

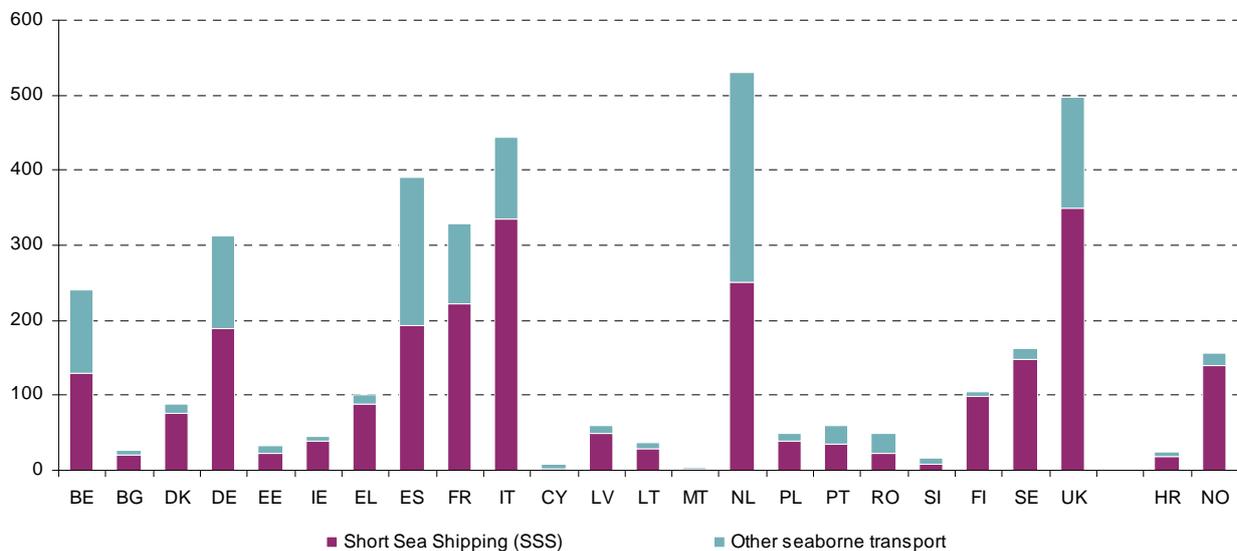
Short Sea Shipping of Goods – 2008

In 2008, Short Sea Shipping¹ (SSS) represented 60% of EU-27 maritime transport of goods. However the share of SSS in total maritime transport varied widely from one country to another.

The preponderance of SSS over the other seaborne transport ("deep sea shipping") was particularly pronounced (more than 90%) in Finland, Malta and Sweden. Geographical considerations may partly explain such predominance.

In contrast, in relatively small countries, such as the Netherlands and Belgium, which host some big ports concentrating on intercontinental trade, the share of SSS is about 50%.

Figure 1: Share of Short Sea Shipping (SSS) of goods in total sea transport in 2008 (gross weight of goods in Mio tonnes)



Source: Eurostat ([mar_sq_am_cw](#))

¹ Short Sea Shipping (SSS), as covered in this publication, deals with the transport of goods between ports in the EU-27, Croatia and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and the Black Sea on the other. The "other seaborne transport" includes "deep sea shipping" and transport with unidentified partner ports ("unknown ports"). According to the definition, SSS includes "feeder services". For more information, see "methodological and other explanatory notes".

In 2008, EU-27 SSS totalled around 1.9 billion tonnes of freight.

United Kingdom SSS came to 348 million tonnes of cargo, accounting for 15% of total EU-27 SSS. It was followed by Italy (14%) and the Netherlands (11%).

SSS between EU-27 ports and ports located in the Mediterranean was 592 million tonnes. This accounts for about 28% of total SSS declared by EU-27 ports. The North Sea followed close behind, with 566 million tonnes (27% of EU-27 SSS).

For most countries, the highest share of their SSS was with partner ports located on a sea region where they had a coastline. One exception was Romania where more than half of its SSS came from or was destined for ports located in the Mediterranean. For Latvia and Poland, the North Sea region took the largest share.

Table 1: SSS of goods by reporting country and sea region of partner ports in 2008 (gross weight of goods in Mio tonnes)

