





MARITIME PROFILE: PITCAIRN

GENERAL INFORMATION FOR 2020

 Population 0.000 Millions	 GDP ..	 Merchandise trade¹ ..
 Land area² (o) 47 Km ²	 GDP growth ..	 Transport services trade³ ..

MARITIME KEY FIGURES FOR 2020

 Coast/area ratio² ..	 Ship building⁴ ..	 Ship recycling⁴ ..
 Fleet - National flag⁵ ..	 Fleet - National flag⁵ ..	 Fleet - Ownership⁶ ..
 Container port throughput⁷ ..	 Number of seafarers⁸ ..	 Number of port calls⁹ ..

WORLD SHARES FOR 2020

Population
Coastline (km) (2)
Gross Domestic Product (current US\$)
Merchandise exports (US\$)
Merchandise imports (US\$)
National flagged fleet (DWT) (5)
National flagged fleet (US\$) (5)
Fleet ownership (DWT) (6)
Fleet ownership (US\$) (6)
Ship building (GT) (4)
Ship recycling (GT) (4)
Seafarer supply: Officers (8)
Seafarer supply: Ratings (8)
Container port throughput (TEU) (7)
Port calls: Container ships (9)
Port calls: Liquid bulk carriers (9)
Port calls: Dry breakbulk carriers (9)
Port calls: Dry bulk carriers (9)
Port calls: LPG carriers (9)
Port calls: LNG carriers (9)

PITCAIRN

INTERNATIONAL MERCHANDISE TRADE

Total merchandise trade

(millions of US\$)

	2005	2010	2015	2020
Merchandise exports
Merchandise imports
Merchandise trade balance

..
Merchandise exports
growth rate in 2020

Export structure by product group in 2020

(as % of total exports)

No data available

Top 5 partners in 2020

(exports, millions of US\$)

No data available

INTERNATIONAL TRADE IN TRANSPORT SERVICES

Services exports by main category¹⁰

(as % of total services)

	2005	2010	2015	2020
Transport
Travel
Other services

..
Transport services exports
growth rate in 2020

Total trade in transport services¹⁰

(millions of US\$)

	2005	2010	2015	2020
Transport services exports
Transport services imports
Transport services trade balance

NATIONAL FLEET

Carrying capacity by type of ship⁵

(Thousands DWT)

	2005	2010	2015	2020
Total fleet
Oil tankers
Bulk carriers
General cargo
Container ships
Other types of ships

..
Fleet growth rate in 2020

Fleet by type of ship⁵

(Number of ships)

No data available

LINER SHIPPING CONNECTIVITY 

Bilateral connectivity index - Top 10 partners in 2020¹¹

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

Liner shipping connectivity index¹¹

Maximum 2006=100 for China

No data available

No data available

PORT CALLS AND PERFORMANCE 

Port calls, time spent in ports, vessel age and size in 2020⁹

	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 2020¹¹

Maximum 2006=100 for China, Hong Kong SAR

No data available

Source: Detailed data sources are available in the documentation of the corresponding tables in the Data Center (http://stats.unctad.org/data_center). 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.
- 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>).
- o Estimated. Data refers to 2016.

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: 05 January 2022