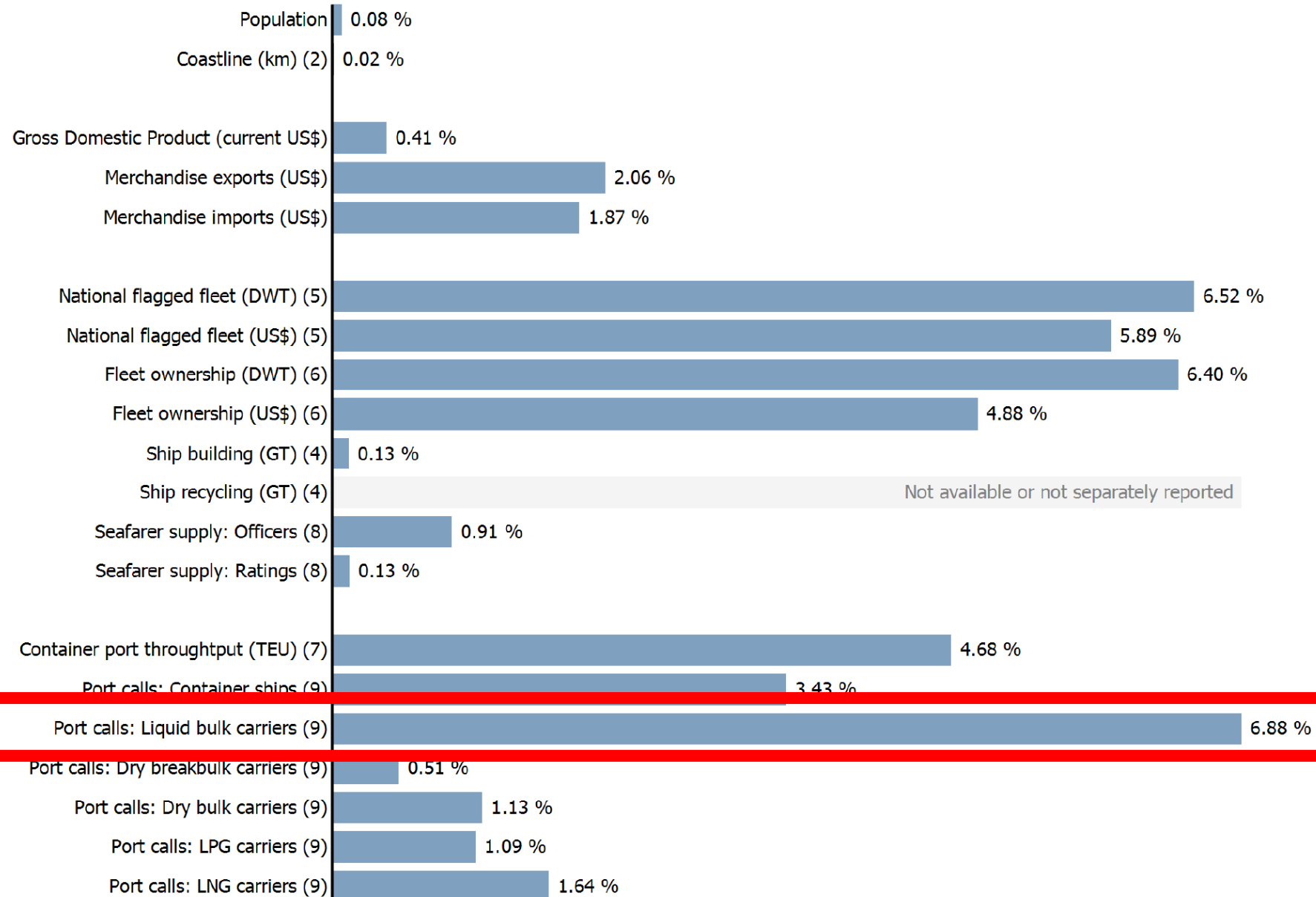
India



WORLD SHARES FOR 2019

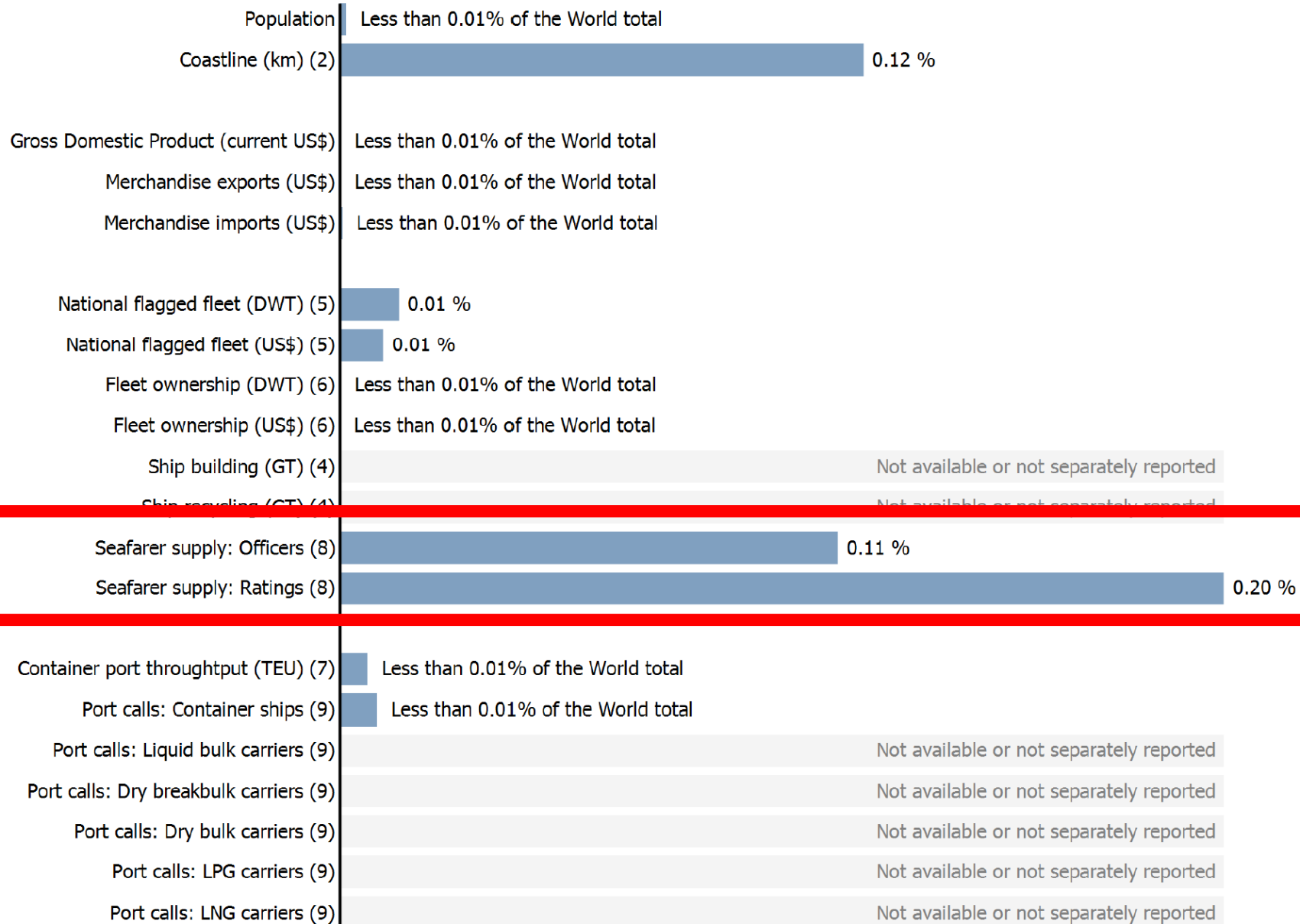
Brazil





WORLD SHARES FOR 2019

Kiribati



Switzerland

Merchant fleet by flag of registration and by type of ship, annual [i](#)

Other: MEASURE ▼ Dead weight tons in thousands ⓘ ⏪ ⏩

YEAR		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ECONOMY	SHIP TYPE	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️ ⓘ	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️
Switzerland, Liechtenstein	Total fleet	1 010	1 040	832	791	810	887	1 012	1 023	928	1 118	1 259	1 284	1 401	1 526	1 760	1 467	1 226	1 114
	Oil tankers	..	..	4	9	29	69	68	88	80	0	0	0	7	11	11	7	7	7
	Bulk carriers	921	877	665	529	451	504	577	627	648	799	938	938	1 055	1 258	1 492	1 379	1 145	1 046
	General cargo	40	40	40	90	90	74	106	106	106	106	106	159	159	159	159	66	66	53
	Container ships	39	118	118	158	236	236	236	197	79	118	118	79	79	0	0	0	0	0
	Other types of ships	10	5	5	5	5	5	25	5	15	95	97	108	102	98	98	16	8	8

Merchant fleet by flag of registration and by type of ship, annual [i](#)

Other: MEASURE ▼ Number of ships ⓘ ⏪ ⏩

YEAR		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ⓘ	2012	2013	2014	2015	2016	2017	2018	2019	2020
ECONOMY	SHIP TYPE	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️	⬆️⬆️
Switzerland, Liechtenstein	Total fleet	..	..	..	..	..	..	..	..	..	34	39	41	44	47	48	52	37	32	28
	Oil tankers	..	..	..	..	..	..	..	..	..	4	0	0	0	1	2	2	1	1	1
	Bulk carriers	..	..	..	..	..	..	..	..	..	16	20	22	22	24	27	30	28	24	21
	General cargo	..	..	..	..	..	..	..	..	..	9	9	9	12	12	12	12	4	4	3
	Container ships	..	..	..	..	..	..	..	..	..	2	3	3	2	2	0	0	0	0	0
	Other types of ships	..	..	..	..	..	..	..	..	..	3	7	7	8	8	7	8	4	3	3

