**GENERAL INFORMATION FOR 2022**

- **Population**: 0.107 Millions
- **Land area**: (c) 460 Km²
- **GDP**: 1 706 Millions current US$
- **GDP growth**: 9.56 %
- **Merchandise trade**: 1 901 Millions current US$
- **Transport services trade**: (e) 2 675 Millions current US$

**MARITIME KEY FIGURES FOR 2022**

- **Coast/area ratio**: 1 623.9 m/km²
- **Fleet - National flag**: 208 Thousands DWT
- **Container port throughput**: ..

**Fleet - National flag**
- **30 ships**

**Fleet - Ownership**
- **1 491 Thousands DWT**

**Number of seafarers**
- (l) 512

**Number of port calls**
- ..

**WORLD SHARES FOR 2022**

- **Population**: Less than 0.01% of the World total
- **Coastline (km)**: 0.05 %
- **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$)**: Less than 0.01% of the World total
- **National flagged fleet (DWT)**: Less than 0.01% of the World total
- **National flagged fleet (US$)**: Less than 0.01% of the World total
- **Fleet ownership (DWT)**: 0.07 %
- **Fleet ownership (US$)**: Less than 0.01% of the World total
- **Ship building (GT)**: Not available or not separately reported
- **Ship recycling (GT)**: Not available or not separately reported
- **Seafarer supply: Officers**: 0.02 %
- **Seafarer supply: Ratings**: 0.03 %
- **Container port throughputs (TEU)**: Not available or not separately reported
- **Port calls: Container ships**: Not publishable
- **Port calls: Liquid bulk carriers**: Not available or not separately reported
- **Port calls: Dry bulk carriers**: Not available or not separately reported
- **Port calls: Dry breakbulk carriers**: Not available or not separately reported
- **Port calls: LPG carriers**: Not available or not separately reported
- **Port calls: LNG carriers**: Not available or not separately reported
### SEYCHELLES

#### INTERNATIONAL MERCHANDISE TRADE

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total merchandise trade</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(millions of US$)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise exports</td>
<td>340</td>
<td>400</td>
<td>415</td>
<td>537</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>675</td>
<td>984</td>
<td>991</td>
<td>1364</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-335</td>
<td>-584</td>
<td>-577</td>
<td>-827</td>
</tr>
</tbody>
</table>

#### Export structure by product group in 2022

- All food items: 23%
- Fuels: 23%
- Manufactured goods: 53%
- Other: 0%

#### Top 5 partners in 2022

<table>
<thead>
<tr>
<th>Partner</th>
<th>Exports (millions of US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>United Arab Emirates</td>
<td>82</td>
</tr>
<tr>
<td>France</td>
<td>73</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>68</td>
</tr>
<tr>
<td>British Virgin Islands</td>
<td>40</td>
</tr>
<tr>
<td>Zambia</td>
<td>37</td>
</tr>
</tbody>
</table>

#### INTERNATIONAL TRADE IN TRANSPORT SERVICES

#### Services exports by main category

(as % of total services)

<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>36.1</td>
<td>29.7</td>
<td>24.5</td>
<td>(e) 10.9</td>
</tr>
<tr>
<td>Travel</td>
<td>52.0</td>
<td>62.3</td>
<td>46.3</td>
<td>(e) 55.4</td>
</tr>
<tr>
<td>Other services</td>
<td>11.7</td>
<td>8.0</td>
<td>29.2</td>
<td>(e) 33.7</td>
</tr>
</tbody>
</table>

#### Total trade in transport services

(millions of US$)

<table>
<thead>
<tr>
<th>Services</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>133</td>
<td>131</td>
<td>208</td>
<td>(e) 183</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>108</td>
<td>129</td>
<td>170</td>
<td>(e) 236</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>26</td>
<td>2</td>
<td>37</td>
<td>(e) -52</td>
</tr>
</tbody>
</table>

#### NATIONAL FLEET

#### Carrying capacity by type of ship

(Thousands DWT)

<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>70.0</td>
<td>288.0</td>
<td>370.1</td>
<td>207.6</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>39.0</td>
<td>200.5</td>
<td>364.6</td>
<td>201.2</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>10.0</td>
<td>56.0</td>
<td>3.9</td>
<td>4.2</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>21.0</td>
<td>31.5</td>
<td>1.6</td>
<td>2.2</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

(Number of ships)
**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**

*Maximum 2006=100 for China*

**PORT CALLS AND PERFORMANCE**

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) per vessel</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**

*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.
3. Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
5. Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (https://www.clarksons.com/services/research/).
6. Propelled seagoing merchant vessels of 100 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.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).
e. Estimated.
1. Estimated by BIMCO/ICS based on estimates of seafarer demand.

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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Generation date: 22 December 2023