



UNCTAD



MARITIME PROFILE: MONTENEGRO

GENERAL INFORMATION FOR 2022

Population
0.627 Millions

GDP
5 886 Millions current US\$

Merchandise trade¹
4 446 Millions current US\$

Land area²
(o) 13 450 Km²

GDP growth
3.59 %

Transport services trade³
3 388 Millions current US\$

MARITIME KEY FIGURES FOR 2022

Coast/area ratio²
..

Ship building⁴
..

Ship recycling⁴
..

Fleet - National flag⁵
143 Thousands DWT

Fleet - National flag⁵
19 ships

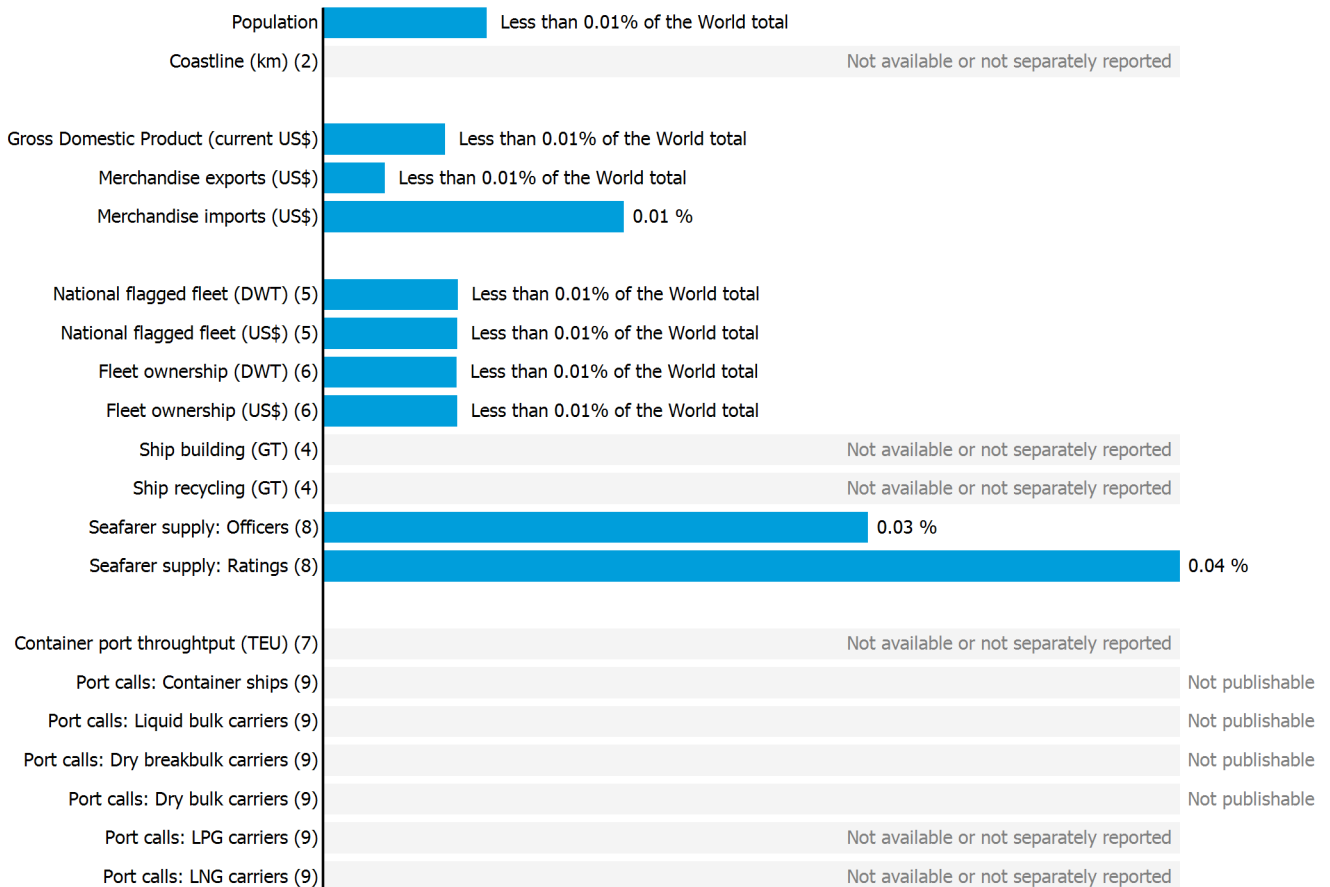
Fleet - Ownership⁶
140 Thousands DWT

Container port throughput⁷
..

