## General Information for 2022

- **Population**: 9.535 Millions
- **Land area**: 202,980 Km²
- **GDP**: 73,711 Millions current US$
- **GDP growth**: -4.71%
- **Merchandise trade**: (e) 61,448 Millions current US$
- **Transport services trade**: 14,235 Millions current US$

## Maritime Key Figures for 2022

- **Coast/area ratio**: 0.000 m/km²
- **Fleet - National flag**: 1 Thousands DWT
- **Container port throughput**: 0
- **Number of seafarers**: 0

## Maritime Profile: Belarus

### World Shares for 2022

- **Population**: 0.12 %
- **Coastline (km)**: Less than 0.01% of the World total
- **Gross Domestic Product (current US$)**: 0.07 %
- **Merchandise exports (US$)**: 0.09 %
- **Merchandise imports (US$)**: 0.15 %
- **National flagged fleet (DWT)**: Less than 0.01% of the World total
- **National flagged fleet (US$)**: 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**: Less than 0.01% of the World total
- **Seafarer supply: Ratings**: Less than 0.01% of the World total
- **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 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
**BELARUS**

**INTERNATIONAL MERCHANDISE TRADE**

**Total merchandise trade**

(\(\text{millions of US}\$\))

<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>15,979</td>
<td>25,284</td>
<td>26,758</td>
<td>(e) 22,793</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>16,708</td>
<td>34,884</td>
<td>29,941</td>
<td>(e) 38,655</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-729</td>
<td>-9,601</td>
<td>-3,183</td>
<td>(e) -15,862</td>
</tr>
</tbody>
</table>

**Export structure by product group in 2022**

(as % of total exports)

- All food items: 27 %
- Agricultural raw materials: 59 %
- Fuels: 2 %
- Manufactured goods: 4 %
- Other: 9 %

**Top 5 partners in 2022**

(\(\text{exports, millions of US}\$\))

<table>
<thead>
<tr>
<th>Country</th>
<th>13,384</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>1,232</td>
</tr>
<tr>
<td>Poland</td>
<td>952</td>
</tr>
<tr>
<td>United Arab Emirates</td>
<td>828</td>
</tr>
<tr>
<td>Ukraine</td>
<td>826</td>
</tr>
</tbody>
</table>

**INTERNATIONAL TRADE IN TRANSPORT SERVICES**

**Services exports by main category**

(as % of total services)

<table>
<thead>
<tr>
<th>Service Type</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>57.3</td>
<td>62.1</td>
<td>44.6</td>
<td>(e) 40.4</td>
</tr>
<tr>
<td>Travel</td>
<td>10.8</td>
<td>9.1</td>
<td>10.9</td>
<td>(e) 6.7</td>
</tr>
<tr>
<td>Other services</td>
<td>18.7</td>
<td>22.7</td>
<td>40.0</td>
<td>(e) 46.6</td>
</tr>
</tbody>
</table>

**Total trade in transport services**

(\(\text{millions of US}\$\))

<table>
<thead>
<tr>
<th>Year</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>1,341</td>
<td>2,999</td>
<td>2,985</td>
<td>(e) 3,716</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>310</td>
<td>1,381</td>
<td>1,269</td>
<td>(e) 2,074</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>1,031</td>
<td>1,618</td>
<td>1,715</td>
<td>(e) 1,642</td>
</tr>
</tbody>
</table>

**NATIONAL FLEET**

**Carrying capacity by type of ship**

(\(\text{Thousands DWT}\))

<table>
<thead>
<tr>
<th>Year</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>1.1</td>
<td>1.1</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>General cargo</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>..</td>
<td>..</td>
<td>1.1</td>
<td>1.1</td>
</tr>
</tbody>
</table>

**Fleet by type of ship**

(Number of ships)

- Oil tankers
- Bulk carriers
- General cargo
- Container ships
- Other types of ships

**Fleet growth rate in 2022**

0 %
BELARUS

LINER SHIPPING CONNECTIVITY

Bilateral connectivity index - Top 10 partners in Q1 2022¹

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

No data available

Liner shipping connectivity index¹¹

Maximum 2006=100 for China

No data available

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>
<td>..</td>
<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

Maximum 2006=100 for China, Hong Kong SAR

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.
3 Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
5 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (https://www.clarksons.com/services/research/).
6 Propelled seagoing merchant vessels of 1000 GT and above. 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.
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.
1 Estimated by BIMCO/ICS based on estimates of seafarer demand.
o 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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