MARITIME PROFILE: GRENADE

GENERAL INFORMATION FOR 2022

- Population: 0.125 Millions
- Land area: 340 Km²
- GDP: 1 177 Millions current US$
- GDP growth: 3.62%
- Merchandise trade: 627 Millions current US$
- Transport services trade: 962 Millions current US$

MARITIME KEY FIGURES FOR 2022

- Coast/area ratio: 741.2 m/km²
- Fleet - National flag: 6 ships
- Container port throughput: 22 117 TEU
- Number of seafarers: 77

WORLD SHARES FOR 2022

- Population: Less than 0.01% of the World total
- Coastline (km): 0.02 %
- Gross Domestic Product (current US$): Less than 0.01% of the World total
- Merchandise exports (US$): Less than 0.01% of the World total
- Merchandise imports (US$): Less than 0.01% of the World total
- National flagged fleet (DWT): Less than 0.01% of the World total
- National flagged fleet (US$): Not available or not separately reported
- Fleet ownership (DWT): Less than 0.01% of the World total
- 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): Less than 0.01% of the World total
- Port calls: Container ships: Not publishable
- Port calls: Liquid bulk carriers: Not available or not separately reported
- Port calls: Dry breakbulk carriers: Not available or not separately reported
- Port calls: Dry bulk carriers: Not available or not separately reported
- Port calls: LPG carriers: Not available or not separately reported
- Port calls: LNG carriers: Not available or not separately reported
GRENADA

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade
(millions of US$)

<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>28</td>
<td>25</td>
<td>33</td>
<td>37</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>328</td>
<td>318</td>
<td>372</td>
<td>589</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-300</td>
<td>-293</td>
<td>-339</td>
<td>-552</td>
</tr>
</tbody>
</table>

Merchandise exports growth rate in 2022: +6.6%

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

- All food items: 5%
- Ores and metals: 34%
- Manufactured goods: 60%
- Other: 1%

Merchandise exports growth rate in 2022: +6.6%

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

1. United States of America: 15
2. Saint Vincent and the Grenadines: 3
3. Saint Lucia: 2
4. Antigua and Barbuda: 2
5. India: 2

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰
(as % of total services)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>9.7</td>
<td>6.8</td>
<td>3.4</td>
<td>(e) 2.4</td>
</tr>
<tr>
<td>Travel</td>
<td>61.6</td>
<td>73.1</td>
<td>90.3</td>
<td>(e) 85.4</td>
</tr>
<tr>
<td>Other services</td>
<td>28.7</td>
<td>20.0</td>
<td>6.3</td>
<td>(e) 12.2</td>
</tr>
</tbody>
</table>

Total trade in transport services¹⁰
(millions of US$)

<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>11</td>
<td>10</td>
<td>16</td>
<td>(e) 16</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>49</td>
<td>46</td>
<td>55</td>
<td>(e) 78</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-37</td>
<td>-36</td>
<td>-39</td>
<td>(e) -62</td>
</tr>
</tbody>
</table>

Transport services exports growth rate in 2022: +196.5%

NATIONAL FLEET

Carrying capacity by type of ship⁵
(Thousands DWT)

<table>
<thead>
<tr>
<th></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>1.0</td>
<td>1.5</td>
<td>1.5</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>1.0</td>
<td>1.0</td>
<td>1.1</td>
<td>1.1</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>0.0</td>
<td>0.3</td>
<td>0.3</td>
</tr>
</tbody>
</table>

Fleet growth rate in 2022: 0%

Fleet by type of ship⁵
(Number of ships)

- Oil tankers
- Bulk carriers
- General cargo
- Container ships
- Other types of ships

2022
2021
2020
2019
2018

0 2 4 6 8
**GRENADA**

**LINER SHIPPING CONNECTIVITY**

**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></th>
<th>Number of arrivals</th>
<th>Median time in port (days)</th>
<th>Avg age of vessels</th>
<th>Avg size (GT) 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>
</tr>
<tr>
<td>Liquid bulk carriers</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>
</tr>
<tr>
<td>Liquefied natural gas carriers</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>
</tr>
<tr>
<td>Dry breakbulk carriers</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>
</tr>
<tr>
<td>Container ships</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>
</tr>
</tbody>
</table>

**Port liner shipping connectivity index - Top 5 ports in 2022**

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

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.
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 2021.
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

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: 29 September 2023