GENERAL INFORMATION FOR 2022

- **Population**: 54.027 Millions
- **Land area**: 569,140 Km²
- **GDP**: 116,007 Millions current US$ (5.38 % GDP growth)
- **Merchandise trade**: 28,578 Millions current US$
- **Transport services trade**: 11,926 Millions current US$

MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 2.8 m/km²
- **Fleet - National flag**: 13 Thousands DWT
- **Ship building**: ...
- **Ship recycling**: ...
- **Number of seafarers**: 185
- **Number of port calls**: -

WORLD SHARES FOR 2022

- **Population**: 0.68 %
- **Coastline (km)**: 0.10 %
- **Gross Domestic Product (current US$)**: 0.12 %
  - **Merchandise exports (US$)**: 0.03 %
  - **Merchandise imports (US$)**: 0.08 %
- **National flagged fleet (DWT)**: Less than 0.01% of the World total
  - **National flagged fleet (US$)**: Less than 0.01% of the World total
  - **Fleet ownership (DWT)**: Less than 0.01% of the World total
  - **Fleet ownership (US$)**: Less than 0.01% of the World total
  - **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**: 0.02 %
  - **Container port throughput (TEU)**: 0.17 %
  - **Port calls: Container ships**: Not publishable
  - **Port calls: Liquid bulk carriers**: Not publishable
  - **Port calls: Dry bulk carriers**: Not publishable
  - **Port calls: Dry breakbulk carriers**: Not publishable
  - **Port calls: LPG carriers**: Not publishable
  - **Port calls: LNG carriers**: Not available or not separately reported
## 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>3,420</td>
<td>5,169</td>
<td>5,906</td>
<td>7,411</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>5,846</td>
<td>12,093</td>
<td>16,093</td>
<td>21,166</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-2,426</td>
<td>-6,924</td>
<td>-10,187</td>
<td>-13,755</td>
</tr>
</tbody>
</table>

### Export structure by product group in 2022

- **Top 5 partners in 2022**
  - **Uganda**: 924
  - **United States of America**: 623
  - **Netherlands (Kingdom of the)**: 618
  - **Pakistan**: 537
  - **United Kingdom**: 462

## International Trade in Transport Services

### Services exports by main category

<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>39.2</td>
<td>43.7</td>
<td>42.1</td>
<td>(e) 32.9</td>
</tr>
<tr>
<td>Travel</td>
<td>30.8</td>
<td>21.2</td>
<td>15.6</td>
<td>(e) 16.0</td>
</tr>
<tr>
<td>Other services</td>
<td>29.9</td>
<td>34.7</td>
<td>42.0</td>
<td>(e) 50.5</td>
</tr>
</tbody>
</table>

### Total trade in transport services

<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>738</td>
<td>1,650</td>
<td>1,952</td>
<td>(e) 2,279</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>427</td>
<td>935</td>
<td>1,431</td>
<td>(e) 2,311</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>311</td>
<td>715</td>
<td>521</td>
<td>(e) -31</td>
</tr>
</tbody>
</table>

## National Fleet

### Carrying capacity by type of ship

<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>16.0</td>
<td>14.0</td>
<td>9.3</td>
<td>12.8</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>8.0</td>
<td>7.6</td>
<td>2.1</td>
<td>3.5</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>2.0</td>
<td>0.5</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>6.0</td>
<td>5.9</td>
<td>7.2</td>
<td>9.3</td>
</tr>
</tbody>
</table>

### Fleet by type of ship

<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></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
Potential answer:

**KENYA**

**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

---

**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 container ship</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*
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.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).

e Estimated.
n Estimated by BIMCO/ICS to be the same figure as in 2015.
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
#  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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