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Analytical Focus

- World Merchant Fleet
- World Tanker Market
- World Bulk Carrier Market
- World Container Shipping
- World General Cargo and Ro-Ro Shipping
- World Passenger and Cruise Shipping
- World Shipbuilding and Shipbuilders
- Major Shipping Nations
- **World Seaborne Trade and World Port Traffic**

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Shipping Statistics and Market Review

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World Seaborne Trade and Port Traffic

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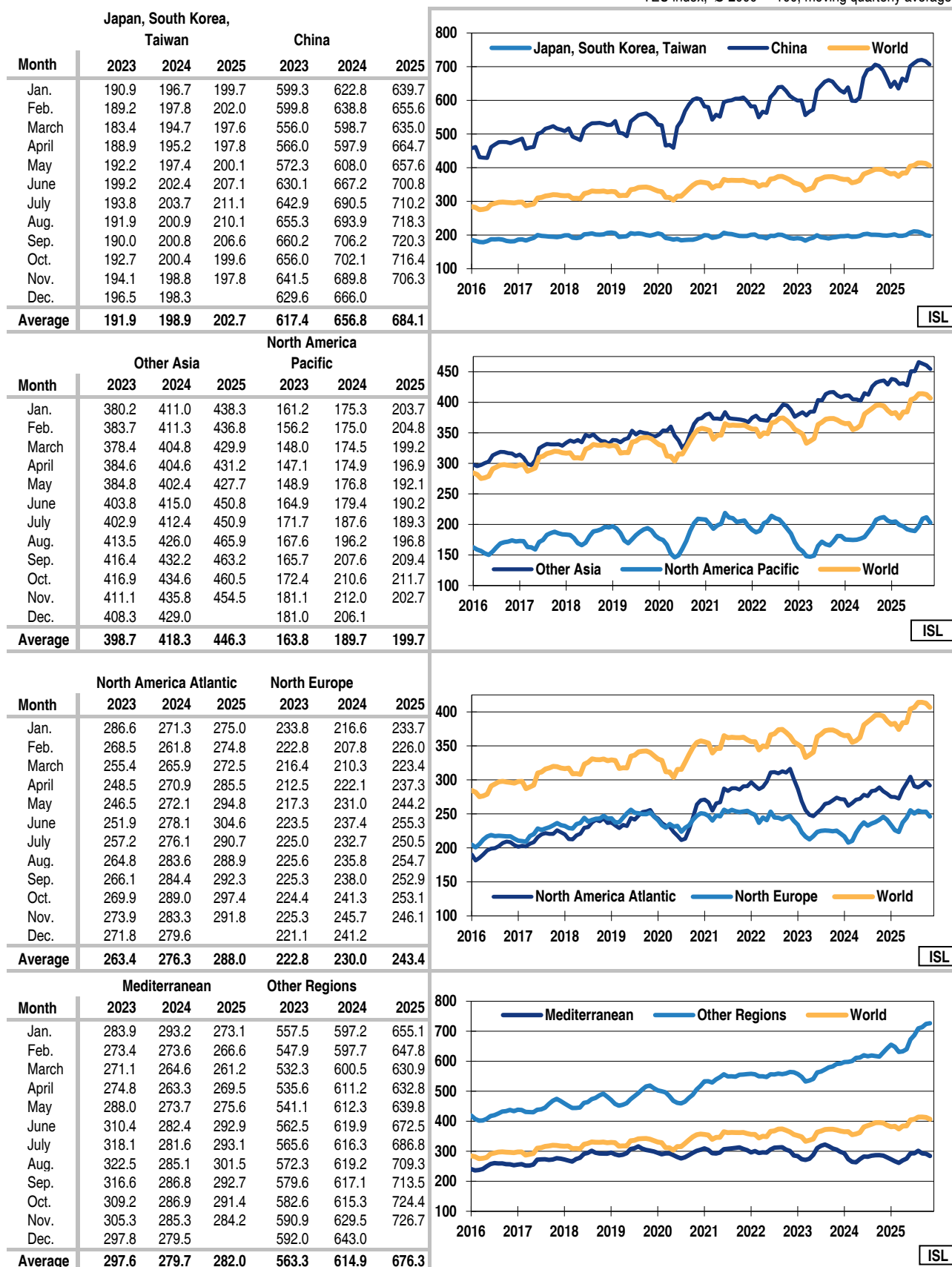
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TEU index; Ø 2000 = 100; moving quarterly averages



Note: For further information, e.g. definition of port regions, please see Definitions.

