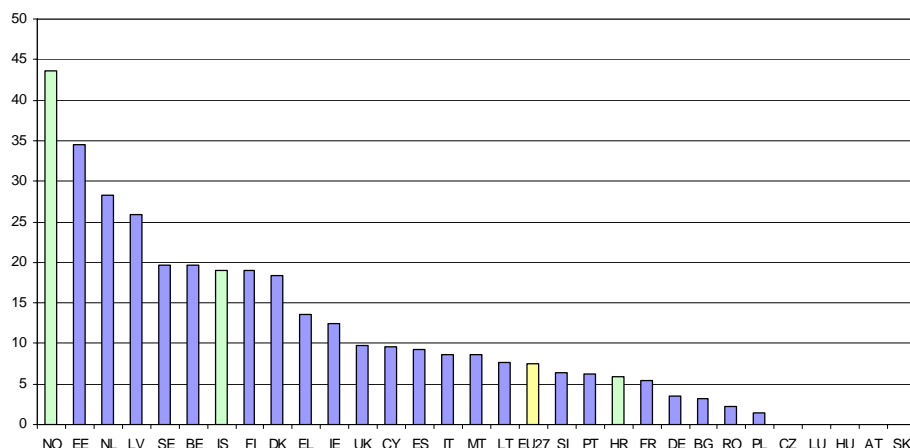


Maritime transport of goods and passengers 1997-2005

Figure 1: Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2005 (in tonnes per inhabitant)



Highlights

In 2005, 3 718 million tonnes of goods were handled in EU-27 maritime ports (+4.2% compared to 2004). Of these, 63% were unloaded goods. Almost all Member States unloaded more than they loaded.

With 586 million tonnes, the United Kingdom had the highest share (16%) of the total EU-27 handling of goods in ports, followed by Italy (14%), the Netherlands (12%) and Spain (11%).

Some estimate of the relative importance of maritime ports in each of the EU-27 countries is given by the indicator “tonnes of goods handled in maritime ports per inhabitant”. This varies from 34.6 in Estonia to 1.4 in Poland, the EU-27 average being 7.6 tonnes per EU-27 inhabitant (see Figure 1 above).

In most countries, liquid bulk goods (which include petroleum products) had in 2005 the highest share in total tonnes of cargo handled. At EU-27 level, liquid bulk represents 41% of the total cargo handled in ports, followed by dry bulk (26%) and large containers (16%).

Rotterdam, Antwerp and Hamburg maintained their positions as the three largest ports in terms of both gross weight of goods and volume of containers handled.

In 2005, 60% of the seaborne transport of goods of the EU-27 concerned extra-EU-27 partner (origin/destination) ports. The international intra- EU-27 transport represented 28% and national transport 11%.

However the situation varies widely among countries. The share of national seaborne transport of goods is very low (less than 2%) for Bulgaria, Cyprus, Latvia, Romania, Estonia, Belgium, Germany, Ireland and Poland, and high for Greece (32%), the United Kingdom, Italy, Denmark, and Portugal.

387 million persons passed through EU-25 ports in 2005 (-4.9% compared to 2004).

Contrary to the handling of goods (2/3 unloaded, 1/3 loaded), 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 national and intra-EU-27 ferry connections.

The number of vessel calls at EU-27 main ports exceeded 2 million in 2005 (-3.4% compared to 2004; however the growth rate is +1.4% in terms of gross tonnage of the vessels).

Statistics in focus

TRANSPORT

94/2007

Author

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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 1997-2005. 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 weight of goods handled in the EU-27 ports, as well as Croatian, Icelandic and Norwegian ports, that reported data. In 2005, 3 718 million tonnes were handled in the EU-27 ports and of these, around 63% were goods unloaded (inwards). Care must be taken when interpreting the total figures (inwards + outwards) as a measure of "transport of goods", as these totals may include some double counting (for example goods loaded and unloaded in ports of the same country).

In 2005, of the total weight of goods handled in ports, the percentage unloaded was 95 % in Malta, followed by Cyprus and the Netherlands (with 83% and 76% respectively). In general more seaborne goods are unloaded than loaded in the EU-27 countries as well as

in Croatia and Iceland. However, in Poland and the three Baltic countries (Estonia, Latvia and Lithuania) the outward weight was dominant and its share reached 92% in Latvia and 90% in Estonia. It should be noted that these countries share in the total EU-27 is small. In Norway the outward weight was also dominant, with a share of 67%. For Norway and the three Baltic countries the outward weight is mainly due to exports of oil, whereas it is due to export of dry bulk for Poland.

The United Kingdom is the leading EU-27 country in seaborne transport of goods, with 586 million tonnes handled in 2005, representing nearly 16% of the EU-27 total. The UK is followed by Italy, with a share of 14%, the Netherlands (12%) and Spain (11%).