FLAG OF REGIS. ⓘ

OWNERSHIP ⓘ

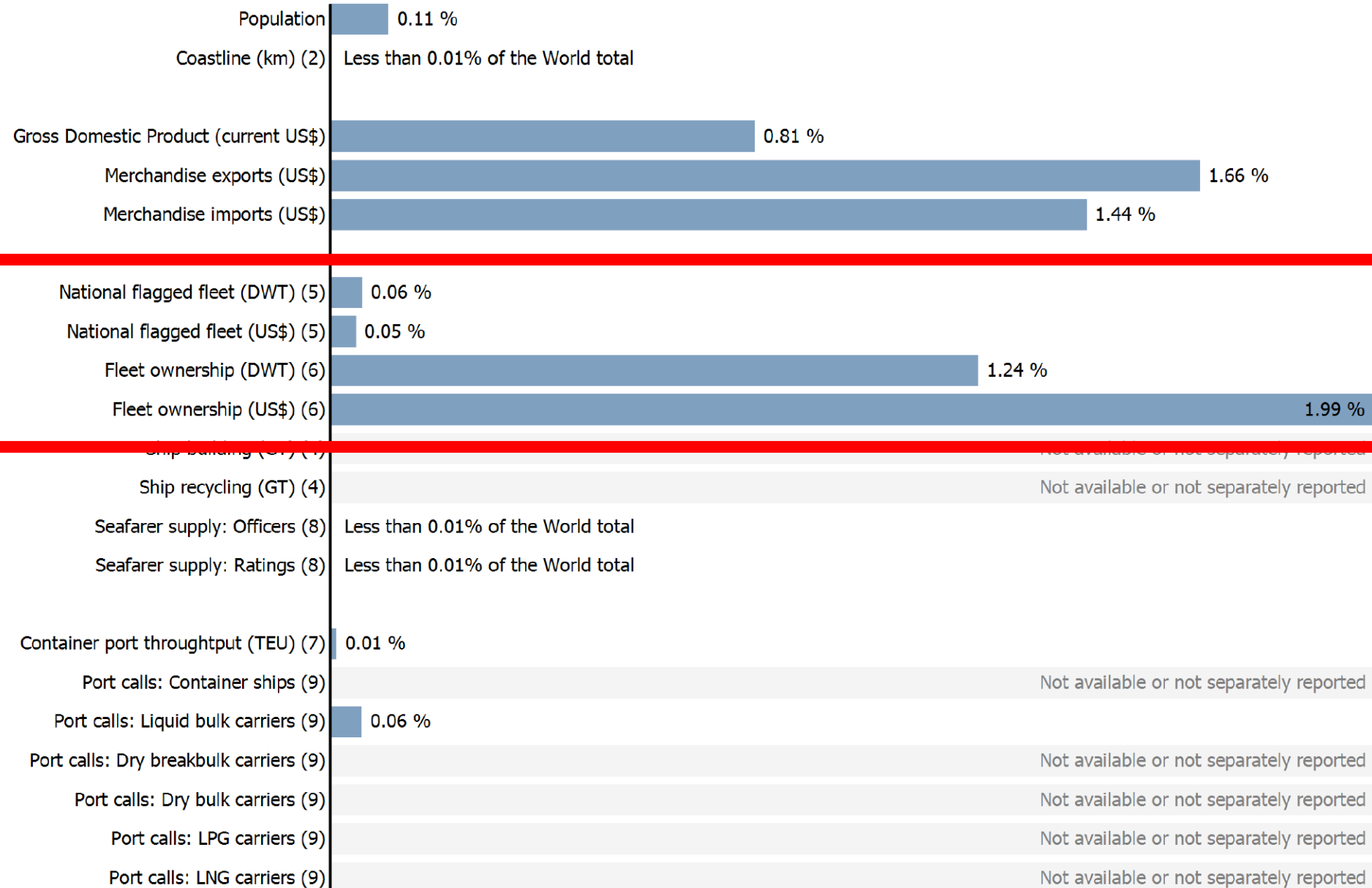
Switzerland, Liechtenstein

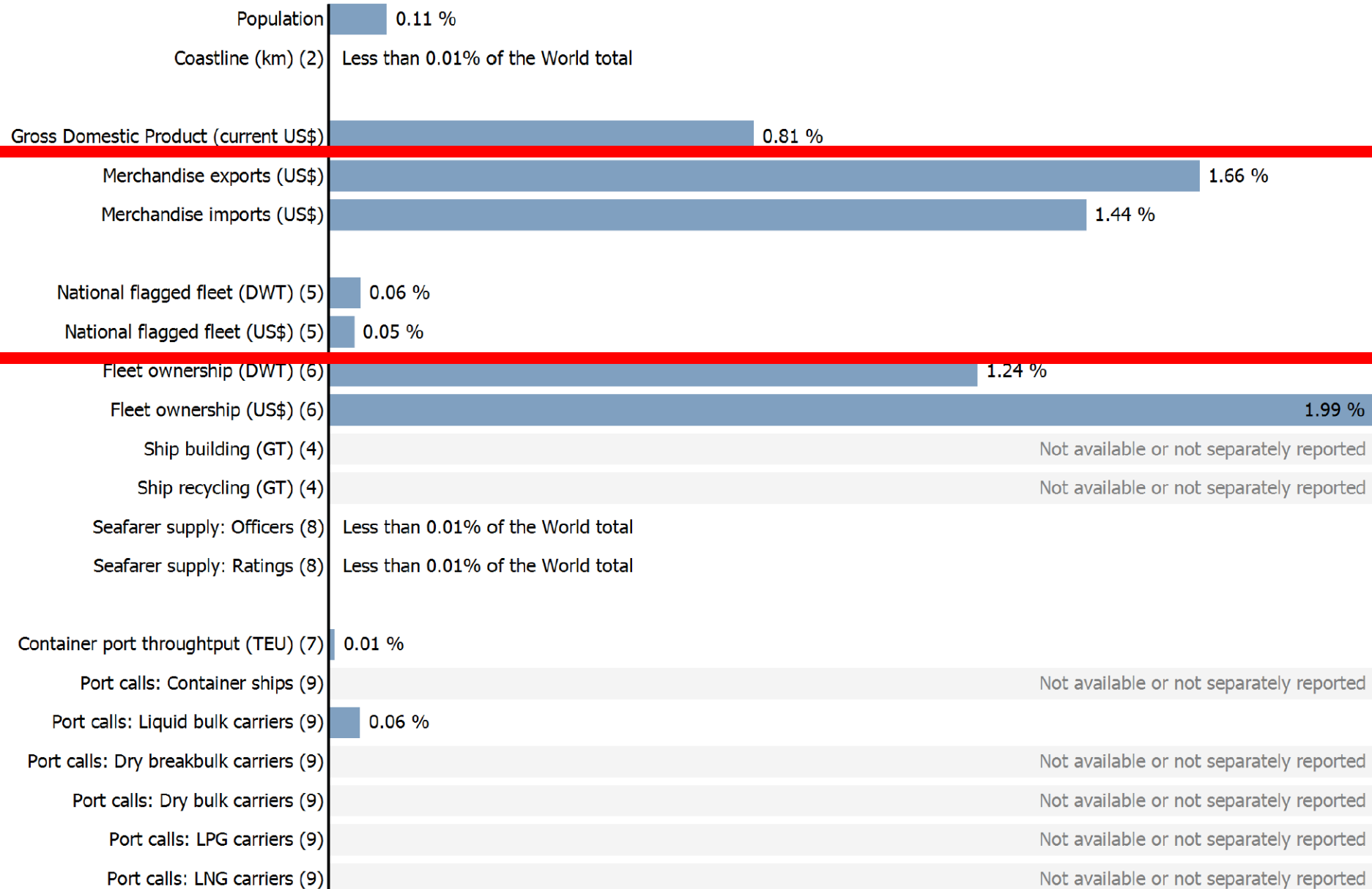
Switzerland

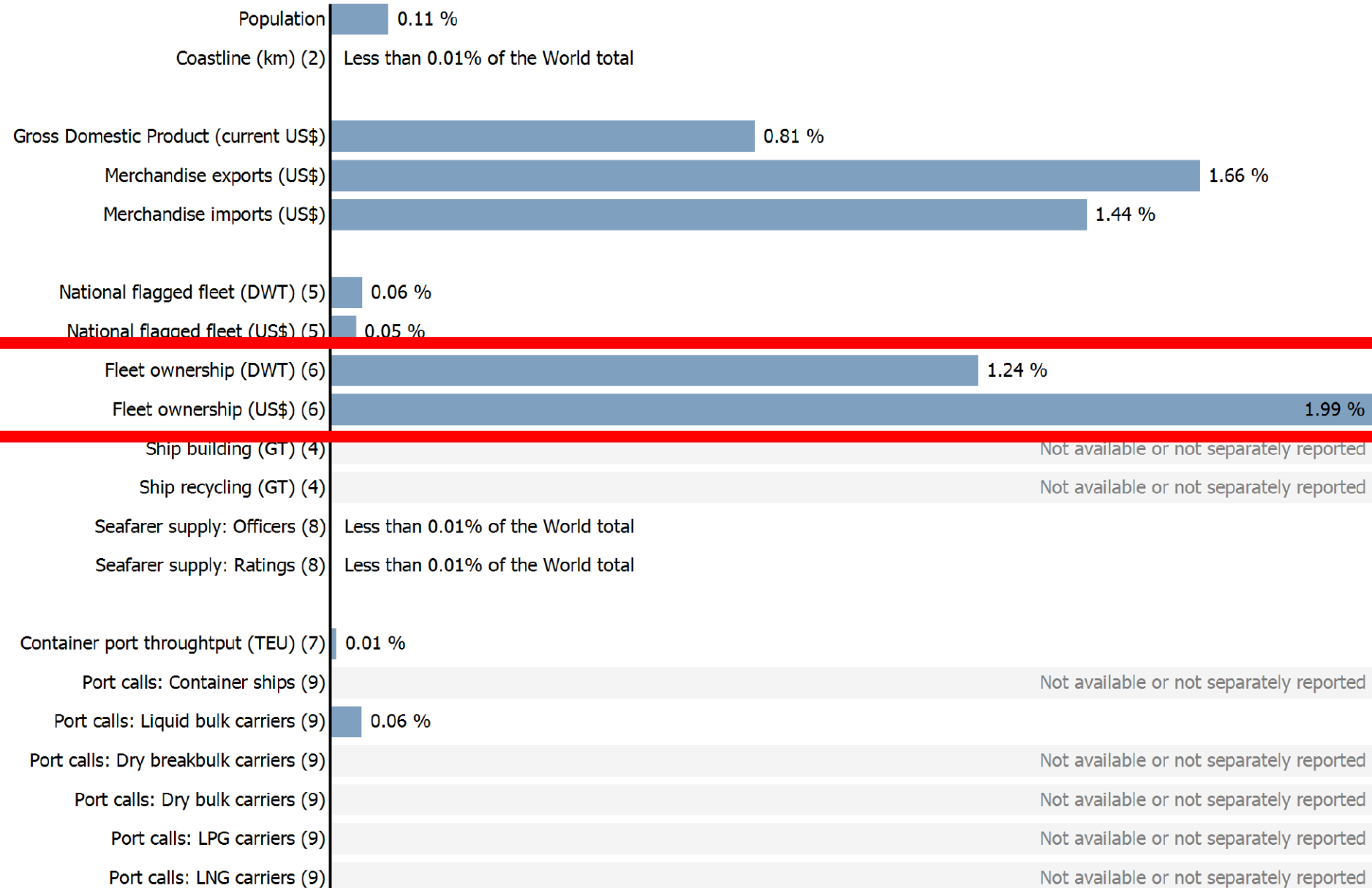
Bahamas	China	China, Hong Kong SAR	Cyprus	Denmark ⓘ	Germany	Greece	India	Indonesia
↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓
7	0	2	7	0	..	0	0	0

