

## MARITIME PROFILE: ANGOLA

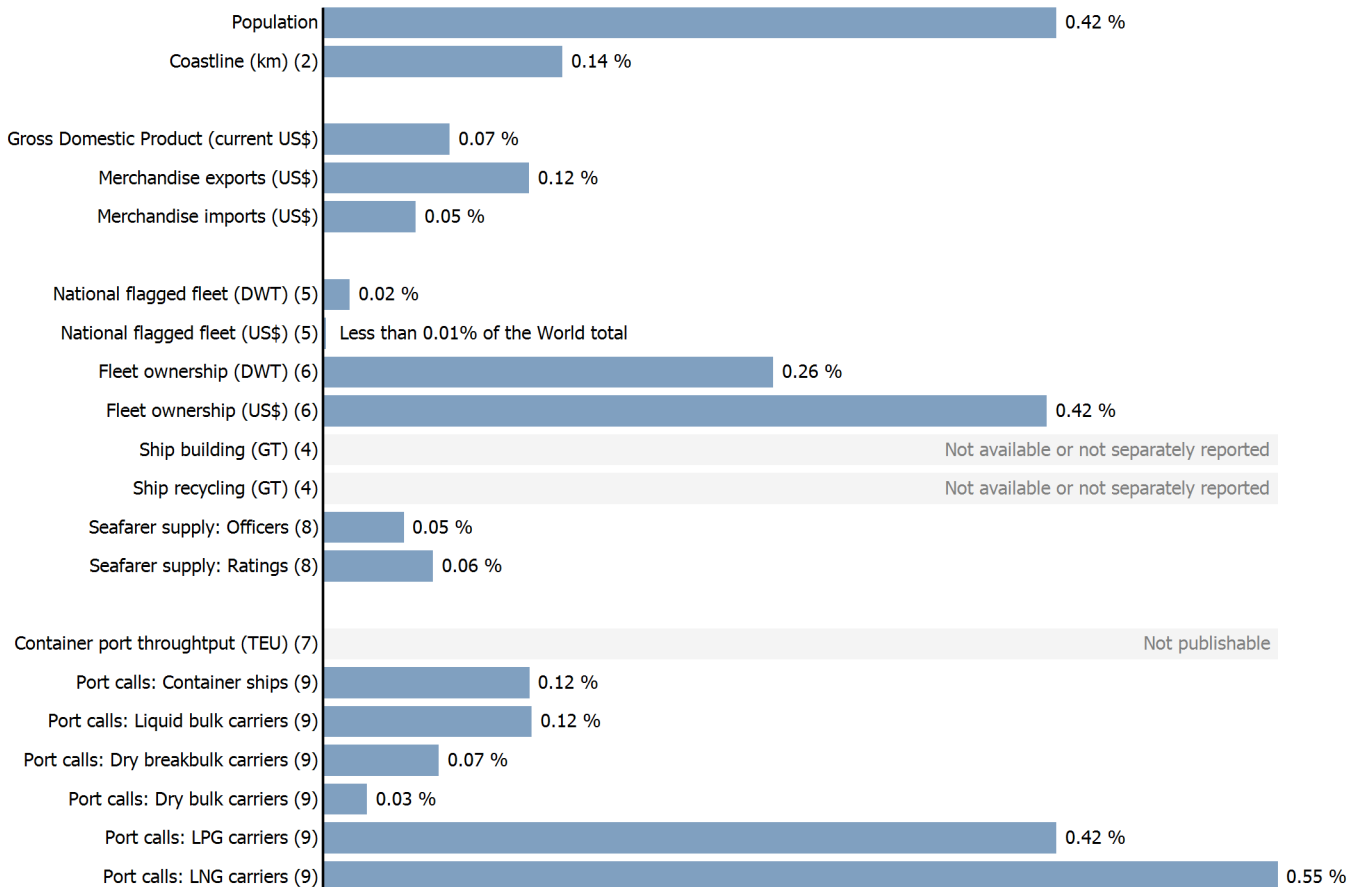
### GENERAL INFORMATION FOR 2020



### MARITIME KEY FIGURES FOR 2020



### WORLD SHARES FOR 2020



# ANGOLA

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade

(millions of US\$)

	2005	2010	2015	2020
Merchandise exports	24 109	50 595	33 181	20 937
Merchandise imports	8 353	16 667	20 693	9 543
Merchandise trade balance	15 756	33 928	12 489	11 394

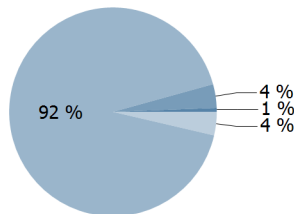
**-39.7 %**

Merchandise exports growth rate in 2020

### Export structure by product group in 2020

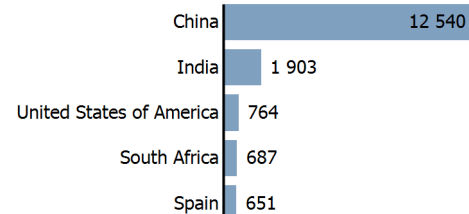
(as % of total exports)