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

	1997	1998	1999	2000	2001	2002	2003	2004	2005			Growth 2004-2005 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE	161.6	171.0	165.6	179.4	174.2	173.8	181.1	187.9	116.6	89.9	206.5	+9.9%
BG	:	:	:	:	20.2	20.4	21.4	23.1	14.3	10.5	24.8	+7.4%
DK	124.0	105.0	97.2	96.5	94.0	94.3	104.0	100.4	53.5	46.1	99.7	-0.7%
DE	213.3	217.4	221.6	242.5	246.1	246.4	254.8	271.9	172.3	112.6	284.9	+4.8%
EE	:	:	:	:	40.4	44.7	47.0	44.8	4.6	42.0	46.5	+3.9%
IE	36.3	40.0	42.9	45.3	45.8	44.9	46.2	47.7	37.7	14.5	52.1	+9.3%
EL	101.3	110.5	112.5	127.7	122.2	147.7	162.5	157.9	88.2	63.1	151.3	-4.2%
ES	270.6	280.3	295.7	234.9	315.1	326.0	343.7	373.1	290.5	109.5	400.0	+7.2%
FR	305.1	319.0	315.2	325.8	318.2	319.0	330.1	334.0	243.7	97.7	341.5	+2.2%
IT	434.3	445.0	425.9	446.6	444.8	458.0	477.0	485.0	348.2	160.7	508.9	+4.9%
CY	:	:	:	:	:	7.2	7.3	6.8	6.0	1.3	7.3	+6.6%
LV	:	:	:	:	56.8	52.0	54.7	54.8	4.7	55.0	59.7	+8.9%
LT	:	:	:	:	21.0	24.4	30.2	25.8	4.7	21.4	26.1	+1.2%
MT	:	:	:	:	:	:	3.4	3.5	3.3	0.2	3.5	+0.8%
NL	402.2	405.4	395.7	405.8	405.9	413.3	410.3	440.7	351.0	110.0	460.9	+4.6%
PL	:	:	:	:	46.2	48.1	51.0	52.3	16.4	38.3	54.8	+4.8%
PT	54.7	57.6	58.8	56.4	56.2	55.6	57.5	59.1	47.5	17.8	65.3	+10.5%
RO	:	:	:	:	27.6	32.7	35.9	40.6	25.2	22.7	47.9	+17.9%
SI	:	:	:	:	9.1	9.3	10.8	12.1	9.0	3.6	12.6	+4.7%
FI	75.3	76.6	77.5	80.7	96.2	99.1	104.4	106.5	54.7	44.8	99.6	-6.5%
SE	149.9	155.6	156.3	159.3	152.8	154.6	161.5	167.4	95.8	82.3	178.1	+6.4%
UK	558.5	568.5	565.6	573.0	566.4	558.3	555.7	573.1	354.4	231.3	585.7	+2.2%
EU-27	:	:	:	:	:	:	3 450.5	3 568.4	2 342.3	1 375.5	3 717.8	+4.2%
EU-15	2 887.2	2 951.8	2 930.5	2 974.0	3 037.6	3 091.0	3 188.8	3 304.6	2 254.1	1 180.5	3 434.5	+3.9%
HR	:	:	:	16.9	19.1	18.6	20.3	25.2	16.2	10.0	26.2	+4.0%
IS	:	4.7	5.0	5.2	5.0	4.8	5.0	5.3	3.8	1.8	5.7	+6.5%
NO	:	:	:	:	:	190.0	186.8	198.2	65.7	136.0	201.7	+1.8%
Total	2 887.2	2 956.5	2 935.6	2 996.1	3 283.0	3 543.2	3 662.6	3 797.1	2 428.0	1 523.4	3 951.4	+4.1%

Total tonnage handled in the EU-27 rose from 3 568 million tonnes in 2004 to 3 718 million tonnes in 2005 (+4.2%), the most important increases being recorded by Romania (+18%), Portugal (+11%) and Belgium (+10%). However, in Portugal and Belgium these increases are partly due to an improvement of the data reporting system. After some structural changes before the accession to the EU, the increase of activity in

Latvian ports in 2005 (+9%) was basically driven by the general growth of the economy (GDP: +10.6%)

Between 2004 and 2005 the weight of goods handled grew in all Member States except Finland (-7%) where paper and pulp mills were shut down for one month and a half because of an industrial dispute in the paper industry, Greece (-4%) and Denmark (-1%).

Denmark is the only country which recorded a fall in the weight of goods handled since 1997: from 124 million tonnes in 1997 to 100 million tonnes in 2005 (-20%), mainly due to a decline in the transport of coal and in the transport of Ro-Ro units after the opening of the Great Belt bridge and the Øresund bridge. On the other hand, figures for Greece and Spain show the highest increase on the same period. However, in these cases the increases are mostly due to the improvement of the statistical coverage (for more information see notes on page 11).

Table 2 illustrates the distribution by type of cargo of goods handled in the main ports of the EU-27 countries, Croatia and Norway. In most countries, liquid bulk goods had the highest share in total goods. This share was 61% for Estonia and 51% for Lithuania (both reflecting export of large volume of Russian oil), 57% for Norway (due to important volumes of North Sea oil) and 54% for France, whereas, at the other extreme, it equalled just 16% for Slovenia, 22% for Belgium, 26% for Germany and Poland, the EU-27 average being 41%.

Dry bulk goods represented 26% of the total cargo

handled in ports at EU-27 level. A large amount of dry bulk was handled in particular by the Netherlands, the UK and Spain (146 million, 126 million and 114 million tonnes respectively). Dry bulk goods were dominant in total goods handled in the main ports of Slovenia (62%) and Poland (49%). For Slovenia they mainly consisted in the handling of coal and ores and mainly of coal in Poland.

Container transport was significant for Germany and Belgium, with a 35% and 32% share of total goods handled respectively (the EU-27 average being 16%). The share of Ro-Ro units was high for Denmark and Sweden (27% and 25% respectively). The United Kingdom recorded by far the highest weight (100 million tonnes) in relation to Ro-Ro mobile units handling, almost twice as much as the second placed country, Italy (51 million).

Finland had a significant share of 'other cargo' (more than 16% of total weight of goods), the category that includes, amongst others, forestry products as well as iron and steel products.

Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports ⁽¹⁾ in 2005 by type of cargo ⁽²⁾ (in % of total cargo handled)

	Share in % of total cargo handled in main ports							Total cargo handled in main ports (million tonnes)	Total cargo handled in all ports (million tonnes)
	Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile Units	Other cargo, not elsewhere specified	Unknown	Total		
BE	22%	21%	32%	14%	11%	0%	100%	204.0	206.5
BG	39%	42%	5%	2%	12%	0%	100%	24.8	24.8
DK	34%	29%	5%	27%	4%	0%	100%	89.0	99.7
DE	26%	20%	35%	13%	7%	0%	100%	279.4	284.9
EE	61%	17%	6%	7%	9%	0%	100%	45.1	46.5
IE	30%	32%	17%	18%	3%	0%	100%	46.3	52.1
EL	33%	30%	13%	18%	5%	0%	100%	126.3	151.3
ES	37%	28%	23%	5%	6%	0%	100%	400.0	400.0
FR	54%	24%	10%	7%	4%	0%	100%	333.0	341.5
IT	49%	20%	15%	10%	6%	0%	100%	496.4	508.9
CY	38%	20%	30%	3%	9%	0%	100%	7.3	7.3
LV	37%	46%	3%	2%	12%	0%	100%	58.5	59.7
LT	51%	29%	5%	6%	9%	0%	100%	26.1	26.1
MT	50%	19%	20%	6%	5%	0%	100%	3.5	3.5
NL	44%	32%	16%	4%	5%	0%	100%	459.6	460.9
PL	26%	49%	8%	8%	10%	0%	100%	54.5	54.8
PT	48%	29%	15%	1%	8%	0%	100%	64.2	65.3
RO	32%	39%	15%	0%	13%	0%	100%	47.9	47.9
SI	16%	62%	14%	0%	8%	0%	100%	12.5	12.6
FI	32%	25%	12%	14%	16%	0%	100%	93.1	99.6
SE	38%	17%	6%	25%	13%	0%	100%	159.9	178.1
UK	46%	22%	10%	18%	5%	0%	100%	570.1	585.7
EU-27	41%	26%	16%	11%	7%	0%	100%	3 601.4	3 717.8
HR	50%	38%	3%	3%	7%	0%	100%	20.9	26.2
IS	:	:	:	:	:	:	:	:	5.3
NO	57%	28%	2%	4%	9%	0%	100%	182.5	201.7
Total	41%	26%	15%	11%	7%	0%	100%	3 804.8	3 945.7

(1) According to Council Directive 95/64/EC, "main ports", in terms of transport of goods, are ports handling more than 1 million tonnes of goods annually.

