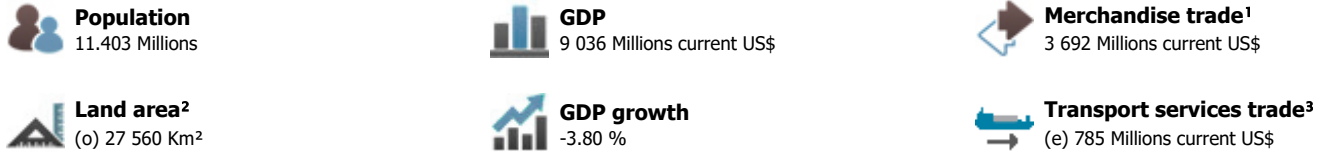


## MARITIME PROFILE: HAITI

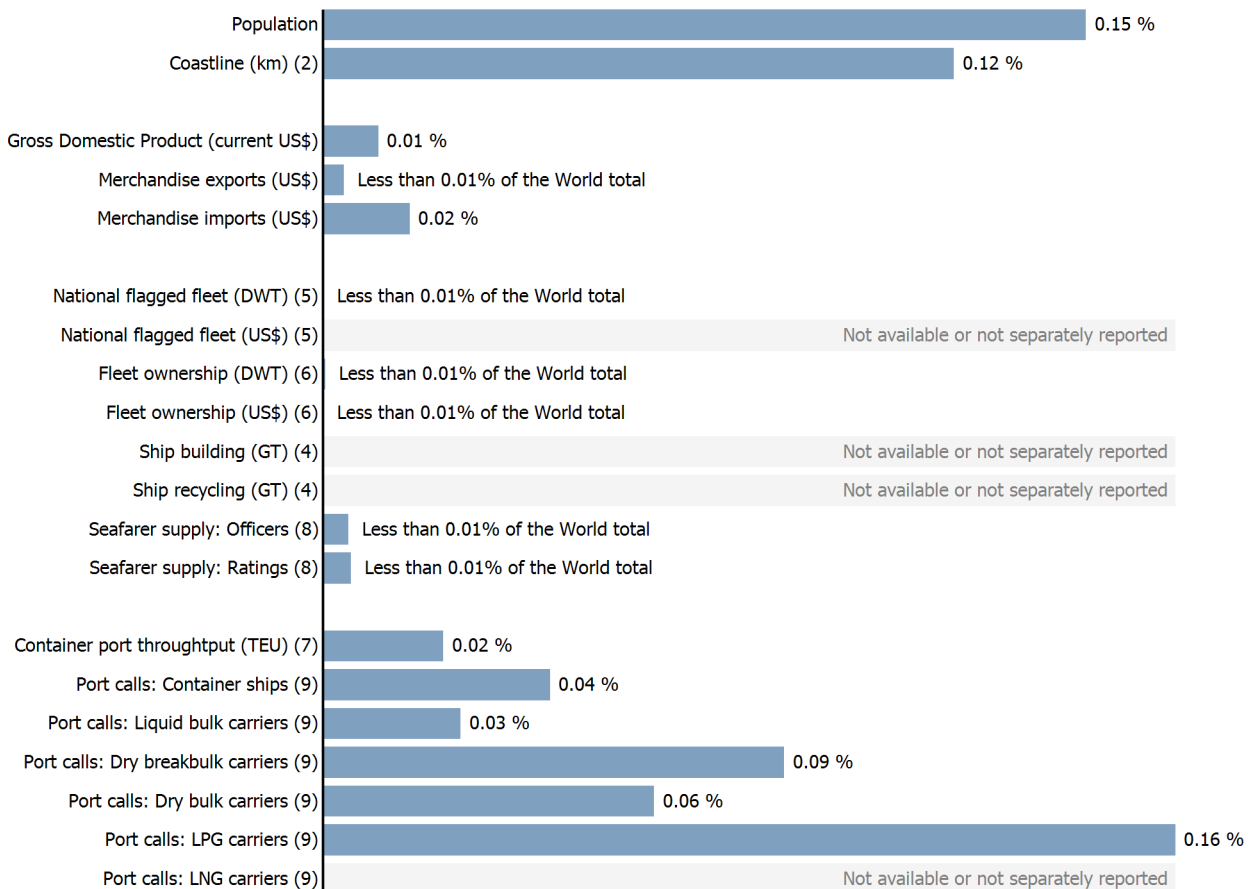
### GENERAL INFORMATION FOR 2020



### MARITIME KEY FIGURES FOR 2020



### WORLD SHARES FOR 2020



# HAITI

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade

(millions of US\$)	2005	2010	2015	2020
Merchandise exports	470	579	882	721
Merchandise imports	1 454	3 146	3 683	2 971
Merchandise trade balance	-984	-2 567	-2 802	-2 250

