### PERU

#### INTERNATIONAL MERCHANDISE TRADE

<table>
<thead>
<tr>
<th>Total merchandise trade</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>17 368</td>
<td>35 803</td>
<td>34 415</td>
<td>42 411</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>12 502</td>
<td>30 030</td>
<td>37 924</td>
<td>36 129</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>4 866</td>
<td>5 773</td>
<td>-3 509</td>
<td>6 282</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2020

(as % of total exports)

- **All food items**: 5%
- **Ores and metals**: 10%
- **Fuels**: 48%
- **Manufactured goods**: 22%
- **Other**: 14%

#### Top 5 partners in 2020

(export, millions of US$)

- **China**: 12 303
- **United States of America**: 5 613
- **Korea, Republic of**: 2 759
- **Japan**: 2 283
- **Netherlands**: 1 697

#### INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹

(as % of total services)

- **Transport**: 19.6
- **Travel**: 57.1
- **Other services**: 23.2

Total trade in transport services²

(millions of US$)

- **Transport services exports**: 449
- **Transport services imports**: 1 312
- **Transport services trade balance**: -863

#### NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

- **Total fleet**: 148.0
- **Oil tankers**: 27.0
- **Bulk carriers**: 0
- **General cargo**: 37.0
- **Container ships**: 0
- **Other types of ships**: 84.0

Fleet by type of ship⁵

(Number of ships)

- **2020**
- **2019**
- **2018**
- **2017**
- **2016**

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¹ Services exports by main category

² Total trade in transport services

⁵ Carrying capacity by type of ship

- **Transport services exports growth rate in 2020**: -11.1%

- **Transport services exports growth rate in 2020**: -54.5%

- **Fleet growth rate in 2020**: -4.0%
### Bilateral connectivity index - Top 10 partners in 2020

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

<table>
<thead>
<tr>
<th>Country</th>
<th>Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ecuador</td>
<td>0.372</td>
</tr>
<tr>
<td>China</td>
<td>0.364</td>
</tr>
<tr>
<td>Colombia</td>
<td>0.364</td>
</tr>
<tr>
<td>Chile</td>
<td>0.363</td>
</tr>
<tr>
<td>China, Hong Kong SAR</td>
<td>0.362</td>
</tr>
<tr>
<td>Mexico</td>
<td>0.361</td>
</tr>
<tr>
<td>Korea, Republic of Panama</td>
<td>0.359</td>
</tr>
<tr>
<td>Panama</td>
<td>0.357</td>
</tr>
<tr>
<td>Japan</td>
<td>0.336</td>
</tr>
<tr>
<td>Netherlands</td>
<td>0.329</td>
</tr>
</tbody>
</table>

### Liner shipping connectivity index

*Maximum 2006=100 for China*

#### PORT CALLS AND PERFORMANCE

**Port calls, time spent in ports, vessel age and size in 2020**

<table>
<thead>
<tr>
<th>Type</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>5 011</td>
<td>1.10</td>
<td>13</td>
<td>36 688</td>
<td>40 166</td>
<td>5 216</td>
<td>151 015</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>1 218</td>
<td>1.11</td>
<td>18</td>
<td>20 619</td>
<td>33 887</td>
<td>..</td>
<td>83 805</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>221</td>
<td>1.39</td>
<td>22</td>
<td>22 026</td>
<td>26 478</td>
<td>..</td>
<td>28 580</td>
</tr>
<tr>
<td>Liquefied natural gas carriers</td>
<td>61</td>
<td>1.14</td>
<td>7</td>
<td>108 094</td>
<td>89 292</td>
<td>..</td>
<td>115 345</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
<td>1 347</td>
<td>1.82</td>
<td>7</td>
<td>31 920</td>
<td>55 141</td>
<td>..</td>
<td>107 718</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>419</td>
<td>1.07</td>
<td>13</td>
<td>13 344</td>
<td>17 994</td>
<td>..</td>
<td>46 295</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>165</td>
<td>..</td>
<td>12</td>
<td>57 047</td>
<td>20 743</td>
<td>..</td>
<td>75 283</td>
</tr>
<tr>
<td>Container ships</td>
<td>1 554</td>
<td>0.83</td>
<td>11</td>
<td>56 586</td>
<td>..</td>
<td>5 216</td>
<td>151 015</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>26</td>
<td>..</td>
<td>20</td>
<td>51 397</td>
<td>..</td>
<td>..</td>
<td>95 128</td>
</tr>
</tbody>
</table>

### Port liner shipping connectivity index - Top 5 ports in 2020

*Maximum 2006=100 for China, Hong Kong SAR*
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.
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.

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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