



Statistics in focus

TRANSPORT

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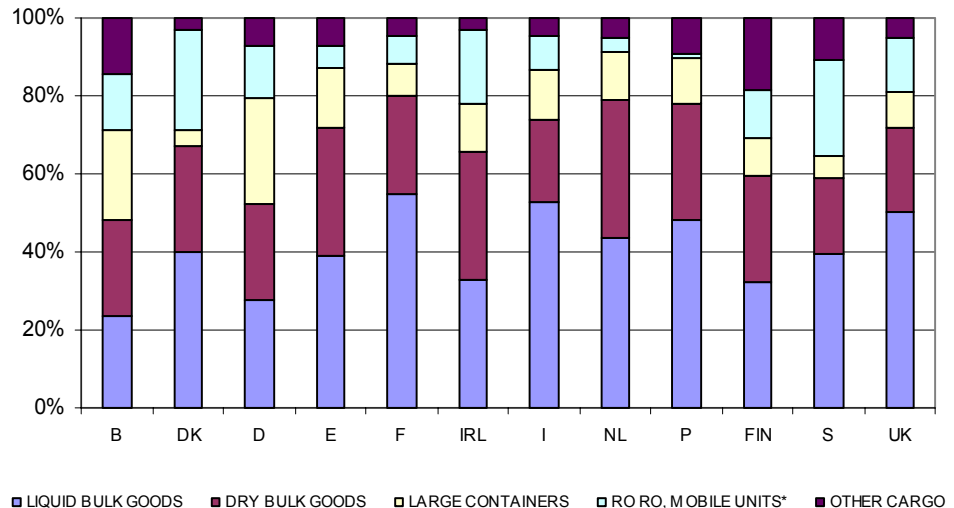
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Maritime transport of goods and passengers 1997-2001

In 2001, 3000 million tonnes of goods and 328 million passengers were transported through EU ports

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Figure 1: Share of types of cargo handled (inward and outward) in main ports in 2001 (in % of total cargo handled)



*Ro-Ro mobile units: roll on-roll off; either self-propelled or not. – EL did not report for year 2001.

Highlights

In 2001, 3000 million tonnes of goods were handled in the EU (2000 data for Greece). Of these, around two thirds were goods unloaded and the remaining third goods loaded. All Member States unload more than they load.

With 566 million tonnes handled, the UK is the first country in 2001 in seaborne transport of goods, with a share of 19% of the total EU transport. The UK is followed by Italy, with a share of 15%, the Netherlands (14%) and France (11%). 44% of total cargo handled in the EU in 2001 (excluding Greece), equal to 1200 million tonnes, is made up of liquid bulk goods.

At the port level, Rotterdam, Antwerp, Marseille, Hamburg and Le Havre maintained their positions as the five largest EU ports in 2001.

The situation varies among Member States with regard to the origin/destination of the goods transported. The share of national transport is extremely low for the Netherlands, Belgium, Germany and Ireland (either small countries or countries with limited shorelines), and high for Greece, the UK, Denmark and Spain.

The type of vessel "cargo, non-specialized" dominates seaborne transport in most Member States.

328 million persons are estimated to have passed through EU ports in 2001. Contrarily to the transport of goods, no significant difference can be found between the numbers of passengers embarking and disembarking, due to the fact that most of the transport corresponds to the main ferry connections.

The source for all data in this Statistics In Focus is Eurostat (Maritime database).

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 during the period 1997-1999. 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 million tonnes) in all the EU ports. Caution must be taken when considering the total figures (inwards + outwards), as the national transport includes some double-counting (goods loaded and unloaded). With this in mind, in 2001, 3000 million tonnes were handled in the EU (2000 data for Greece). Of these, around two thirds were goods unloaded and the remaining third goods loaded. All Member States unload more than they load. This ratio rises to 78% in the case of goods unloaded in the Netherlands (and 22% of goods loaded), whereas at the other extreme Finland and Sweden unload 53% and 54% respectively of their total cargo volume (and load 47% and 46% respectively).

Overall, the volume of goods handled increased by 3% since 1997. It must be said, however, that two Member States registered a fall in the volume handled since 1997: Denmark and Italy (for Italy, mainly due to the change on

the "goods" in order to comply with the Directive). In Denmark, in particular, the volume fell from 124 million tonnes in 1997 to 94 million tonnes in 2001 (a fall of 24%). On the other side, figures for Finland showed the highest rise, from 75 million to 96 million tonnes (a rise of 28%), explained also by the fact that national traffic was not reported until 2000.