Iran (Islamic Republic of)	Italy	Japan	Korea, Republic of	Isle of Man	Liberia	Malta	Marshall Islands	Norway ⓘ	Panama
↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓	↑↓
0	..	0	0	3	40	50	35	11	206

Portugal ⓘ	Saudi Arabia	Singapore	Tanzania, United Republic of	United Kingdom excl. Channel Islands and Isle of Man	Total all flags
↑↓	↑↓	↑↓	↑↓	↑↓	↑↓
20	0	0	..	..	428







Population 0.11 %

Coastline (km) (2) Less than 0.01 % of the World total

0.81 %

1.66 %

1.44 %

1.99 %

reported

reported

+0.9 %

-16.5 %

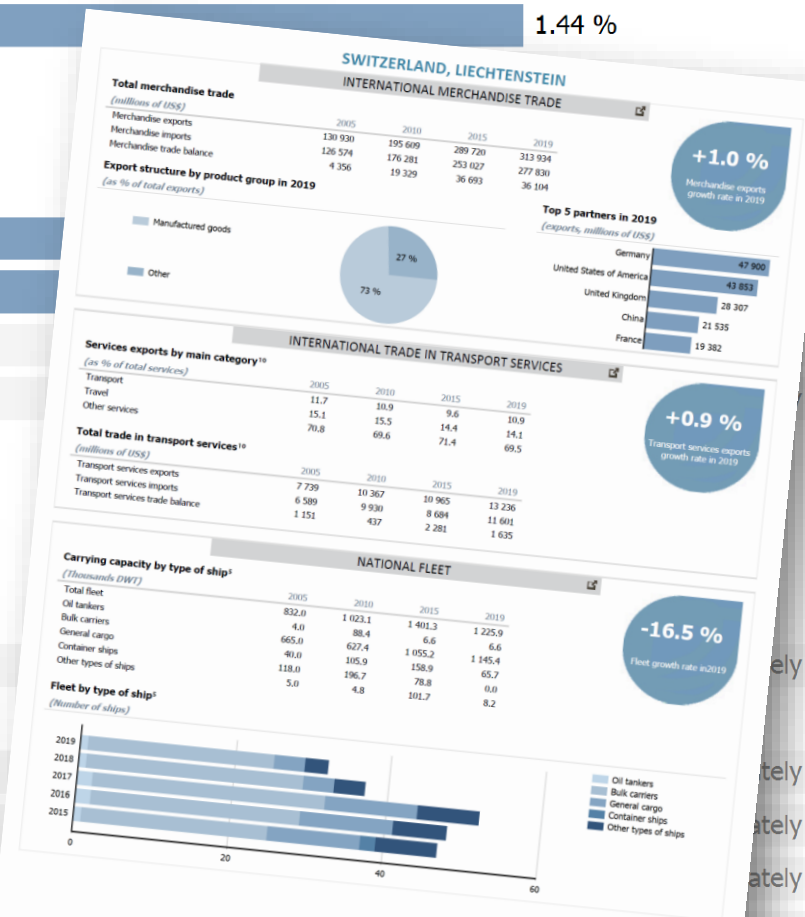
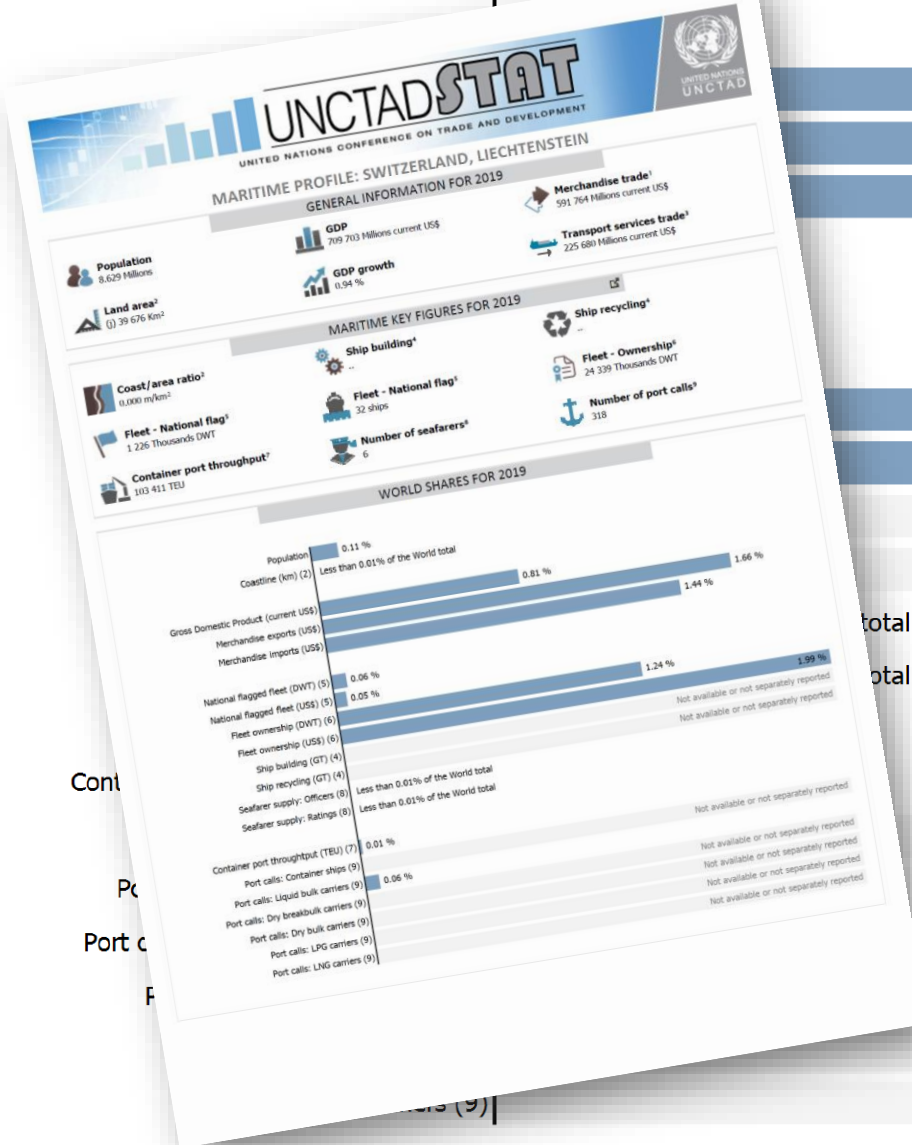
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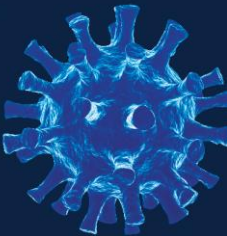
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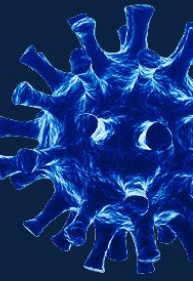


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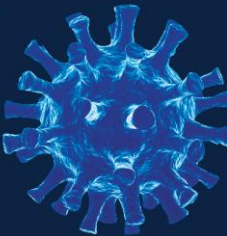


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- 1) **BC:**
Long term trends
Before Corona
- 2) **DC:**
Waves of demand and supply
During Corona
- 3) **AC:**
Long term perspectives
After Corona

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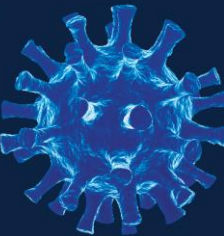
2020





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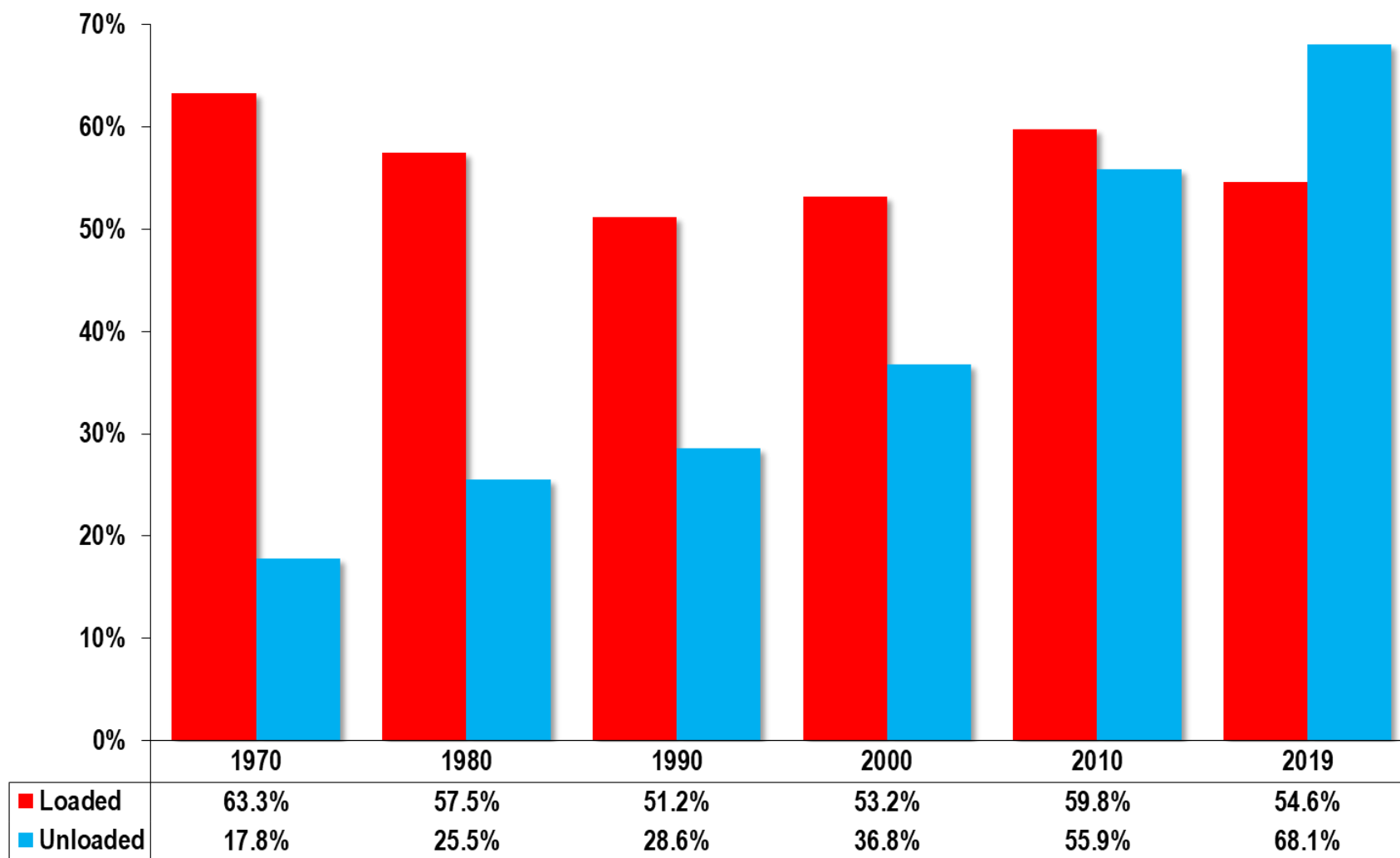
2020