(Source: ISL Monthly Container Port Monitor 2025)

ISL Monthly Container Port Traffic Indices 2015 - 2025

ISL's Monthly Container Port Traffic Index is based on monthly container traffic of the world's top container ports. In total, the ports reflected in the index handled approx. 617.3 mill TEU in 2024, equalling around 80 per cent of world container traffic. The monthly TEU volumes per port are available since 2000. The different regions are represented by the following ports:

Japan, S. Korea, Taiwan:	Kobe, Nagoya, Osaka, Tokyo, Yokohama (Japan); Busan, Incheon, Kwangyang (South Korea); Kaohsiung, Keelung, Taichung (Taiwan)
China:	Guangzhou, Hong Kong, Ningbo, Qingdao, Shanghai, Shenzhen, Tianjin, Xiamen
Other Asia:	Bandar Abbas (Iran), Ashdod, Haifa (Israel); Salalah (Oman), Dammam, Jeddah (Saudi Arabia); Jebel Ali (UAE), Chennai, Nhava Sheva (India); Manila (Philippines), Singapore, Colombo (Sri Lanka), Bangkok, Laem Chabang (Thailand), Port Klang (Malaysia)
North-America Pacific:	Long Beach, Los Angeles, Oakland, Seaport Alliance (Seattle, Tacoma) (USA); Prince Rupert, Vancouver (Canada)
North-America Atlantic:	Baltimore, Charleston, Houston, New York/ New Jersey, Port of Virginia, Savannah (USA), Montreal (Canada)
North Europe:	Antwerp-Brugges (Belgium), Bremen/Bremerhaven, Hamburg, Wilhelmshaven (Germany); Dublin (Ireland), Gdansk, Gdynia (Poland); Helsinki, Hamina/Kotka (Finland); Le Havre (France), Lisbon, Sines (Portugal); Rotterdam Netherlands), St Petersburg (Russia), Tallinn (Estonia)
Mediterranean:	Alexandria & EL-Dekheila, Port Said (Egypt); Ambarli, Mersin, Tekirdag, Kocaeli (Turkey); Ashdod, Haifa (Israel); Algeciras, Barcelona, Valencia (Spain); Beirut (Lebanon), Casablanca (Morocco), Genoa, Napoli, Salerno (Italy); Piraeus (Greece)
Other Regions:	Africa: Pointe Noir (Congo), Tanger (Morocco), Capetown, Durban, Ngqura (South Africa). South and Central America: Buenos Aires (Argentina), Itajai, Paranagua, Rio Grande do Sul, Santos (Brazil); San Antonio (Chile), Cartagena (Colombia), Limon Moin (Costa Rica), Guayaquil (Ecuador), Kingston (Jamaica); Lazaro Cardenas, Manzanillo, Veracruz (Mexico); Balboa, Manzanillo (Panama); Callao (Peru), Montevideo (Uruguay). Oceania: Brisbane, Freemantle, Melbourne, Sydney (Australia), Ports of Auckland, Port of Tauranga (New Zealand)

