**GUINEA**

### 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>853</td>
<td>1,471</td>
<td>1,781</td>
<td>(e) 7,650</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>(e) 820</td>
<td>1,405</td>
<td>2,192</td>
<td>(e) 4,679</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>(e) 33</td>
<td>66</td>
<td>-411</td>
<td>(e) 2,971</td>
</tr>
</tbody>
</table>

**Export structure by product group in 2022**

(as % of total exports)

- All food items: 45%
- Ores and metals: 38%
- Fuels: 9%
- Manufactured goods: 4%
- Other: 5%

**Top 5 partners in 2022**

(exports, millions of US$)

1. United Arab Emirates: 2,931
2. China: 2,765
3. India: 2,342
4. Switzerland, Liechtenstein: 409
5. Spain: 331

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

**Services exports by main category**

(as % of total services)

<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>14.5</td>
<td>6.2</td>
<td>10.2</td>
<td>29.1</td>
</tr>
<tr>
<td>Travel</td>
<td>0.0</td>
<td>3.3</td>
<td>29.3</td>
<td>7.2</td>
</tr>
<tr>
<td>Other services</td>
<td>85.5</td>
<td>90.6</td>
<td>60.5</td>
<td>35.4</td>
</tr>
</tbody>
</table>

**Total trade in transport services**

(millions of US$)

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>12</td>
<td>4</td>
<td>8</td>
<td>42</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>107</td>
<td>228</td>
<td>250</td>
<td>567</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-95</td>
<td>-224</td>
<td>-242</td>
<td>-524</td>
</tr>
</tbody>
</table>

**Carrying capacity by type of ship**

(Thousands DWT)

<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>6.0</td>
<td>11.6</td>
<td>0.1</td>
<td>1.9</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>0.3</td>
<td>0.0</td>
<td>1.5</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>6.0</td>
<td>11.3</td>
<td>0.1</td>
<td>0.4</td>
</tr>
</tbody>
</table>

**Fleet by type of ship**

(Number of ships)

2022: 0.5
2021: 1
2020: 1.5
2019: 2
2018: 2.5

### NATIONAL FLEET

**Fleet growth rate in 2022**

+396.3 %

**Transport services exports growth rate in 2022**

+771.0 %
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**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*

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**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) per vessel</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*
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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.
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 2021.
9 UNCTAD Secretariat, based on data provided by MarineTraffic (http://marinetraffic.com). Ships of 1000 GT and above.
10 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).
12 Estimated.
13 Estimated by BIMCO/ICS based on estimates of seafarer demand.
15 UNCTAD Secretariat, based on data provided by MarineTraffic (http://marinetraffic.com). Ships of 1000 GT and above.
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18 Estimates.
19 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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