## MARITIME PROFILE: CUBA

### GENERAL INFORMATION FOR 2022

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>11.212 Millions</td>
</tr>
<tr>
<td>Land area</td>
<td>(j) 103 800 Km²</td>
</tr>
<tr>
<td>GDP</td>
<td>147 194 Millions current US$</td>
</tr>
<tr>
<td>GDP growth</td>
<td>1.77 %</td>
</tr>
<tr>
<td>Merchandise trade</td>
<td>(e) 12 003 Millions current US$</td>
</tr>
<tr>
<td>Transport services trade</td>
<td>-</td>
</tr>
</tbody>
</table>

### MARITIME KEY FIGURES FOR 2022

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coast/area ratio</td>
<td>139.9 m/km²</td>
</tr>
<tr>
<td>Fleet - National flag</td>
<td>582 Thousands DWT</td>
</tr>
<tr>
<td>Container port throughput</td>
<td>255 362 TEU</td>
</tr>
<tr>
<td>Number of ship building</td>
<td>64 ships</td>
</tr>
<tr>
<td>Number of ship recycling</td>
<td>47 Thousands DWT</td>
</tr>
<tr>
<td>Number of seafarers</td>
<td>..</td>
</tr>
<tr>
<td>Number of port calls</td>
<td>-</td>
</tr>
</tbody>
</table>

### WORLD SHARES FOR 2022

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>0.14 %</td>
</tr>
<tr>
<td>Coastline (km)</td>
<td>0.89 %</td>
</tr>
<tr>
<td>Gross Domestic Product (current US$)</td>
<td>0.15 %</td>
</tr>
<tr>
<td>Merchandise exports (US$)</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Merchandise imports (US$)</td>
<td>0.04 %</td>
</tr>
<tr>
<td>National flagged fleet (DWT)</td>
<td>0.03 %</td>
</tr>
<tr>
<td>National flagged fleet (US$)</td>
<td>0.01 %</td>
</tr>
<tr>
<td>Fleet ownership (DWT)</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Fleet ownership (US$)</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Ship building (GT)</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Ship recycling (GT)</td>
<td>Less than 0.01% of the World total</td>
</tr>
<tr>
<td>Seafarer supply: Officers</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Seafarer supply: Ratings</td>
<td>Not available or not separately reported</td>
</tr>
<tr>
<td>Container port throughput (TEU)</td>
<td>0.03 %</td>
</tr>
<tr>
<td>Port calls: Container ships</td>
<td>Not publishable</td>
</tr>
<tr>
<td>Port calls: Liquid bulk carriers</td>
<td>Not publishable</td>
</tr>
<tr>
<td>Port calls: Dry breakbulk carriers</td>
<td>Not publishable</td>
</tr>
<tr>
<td>Port calls: Dry bulk carriers</td>
<td>Not publishable</td>
</tr>
<tr>
<td>Port calls: LPG carriers</td>
<td>Not publishable</td>
</tr>
<tr>
<td>Port calls: LNG carriers</td>
<td>Not available or not separately reported</td>
</tr>
</tbody>
</table>
### CUBA

#### INTERNATIONAL MERCHANDISE TRADE

<table>
<thead>
<tr>
<th>Total merchandise trade</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>2 319</td>
<td>4 914</td>
<td>3 350</td>
<td>(e) 2 170</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>8 084</td>
<td>11 496</td>
<td>11 702</td>
<td>(e) 9 833</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-5 766</td>
<td>-6 583</td>
<td>-8 353</td>
<td>(e) -7 663</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2022

<table>
<thead>
<tr>
<th>Product Group</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>All food items</td>
<td>20 %</td>
</tr>
<tr>
<td>Ores and metals</td>
<td>30 %</td>
</tr>
<tr>
<td>Manufactured goods</td>
<td>45 %</td>
</tr>
<tr>
<td>Other</td>
<td>5 %</td>
</tr>
</tbody>
</table>

#### Top 5 partners in 2022

<table>
<thead>
<tr>
<th>Partner</th>
<th>Trade (millions of US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada</td>
<td>362</td>
</tr>
<tr>
<td>China</td>
<td>228</td>
</tr>
<tr>
<td>Venezuela (Bolivarian Rep. of)</td>
<td>221</td>
</tr>
<tr>
<td>Spain</td>
<td>130</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>83</td>
</tr>
</tbody>
</table>

#### INTERNATIONAL TRADE IN TRANSPORT SERVICES

<table>
<thead>
<tr>
<th>Services exports by main category²</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>-</td>
<td>-</td>
<td>1.9</td>
<td>-</td>
</tr>
<tr>
<td>Travel</td>
<td>32.8</td>
<td>20.7</td>
<td>22.9</td>
<td>-</td>
</tr>
<tr>
<td>Other services</td>
<td>-</td>
<td>-</td>
<td>(e) 75.2</td>
<td>-</td>
</tr>
</tbody>
</table>

#### Total trade in transport services¹⁰

<table>
<thead>
<tr>
<th>Total trade in transport services¹⁰</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>-</td>
<td>-</td>
<td>218</td>
<td>-</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>-</td>
<td>-</td>
<td>(e) 1,175</td>
<td>-</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-</td>
<td>-</td>
<td>(e) -957</td>
<td>-</td>
</tr>
</tbody>
</table>

#### NATIONAL FLEET

<table>
<thead>
<tr>
<th>Carrying capacity by type of ship⁵</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>176.0</td>
<td>49.4</td>
<td>28.6</td>
<td>581.9</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>95.0</td>
<td>1.0</td>
<td>2.0</td>
<td>468.6</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>9.0</td>
<td>3.4</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>General cargo</td>
<td>22.0</td>
<td>14.2</td>
<td>14.4</td>
<td>23.8</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>50.0</td>
<td>30.7</td>
<td>12.1</td>
<td>89.5</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship⁵

<table>
<thead>
<tr>
<th>Year</th>
<th>Oil tankers</th>
<th>Bulk carriers</th>
<th>General cargo</th>
<th>Container ships</th>
<th>Other types of ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>50.0</td>
</tr>
<tr>
<td>2020</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>30.7</td>
</tr>
<tr>
<td>2019</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>12.1</td>
</tr>
<tr>
<td>2018</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>89.5</td>
</tr>
<tr>
<td>2017</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>89.5</td>
</tr>
</tbody>
</table>
**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**

*Average Q1 2023=100*

---

**Port calls and performance**

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

<table>
<thead>
<tr>
<th>Category</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**

*Average Q1 2023=100*
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.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).

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: 11 April 2024