### GENERAL INFORMATION FOR 2022

- **Population**: 0.016 Millions
- **GDP**: 453 Millions current US$
- **GDP growth**: 24.24%
- **Merchandise tradeⁱ**: (e) 317 Millions current US$
- **Transport services tradeⁱ**: (e) 238 Millions current US$

### MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 
- **Fleet - National flag**: 4 Thousands DWT
  - **Ship building**: 2 ships
- **Number of seafarers**: 
- **Number of port calls**: 

### WORLD SHARES FOR 2022

- **Population**: Less than 0.01% of the World total
- **Coastline (km)**: Not available or not separately reported
- **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)**: Less than 0.01% of the World total
  - **Fleet ownership (DWT)**: Less than 0.01% of the World total
- **Ship building (GT)**: 
  - **Ship recycling (GT)**: 
  - **Seafarer supply: Officers**: 
  - **Seafarer supply: Ratings**: 
- **Container port throughput (TEU)**: 
  - **Port calls: Container ships**: 
  - **Port calls: Liquid bulk carriers**: 
  - **Port calls: Dry breakbulk carriers**: 
  - **Port calls: Dry bulk carriers**: 
  - **Port calls: LPG carriers**: 
  - **Port calls: LNG carriers**: 

¹: End of previous financial year
²: From previous year
³: End of previous financial year
⁴: End of previous year
⁵: Previous year
⁶: Previous year
⁷: Previous year
⁸: Previous year
⁹: End of previous month
**ANGUILLA**

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade (millions of US$)

<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>15</td>
<td>13</td>
<td>11</td>
<td>(e) 16</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>130</td>
<td>158</td>
<td>204</td>
<td>(e) 302</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-115</td>
<td>-145</td>
<td>-193</td>
<td>(e) -286</td>
</tr>
</tbody>
</table>

### Export structure by product group in 2022 (as % of total exports)

- All food items: 78%
- Agricultural raw materials: 15%
- Manufactured goods: 3%
- Other: 4%

## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category (as % of total services)

<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>1.9</td>
<td>4.7</td>
<td>7.9</td>
<td>(e) 6.8</td>
</tr>
<tr>
<td>Travel</td>
<td>87.2</td>
<td>86.4</td>
<td>85.5</td>
<td>(e) 85.3</td>
</tr>
<tr>
<td>Other services</td>
<td>10.9</td>
<td>8.9</td>
<td>6.6</td>
<td>(e) 8.0</td>
</tr>
</tbody>
</table>

### Total trade in transport services (millions of US$)

<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>2</td>
<td>5</td>
<td>12</td>
<td>(e) 11</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>16</td>
<td>19</td>
<td>23</td>
<td>(e) 26</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-14</td>
<td>-13</td>
<td>-10</td>
<td>(e) -16</td>
</tr>
</tbody>
</table>

## NATIONAL FLEET

### Carrying capacity by type of ship (Thousands DWT)

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>1.0</td>
<td>0.9</td>
<td>0.3</td>
<td>3.6</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</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>1.0</td>
<td>0.9</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Container ships</td>
<td>..</td>
<td>..</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>..</td>
<td>..</td>
<td>0.3</td>
<td>3.6</td>
</tr>
</tbody>
</table>

### Fleet by type of ship (Number of ships)

<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

Liner shipping connectivity index
Average Q1 2023=100

Port calls, time spent in ports, vessel age and size in 2022

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

No data available
ANGUILLA

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.
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.
9  UNCTAD Secretariat, based on data provided by MarineTraffic (http://marinetraffic.com). Ships of 1000 GT and above.
11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).
e  Estimated.
j  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: 11 April 2024