(2) Liquid bulk: Liquefied gas, Crude oil, Oil products, other liquid bulk goods

Dry bulk: Ores, Coal, Agricultural products (e.g. grain, soya, tapioca), Other dry bulk goods

Large containers: 20 ft freight units, 40 ft freight units, Freight units > 20 ft and < 40 ft, Freight units > 40 ft

Ro Ro mobile units: a) Mobile self-propelled units: Road goods vehicles and accompanying trailers, Passenger cars, motorcycles and accompanying trailers/caravans, Passenger buses, Trade vehicles (including import/export motor vehicles), Live animals on the hoof, Other mobile self-propelled units.

b) Mobile non-self-propelled units: Unaccompanied road goods trailers and semi-trailers, Unaccompanied caravans and other road, agricultural and industrial vehicles, Rail wagons, shipborne port-to-port trailers, and shipborne barges engaged in goods transport, Other mobile non-self-propelled units

Other cargo, not elsewhere specified: Forestry products, Iron and steel products, other general cargo.

Seaborne goods: the "top 20" European ports

The top 20 ports on the basis of gross weight of goods handled are listed in [Table 3](#). Rotterdam and Antwerp have maintained their position since 1997. In particular, Rotterdam alone accounted for 23% of the weight of goods handled in the top-20 ports, i.e. 9% of the total EU-27, in 2005.

Most of the transshipment in Rotterdam involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe's largest container port. Rotterdam plays an important role in the transport of products to overseas and intercontinental destinations such as the United States and the Far East for exports (outwards) and Brazil for imports (inwards).

The most "specialised" port in the top-20 is Wilhelmshaven, 95% of cargo handled being "liquid bulk" goods.

All top 20 ports faced an increase since 1997 except the port of London. The weight of goods handled in the port of Algeciras grew in average by more than 6% per year from 1997 to 2005.

Between 2004 and 2005 the top eight ports remained the same, even if they recorded different growth in the weight of goods handled between these two years. One port is no longer in the top 20: Milford Haven (ranked 18 in 2004). Tallinn, which was ranked 18 in 2003 and left the list in 2004, is ranked 20 in 2005. Taranto and Constanta recorded the highest increases in tonnes handled compared to the previous year (+22% and +18% respectively): Taranto gained 5 places in the ranking and Constanta 4 places. Conversely, Genova recorded a decrease (-7%) and fell from 13th place to 18th.

Table 3: Top 20 cargo ports in 2005 - on the basis of gross weight of goods handled (in million tonnes)

Rank 2005	Port	1997	2004	2005							Growth 2004-2005 (%)	Average annual growth rate 1997-2005 (%)	
		Total	Total	Inwards	Outwards	Total	By type of cargo handled (%)						
							Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile units			Other cargo
1	Rotterdam (NL)	303.4	330.9	268.6	77.2	345.8	49%	25%	21%	3%	2%	+4.5%	+1.6%
2	Antwerpen (BE)	104.6	135.5	80.6	65.2	145.8	25%	18%	41%	4%	12%	+7.6%	+4.2%
3	Hamburg (DE)	69.6	99.5	64.2	44.1	108.3	12%	25%	60%	0%	2%	+8.8%	+5.7%
4	Marseille (FR)	92.9	90.8	74.1	19.2	93.3	70%	16%	8%	2%	3%	+2.8%	+0.0%
5	Bergen (NO)	:	75.6	16.5	57.4	73.9	93%	3%	0%	0%	3%	-2.3%	:
6	Le Havre (FR)	58.2	71.9	53.6	17.2	70.8	66%	7%	25%	2%	0%	-1.5%	+2.5%
7	Immingham (UK)	48.0	57.6	43.7	17.0	60.7	40%	34%	2%	21%	3%	+5.3%	+3.0%
8	Tees & Hartlepool (UK)	51.2	53.8	19.9	35.9	55.8	66%	22%	2%	5%	5%	+3.7%	+1.1%
9	Algeciras (ES)	34.2	52.6	32.2	23.0	55.2	39%	5%	52%	2%	2%	+4.8%	+6.2%
10	London (UK)	55.7	53.3	45.0	8.9	53.8	37%	28%	12%	17%	6%	+1.0%	-0.4%
11	Dunkerque (FR)	36.4	46.4	35.9	12.6	48.5	31%	54%	3%	0%	12%	+4.4%	+3.7%
12	Taranto (IT)	36.0	39.4	29.2	18.6	47.9	16%	53%	11%	5%	15%	+21.6%	+3.6%
13	Amsterdam (NL)	36.9	49.9	32.1	15.0	47.1	40%	53%	1%	1%	5%	-5.6%	+3.1%
14	Bremen & Bremerhaven (DE)	30.6	45.4	24.6	22.1	46.7	5%	14%	64%	5%	12%	+2.8%	+5.4%
15	Wilhelmshaven (DE)	36.4	45.0	35.4	10.5	46.0	95%	4%	0%	0%	1%	+2.3%	+2.9%
16	Constanta (RO)	:	37.7	23.9	20.6	44.6	31%	41%	17%	0%	11%	+18.3%	:
17	Trieste (IT)	42.1	41.5	39.7	3.7	43.4	83%	5%	4%	7%	1%	+4.4%	+0.4%
18	Genova (IT)	42.2	45.9	31.3	11.3	42.6	43%	8%	27%	17%	4%	-7.1%	+0.1%
19	Southampton (UK)	33.1	38.4	25.4	14.6	39.9	71%	6%	20%	4%	0%	+3.9%	+2.4%
20	Tallinn (EE)	:	37.1	3.7	35.1	38.8	63%	18%	7%	8%	4%	+4.6%	:

[Table 4](#) shows that Rotterdam (+12% compared to 2004) and Hamburg (+15%) lead in the handling of containers. Antwerp and Bremen & Bremerhaven follow in third and fourth position. It is noticeable that Algeciras and Gioia Tauro are the first Mediterranean ports in this top 20 table. For both ports the transshipment operations represent a very high share of their activities.

