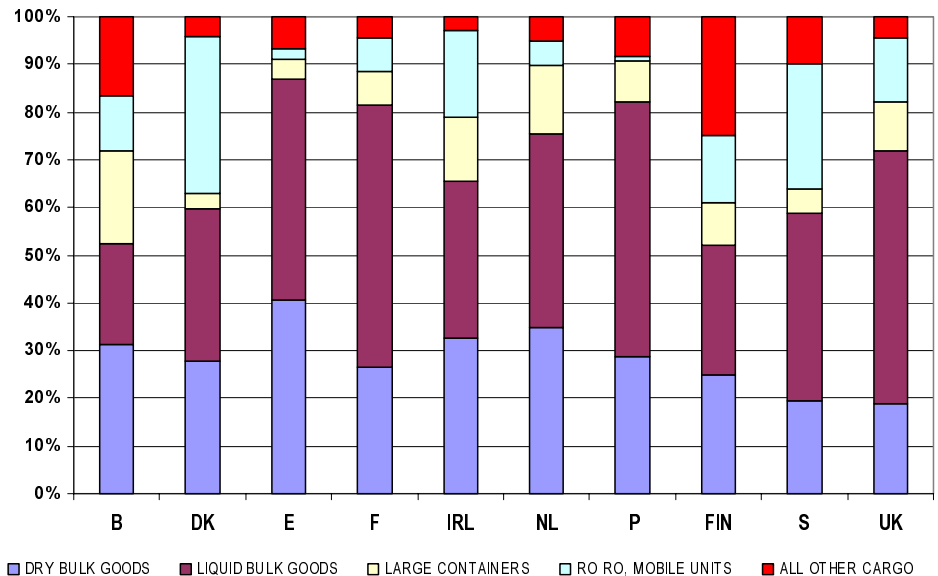


# Maritime transport of goods and passengers 1997-1999

*Volume of goods handled in EU-15 maritime ports increased by 1.8% since 1997*

*Franz Justen*

Figure 1: Share of types of cargo handled (inward and outward) by selected Member States in 1998 (in % of total cargo)



Note: Ro-Ro mobile units : roll on – roll off, either self-propelled or not.

Source: Eurostat (Maritime database)

## Highlights

Between 1997 and 1999, the volume of seaborne transport remained little changed: in 1999, the main ports of the EU handled 2 740 million tonnes of goods (goods loaded and unloaded), an increase of 1.8% compared to 1997, but a decrease of 0.1% compared to 1998.

Overall, in tonnage terms, United Kingdom ports handled the most goods (565 million tonnes in 1999), followed by Italy (446 million) and the Netherlands (395 million).

Rotterdam, Antwerp, Marseille, Hamburg and Le Havre continue to be the five largest EU ports in 1999. Except for Hamburg, the volume of goods handled in these ports decreased slightly compared to 1998.

Bulk goods continue to constitute the main type of cargo handled in EU ports: at least 50% (Belgium) and sometimes more than three-quarters (Spain, France, the Netherlands and Portugal) of all the goods loaded or unloaded are bulk goods. Large containers had a substantial share in Belgian and Dutch ports. Roll on-roll off units (ro-ro) were of importance in countries featuring substantial ferry services: in Denmark, the ro-ro share reaches around one third of the total.

International intra-EU transport is significant for countries like Finland (share of 69% in 1999) or Ireland (60%), but far less for Italy (13%), Spain (14%) or the Netherlands (29%).

More than 313 million people have passed through EU ports in 1999. The main passenger ports correspond to those offering the busiest ferry links: Calais (F)/Dover (UK) and Helsingborg (S) / Helsingør (DK).

## Statistics in focus

### TRANSPORT

THEME 7 – 1/2002

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## Introduction

The content of this "Statistics in Focus" is based on data collected in the frame of the EU maritime statistics Directive (Council Directive 95/64/EC of 8.12.1995 on statistical returns in respect of carriage of goods and passengers by

sea). As the data collection is relatively recent, not all Member States have reported for all aspects so far. Country-specific remarks are listed in the Methodological Notes.

## Transport of goods by Member States and by type of cargo

Table 1 shows the volume of goods handled (expressed in 1000 tonnes) in the main EU ports. At EU level, 2 740 million tonnes were loaded and unloaded in 1999, representing an increase of 1.8% compared to 1997. In fact, the total volume is higher since, except for the UK, the figures do not take into account goods handled in smaller ports.

Data for Spain should be treated with caution, since some major ports including Bilbao, Valencia and Barcelona did not report.

