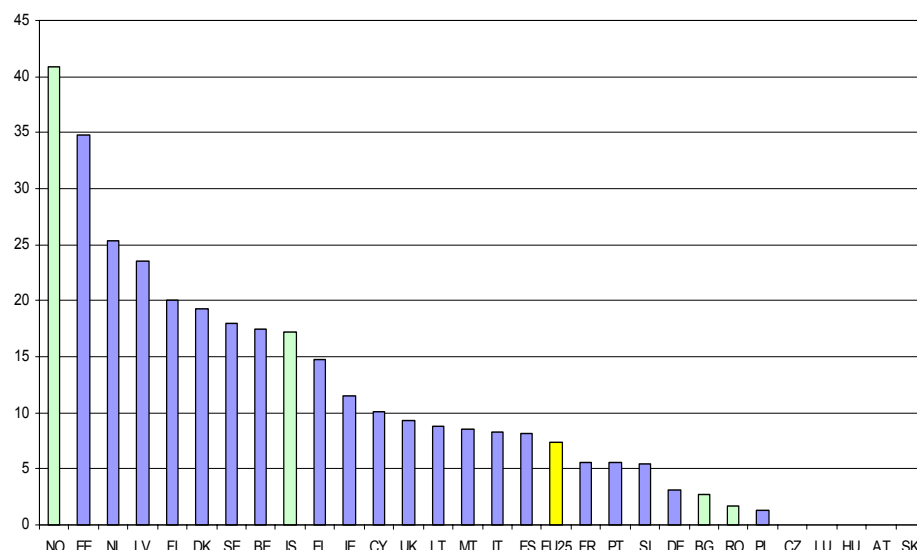


Maritime transport of goods and passengers 1997-2003

Figure 1: Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2003 (in tonnes per inhabitant)



Highlights

In 2003, 3 393 million tonnes of goods were handled in EU-25 maritime ports (i.e. 7.4 tonnes per EU-25 inhabitant). Of these, 63% were unloaded goods. Almost all Member States unloaded more than they loaded.

With 556 million tonnes handled, the United Kingdom had the highest seaborne transport of goods in 2003 with a share of more than 16% of the total EU-25 maritime transport. The UK was followed by Italy, with a share of 14%, the Netherlands (12%) and Spain (10%).

The relative importance of maritime transport of goods for the different EU countries can be roughly measured by the indicator “tonnes of goods handled in maritime ports per inhabitant”, varying from almost 35 in Estonia to 1.3 in Poland (see Figure 1 above).

In most countries, liquid bulk goods (which include petroleum products) have the highest share in total cargo handled.

At port level, Rotterdam and Antwerp maintained their positions as the two largest ports in 2003 in terms of gross weight of goods handled.

The situation varies among countries with regard to the origin/destination of the goods transported. The share of national transport is very low for Estonia, Germany, Belgium, Ireland and Cyprus (either small countries or countries with limited shorelines), and high for Greece, the United Kingdom, Italy, Denmark, and Spain.

413 million persons are estimated to have passed through EU-25 ports in 2003. Contrary 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.

Statistics in focus

TRANSPORT

9/2005

Author

Giuliano AMERINI

Contents

Highlights	1
Introduction.....	2
Seaborne goods handled in ports, by country and by type of cargo.....	2
Seaborne goods: the “top 20” European ports.....	4
Seaborne transport of goods by origin/destination	5
Maritime traffic by type of vessel	6
Seaborne passengers	8



Introduction

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). Not all Member States have reported for all aspects during the period 1997-2003. Country-specific remarks are listed in the Methodological Notes.

Seaborne goods handled in ports, by country and by type of cargo

Table 1 shows the volume of goods handled in the EU-25 ports, as well as Bulgarian, Romanian, Icelandic and Norwegian ports that reported data. In 2003, 3 393 million tonnes were handled in the EU-25 ports and of these, around 63% were goods unloaded (inwards). Caution must be taken when considering the total figures (inwards + outwards) to measure "transport of goods", as these totals may include some double counting (for example goods loaded and unloaded in ports of the same country).

In 2003, the ratio of goods unloaded was 88 % in Malta, followed by the Netherlands with 78%, whereas the two Scandinavian countries, Sweden and Finland, unloaded only 55%. All old Member States, as well as Cyprus,

Malta and Slovenia unload more than they load. On the contrary in Poland and the three Baltic countries (Estonia, Latvia and Lithuania) the outward volume was dominant and its share reached 93% in Latvia and 90% in Estonia. However, it should be mentioned that these countries' share in the total EU-25 is small. In Norway the outward volume was also dominant with a share of 66% (mainly due to export of oil).

The United Kingdom has a coastline measuring approximately 12 400 km. The UK is the leading country in seaborne transport of goods, with 556 million tonnes handled in 2003, representing more than 16% of the EU-25 total. The UK is followed by Italy, with a share of 14%, the Netherlands (12%) and Spain (10%).

Table 1: Gross weight of seaborne goods handled in all ports (in million tonnes)

