MARITIME PROFILE: TURKS AND CAICOS ISLANDS

GENERAL INFORMATION FOR 2022

- Population: 0.046 Millions
- Land area: 950 Km²
- GDP: 1 088 Millions current US$
- GDP growth: 6.36%
- Merchandise trade: 471 Millions current US$
- Transport services trade: 1 291 Millions current US$

MARITIME KEY FIGURES FOR 2022

- Coast/area ratio
- Fleet - National flag: 0.573 Thousands DWT
- Ship building
- Ship recycling
- Fleet - National flag: 3 ships
- Fleet - Ownership
- Number of seafarers
- Number of port calls

WORLD SHARES FOR 2022

- Population: Less than 0.01% of the World total
- Coastline: Not available or not separately reported
- Gross Domestic Product: Less than 0.01% of the World total
- Merchandise exports: Less than 0.01% of the World total
- Merchandise imports: Less than 0.01% of the World total
- National flagged fleet (DWT): Less than 0.01% of the World total
- 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 publishable
- Port calls: LPG carriers: Not available or not separately reported
- Port calls: LNG carriers: Not available or not separately reported
**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 (millions of US$)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchandise exports</td>
<td>15</td>
<td>16</td>
<td>5</td>
<td>(e) 5</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>304</td>
<td>302</td>
<td>410</td>
<td>(e) 467</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-289</td>
<td>-286</td>
<td>-405</td>
<td>(e) -462</td>
</tr>
</tbody>
</table>

**Export structure by product group in 2022**

- All food items: 77%
- Manufactured goods: 21%
- Other: 3%

**Top 5 partners in 2022**

<table>
<thead>
<tr>
<th>Export (exports, millions of US$)</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States of America</td>
<td>2</td>
</tr>
<tr>
<td>Togo</td>
<td>1</td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>0.487</td>
</tr>
<tr>
<td>Angola</td>
<td>0.113</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>0.097</td>
</tr>
</tbody>
</table>

**International Trade in Transport Services**

<table>
<thead>
<tr>
<th>Services exports by main category¹⁶</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>4.7</td>
<td>-</td>
</tr>
<tr>
<td>Travel</td>
<td>-</td>
<td>-</td>
<td>95.3</td>
<td>(e) 91.0</td>
</tr>
<tr>
<td>Other services</td>
<td>-</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
</tbody>
</table>

**Total trade in transport services¹⁰**

<table>
<thead>
<tr>
<th>Transport services exports</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services imports</td>
<td>-</td>
<td>-</td>
<td>30</td>
<td>-</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-</td>
<td>-</td>
<td>-22</td>
<td>-</td>
</tr>
</tbody>
</table>

**NATIONAL FLEET**

<table>
<thead>
<tr>
<th>Carrying capacity by type of ship⁵</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>..</td>
<td>0.2</td>
<td>0.7</td>
<td>0.6</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>..</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</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>..</td>
<td>..</td>
<td>0.6</td>
<td>0.4</td>
</tr>
</tbody>
</table>

**Fleet by type of ship⁵**

- Oil tankers: Green
- Bulk carriers: Blue
- General cargo: Yellow
- Container ships: Red
- Other types of ships: Orange

**2022**

- 0.5
- 1.5
- 2.5
- 3.5

**Fleet growth rate in 2022**

- 0%
**TURKS AND CAICOS ISLANDS**

### 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, 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) 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>
<td>-</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>-</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>
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<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*
TURKS AND CAICOS ISLANDS

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.
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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