- Ores and metals
- Fuels
- Manufactured goods
- Other



### Top 5 partners in 2020

(exports, millions of US\$)



## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category<sup>10</sup>

(as % of total services)

	2005	2010	2015	2020
Transport	10.2	5.0	2.0	11.7
Travel	49.9	83.9	92.6	24.5
Other services	39.9	11.1	5.4	63.7

**-75.7 %**

Transport services exports growth rate in 2020

### Total trade in transport services<sup>10</sup>

(millions of US\$)

	2005	2010	2015	2020
Transport services exports	18	43	25	8
Transport services imports	1 320	3 089	4 058	2 021
Transport services trade balance	-1 302	-3 046	-4 033	-2 014

## NATIONAL FLEET

### Carrying capacity by type of ship<sup>5</sup>

(Thousands DWT)

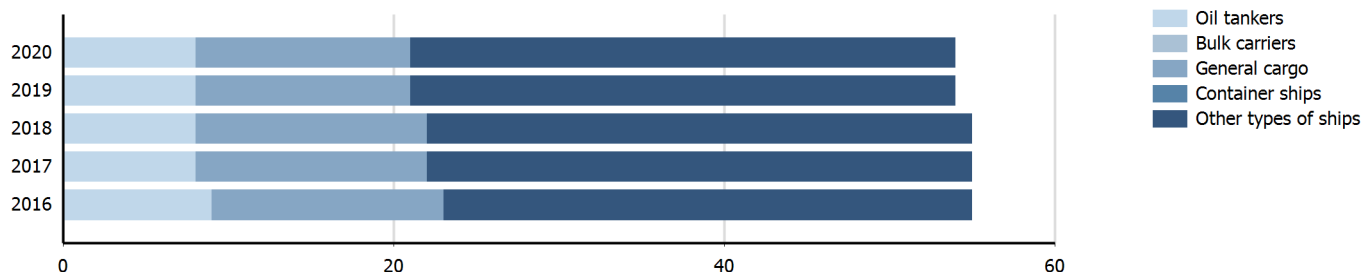
	2005	2010	2015	2020
Total fleet	35.0	52.2	320.9	320.9
Oil tankers	4.0	8.2	20.2	16.6
Bulk carriers	..	..	0.0	0.0
General cargo	12.0	15.3	13.4	12.9
Container ships	..	..	0.0	0.0
Other types of ships	19.0	28.7	287.3	291.4

**+1.2 %**

Fleet growth rate in 2020

### Fleet by type of ship<sup>5</sup>

(Number of ships)

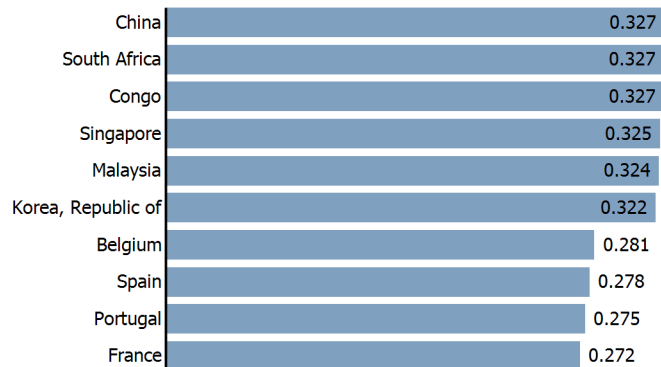


# ANGOLA

## LINER SHIPPING CONNECTIVITY

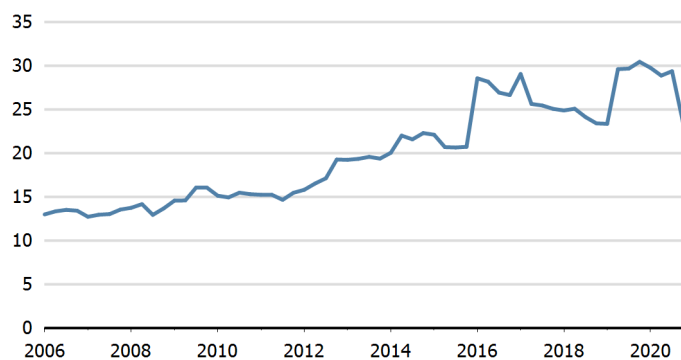
### Bilateral connectivity index - Top 10 partners in Q1 2020<sup>11</sup>

Can only take values between 0 (minimum) and 1 (maximum)



