DATA BRIEFING

China Trade Lane Connectivity 2026

A verified country-pair perspective on China-related liner shipping links. All values shown are for Q1 2026 - not current freight rates.

0.859
China–Korea · Q1

0.786
China–Singapore · Q1

0.712
China–UK · Q1

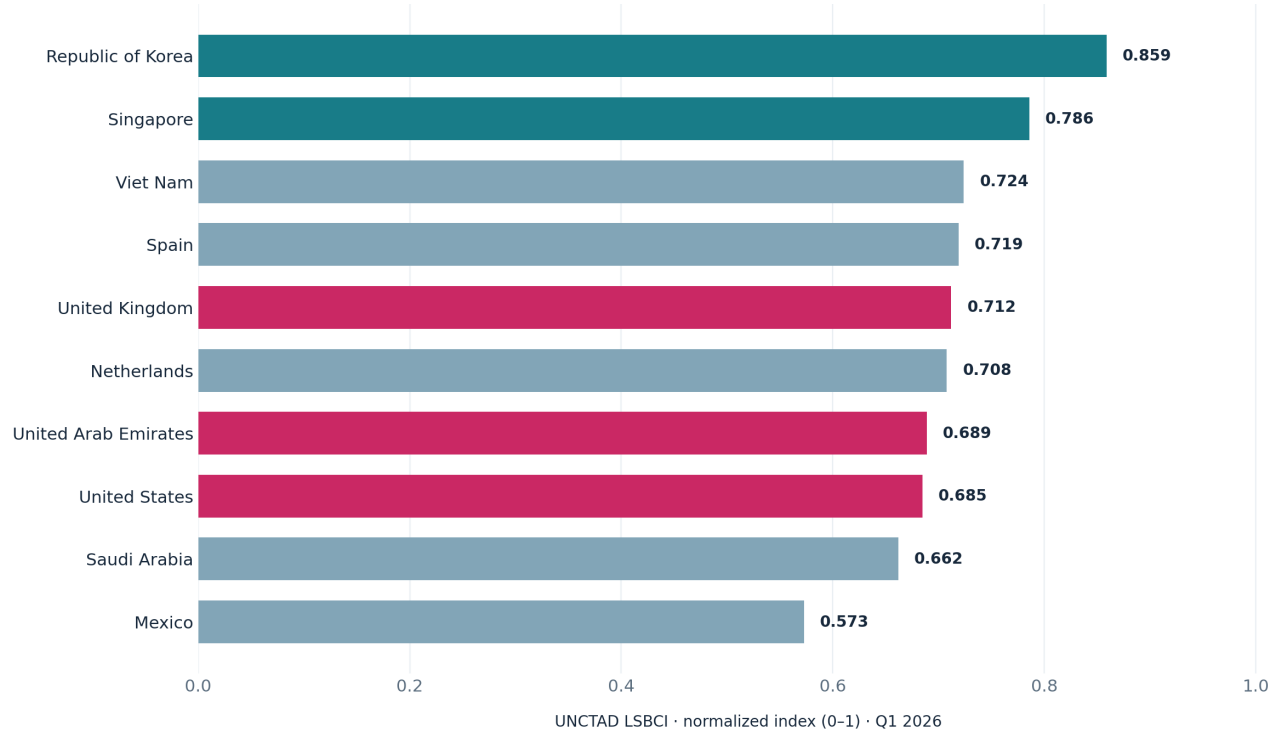


Figure 1 · Selected 10 of 19 approved China-partner LSBCI observations, Q1 2026. Source: UNCTAD US.LSBCI via DDP Atlas.

Scope of this evidence

Only Q1 2026 is published for this selected bilateral dataset. The figures measure country-pair network connectedness, not a port-to-port service, direct route, transport time or freight quotation.

Four import-market connections, one quarter

The index compares the network connectedness of country pairs at one point in time. For China-linked pairs, the published selected data show different values across European, Middle Eastern and North American markets.