Total tonnage handled in the EU in 2001 remained constant compared to the previous year, although a rise can be observed in Finland (+19%) and Spain (+16%), and a fall for some other countries, in particular France (-6%).

With 566 million tonnes handled, the UK is the first country in 2001 in seaborne transport of goods, with a share of 19% of total EU transport. The UK is followed by Italy, with a share of 15%, the Netherlands (14%) and France (11%).

Table 1: Seaborne transport: gross weight of goods handled in all ports – in million tonnes

	1997		1998		1999		2000		2001*	
	inwards	outwards	inwards	outwards	inwards	outwards	inwards	outwards	inwards	outwards
EU-15	1 893.2	1 018.9	1 971.5	1 010.9	1 944.3	1 023.1	1 957.6	1 027.2	1 998.6	1 000.2
Belgium	100.0	61.6	110.9	60.1	102.5	63.1	110.9	68.4	107.0	67.2
Denmark	71.6	52.4	59.2	45.8	54.4	42.8	52.9	43.7	51.7	42.3
Germany	140.5	72.9	144.9	72.5	143.1	78.5	152.2	90.3	156.5	89.6
Greece	59.5	41.8	66.2	44.3	67.4	45.2	75.3	52.5	:	:
Spain	184.9	85.7	198.0	82.2	213.0	82.7	171.6	63.3	202.2	69.2
France	222.3	82.8	234.7	84.3	227.4	87.7	243.9	92.6	231.4	86.1
Ireland	25.6	10.8	28.7	11.3	30.7	12.2	31.7	13.6	32.6	13.2
Italy	321.7	137.5	335.2	140.4	327.8	135.1	315.2	131.5	318.4	126.4
Netherlands	313.2	89.0	320.0	85.4	304.2	91.5	315.9	90.0	317.3	88.5
Finland	39.1	36.2	39.0	37.5	38.1	39.3	41.1	39.6	50.7	45.4
Portugal	40.7	14.0	43.4	14.2	45.4	13.4	43.8	12.6	43.8	12.4
Sweden	79.0	70.9	85.2	70.5	83.4	73.0	86.8	72.5	82.9	69.9
United Kingdom	294.9	263.5	306.0	262.4	306.9	258.6	316.3	256.7	328.9	237.5

*Greece: 2000 data used for EU-15 calculation. For national and intra-EU transport, totals (inwards + outwards) will include some double-counting

Figure 1 on the cover page illustrates the distribution of goods transported by type of cargo. 44% of total cargo handled in the EU (excluding Greece) in 2001, equal to 1200 million tonnes, is made up of liquid bulk goods. This share rises to 55% for France, 53% for Italy and 50% for the UK (due to important volumes of North Sea Oil), whereas, at the other extreme, it equals just 23% for Belgium. A large amount of dry bulk is handled in particular by the Netherlands and the UK, (142 million and 118 million tonnes respectively). The share of dry bulk is also

considerable for Spain and Ireland. Container transport is significant for Germany and Belgium, with a 27% and a 23% share of total transport respectively, whereas the share of Ro-ro mobile units is high for Denmark and Sweden (26% and 25% of total transport). Finally, Finland has an important share of 'other cargo', which includes forestry products.