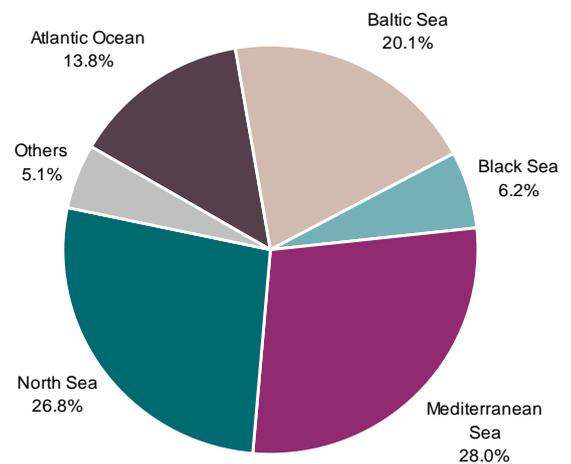
	Atlantic Ocean	Baltic Sea	Black Sea	Mediterranean Sea	North Sea	Others (1)	Total
BE	17.9	22.0	1.9	34.8	49.3	2.9	128.7
BG	0.5	0.0	14.5	5.7	0.2	0.0	20.9
DK	3.6	42.6	0.1	1.1	30.0	0.6	76.7
DE	12.0	94.2	0.5	13.9	67.8	2.3	189.9
EE	0.6	11.6	0.2	0.6	9.7	0.2	22.9
IE	18.3	2.7	0.0	1.3	15.5	0.2	38.1
EL	0.9	0.6	14.3	67.5	3.7	1.9	89.0
ES	36.5	14.8	14.6	101.1	24.7	9.0	193.3
FR	48.4	12.1	20.4	55.7	45.1	40.5	222.1
IT	6.2	2.0	42.7	244.9	9.3	28.9	334.0
CY	0.1	0.0	0.4	1.8	0.5	0.0	2.7
LV	5.7	16.9	0.0	2.2	22.5	1.8	49.2
LT	2.4	16.8	0.0	0.8	8.4	0.2	28.6
MT	0.2	0.0	0.1	2.4	0.4	0.0	3.1
NL	44.0	64.4	7.0	36.4	94.1	4.8	250.8
PL	3.8	15.3	0.3	1.7	16.1	2.2	39.4
PT	14.0	1.8	1.4	10.0	8.0	0.1	35.2
RO	0.5	0.0	9.7	10.9	0.6	1.1	22.8
SI	0.1	0.1	0.5	8.1	0.0	0.0	8.7
FI	3.9	58.7	0.1	2.7	32.0	0.5	97.7
SE	6.5	91.9	0.3	3.5	46.4	3.1	148.0
UK	114.0	34.2	2.9	21.7	187.0	7.9	348.4
EU-15	278.0	394.2	106.1	565.7	507.9	102.7	1 764.9
EU-27	291.8	424.1	131.4	592.1	566.3	108.2	1 860.8
HR	0.1	0.0	7.0	9.9	0.4	1.1	18.5
NO	14.3	15.2	0.1	4.9	99.1	5.2	138.9
EU-27 +HR+NO	306.2	439.3	138.5	603.5	634.2	114.5	1 973.1

See methodological notes on the elimination of double counting.

(1) See methodological notes (definition of "sea regions").

Source: Eurostat ([mar_sg_am_cws](#))

Figure 2: EU-27 SSS of goods by sea region of partner ports in 2008 (% based on gross weight of goods)



Source: Eurostat ([mar_sg_am_cws](#))

EU-27 SSS of goods fell by 0.2% in 2008, following years of continuous growth. This downturn reflects the impact of the general economic crisis on maritime transport. Estonia recorded the largest decrease (-24%), after a fall of 20% in 2007. In contrast Lithuania recorded the largest increase: +23%.

Table 2: SSS of goods by reporting country and direction (gross weight of goods in Mio tonnes)

	2003	2004	2005	2006	2007	2008			Growth rate 2007-2008 (%)	Average annual growth rate 2003-2008 (%)
	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
BE ⁽¹⁾	94.8	97.2	108.7	113.1	121.6	69.3	60.0	128.7	+5.8%	+6.3%
BG	15.0	16.7	17.9	20.0	19.4	14.5	6.4	20.9	+7.8%	+6.9%
DK	65.6	69.2	71.6	74.8	76.8	44.2	39.6	76.7	-0.1%	+3.2%
DE ⁽¹⁾	160.3	173.7	178.6	186.7	192.8	119.6	73.2	189.9	-1.5%	+3.4%
EE	40.6	36.8	34.9	37.4	30.0	7.1	15.9	22.9	-23.6%	-10.8%
IE	33.2	34.7	37.2	39.6	40.5	25.9	13.1	38.1	-5.9%	+2.8%
EL	96.8	91.7	88.1	90.2	92.6	61.8	48.3	89.0	-3.9%	-1.7%
ES	179.0	192.8	202.3	202.7	200.2	140.2	78.7	193.3	-3.4%	+1.5%
FR ⁽¹⁾	204.3	208.8	215.2	216.6	215.6	156.2	73.0	222.1	+3.0%	+1.7%
IT	301.9	310.7	322.8	323.6	329.8	258.9	144.5	334.0	+1.3%	+2.0%
CY ⁽²⁾	2.2	2.5	3.9	2.3	2.3	2.3	0.5	2.7	+17.9%	+4.8%
LV	:	42.4	45.8	46.4	49.4	5.4	43.9	49.2	-0.4%	:
LT	24.0	21.7	20.7	21.6	23.3	13.8	14.8	28.6	+22.8%	+3.5%
MT	3.2	2.8	3.2	3.3	3.0	2.9	0.2	3.1	+3.6%	:
NL ⁽¹⁾	226.6	253.7	253.5	253.0	259.3	177.4	73.4	250.8	-3.3%	+2.0%
PL ⁽²⁾	:	20.0	42.4	41.6	44.5	22.5	17.3	39.4	-11.3%	:
PT	32.4	34.7	35.4	36.5	36.6	24.0	15.7	35.2	-3.7%	+1.7%
RO ⁽²⁾	14.1	18.7	22.1	21.2	19.4	8.2	14.6	22.8	+17.4%	+10.1%
SI	6.4	6.9	7.3	8.7	8.8	4.4	4.4	8.7	-1.0%	+6.5%
FI	84.6	88.6	83.3	90.9	95.9	58.5	44.9	97.7	+1.9%	+2.9%
SE	118.4	124.7	137.2	139.1	144.3	84.3	73.4	148.0	+2.6%	+4.6%
UK	340.8	346.6	355.2	369.3	365.6	229.8	169.0	348.4	-4.7%	+0.4%
EU-15 ⁽¹⁾	1 584.8	1 659.4	1 717.5	1 740.3	1 772.1	1 450.2	906.8	1 764.9	-0.4%	+2.2%
EU-27 ⁽¹⁾	:	1 737.4	1 810.4	1 837.5	1 864.8	1 531.3	1 024.6	1 860.8	-0.2%	:
HR	:	:	16.1	15.4	19.2	11.7	7.8	18.5	-3.7%	:
NO	124.2	134.0	140.2	142.2	144.9	50.2	101.7	138.9	-4.1%	+2.3%
EU-27+HR+NO ⁽¹⁾	:	:	1 932.7	1 951.7	1 990.6	1 593.2	1 134.1	1 973.1	-0.9%	:

