MARITIME PROFILE: BENIN

GENERAL INFORMATION FOR 2021

- Population: 12.997 Millions
- Land area: 112,760 Km²
- GDP: 16,578 Millions current US$
- GDP growth: 4.50%
- Merchandise trade: 7,777 Millions current US$
- Transport services trade: 1,539 Millions current US$

MARITIME KEY FIGURES FOR 2021

- Coast/area ratio: 1.4 m²/km²
- Fleet - National flag: 0.897 Thousands DWT
- Number of seafarers: 16
- Number of port calls: 1,102

WORLD SHARES FOR 2021

- Population: 0.16 %
- Gross Domestic Product (current US$): 0.02%
- Merchandise exports (US$): 0.02%
- Merchandise imports (US$): 0.02%
- National flagged fleet DWT: Less than 0.01% of the World total
- National flagged fleet (US$): 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 publishable
- Port calls: Container ships: 0.10%
- Port calls: Liquid bulk carriers: 0.02%
- Port calls: Dry breakbulk carriers: 0.03%
- Port calls: Dry bulk carriers: 0.05%
- Port calls: LPG carriers: 0.11%
- Port calls: LNG carriers: Not available or not separately reported
## INTERNATIONAL MERCHANDISE TRADE

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>578</td>
<td>1 282</td>
<td>1 682</td>
<td>3 445</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>1 018</td>
<td>2 054</td>
<td>2 561</td>
<td>4 333</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-440</td>
<td>-772</td>
<td>-879</td>
<td>-888</td>
</tr>
</tbody>
</table>

### Export structure by product group in 2021

(as % of total exports)

- All food items: 8%
- Agricultural raw materials: 29%
- Manufactured goods: 41%
- Other: 22%

## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category
(as % of total services)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>16.9</td>
<td>26.9</td>
<td>41.7</td>
<td>(e) 28.3</td>
</tr>
<tr>
<td>Travel</td>
<td>53.3</td>
<td>39.6</td>
<td>41.0</td>
<td>(e) 45.9</td>
</tr>
<tr>
<td>Other services</td>
<td>29.7</td>
<td>33.5</td>
<td>17.2</td>
<td>(e) 25.8</td>
</tr>
</tbody>
</table>

### Total trade in transport services
(millions of US$)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>33</td>
<td>101</td>
<td>143</td>
<td>(e) 157</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>174</td>
<td>311</td>
<td>352</td>
<td>(e) 504</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-141</td>
<td>-210</td>
<td>-209</td>
<td>(e) -347</td>
</tr>
</tbody>
</table>

## NATIONAL FLEET

### Carrying capacity by type of ship
(Thousands DWT)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>..</td>
<td>0.4</td>
<td>0.9</td>
<td>0.9</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>0.4</td>
<td>0.9</td>
<td>0.9</td>
</tr>
</tbody>
</table>

### Fleet by type of ship
(Number of ships)

<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>2017</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.9</td>
</tr>
<tr>
<td>2018</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.9</td>
</tr>
<tr>
<td>2019</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.9</td>
</tr>
<tr>
<td>2020</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.9</td>
</tr>
<tr>
<td>2021</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.9</td>
</tr>
</tbody>
</table>
**LINER SHIPPING CONNECTIVITY**

**Bilateral connectivity index - Top 10 partners in Q1 2021**

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

- Ghana: 0.309
- Togo: 0.304
- Sri Lanka: 0.295
- China: 0.291
- Spain: 0.289
- Singapore: 0.289
- Nigeria: 0.288
- South Africa: 0.283
- India: 0.285
- United Arab Emirates: 0.285

**Liner shipping connectivity index**

*Maximum 2006=100 for China*

![Graph showing liner shipping connectivity index over time]

**PORT CALLS AND PERFORMANCE**

**Port calls, time spent in ports, vessel age and size in 2021**

<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>1,102</td>
<td>1.51</td>
<td>14</td>
<td>35,656</td>
<td>29,723</td>
<td>3,900</td>
<td>161,233</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>100</td>
<td>1.99</td>
<td>12</td>
<td>23,999</td>
<td>40,320</td>
<td>..</td>
<td>161,233</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>64</td>
<td>0.96</td>
<td>13</td>
<td>21,083</td>
<td>24,015</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>151</td>
<td>8.31</td>
<td>12</td>
<td>28,053</td>
<td>47,990</td>
<td>..</td>
<td>36,416</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>116</td>
<td>2.11</td>
<td>19</td>
<td>8,923</td>
<td>11,916</td>
<td>..</td>
<td>23,856</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>213</td>
<td>..</td>
<td>12</td>
<td>54,586</td>
<td>23,211</td>
<td>..</td>
<td>72,269</td>
</tr>
<tr>
<td>Container ships</td>
<td>458</td>
<td>1.19</td>
<td>13</td>
<td>40,713</td>
<td>3,900</td>
<td>66,526</td>
<td>66,526</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 2021**

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

![Graph showing port liner shipping connectivity index over time with Cotonou highlighted]
BENIN

Source: Detailed data sources are available in the documentation of the corresponding tables in the Data Center (http://stats.unctad.org/data_center). 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, 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.
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: 20 October 2022