MARITIME PROFILE: CONGO

GENERAL INFORMATION FOR 2022

- **Population**: 5.970 Millions
- **Land area**: (o) 341 500 Km²
- **GDP**: 13 215 Millions current US$
- **GDP growth**: 2.58%
- **Merchandise trade**: (e) 13 721 Millions current US$
- **Transport services trade**: -

MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 0.600 m²/km²
- **Fleet - National flag**: 15 Thousands DWT
- **Container port throughput**: 999 999 TEU
- **Fleet - National flag**: 12 ships
- **Number of seafarers**: (l) 32
- **Fleet - Ownership**: 241 Thousands DWT

WORLD SHARES FOR 2022

- **Population**: 0.01 %
- **Coastline (km)**: 0.01 %
- **Gross Domestic Product (current US$)**: 0.01 %
- **Merchandise exports (US$)**: 0.04 %
- **Merchandise imports (US$)**: 0.01 %
- **National flagged fleet (DWT)**: Less than 0.01% of the World total
- **National flagged fleet (US$)**: Less than 0.01% of the World total
- **Fleet ownership (DWT)**: 0.01 %
- **Fleet ownership (US$)**: 0.04 %
- **Ship building**: -
- **Ship recycling**: -
- **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)**: 0.12 %
- **Port calls: Container ships**: Not publishable
- **Port calls: Liquid bulk carriers**: Not publishable
- **Port calls: Dry breakbulk carriers**: Not publishable
- **Port calls: Dry bulk carriers**: Not publishable
- **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**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>4,745</td>
<td>6,918</td>
<td>8,623</td>
<td>(e) 10,661</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>1,304</td>
<td>4,369</td>
<td>10,550</td>
<td>(e) 3,060</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>3,441</td>
<td>2,548</td>
<td>-1,927</td>
<td>(e) 7,601</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2022

- Ores and metals: 63% (7% increase)
- Fuels: 25% (5% increase)
- Manufactured goods: 5%
- Other: 7%

**Top 5 partners in 2022**

<table>
<thead>
<tr>
<th>Partner</th>
<th>Exports (millions of US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>4,166</td>
</tr>
<tr>
<td>United Arab Emirates</td>
<td>1,553</td>
</tr>
<tr>
<td>India</td>
<td>1,404</td>
</tr>
<tr>
<td>Brazil</td>
<td>528</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>501</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>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>4.5</td>
<td>22.0</td>
<td>17.4</td>
<td>-</td>
</tr>
<tr>
<td>Travel</td>
<td>18.3</td>
<td>5.8</td>
<td>11.4</td>
<td>-</td>
</tr>
<tr>
<td>Other services</td>
<td>77.2</td>
<td>72.3</td>
<td>71.3</td>
<td>-</td>
</tr>
</tbody>
</table>

**Total trade in transport services**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>10</td>
<td>104</td>
<td>69</td>
<td>-</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>235</td>
<td>749</td>
<td>766</td>
<td>-</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-225</td>
<td>-645</td>
<td>-697</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>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>1.0</td>
<td>0.7</td>
<td>41.5</td>
<td>15.1</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>..</td>
<td>1.6</td>
<td>1.2</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>37.3</td>
<td>3.0</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>1.0</td>
<td>0.7</td>
<td>2.7</td>
<td>10.9</td>
</tr>
</tbody>
</table>

**Fleet by type of ship**

- 2022: [Bar chart showing the number of ships by type]
- 2021: [Bar chart showing the number of ships by type]
- 2020: [Bar chart showing the number of ships by type]
- 2019: [Bar chart showing the number of ships by type]
- 2018: [Bar chart showing the number of ships by type]
CONGO

Bilateral connectivity index - Top 10 partners in Q1 2022

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

No data available

Liner shipping connectivity index

Maximum 2006=100 for China

PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2022

<table>
<thead>
<tr>
<th>Type of Vessel</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 2022

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