The columns "total" excludes double counting. These totals may therefore differ from the sum of inward and outward declarations (see methodological notes on "elimination of double counting").

(1) See methodological notes on "structural changes between 2005 and 2006" and "between 2006 and 2007".

(2) See methodological notes by country.

Source: Eurostat ([mar_sg_am_cwd](#))

In 2008, liquid bulk accounted for almost half (48%) of the total SSS to/from the EU-27, with 893 million tonnes. At 365 million tonnes, dry bulk was the second largest type of cargo (20%).

Goods transported in Roll-on/Roll-off (Ro-Ro) units came next (244 million tonnes; 13%), followed by goods in containers (218 million tonnes; 12%).

The United Kingdom was the EU-27 Member State with by far the largest SSS of goods in Ro-Ro units (90 million tonnes). The United Kingdom also led the ranking for SSS of dry bulk, with 66 million tonnes.

In terms of liquid bulk, Italy accounted for the largest tonnage, totalling 177 million tonnes.

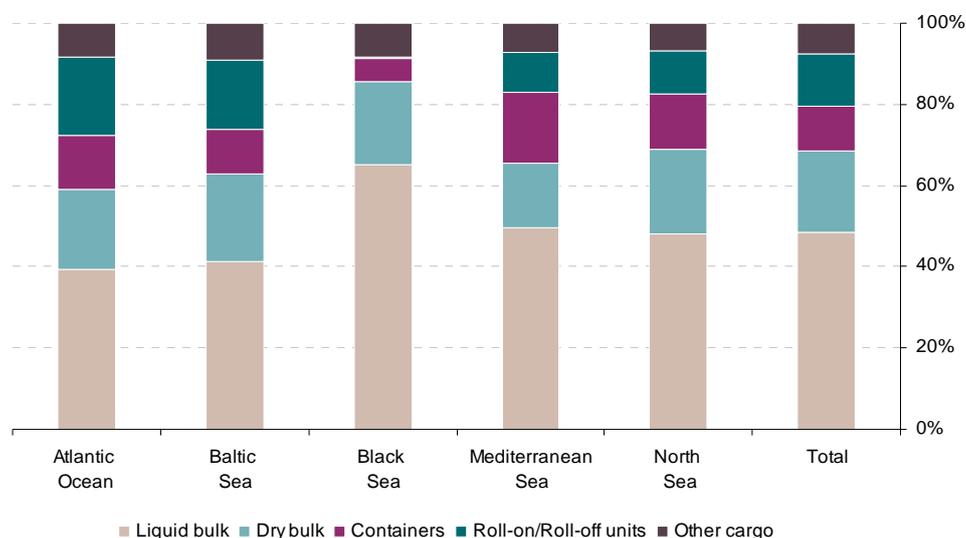
With 48 million tonnes, Germany came first in the SSS of goods in containers.

Table 3: SSS of goods by reporting country and type of cargo in 2008 (gross weight of goods in Mio tonnes)

	Liquid Bulk	Dry bulk	Containers	Ro-Ro units	Other cargo	Total
BE	32.9	20.2	39.9	27.2	8.4	128.7
BG	9.9	6.7	1.7	0.2	2.4	20.9
DK	25.5	19.5	5.1	22.5	4.0	76.7
DE	58.1	34.3	48.0	35.8	13.8	189.9
EE	12.2	2.6	1.4	0.0	6.7	22.9
IE	12.1	7.6	7.9	9.3	1.2	38.1
EL	41.4	21.3	5.6	15.8	5.0	89.0
ES	88.3	39.2	36.9	12.8	16.1	193.3
FR	136.2	34.4	11.6	27.3	12.6	222.1
IT	177.3	44.8	46.1	37.7	28.2	334.0
CY	1.3	0.2	0.9	0.0	0.3	2.7
LV	17.5	23.6	2.0	1.8	4.2	49.2
LT	17.4	4.8	2.6	2.0	1.9	28.6
MT	1.5	0.6	0.6	0.3	0.1	3.1
NL	149.3	41.1	29.8	15.3	15.2	250.8
PL	11.4	13.6	5.6	5.7	3.2	39.4
PT	16.0	7.8	8.2	0.3	3.0	35.2
RO	7.7	7.5	3.6	0.1	3.9	22.8
SI	2.4	3.4	2.1	0.0	0.9	8.7
FI	28.7	26.5	12.6	17.0	13.0	97.7
SE	55.3	22.1	9.8	45.6	15.1	148.0
UK	151.7	65.7	22.9	90.3	17.8	348.4
EU-15	849.9	334.8	212.7	242.5	125.0	1 764.9
EU-27	893.1	364.5	218.2	243.6	141.5	1 860.8
HR	8.4	7.2	1.0	0.7	1.2	18.5
NO	68.5	46.6	4.4	6.9	12.6	138.9
EU-27 +HR+NO	954.6	399.6	219.0	249.1	150.9	1 973.1

Liquid bulk was the largest single type of cargo for all sea regions, particularly the Black Sea, where it represented 65% of total SSS cargo in 2008. The share of dry bulk varied little between the different sea regions (ranging from 16% to 22%), while the share of goods in containers reached 17% in the Mediterranean and the share of Ro-Ro was 19% in the Atlantic Ocean (the sea region, where both Dover and Calais are located).

