### GENERAL INFORMATION FOR 2022

- **Population**: 12.890 Millions
- **Land area**: 25 680 Km²
- **GDP**: 4 033 Millions current US$
- **GDP growth**: 1.85%
- **Merchandise trade**: 1 467 Millions current US$
- **Transport services trade**: 416 Millions current US$

### MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 0.000 m/km²
- **Fleet - National flag**: ...
- **Container port throughput**: ...
- **Number of port calls**: ...
- **Number of seafarers**: ...
- **Ship building**: ...
- **Ship recycling**: ...
- **Fleet - National flag**: ...
- **Fleet - Ownership**: ...

### WORLD SHARES FOR 2022

- **Population**: 0.16%
- **Coastline (km)**: Less than 0.01% of the World total
- **Gross Domestic Product (current US$)**: Less than 0.01% of the World total
- **Merchandise exports (US$)**: Less than 0.01% of the World total
- **Merchandise imports (US$)**: Less than 0.01% of the World total
- **National flagged fleet (DWT)**: Not available or not separately reported
- **National flagged fleet (US$)**: Not available or not separately reported
- **Fleet ownership (DWT)**: Not available or not separately reported
- **Fleet ownership (US$)**: Not available or not separately reported
- **Ship building (GT)**: Not available or not separately reported
- **Ship recycling (GT)**: Not available or not separately reported
- **Seafarer supply: Officers**: Not available or not separately reported
- **Seafarer supply: Ratings**: Not available or not separately reported
- **Container port throughput (TEU)**: Not available or not separately reported
- **Port calls: Container ships**: Not available or not separately reported
- **Port calls: Liquid bulk carriers**: Not available or not separately reported
- **Port calls: Dry breakbulk carriers**: Not available or not separately reported
- **Port calls: Dry bulk carriers**: Not available or not separately reported
- **Port calls: LPG carriers**: Not available or not separately reported
- **Port calls: LNG carriers**: Not available or not separately reported
### International Merchandise Trade

#### Total Merchandise Trade (millions of US$)

<table>
<thead>
<tr>
<th>Year</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>58</td>
<td>101</td>
<td>121</td>
<td>207</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>269</td>
<td>509</td>
<td>857</td>
<td>1,260</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-211</td>
<td>-408</td>
<td>-736</td>
<td>-1,052</td>
</tr>
</tbody>
</table>

#### Export Structure by Product Group in 2022 (as % of total exports)

- All food items: 11%
- Ores and metals: 22%
- Manufactured goods: 22%
- Other: 59%

#### Top 5 Partners in 2022 (exports, millions of US$)

1. United Arab Emirates: 43
3. Pakistan: 13
4. Germany: 12
5. Switzerland, Liechtenstein: 11

### International Trade in Transport Services

#### Services Exports by Main Category (as % of total services)

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>4.8</td>
<td>0.9</td>
<td>4.5</td>
<td>-</td>
</tr>
<tr>
<td>Travel</td>
<td>4.2</td>
<td>2.2</td>
<td>3.8</td>
<td>-</td>
</tr>
<tr>
<td>Other services</td>
<td>91.0</td>
<td>96.8</td>
<td>91.7</td>
<td>-</td>
</tr>
</tbody>
</table>

#### Total Trade in Transport Services (millions of US$)

<table>
<thead>
<tr>
<th>Type of Services</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exports</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>Imports</td>
<td>44</td>
<td>111</td>
<td>140</td>
<td>-</td>
</tr>
<tr>
<td>Trade Balance</td>
<td>-42</td>
<td>-110</td>
<td>-137</td>
<td>-</td>
</tr>
</tbody>
</table>

### National Fleet

#### Carrying Capacity by Type of Ship (Thousands DWT)

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</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 (Number of Ships)

No data available
## BURUNDI

### LINER SHIPPING CONNECTIVITY

<table>
<thead>
<tr>
<th>Bilateral connectivity index - Top 10 partners in Q1 2022¹</th>
<th>Liner shipping connectivity index¹¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>No data available</td>
<td>No data available</td>
</tr>
</tbody>
</table>

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

### PORT CALLS AND PERFORMANCE

**Port calls, time spent in ports, vessel age and size in 2022²**

<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) of vessels</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>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</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>..</td>
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<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</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>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**Port liner shipping connectivity index - Top 5 ports in 2022¹¹**

Average Q1 2023=100

No data available
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.
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 2020.
9 UNCTAD Secretariat, based on data provided by MarineTraffic (http://marinetraffic.com). Ships of 1000 GT and above.
11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).
e Estimated.
j Estimated. Data refers to 2020.

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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