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

	1997		1998		1999		2000		2001*	
1	Rotterdam (NL)	303.427	Rotterdam (NL)	306.991	Rotterdam (NL)	299.506	Rotterdam (NL)	302.545	Rotterdam (NL)	296.620
2	Antwerpen (BE)	104.592	Antwerpen (BE)	111.592	Antwerpen (BE)	103.591	Antwerpen (BE)	115.988	Antwerpen (BE)	114.777
3	Marseille (FR)	92.936	Marseille (FR)	90.929	Marseille (FR)	87.643	Marseille (FR)	91.279	Marseille (FR)	89.518
4	Hamburg (DE)	69.583	Hamburg (DE)	68.912	Hamburg (DE)	73.358	Hamburg (DE)	76.950	Hamburg (DE)	82.948
5	Le Havre (FR)	58.207	Le Havre (FR)	62.783	Le Havre (FR)	60.303	Le Havre (FR)	63.883	Le Havre (FR)	65.356
6	London (UK)	55.692	London (UK)	57.311	London (UK)	52.206	Grimsby & Immingham (UK)	52.501	Grimsby & Immingham (UK)	54.831
7	Tees & Hartlepool (UK)	51.249	Tees & Hartlepool (UK)	51.454	Grimsby & Immingham (UK)	49.757	Tees & Hartlepool (UK)	51.473	Tees & Hartlepool (UK)	50.842
8	Grimsby & Immingham (UK)	47.991	Grimsby & Immingham (UK)	48.387	Tees & Hartlepool (UK)	49.316	London (UK)	47.892	London (UK)	50.654
9	Trieste (IT)	46.664	Trieste (IT)	47.557	Genova (IT)	46.775	Dunkerque (FR)	44.318	Amsterdam (NL)	48.073
10	Genova (IT)	43.633	Genova (IT)	45.213	Forth (UK)	45.396	Trieste (IT)	44.015	Trieste (IT)	#REF!
11	Forth (UK)	43.102	Forth (UK)	44.400	Trieste (IT)	44.515	Genova (IT)	43.797	Genova (IT)	#REF!
12	Amsterdam (NL)	36.942	Wilhelmshaven (DE)	43.950	Wilhelmshaven (DE)	39.731	Wilhelmshaven (DE)	43.402	Dunkerque (FR)	41.909
13	Taranto (IT)	36.720	Dunkerque (FR)	39.036	Dunkerque (FR)	38.025	Amsterdam (NL)	42.044	Forth (UK)	41.607
14	Wilhelmshaven (DE)	36.443	Taranto (IT)	36.593	Sullom Voe (UK)	37.680	Forth (UK)	41.143	Wilhelmshaven (DE)	40.850
15	Dunkerque (FR)	36.406	Amsterdam (NL)	35.241	Amsterdam (NL)	36.686	Bremen/ Bremerhaven (DE)	39.224	Bremen/ Bremerhaven (DE)	40.066

* Excluding Greece

The top 15 ports on the basis of gross weight of goods handled are listed in table 2. Greece has not reported in the year 2001. The first five ports, Rotterdam, Antwerp, Marseille, Hamburg and Le Havre, have maintained their position since 1997. In particular, the importance of Rotterdam can be noticed, as it makes up alone for 27% of the tonnage handled in all 15 ports (in 2001). The statistically combined ports of Bremen and Bremerhaven, which appeared for the first time in the list in the year 2000, show the highest increase in tonnage handled since 1997, equal to 31%. They are followed by Amsterdam, with an increase of 30%. Then come Hamburg with 19%, Dunkerque with 15%, and Grimsby & Immingham with 14%. Seven ports show a decrease in tonnage handled

since 1997. They are: Rotterdam, Marseille, Tees & Hartlepool, London, Trieste, Genova and Forth. London in particular has reduced its tonnage handled by 9%, due to the closure of a major oil terminal. Since 2000, however, it has shown an increase.

All the ports included in the list for 2001 were also present in the list of the year 2000. The first eight ports, furthermore, have maintained their position. Two ports can be found further down in the list in 2001, Dunkerque and Wilhelmshaven, whereas Amsterdam and Forth have gained in their positions. Hamburg is the port with the highest increase in tonnage handled in the last year (+8%), and Wilhelmshaven with the highest decrease (-6%).

Transport of goods by destination

Table 3 shows the breakdown for each country between national and international transport, intra or extra-EU. It can be seen that the situation varies between Member States, with a practically inexistent national transport for the Netherlands and a very low share for Belgium, Germany

and Ireland (either small countries or countries with limited shorelines) on one side, and a high share on the other for Greece (30% in the year 2000), due to its numerous islands, followed by the UK (21% in 2001), Denmark and Spain (18% each in 2001).