In the total handling of goods in 1999, the United Kingdom

leads by far with more than 565 million tonnes, followed by Italy and the Netherlands with 446 million and 395 million tonnes respectively: note that the UK supplied figures relate to all ports, whereas figures for other Member States relate to the main ports only.

Throughout the period under review, nearly twice as many goods were unloaded in the main ports of the EU then are shipped from them. The countries with a very unequal ratio in 1999 were Spain, Portugal and the Netherlands, where the volume loaded represents only around 30% of that unloaded.

**Table 1: Seaborne transport : gross weight of goods handled in main ports - by direction of traffic - in 1000 tonnes**

	1997			1998			1999		
	Inward	Outward	Total	Inward	Outward	Total	Inward	Outward	Total
EU-15	1 741 386	949 581	2 690 967	1 811 802	931 657	2 743 457	1 795 813	944 737	2 740 551
BELGIUM	98 049	60 563	158 611	108 631	59 340	167 971	99 105	62 317	161 422
DENMARK	58 513	45 500	104 013	47 150	39 406	86 556	41 491	35 955	77 446
GERMANY	136 167	71 512	207 678	140 781	70 755	211 536	138 889	76 686	215 575
GREECE	59 529	41 783	101 311	66 234	44 313	110 546	67 350	45 199	112 549
SPAIN <sup>1</sup>	82 999	43 969	126 968	91 944	32 414	124 358	118 746	34 185	152 931
FRANCE	222 328	82 751	305 079	234 745	84 255	319 000	227 433	87 720	315 153
IRELAND	20 184	8 500	28 684	22 017	8 953	30 970	23 179	9 294	32 473
ITALY	314 791	134 099	448 890	326 905	134 858	461 762	318 561	128 180	446 741
NETHERLANDS	311 609	88 115	399 724	317 917	84 583	402 500	304 150	91 465	395 615
PORTUGAL									

In the case of the Netherlands, this reflects the influence of oil tankers unloading their cargo and leaving empty. Even so, the figures for this country illustrate its role as 'gateway to Europe'.

Member States with a much more balanced ratio are Finland and Sweden, and – to a lesser degree – the United Kingdom and Denmark.

Figure 1 on the cover page outlines the share of cargo-types handled in 1998. Bulk cargo continues to play a dominant role in all the Member States shown: the share of liquid and dry bulk together ranges from 52% in Belgium and Finland to 87% in Spain.

The handling of large containers is important in Belgium

(share of 19%), the Netherlands (14%) and Ireland (13%).

For countries featuring major car ferry services, the share of ro-ro mobile units is substantial: 33% in Denmark, 26% in Sweden and 18% in Ireland.

Table 2 represents the ranking of the 15 most important individual ports in 1997, 1998 and 1999.

The top-6 did not change and Rotterdam remains by a large margin the largest European port: in 1999 Rotterdam handled substantially more tonnage than the ports of Antwerp, Marseille and Hamburg combined.

Overall, there have been no important changes in the individual positions over the period under review.

**Table 2: TOP 15 ports – on the basis of gross weight of goods handled (in 1000 t)**

	1997		1998		1999	
1	Rotterdam	303 427	Rotterdam	306 991	Rotterdam	299 506
2	Antwerpen	104 592	Antwerpen	111 592	Antwerpen	103 591
3	Marseille	92 936	Marseille	90 929	Marseille	87 643
4	Hamburg	69 583	Hamburg	68 912	Hamburg	73 358
5	Le Havre	58 207	Le Havre	62 783	Le Havre	60 303
6	London	55 692	London	57 311	London	52 206
7	Tees & Hartlepool	51 249	Tees & Hartlepool	51 454	Grimsby & Immingham	49 757
8	Grimsby & Immingham	47 991	Grimsby & Immingham	48 387	Tees & Hartlepool	49 316
9	Trieste	46 664	Trieste	47 557	Genova	46 775
10	Genova	43 633	Genova	45 213	Forth	45 396
11	Forth	43 102	Forth	44 400	Trieste	44 515
12	Amsterdam	36 942	Wilhelmshaven	43 950	Wilhelmshaven	39 731
13	Taranto	36 720	Dunkerque	39 036	Dunkerque	38 025
14	Wilhelmshaven	36 443	Taranto	36 593	Sullom Voe	37 680
15	Dunkerque	36 406	Amsterdam	35 241	Amsterdam	36 686

Source: Eurostat (Maritime database)

However, the port of Taranto in the very south of Italy fell from position 13 in 1997 to position 14 in 1998 and disappeared from the top-15 in 1999.