Figure 3: EU-27 SSS of goods by type of cargo for each sea region of partner ports in 2008 (% based on gross weight of goods)



Rotterdam is the largest EU-27 port in terms of SSS of goods.

In 2008, the top 20 ports accounted for 35% of total EU-27 SSS of goods.

Except for the main deep sea hub ports – Rotterdam, Antwerpen, Hamburg and Amsterdam – all top 20 ports had shares of SSS in total seaborne transport of goods above 50%.

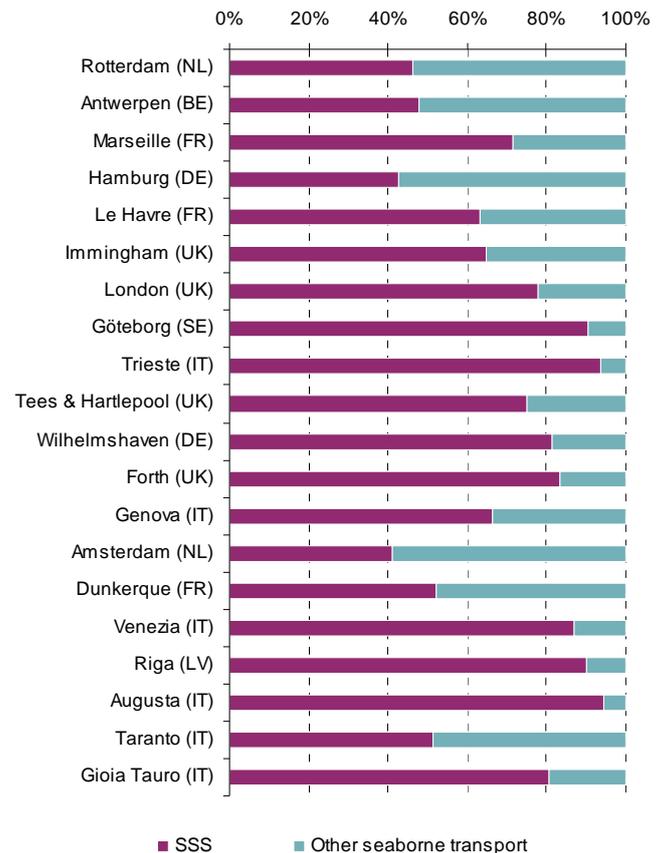
Table 4: EU-27 Top 20 SSS ports in 2008
(gross weight of goods in Mio tonnes)

Rank 2008	Ports	(1)	Total SSS	Growth 2007-2008	Share of EU-27 SSS	Other seaborne transport
1	Rotterdam (NL)	=	177.3	-4.8%	6.9 %	207.0
2	Antwerpen (BE)	=	81.8	+8.6%	3.2 %	89.5
3	Marseille (FR)	=	66.2	+4.0%	2.6 %	26.3
4	Hamburg (DE)	=	50.8	+0.5%	2.0 %	68.1
5	Le Havre (FR)	=	47.8	+0.3%	1.9 %	27.8
6	Immingham (UK)	=	42.3	-6.0%	1.7 %	22.9
7	London (UK)	=	41.2	-7.3%	1.6 %	11.7
8	Göteborg (SE)	=	38.3	+2.8%	1.5 %	4.0
9	Trieste (IT)	+1	34.8	-4.1%	1.4 %	2.4
10	Tees & Hartlepool (UK)	-1	34.2	-7.6%	1.3 %	11.2
11	Wilhelmshaven (DE)	=	33.1	-6.9%	1.3 %	7.5
12	Forth (UK)	+1	32.5	+2.1%	1.3 %	6.5
13	Genova (IT)	-1	30.9	-6.9%	1.2 %	15.6
14	Amsterdam (NL)	+1	30.5	+9.8%	1.2 %	43.9
15	Dunkerque (FR)	+10	26.3	+8.0%	1.0 %	24.2
16	Venezia (IT)	=	26.0	-3.8%	1.0 %	4.0
17	Riga (LV)	+10	25.8	+10.6%	1.0 %	2.8
18	Augusta (IT)	-4	25.4	-8.6%	1.0 %	1.4
19	Taranto (IT)	-2	25.4	-4.0%	1.0 %	24.1
20	Gioia Tauro (IT)	-2	25.4	-0.6%	1.0 %	6.1
Total top 20			895.8	-1.5%	35.1 %	607.2
Total EU-27 ports			2 554.0	-1.5%	100.0%	1 236.8

(1) This column indicates the number of positions lost or gained compared to 2007.