### Liner shipping connectivity index<sup>11</sup>

Maximum 2006=100 for China



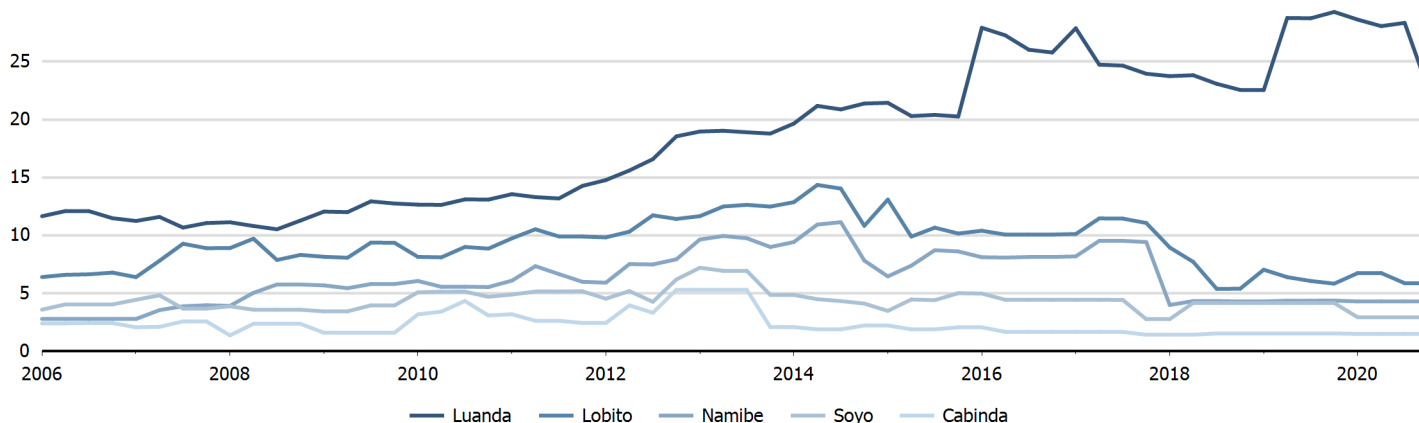
## PORT CALLS AND PERFORMANCE

### Port calls, time spent in ports, vessel age and size in 2020<sup>9</sup>

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU) per container ship	Maximum size (GT) of vessels
All ships	1 811	1.84	14	25 625	27 036	3 246	121 597
Liquid bulk carriers	587	1.18	13	18 848	31 760	..	84 655
Liquefied petroleum gas carriers	222	1.77	10	10 489	11 709	..	49 067
Liquefied natural gas carriers	68	1.21	9	103 554	86 428	..	121 597
Dry bulk carriers	68	7.09	12	23 889	38 897	..	36 421
Dry breakbulk carriers	276	2.29	15	9 372	12 591	..	39 258
Roll-on/ roll-off ships	44	..	14	54 739	21 497	..	76 420
Container ships	546	2.14	17	35 444	..	3 246	113 976
Passenger ships	..	..	..	..	..	..	..

### Port liner shipping connectivity index - Top 5 ports in 2020<sup>11</sup>

Maximum 2006=100 for China, Hong Kong SAR



# ANGOLA

**Source:** Detailed data sources are available in the documentation of the corresponding tables in the Data Center ([http://stats.unctad.org/data\\_center](http://stats.unctad.org/data_center)). A link to these tables is provided in each section of the profile.

## Notes:

- 1 Sum of exports and imports.
  - 2 Land area refers to the total area of a country excluding area under inland water bodies. It differs from the country area, that includes area under inland water bodies, but excludes offshore territorial waters.  
Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
  - 3 Sum of exports and imports. Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
  - 4 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
  - 5 Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
  - 6 Propelled seagoing merchant vessels of 1000 GT and above, on 1 January. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
  - 7 UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
  - 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
  - 9 UNCTAD Secretariat, based on data provided by MarineTraffic (<http://marinetraffic.com>). Ships of 1000 GT and above.
  - 10 Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
  - 11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (<https://www.mdst.co.uk>).
- e Estimated.  
l Estimated by BIMCO/ICS based on estimates of seafarer demand.  
o Estimated. Data refers to 2016.

## Symbols for missing values:

- 0 Zero means that the amount is nil or negligible  
.. Not available or not separately reported  
– Not applicable  
... Not available, including no quotation  
# Non-relevant calculation  
- Not publishable  
\*\*\* Negative accumulation of flows; Value included in regional and global totals

## Abbreviations & acronyms:

- DWT: Dead weight tons  
LNG: Liquefied natural gas  
LPG: Liquefied petroleum gas  
GDP: Gross domestic product  
GT: Gross tons  
TEU: Twenty foot equivalent unit

## Disclaimer:

The designations employed and the presentation of the material on *UNCTADstat* do not imply the expression of any opinion whatsoever on the part of the secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Where the designations "economy" or "country or area" appear in texts or tables, they cover regions, countries, territories, cities or areas.

The designations "developing", "transition" and "developed" are intended for statistical convenience and do not necessarily express a judgement about the stage reached by a particular economy in the development process.

UNCTAD strives for the highest level of accuracy and is committed to promptly correcting any errors on its part. It does not guarantee or make any express or implied representations regarding the accuracy, reliability, correctness, fitness for use for a particular purpose, or otherwise, whatsoever, of any of the tables in *UNCTADstat*.

**Generation date:** 13 June 2022