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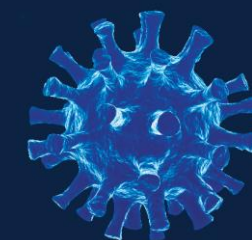
Seaborne trade: share of (1970) developing countries



Share of developing countries in seaborne trade (tonnes)

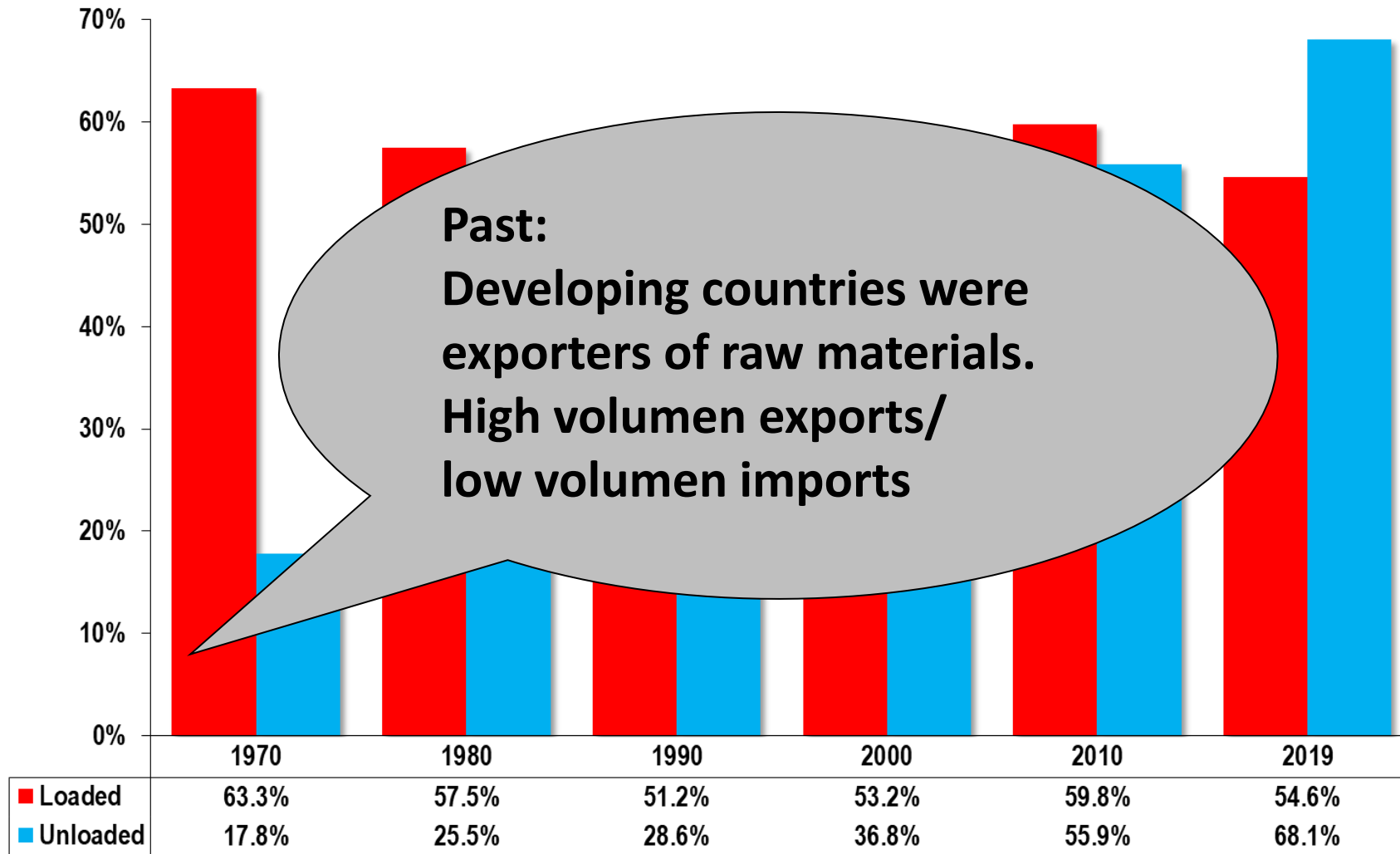
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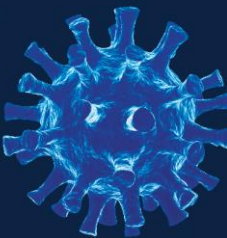
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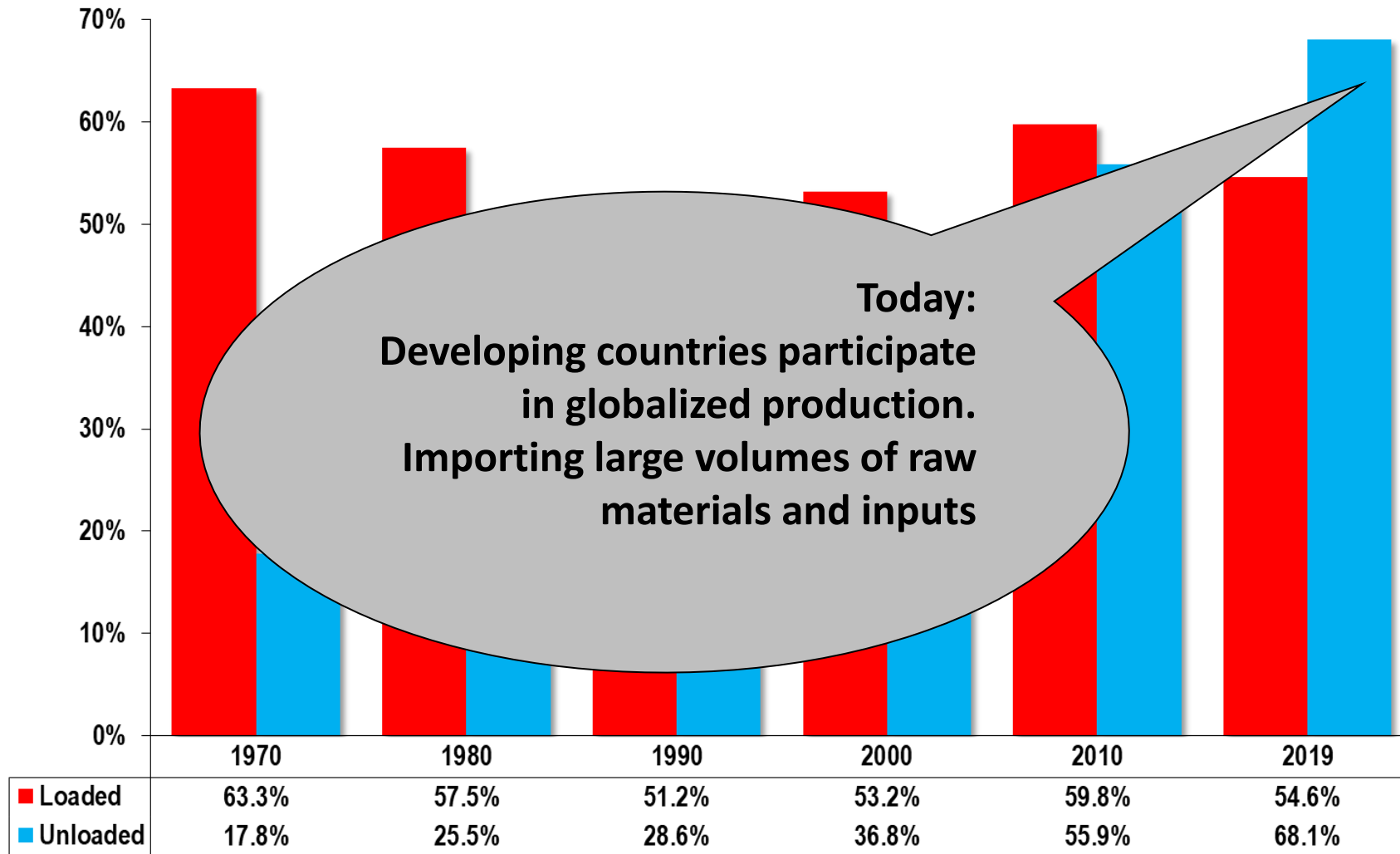
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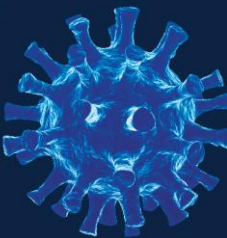
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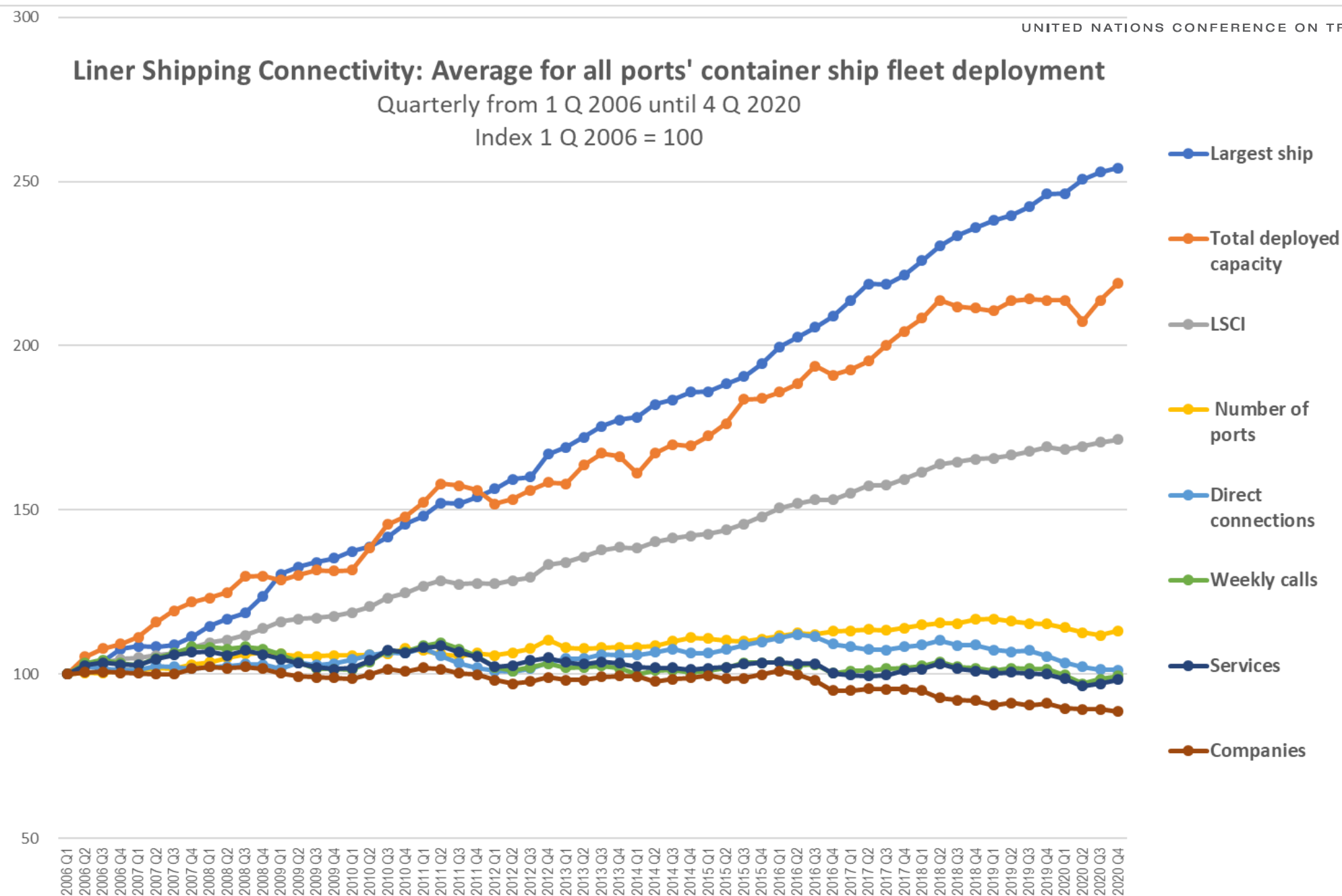