Number of seafarers⁸
(I) 649

Number of port calls⁹
-

WORLD SHARES FOR 2022



MONTENEGRO

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)

	2005	2010	2015	2022
Merchandise exports	-	437	352	742
Merchandise imports	-	2 182	2 040	3 704
Merchandise trade balance	-	-1 745	-1 688	-2 962

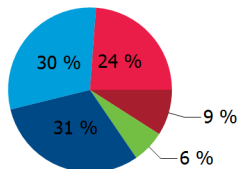
+44.0 %

Merchandise exports growth rate in 2022

Export structure by product group in 2022

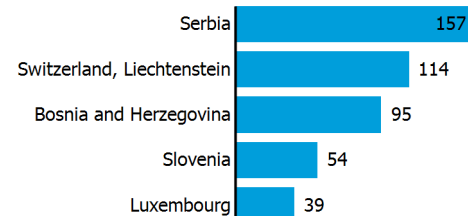
(as % of total exports)

- All food items
- Agricultural raw materials
- Ores and metals
- Fuels
- Manufactured goods



Top 5 partners in 2022

(exports, millions of US\$)



INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰

(as % of total services)

	2005	2010	2015	2022
Transport	-	16.4	17.7	32.1
Travel	-	68.0	67.0	45.6
Other services	-	13.7	14.8	22.1

+63.1 %

Transport services exports growth rate in 2022

Total trade in transport services¹⁰

(millions of US\$)

	2005	2010	2015	2022
Transport services exports	-	172	238	760
Transport services imports	-	145	167	582
Transport services trade balance	-	26	71	178

NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

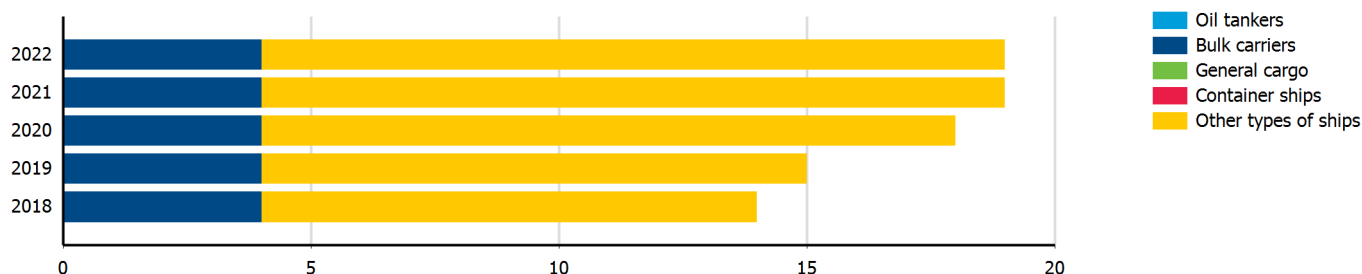
	2005	2010	2015	2022
Total fleet	-	6.1	141.6	142.7
Oil tankers	-	..	0.0	0.0
Bulk carriers	-	..	140.0	140.0
General cargo	-	5.4	0.0	0.0
Container ships	-	..	0.0	0.0
Other types of ships	-	0.8	1.6	2.7

0 %

Fleet growth rate in 2022

Fleet by type of ship⁵

(Number of ships)