The port of Sullom Voe is a 'newcomer' to the top-15 of 1999. This port is a major liquid bulk terminal located in the Shetland Islands and built between 1975 and 1981. It

handles production from more than two dozen oilfields in the North Sea between the Shetlands and Norway. Its main purpose is to act as a buffer between the producing fields offshore and tankers waiting to ship oil to refineries worldwide.

### Transport of goods by destination

Table 3 shows the various shares in the origin/ destination of goods.

In 1999, 46% of the total amount of goods handled in the main Greek ports had a national (domestic) origin or destination. Italy and Spain followed with a national share of 27% and 23% respectively. Denmark had a substantial share as well (21%) although this was a significant drop

compared to 1997 (38%), mainly due to the discontinuation of the ferry services after the opening of the Storebælt fixed-link.

The geographical features of the above mentioned countries (islands, either large in number, or only a few but important ones) largely explain this high share.

**Table 3: Seaborne transport in the main ports: origin/destination**

1997	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (1000 t)	158 611	104 013	207 678	101 311	126 968	305 079	28 684	448 890	399 724	51 103	70 248	130 127	558 530
<i>of which:</i>													
National (%)	3	38	3	44	32	:	3	32	0	18	not declared	17	:
international													
intra-EU (%)	31	33	45	:	13	:	59	12	27	27	65	58	:
extra-EU (%)	66	30	52	:	55	:	37	56	73	55	35	26	:
1998	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (1000 t)	167 971	86 556	211 536	110 546	124 358	319 000	30 970	461 762	402 500	53 568	71 694	134 494	568 502
<i>of which:</i>													
National (%)	2	28	3	44	18	8	4	28	0	19	not declared	16	:
international													
intra-EU (%)	30	40	45	:	17	27	59	12	27	29	67	53	:
extra-EU (%)	68	32	52	:	65	65	37	60	73	52	33	30	:
1999	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (1000 t)	161 422	77 446	215 575	112 549	152 931	315 153	32 473	446 741	395 615	43 769	71 123	138 919	565 614
<i>of which:</i>													
National (%)	3	21	4	46	23	7	3	27	0	19	not declared	16	:
international													
intra-EU (%)	32	45	42	:	14	29	60	13	29	26	69	55	:
extra-EU (%)	65	34	54	:	63	64	37	60	71	54	31	30	:

Source: Eurostat (Maritime database)

Finland, Ireland and Sweden are the Member States that, throughout the period observed, display a high share in international intra-EU transport with 69%, 60% and 55% respectively (1999). The main ports in Germany and Denmark unloaded and loaded between 42% and 45% of their total cargo as international intra-EU traffic.

Conversely, extra-EU seaborne transport is of prime importance in the Netherlands, (over 70% share – heavily influenced by the crude-oil transport), Belgium (65%, in 1999) and Spain (63%, in 1999), confirming their position as important gateways to Europe. In contrast, Sweden and Finland handle only around 30% of the goods in extra-EU

transport.

It is recalled that figures presented in Table 3 take into account goods handled in the main ports both in inward **and** outward traffic. The general picture obtained would be substantially different for certain countries if only inward **or** outward traffic had been considered: in such cases, the resulting shares would show noticeable shifts. Considering only outward traffic, the Netherlands would for instance show a much higher international intra-EU share since oil tankers generally leave empty. Conversely, inward traffic (full tankers) would raise the extra-EU share.

## Maritime goods traffic by type of vessel

The total number of inward movements by type of vessel in the main ports in 1999 is shown in Table 4. It is assumed that the number of outward movements is almost the same.

Figures presented are those that have been reported. Germany and Italy did not report by type of vessel but supplied only the total movements in the category 'unknown'. Furthermore, due to various derogations granted to Member States, methodological inconsistencies cannot be excluded at this stage. Data should therefore be treated with caution, particularly the column showing the change compared to 1997.

For most countries, the vessel category 'cargo, non-specialised' represents the major group. The extremely high figure for Denmark relates mostly to ferries. High figures are also registered for Sweden.

Due to the high share of crude oil and oil products, the Netherlands recorded the highest number of liquid bulk vessels movements in 1999. The Netherlands was followed by France, Spain and Belgium.

Spain leads by a large margin in the number of dry bulk vessel movements whereas the Netherlands and Belgium reported, as in the previous years, the most container vessels with 5 505 and 3 817 movements respectively.