**-39.9 %**

Merchandise exports growth rate in 2020

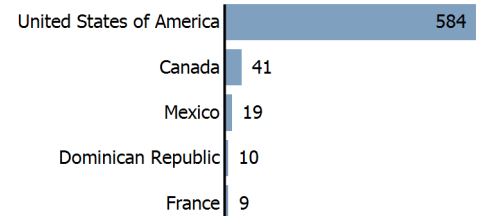
### Export structure by product group in 2020

(as % of total exports)



### Top 5 partners in 2020

(exports, millions of US\$)



## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category<sup>10</sup>

(as % of total services)	2005	2010	2015	2020
Transport	0.0	0.0	-	-
Travel	54.7	84.6	84.2	-
Other services	45.3	15.4	(e) 15.8	-

..

Transport services exports growth rate in 2020

### Total trade in transport services<sup>10</sup>

(millions of US\$)	2005	2010	2015	2020
Transport services exports	0	0	-	-
Transport services imports	217	595	691	-
Transport services trade balance	-217	-595	-	-

## NATIONAL FLEET

### Carrying capacity by type of ship<sup>5</sup>

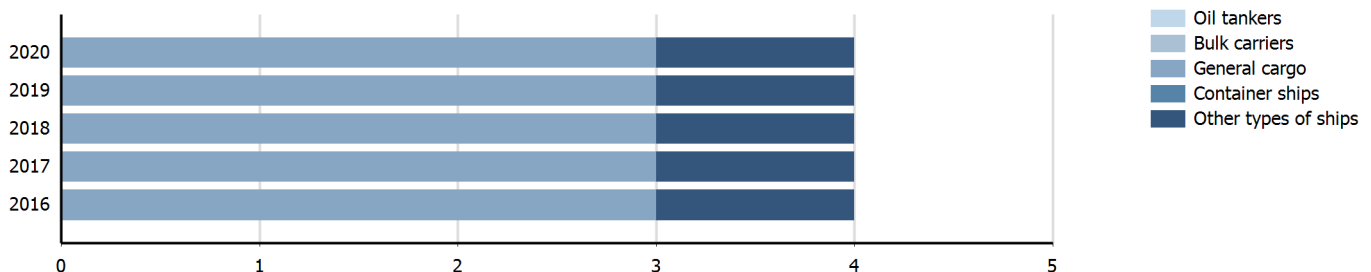
(Thousands DWT)	2005	2010	2015	2020
Total fleet	1.0	1.5	1.1	1.1
Oil tankers	..	..	0.0	0.0
Bulk carriers	..	..	0.0	0.0
General cargo	1.0	1.4	1.0	1.0
Container ships	..	..	0.0	0.0
Other types of ships	..	0.2	0.1	0.1

**0 %**

Fleet growth rate in 2020

### Fleet by type of ship<sup>5</sup>

(Number of ships)



# HAITI

## LINER SHIPPING CONNECTIVITY

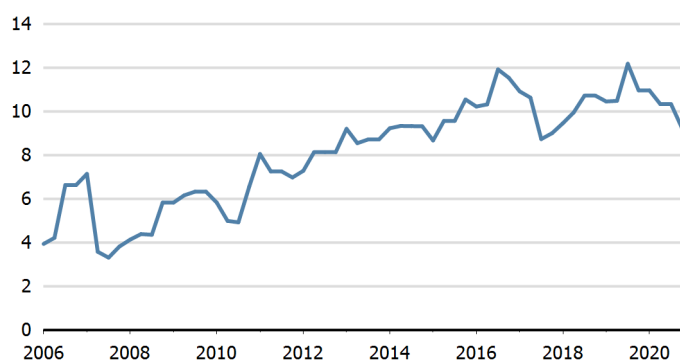
### Bilateral connectivity index - Top 10 partners in 2020<sup>11</sup>

