MARITIME PROFILE: CURAÇAO

GENERAL INFORMATION FOR 2022

Population: 0.191 Millions
Land area: (o) 444 Km²
GDP: 3 006 Millions current US$
GDP growth: 3.66 %
Merchandise trade: 2 576 Millions current US$
Transport services trade: (e) 2 443 Millions current US$

MARITIME KEY FIGURES FOR 2022

Coast/area ratio: 813.1 m/km²
Fleet - National flag: 1 365 Thousands DWT
Container port throughput: 92 640 TEU
Number of seafarers:
Ship building:
Ship recycling: 0.000 GT
Fleet - National flag: 59 ships
Number of port calls:
Fleet - Ownership: 3 Thousands DWT
Number of seafarers:

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$): Less than 0.01% of the World total
National flagged fleet (DWT): 0.06 %
National flagged fleet (US$): 0.10 %
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): Less than 0.01% of the World total
Seafarer supply: Officers: Not available or not separately reported
Seafarer supply: Ratings: Not available or not separately reported
Container port throughput (TEU): 0.01 %
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 available or not separately reported
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>-</td>
<td>-</td>
<td>466</td>
<td>553</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>-</td>
<td>-</td>
<td>1,532</td>
<td>2,023</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-</td>
<td>-</td>
<td>-1,066</td>
<td>-1,470</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2022

<table>
<thead>
<tr>
<th></th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Export structure</td>
<td></td>
</tr>
<tr>
<td>(as % of total exports)</td>
<td></td>
</tr>
</tbody>
</table>

No data available

#### Top 5 partners in 2022

<table>
<thead>
<tr>
<th></th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top 5 partners</td>
<td></td>
</tr>
<tr>
<td>(exports, millions of US$)</td>
<td></td>
</tr>
</tbody>
</table>

No data available

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

#### Services exports by main category

<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>-</td>
<td>-</td>
<td>10.6</td>
<td>(e) 4.9</td>
</tr>
<tr>
<td>Travel</td>
<td>-</td>
<td>-</td>
<td>39.0</td>
<td>(e) 66.0</td>
</tr>
<tr>
<td>Other services</td>
<td>-</td>
<td>-</td>
<td>25.9</td>
<td>(e) 26.2</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>-</td>
<td>-</td>
<td>164</td>
<td>(e) 77</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>-</td>
<td>-</td>
<td>123</td>
<td>(e) 92</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-</td>
<td>-</td>
<td>41</td>
<td>(e) -15</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil tankers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bulk carriers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>General cargo</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>
</tr>
<tr>
<td>Other types of ships</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

#### Fleet growth rate in 2022

-3.4 %
Bilateral connectivity index - Top 10 partners in Q1 2022[^1]

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

No data available

Liner shipping connectivity index[^1]

Maximum 2006=100 for China

Port calls, time spent in ports, vessel age and size in 2022[^9]

<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>
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<tr>
<td>Liquid bulk carriers</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<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>
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<td>-</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
<td>-</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>-</td>
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<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[^11]

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.
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.
0. 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

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