	1997		1998		1999		2000		2001		2002		2003	
	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards
BE	100.0	61.6	110.9	60.1	102.5	63.1	110.9	68.4	107.0	67.2	104.6	69.2	103.9	77.2
DK	71.6	52.4	59.2	45.8	54.4	42.8	52.9	43.7	51.7	42.3	50.4	43.9	56.9	47.0
DE	140.5	72.9	144.9	72.5	143.1	78.5	152.2	90.3	156.5	89.6	153.9	92.4	159.2	95.6
EE	:	:	:	:	:	:	:	:	3.8	36.6	3.7	41.0	4.7	42.4
EL	59.5	41.8	66.2	44.3	67.4	45.2	75.3	52.5	73.0	49.2	88.5	59.2	94.3	68.2
ES	184.9	85.7	198.0	82.2	213.0	82.7	171.6	63.3	229.4	85.7	241.0	85.0	249.6	94.1
FR	222.3	82.8	234.7	84.3	227.4	87.7	238.6	87.2	231.8	86.4	232.8	86.2	237.3	92.9
IE	25.6	10.8	28.7	11.3	30.7	12.2	31.7	13.6	32.6	13.2	32.2	12.7	33.2	12.9
IT	321.7	137.5	335.2	140.4	327.8	135.1	315.2	131.5	318.4	126.4	322.8	135.1	334.8	142.2
CY	:	:	:	:	:	:	:	:	:	:	5.6	1.6	5.7	1.6
LV	:	:	:	:	:	:	:	:	2.5	54.3	3.3	48.7	3.8	50.9
LT	:	:	:	:	:	:	:	:	3.5	17.5	3.8	20.6	4.1	26.1
MT	:	:	:	:	:	:	:	:	:	:	:	:	3.0	0.4
NL	313.2	89.0	320.0	85.4	304.2	91.5	315.9	90.0	317.3	88.5	318.1	95.2	318.5	91.8
PL	:	:	:	:	:	:	:	:	14.7	31.5	14.9	33.2	15.2	35.8
PT	40.7	14.0	43.4	14.2	45.4	13.4	43.8	12.6	43.8	12.4	42.8	12.8	42.8	14.7
SI	:	:	:	:	:	:	:	:	6.7	2.5	6.7	2.6	7.7	3.1
FI	39.1	36.2	39.0	37.5	38.1	39.3	41.1	39.6	50.7	45.4	51.5	47.6	57.4	47.1
SE	79.0	70.9	85.2	70.5	83.4	73.0	86.8	72.5	82.9	69.9	84.1	70.5	88.6	72.9
UK	294.9	263.5	306.0	262.4	306.9	258.6	316.3	256.7	328.9	237.5	320.8	237.5	323.8	231.9
Total	1 893.2	1 018.9	1 971.5	1 010.9	1 944.3	1 023.1	1 952.3	1 021.9	2 055.2	1 156.1	2 081.5	1 195.0	2 144.5	1 248.8
EU-15	1 893.2	1 018.9	1 971.5	1 010.9	1 944.3	1 023.1	1 952.3	1 021.9	2 024.0	1 013.7	2 043.5	1 047.3	2 100.3	1 088.5
BG	:	:	:	:	:	:	:	:	11.9	8.3	11.6	8.8	12.7	8.7
RO	:	:	:	:	:	:	:	:	14.5	13.1	15.4	17.3	18.7	17.3
IS	:	:	2.9	1.9	3.1	1.9	3.2	1.9	3.1	1.8	3.0	1.8	3.2	1.8
NO	:	:	:	:	:	:	:	:	:	:	65.4	124.6	62.8	124.0

Total tonnage handled in the EU-25 in 2003 rose compared to the previous year (+3.5%). All Member States that reported data show a positive development between 2002 and 2003 (in particular Lithuania, Slovenia, Denmark and Greece show an increase above 10%), except the Netherlands and the UK, which registered slight decreases (-0.7% and -0.5% respectively).

Denmark is the only country which recorded a fall in the volume handled since 1997: from 124 million tonnes in 1997 to 104 million tonnes in 2003 (-16%), mainly due to a decline in the transport of coal. On the other hand, figures for Greece show the highest rise, from 101 million to 163 million tonnes (more than +60%) closely followed by Finland with an increase of 39% in six years. However, in these cases the increases are mostly due to the improvement of the statistical coverage (for more information see notes on page 11).

Figure 2 illustrates the distribution by type of cargo of goods handled in the main ports of the EU-25 countries, Norway, Bulgaria and Romania. In most countries, liquid bulk goods have the highest share in total goods. This share was 62% for Norway, 61% for Estonia, 59% for

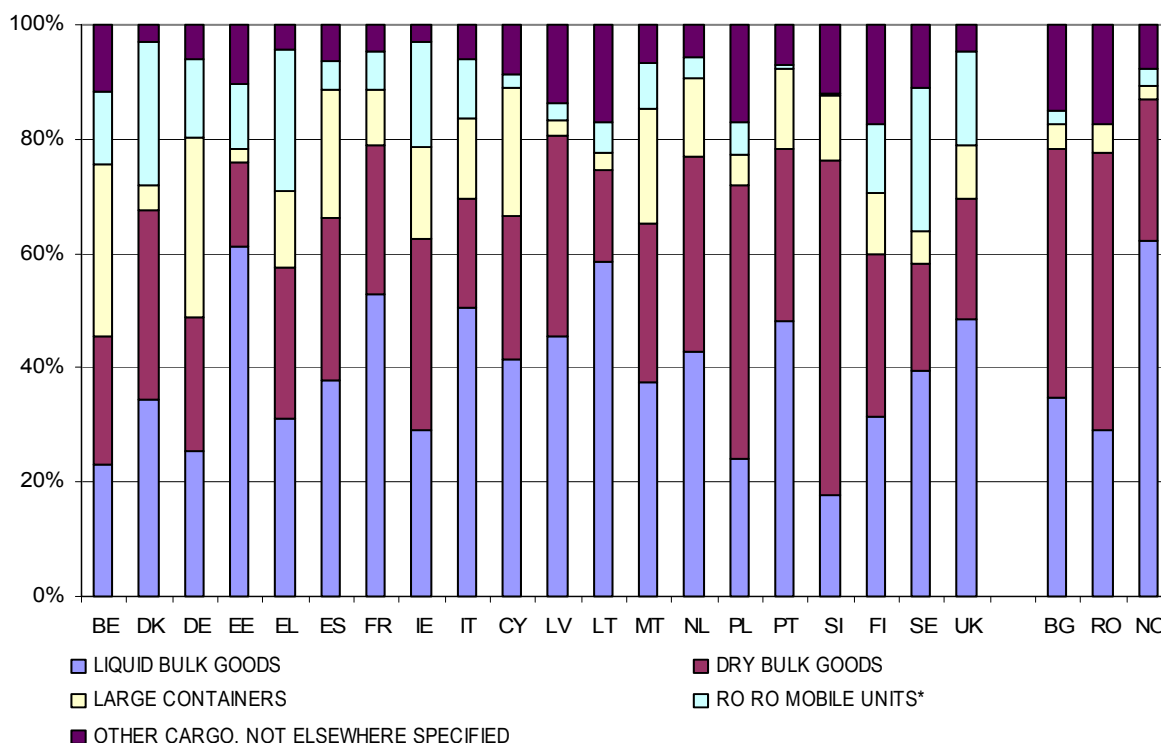
Lithuania and 53% for France (due to important volumes of North Sea oil), whereas, at the other extreme, it equals just 18% for Slovenia, 23% for Belgium, 24% for Poland and 25% for Germany.

A large amount of dry bulk is handled in particular by the Netherlands, the UK and Spain (138 million, 114 million and 98 million tonnes respectively). Dry bulk goods are dominant in total goods handled in the main ports for Slovenia (59%) and Poland (48%).

