



UNCTAD

STAT

MARITIME PROFILE: CANADA

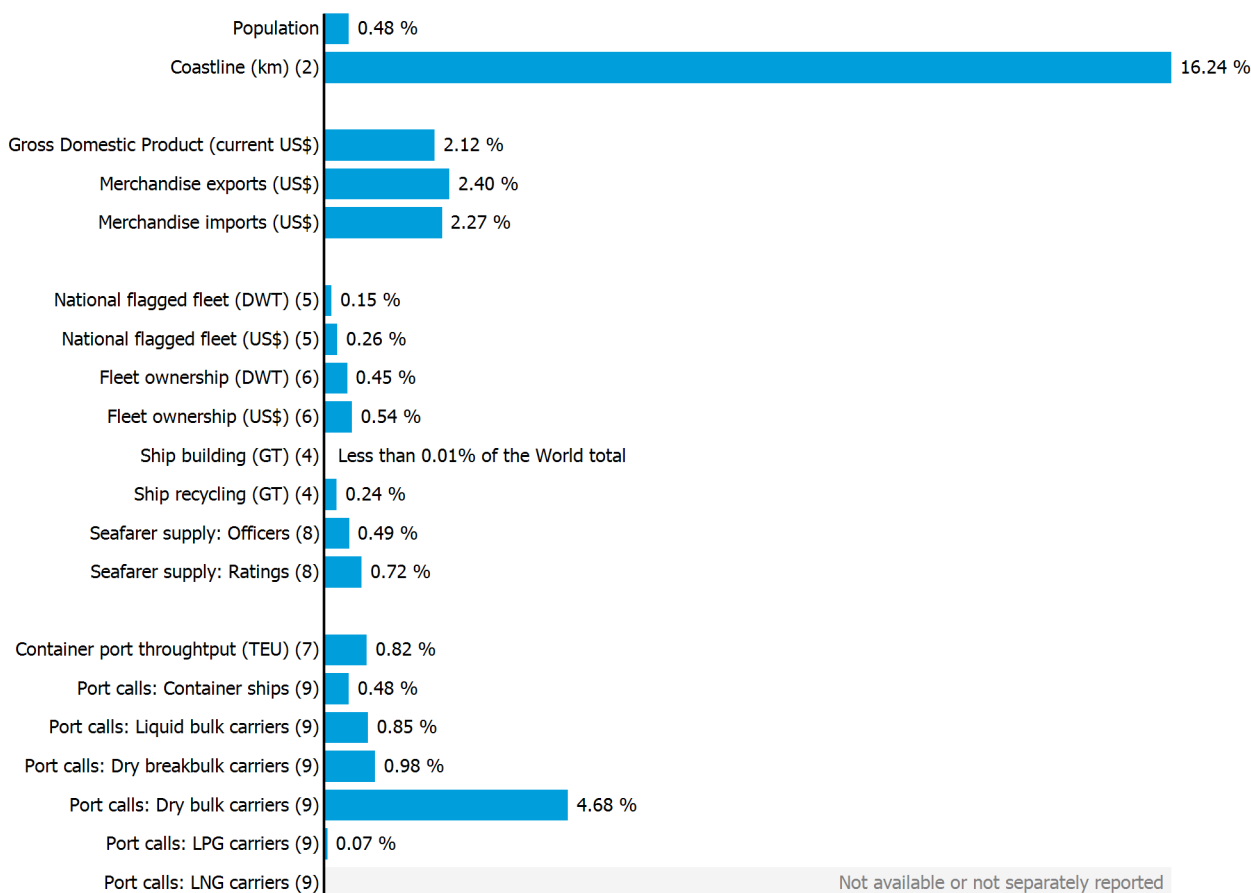
GENERAL INFORMATION FOR 2022



MARITIME KEY FIGURES FOR 2022



WORLD SHARES FOR 2022



CANADA

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)

	2005	2010	2015	2022
Merchandise exports	360 475	387 481	410 062	599 056
Merchandise imports	322 411	402 690	430 124	581 937
Merchandise trade balance	38 064	-15 209	-20 062	17 120

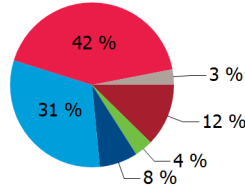
+18.0 %

Merchandise exports growth rate in 2022

Export structure by product group in 2022

(as % of total exports)

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



Top 5 partners in 2022

(exports, millions of US\$)

United States of America	457 788
China	22 016
United Kingdom	13 970
Japan	13 803
Mexico	6 933

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰

(as % of total services)

	2005	2010	2015	2022
Transport	17.3	15.7	14.3	(e) 11.8
Travel	24.2	22.4	23.9	(e) 19.5
Other services	56.1	60.1	59.8	(e) 67.4

+22.8 %

Transport services exports growth rate in 2022

Total trade in transport services¹⁰

(millions of US\$)

	2005	2010	2015	2022
Transport services exports	10 626	12 384	12 165	(e) 14 535
Transport services imports	15 134	21 560	20 619	(e) 27 300
Transport services trade balance	-4 508	-9 176	-8 454	(e) -12 766

NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

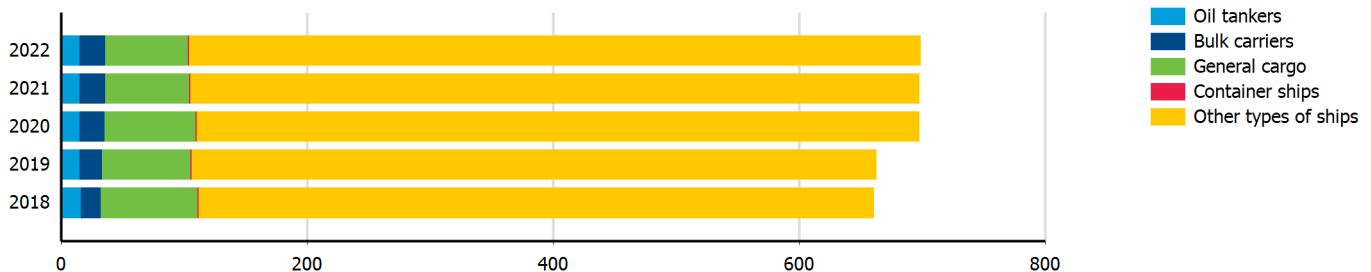
	2005	2010	2015	2022
Total fleet	3 027.0	3 401.1	3 609.7	3 278.3
Oil tankers	702.0	1 005.9	761.9	689.7
Bulk carriers	1 680.0	1 727.1	588.5	586.5
General cargo	106.0	100.1	1 473.0	1 123.7
Container ships	2.0	16.7	14.7	14.7
Other types of ships	537.0	551.4	771.6	863.6

-1.2 %

Fleet growth rate in 2022

Fleet by type of ship⁵

(Number of ships)



CANADA

LINER SHIPPING CONNECTIVITY

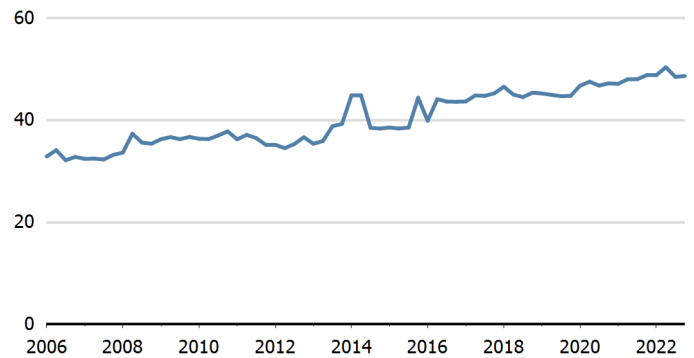
Bilateral connectivity index - Top 10 partners in Q1 2022¹¹

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

No data available

Liner shipping connectivity index¹¹

Maximum 2006=100 for China



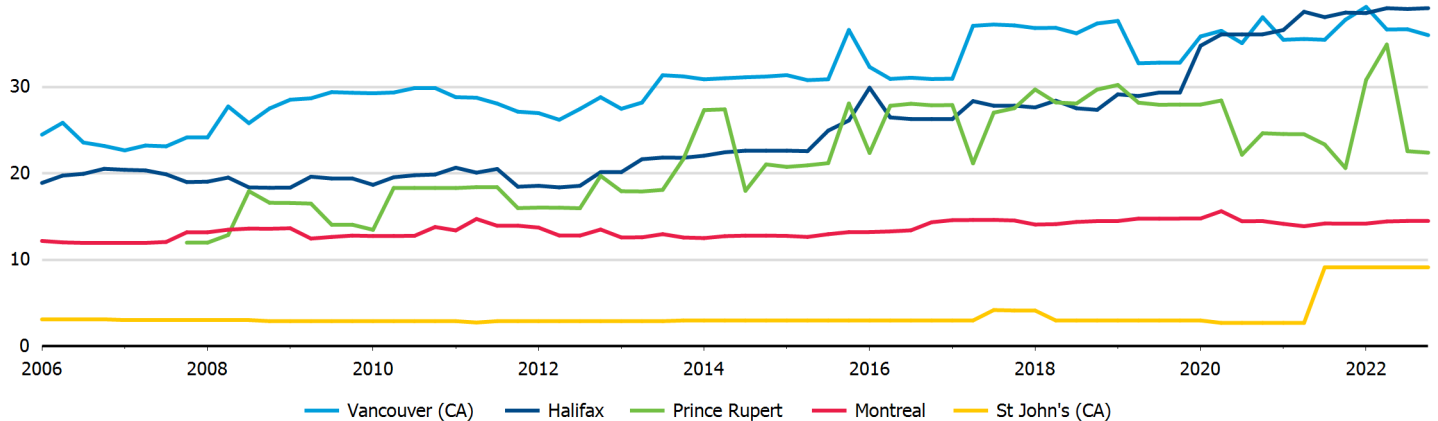
PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2022⁹

	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	117 485	0.65	26	11 562	33 569	4 812	225 282
Liquid bulk carriers	4 579	1.06	13	23 699	39 500	..	162 706
Liquefied petroleum gas carriers	40	1.41	9	47 807	54 440	..	51 035
Liquefied natural gas carriers	..	..	..	..	..	..	..
Dry bulk carriers	13 114	0.36	21	27 476	47 076	..	109 731
Dry breakbulk carriers	4 337	0.29	10	10 006	12 736	..	40 328
Roll-on/ roll-off ships	4 085	..	14	11 249	5 690	..	100 430
Container ships	2 109	1.80	15	53 512	..	4 812	176 546
Passenger ships	89 221	..	28	7 682	..	..	225 282

Port liner shipping connectivity index - Top 5 ports in 2022¹¹

Maximum 2006=100 for China, Hong Kong SAR



CANADA

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.
- 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
- 9 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>).
- e Estimated.
- l 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 |

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: 22 December 2023