Table 3: Seaborne transport in the main ports 1997-2001: origin/destination

	1997	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)		158.6	89.2	206.3	100.7	:	:	28.7	378.5	399.7	47.6	70.2	121.8	:
<i>of which:</i>														
National (%)		2.6	27.2	2.6	43.5	:	:	2.7	19.7	0.1	11.5	not declared	10.9	:
Intern. intra-EU (%)		31.5	38.2	45.3	:	:	:	59.7	14.5	27.3	29.1	64.9	61.8	:
Intern. extra-EU (%)		65.9	34.5	52.1	:	:	:	37.6	65.8	72.6	59.4	35.1	27.3	:
	1998	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)		167.9	77.8	210.7	109.6	:	306.1	31.0	399.5	402.5	49.7	71.7	126.4	:
<i>of which:</i>														
National (%)		2.4	20.0	2.5	40.1	:	6.7	3.3	16.9	0.1	12.7	not declared	11.0	:
Intern. intra-EU (%)		29.6	44.3	45.3	:	:	27.7	59.6	14.2	27.2	31.5	66.8	56.6	:
Intern. extra-EU (%)		68.0	35.7	52.2	:	:	65.6	37.1	68.9	72.6	55.8	33.2	32.4	:

Table 3 (continued) : Seaborne transport in the main ports 1997-2001: origin/destination

1999	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	162.3	71.7	214.4	111.8	:	300.2	32.5	389.1	395.6	51.1	71.1	129.8	:
<i>of which:</i>													
National (%)	2.8	14.6	3.5	40.3	:	6.1	2.5	16.6	0.2	12.5	not declared	9.7	:
Intern. intra-EU (%)	31.5	48.5	42.3	:	:	29.3	60.8	14.5	28.7	30.8	68.9	58.4	:
Intern. extra-EU (%)	65.8	36.9	54.2	:	:	64.6	36.7	68.9	71.0	56.8	31.1	31.9	:
2000	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	175.9	74.0	232.9	96.2	221.9	322.0	34.5	377.3	403.2	50.7	75.4	132.1	504.7
<i>of which:</i>													
National (%)	2.9	15.1	2.3	30.2	21.0	5.8	4.0	15.6	0.2	10.8	not declared	9.1	12.8
Intern. intra-EU (%)	31.6	50.8	41.8	24.9	19.6	31.6	60.3	12.4	28.0	33.0	67.7	59.9	40.7
Intern. extra-EU (%)	65.5	34.1	56.0	44.9	59.4	62.6	35.7	72.0	71.8	56.2	32.3	31.0	46.5
2001	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	171.3	73.0	236.7	:	256.0	302.0	36.9	378.1	404.0	50.5	85.1	126.7	502.5
<i>of which:</i>													
National (%)	2.6	18.6	2.0	:	18.4	6.3	3.4	15.0	0.0	11.1	6.7	9.3	21.3
Intern. intra-EU (%)	33.0	47.2	40.6	:	19.3	30.4	61.6	12.3	27.8	31.4	59.8	57.6	40.9
Intern. extra-EU (%)	64.4	34.2	57.3	:	62.3	63.4	35.0	72.6	72.2	57.4	33.5	33.1	37.8

EL: did not report for year 2001.

Conversely, the countries presenting a very high share of international extra-EU transport are Italy (73%) and the Netherlands (72%). For Italy this share has increased since 1997. Finally, Ireland, Finland and Sweden present the highest share in international intra-EU transport. During the period considered, a reduction can be observed in the

share of Danish national transport, and a redistribution of Sweden's international transport, with an increase in extra-EU and a reduction in intra-EU journeys.

Finland has declared national transport for the first time in 2001.

Maritime goods traffic by type of vessel

Table 4 shows the distribution of seaborne transport in Member States by type of vessels (according to the

number of vessels calling at main ports and to the gross tonnage transported).

Table 4: Number of vessels and Gross Tonnage of vessels calling at main ports in 2001 – by type of vessel