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

Partner	Index Value
United States of America	0.256
Dominican Republic	0.254
Panama	0.248
Colombia	0.247
Jamaica	0.246
Costa Rica	0.240
Bahamas	0.235
Guatemala	0.235
Ecuador	0.233
Belize	0.232

### Liner shipping connectivity index<sup>11</sup>

Maximum 2006=100 for China



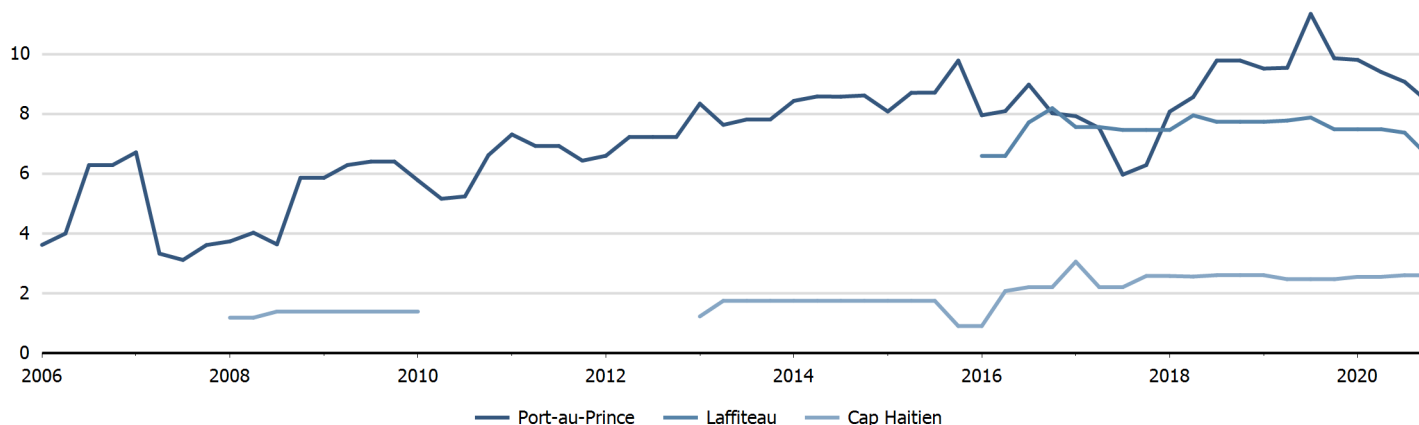
## PORT CALLS AND PERFORMANCE

### Port calls, time spent in ports, vessel age and size in 2020<sup>9</sup>

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU) per container ship	Maximum size (GT) of vessels
All ships	1 095	1.02	18	14 225	15 140	1 443	226 963
Liquid bulk carriers	129	1.44	9	22 906	37 440	..	31 905
Liquefied petroleum gas carriers	86	0.93	12	5 552	5 999	..	12 800
Liquefied natural gas carriers	..	..	..	..	..	..	..
Dry bulk carriers	169	5.89	9	18 247	28 719	..	32 987
Dry breakbulk carriers	366	0.97	23	4 941	6 661	..	28 239
Roll-on/ roll-off ships	128	..	30	13 376	5 122	..	61 854
Container ships	200	0.81	15	15 105	..	1 443	32 958
Passenger ships	17	..	17	148 188	..	..	226 963

### Port liner shipping connectivity index - Top 5 ports in 2020<sup>11</sup>

Maximum 2006=100 for China, Hong Kong SAR



# HAITI

**Source:** Detailed data sources are available in the documentation of the corresponding tables in the Data Center ([http://stats.unctad.org/data\\_center](http://stats.unctad.org/data_center)). 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.
  - 3 Sum of exports and imports. Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
  - 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.
  - 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
  - 9 UNCTAD Secretariat, based on data provided by MarineTraffic (<http://marinetraffic.com>). Ships of 1000 GT and above.
  - 10 Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
  - 11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (<https://www.mdst.co.uk>).
- e Estimated.  
l Estimated by BIMCO/ICS based on estimates of seafarer demand.  
o Estimated. Data refers to 2016.

## 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:** 05 January 2022