Container transport is significant for Germany and Belgium, with a 32% and a 30% share of total goods handled respectively, whereas the share of Ro-Ro mobile units is high for Denmark, Greece and Sweden (25% of the total). The United Kingdom has by far the highest number of Ro-Ro mobile units handled (87 million tonnes), almost double the second placed country Italy, with 47 million.

Finland, Lithuania and Poland have a significant share of 'other cargo' (17% of total goods), the category that includes, amongst others, forestry products as well as iron and steel products.

Figure 2: Gross weight of seaborne goods handled (inward and outward) in main ports by type of cargo in 2003 (in % of total cargo handled)



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

Seaborne goods: the “top 20” European ports

The top 20 ports on the basis of gross weight of goods handled are listed in [Table 2](#). Rotterdam and Antwerp have maintained their position since 1997. In particular, Rotterdam alone accounts for 22% of the tonnage handled in the top-20 ports, i.e. 9% of the total EU-25 (in 2003). Its volume is almost as much as the ports of Antwerp, Hamburg and Marseille (ranked second, third and fourth) combined. Most of the transshipment involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe’s largest container port. The port plays an important role in the export of products to overseas and intercontinental destinations such as the United States and the Far East.

The Norwegian port of Bergen appears in fifth position in the 2002 and 2003 ranking. The absence of Bergen in the rankings of previous years is explained by the fact that the Norwegian authorities started to report data in 2002 only. The high volumes are essentially due to oil transported.

Algeciras has the highest increase in volumes handled since 1997 (+41%), improving its position in the ranking from 17th to 10th.

The ports of Hamburg and Dunkerque also report notable increases in the tonnage handled since 1997, +34% and +26% respectively.

Five ports have seen their tonnage reduced compared to 1997. The most significant fall was registered by Trieste (- 11%), the port losing five positions in the ranking compared to 1997. The port of Forth lost six positions, also due to a significant decrease in volumes handled (- 10%). London still suffers from the closure of a major oil terminal and has not yet been able to reach 1997 volumes. Marseilles handled about the same volume of goods in 2003 as it did in 1997.

Since 2001, the figures for Dutch ports may possibly be slightly underestimated as no national transport has been reported for these years. However, the share of national transport in the total was very low (less than 1% at country level) in the data reported for the period 1997 to 2000.

Nearly all the ports included in the list for 2003 were also present in the list of the year 2002. Of these, Amsterdam and Algeciras show the most significant change in the ranking.

Table 2: Top 20 ports - on the basis of gross weight of goods handled (in 1000 t)

Rank	1997		2001		2002		2003		Growth 2002-2003 (%)	Growth 1997-2003 (%)
1	Rotterdam (NL)	303 427	Rotterdam (NL)	296 620	Rotterdam (NL)	302 744	Rotterdam (NL)	307 353	1.5	1.3
2	Antwerpen (BE)	104 592	Antwerpen (BE)	114 777	Antwerpen (BE)	113 937	Antwerpen (BE)	126 098	10.7	20.6
3	Marseille (FR)	92 936	Marseille (FR)	89 518	Marseille (FR)	89 244	Hamburg (DE)	93 562	7.9	34.5
4	Hamburg (DE)	69 583	Hamburg (DE)	82 948	Hamburg (DE)	86 724	Marseille (FR)	92 418	3.6	-0.6
5	Le Havre (FR)	58 207	Le Havre (FR)	65 356	Bergen (NO)	85 344	Bergen (NO)	76 406	-10.5	:
6	London (UK)	55 692	Grimsby & Immingham (UK)	54 831	Le Havre (FR)	63 754	Le Havre (FR)	67 382	5.7	15.8
7	Tees & Hartlepool (UK)	51 249	Tees & Hartlepool (UK)	50 842	Grimsby & Immingham (UK)	55 723	Grimsby & Immingham (UK)	55 931	0.4	16.5
8	Grimsby & Immingham (UK)	47 991	London (UK)	50 654	London (UK)	51 185	Tees & Hartlepool (UK)	53 842	6.7	5.1
9	Trieste (IT)	46 664	Amsterdam (NL)	48 073	Tees & Hartlepool (UK)	50 447	London (UK)	51 028	-0.3	-8.4
10	Genova (IT)	43 633	Trieste (IT)	44 712	Amsterdam (NL)	48 460	Algeciras (ES)	48 264	14.3	41.0
11	Forth (UK)	43 102	Genova (IT)	43 134	Genova (IT)	44 408	Genova (IT)	46 949	5.7	7.6
12	Amsterdam (NL)	36 942	Dunkerque (FR)	41 909	Dunkerque (FR)	44 301	Dunkerque (FR)	45 768	3.3	25.7
13	Taranto (IT)	36 720	Forth (UK)	41 607	Trieste (IT)	43 717	Bremen & Bremerhaven (DE)	42 492	5.0	:
14	Wilhelmshaven (DE)	36 443	Algeciras (ES)	41 134	Algeciras (ES)	42 242	Trieste (IT)	41 566	-4.9	-10.9
15	Dunkerque (FR)	36 406	Wilhelmshaven (DE)	40 850	Forth (UK)	42 202	Amsterdam (NL)	40 757	-15.9	10.3
16	Milford Haven (UK)	34 518	Bremen & Bremerhaven (DE)	40 066	Bremen & Bremerhaven (DE)	40 452	Wilhelmshaven (DE)	39 427	1.6	8.2
17	Algeciras (ES)	34 224	Ventspils (LV)	37 937	Wilhelmshaven (DE)	38 798	Forth (UK)	38 752	-4.2	-10.1
18	Southampton (UK)	33 053	Southampton (UK)	35 689	Tallinn (EE)	36 480	Tallinn (EE)	36 984	1.4	:
19	Sullom Voe (UK)	32 082	Milford Haven (UK)	33 792	Milford Haven (UK)	34 542	Southampton (UK)	35 773	4.7	8.2
20	Goteborg (SE)	31 291	Taranto (IT)	33 625	Southampton (UK)	34 156	Taranto (IT)	35 305	8.8	-3.9

Algeciras recorded the highest increase in tonnage handled compared to the previous year (+ 14%). This increase caused Algeciras to gain 4 places in the ranking. Conversely, Amsterdam registered the largest fall (- 16%) and fell from 10th place to 15th. Among the new Member States only Tallinn, which is located on the

historical east-west trade route, is included in the top 20. Its 18th place was the same as in 2002, with no significant change in the volume of goods handled (1.4% increase in 2003 compared to 2002). Estonia started providing data in 2001.