	BELGIUM		DENMARK		GERMANY		GREECE*		SPAIN		FRANCE		ITALY	
	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)
Cargo, non-specialized	5 661	99 240	321 465	987 700	66 159	602 597	19 338	83 572	28 837	235 982	43 755	276 417	363 756	1 108 259
Cargo, specialized	6 368	124 190	2 401	6 381	2 201	46 485	2 090	23 699	1 856	22 063	1 098	22 810	1 308	23 704
Container	4 154	94 241	1 678	10 395	10 827	166 454	3 475	43 784	7 254	90 392	4 532	124 421	11 570	188 044
Dry bulk	181	9 785	1 681	7 801	8 596	47 802	5 510	18 151	7 971	88 134	3 736	49 747	6 607	65 353
Dry cargo barge	15	336	475	1 508	119	360	567	9			321	50	636	1 308
Fishing							58	2	3 599	2 789				
Liquid bulk	5 274	38 644	2 627	10 666	5 825	51 718	9 605	44 851	14 986	189 420	8 642	145 406	16 541	200 518
Miscellaneous	10 471	71 002			488	1 344	27	362	4 638	8 710	7 142	4 710	824	3 356
Offshore activities					1	0 798					13	46	342	818
Passenger	75	1 924	18 313	10 871	17 313	11 915	125 047	612 462	25 402	212 841	6 269	51 224	125 994	134 201
Tugs	53	51					91	88	310	85				
Unknown									475	6 556				
Total	32 252	439 413	348 640	1 035 322	111 529	928 675	165 808	826 980	95 328	856 972	75 508	674 831	527 578	1 725 563
	IRELAND		NETHERLANDS		PORTUGAL		FINLAND		SWEDEN		UNITED KINGDOM			
	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)
Cargo, non-specialized	7 450	121 248	24 558	221 508	5 982	32 408	28 959	450 113	83 266	900 432	118 114	1 468 349		
Cargo, specialized	326	8 895	119	1 534	480	10 223	243	2 739	201	6 538	5 238	107 154		
Container	1 871	7 624	4 999	159 819	1 411	12 438	1 058	6 203	1 075	11 062	6 232	164 735		
Dry bulk	1 040	8 344	2 634	99 765	530	9 732	1 042	9 138	1 367	7 048	4 078	72 709		
Dry cargo barge					29	25	1 130	4 681	222	1 054	62	77		
Fishing			37	56							107	84		
Liquid bulk	1 673	8 802	9 518	126 293	1 927	22 414	3 146	26 299	3 303	25 775	21 649	220 092		
Miscellaneous	4	3	1 435	5 149							4 725	9 696		
Offshore activities	13	53	2 013	3 344	34	98			47	333	5 868	12 567		
Passenger	17	287	90	2 825	720	13 406	2 014	6 381	6 526	6 961	201	4 447		
Tugs			517	478							281	497		
Unknown					2	17					963	0		
Total	12 394	155 255	45 920	620 768	11 115	100 760	37 592	505 554	96 007	959 203	167 518	2 060 408		

* Greece: 2000 data

Data should be considered with caution, due to methodological inconsistencies regarding the classification of vessels.

The category of vessel 'Cargo, non-specialized' dominates in most Member States. In particular, in Denmark it makes up for 95% of total tonnage and 92% of vessel movements, and in Sweden 94% of total tonnage and 87% of vessel movements. This is due mostly to ferry transport. The highest values for this category are those of the UK, Italy, Denmark and Sweden.

In Belgium the share of the category "cargo, specialized" is significant, whereas it is very low for all other countries. Container transport is important in the Netherlands and in Germany. For this category, often a diverging share can be

noticed between the number of vessels calling and the gross tonnage transported. In Ireland the number of container vessels calling at main ports represent 15% of total vessels in Ireland, whereas the corresponding tonnage transported corresponds to only 5% of total tonnage. In the Netherlands container vessels make up 11% of total vessels in the Netherlands, whereas the tonnage accounts for 26% of the total.

Passenger vessels are an important category for Greece, where they make up around three quarters of seaborne transport both in terms of tonnage and of number of vessels.

Finally, high values for the category 'liquid bulk' are recorded by the UK, Italy, Spain and the Netherlands.

Maritime transport of passengers

Table 5 outlines the passengers embarked and disembarked in all ports for each Member State. Figures refer to national, international intra-EU and international extra-EU transport of passengers. For national and international intra-EU passenger transport, however, it must be considered that passengers are counted twice, once as they embark and again as they disembark. The totals thus highly overestimate the actual journeys made. With this in mind, 328 million persons (2000 data for Greece) passed through EU ports in 2001. Contrarily to the transport of goods, no significant difference can be found between the numbers of passengers embarking and disembarking, due to the fact that most of the transport corresponds to the main ferry connections.

The figures for Italy are by far the highest, with 87 million

passengers (embarked + disembarked). This flow has grown constantly since 1997. A large contribution to this figure is given by the connection between the mainland and Sicily (Messina-Reggio Calabria).