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Liner Shipping Connectivity: Average for all ports' container ship fleet deployment

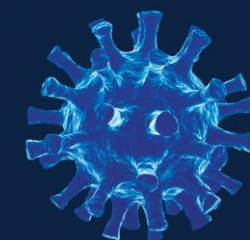
Quarterly from 1 Q 2006 until 4 Q 2020

Index 1 Q 2006 = 100



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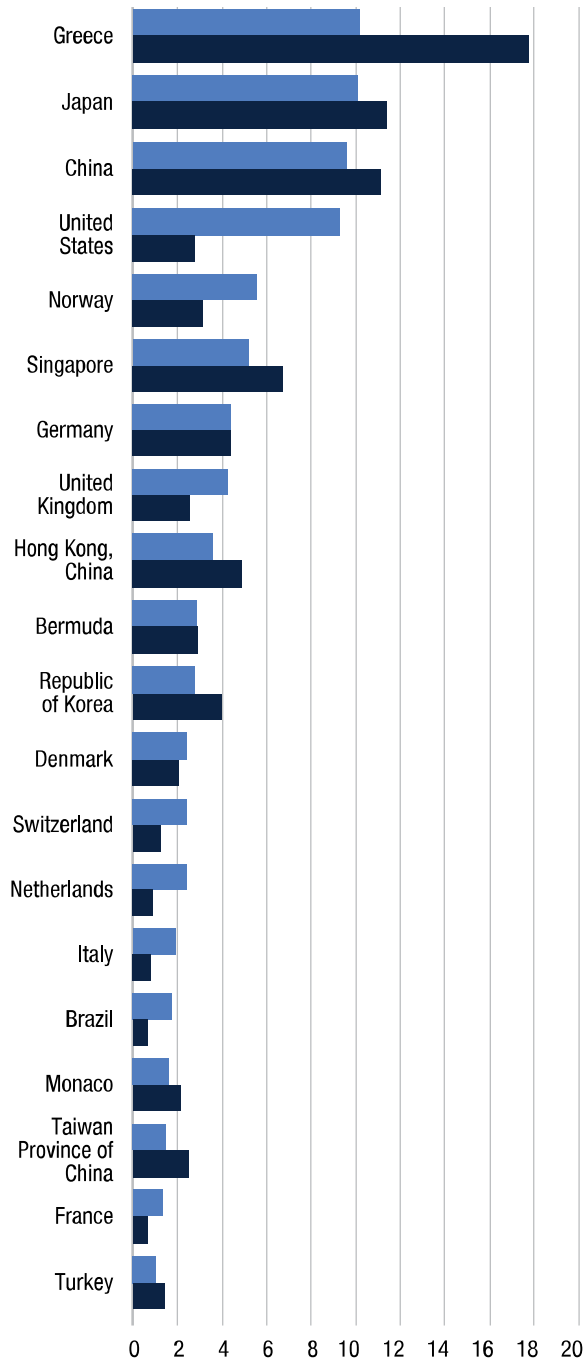
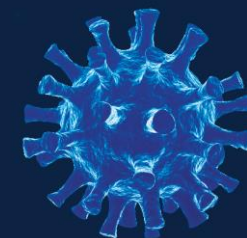


Figure 2.3
Top 20 ship-owning economies in terms of value
and carrying capacity of the global fleet, 2020
(Percentage)

Value
Carrying capacity

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PERFORMANCE INDICATORS

Port calls

in 2019



Recorded arrivals
4,362,737



Median time in port
0.966 day

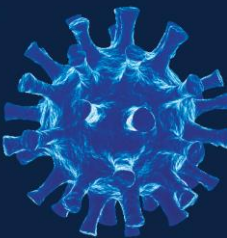
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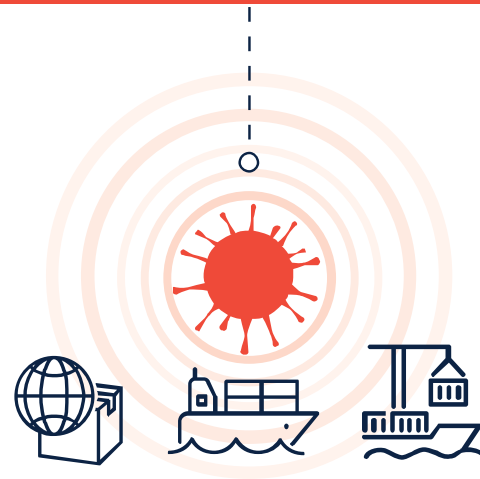
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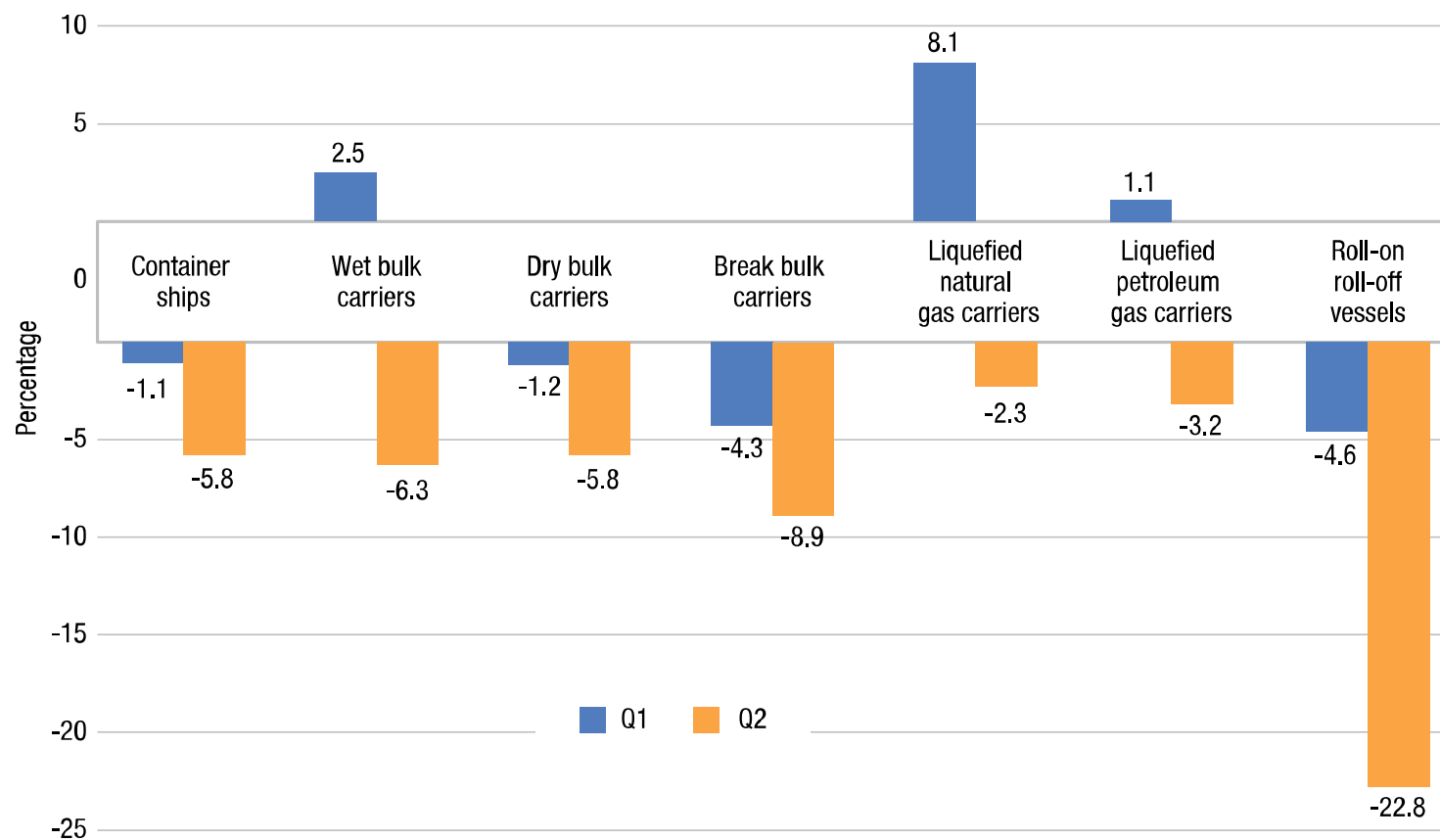


COVID-19 DISRUPTION



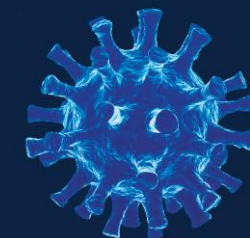
Shockwaves through
supply chains, shipping and
ports

Figure 3.3 Global change in the number of port calls, first and second quarters of 2020 compared with the first and second quarters of 2019, selected vessel types