Table 3: Top-20 ports for containers - in 1000 TEUs(*) handled

Rank	2002			2003			Growth 2002-2003	
	Port	Total	of which empty	Port	Total	of which empty	Total (%)	of which empty (%)
1	Rotterdam (NL)	6 505	1 055	Rotterdam (NL)	7 118	1 272	9.4	20.6
2	Hamburg (DE)	5 376	710	Hamburg (DE)	6 126	855	14.0	20.4
3	Antwerpen (BE)	3 153	159	Antwerpen (BE)	4 012	169	27.2	6.3
4	Bremen & Bremerhaven (DE)	3 032	481	Bremen & Bremerhaven (DE)	3 191	487	5.2	1.2
5	Gioia Tauro (IT)	2 883	459	Gioia Tauro (IT)	3 094	527	7.3	14.8
6	Felixstowe (UK)	2 682	659	Felixstowe (UK)	2 482	630	-7.5	-4.4
7	Valencia (ES)	1 826	545	Algeciras (ES)	2 024	0	16.9	0.0
8	Le Havre (FR)	1 754	283	Le Havre (FR)	2 015	366	14.9	29.3
9	Algeciras (ES)	1 732	0	Valencia (ES)	2 012	564	10.2	3.5
10	Genova (IT)	1 499	376	Barcelona (ES)	1 765	554	57.3	114.7
11	Piraeus (EL)	1 395	249	Piraeus (EL)	1 606	270	15.1	8.4
12	Southampton (UK)	1 275	309	Genova (IT)	1 591	394	6.1	4.8
13	Barcelona (ES)	1 122	258	Southampton (UK)	1 375	478	7.8	54.7
14	London (UK)	875	228	Las Palmas, Gran Canaria (ES)	966	288	33.1	25.2
15	Marseille (FR)	811	176	London (UK)	895	288	2.3	26.3
16	La Spezia (IT)	780	104	La Spezia (IT)	836	86	7.2	-17.3
17	Las Palmas, Gran Canaria (ES)	726	230	Marseille (FR)	835	166	3.0	-5.7
18	Goteborg (SE)	725	198	Goteborg (SE)	634	132	-12.6	-33.3
19	Medway (UK)	528	122	Liverpool (UK)	565	109	15.8	38.0
20	Liverpool (UK)	488	79	Taranto (IT)	564	45	6.8	-63.1

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

Table 3 shows that Rotterdam and Hamburg lead in the handling of containers. Antwerp and Bremen & Bremerhaven follow in third and fourth position, but at a considerable distance. However it should be noted that data provided for Antwerp are underestimated by around 1 400 thousands TEUs. The port of Gioia Tauro, in the very south of Italy, is the fifth largest EU-25 port with regards to container-handling, although its volume represented less than half of the containers handled by

Rotterdam. It is noticeable that Gioia Tauro is the first Mediterranean port in this top 20 table.

The 2002 and 2003 rankings are similar; only Medway left the top-20 in 2003, replaced by Taranto which entered in 20th position. The opening of a new container terminal in June 2001 in Taranto may be the reason for its performance. Port activities in all countries are mainly characterised by transshipment.

Seaborne transport of goods by origin/destination

Table 4 shows the breakdown for each country between national, international intra-EU-25 and international extra-EU-25 transport. It can be seen that in 2003 the situation varies between countries, with a low share of national transport for Estonia, Germany, Belgium Ireland and Cyprus (either small countries or countries with limited shorelines) on one hand, and a high share

on the other hand for Greece (33%), due to its numerous islands, followed by the United Kingdom (20%), Italy and Denmark (more than 17%) and Spain (15%). Due to its very long coastline and its 'difficult' topography (fjords), Norway registers a very high share of national transport (28%).

Table 4: Seaborne transport of goods by origin/destination, as declared by main ports

	2001				2002				2003			
	Total (million tonnes)	Of which			Total (million tonnes)	Of which			Total (million tonnes)	Of which		
		National (%)	International intra-EU-25 (%)	International extra-EU-25 (%)		National (%)	International intra-EU-25 (%)	International extra-EU-25 (%)		National (%)	International intra-EU-25 (%)	International extra-EU-25 (%)
BE	171.3	2.6	37.7	59.7	171.0	2.3	37.7	60.1	178.5	2.1	36.8	61.1
DK	73.0	18.6	53.3	28.1	73.5	16.5	54.9	28.6	79.8	17.4	52.7	30.0
DE	236.7	2.0	48.6	49.4	236.3	2.0	46.1	51.9	247.5	2.0	45.1	52.9
EE	:	:	:	:	44.7	1.1	79.2	19.7	45.3	1.0	84.9	14.1
EL	87.2	27.7	23.7	48.5	97.4	32.0	20.6	47.4	111.3	33.4	22.9	43.7
ES	293.2	16.7	21.0	62.3	304.9	15.8	20.4	63.8	320.9	15.2	20.9	63.9
FR	302.0	6.3	33.7	60.0	303.4	6.9	32.9	60.2	315.5	6.2	32.2	61.6
IE	36.9	3.4	63.2	33.4	40.2	2.2	68.5	29.3	41.3	2.4	68.6	29.0
IT	378.1	15.0	14.5	70.5	390.0	16.5	14.3	69.3	405.8	17.3	14.7	68.0
CY	:	:	:	:	7.0	3.6	20.8	75.6	7.3	3.0	15.2	81.7
LT	21.0	0.4	76.5	23.1	24.4	0.0	72.1	27.9	22.9	:	71.9	28.1
LV	56.0	:	:	:	51.0	:	:	:	53.8	:	:	:
MT	:	:	:	:	:	:	:	:	3.4	:	70.7	29.3
NL	404.0	:	34.3	65.7	411.6	:	33.2	66.8	408.8	:	32.6	67.4
PL	46.0	:	:	:	47.9	:	:	:	50.7	:	:	:
PT	50.5	11.1	33.4	55.5	50.3	11.1	35.2	53.7	51.2	11.2	32.3	56.5
SI	9.1	0.0	36.7	63.3	9.2	0.0	34.6	65.4	10.7	:	34.3	65.7
FI	85.1	6.7	73.5	19.9	87.3	6.9	69.5	23.6	92.2	5.9	70.4	23.7
SE	126.7	9.3	66.5	24.1	126.8	9.0	69.2	21.7	133.6	8.7	69.0	22.3
UK	502.5	21.3	43.6	35.1	493.4	21.1	43.1	35.8	491.7	19.9	43.8	36.2
BG	20.2	0.0	23.5*	76.5*	20.3	0.0	25.3*	74.7*	21.4	0.1	19.1*	80.8*
RO	:	:	:	:	30.2	:	20.5*	79.5*	33.9	0.5	16.7*	82.8*
IS	4.9	:	:	:	4.8	:	:	:	5.0	:	:	:
NO	:	:	:	:	163.2	29.1	47.2*	23.7*	154.9	28.0	48.5*	23.5*

*: The percentages express the share of total transport with EU-25 and non-EU-25 countries respectively

The countries recording a very high share of international extra-EU transport in 2003 were Cyprus (82%), Italy (68%), the Netherlands (67%), Slovenia (66%), Spain (64%), France (62%) and Belgium (61%). More than 80% of the maritime transport of Bulgaria and Romania was with non-EU-25 countries.

