**MARITIME PROFILE: UKRAINE**

### GENERAL INFORMATION FOR 2022

- **Population**: 39.702 Millions
- **Land area**: 579 400 Km²
- **GDP**: 160 503 Millions current US$
- **GDP growth**: -29.08 %
- **Merchandise trade**: 99 428 Millions current US$
- **Transport services trade**: 43 222 Millions current US$

### MARITIME KEY FIGURES FOR 2022

- **Coast/area ratio**: 8.5 m/km²
- **Fleet - National flag**: 390 Thousands DWT
- **Number of port calls**: ..
- **Fleet building**: 792 GT
- **Ship recycling**: 2 964 GT
- **Fleet - National flag**: 414 ships
- **Number of seafarers**: ..
- **Fleet - Ownership**: 3 386 Thousands DWT
- **Ship building**: 792 GT
- **Ship recycling**: 2 964 GT
- **Number of seafarers**: ..

### WORLD SHARES FOR 2022

- **Population**: 0.50 %
- **Coastline (km)**: 0.30 %
- **Gross Domestic Product (current US$)**: 0.16 %
- **Merchandise exports (US$)**: 0.18 %
- **Merchandise imports (US$)**: 0.22 %
- **National flagged fleet (DWT)**: 0.02 %
- **National flagged fleet (US$)**: Less than 0.01% of the World total
- **Fleet ownership (DWT)**: 0.16 %
- **Fleet ownership (US$)**: 0.08 %
- **Ship building (GT)**: Less than 0.01% of the World total
- **Ship recycling (GT)**: 0.04 %
- **Seafarer supply: Officers**: Not available or not separately reported
- **Seafarer supply: Ratings**: Not available or not separately reported
- **Container port throughput (TEU)**: 0.13 %
- **Port calls: Container ships**: Not publishable
- **Port calls: Liquid bulk carriers**: Not publishable
- **Port calls: Dry breakbulk carriers**: Not publishable
- **Port calls: Dry bulk carriers**: Not publishable
- **Port calls: LPG carriers**: Not publishable
- **Port calls: LNG carriers**: Not available or not separately reported
**UKRAINE**

### INTERNATIONAL MERCHANDISE TRADE

<table>
<thead>
<tr>
<th>(millions of US$)</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>34 228</td>
<td>51 478</td>
<td>38 127</td>
<td>44 134</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>36 136</td>
<td>60 911</td>
<td>37 517</td>
<td>55 294</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-1 908</td>
<td>-9 433</td>
<td>610</td>
<td>-11 160</td>
</tr>
</tbody>
</table>

### Export structure by product group in 2022

- **All food items**: 53%
- **Ores and metals**: 35%
- **Manufactured goods**: 8%
- **Other**: 4%

### Top 5 partners in 2022

- **Poland**: 6 695 (exports, millions of US$)
- **Romania**: 3 905
- **Turkey**: 2 947
- **China**: 2 490
- **Hungary**: 2 277

### INTERNATIONAL TRADE IN TRANSPORT SERVICES

#### Services exports by main category

<table>
<thead>
<tr>
<th>(as % of total services)</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>43.7</td>
<td>43.6</td>
<td>42.8</td>
<td>21.2</td>
</tr>
<tr>
<td>Travel</td>
<td>29.9</td>
<td>20.7</td>
<td>8.7</td>
<td>4.8</td>
</tr>
<tr>
<td>Other services</td>
<td>13.8</td>
<td>26.0</td>
<td>38.3</td>
<td>67.4</td>
</tr>
</tbody>
</table>

#### Total trade in transport services

<table>
<thead>
<tr>
<th>(millions of US$)</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>4 564</td>
<td>7 991</td>
<td>5 322</td>
<td>3 412</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>2 054</td>
<td>4 083</td>
<td>1 947</td>
<td>2 420</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>2 510</td>
<td>3 908</td>
<td>3 375</td>
<td>992</td>
</tr>
</tbody>
</table>

### NATIONAL FLEET

#### Carrying capacity by type of ship

<table>
<thead>
<tr>
<th>(Thousands DWT)</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>1 132.0</td>
<td>903.9</td>
<td>432.2</td>
<td>389.7</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>50.0</td>
<td>52.5</td>
<td>34.0</td>
<td>33.6</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>160.0</td>
<td>111.4</td>
<td>0.0</td>
<td>35.4</td>
</tr>
<tr>
<td>General cargo</td>
<td>670.0</td>
<td>526.3</td>
<td>274.8</td>
<td>196.1</td>
</tr>
<tr>
<td>Container ships</td>
<td>34.0</td>
<td>..</td>
<td>0.0</td>
<td>2.5</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>218.0</td>
<td>213.7</td>
<td>123.5</td>
<td>122.1</td>
</tr>
</tbody>
</table>

#### Fleet by type of ship

<table>
<thead>
<tr>
<th>(Number of ships)</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2022</th>
</tr>
</thead>
</table>

- **Oil tankers**: 218.0
- **Bulk carriers**: 213.7
- **General cargo**: 123.5
- **Container ships**: 122.1
- **Other types of ships**: 0.0

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**INTERNATIONAL TRADE IN TRANSPORT SERVICES**

- **Services exports by main category**: -28.3%
- **Total trade in transport services**: -28.3%

**NATIONAL FLEET**

- **Carrying capacity by type of ship**: -1.4%
- **Fleet by type of ship**: -1.4%
UKRAINE

LINER SHIPPING CONNECTIVITY

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


0 20 40 60 80 100

PORT CALLS AND PERFORMANCE

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

<table>
<thead>
<tr>
<th>Category</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>
<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

Average Q1 2023 = 100


0 20 40 60 80 120 140

Odessa  Chornomorsk  Yuzhny
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.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).

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: 11 April 2024