The ports of Constanta and Bilbao joined the top 20 ports, in terms of volume of containers handled, in position 17 and 18 respectively.

The most significant increase between 2004 and 2005 was registered by Constanta: +122% (+252% for empty containers). This increase is mainly due to the opening

of a new container terminal in the south part of Constanta in April 2004.

It should be noted that data provided for Antwerp are underestimated before 3rd quarter 2004: as a consequence the 2005 growth rate (+23%) is overestimated.

In nearly all ports belonging to the top 20 list, the volume of empty containers handled evolved in the same direction as the total containers except in Gioia Tauro and Le Havre, for which the volume of empty containers handled increased while the total volume of containers decreased.

Table 4: Top-20 container ports in 2005 - on the basis of volume of containers handled (in 1 000 TEUs⁽¹⁾)

Rank 2005	Port	2000	2001	2002	2003	2004		2005		Growth 2004-2005 (%)	
		Total	Total	Total	Total	Total	of which empty	Total	of which empty	Total	of which empty
1	Rotterdam (NL)	6 253	6 061	6 505	7 118	8 242	1 455	9 195	1 760	+12%	+21%
2	Hamburg (DE)	4 275	4 665	5 376	6 126	7 004	922	8 084	1 255	+15%	+36%
3	Antwerpen (BE) ⁽²⁾	2 641	3 001	3 153	4 012	5 055	526	6 221	979	+23%	+86%
4	Bremen & Bremerhaven (DE)	2 643	2 972	3 032	3 191	3 529	539	3 741	546	+6%	+1%
5	Algeciras (ES) ^{(3) (4)}	:	1 737	1 732	2 024	970	0	3 184	802	:	:
6	Gioia Tauro (IT)	2 575	2 393	2 883	3 094	3 170	575	3 123	705	-1%	+23%
7	Felixstowe (UK)	2 825	2 839	2 682	2 482	2 717	718	2 760	730	+2%	+2%
8	Valencia (ES) ⁽⁴⁾	1 313	1 512	1 826	2 012	2 156	540	2 415	642	+12%	+19%
9	Le Havre (FR)	1 334	1 550	1 754	2 015	2 158	322	2 144	335	-1%	+4%
10	Barcelona (ES) ⁽⁴⁾	1 389	1 404	1 122	1 765	2 084	543	2 071	513	-1%	-6%
11	Pireus (EL)	1 096	1 164	1 395	1 606	1 551	290	1 401	275	-10%	-5%
12	Southampton (UK)	1 092	1 213	1 275	1 375	1 435	498	1 384	458	-4%	-8%
13	Las Palmas (ES) ⁽⁴⁾	648	664	726	966	1 111	304	1 222	326	+10%	+7%
14	Genova (IT)	1 179	1 536	1 499	1 591	1 437	361	1 038	24	-28%	-93%
15	La Spezia (IT)	661	758	780	836	879	119	916	160	+4%	+34%
16	Marseille (FR)	725	745	811	835	920	166	911	150	-1%	-9%
17	Constanta (RO)	:	:	:	:	391	74	867	262	+122%	+252%
18	Bilbao (ES) ⁽⁴⁾	425	447	454	468	498	0	863	202	+73%	:
19	Göteborg (SE)	652	624	725	634	722	155	772	162	+7%	+5%
20	London (UK)	573	749	875	895	966	306	765	220	-21%	-28%

(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). (2) Partial data up to 2nd quarter 2004. (3) Data for 2004 are underestimated.

(4) Data for the period 2003-2005 are provisional and likely to be revised.

Seaborne transport of goods by origin/destination

Table 5: Seaborne transport of goods between main ports in the reporting country and their partner ports grouped by main geographical areas (in % of total gross weight of goods transported)

	2004					2005					Total transport growth rate 2004-2005 (%)
	Total transport (million tonnes)	Of which				Total transport (million tonnes)	Of which				
		National	International		Unknown		National	International		Unknown	
		Intra EU-27	Extra EU-27			Intra EU-27	Extra EU-27				
BE	185.4	1%	35%	64%	0%	203.9	2%	35%	63%	0%	+10.0%
BG	23.1	0%	18%	82%	1%	24.8	0%	16%	83%	0%	+7.4%
DK	80.5	16%	57%	24%	4%	82.1	18%	55%	24%	3%	+1.9%
DE	263.2	2%	45%	53%	0%	277.0	2%	43%	55%	0%	+5.2%
EE	44.8	1%	76%	21%	1%	45.0	1%	71%	27%	1%	+0.5%
IE	42.6	2%	70%	28%	0%	45.9	2%	69%	29%	0%	+7.8%
EL	107.8	33%	23%	43%	0%	104.7	32%	22%	45%	1%	-2.9%
ES	347.5	14%	21%	64%	0%	373.4	14%	21%	65%	0%	+7.4%
FR	317.1	6%	33%	57%	3%	325.5	6%	31%	61%	1%	+2.7%
IT	413.5	17%	15%	67%	1%	424.3	18%	15%	67%	0%	+2.6%
CY	6.8	2%	22%	13%	63%	7.3	0%	31%	25%	43%	+8.1%
LV	53.7	0%	76%	21%	3%	58.4	0%	75%	22%	3%	+8.8%
LT	25.8	0%	76%	23%	1%	26.1	:	70%	29%	1%	+1.2%
MT	3.5	:	65%	35%	0%	3.5	:	77%	23%	0%	+0.8%
NL	439.9	:	33%	66%	1%	459.6	:	31%	69%	1%	+4.5%
PL	51.8	1%	32%	15%	52%	54.3	2%	65%	33%	0%	+4.8%
PT	53.1	11%	33%	56%	0%	58.5	15%	33%	52%	0%	+10.2%
RO	40.6	0%	14%	76%	10%	47.9	0%	13%	72%	15%	+17.9%
SI	12.0	:	41%	59%	0%	12.5	:	41%	59%	0%	+4.6%
FI	94.7	6%	68%	26%	0%	88.8	6%	70%	24%	0%	-6.3%
SE	139.2	8%	69%	21%	2%	151.4	8%	68%	22%	1%	+8.8%
UK	506.5	19%	43%	34%	4%	514.1	19%	43%	35%	3%	+1.5%
EU-27	2 866.2	11%	28%	58%	3%	2 991.5	11%	28%	60%	2%	+4.4%
HR ⁽¹⁾	:	:	:	:	:	19.8	9%	26%	64%	1%	:
IS ⁽¹⁾	:	:	:	:	:	:	:	:	:	:	:
NO ⁽¹⁾	169.7	27%	48%	23%	1%	171.6	27%	51%	20%	2%	+1.1%

(1) The percentages of international intra-EU-27 and extra-EU-27 transport for non-EU-27 countries express the share of total transport with EU-27 and non-EU-27 countries respectively.