Estonia stands out with about 85% of its transport with EU countries, much of this being transport to and from neighbouring countries and the Netherlands. The same pattern can be observed for Lithuania, with a share of international intra-EU transport of about 72%. The share of international intra-EU transport of Malta was 71%, mainly due to its traffic with Italy. Finland and Sweden, having a particular relation with each other and also with Germany, recorded shares of about 70%. The share of

international intra-EU-25 transport reaches 69% for Ireland, essentially due to its traffic with the UK (which represents 40% of total maritime transport reported by Ireland).

Between 2001 and 2003, a noticeable reduction in the share of international extra-EU transport for Greece and Ireland could be observed, to the benefit of national transport for Greece (where, however, changes are partly due to the improvement of the statistical coverage of national traffic) and international intra-EU-25 transport for Ireland. The opposite situation is observed in Lithuania and Germany, where the share of international intra-EU-25 transport was reduced to the benefit of international extra-EU-25 transport, notably with Norway.

Maritime traffic by type of vessel

Table 5 shows the distribution of maritime traffic by type of vessels (according to the number of vessels and to the gross tonnage of vessels calling at main ports) for the year 2003. The data refer only to vessels entering the ports (inwards movements only). The category of vessel 'Cargo, non-specialized' dominates in most countries. In particular, in Denmark it makes up 95% of total gross tonnage (GT) of vessels and of vessel movements, in Sweden 93% of GT and 84% of vessel

movements and in Finland 88% of GT and 76% of vessels movements.

The share of the category "cargo, specialized" is only significant in Belgium (share of 24% in the number of vessels calling at main Belgian ports, 30% of the gross tonnage), in Slovenia (32% of the GT) and in Cyprus (27% of the GT), whereas it is very low for all other countries.

Table 5: Number and Gross Tonnage (GT) of vessels calling at main ports by type of vessel – 2003

	BELGIUM		DENMARK		GERMANY		ESTONIA		GREECE		SPAIN	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	3 507	67 782	343 044	1 009 919	67 987	631 737	1 546	15 078	10 878	32 914	34 160	297 602
CARGO, SPECIALIZED	7 227	131 250	3 114	5 179	1 911	43 930	10	51	1 831	27 369	2 159	24 437
CONTAINER	4 111	106 379	1 554	14 543	11 432	194 316	456	2 529	3 407	48 488	26 168	230 757
DRY BULK	119	6 451	1 769	10 088	7 123	43 591	2 054	8 143	8 195	22 706	8 233	105 372
DRY CARGO BARGE	6	135	453	1 581	18	46	109	407	3 326	3 377	:	:
LIQUID BULK	5 213	39 781	2 083	9 518	6 309	50 510	1 011	20 811	9 203	44 752	16 966	258 855
OFFSHORE ACTIVITIES	:	:	:	:	:	:	:	:	:	:	:	:
PASSENGER	57	1 784	9 648	8 017	16 760	11 797	15 093	207 779	380 635	603 303	24 880	294 367
OTHERS*	10 086	77 060	:	:	302	1 357	157	122	290	108	7 998	21 762
TOTAL	30 326	430 621	361 665	1 058 845	111 842	977 284	20 436	254 920	417 765	783 016	120 564	1 233 153
	FRANCE		IRELAND		ITALY		CYPRUS		LATVIA		LITHUANIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	45 828	857 178	8 000	134 641	363 744	1 292 083	1 508	6 026	:	:	:	:
CARGO, SPECIALIZED	997	21 801	337	7 682	2 312	44 095	610	12 002	:	:	:	:
CONTAINER	3 952	103 753	2 619	10 997	8 716	213 495	797	10 445	:	:	:	:
DRY BULK	4 285	48 479	1 006	8 385	3 672	63 923	167	1 996	:	:	:	:
DRY CARGO BARGE	87	34	1	1	521	1 478	6	4	:	:	:	:
LIQUID BULK	8 024	125 167	1 598	8 661	15 763	199 742	816	6 934	:	:	:	:
OFFSHORE ACTIVITIES	12	58	147	389	257	563	:	:	:	:	:	:
PASSENGER	7 734	72 143	:	:	118 841	143 970	424	6 481	:	:	:	:
OTHERS*	11 465	29 960	:	:	356	356	267	305	:	:	:	:
TOTAL	82 384	1 258 573	13 708	170 756	514 182	1 959 706	4 595	44 192	:	:	:	:
	MALTA		NETHERLANDS		POLAND		PORTUGAL		SLOVENIA		FINLAND	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	242	4 092	24 031	233 565	:	:	5 855	31 899	439	1 720	28 943	479 963
CARGO, SPECIALIZED	39	392	160	1 971	:	:	546	10 977	319	4 646	223	2 635
CONTAINER	2 155	53 130	5 929	181 085	:	:	2 098	20 651	359	3 296	1 355	8 361
DRY BULK	493	2 806	2 350	94 418	:	:	624	9 705	528	3 299	822	9 359
DRY CARGO BARGE	:	:	2	3	:	:	12	7	51	104	1 132	4 535
LIQUID BULK	116	1 375	9 869	135 075	:	:	1 988	21 850	144	1 211	3 436	29 144
OFFSHORE ACTIVITIES	:	:	1 814	3 983	:	:	49	138	:	:	:	:
PASSENGER	:	:	95	2 968	:	:	690	18 948	22	29	2 166	13 916
OTHERS*	:	:	1 965	5 051	29 771	113 321	:	:	:	:	:	:
TOTAL	3 045	61 795	46 215	658 119	29 771	113 321	11 862	114 175	1 862	14 305	38 077	547 913
	SWEDEN		UNITED KINGDOM		BULGARIA		ROMANIA		ICELAND		NORWAY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	73 986	950 105	114 278	1 561 013	1 038	4 042	:	:	:	:	23 103	164 125
CARGO, SPECIALIZED	198	6 246	4 455	97 385	7	7	:	:	:	:	797	893
CONTAINER	1 277	12 865	6 475	178 327	504	3 587	:	:	:	:	1 028	5 327
DRY BULK	1 786	8 485	3 062	62 122	924	6 809	:	:	:	:	2 565	6 359
DRY CARGO BARGE	243	1 293	20	34	15	13	:	:	:	:	63	111
LIQUID BULK	3 206	27 552	16 591	173 804	375	4 723	:	:	:	:	3 129	26 559
OFFSHORE ACTIVITIES	265	1 435	6 323	16 480	18	49	:	:	:	:	:	:
PASSENGER	6 826	9 367	245	6 754	34	404	:	:	:	:	202	73
OTHERS*	:	:	6 134	9 142	161	1 244	:	:	:	:	:	:
TOTAL	87 787	1 017 349	157 583	2 105 060	3 076	20 878	:	:	:	:	30 887	203 446