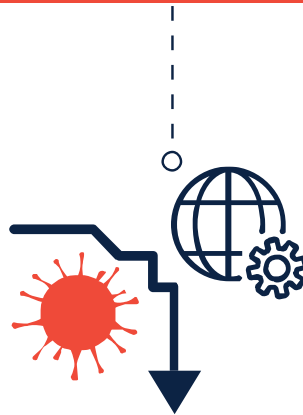


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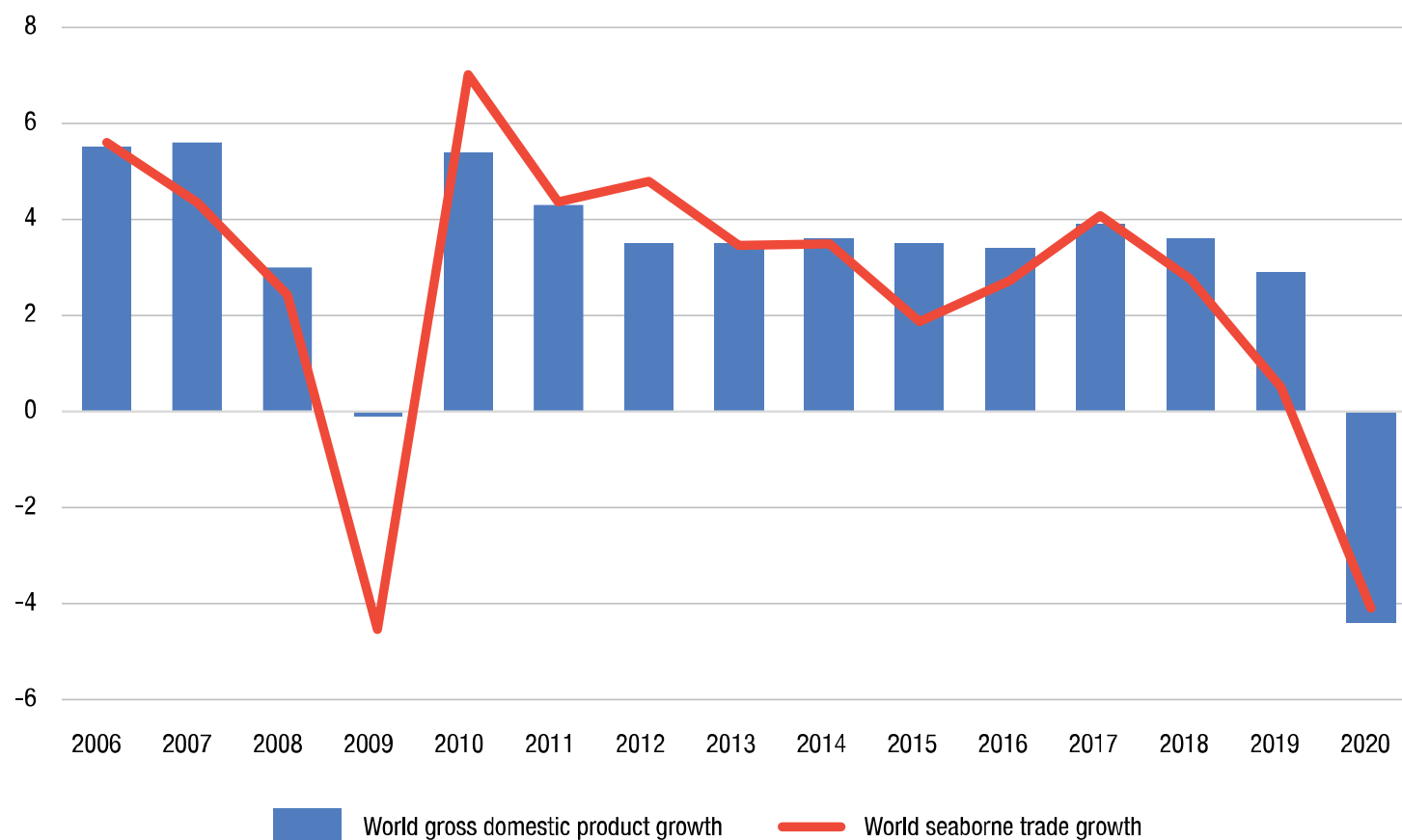


COVID-19 DISRUPTION



International maritime
trade projected to fall by
4.1% in 2020

Figure 1.1 Development of international maritime trade and global output, 2006–2020
(Annual percentage change)



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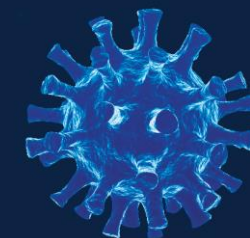
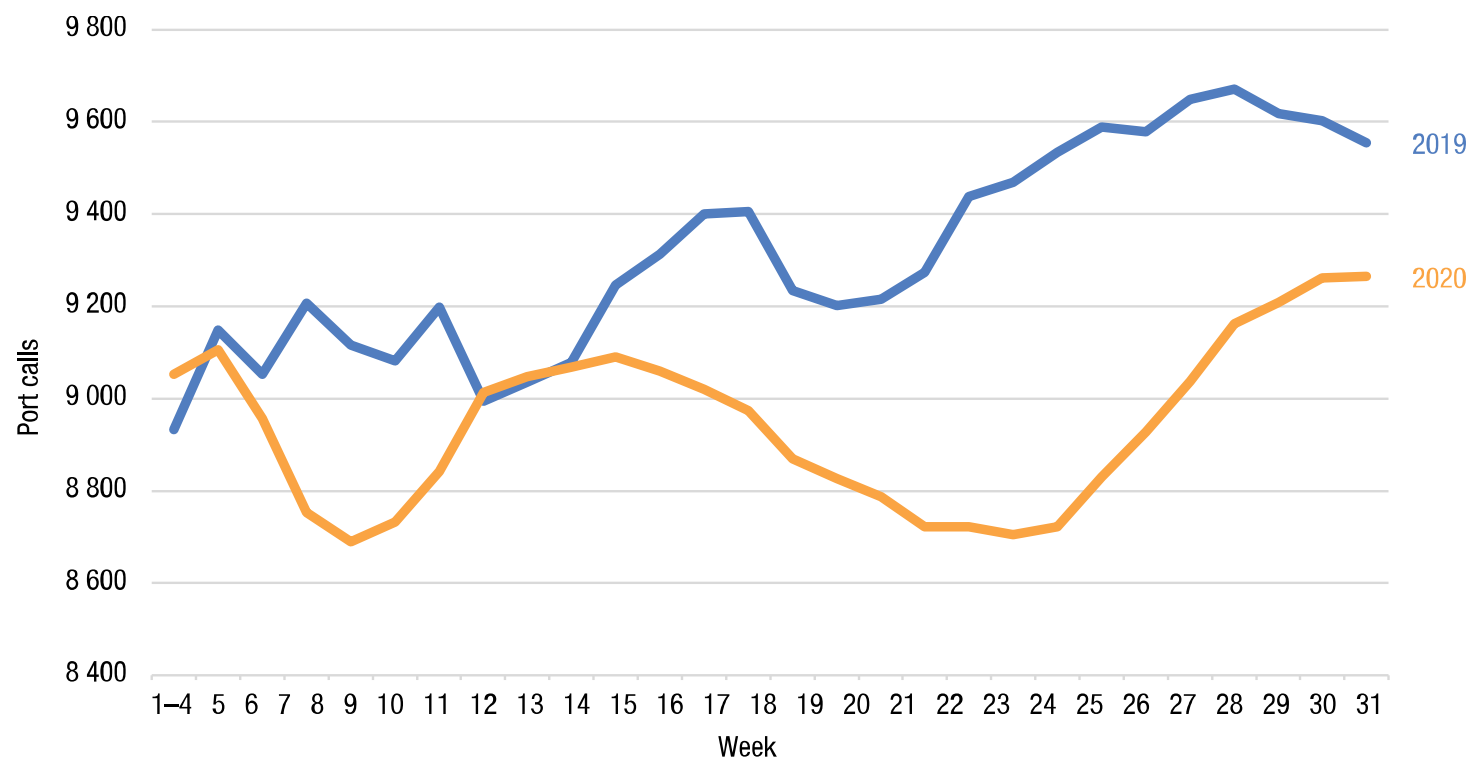
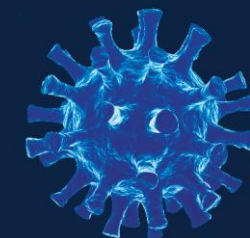


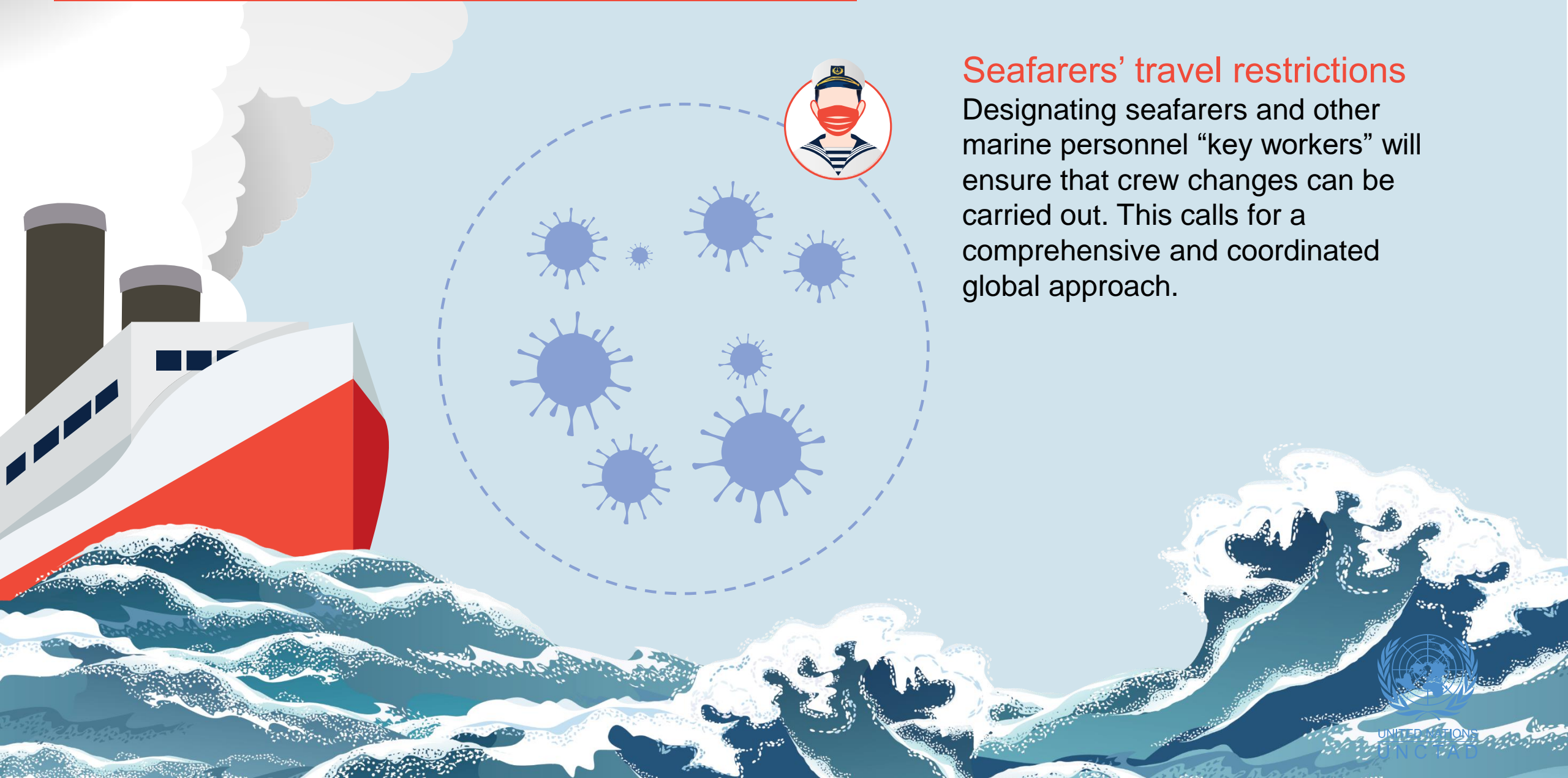
Figure 3.4 Number of weekly container ship port calls worldwide, moving four-week average, 2019 and 2020

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LEGAL ISSUES AND REGULATORY DEVELOPMENTS

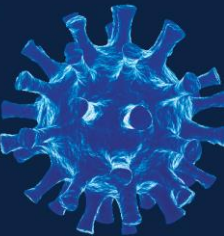


Seafarers' travel restrictions

Designating seafarers and other marine personnel “key workers” will ensure that crew changes can be carried out. This calls for a comprehensive and coordinated global approach.