Source: Eurostat ([mar_sq_am_pw](#))

Figure 4: Share of SSS in total maritime transport
for EU-27 top 20 SSS ports (in %)



Source: Eurostat ([mar_sq_am_pw](#))

Rotterdam was the top EU-27 port for liquid bulk SSS. On its own, it accounted for 10% of total SSS of liquid bulk declared by EU-27 ports.

For SSS of dry bulk, the largest port was Riga. With a 27% rise Riga overtook Rotterdam, which however registered a much larger intercontinental ("deep sea shipping") dry bulk business. With a top 5 ports share of 14.5%, dry bulk was the least "concentrated" SSS market segment, but this concentration has been growing with top 5 shares of 12.5% in 2006 and 13.4% in 2007.

For SSS of goods in containers, Antwerpen was the largest port, recording a 22% growth rate in 2008 after rises of 28% in 2007 and 17% in 2006. The SSS container market is very concentrated in terms of handling ports (in 2008 the top 5 ports accounted for a little under 42% of total container handling). The deep sea container business is more significant than SSS for all the top 5 ports (with the exception of Gioia Tauro) and this is also true at EU-27 level. Container transport was the only SSS segment to record a positive annual growth rate in 2008 of 0.7% at EU-27 level.

In contrast, shipping of Ro-Ro units, almost exclusively a short distance activity, was the market segment to record the largest decrease in 2008. The top ports are the Dover–Calais pairing.

Table 5: Liquid bulk: EU-27 Top 5 SSS ports in 2008
(gross weight of goods in Mio tonnes)

Rank 2008	Ports	(1)	Total SSS	Growth 2007-2008	Share of EU-27 SSS	Other seaborne transport
1	Rotterdam (NL)	=	119.7	-5.1%	10.4%	70.2
2	Marseille (FR)	=	55.6	+4.3%	4.8%	11.1
3	Le Havre (FR)	=	37.3	+0.8%	3.2%	11.7
4	Wilhelmshaven (DE)	=	31.1	-9.3%	2.7%	5.6
5	Forth (UK)	+2	27.9	+1.9%	2.4%	6.0
Total top 5			271.4	-3.0%	23.5 %	104.6
Total EU-27 ports			1 154.8	-1.2%	100.0%	343.8

Source: Eurostat ([mar_sg_am_pwl](#))

Table 6: Dry bulk: EU-27 Top 5 SSS ports in 2008
(gross weight of goods in Mio tonnes)

Rank 2008	Ports	(1)	Total SSS	Growth 2007-2008	Share of EU-27 SSS	Other seaborne transport
1	Riga (LV)	+1	16.9	+26.6%	3.5%	1.7
2	Rotterdam (NL)	-1	15.1	+1.0%	3.1%	78.9
3	Amsterdam (NL)	=	12.9	-2.2%	2.7%	21.3
4	Ravenna (IT)	+1	12.8	+16.3%	2.7%	3.8
5	London (UK)	-1	11.8	-5.1%	2.5%	2.6
Total top 5			69.5	+7.1%	14.5 %	108.2
Total EU-27 ports			479.9	-1.3%	100.0%	463.6

Source: Eurostat ([mar_sg_am_pwb](#))

Table 7: Containers: EU-27 Top 5 SSS ports in 2008
(gross weight of goods in Mio tonnes)

Rank 2008	Ports	(1)	Total SSS	Growth 2007-2008	Share of EU-27 SSS	Other seaborne transport
1	Antwerpen (BE)	=	37.2	+22.2%	11.5%	45.0
2	Rotterdam (NL)	=	28.8	-4.6%	8.9%	54.2
3	Hamburg (DE)	=	26.2	-2.4%	8.1%	47.6
4	Gioia Tauro (IT)	=	25.0	+1.0%	7.7%	6.0
5	Bremerhaven (DE)	=	18.4	+11.1%	5.7%	25.4
Total top 5			135.6	+5.3%	41.8 %	178.2
Total EU-27 ports			324.8	+0.7%	100.0%	352.7

Source: Eurostat ([mar_sg_am_pwc](#))

Table 8: Roll-on/Roll-off units: EU-27 Top 5 SSS ports in 2008
(gross weight of goods in Mio tonnes)

Rank 2008	Ports	(1)	Total SSS	Growth 2007-2008	Share of EU-27 SSS	Other seaborne transport
1	Dover (UK)	=	23.9	-2.8%	5.8%	0.0
2	Calais (FR)	=	18.1	-0.9%	4.4%	0.0
3	Lübeck (DE)	=	16.6	-5.9%	4.0%	0.0
4	Zeebrugge (BE)	=	15.3	-9.2%	3.7%	1.4
5	Immingham (UK)	=	14.7	+2.9%	3.6%	0.0
Total top 5			88.7	-3.3%	21.5 %	1.4
Total EU-27 ports			412.8	-4.6%	100.0%	15.4

Source: Eurostat ([mar_sg_am_pwr](#))

(1) This column indicates the number of positions lost or gained compared to 2007.

Short Sea Shipping of containers recorded a positive growth rate of 1.7% in 2008 also in volume (TEUs) terms. This was accompanied by some rationalisation of the transport activity as the shipping of empty containers decreased by 4.3%.

