

## MARITIME PROFILE: MONTENEGRO

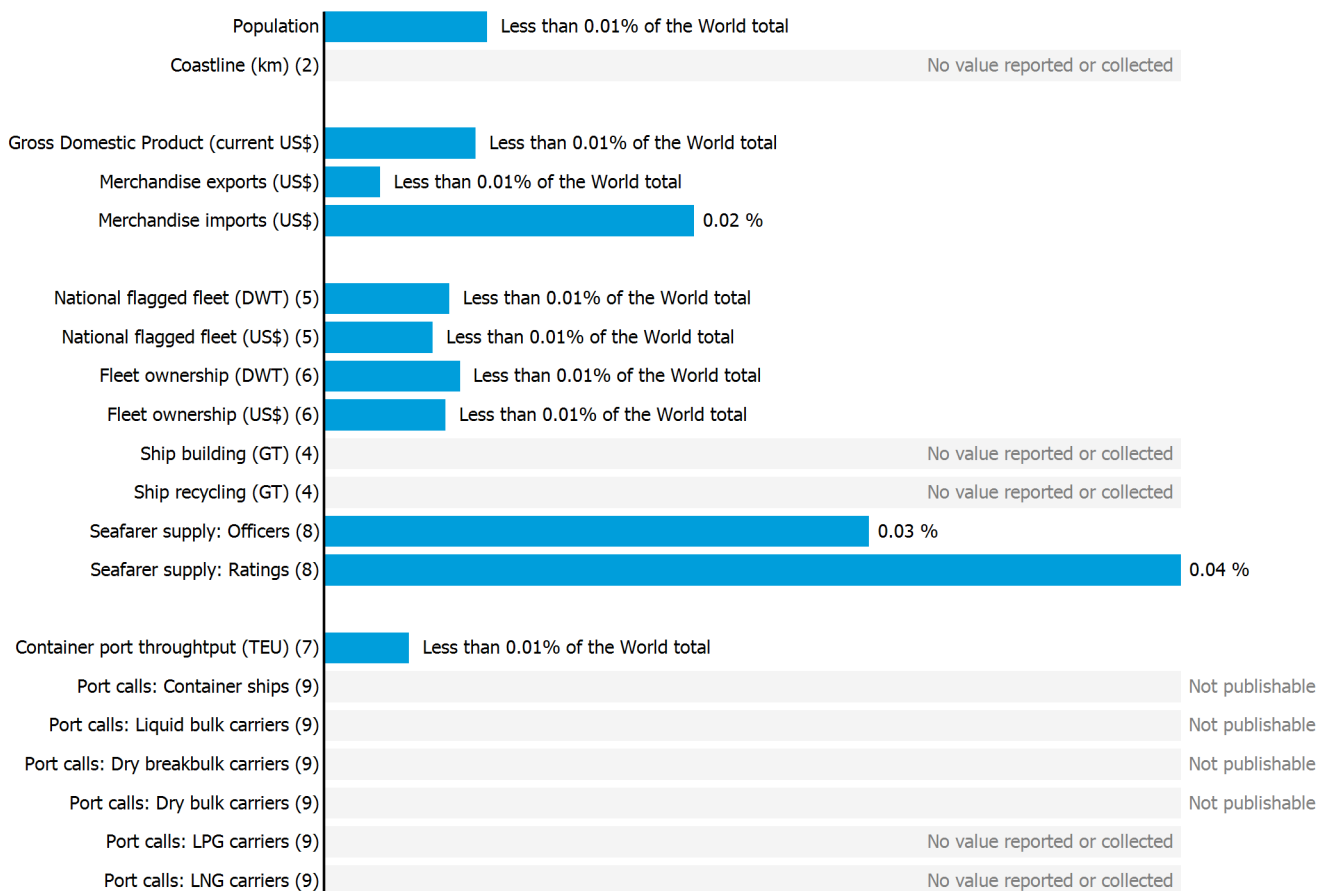
### GENERAL INFORMATION FOR 2024



### MARITIME KEY FIGURES FOR 2024



### WORLD SHARES FOR 2024



# MONTENEGRO

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade

(millions of US\$)