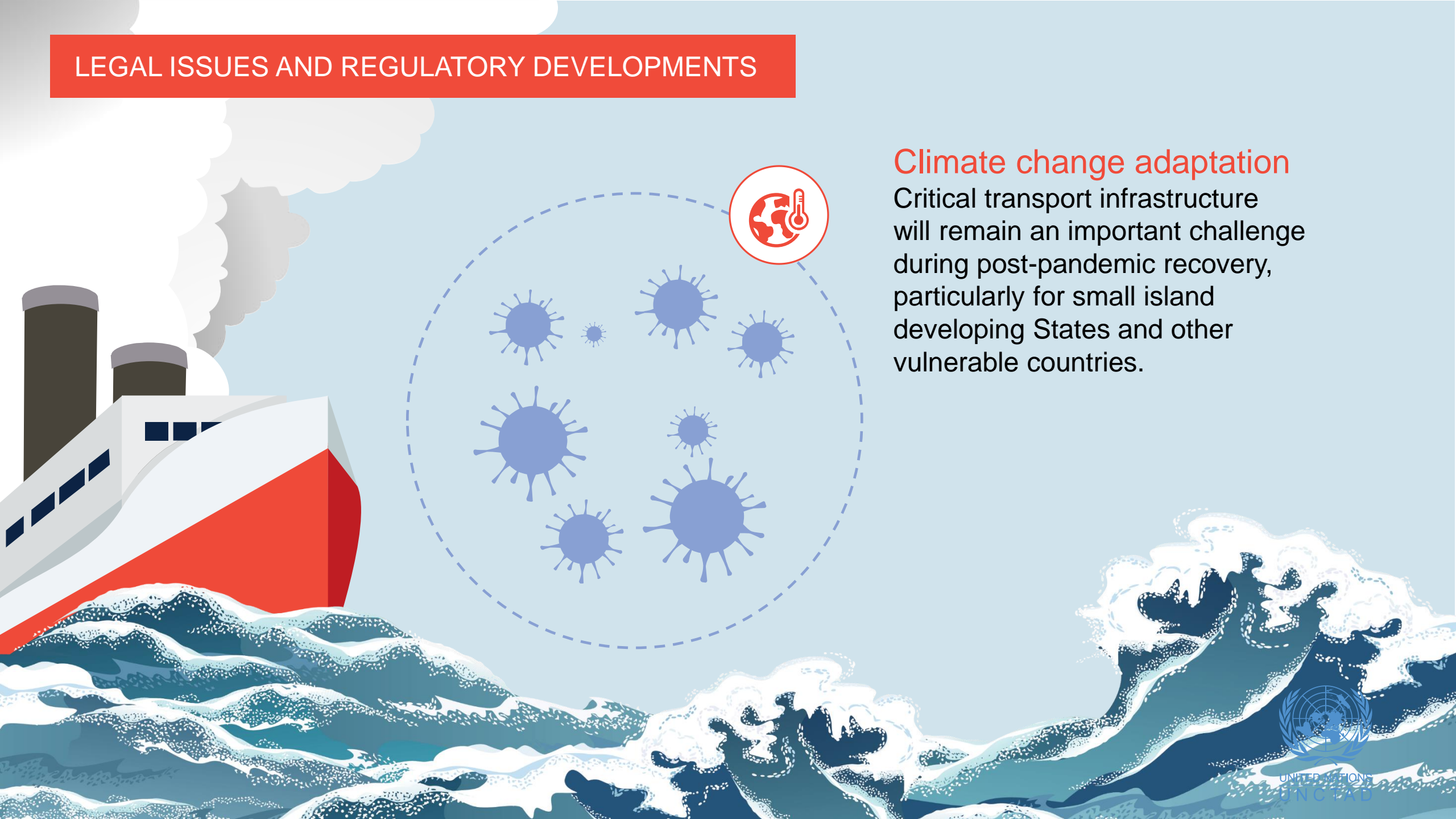
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LEGAL ISSUES AND REGULATORY DEVELOPMENTS



Climate change adaptation

Critical transport infrastructure will remain an important challenge during post-pandemic recovery, particularly for small island developing States and other vulnerable countries.



Negative externalities from shipping

- Noise
- Pollution
- Accidents
- Oil spills
- Congestion in ports
- CO₂



Who is paying today?

E.g. global warming:

- Coastal populations in Bangladesh whose lands are flooded
- Investors in the Bahamas whose properties are devastated by more frequent hurricanes
- Farmers in Mali whose crops fail after another dry season
- Swiss ski resorts left without snow



Who should pay?

The polluter should pay.

And the polluter should be given three options:

1. Don't pollute / pollute less:

Go slower, use clean fuel, near-source ...

2. Clean up and help adapt:

Filter, build flood walls, invest in ports, construct hurricane resilient cranes, ...

3. Compensate:

Help those who are negatively affected



TECHNICAL CO-OPERATION
COMMITTEE
41st session
Agenda item 7(c)

12 One possible source of autonomous sustainable financing is the "internalisation of costs". That means wherever it is administratively feasible it should be made sure that the "polluter" pays either for the prevention, clean-up or compensation for costs that are caused by his economic activity. *If* this can be assured the potential "polluter" will usually choose the cheapest mix of prevention, clean-up and/or compensation. Whenever others (e.g. individuals, donors, countries, companies) pay for the prevention, clean-up or compensation, then the potential polluter will rely on this "payment" as much as possible. If, for example, the public pays for "compensation" companies can free ride and will have less incentives to invest in "prevention" or "clean-up"; or if the public arranges the "clean-up" companies will need to pay fewer insurance premiums to cover potential "compensation". It must be stressed that the *total* costs will usually be minimised if each company had to choose the cheapest mix of mechanisms herself.

A levy on CO2 ?

A proposal for an IMO-led global shipping industry decarbonisation programme



TRAFIGURA

BHP **B** **DNB** **DNV-GL**



CARBON LEVY EVALUATION

Could a carbon levy in shipping be an effective way to help reach the IMO greenhouse gas reduction goals?

October 2019

International Chamber of Shipping
Shaping the future of shipping

NEWS **KEY ISSUES** **SUBMISSIONS** **FREE RESOURCES** **PUBLICATIONS** **ABOUT ICS**

Home // Shipping sector proposes USD 5 billion R&D board to cut emissions

Shipping sector proposes USD 5 billion R&D board to cut emissions

18 October 2019

The transport industry has submitted a proposal to form the world's first shipping R&D programme to help eliminate CO2 emissions from shipping. The proposal includes core funding from shipping companies of about USD 5 billion over a 10-year period.

The proposal:

- Establish a non-governmental Research & Development organisation to pave the way for the decarbonisation of shipping.
- Secure funding from shipping companies across the world of about USD 5 billion over a 10-year period.
- Accelerate the development of commercially viable zero-carbon emission technologies by the early 2030s.

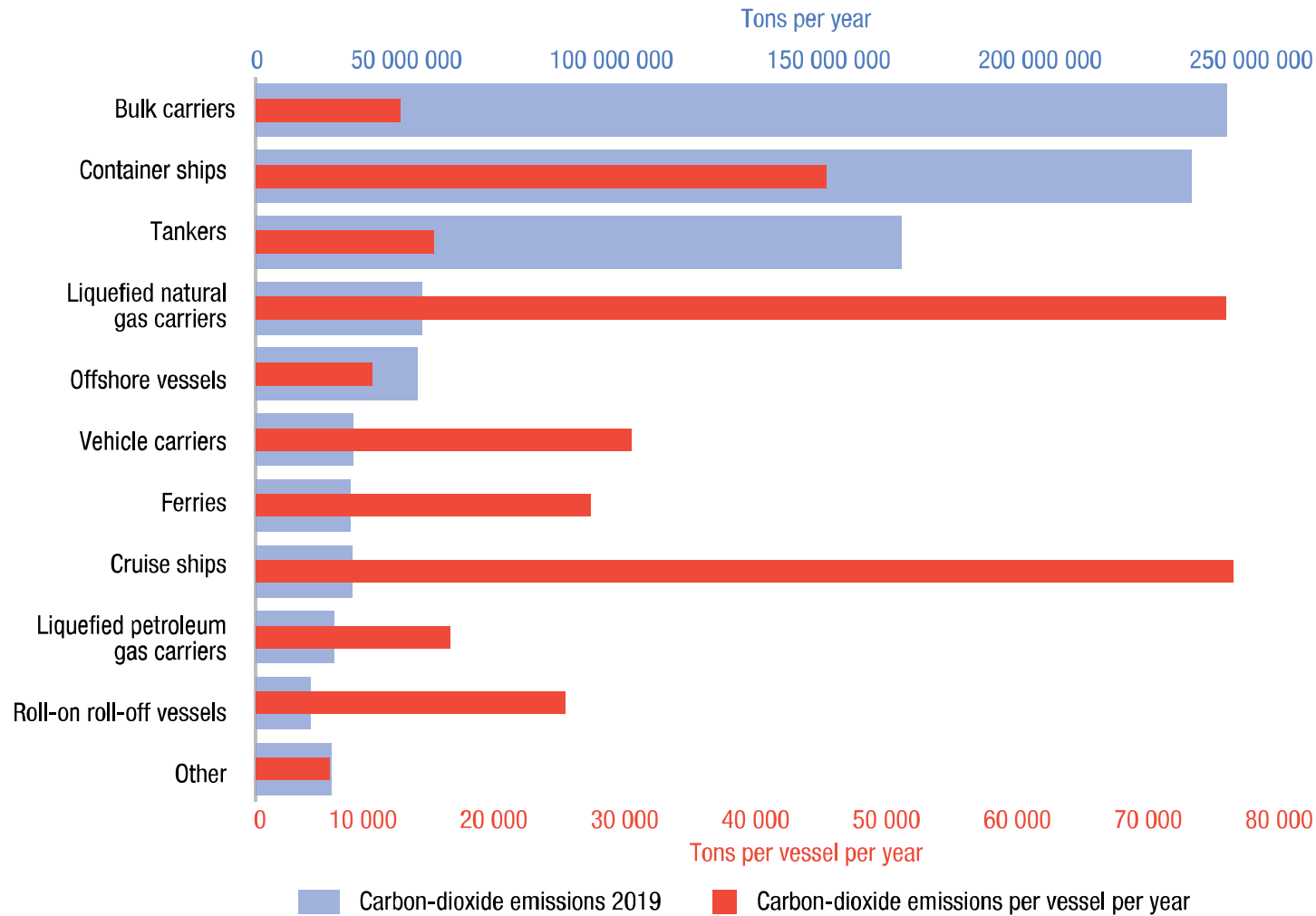
Maritime transport carries around 90 percent of global trade and is currently responsible for approximately 2 percent of the world's anthropogenic CO2 emissions. To meet the Paris Agreement's climate change goals, rapid decarbonisation is vital – also for shipping. It is shipping's global regulator, the UN International Maritime Organisation (IMO), which has responsibility for regulating the reduction of CO2 emissions from shipping.

