Population: 37.458 Millions
Land area: 446 300 Km²
GDP: 130 913 Millions current US$
GDP growth: 3.68%
Merchandise trade: 113 288 Millions current US$
Transport services trade: 32 727 Millions current US$

Coast/area ratio: 4.5 m/km²
Fleet - National flag: 156 Thousands DWT
Container port throughput: 7 000 928 TEU

Number of port calls: -
Number of seafarers: -
Ship building: -
Ship recycling: -
Fleet - National flag: 93 ships
Fleet - Ownership: 59 Thousands DWT

National flag fleet (DWT): Less than 0.01% of the World total
National flagged fleet (US$): 0.01%
Fleet ownership (DWT): Less than 0.01% of the World total
Fleet ownership (US$): Less than 0.01% of the World total

Not available or not separately reported
Not publishable
Not available or not separately reported
### 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>11,190</td>
<td>17,771</td>
<td>22,334</td>
<td>41,481</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>20,790</td>
<td>35,381</td>
<td>38,100</td>
<td>71,807</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-9,600</td>
<td>-17,611</td>
<td>-15,766</td>
<td>-30,326</td>
</tr>
</tbody>
</table>

### EXPORT STRUCTURE BY PRODUCT GROUP IN 2022

<table>
<thead>
<tr>
<th>Product Group</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>All food items</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ores and metals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured goods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Top 5 partners in 2022

<table>
<thead>
<tr>
<th>Country</th>
<th>Exports (millions of US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spain</td>
<td>8,424</td>
</tr>
<tr>
<td>France</td>
<td>7,852</td>
</tr>
<tr>
<td>Brazil</td>
<td>3,268</td>
</tr>
<tr>
<td>India</td>
<td>2,638</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>1,690</td>
</tr>
</tbody>
</table>

### 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>14.0</td>
<td>14.7</td>
<td>18.6</td>
<td>16.0</td>
</tr>
<tr>
<td>Travel</td>
<td>49.8</td>
<td>45.5</td>
<td>42.7</td>
<td>41.2</td>
</tr>
<tr>
<td>Other services</td>
<td>23.6</td>
<td>24.8</td>
<td>28.6</td>
<td>32.8</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>1,300</td>
<td>2,159</td>
<td>2,723</td>
<td>3,513</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>1,580</td>
<td>2,652</td>
<td>3,022</td>
<td>5,275</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-280</td>
<td>-493</td>
<td>-299</td>
<td>-1,763</td>
</tr>
</tbody>
</table>

#### 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>397.0</td>
<td>332.0</td>
<td>138.9</td>
<td>156.0</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>113.0</td>
<td>20.1</td>
<td>7.1</td>
<td>7.8</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>66.0</td>
<td>19.4</td>
<td>9.1</td>
<td>4.5</td>
</tr>
<tr>
<td>Container ships</td>
<td>82.0</td>
<td>69.3</td>
<td>70.5</td>
<td>85.4</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>126.0</td>
<td>223.3</td>
<td>52.2</td>
<td>58.3</td>
</tr>
</tbody>
</table>

### NATIONAL FLEET

#### 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>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>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Bilateral connectivity index - Top 10 partners in Q1 2022

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

No data available

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) 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>

Port liner shipping connectivity index - Top 5 ports in 2022

Average Q1 2023=100
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.
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 2020.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).

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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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.

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