WORLD AND REGIONAL TRADE OUTLOOK

- Economy and trade outlook: world and selected regions
  - 2017: world trade recover
  - 2018: a complex context
  - GDP growth and prospects comparison
  - Digital influence
Economy and trade outlook: world and selected regions
2017: world trade recover

Annual percentage change of world export volume growth: 2011-2017

Annual percentage change of world import volume growth: 2011-2017

Economy and trade outlook: world and selected regions
2018: a complex context

Monthly Global Economic Policy Uncertainty Index

Source: Economic Policy Uncertainty.
Economy and trade outlook: world and selected regions
GDP growth and prospects comparison

Value of e-commerce markets in 2016

B2C
$3.8 trillion dollars
14%

B2B
$23.9 trillion dollars
86%

Business-to-business e-commerce is 6 times larger than business-to-consumer!

MARITIME TRADE

- **Maritime container trade**
  - Ups and downs in the volume of global container trade
  - Latin America and the Caribbean and World container throughput and GDP multiplier
  - The containerization “seesaw game”
  - What about the future?
Maritime container trade
Ups and downs in the volume of global container trade

The average port growth in %

Source: Eliana Barleta & Ricardo J. Sánchez, UN-ECLAC, with data based Clarkson, various editions.
Maritime container trade
Latin America and the Caribbean and World container throughput and GDP multiplier

Source: Ricardo J. Sánchez & Eliana Barleta, ECLAC; the Latin America and the Caribbean throughput is based on Maritime Profile data and for the world, Clarksons; the total Latin America and the Caribbean GDP (gross domestic product) in constant 2010 US$, is based on CEPALSTAT data, and for the world, World Bank.
Maritime container trade
The containerization “seesaw game”

↑ Organic growth
↑ Induced growth
↑ Growth for technological change

↓ Economic crisis and trade protectionism
↓ Reprimerization of the economy
↓ Invigoration of shipping alliances
↓ Container penetration saturation
↓ Shrinking of goods and change in the type of consumption
↓ Change in the composition balance from 20’ to 40’
↓ Progressive reduction in the amount of transshipments
↓ New Industrial Revolution and new technologies

Source: Ricardo J. Sánchez & Eliana Barleta, ECLAC.
Maritime container trade
When the seesaw goes UP is because:

**↑Organic growth**
- Directly related to economic and commercial activity, explained by the variation in the volume of the loads
- Globalization of the economy
- Trade liberalization, strongly influenced by GATT (General Agreement on Tariffs and Trade) and subsequently by the WTO (World Trade Organization)

**↑Induced growth**
- Caused by network economies, and by the prevalence of transhipment of container traffic
- Commercial imbalances
- Transhipments
- Empty containers

**↑Growth for technological change**
- Containers absorption of bulk cargo
- Mechanized system of loads of various types and dimensions, placed in boxes that follow a standard of measures
Maritime container trade
When the seesaw goes **DOWN** is because:

- ↓ Economic crisis and trade protectionism
- ↓ Reprimarization of the economy
- ↓ Invigoration of shipping alliances
- ↓ Container penetration saturation
- ↓ Shrinking of goods and change in the type of consumption
- ↓ Change in the composition balance from 20’ to 40’
- ↓ Progressive reduction in the amount of transshipments
- ↓ New Industrial Revolution and new technologies
Maritime container trade
What about the future?

- Economic and commercial
- Geographic and territorial
- Environmental and climate change
- Technological
- Governmental
- Cultural
- Shipping cycle
- Sea trade patterns
- Climate change
- Digital shipping
- International regulations
- Business model change

Source: Above, J. Sanchez and Lara Mouftier, 2016; under, The Future of Shipping, Martin Stopford, 2017
Thanks a lot !!!

Ricardo J. Sánchez
Senior Economic Affairs Officer
United Nations Economic Commission for Latin America and the Caribbean
+56 2 2210-2257
Ricardo.SANCHEZ@UN.org
http://www.eclac.org/transporte