A worldwide move to accelerate R&D is necessary to ensure the ambitious CO2 targets agreed to by IMO Member States in 2018 are met.

Existing IMO targets include an absolute cut in the sector's total greenhouse gas emissions of at least 50 percent by 2050, regardless of trade growth, with full implementation shortly after. The 2050 target will require a carbon efficiency improvement of 50 percent, which is incompatible with a continued long-term use of fossil fuels by shipping.

The IMO GHG reduction goals will require the deployment of new zero-carbon technologies and propulsion systems, such as green hydrogen and ammonia, fuel cells, and synthetic fuels produced from renewable energy sources. These do not yet exist in form or scale that can be applied to large commercial ships, especially those

Figure 3.28 Annual carbon-dioxide emissions per vessel by vessel type, 2019

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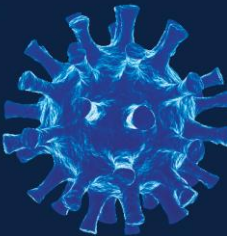
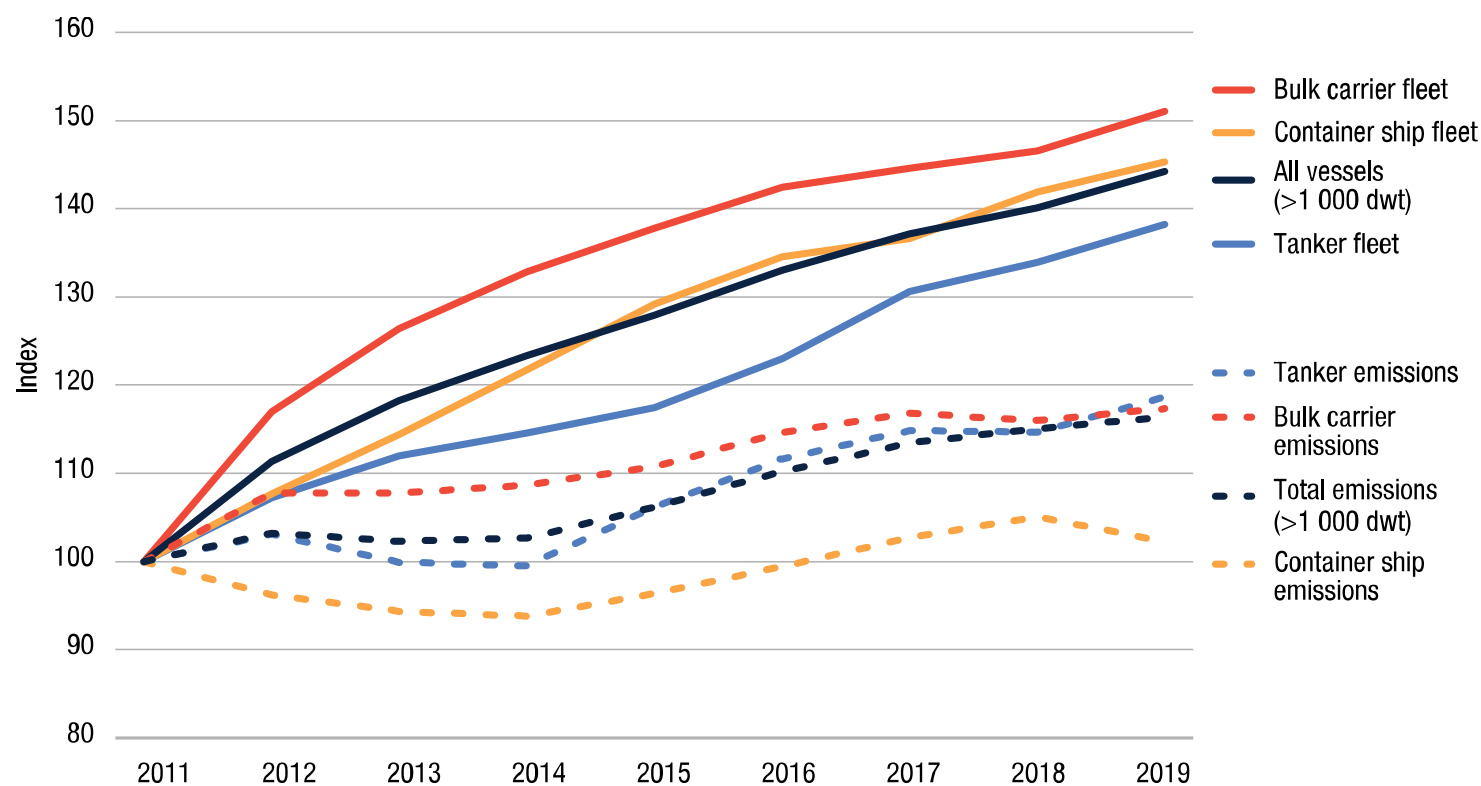
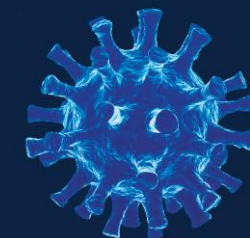


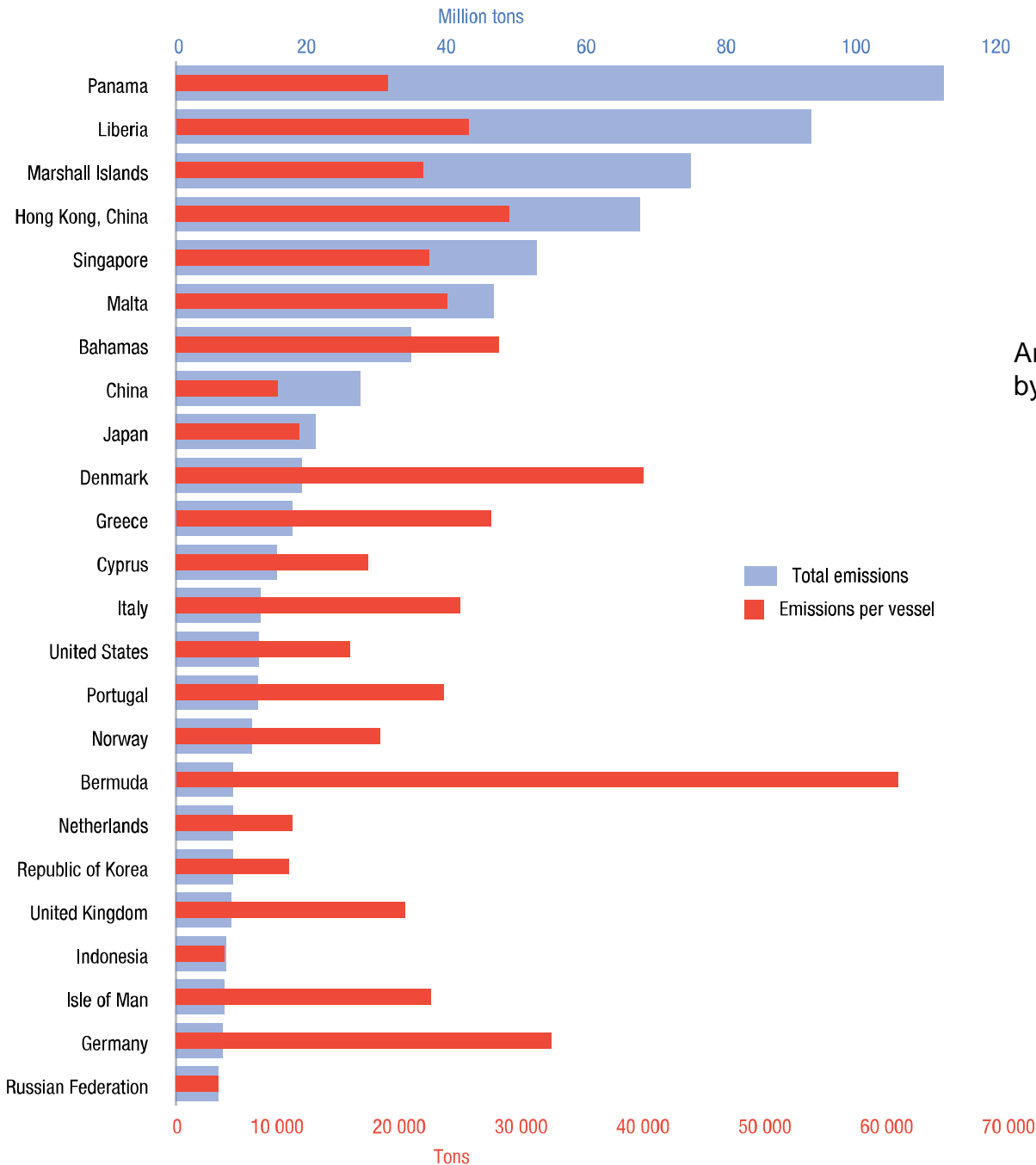
Figure 3.29 Comparison of dead-weight tonnage of respective fleet and carbon-dioxide emissions from bulk carriers, container ships and tankers, 2011–2019 (2011 = 100)



REVIEW OF MARITIME TRANSPORT

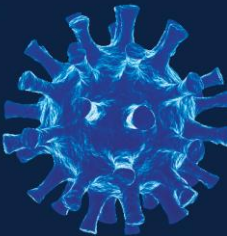
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