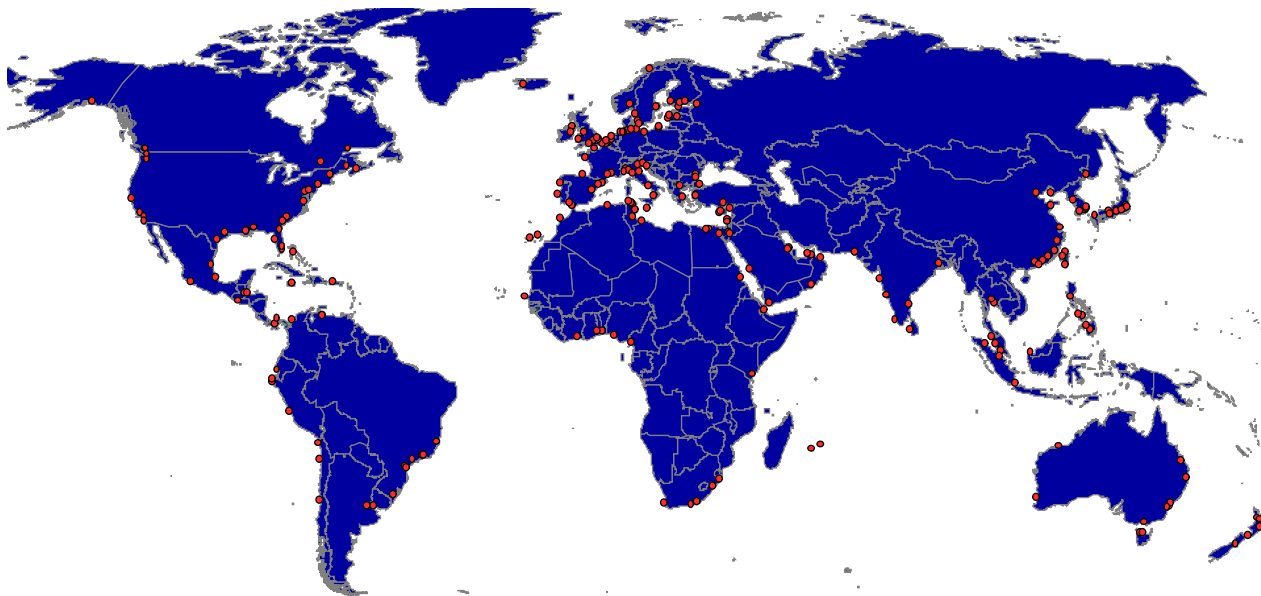
(Source: ISL Port Data Base 2025)

The ISL Port Data Base

the most comprehensive data base in port traffic

The ISL Port Data Base contains structured, comparable data on shipping, cargo and container traffic for more than 400 leading world ports since 1980. The data is constantly updated and completed, including today about 200 items per port and per year.

This unique data base is made possible by our network partners throughout the world providing the broad information for our yearly ISL Port Data Base Survey.



Basis of calculation:

Our basis for customised extracts from the Port Data Base is as follows: € 60 - basic fee, plus € 0.60 per item.

The basic fee includes the setting up of a suited layout the addition of the necessary explanatory remarks and footnotes as well as the transmission of the data by E-Mail. By subscribing to a specified analysis on a yearly basis, you will save the basic fee and get an additional 20 per cent off the other costs starting the second year. Apart from customised database extracts, we provide standardised port profiles and rankings. Please contact us for contractual information.

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eMail portbase@isl.org

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Fleet and New Construction Data**Country of registration and country of control**

Country of registration indicates the country of the port of registry of a country (flag). The country of control is defined as the “Real Nationality”, i.e. the home country of the interests behind the primary reference company. None of the information regarding ownership is intended to confirm or otherwise the legal status of the companies or the ships associated with them

Denmark includes Faeroes, Greenland.

France includes French Polynesia, Guadeloupe, Martinique, Mayotte, New Caledonia, Réunion, Saint-Pierre-et-Miquelon, Wallis and Futuna Islands.

Netherlands includes Netherlands Antilles, Curacao, Aruba.

Portugal includes Madeira.

Spain includes Canary Islands.

UK includes Isle of Man, Falkland Island, Turks and Caicos, St. Helens, Jersey.

US includes Puerto Rico.

Broken-up Tonnage

includes ships sold for breaking. Figures on broken-up tonnage are not revised if vessels reported for breaking are trading again.

Merchant Ship Type Structures

Based on „An International Classification of Ships by Type“ (ICST (1994)

Definition of terms used in merchant ship structures type classification.

Tanker: Single-deck vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull and include crude oil or non-hazardous (IMO code) refined products.

Chemical tanker: Vessel constructed and arranged for carrying hazardous (IMO code) cargoes in special tanks.

Liquid gas tanker: Vessel constructed and arranged for the carriage of liquefied gases either in integral tanks or independent tanks under pressure or refrigerated.

Dry Bulk: Dry cargo vessel. One deck, machinery aft with topside tanks capable of carrying a variety of self-trimming cargoes.