Table 5 shows the breakdown between national, international intra-EU-27 and international extra-EU-27 transport.

These results are calculated on the basis of the statistics declared by main ports vis-à-vis their partner (origin and destination) ports. Contrary to the previous sections of this publication, the figures shown do not reflect the total handling of goods in ports (inwards plus outwards, i.e. unloading plus loading), but estimate the transport of goods by sea, i.e. between ports (see also methodological notes).

The total EU-27 maritime transport, as estimated from the declarations of main ports, expressed in tonnes of goods, registered an increase of more than 4% between 2004 and 2005. The figure is close to the increase calculated for the "handling of goods in ports" (see table 1). However, in terms of tonne-kilometres the transport demand to/from the main EU-27 ports grew by about 5% to 7% (first estimate). This can be explained by an increasing internationalisation (globalisation) of the maritime transport activity: the share of extra-EU-27 transport reached 60% for the EU-27 as a whole in 2005, the intra EU-27 transport representing 28% and national transport 11% (see table 5).

It can be seen that in 2005 the situation varies between countries, with a very low share (less than 2%) of national transport for Bulgaria, Cyprus, Latvia, Romania, Estonia, Belgium, Germany, Ireland and Poland (either relatively small countries or countries with limited shorelines) on one hand, and a high share on the other hand for Greece (32%), due to its numerous islands, followed by the United

Kingdom (19%), Italy (18%), Denmark (18%) and Portugal (15%). Due to its very long coastline and its 'difficult' topography (fjords), Norway also recorded a very high share of national transport (27%).

The countries recording a very high share of international extra-EU-27 transport in 2005 were Bulgaria (83%) and Romania (72%), due to their geographical position, as well as the Netherlands (69%), Italy (67%), Spain (65%) and Belgium (63%). More than 64% of the maritime transport of Croatia was with non-EU-27 countries (mainly liquid bulk goods from Russia).

Latvia and Malta stand out with more than 75% of their transport with other EU-27 countries. The share of international intra-EU-27 transport of Malta increased between 2004 and 2005 to the detriment of extra-EU-27 transport. This is mainly explained by an increase in Maltese traffic with Italy and a decrease with the United Arab Emirates.

Even if still greater than 70%, the share of international intra-EU-27 transport in Estonia and Lithuania has registered a noticeable decrease to the benefit of extra-EU-27 transport. For Lithuania this is mainly due to a decrease in the traffic with the Netherlands and an increase in the traffic with Canada. Estonia registered a fall of the traffic with several Member States and an increase in its traffic with the USA. The share of international intra-EU-27 transport reached 70% for Finland, essentially due to its traffic with Germany and Sweden (which together represent 34% of total maritime transport reported by Finland). Ireland and Sweden also recorded shares of about 70% for intra-EU-27 transport.

Seaborne passengers

Table 6 shows the passengers embarked and disembarked in all ports by country. Care must be taken when interpreting the total figures (inwards + outwards) as a measure of "transport of passengers", as these total may include some double counting (for example passengers embarked and disembarked in ports of the same country). With this in mind, 387 million persons passed through EU-25 ports in 2005, a decrease of nearly 5% compared to 2004.

Contrary to the handling of goods in ports (2/3 of goods are unloaded and 1/3 loaded), no significant difference can be found between the number of passengers embarking and disembarking, due to the fact that most of the transport corresponds to the main ferry connections.

Greece and Italy are the leading countries in transport of passengers by sea (with respectively 86 and 79 million passengers embarked and disembarked). The aforementioned double counting of passengers applies especially for the Greek and Italian ports, since they include main national ferry connections, such as Perama-Paloukia and Reggio Calabria-Messina.

While Greece registered a large increase in number of passengers between 2000 and 2002, mainly determined by a better statistical coverage since the last quarter of 2001, it faced a decrease of 16% between 2003 and 2005.

This downturn is mainly explained by the opening of a bridge between the Peloponese and mainland Greece in 2004, competing with the Greek ferry connection Rio-Antirio.

Denmark is third with regards to passengers embarked and disembarked in 2005 (48 million), although the number has fallen by 37% since 1997. Denmark counts numerous ferry connections between its various islands, and with Germany, Sweden and Norway. The fall was largely due to the opening of the Great Belt bridge connecting its two main islands (Sjælland and Fyn) in 1997 (rail) – 1998 (road).

The number of passengers embarked and disembarked in Swedish ports is stable since 2001 (32-33 million passengers). However, a major drop occurred between 1999 and 2001, mainly explained by the opening of new alternatives to sea routes, in this case the Øresund bridge connecting with Denmark.

The passenger volumes for France and the United Kingdom have dropped since 1997 by 22% and 17% respectively, due to the alternative to maritime transport provided by the Channel Tunnel and by low cost flights.

The drop registered in Poland between 2003 and 2005 can be largely explained by the discontinuation of the "duty-free" traffic between Polish and German ports, due to the accession of Poland to the EU, in May 2004.

Table 6: Passengers embarked and disembarked in all ports (in 1 000)