* "Others" include fishing boats, tugs and miscellaneous vessels (for which reporting is not compulsory) as well as vessels for which the type is unknown

Container traffic is most important in Malta, with 71% of vessel movements and 86% of the gross tonnage. For this category, often a diverging share can be noticed between the number of vessels calling at main ports and the gross tonnage. In Ireland the number of container vessels represents 19% of total vessels calling at main ports, whereas the corresponding gross tonnage represents only 6% of total GT. On the contrary in the Netherlands container vessels make up 13% of total number of vessels entering the main ports, whereas the GT accounts for 28% of the total.

Passenger vessels are the most important category for Greece and Estonia. They make up around 80% of seaborne traffic in terms of gross tonnage and constitute 91% of the vessels calling at the main Greek ports and 74% of those calling at the main Estonian ports.

High shares of the vessel category 'liquid bulk' in total gross tonnage and vessel movements are recorded by

the Netherlands (mainly explained by the presence of the petroleum terminal Europoort/Rotterdam), Portugal, Spain, Cyprus and Bulgaria.

If we consider all vessels, Italy records the highest number of port entries, with 514 thousand vessels, followed by Greece (418 thousand) and Denmark (362 thousand).

Looking at the total gross tonnage of vessels by country, the United Kingdom (2.1 billion tonnes) and Italy (2.0 billion tonnes), account by far for the highest inward movements.

The average size (in gross tonnage) of all the vessels entering main ports varies from less than 2 000 tonnes in Greece to more than 20 000 tonnes in Malta. However, these results at country level are heavily influenced by the importance and the average gross tonnage of the different categories of vessels in the data reported by the different countries (see for example passenger vessels in Greece).

Seaborne passengers

Table 6: Seaborne passengers by country: passengers embarked and disembarked in all ports (in 1000)

	1997		1998		1999		2000		2001		2002		2003	
	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards
BE	925	1 021	839	857	775	778	764	756	689	689	550	575	371	369
DK	37 899	38 030	31 661	31 787	28 649	28 696	25 958	25 872	23 994	23 868	24 090	24 088	24 358	24 294
DE	:	:	:	:	:	:	15 719	15 659	15 985	15 832	16 749	16 473	16 036	16 110
EE	:	:	:	:	:	:	:	:	:	:	2 596	2 540	2 615	2 557
EL	16 169	16 090	17 312	18 053	18 177	19 003	14 040	13 827	25 128	25 021	50 648	50 562	51 460	51 300
ES	6 949	6 990	7 739	7 610	8 131	8 093	7 924	6 659	9 839	8 784	10 132	8 814	10 782	9 259
FR	16 576	16 548	15 426	15 400	15 233	15 203	13 956	13 887	13 888	13 836	14 566	14 544	13 700	13 705
IE	2 209	2 171	2 354	2 329	2 203	2 155	2 094	2 124	1 940	1 955	1 935	1 958	1 874	1 872
IT	40 128	40 056	40 398	40 223	42 744	42 695	43 215	43 161	43 438	43 444	41 394	41 306	41 287	41 289
CY	:	:	:	:	:	:	:	:	:	:	169	170	144	143
LV	:	:	:	:	:	:	:	:	26	0	11	12	57	61
LT	:	:	:	:	:	:	:	:	53	48	55	52	68	67
MT	:	:	:	:	:	:	:	:	:	:	:	:	71	69
NL	974	989	928	912	976	973	1 003	1 001	1 019	1 022	1 104	1 098	1 024	990
PL	:	:	:	:	:	:	:	:	2 220	2 197	1 718	1 587	1 617	1 572
PT	19	15	238	235	237	235	268	267	273	269	251	251	306	310
SI	:	:	:	:	:	:	:	:	17	17	21	21	23	24
FI	7 617	7 574	8 012	7 974	8 096	8 051	8 008	7 956	8 405	8 324	8 336	8 241	8 216	8 125
SE	20 580	20 369	20 955	20 794	20 914	20 660	18 457	18 116	16 201	16 149	16 164	15 948	16 545	16 203
UK	18 103	18 183	18 407	18 477	17 872	17 941	16 867	16 985	17 225	17 291	17 835	17 788	16 814	16 894
Total	168 148	168 036	164 266	164 651	164 007	164 483	168 273	166 270	180 340	178 746	208 324	206 028	207 368	205 213
EU-15	168 148	168 036	164 266	164 651	164 007	164 483	168 273	166 270	178 024	176 484	203 754	201 646	202 773	200 720
BG	:	:	:	:	:	:	:	:	2	1	4	2	3	1
RO	:	:	:	:	:	:	:	:	:	:	0	0	0	0
IS	:	:	:	:	:	:	159	159	180	180	197	197	204	204
NO	:	:	:	:	:	:	:	:	:	:	2 832	3 246	2 309	2 347

Table 6 shows the passengers embarked and disembarked in all ports by country. Figures refer to national, international intra-EU-25 and international extra-EU-25 transport of passengers. For national and international intra-EU passenger transport, however, it must be noted that passengers are counted twice, once

as they embark and again as they disembark. The totals thus overestimate the actual journeys made. With this in mind, 413 million persons passed through EU-25 ports in 2003.