	2005	2010	2015	2024
Merchandise exports	—	437	352	664
Merchandise imports	—	2 182	2 040	4 400
Merchandise trade balance	—	-1 745	-1 688	-3 736

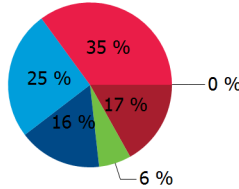
**-8.9 %**

Merchandise exports growth rate in 2024

### Export structure by product group in 2024

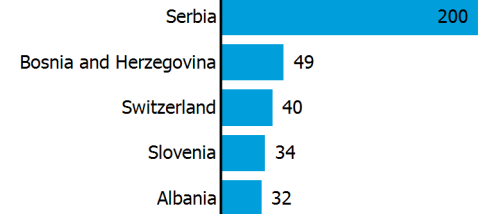
(as % of total exports)

- All food items
- Agricultural raw materials
- Ores and metals
- Fuels
- Manufactured goods
- Other



### Top 5 partners in 2024

(exports, millions of US\$)



## INTERNATIONAL TRADE IN TRANSPORT SERVICES

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

(as % of total services)

	2005	2010	2015	2024
Transport	—	16.4	17.7	25.2
Travel	—	68.0	67.0	54.5
Other services	—	13.7	14.8	19.9

**-6.5 %**

Transport services exports growth rate in 2024

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

(millions of US\$)

	2005	2010	2015	2024
Transport services exports	—	172	239	732
Transport services imports	—	145	168	626
Transport services trade balance	—	26	71	106

## NATIONAL FLEET

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

(Thousands DWT)

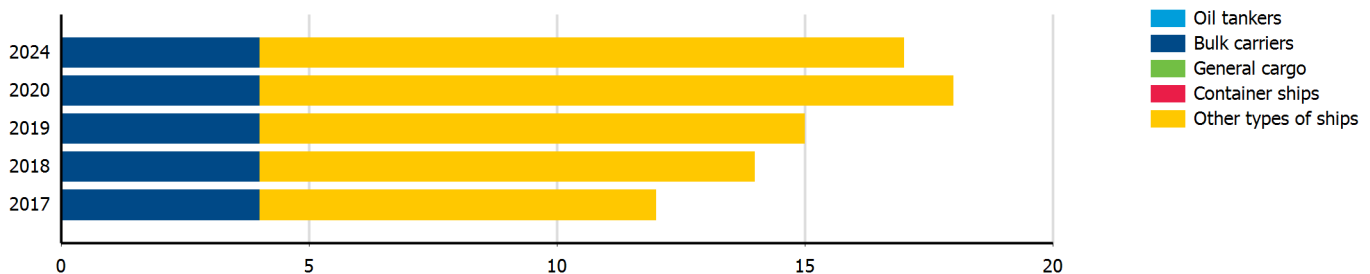
	2005	2010	2015	2024
Total fleet	—	6.1	141.6	141.8
Oil tankers	—	..	0.0	0.0
Bulk carriers	—	..	140.0	140.0
General cargo	—	5.4	0.0	0.0
Container ships	—	..	0.0	0.0
Other types of ships	—	0.8	1.6	1.9

**-0.2 %**

Fleet growth rate in 2024

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

(Number of ships)



MONTENEGRO

LINER SHIPPING CONNECTIVITY



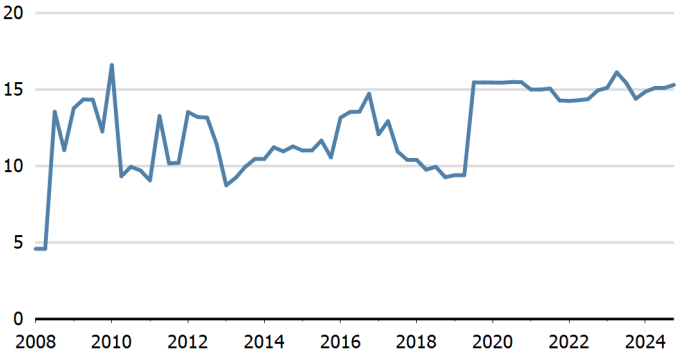
Bilateral connectivity index - Top 10 partners in Q1 2006<sup>11</sup>