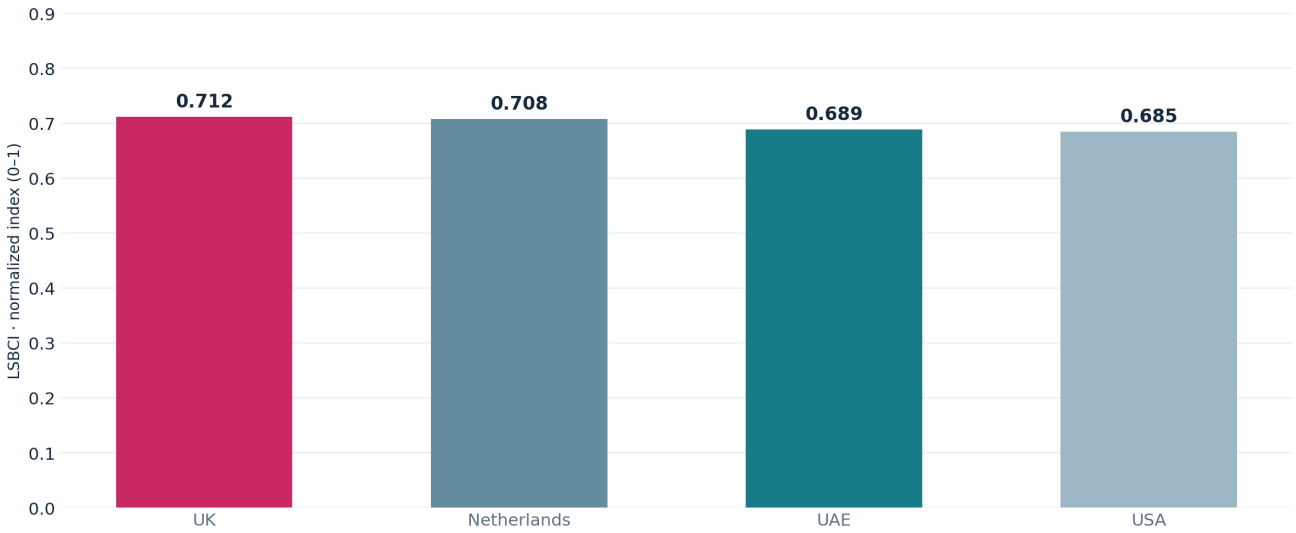


Figure 2 · Selected China–partner LSBCI values, Q1 2026, on the 0–1 normalized index scale.

What this can show

A comparative snapshot of network connectedness between pairs of countries under one UNCTAD index definition.

What it cannot show

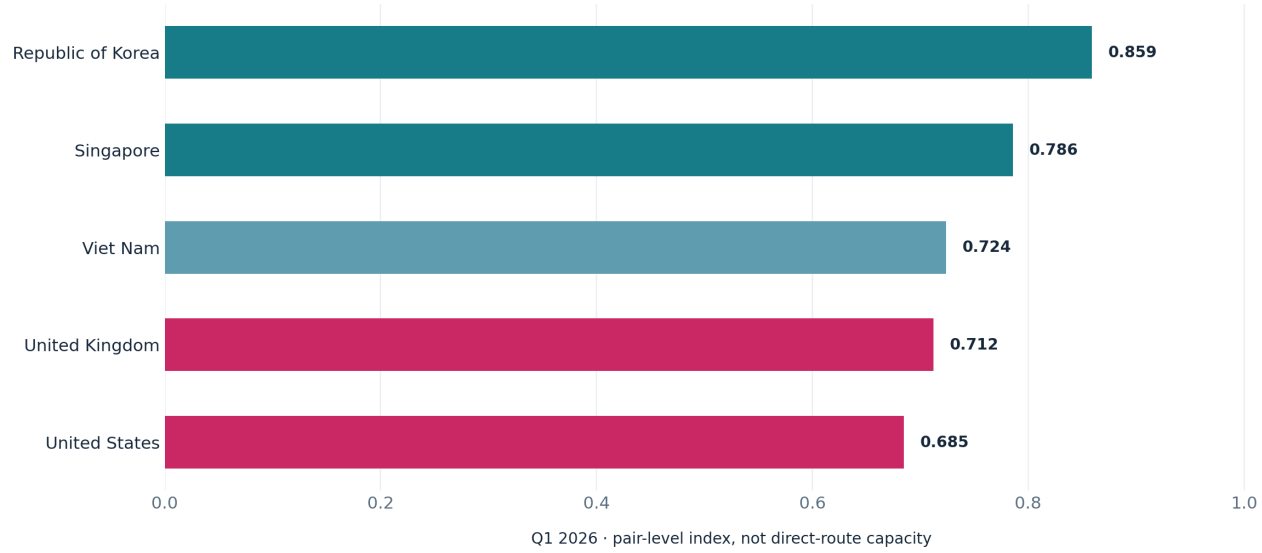
Rates, weekly transit time, peak-season congestion, customs eligibility, port choice or carrier-specific service reliability.

Avoid a common interpretation error

China–UK 0.712 and China–US 0.685 are LSBCI values, not 71.2% and 68.5% probabilities of on-time delivery. Nor do they measure a particular shipping service.

Regional connection patterns

The selected observations place China–Republic of Korea and China–Singapore above the China–UK and China–US pair scores in Q1. Geographic proximity and hub structures may help explain network patterns; the index itself does not attribute causes.



From connectivity research to a shipment decision

Question	Additional evidence required
Is there a direct service?	Carrier schedule and origin/destination terminals
Which port should be used?	Factory pickup + cut-off + port access
What will it cost?	Dated lane quotation with inclusions
How long will delivery take?	Routing + customs + final-mile scope

This decision table is DDP Atlas editorial guidance, not additional information derived from the LSBCI dataset.

Methodology, limitations & credits

The UNCTAD Liner Shipping Bilateral Connectivity Index (LSBCI; US.LSBCI) describes the integration of a country pair into the global liner shipping network. This briefing uses the Q1 2026 focus-market subset published and approved on DDP Atlas (10 displayed of 19 total China partners).

Reporting coverage

Country pairs, not ports: China–United States and China–United Kingdom are national pair scores; they are not Shanghai–Los Angeles or Ningbo–Felixstowe route scores.
Latest usable period in this release: Q1 2026. No Q2/Q3 LSBCI values are inferred or backfilled.
Units: normalized index (0–1); values reproduced to three decimals. Chart selection and layout were made by DDP Atlas Research.

Suggested attribution

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Source references

UNCTAD LSBCI definition

https://unctadstat.unctad.org/datacentre/reportInfo/US.LSBCI

DDP Atlas bilateral chart and approved values

https://www.ddpatlas.com/freight-intelligence/charts/unctad-lsbci-quarterly

UNCTAD data licensing and attribution

https://unctadstat.unctad.org/EN/FAQ.html