	1997	1998	1999	2000	2001	2002	2003	2004	2005			Growth 2004-2005 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE ⁽¹⁾	1 946	1 696	1 553	1 520	1 377	1 125	739	787	461	461	922	+17.2%
BG	:	:	:	:	3	6	4	6	8	4	13	+129.5%
DK	76 209	63 448	57 345	51 830	47 862	48 178	48 653	48 555	23 963	23 961	47 924	-1.3%
DE	:	:	:	31 378	31 817	33 222	32 146	29 815	14 677	14 813	29 490	-1.1%
EE	:	:	:	:	5 740	5 136	5 172	6 452	3 454	3 432	6 885	+6.7%
IE	4 380	4 682	4 358	4 218	3 895	3 893	3 747	3 550	1 666	1 609	3 275	-7.7%
EL ⁽²⁾	32 259	35 364	37 180	27 867	50 149	101 210	102 760	96 744	42 915	43 153	86 068	-11.0%
ES	13 939	15 349	16 225	14 582	18 623	18 947	20 041	21 694	11 880	10 530	22 410	+3.3%
FR	33 124	30 825	30 436	27 881	27 724	29 110	27 405	27 068	12 849	12 955	25 804	-4.7%
IT	80 181	80 618	85 438	86 376	86 882	82 700	82 576	83 316	39 476	39 277	78 753	-5.5%
CY	:	:	:	:	:	339	287	247	97	97	194	-21.4%
LV	:	:	:	:	26	23	118	130	68	75	144	+10.6%
LT	:	:	:	:	101	107	135	146	82	85	166	+13.7%
MT	:	:	:	:	:	:	166	225	89	89	178	-20.9%
NL ⁽³⁾	1 964	1 840	1 949	2 004	2 041	2 202	2 015	2 012	1 058	1 057	2 116	+5.1%
PL	:	:	:	:	4 416	3 304	3 188	2 031	816	831	1 647	-18.9%
PT ⁽³⁾	34	473	472	534	542	502	616	650	332	330	662	+1.9%
RO	:	:	:	:	:	:	:	:	:	:	:	:
SI	:	:	:	:	34	42	47	42	18	18	35	-16.8%
FI	15 191	15 986	16 146	15 964	16 729	16 577	16 341	16 806	8 582	8 530	17 112	+1.8%
SE	40 949	41 749	41 574	36 573	32 350	32 112	32 748	33 318	16 380	16 237	32 617	-2.1%
UK	36 287	36 884	35 813	33 851	34 516	35 623	33 708	32 837	15 062	15 145	30 207	-8.0%
EU-27	:	:	:	:	:	:	:	:	:	:	:	:
EU-25	:	:	:	:	:	:	412 607	406 427	193 924	192 685	386 608	-4.9%
EU-15	:	:	:	334 581	354 506	405 400	403 494	397 153	189 301	188 058	377 358	-5.0%
HR	:	:	:	14 940	16 833	18 410	19 483	21 519	11 083	11 099	22 182	+3.1%
IS	:	:	:	318	360	393	407	404	211	211	422	+4.4%
NO	:	:	:	:	:	6 077	4 656	5 787	3 146	3 517	6 663	+15.1%
Total	336 462	328 915	328 489	349 839	382 018	439 238	437 158	434 142	208 372	207 517	415 888	-4.2%

(1) The increase registered between 2004 and 2005 is partly due to an improvement of the data reporting system.

(2) EL from 1997 to 2001: partial data; up to 2003 data exclude cruise passenger; the number of passengers excluding cruise passengers is 96 416 in 2004 and 85 392 in 2005.

(3) NL and PT: Data exclude cruise passengers.

Table 7: Top-20 passenger ports in 2005 - on the basis of number of passengers embarked and disembarked (in 1 000)

Rank 2005	Port	1997	1998	1999	2000	2001	2002	2003	2004	2005			Growth 2004-2005 (%)	Average annual growth rate 1997-2005 (%)
		Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	21 236	19 330	18 462	16 197	15 957	16 449	14 770	14 429	6 728	6 773	13 501	-6.4%	-5.5%
2	Calais (FR)	20 060	18 117	17 100	15 066	14 370	14 991	13 729	13 259	5 825	5 870	11 695	-11.8%	-6.5%
3	Paloukia Salaminas (EL) ⁽¹⁾	:	:	:	:	3 624	12 133	12 541	11 568	5 879	5 784	11 663	+0.8%	:
4	Perama (EL) ⁽¹⁾	:	:	:	:	3 624	12 133	12 541	11 568	5 784	5 879	11 663	+0.8%	:
5	Helsingborg (SE)	13 397	13 747	14 407	13 525	11 771	11 666	11 693	11 808	5 559	5 543	11 102	-6.0%	-2.3%
6	Piraeus (EL) ⁽²⁾	8 707	9 131	9 590	7 289	8 237	8 639	9 315	10 713	5 240	5 836	11 076	+3.4%	+3.1%
7	Helsingør (Elsinore) (DK)	13 302	13 655	14 257	13 322	11 513	11 609	11 646	11 612	5 501	5 522	11 023	-5.1%	-2.3%
8	Messina (IT)	11 157	11 208	10 522	11 898	11 612	10 256	9 833	10 128	4 982	4 819	9 802	-3.2%	-1.6%
9	Reggio Di Calabria (IT)	11 000	11 075	10 434	11 839	11 511	10 137	9 698	9 992	4 736	4 909	9 645	-3.5%	-1.6%
10	Helsinki (FI)	8 146	8 616	9 073	9 251	9 010	8 871	8 549	8 747	4 433	4 422	8 854	+1.2%	+1.0%
11	Stockholm (SE)	7 499	7 780	7 977	7 746	7 001	6 826	7 294	7 823	3 936	4 274	8 211	+5.0%	+1.1%
12	Rødby (Færgehavn) (DK)	5 975	5 850	5 617	5 430	6 028	6 508	6 421	6 744	3 380	3 380	6 761	+0.2%	+1.6%
13	Puttgarden (DE)	:	:	:	5 430	5 984	6 592	6 422	6 741	3 316	3 444	6 760	+0.3%	:
14	Tallinn (EE)	:	:	:	:	5 740	5 136	5 172	6 452	3 358	3 342	6 701	+3.9%	:
15	Napoli (IT)	7 277	6 168	6 960	6 748	7 056	6 708	6 811	6 801	3 019	3 065	6 084	-10.5%	-2.2%
16	Algeciras (ES) ⁽³⁾	3 528	3 808	4 034	:	4 402	4 286	4 542	4 605	2 345	2 483	4 828	+4.8%	+4.0%
17	Palma Mallorca (ES) ⁽³⁾	907	1 115	1 300	1 864	1 873	2 286	2 537	3 773	2 330	2 282	4 611	+22.2%	+22.5%
18	Santa Cruz de Tenerife (ES) ⁽³⁾	3 980	4 357	4 553	4 927	4 910	4 861	5 011	5 164	2 442	2 122	4 564	-11.6%	+1.7%
19	Capri (IT)	4 995	4 650	5 555	5 404	5 546	5 028	4 749	4 771	1 952	1 909	3 860	-19.1%	-3.2%
20	Turku (FI)	3 601	3 656	3 678	3 514	4 074	4 025	4 039	3 828	1 856	1 840	3 697	-3.4%	+0.3%

(1) Partial data in 2001.

(2) Up to 2003 data exclude cruise passengers; the number of passengers excluding cruise passengers is 10 584 in 2004 and 10 458 in 2005.

(3) Data for the period 2003-2005 are provisional and likely to be revised

In 2005, there were 4 Italian, 3 Greek and 3 Spanish ports amongst the top 20 passenger ports (see table 7). Denmark, Finland and Sweden had two ports each in the top 20, and Germany, Estonia, France and the

United Kingdom are represented by 1 port each. Ten of these twenty ports registered a decline in the total number of passengers between 2004 and 2005. There used to be two additional Greek ports in the list, Rio and

Antirio, which registered a dramatic fall (from 14 million passengers in 2002-2003 to only 2 million in 2005) due to the mentioned opening of a bridge between the Corinth Gulf and the Patraikos Gulf in 2004, connecting mainland Greece with the Peloponese.