Denmark is the second country for passenger transport, although it has fallen by 37% since 1997, when it was almost equal to the Italian figures. Denmark counts numerous ferry connections between its various islands, and with Germany, Sweden and Norway. The fall was largely due to the opening of a bridge connecting its two main islands (Sjælland and Fyn).

Although data for 2001 is not reported yet, Greek passenger transport is very important. It has been growing steadily from 1997 to 1999, but has registered a slight fall in the year 2000.

Table 5: Passenger transport by Member States: passengers embarked and disembarked in all ports (in 1000)

	1997		1998		1999		2000		2001	
	inwards	outwards	inwards	outwards	inwards	outwards	inwards	outwards	inwards	outwards
Belgium	925	1 021	839	857	775	778	764	756	689	689
Denmark	37 899	38 030	31 661	31 787	28 649	28 696	25 958	25 872	23 994	23 868
Germany	:	:	:	:	:	:	15 719	15 659	15 985	15 832
Greece	16 169	16 090	17 312	18 053	18 177	19 003	14 040	13 827	:	:
Spain	6 949	6 990	7 739	7 610	8 131	8 093	7 924	6 659	7 650	6 573
France	16 576	16 548	15 426	15 400	15 233	15 203	13 956	13 887	13 906	13 849
Ireland	2 209	2 171	2 354	2 329	2 203	2 155	2 094	2 124	1 940	1 955
Italy	40 128	40 056	40 398	40 223	42 744	42 695	43 215	43 161	43 438	43 444
Netherlands	974	989	928	912	976	973	1 003	1 001	1 019	1 022
Finland	7 617	7 574	8 012	7 974	8 096	8 051	8 008	7 956	8 405	8 324
Portugal	19	15	238	235	237	235	268	267	273	269
Sweden	20 580	20 369	20 955	20 794	20 914	20 660	18 457	18 116	16 201	16 149
United Kingdom	18 103	18 183	18 407	18 477	17 872	17 941	16 867	16 985	17 224	17 291

Greece did not report for year 2001.

The other relevant countries for passenger transport are the UK and Sweden, followed by Germany and France. Figures for both the UK and France, which reflect the Channel link between Calais and Dover, have fallen by over 20% since 1999. This is evidently due to the alternative to maritime transport given by the Channel Tunnel.

Although Belgium's passenger transport by sea is much lower, it can be seen how it has also been effected by the Channel Tunnel, with a fall of almost 30% between 1997 and 2001.

Passenger transport for Sweden has also fallen by over 20% since 1998 due to the opening of new alternatives to sea routes, in this case a bridge connecting with Denmark.

Table 6: TOP-15 ports in passenger transport – number of passengers embarked and disembarked (in 1000)

	1997	1998	1999	2000	2001*				
1 Dover (UK)	21.236	Dover (UK)	19.272	Dover (UK)	18.448	Dover (UK)	16.197	Dover (UK)	15.957
2 Calais (FR)	20.060	Calais (FR)	18.117	Calais (FR)	17.100	Calais (FR)	15.063	Calais (FR)	14.374
3 Helsingborg (SE)	13.397	Helsingborg (SE)	13.747	Helsingborg (SE)	14.407	Helsingborg (SE)	13.525	Helsingborg (SE)	11.771
4 Helsingør (DK)	13.302	Helsingør (DK)	13.655	Helsingør (DK)	14.257	Helsingør (DK)	13.322	Messina (IT)	11.612
5 Messina (IT)	11.157	Messina (IT)	11.208	Messina (IT)	10.522	Messina (IT)	11.898	Helsingør (DK)	11.513
6 Reggio Di Calabria (IT)	11.000	Reggio Di Calabria (IT)	11.075	Reggio Di Calabria (IT)	10.434	Reggio Di Calabria (IT)	11.839	Reggio di Calabria (IT)	11.511
7 Piraeus (GR)	8.707	Piraeus (GR)	9.131	Piraeus (GR)	9.590	Helsinki (FI)	9.251	Helsinki (FI)	9.010
8 Helsinki (FI)	8.146	Helsinki (FI)	8.616	Helsinki (FI)	9.073	Stockholm (SE)	7.746	Napoli (IT)	7.056
9 Korsør (DK)	8.117	Stockholm (SE)	7.780	Stockholm (SE)	7.977	Piraeus (GR)	7.289	Stockholm (SE)	7.001
10 Nyborg (DK)	8.040	Napoli (IT)	6.168	Napoli (IT)	6.961	Napoli (IT)	6.748	Rødby (Faergehavn) (DK)	6.028
11 Stockholm (SE)	7.499	Rødby (Faergehavn) (DK)	5.850	Rødby (Faergehavn) (DK)	5.617	Rødby (Faergehavn) (DK)	5.430	Puttgarden (DE)	5.984
12 Napoli (IT)	7.277	Malmö (SE)	5.347	Capri (IT)	5.555	Puttgarden (DE)	5.430	Capri (IT)	5.546
13 Rødby (Faergehavn) (DK)	5.975	Frederikshavn (DK)	4.918	Malmö (SE)	5.284	Capri (IT)	5.404	Santa Cruz de Tenerife (ES)	4.910
14 Malmö (SE)	5.236	Capri (IT)	4.650	Frederikshavn (DK)	4.511	Københavns (Og Frihavnen) (DK)	3.821	Turku (FI)	4.074
15 Capri (IT)	4.995	Göteborg (SE)	4.593	Københavns (Og Frihavnen) (DK)	4.328	Frederikshavn (DK)	3.726	Porto d'Ischia (IT)	3.844