**Table 4: Number of inward movements in main ports in 1999 - by type of vessel**

	BELGIUM		DENMARK		GERMANY		SPAIN		FRANCE		IRELAND		ITALY		NETHERLANDS		PORTUGAL		FINLAND		SWEDEN	
	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 98-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)	movements	change 97-99 (%)
LIQUID BULK	4 460	2	2 075	-12	:	:	4 680	-6	5 461	37	1 411	-1	:	:	8 864	-2	2 057	-9	1 884	-1	3 127	-1
DRY BULK	241	23	1 133	-23	:	:	4 453	35	1 628	6	731	9	:	:	2 607	-11	582	14	668	-13	1 203	-20
CONTAINER	3 817	42	1 453	5	:	:	2 624	19	2 089	-10	1 956	4	:	:	5 505	11	1 088	14	993	94	1 215	95
CARGO, SPECIALIZED	5 293	19	2 467	2	:	:	150	-50	137	-32	417	42	:	:	113	-30	460	-5	245	5	221	1
CARGO, NON-SPECIAL.	4 475	-35	342 701	-15	:	:	16 141	-2	11 611	45	6 924	21	:	:	25 066	5	5 332	6	24 655	10	91 759	4
DRY CARGO BARGE	19		461	-33	:	:			8		1		:	:			16	433	637	10	281	33
PASSENGER	48		28 251		:	:	19 883		7 100		19		:	:	230		263		2 142		21 334	
FISHING					:	:	1 202	-7					:	:	30	-52						
OFFSHORE ACTIVITIES					:	:			3	-25			:	:	1 423	-29	1	-67				
TUGS	45	29			:	:	197						:	:	840	23						
MISCELLANEOUS	12 086	-8			:	:	2 273	-3			2		:	:	1 393	-22						
UNKNOWN					68 160	4	1 624	160	1 254	-58			525 478	4			1				5	

Source: Eurostat (Maritime database)

## Maritime transport of passengers

Excluding however Germany, which did not report, 313 million people passed through EU ports in 1999. This is a slight decrease compared to 1997 (-3.5%) and 1998 (-2.4%).

The figure of 313 million persons should be treated with care: it takes into account passengers having made national, international intra-EU and extra-EU journeys. Thus, passengers in national and international intra-EU traffic are double counted, once at embarkation and once at disembarkation.

Thus, figures in Table 5 should be considered from the point of view of the various ports in the Member States: they express the port passenger traffic or passenger 'throughput' at national level.

Keeping these principles in mind, it appears that Italian ports registered the most passengers throughout the period under review (more than 85 million passengers in 1999).

The dense traffic between the Italian mainland and Sicily and between Naples and the island of Capri to this result (see also Table 6).

Denmark follows Italy with 57.3 million passengers (1999). This number constitutes a substantial decrease compared to the previous years. The discontinuation of the Storebælt ferry services largely explain the drop in passenger numbers. In 1997, Denmark approached Italy with 75.9 million passengers. Here, both the geographical characteristics of the country with numerous ferries between the various Danish islands and the ferry connections with Germany, Sweden and Norway explain the high numbers.

With 41.6 million passengers in 1999, Sweden recorded roughly half those registered by Italy. Largely responsible are the ferries to and from Denmark and Germany.

**Table 5: Passenger transport by Member States: number of passengers embarked and disembarked - in 1000**

	1997			1998			1999		
	Inward	Outward	Total	Inward	Outward	Total	Inward	Outward	Total
BELGIUM *	925	1 021	1 946	839	857	1 696	775	778	1 553
DENMARK	37 899	38 030	75 928	31 661	31 787	63 448	28 649	28 696	57 345
GERMANY	:	:	:	:	:	:	:	:	:
GREECE	16 169	16 090	32 259	17 312	18 053	35 364	18 177	19 003	37 180
SPAIN *	1 430	1 038	2 468	106	117	223	1 687	974	2 661
FRANCE	16 576	16 548	33 124	15 426	15 400	30 825	15 233	15 203	30 436
IRELAND	2 315	2 291	4 605	2 385	2 413	4 798	1 468	1 449	2 917
ITALY	40 128	40 056	80 184	40 398	40 223	80 621	42 744	42 695	85 439
NETHERLANDS	974	989	1 964	928	912	1 840	976	973	1 949
FINLAND	7 617	7 574	15 191	8 012	7 974	15 986	8 096	8 051	16 146
PORTUGAL	19	15	34	238	235	473	237	235	472
SWEDEN *	20 054	19 833	39 877	20 476	20 312	40 788	20 914	20 660	41 574
UNITED KINGDOM*	17 951	18 020	35 971	18 407	18 478	36 885	17 874	17 942	35 816

\* only main ports are considered. Spain: different ports reporting each year.

Source: Eurostat (Maritime database); Belgium: national statistics.

Greek ports registered a steady increase over the two years to 1999 and reported 37.2 million passengers in 1999. Considering the numerous islands, this might seem relatively low. However, the distances between mainland Greece and for instance the islands of the Aegean Sea are considerable and air links greatly cut the journey-time to such destinations.