Table 9: SSS of containers by reporting country (volume of containers in 1000 TEUs)

	2003		2004	2005	2006	2007		2008		Growth rate 2007-2008 (%)		Average annual growth rate 2003-2008 (%)	
	Total	of which empty	Total	Total	Total	Total	of which empty	Total	of which empty	Total	of which empty	Total	of which empty
BE ⁽¹⁾	1 458	83	1 940	2 283	2 587	3 320	579	3 973	649	+19.6%	+12.1%	+22.2%	+50.9%
BG	80	23	102	105	111	118	26	184	52	+55.9%	+99.9%	+18.3%	+17.7%
DK	452	103	470	544	601	696	181	664	171	-4.7%	-6.0%	+8.0%	+10.5%
DE	3 662	768	4 236	4 686	5 407	5 800	1 323	5 863	1 277	+1.1%	-3.4%	+9.9%	+10.7%
EE	131	28	160	190	227	265	71	269	74	+1.5%	+4.7%	+15.5%	+21.5%
IE	869	186	922	989	1 097	1 159	277	1 037	235	-10.6%	-15.3%	+3.6%	+4.8%
EL	1 343	199	1 292	1 152	1 087	1 154	238	655	167	-43.2%	-30.0%	-13.4%	-3.5%
ES	3 461	830	3 183	3 874	3 929	4 378	1 047	4 344	1 025	-0.8%	-2.1%	+4.6%	+4.3%
FR	1 096	323	1 269	1 272	1 254	1 440	411	1 485	461	+3.1%	+12.2%	+6.3%	+7.3%
IT	4 244	732	4 392	4 361	4 258	4 637	688	4 533	427	-2.2%	-38.0%	+1.3%	-10.2%
CY ⁽¹⁾	154	52	233	128	127	104	30	120	38	+16.1%	+24.5%	-4.8%	-6.2%
LV	:	:	151	162	192	233	61	231	58	-0.9%	-4.2%	:	:
LT	:	:	174	214	231	321	95	372	122	+16.0%	+28.1%	:	:
MT	91	32	88	65	60	59	3	70	20	+19.6%	+518.4%	:	:
NL	2 634	550	3 026	3 527	3 796	4 062	1 027	3 736	895	-8.0%	-12.8%	+7.2%	+10.2%
PL ⁽¹⁾	:	:	213	492	576	762	189	856	221	+12.3%	+17.2%	:	:
PT	663	166	685	719	796	870	188	958	232	+10.1%	+23.7%	+7.6%	+7.0%
RO ⁽¹⁾	:	:	154	212	169	59	15	408	88	+587.7%	+506.8%	:	:
SI	190	0	135	180	185	207	43	225	51	+8.6%	+18.9%	+3.5%	:
FI	1 115	199	1 279	1 297	1 391	1 560	354	1 599	375	+2.5%	+5.8%	+7.5%	+13.6%
SE	780	177	869	962	1 027	1 114	230	1 129	251	+1.4%	+9.0%	+7.7%	+7.2%
UK	3 334	1 065	3 408	3 027	2 950	3 244	1 031	3 172	961	-2.2%	-6.8%	-1.0%	-2.0%
EU-15	18 415	3 921	19 563	21 093	22 135	24 786	5 546	24 758	5 194	-0.1%	-6.3%	+6.1%	+5.8%
EU-27	:	:	20 357	21 898	22 935	25 341	5 722	25 763	5 476	+1.7%	-4.3%	:	:
HR	:	:	:	46	53	90	31	138	51	+53.0%	+67.1%	:	:
NO	488	133	502	508	533	567	167	563	160	-0.8%	-4.6%	+2.9%	+3.7%
EU-27+HR+NO	:	:	:	22 075	23 096	25 482	5 781	25 903	5 536	+1.7%	-4.2%	:	:

TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container)

⁽¹⁾ See methodological notes by country.

Source: Eurostat ([mar_sg_am_cv](#))

Methodological and other explanatory notes

The content of this publication is based on data collected within the framework of the EU maritime transport statistics Directive, i.e. "Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea" (OJ L141 of 6.6.2009, page 29), which is a recast of the original [Council Directive 95/64/EC](#) of 8 December 1995.

The results shown are calculated on the basis of dataset A1 (C1 for statistics on containers in volume terms): this means that data refer, in principle, only to **main ports** (ports handling more than 1 million tonnes of goods annually).

Data are collected at level of "statistical port". A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

In some countries, the sometimes numerous very small ports are grouped for practical statistical reasons under a notional statistical port ("other ports").

"Gross weight of goods" means the tonnage of goods carried, including packaging but excluding the tare weight of containers or Ro-Ro units.

Roll-on/roll-off (Ro-Ro) units are wheeled equipment for carrying goods, such as lorry, trailer, semi-trailer, which can be driven or towed onto a vessel.

Ro-Ro units as presented in this publication include both "self-propelled roll-on/roll-off units" and "non-self-propelled roll-on/roll-off units".x

Short Sea Shipping (SSS), as covered in this publication, deals with the transport of goods between ports in the EU-27, Croatia and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other, i.e. ports in EU-27 countries (Belgium, Bulgaria, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Romania, Slovenia, Spain, Sweden and the United Kingdom), Candidate Countries (Croatia and Turkey), EEA countries (Iceland and Norway), Baltic (Russia), Mediterranean (Albania, Algeria, Bosnia-Herzegovina, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, West Bank / Gaza Strip, Syria, and Tunisia) and Black Sea (Georgia, Moldova, Russia and Ukraine).