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

No data available

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

Average Q1 2023=100



PORT CALLS AND PERFORMANCE

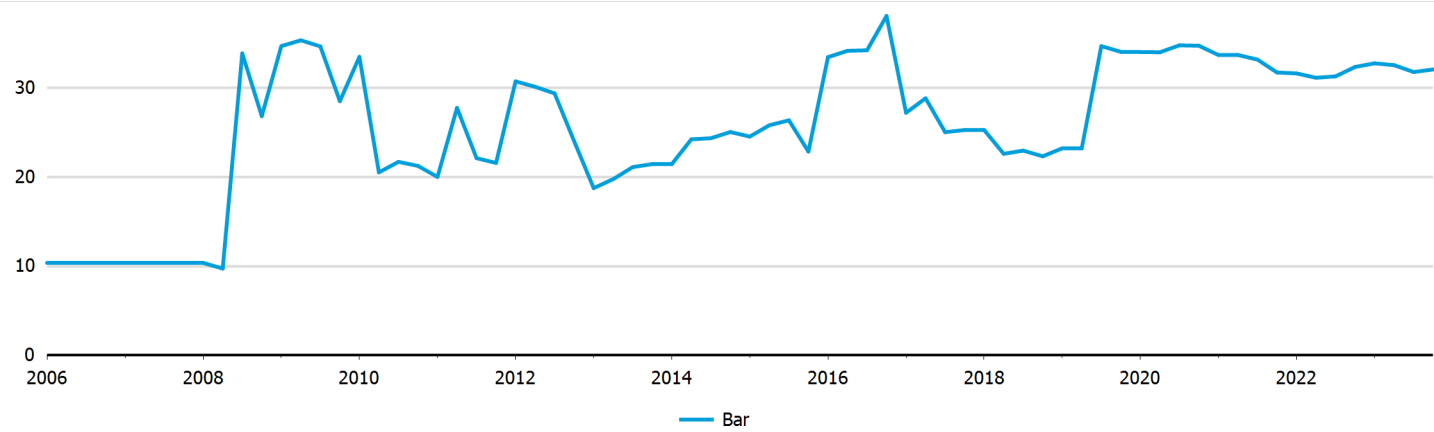


Port calls, time spent in ports, vessel age and size in 2023<sup>9</sup>

	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	-	-	-	-	-	-	-
Liquid bulk carriers	-	-	-	-	-	..	-
Liquefied petroleum gas carriers	..	..	..	..	..	..	..
Liquefied natural gas carriers	..	..	..	..	..	..	..
Dry bulk carriers	-	-	-	-	-	..	-
Dry breakbulk carriers	-	-	-	-	-	..	-
Roll-on/ roll-off ships	..	..	..	..	..	..	..
Container ships	-	-	-	-	..	-	-
Passenger ships	-	..	-	-	..	..	-

Port liner shipping connectivity index - Top 5 ports in 2024<sup>11</sup>

Average Q1 2023=100



# MONTENEGRO

**Source:** Detailed data sources are available in the documentation of the corresponding tables in the Data Center (<https://unctadstat.unctad.org/datacentre/>). 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. Refers to year 2023.
- 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
- 9 Refers to year 2023. 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>).
- m Estimated by BIMCO/ICS based on estimates of seafarer demand.
- p Estimated. Data refers to 2020.

## Symbols for missing values:

- |     |  |
|-----|--|
| 0   | Zero means that the amount is nil or negligible                              |
| ..  | No value reported or collected   |
| —   | 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:** 02 December 2025