Since 1997, Dover and Calais have remained the most important ports. The significant fall in the number of passengers between 1997 and 2005, by 36% and 42% respectively, reflects the mentioned emergence of successful rail and air transport alternatives. In spite of a spurt between 2001 and 2002, both Dover and Calais have not been able to stop a further decline in the following period.

The ports from the main Greek ferry connection, Perama and Paloukia, were ranked in position 3 and 4 in 2005, each reporting 11.7 million passengers

Helsingborg and Helsingør, connected by a frequent ferry link were ranked in position 5 and 7 in 2005. The number of passengers in those ports has registered a fall since 1997, due to the mentioned opening of the Øresund fixed link.

Among the ports with more than 10 million passengers only the Greek ports registered an increase of the number of passengers in 2005, especially Piraeus (+3.4%), climbing from position 7 to position 6 in the ranking.

The ports of Palma de Mallorca and Turku joined the top 20 ports in terms of number of passengers embarked and disembarked in position 17 and 20 respectively.

Table 8 shows the breakdown of passenger transport (excluding cruise passengers) for each country between national, international intra-EU-27 and international extra-EU-27 transport. These results are calculated on the basis of the statistics declared by main ports vis-à-vis their partner (origin and destination) ports. Contrary to tables 6 and 7, the figures do not reflect the total embarkation and disembarkation operations in ports, but estimate the transport of passengers by sea, i.e. between ports (see also methodological notes).

The seaborne transport of passengers took mainly place at national and intra EU-27 level (54% and 39% respectively for the EU-27 as a whole).

The countries with high share of international intra-EU-27 transport are those having important regular ferry connections with other EU-27 countries. On the other hand countries having islands are the ones showing the most important share of national passenger transport.

The countries recording a relatively high share of international extra-EU-27 transport in 2005 are Spain and Denmark (23% and 11% respectively). This is mainly due to their geographical position, Spain having an important traffic with Morocco and Denmark with Norway.

Table 8: Seaborne transport of passengers (excluding cruise passengers) between main ports⁽¹⁾ in the reporting countries and their partner ports grouped by main geographical areas (in % of total passengers excluding cruise passengers)

	2004					2005					Total transport growth rate 2004-2005 %
	Total transport (in 1000)	National	Of which International		Unknown	Total transport (in 1000)	National	Of which International		Unknown	
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
BE	742	0%	100%	0%	0%	781	0%	100%	0%	0%	+5.3%
BG ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
DK	36 559	24%	65%	11%	0%	35 636	25%	64%	11%	0%	-2.5%
DE	20 744	40%	57%	3%	0%	20 149	40%	56%	4%	0%	-2.9%
EE	6 452	:	99%	1%	0%	6 701	0%	99%	1%	0%	+3.9%
IE	2 434	0%	100%	0%	0%	2 227	0%	100%	0%	0%	-8.5%
EL	47 747	95%	5%	0%	0%	42 806	94%	6%	0%	0%	-10.3%
ES	16 954	69%	8%	23%	0%	17 614	69%	8%	23%	0%	+3.9%
FR	25 077	15%	75%	3%	7%	23 542	17%	72%	3%	8%	-6.1%
IT	43 474	88%	8%	4%	0%	40 656	88%	8%	4%	0%	-6.5%
CY ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
LV ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
LT	146	0%	99%	0%	0%	166	0%	99%	1%	0%	+13.7%
MT ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
NL	2 012	:	100%	0%	0%	2 116	:	97%	3%	0%	+5.1%
PL	1 866	:	45%	1%	53%	1 578	6%	91%	3%	0%	-15.4%
PT	309	100%	0%	0%	0%	309	100%	0%	0%	0%	+0.2%
RO ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
SJ ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
FI	15 979	3%	96%	0%	0%	16 290	3%	97%	0%	0%	+1.9%
SE	31 404	5%	91%	4%	0%	30 612	5%	91%	4%	0%	-2.5%
UK	29 454	12%	87%	1%	0%	26 928	12%	87%	1%	0%	-8.6%
EU-27	222 453	55%	38%	6%	1%	212 332	54%	39%	6%	1%	-4.6%
HR ⁽³⁾	:	:	:	:	:	11 075	94%	6%	0%	0%	:
IS ⁽²⁾	0	:	:	:	:	0	:	:	:	:	:
NO ⁽³⁾	5 777	:	100%	:	:	6 460	:	100%	:	:	+11.8%

(1) According to Council Directive 95/64/EC, "main ports", in terms of transport of passengers, are ports handling more than 200 000 passengers annually.

(2) There is no main passenger port in these countries.

(3) The percentages of international intra-EU-27 and extra-EU-27 transport for non-EU-27 countries express the share of total transport with EU-27 and non-EU-27 countries respectively.

Maritime traffic by type of vessel

Table 9: Number and Gross Tonnage (GT) of vessels in the EU-27 main ports, by type of vessel (based on inwards declarations)

TYPE OF VESSEL	2004		2005		Growth 2004-2005	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels (%)	GT (%)
LIQUID BULK	101 995	1 192 954	106 163	1 265 784	+4.1%	+6.1%
DRY BULK	42 935	494 761	44 323	515 578	+3.2%	+4.2%
CONTAINER	89 955	1 569 682	90 560	1 602 848	+0.7%	+2.1%
CARGO, SPECIALIZED	26 511	478 081	30 590	535 351	+15.4%	+12.0%
CARGO, NON-SPECIALIZED	1 130 814	7 703 497	1 068 628	7 672 718	-5.5%	-0.4%
DRY CARGO BARGE	7 381	14 765	7 355	15 412	-0.4%	+4.4%
PASSENGER (NO CRUISE)	634 768	1 180 856	629 017	1 236 087	-0.9%	+4.7%
CRUISE PASSENGER ONLY	6 119	212 666	6 689	265 933	+9.3%	+25.0%
OFFSHORE ACTIVITIES ⁽¹⁾	9 465	22 033	10 224	24 165	+8.0%	+9.7%
OTHERS ⁽²⁾	48 257	169 601	32 773	84 049	-32.1%	-50.4%
TOTAL	2 098 200	13 038 897	2 026 322	13 217 924	-3.4%	+1.4%

(1) The reporting of data on vessels for offshore activities is not compulsory.

