MARITIME PROFILE: SOUTH SUDAN

GENERAL INFORMATION FOR 2022

- Population: 10.913 Millions
- Land area: 631 930 Km²
- GDP: 5 478 Millions current US$
- GDP growth: 2.70 %
- Merchandise trade: 2 128 Millions current US$
- Transport services trade: 3 121 Millions current US$

MARITIME KEY FIGURES FOR 2022

- Coast/area ratio
- Fleet - National flag
- Container port throughput
- Number of seafarers
- Number of port calls

Fleet - National flag
- National flagged fleet (DWT)
- National flagged fleet (US$)
- Fleet ownership (DWT)
- Fleet ownership (US$)
- Ship building (GT)
- Ship recycling (GT)
- Seafarer supply: Officers
- Seafarer supply: Ratings

Fleet - Ownership
- Container port throughput (TEU)
- Port calls: Container ships
- Port calls: Liquid bulk carriers
- Port calls: Dry bulk carriers
- Port calls: Dry breakbulk carriers
- Port calls: LPG carriers
- Port calls: LNG carriers

WORLD SHARES FOR 2022

- Population: 0.14 %
- 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$): Less than 0.01% of the World total
- National flagged fleet (DWT): Not available or not separately reported
- National flagged fleet (US$): Not available or not separately reported
- Fleet ownership (DWT): Not available or not separately reported
- Fleet ownership (US$): Not available or not separately reported
- Ship building (GT): Not available or not separately reported
- Ship recycling (GT): Not available or not separately reported
- Seafarer supply: Officers: Not available or not separately reported
- Seafarer supply: Ratings: Not available or not separately reported
- Container port throughput (TEU): Not available or not separately reported
- Port calls: Container ships: Not available or not separately reported
- 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
**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>(e) 2 193</td>
<td>(e) 873</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td></td>
<td></td>
<td>(e) 535</td>
<td>(e) 1 255</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td></td>
<td></td>
<td>(e) 1 658</td>
<td>(e) -382</td>
</tr>
</tbody>
</table>

**Export structure by product group in 2022**

(as % of total exports)

- **Fuels**: 15%
- **Other**: 85%

**Top 5 partners in 2022**

(exports, millions of US$)

- China: 702
- Uganda: 70
- United Arab Emirates: 60
- Italy: 16
- United States of America: 12

**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></td>
<td></td>
<td>5.1</td>
<td>-</td>
</tr>
<tr>
<td>Travel</td>
<td></td>
<td></td>
<td>19.0</td>
<td>-</td>
</tr>
<tr>
<td>Other services</td>
<td></td>
<td></td>
<td>76.0</td>
<td>-</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></td>
<td></td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>Transport services imports</td>
<td></td>
<td></td>
<td>732</td>
<td>-</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td></td>
<td></td>
<td>-728</td>
<td>-</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></td>
<td></td>
<td>94.9</td>
<td>..</td>
</tr>
<tr>
<td>Oil tankers</td>
<td></td>
<td></td>
<td>39.9</td>
<td>..</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td></td>
<td></td>
<td>0.0</td>
<td>..</td>
</tr>
<tr>
<td>General cargo</td>
<td></td>
<td></td>
<td>50.0</td>
<td>..</td>
</tr>
<tr>
<td>Container ships</td>
<td></td>
<td></td>
<td>0.0</td>
<td>..</td>
</tr>
<tr>
<td>Other types of ships</td>
<td></td>
<td></td>
<td>5.0</td>
<td>..</td>
</tr>
</tbody>
</table>

**Fleet by type of ship**

(Number of ships)

No data available
**SOUTH SUDAN**

### LINER SHIPPING CONNECTIVITY

**Bilateral connectivity index - Top 10 partners in Q1 2022**

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

<table>
<thead>
<tr>
<th>No data available</th>
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</table>

**Liner shipping connectivity index**

*Maximum 2006=100 for China*

<table>
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<tr>
<th>No data available</th>
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</thead>
</table>

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### PORT CALLS AND PERFORMANCE

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

<table>
<thead>
<tr>
<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>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
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<td>..</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</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>
</tr>
<tr>
<td>Dry bulk carriers</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>
</tr>
<tr>
<td>Roll-on/ roll-off ships</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>
</tr>
<tr>
<td>Passenger ships</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*

<table>
<thead>
<tr>
<th>No data available</th>
</tr>
</thead>
</table>
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.

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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