MARITIME PROFILE: BONAIRE, SINT EUSTATIUS AND SABA

GENERAL INFORMATION FOR 2019

Population
0.026 Millions

GDP

GDP growth

Merchandise trade¹
(e) 100 Millions current US$

Transport services trade³

MARITIME KEY FIGURES FOR 2019

Coast/area ratio²

Ship building⁴

Ship recycling⁴

Fleet - National flag⁵

Fleet - National flag⁵

Fleet - Ownership⁶

0.000 Thousands DWT

Container port throughput⁷
31 410 TEU

Number of seafarers⁸

Number of port calls⁹
917

WORLD SHARES FOR 2019

<table>
<thead>
<tr>
<th>Category</th>
<th>Share of World Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>Less than 0.01%</td>
</tr>
<tr>
<td>Coastline (km) (2)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Gross Domestic Product (current US$)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Merchandise exports (US$)</td>
<td>Less than 0.01%</td>
</tr>
<tr>
<td>Merchandise imports (US$)</td>
<td>Less than 0.01%</td>
</tr>
<tr>
<td>National flagged fleet (DWT) (5)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>National flagged fleet (US$) (5)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Fleet ownership (DWT) (6)</td>
<td>Less than 0.01%</td>
</tr>
<tr>
<td>Fleet ownership (US$) (6)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Ship building (GT) (4)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Ship recycling (GT) (4)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Seafarer supply: Officers (8)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Seafarer supply: Ratings (8)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Container port throughput (TEU) (7)</td>
<td>Less than 0.01%</td>
</tr>
<tr>
<td>Port calls: Container ships (9)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Port calls: Liquid bulk carriers (9)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Port calls: Dry bulk carriers (9)</td>
<td>0.06 %</td>
</tr>
<tr>
<td>Port calls: Dry breakbulk carriers (9)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Port calls: LPG carriers (9)</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Port calls: LNG carriers (9)</td>
<td>Not available or not separately reported</td>
</tr>
</tbody>
</table>
### INTERNATIONAL MERCHANDISE TRADE

#### Total merchandise trade

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>...</td>
<td>...</td>
<td>1</td>
<td>(e) 0.991</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>...</td>
<td>...</td>
<td>75</td>
<td>(e) 99</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>...</td>
<td>...</td>
<td>-73</td>
<td>(e) -98</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2019

<table>
<thead>
<tr>
<th>Category</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ores and metals</td>
<td>86 %</td>
</tr>
<tr>
<td>Fuels</td>
<td>4 %</td>
</tr>
<tr>
<td>Manufactured goods</td>
<td>1 %</td>
</tr>
<tr>
<td>Other</td>
<td>10 %</td>
</tr>
</tbody>
</table>

#### Top 5 partners in 2019

<table>
<thead>
<tr>
<th>Country</th>
<th>Value (millions of US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyprus</td>
<td>0.621</td>
</tr>
<tr>
<td>France</td>
<td>0.175</td>
</tr>
<tr>
<td>Belgium</td>
<td>0.084</td>
</tr>
<tr>
<td>Brazil</td>
<td>0.055</td>
</tr>
<tr>
<td>Netherlands</td>
<td>0.036</td>
</tr>
</tbody>
</table>

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

#### Services exports by main category

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Travel</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Other services</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
</tbody>
</table>

#### Total trade in transport services

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
</tbody>
</table>

### NATIONAL FLEET

#### Carrying capacity by type of ship

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>...</td>
<td>...</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>...</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>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

No data available
### Bilateral connectivity index - Top 10 partners in 2019

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

| No data available |

### Liner shipping connectivity index

*Maximum 2006=100 for China*

<table>
<thead>
<tr>
<th>2012</th>
<th>2014</th>
<th>2016</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PORT CALLS AND PERFORMANCE

**Port calls, time spent in ports, vessel age and size in 2019**

<table>
<thead>
<tr>
<th></th>
<th>Number of arrivals</th>
<th>Median time in port (days)</th>
<th>Avg age of vessels</th>
<th>Avg size (GT) per vessel</th>
<th>Avg cargo carrying capacity (DWT) per vessel</th>
<th>Avg container carrying capacity (TEU) per container ship</th>
<th>Maximum size (GT) of vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ships</td>
<td>917</td>
<td>1.20</td>
<td>14</td>
<td>32 892</td>
<td>29 443</td>
<td>..</td>
<td>155 889</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>468</td>
<td>1.38</td>
<td>10</td>
<td>25 291</td>
<td>43 304</td>
<td>..</td>
<td>81 817</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Liquefied natural gas carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>253</td>
<td>0.64</td>
<td>18</td>
<td>2 453</td>
<td>3 804</td>
<td>..</td>
<td>24 140</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>196</td>
<td>..</td>
<td>18</td>
<td>90 333</td>
<td>..</td>
<td>..</td>
<td>155 889</td>
</tr>
</tbody>
</table>

### Port liner shipping connectivity index - Top 5 ports in 2019

*Maximum 2006=100 for China, Hong Kong SAR*

<table>
<thead>
<tr>
<th></th>
<th>Number of arrivals</th>
<th>Median time in port (days)</th>
<th>Avg age of vessels</th>
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<tr>
<td>Liquefied petroleum gas carriers</td>
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<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Liquefied natural gas carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
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<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
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<td>..</td>
<td>..</td>
<td>155 889</td>
</tr>
</tbody>
</table>

No data available
Source: Detailed data sources are available in the documentation of the corresponding tables in the 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.
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
7. UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.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
LNG: Liquefied natural gas
LPG: Liquefied petroleum gas
GDP: Gross domestic product
GT: Gross tons
TEU: Twenty foot equivalent unit

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