Contrary 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 collected for Italy used to be by far the highest up to 2001, where the largest contribution was made by the connection between the mainland (Reggio Calabria) and Messina in Sicily. However, figures collected for Greece have roughly doubled between 2001 and 2002. In 2003, 103 million passengers embarked and disembarked in Greece (25% of the EU-25) leaving Italy in second place. This sudden increase for Greece is explained by a better statistical coverage since the last quarter of 2001 (notably the ports of Rio and Antirio as well as Perama and Paloukia).

The aforementioned double counting of passengers applies especially for the Italian and Greek ports mentioned above, since they all concern national ferry connections.

Denmark is third with regards to passenger handling in 2003, although it has fallen by 36% since 1997, when it

registered figures close to those of Italy. 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).

The passenger volumes for France and the United Kingdom have dropped since 1997 by 17% and 7% respectively, due to the alternative to maritime transport provided by the Channel Tunnel.

Although Belgium's passenger transport by sea is much lower in absolute terms, the volumes have also been affected by the alternative of rail transport through the Channel Tunnel, with a fall of 62% passengers handled in ports, between 1997 and 2003.

Passenger handling in Swedish ports has registered a small increase compared to 2002 (+2%), the volumes however not reaching the levels of 1997. The main drop occurred between 1999 and 2000 (-12%), explained by the opening of new alternatives to sea routes, in this case the Øresund bridge connecting with Denmark.

Table 7: Top-20 ports in seaborne passengers - number of passengers embarked and disembarked (in 1000)

Rank	1997	2001	2002	2003	Growth 2002-2003 (%)	Growth 1997-2003 (%)
1	Dover (UK) 21 236	Dover (UK) 15 957	Dover (UK) 16 449	Dover (UK) 14 770	-10.2	-30.4
2	Calais (FR) 20 060	Calais (FR) 14 370	Calais (FR) 14 991	Calais (FR) 13 729	-8.4	-31.6
3	Helsingborg (SE) 13 397	Helsingborg (SE) 11 771	Antirio (EL) 14 210	Antirio (EL) 13 688	-3.7	:
4	Helsingør (DK) 13 302	Messina (IT) 11 612	Rio (EL) 14 210	Rio (EL) 13 688	-3.7	:
5	Messina (IT) 11 157	Helsingør (DK) 11 513	Paloukia Salaminas (EL) 12 133	Paloukia Salaminas (EL) 12 541	3.4	:
6	Reggio Di Calabria (IT) 11 000	Reggio Di Calabria (IT) 11 511	Perama (EL) 12 133	Perama (EL) 12 541	3.4	:
7	Piraeus (EL) 8 707	Helsinki (FI) 9 010	Helsingborg (SE) 11 666	Helsingborg (SE) 11 693	0.2	-12.7
8	Helsinki (FI) 8 146	Piraeus (EL) 8 237	Helsingør (DK) 11 609	Helsingør (DK) 11 646	0.3	-12.5
9	Korsør (DK) 8 117	Napoli (IT) 7 056	Messina (IT) 10 256	Messina (IT) 9 833	-4.1	-11.9
10	Nyborg (DK) 8 040	Stockholm (SE) 7 001	Reggio Di Calabria (IT) 10 137	Reggio Di Calabria (IT) 9 698	-4.3	-11.8
11	Stockholm (SE) 7 499	Rødby (Faergehavn) (DK) 6 028	Helsinki (FI) 8 871	Piraeus (EL) 9 315	7.8	7.0
12	Napoli (IT) 7 277	Puttgarden (DE) 5 984	Piraeus (EL) 8 639	Helsinki (FI) 8 549	-3.6	5.0
13	Rødby (Faergehavn) (DK) 5 975	Tallinn (EE) 5 740	Stockholm (SE) 6 826	Stockholm (SE) 7 294	6.9	-2.7
14	Malmö (SE) 5 236	Capri (IT) 5 546	Napoli (IT) 6 708	Napoli (IT) 6 811	1.5	-6.4
15	Capri (IT) 4 995	Santa Cruz De Tenerife (ES) 4 910	Puttgarden (DE) 6 592	Puttgarden (DE) 6 422	-2.6	:
16	Frederikshavn (DK) 4 962	Algeciras (ES) 4 402	Rødby (Faergehavn) (DK) 6 508	Rødby (Faergehavn) (DK) 6 421	-1.3	7.5
17	Goteborg (SE) 4 539	Antirio (EL) (partial data) 4 336	Tallinn (EE) 5 136	Tallinn (EE) 5 172	0.7	:
18	Kobenhavns (Og Frihavnen) 4 002	Rio (EL) (partial data) 4 336	Capri (IT) 5 028	Santa Cruz De Tenerife (ES) 5 011	3.1	25.9
19	Santa Cruz De Tenerife (ES) 3 980	Turku (FI) 4 074	Santa Cruz De Tenerife (ES) 4 861	Capri (IT) 4 749	-5.5	-4.9
20	Turku (FI) 3 601	Porto D'Ischia (IT) 3 844	Algeciras (ES) 4 286	Algeciras (ES) 4 542	6.0	28.7

Table 7 shows the top 20 ports, by the total passengers embarked and disembarked. The fact that Greece improved its data coverage since the last quarter of 2001 for some very important ferry connections explains the significant changes in the 2002 ranking in comparison with 2001.

In 2003, there were 5 Greek and 4 Italian ports amongst the top 20 ports. Denmark, Spain and Sweden have two ports each in the top 20, and Germany, Estonia, France, Finland and the United Kingdom are represented by 1 port each. Half of these twenty ports registered a decline in the total number of passengers between 2002 and 2003, and also between 1997 and 2003. The phenomenon affects larger ports more than smaller ports. As a consequence the difference between the first and the last top 20 ports in terms of passengers became smaller in 2003 compared to previous years.

Since 1997, Dover and Calais have remained the most important ports. The significant fall in the number of passengers, by 30% and 32% respectively, reflects the opening of the Channel Tunnel. In spite of a spurt between 2001 and 2002, both Dover and Calais have not been able to stop a further decline in 2003 (- 10% and -8% respectively compared to 2002).

The ports of Antirio and Rio are close to Dover and Calais in terms of passengers handled. Both Greek ports display the same number (13.7 million) of passengers handled (embarked plus disembarked passengers), as they cover the short trip across the Corinth Gulf strait between mainland Greece and the Peloponnese. However, a bridge was inaugurated in August 2004 and this should have a major effect on maritime passenger transport in this area.

