Carrying capacity by type of ship

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>6.0</td>
<td>11.6</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>General cargo</td>
<td>..</td>
<td>0.3</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>6.0</td>
<td>11.3</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**Fleet growth rate in 2018**

**Bilateral connectivity index - Top 10 partners in 2018**

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

<table>
<thead>
<tr>
<th>Country</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spain</td>
<td>0.338</td>
</tr>
<tr>
<td>Morocco</td>
<td>0.325</td>
</tr>
<tr>
<td>Belgium</td>
<td>0.313</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>0.310</td>
</tr>
<tr>
<td>Germany</td>
<td>0.305</td>
</tr>
<tr>
<td>Turkey</td>
<td>0.296</td>
</tr>
<tr>
<td>Egypt</td>
<td>0.294</td>
</tr>
<tr>
<td>Sierra Leone</td>
<td>0.286</td>
</tr>
<tr>
<td>Gambia</td>
<td>0.280</td>
</tr>
<tr>
<td>Brazil</td>
<td>0.276</td>
</tr>
</tbody>
</table>

**National connectivity index**

Maximum 2006=100 for China

---

**GUINEA**

**NATIONAL FLEET**

**Fleet by type of ship**

(Number of ships)

---

**LINER SHIPPING CONNECTIVITY INDEX**

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

---

**National connectivity index**

Maximum 2006=100 for China
GUINEA

Source: UNCTADstat (http://unctadstat.unctad.org)

Notes:
1 Sum of exports and imports.
2 Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
3 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research.
4 Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research.
5 Propelled seagoing merchant vessels of 1000 GT and above, on 1 January. Source: Clarksons Research.
6 TEU: Twenty Foot Equivalent Unit. Source: UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
8 Source: UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdts.co.uk).
e Estimated.

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
GDP: Gross domestic product
GT: Gross tons
TEU: Twenty foot equivalent unit

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