During the period under review, France's passenger numbers slightly decreased and reached 30.4 million in 1999. Absolutely dominant is the port of Calais handling the ferries to the United Kingdom. Ports handling ferries that maintain connections with Corsica are also of considerable importance although to a much lesser extent

compared to those handling ferries from and to the UK.

Belgium's passenger numbers show a noticeable decrease in 1999 compared to the previous years. Since Belgium's passenger traffic is mainly influenced by ferry connections with the UK (via Ostend and Zeebrugge), the decrease might be explained by a consolidation of the ferry connections and the fact that an increasing number of passengers have chosen to use the connection via the Channel Tunnel with the "Eurostar" train services.

The 1997 figures for Portugal seem very low compared to the following two years. This can be explained by the fact that the ports of Funchal and Porto Santo (both Madeira) started to report from 1998 onwards.

## Table 6: TOP-15 ports in passenger transport - number of passengers embarked and disembarked

Source: Eurostat (Maritime database)

Table 6 specifies the 15 ports that handled the most

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this “Statistics in Focus” is mainly based on data collected in the frame of the EU maritime Directive (“Council Directive 95/64/EC of 8.12.1995 on the statistical returns in respect of carriage of goods and passengers by sea” – OJ L320 of 30.12.1995, page 25).

Due to derogations granted to Member States from 1997 to 1999, data are not complete for all aspects at EU level.

EU-15 indications refer to the total of 13 Member States. Obviously, Luxembourg and Austria have no maritime ports.

### **Figure 1: Share of types of cargo handled (inward and outward) by selected Member States in 1998**

In the interest of clarity, certain cargo types have been regrouped. This is notably the case for the category “ro-ro mobile units”, composed of “ro-ro self propelled units” and “ro-ro mobile units (non self-propelled)” (ro-ro = roll on / roll off).

### **Table 1: Seaborne transport: gross weight of goods handled in main ports – by direction of traffic - in 1000 tonnes**

‘Main ports’ refer to a selection of ports that exceed a certain volume of goods handled. The reporting threshold for goods handling is one million tonnes per year.

All countries reported for the ‘main ports’ except the United Kingdom, which reported for all ports, affecting comparability.

### **Table 2: TOP 15 ports – on the basis of gross weight of goods handled (in 1000 t)**

As Spain did not report for certain major ports, no Spanish ports appear in the various rankings, although certain are quite likely to be listed among the 15 most important ports in the EU.

### **Table 3: Seaborne transport in the main ports: origin/destination**

Finland has not declared national (domestic) transport. Consequently, adding intra- and extra-EU traffic results in 100%.

### **Table 4: Number of inward movements in main ports in 1999 – by type of vessel**

Figures presented are those reported by the various Member States. They include indications for vessel types for which reporting is not compulsory (fishing boats, tugs, miscellaneous vessels)

Data for Portugal and Italy are based on the so-called ‘dataset F1’ (number of vessels and deadweight tonnage) whereas data for other countries are based on ‘dataset F2

(number of vessels and gross tonnage). This might result in a different number of ports considered.

### **Table 5: Passenger transport by Member States: number of passengers embarked and disembarked - in 1000**

Taken into account for this table were all ports of the reporting Member States except Spain and the United Kingdom, where only passengers for the ‘main ports’ were considered. The threshold for reporting passenger handling in ‘main ports’ is 200 000 passengers per year.

Figures for Germany are missing. This country has been granted a derogation with regards to passenger transport (up to and including the year 1999).

### **Table 6: TOP-15 ports in passenger transport - number of passengers embarked and disembarked**

No data available for German ports (derogation).

#### **Spain**

Some major Spanish ports (like Barcelona, Valencia and Bilbao) have not declared any data and could thus not be considered

*&HXND DQG OHOLOOD*

Data with regards to Spain include Ceuta and Melilla.

The handling of goods was reported by Ceuta in 1997, but not by Melilla. Both Ceuta and Melilla did not declare in 1998. In 1999, only Melilla declared.

#### **France**

Data declared by France take into account goods and passenger handling in ports of the French overseas territories (Départements d’Outre Mer / Territoires d’Outre Mer)

#### **Portugal**

*\$oRUHV DQG ODGHLUD*

Data with regards to the Açores and Madeira are included in Portugal.

#### **United Kingdom**

Port installations located on the Tees estuary report as ‘Tees & Hartlepool’. Those located on the Humber estuary report as ‘Grimsby & Immingham’. 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.

**This publication** was prepared with the assistance of Jelle Bosch, Artemis Information Management

# Further information:

## ➤ Databases

New Cronos,  
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