This definition is derived from the Communication of the Commission [COM \(1999\) 317 final of 29.06.1999](#) on the development of SSS in Europe (page 2). As a result SSS includes "**feeder services**": a short sea network between ports in order for the freight to be consolidated or redistributed to or from a deep sea service in one of these ports ("hub ports").

The following **sea regions** have been taken into account to group the SSS partner ports: Baltic Sea, North Sea, Atlantic Ocean (including the English Channel and the Irish Sea), Mediterranean Sea and Black Sea. Ports located in Morocco-West Africa, Egypt-Red Sea, Israel-Red Sea and Russia-Barents and White Seas are not part of SSS.

1. Baltic Sea:

- Danish ports below the Helsingborg–Korsør–Nyborg–Kolding line (including Helsingor).
- All ports of Finland, Estonia, Latvia, Lithuania and Poland as well as German and Russian ports on the Baltic.
- The Swedish ports on the Baltic from Helsingborg (included).

2. North Sea:

- All ports of Norway, the Netherlands and Belgium as well as the ports of Germany on the North Sea.
- Swedish ports on the North Sea from Helsingborg (excluded).
- Danish ports on and north of the Helsingborg–Korsør–Nyborg–Kolding line and North Denmark (excluding Helsingor). Faroe Islands.
- United Kingdom: ports on the east coast of Great Britain from Ramsgate (included) to Cape Wrath in Scotland, the Shetland Islands and Orkney Islands.

3. Atlantic Ocean:

- United Kingdom: ports of Great Britain on the Channel (from Ramsgate excluded) and the west coast to Cape Wrath in Scotland; ports in Northern Ireland.
- All ports of Ireland, Portugal (including Açores and Madeira) and Iceland.
- French ports on the Atlantic Ocean and on the Channel, up to the Belgian border.
- Spanish ports on the Atlantic Ocean to Tarifa (included); Canary Islands are included.

4. Mediterranean Sea:

- Spanish ports on the Mediterranean from Tarifa (excluded).
- French ports on the Mediterranean.
- All ports of Malta, Italy, Slovenia, Croatia, Bosnia-Herzegovina, Montenegro, Albania, Greece, Cyprus, Syria, Lebanon, West Bank / Gaza Strip, Libya, Tunisia, Algeria and Gibraltar.
- Ports of Morocco, Egypt and Israel on the Mediterranean.
- Ports of Turkey on the Mediterranean (including the ports on the Bosphorus).

5. Black Sea:

The Black Sea ports excluding the ports on the Bosphorus.

6. Others:

Non-identified ports of Denmark, Germany, Spain, France, the United Kingdom, Israel, Morocco, Russia, Sweden, Turkey and Egypt; river ports of EU countries.

Other seaborne transport includes "**deep sea shipping**" and transport with unidentified partner ports ("unknown") – see specific notes for Cyprus and Romania.

EU-27 (EU-15) figures refer to a total of 22 (13) Member States. Czech Republic, Luxembourg, Hungary, Austria and Slovakia have no seaports.

EU-27+HR+NO figures refer to EU-27 plus Croatia and Norway.

Belgium (BE): Data provided by Antwerpen on number of containers are under-estimated until the 2nd quarter of 2004. As a consequence the Belgium data on volume of containers (table 9) are also under-estimated until the 2nd quarter of 2004.

Bulgaria (BG): -

Denmark (DK): -

Germany (DE): -

Estonia (EE): -

Ireland (IE): Detailed data to be used for this publication (datasets A1 and C1) are not available for Rosslare. In 2008, this port accounted for approximately 5% of the total tonnage handled in Irish ports.

Greece (EL): -

Spain (ES): Data include Ceuta and Melilla. Only data for the "central government ports" (Puertos del Estado) are reported: data for ports under the control of "regional governments" are missing. As a consequence the share of SSS on total transport may be under-estimated.

France (FR): Taking into account the definition of SSS, data do not include the French overseas territories (Départements d'Outre Mer/Territoires d'Outre Mer).

Italy (IT): Data for 2008 are provisional.

Cyprus (CY): The data reported by Cyprus contain a significant share of declarations to and from unknown ports: 60% in 2008, 59% in 2007, 68% in 2006, 43% in 2005, 63% in 2004, 70% in 2003 and 58% in 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality. The same is also applicable to container statistics (table 9), where the share of "unknown locations" is 66% in 2008, 67% in 2007, 61% in 2006, 58% in 2005, 23% in 2004, 45% in 2003 and 28% in 2002.

Latvia (LV) did not report detailed data on partner ports for 2002 and 2003.

Lithuania (LT) did not report national maritime transport for 2003 and from 2005 to 2008.

Malta (MT) did not report national maritime transport.

Netherlands (NL) did not report national maritime since 2001 (only Customs data are provided).

Poland (PL): Poland did not report detailed data on partner ports for 2003 and the first two quarters of 2004: the volume of Polish SSS for 2004 is thus under-estimated by about 50% and the 2004–2005 growth rate is over estimated.

Portugal (PT): Data include Açores and Madeira.

Romania (RO): The data reported by Romania contain a significant share of declarations to and from unknown ports:

13% in 2008, 27% in 2007, 21% in 2006, 15% in 2005, 10% in 2004 and 0% in 2003 and 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality, in particular the increase between 2007 and 2008 is probably over estimated. The same is more specifically applicable to container statistics (table 9), where the share of "unknown locations" is 53% in 2008, 95% in 2007, 84% in 2006, 73% in 2005 and 58% in 2004.

