MARITIME PROFILE: DJIBOUTI

GENERAL INFORMATION FOR 2022

Population 1.121 Millions
Land area² (o) 23 180 Km²
GDP 4 024 Millions current US$
GDP growth 3.06 %
Merchandise trade¹ (e) 9 902 Millions current US$
Transport services trade³ (e) 1 747 Millions current US$

MARITIME KEY FIGURES FOR 2022

Coast/area ratio² 19.1 m/km²
Fleet - National flag³ 3 155 Thousands DWT
Container port throughput⁷ 635 000 TEU

WORLD SHARES FOR 2022

Population 0.01 %
Coastline (km) (2) 0.03 %
Gross Domestic Product (current US$) Less than 0.01 % of the World total
Merchandise exports (US$) 0.02 %
Merchandise imports (US$) 0.02 %
National flagged fleet (DWT) (5) 0.14 %
National flagged fleet (US$) (5) 0.03 %
Fleet ownership (DWT) (6) Less than 0.01 % of the World total
Fleet ownership (US$) (6) Less than 0.01 % of the World total
Ship building (GT) (4) Not available or not separately reported
Ship recycling (GT) (4) Not available or not separately reported
Seafarer supply: Officers (8) 0.03 %
Seafarer supply: Ratings (8) 0.03 %
Container port throughput (TEU) (7) 0.07 %
Port calls: Container ships (9) Not publishable
Port calls: Liquid bulk carriers (9) Not publishable
Port calls: Dry bulk carriers (9) Not publishable
Port calls: Dry breakbulk carriers (9) Not publishable
Port calls: LPG carriers (9) Not available or not separately reported
Port calls: LNG carriers (9) Not available or not separately reported
**DJIBOUTI**

### INTERNATIONAL MERCHANDISE TRADE

#### Total merchandise trade (millions of US$)

<table>
<thead>
<tr>
<th>Year</th>
<th>Merchandise exports</th>
<th>Merchandise imports</th>
<th>Merchandise trade balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>40</td>
<td>277</td>
<td>-238</td>
</tr>
<tr>
<td>2010</td>
<td>85</td>
<td>374</td>
<td>-289</td>
</tr>
<tr>
<td>2015</td>
<td>134</td>
<td>871</td>
<td>-737</td>
</tr>
<tr>
<td>2022</td>
<td>(e) 4 497</td>
<td>(e) 5 405</td>
<td>(e) -909</td>
</tr>
</tbody>
</table>

- **Merchandise exports**: The total value of goods sold to other countries.
- **Merchandise imports**: The total value of goods purchased from other countries.
- **Merchandise trade balance**: The difference between exports and imports.

#### Export structure by product group in 2022 (as % of total exports)

- **All food items**: 48%
- **Ores and metals**: 5%
- **Fuels**: 10%
- **Manufactured goods**: 36%
- **Other**: 1%

#### Top 5 partners in 2022 (exports, millions of US$)

1. **Ethiopia**: 2 178
2. **Yemen**: 1 766
3. **United States of America**: 207
4. **Pakistan**: 85
5. **India**: 57

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

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

- **Transport**: 30.2% in 2005, 34.2% in 2010, 52.7% in 2015, and - in 2022
- **Travel**: 2.9% in 2005, 5.4% in 2010, 4.2% in 2015, and - in 2022
- **Other services**: 67.0% in 2005, 60.4% in 2010, 43.1% in 2015, and - in 2022

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Transport services exports</th>
<th>Transport services imports</th>
<th>Transport services trade balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>75</td>
<td>53</td>
<td>22</td>
</tr>
<tr>
<td>2010</td>
<td>115</td>
<td>70</td>
<td>45</td>
</tr>
<tr>
<td>2015</td>
<td>497</td>
<td>433</td>
<td>64</td>
</tr>
<tr>
<td>2022</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### NATIONAL FLEET

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Total fleet</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>2005</td>
<td>5.0</td>
<td>..</td>
<td>..</td>
<td>4.0</td>
<td>..</td>
<td>1.0</td>
</tr>
<tr>
<td>2010</td>
<td>0.7</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>0.7</td>
</tr>
<tr>
<td>2015</td>
<td>13.1</td>
<td>..</td>
<td>0.0</td>
<td>..</td>
<td>..</td>
<td>8.1</td>
</tr>
<tr>
<td>2022</td>
<td>3 154.7</td>
<td>3 036.3</td>
<td>38.9</td>
<td>3.1</td>
<td>13.8</td>
<td>62.7</td>
</tr>
</tbody>
</table>

- **Total fleet**: The total capacity of ships in the fleet.
- **Oil tankers**: The capacity of tankers used for oil transport.
- **Bulk carriers**: The capacity of ships used for bulk transport.
- **General cargo**: The capacity of ships used for general cargo transport.
- **Container ships**: The capacity of ships used for container transport.
- **Other types of ships**: The capacity of ships used for other types of transport.

#### 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>
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<td>62.7</td>
</tr>
<tr>
<td>2021</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>2020</td>
<td>..</td>
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<td>..</td>
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<tr>
<td>2019</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>2018</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>
DJIBOUTI

**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

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Liner shipping connectivity index¹

*Maximum 2006=100 for China*

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**PORT CALLS AND PERFORMANCE**

Port calls, time spent in ports, vessel age and size in 2022²

<table>
<thead>
<tr>
<th>Type of Ship</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>

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Port liner shipping connectivity index - Top 5 ports in 2022¹¹

*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.
3. Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
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.
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.

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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