Ore Carrier (Bulk Carrier): Dry cargo vessel, one deck, strengthening for ore cargoes.

Ore/Bulk/Oil Carrier (OBO): Bulk carrier arranged for the carriage of either bulk dry cargoes or liquid cargoes in the same cargo spaces but not simultaneously.

General Cargo: Single or multi-deck general dry cargo vessel with facilities for loading/ discharging cargo.

Specialised Carrier (Special Ship): Dry cargo vessel specially designed for the carriage of particular cargoes, incl. open hatch carriers and reefer fish carriers.

Reefer: Specialised dry cargo vessel with 80 % or more insulated cargo space.

RoRo Cargo/RoRo Passenger: Vessel arranged for Roll-on Roll-off loading / discharging of vehicles (road and/or rail) as cargo and / or passenger conveyances.

Container Ship (Fully Cellular Container Ships): Vessel fitted throughout with fixed or portable cell guides for the carriage of containers above and below the weather deck.

Passenger: Vessel which carries more than 12 fare paying passengers whether berthed or unberthed (ferries).

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“The statistical and graphical Data contained under the heading is drawn from the Clarkson Research Services Limited (“CRSL”) database and other sources. CRSL has advised that: (i) some Data in CRSL’s database is derived from estimates or subjective judgments; and (ii) the Data in the databases of other marine data collection agencies may differ from the Data in CRSL’s database; and (iii) whilst CRSL has taken reasonable care in the compilation of the statistical and graphical Data and believes it to be accurate and correct, data compilation is subject to limited audit and validation procedures and may accordingly contain errors; and (iv) CRSL, its agents, officers and employees do not accept liability for any loss suffered in consequence of reliance on such Data or in any other manner; and (v) the provision of such Data does not obviate any need to make appropriate further enquiries; and (vi) the provision of such Data is not an endorsement of any commercial policies and/or any conclusions by CRSL”.

Basic Ship Type Structure and ISL Ship Type Aggregates

MERCHANT SHIP		STRUCTURES	ISL SHIP TYPES	
			Special Fleet Report	Broken-up tonnage etc.
LIQUID	Oil tankers	- Crude oil tankers - Crude/products tankers - Products tankers	Oil tankers " "	Tankers " "
	Oil / Chemical tankers	- Oil chemical tankers - Chemical tankers - Other tankers	Oil / Chemical tankers " "	Tankers "
	Liquid gas tankers	- LNG carriers - LPG carriers - Other liquid gas carriers	Liquid gas tankers " "	Tankers " "
DRY BULK	Bulk carriers	- bulk carriers - other bulk carriers incl. ore carriers - Ore/bulk/oil carriers - Ore/oil carriers - Bulk/oil carriers	Bulk carriers Other bulk carriers " " "	Bulk carriers " " " "
	General cargo ships	of which - Conventional Cargo ships - Special ships - Pure car carriers - Reefer ships - RoRo cargo ships	General cargo ships, of which Conventional Cargo ships Special ships Pure car carriers Reefer ships RoRo cargo ships	General cargo ships, of which Conventional Cargo ships (a) (a) (a)
OTHER DRY CARGO	Container ships	- Fully cellular container ships	Fully cellular container ships	Fully cellular container ships
	Passenger and passenger cargo ships (b)	of which - Passenger ships - Cargo/RoRo passenger ships	Passenger and cargo passenger ships, of which Passenger ships Cargo/RoRo passenger ships	Passenger ships " "

(a) Included in General Cargo Ships.

(b) Including ships (berthed and unberthed) for passenger transport and passenger carrying vessels like general cargo passenger ships, ro-ro passenger ships (ferries).

For further explanation (e.g. Trade and Traffic Statistics) please visit: www.isl.org/infoline

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The ISL - Institute of Shipping Economics and Logistics was founded in Bremen in 1954. By combining tradition and modern science, ISL has positioned itself as one of Europe's leading institutions for research, consulting and know-how transfer in maritime logistics.

On behalf of our project partners from the public and private sector, both on national and international level, we ensure that innovative ideas become solutions with practical applicability. At our offices in Bremen and Bremerhaven, we handle projects from all over the world in interdisciplinary teams.

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