Slovenia (SI): -

Finland (FI): -

Sweden (SE): -

United Kingdom (UK): Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Both are located on the east coast (North Sea) of the United Kingdom. Forth refers to port installations located in the Firth of Forth, close to Edinburgh.

Croatia (HR): -

Norway (NO): -

All the results shown in this publication are calculated on the basis of the statistics declared by main ports vis-à-vis their partner ports.

In order to estimate the transport of goods by sea (between ports), the problem of "double counting" (the transport of the same cargo of goods is declared by both the port of loading – as outwards – and the port of unloading – as inwards) has to be addressed.

Where both the port of loading and the port of unloading provided data, only the incoming goods declared by ports were added together to determine the total transport on the maritime route in question ("**elimination of double counting**"). The algorithm for the elimination of double counting is applied at statistical port level.

The total **SSS per country** excludes the double counting of national transport declarations. The total **SSS for the EU-27** (and for "EU-27+HR+NO") excludes the double counting of national and international intra-EU (intra-"EU-27+HR+NO") transport declarations. The aggregates ("total") per country may therefore differ from the sum of inwards and outwards declarations. The aggregates for the EU-27 (EU-27+HR+NO) may therefore differ from the sum of inwards and outwards declarations and also from the sum of the countries figures.

For this reason, for example in Table 1, the figures for EU-27 may differ from the sum of the countries figures. As a consequence, in order to estimate the share of each country in the total EU-27 SSS, the sum of the countries figures is used as denominator (instead of the figure for the EU-27 aggregate).

Figure 1: The "other seaborne transport" includes the data for which the ports of loading or unloading are unknown. It should be noticed that in 2008 the share of unknown partner ports in the total seaborne transport is less than 5% for all countries except Cyprus (60%) and Romania (13%), the EU-27 average being 1.7% (it was 1.9% in 2007).

Table 1: In this table double counting has been treated also at sea region level. Where both the port of origin and the port of destination provided data, and where both ports belong to the same country and the same sea region, only the incoming goods declared by each were added. For this reason the total obtained in Table 1 by adding the figures for sea regions at country level may differ from the "total" shown in the last column (where double counting has been treated only at country level). The same applies at EU level. As a consequence the percentages shown in **Figure 2** are calculated using as denominator the sum of the figures for sea regions at EU-27 level as shown in Table 1 (instead of the "total" for the EU-27).

Figure 3 and Table 3: "Other cargo" also includes "type of cargo unknown".

Tables 4 to 8: The "other seaborne transport" includes the data for which the ports of loading or unloading are unknown. It should be noted that in 2008 the share of unknown partner ports in the total seaborne transport is less than 3.5% for all the mentioned ports. The "Total EU-27 ports" aggregate is simply the sum of inwards and outwards declarations of individual ports (no elimination of double counting), except transport movements within the same statistical port.

Special symbols used in the tables

: Not available
Mio Million

Some **structural changes** in data collection implemented in 2006 may have an impact on the comparability of data **between 2005 and 2006**.

In 2006, data concerning transport to/from Russian ports located on the Barents and White Seas started being collected separately. Transport to/from these ports is not included in the definition of SSS. In 2005 (and previous years), in some cases, these data had probably been included in Russian maritime coastal areas, which are part of the definition of SSS. The impact of this structural change would be an under estimation of the SSS growth rates between 2005 and 2006, that could be roughly estimated as follows: BE 1.3, DE 0.3, NL 3.0, EU-27 0.5 percentage points. This means that, if the assumptions and estimates above are correct, for example the growth rate for the EU-27 SSS would be about +2.0% (instead of +1.5%) between 2005 and 2006.

This structural change has been applied by France only in 2007 and may imply an under estimation of the SSS growth rates **between 2006 and 2007**, that could be roughly estimated as follows: FR 0.6 and EU-27 0.1 percentage point. This means that, if the assumptions and estimates above are correct, for example the growth rate of SSS between 2006 and 2007 would be about +0.1% (instead of -0.5%, as shown in Table 2) for FR and +1.6% (instead of +1.5%) for EU-27.

Eurostat is the source of all the figures included in this publication. The figures reflect the **data available** in Eurostat's reference database as of **June 2010**.

Further information

Eurostat Website: <http://ec.europa.eu/eurostat>

Data on "Transport statistics":

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

(Select "Maritime transport")

More information about "Transport statistics":

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

Related Eurostat publication

- [General economic crisis hits European port activity](#)
 - [Maritime transport of goods – 2nd quarter 2009](#)
-

Journalists can contact the media support service:

Bech Building Office A4/125 L - 2920 Luxembourg

Tel. (352) 4301 33408 Fax (352) 4301 35349

E-mail: eurostat-mediasupport@ec.europa.eu

European Statistical Data Support:

With the members of the 'European statistical system', Eurostat has set up a network of support centres in nearly all Member States and in some EFTA countries.

Their mission is to provide help and guidance to Internet users of European statistical data.

Contact details for this support network can be found on our Internet site:

<http://ec.europa.eu/eurostat/>

All Eurostat publications can be ordered via EU Bookshop

<http://bookshop.europa.eu/>

Manuscript completed on: 21.06.2010

Data extracted on: 03.06.2010

ISSN 1977-0340

Catalogue number: KS-QA-10-026-EN-N

© European Union, 2010