MONTENEGRO

LINER SHIPPING CONNECTIVITY

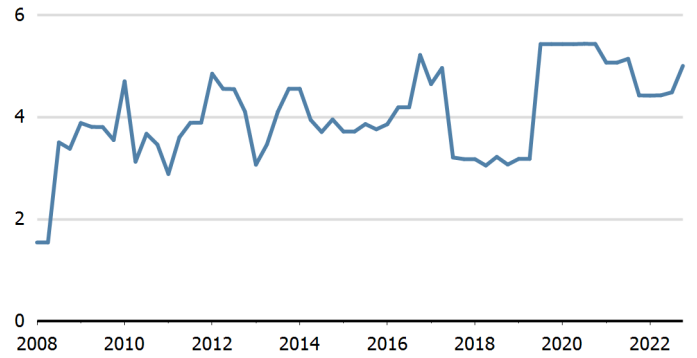
Bilateral connectivity index - Top 10 partners in Q1 2022¹¹

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

No data available

Liner shipping connectivity index¹¹

Maximum 2006=100 for China



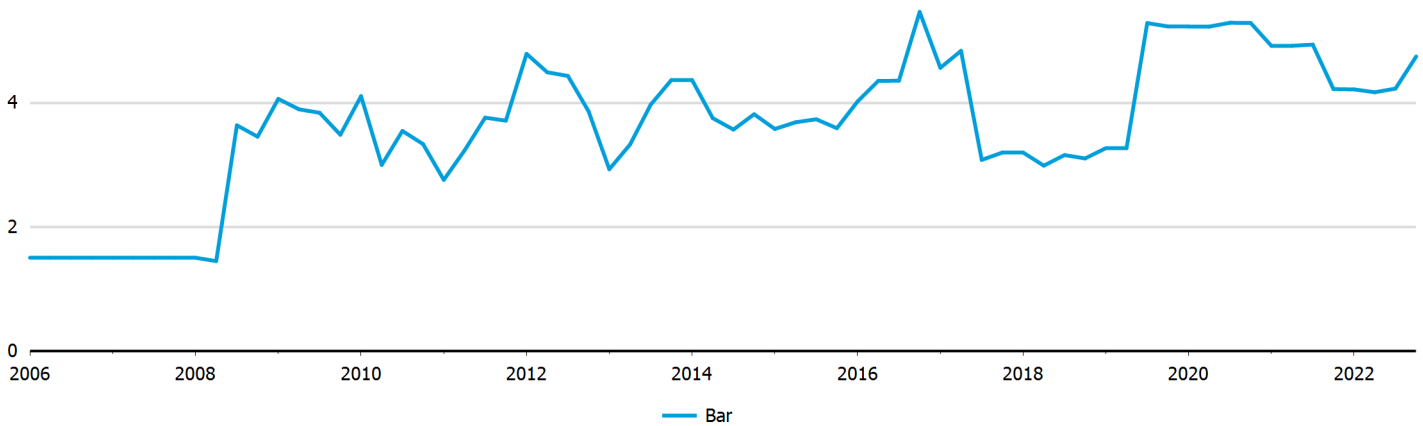
PORT CALLS AND PERFORMANCE

Port calls, time spent in ports, vessel age and size in 2022⁹

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU) per container ship	Maximum size (GT) of vessels
All ships	-	-	-	-	-	-	-
Liquid bulk carriers	-	-	-	-	-	..	-
Liquefied petroleum gas carriers
Liquefied natural gas carriers
Dry bulk carriers	-	-	-	-	-	..	-
Dry breakbulk carriers	-	-	-	-	-	..	-
Roll-on/ roll-off ships
Container ships	-	-	-	-	..	-	-
Passenger ships	-	..	-	-	-

Port liner shipping connectivity index - Top 5 ports in 2022¹¹

Maximum 2006=100 for China, Hong Kong SAR



MONTENEGRO

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.
- 3 Sum of exports and imports. Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 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.
- 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
- 9 UNCTAD Secretariat, based on data provided by MarineTraffic (<http://marinetraffic.com>). Ships of 1000 GT and above.
- 10 Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (<https://www.mdst.co.uk>).
- 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: 29 September 2023