Another Greek port couple entered the 2002 ranking: the connection between Perama (Piraeus) and Paloukia

on the island of Salaminas, both ports reporting 12.5 million passengers handled (outwards plus inwards).

Helsingborg and Helsingør, connected by a frequent ferry link, have stabilized their number of passengers compared to 2002, although they have registered a fall since 1997, due to the opening of the Øresund fixed link.

The sole German port in the ranking is Puttgarden, which is an important gateway for travel to Scandinavia via Germany. Routes from here go to the port of Rødby (Faergehavn) on the Lolland Island, which is also in the top-20 just after Puttgarden. These two ports registered in 2003 a small fall in the number of passengers after an impressive rise in 2002.

Although most ports registered declines in passenger volumes since 1997, the ports of Rødby (Faergehavn), Piraeus and Helsinki counted more passengers in 2003 than in 1997 (+7%, +7% and +5% respectively).

However, the two ports in the top 20 with the highest increase over the period 1997-2003 in the number of passengers handled are Spanish: Algeciras (+29%) and Santa Cruz de Tenerife (+26%). Ranked 20th in 2003, Algeciras maintained the same position as in 2002, despite the fact that the number of passengers rose by 6%, while Santa Cruz de Tenerife rose to 18th position (compared to 19th position in 2002) due to an increase in the number of passengers by 3%.

As in the transport of goods, there is only one port from the new Member States in the ranking: Tallinn. Its place is essentially due to passengers travelling on the Tallinn – Helsinki route (representing about 84% of Tallinn's passenger volume).

➤ 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).

According to the Directive, "main ports", in terms of transport of goods, are ports handling more than 1 million tonnes of goods annually. Data collected for "main ports" are more detailed than for other ports.

Due to legal derogations granted to Member States, data referring to the period 1997-1999 are not complete for all aspects at EU-15 level.

Data for the New Member States are available in general starting from 2001 to 2003 reference year. As a consequence the geographical coverage of data referring to the period 1997-2002 are not complete at EU-25 level (in the tables the label "total" is used instead of "EU-25").

In addition, EU-25 indications refer to the total of 20 Member States. The Czech Republic (CZ), Luxembourg (LU), Hungary (HU), Austria (AT) and Slovakia (SK) have no maritime ports.

Germany (DE): As requested by Germany, data for the nearby ports of Bremen and Bremerhaven have been combined.

Estonia (EE): Estonia has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. For 2001 only aggregated data were provided.

Greece (EL): the statistical coverage of data has considerably improved between 2001 and 2002 reference years. In particular, data on ferry boats started to be collected from the last quarter of 2001.

Spain (ES): Data with regards to Spain include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports). Data only cover "main ports".

France (FR): 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): Réunion, Guyane, Guadeloupe, and Martinique. Transport between those territories and mainland France is thus considered as national transport.

Lithuania (LT), Malta (MT), and Slovenia (SI): did not report national maritime transport for 2003. **Romania (RO):** did not report national maritime transport for 2002.

Netherlands (NL): The Netherlands has not reported national maritime transport for 2001, 2002 and 2003 (only Customs data are provided). Some figures (notably those referring to Dutch ports in Table 2) might be slightly underestimated. Dutch authorities might start to collect national data again in the future.

Poland (PL): data concerning cargo turnover, passengers and vessels cover international traffic only.

Portugal (PT): Data with regards to the Açores and Madeira are included in Portugal.

Finland (FI): national maritime traffic is included only since the 2001 reference year.

United Kingdom (UK): 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.

Norway (NO): Norway has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. Data before 2002 are not available.

Table 1: Gross weight of seaborne goods handled in all ports (in million tonnes)

Data for Spain relate to major ports only.

From 1997 to 1999 Greek data related to major ports only.

Estonia, Latvia (LV), Lithuania, Poland, Slovenia, Bulgaria (BG) and Romania started to report data on seaborne transport in 2001, Cyprus (CY) in 2002 and Malta in 2003.

Figure 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports by type of cargo in 2003

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 4: Seaborne transport of goods by origin/destination, as declared by main ports

In order to avoid double counting national traffic is based on inwards traffic. More precisely: National traffic = national inwards + "x part of" national outwards ("x part of" = National outwards traffic only where data on the mirror "inwards traffic" are missing).

Latvia and Poland have not reported detailed information by partner.

Table 5: Number and Gross Tonnage (GT) of vessels calling at main ports by type of vessel - 2003

Due to possible difficulties in applying the classification of vessels, the category "cargo non-specialised" may be over-estimated. Latvia, Lithuania, Romania and Iceland did not report data on vessel traffic.

Table 6: Seaborne passengers by country: passengers embarked and disembarked in all ports (in 1000)

Data include passengers ending and starting a voyage (in principle cruise passengers on day excursions are excluded).

Figures for Germany are missing up to 1999 (legal derogation).

Portugal: for 1997, only minor ports were reporting.

Spain: data relate to major ports only.

Latvia, Lithuania, Poland, Slovenia and Bulgaria started to report passenger data in 2001; Estonia, Cyprus, and Romania in 2002 and Malta in 2003.

Table 7: Top-20 ports in seaborne passengers - number of passengers embarked and disembarked (in 1 000)

There are no data available for German ports up to and including 1999 (legal derogation).

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's free dissemination database of **September 2005**.
























This publication was produced with the assistance of Manuel Da Silva (data) and Marion Biré (comments).

Further information:

Reference publications

Title Glossary for Transport Statistics - third edition
Catalogue No KS-BI-03-002

Databases

-  **Transport**
-   Main indicators - Transport
-   Railway transport
-   Road transport
-   Inland waterways transport
-   Oil pipeline transport
-   **Maritime transport**
-   **Passenger transport**
-   **Goods**
-   **Vessel traffic**
-   Air transport
-   Various/other transport data

Journalists can contact the media support service:

Bech Building Office A4/017
L - 2920 Luxembourg

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

E-mail: eurostat-mediasupport@cec.eu.int

European Statistical Data Support:

Eurostat set up with the members of the 'European statistical system' a network of support centres, which will exist in nearly all Member States as well as 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: www.europa.eu.int/comm/eurostat/

A list of worldwide sales outlets is available at the:
Office for Official Publications of the European Communities.

2, rue Mercier
L - 2985 Luxembourg

URL: <http://publications.eu.int>
E-mail: info-info-opoce@cec.eu.int