* excluding Greece

The top-15 ports are detailed in Table 6 above, for the total of passengers embarked and disembarked.

Greece did not report for 2001, which is why Piraeus is not included in the list for that year. The ranking of the three most important passenger ports remains the same throughout the period considered.

The most important ports are Dover and Calais, both representing around half of passenger transport by sea respectively in the UK and in France. The significant fall in number of passengers reflects the opening of the Channel Tunnel, as explained above.

The third and fifth port in the ranking are Helsingborg (Sweden) and Helsingør (Denmark), also connected to each other. The first represents (in 2001) 36% of passengers in Sweden, and the second 24% of passengers in Denmark. Both ports have registered a fall in the number

of passengers since 1999.

Messina and Reggio Calabria, the fourth and sixth ports in ranking, are also linked, and represent each 13% of Italian passenger traffic.

When the 2001 list of ports is compared to the 1997 list, it can be seen that 11 ports have remained in the list. Korsør, Nyborg and Malmö are no longer among the first 15 ports (together with Piraeus, due to the fact that Greece has not reported yet for 2001), whereas Puttgarden, Santa Cruz de Tenerife, Turku and Porto d'Ischia are 'new entries'.

Passenger transport has increased most since 1997 in the ports of Helsinki and Capri (+11% each), and decreased most in the ports of Calais and Dover, as mentioned above.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this "Statistics in Focus" is 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, data referring to the period 1997-1999 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 2001

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). Greece did not report for 2001.

Table 1: Seaborne transport: gross weight of goods handled in all ports - in million tonnes

Greece did not report for 2001.

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

Greece did not report for 2001.

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

Finland has not declared national (domestic) transport up to the year 2000. Consequently, adding intra- and extra-EU traffic results in 100%. In 2001, for the 1st time, national transport is declared. E and UK for 1997 to 1999 did not report any data on destinations and it is not possible to calculate the share of traffic for this period. For the calculation of "National traffic" figures and in order to avoid double countings: National traffic = national inwards + "x part of" national outwards ("x part of" = National outwards traffic only in case where the mirror "inwards traffic" is missing).

Table 4: Number of vessels and Gross Tonnage of vessels calling at main ports in 2001 - 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). Greece: 2000 data.

Table 5: Passenger transport by Member States: passengers embarked and disembarked in all ports (in 1000)

Figures for Germany are missing up to 1999. This country has been granted derogation with regards to the declaring of passenger transport.

Portugal: for 1997, only minor ports were reporting. Greece did not report for 2001.

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

There are no data available for German ports up to and including 1999 (derogation). Greece did not report for 2001, thus Greek ports do not appear in the 2001-ranking.

Germany

As requested by Germany, the nearby ports of Bremen and Bremerhaven have been combined.

Greece

Greece did not report for 2001.

Spain

Ceuta and Melilla

Data with regards to Spain include Ceuta and Melilla.

The port of Algeciras did not report any data until 2001.

France

Réunion, Guyane, Guadeloupe, Martinique

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). Transport between those territories and mainland France is thus considered as national transport.

Portugal

Açores and Madeira

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.

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➤ Databases

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