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

Tables 9 and 10 show 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). The data refer to inwards movements only.

The number of vessel calls at EU-27 main ports exceeded again 2 million in 2005, but showing a decrease of 3.4% compared to 2004. However the total gross tonnage of the vessels increased by 1.4% compared to 2004, meaning that the average size of vessels increased (from about 6 200 tonnes in 2004 to about 6 500 in 2005).

Considering all vessels, in 2005 Greece recorded the highest number of port calls, with 472 thousand vessels, followed by Italy (454 thousand) and Denmark (367 thousand). In 2004, Italy used to be the country recording the highest number of vessels. However, Italy is now the first country in terms of total gross tonnage of vessels calling at its ports, overtaking the United Kingdom.

The average size (in gross tonnage) of all the vessels calling at main ports varies from about 1 900 tonnes in Greece to more than 23 000 tonnes in Malta (the EU-27 average being about 6 500 as mentioned above). The average size of vessels calling at Croatian ports was about 1 100 tonnes. 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.

The category of vessel 'Cargo, non-specialized' dominated in EU-27 and in most of the countries. In particular, in Denmark it represented almost 95% of total gross tonnage of vessels and of vessel movements, in Sweden 94% of the total gross tonnage and 85% of vessel movements and in Finland as well as Lithuania 84% of the total gross tonnage and 76% of vessels movements.

The passenger vessels are the second most important category for EU-27 in terms of number of vessels and the container vessels are the second most important in terms of total gross tonnage.

Passenger vessels (including cruise passenger vessels) were the most important category for Greece, Estonia and Latvia. They made up more than 80% of maritime traffic in terms of total gross tonnage of vessels in Greece and Estonia and constituted 93% of the vessels calling at the main Greek ports and 83% of those calling at the main Estonian ports.

Container vessel traffic was most important in Malta and in Romania. 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 represented 19% of total vessels calling at main ports, whereas the corresponding gross tonnage represented only 7% of total gross tonnage. On the contrary in Belgium container vessels made up 13% of total number of vessels entering the main ports, whereas the gross tonnage accounted for 28% of the total.

High shares of the vessel category 'liquid bulk' in total gross tonnage and vessel movements were recorded by Bulgaria, Portugal, the Netherlands (mainly explained by the presence of the petroleum terminal Europoort/Rotterdam), Spain and Cyprus.

The share of the category "cargo, specialized" was only significant in Belgium (share of 33% in the number of vessels calling at main Belgian ports, 41% of the total gross tonnage), in Slovenia (35% of the total gross tonnage) and in Cyprus (23% of the total gross tonnage), whereas it was low for the other countries. However, this category together with "cruise passenger vessels", was the most dynamic in terms of growth rates between 2004 and 2005 at EU-27 level.

Table 10: Number and Gross Tonnage (GT) of vessels in the main ports in 2005, by type of vessel (based on inwards declarations)

TYPE OF VESSEL	BELGIUM		BULGARIA		DENMARK		GERMANY		ESTONIA	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)
LIQUID BULK	5 329	44 388	475	6 960	1 893	10 177	3 627	41 582	109	682
DRY BULK	44	2 312	1 159	7 735	2 282	9 692	3 303	31 173	480	1 146
CONTAINER	4 315	136 764	461	3 635	1 525	14 822	11 935	223 207	480	3 064
CARGO, SPECIALIZED	10 838	199 089	:	:	3 572	5 645	952	28 195	1	1
CARGO, NON-SPECIALIZED	7 898	87 354	1 203	4 989	348 474	1 032 793	65 105	625 682	389	6 482
DRY CARGO BARGE	34	600	1	0	451	1 853	87	305	23	64
PASSENGER (NO CRUISE)	10	139	57	346	8 672	2 121	26 951	14 138	9 010	101 595
CRUISE PASSENGER ONLY	76	2 906	:	:	495	23 142	286	8 130	332	11 679
OFFSHORE ACTIVITIES ⁽¹⁾	:	:	:	:	:	:	:	:	:	:
OTHERS ⁽²⁾	3 883	13 452	:	:	:	:	811	9 304	:	:
TOTAL	32 427	487 005	3 356	23 665	367 364	1 100 246	113 057	981 717	10 824	124 712

TYPE OF VESSEL	IRELAND		GREECE		SPAIN		FRANCE		ITALY	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)
LIQUID BULK	1 640	9 638	10 294	45 656	17 337	289 308	9 224	145 494	16 832	218 158
DRY BULK	937	8 073	6 819	22 948	7 630	96 585	3 616	47 079	3 699	65 840
CONTAINER	2 531	12 519	2 631	43 014	27 523	267 547	4 856	141 556	8 413	222 085
CARGO, SPECIALIZED	374	7 981	2 156	32 618	2 233	29 218	1 394	28 485	2 282	55 911
CARGO, NON-SPECIALIZED	7 555	130 700	8 748	31 827	36 868	328 227	40 392	732 930	306 480	1 301 133
DRY CARGO BARGE	1	1	3 927	4 213	:	:	93	28	1 052	2 437
PASSENGER (NO CRUISE)	58	1 944	437 059	724 257	21 397	284 221	3 381	18 336	111 073	33 867
CRUISE PASSENGER ONLY	80	2 203	:	:	213	7 888	686	22 653	3 240	143 320
OFFSHORE ACTIVITIES ⁽¹⁾	:	:	:	:	2	1	9	17	846	626
OTHERS ⁽²⁾	:	:	123	146	8 241	30 412	11 531	13 023	91	26
TOTAL	13 176	173 060	471 757	904 680	121 444	1 333 406	75 182	1 149 602	454 008	2 043 404

TYPE OF VESSEL	CYPRUS		LATVIA		LITHUANIA		MALTA		NETHERLANDS	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)
LIQUID BULK	991	8 316	178	1 546	39	326	117	1 985	10 237	152 724
DRY BULK	123	1 172	574	1 747	88	1 160	559	2 169	2 493	97 178
CONTAINER	869	11 073	393	2 715	353	1 758	1 954	58 064	6 381	184 272
CARGO, SPECIALIZED	587	10 954	:	:	15	57	29	269	142	2 047
CARGO, NON-SPECIALIZED	1 636	6 566	9	12	2 077	23 427	274	5 702	23 737	238 261
DRY CARGO BARGE	12	4	2	8	53	124	:	:	:	:
PASSENGER (NO CRUISE)	429	8 437	1 081	15 590	:	:	:	:	116	5 079
CRUISE PASSENGER ONLY	:	:	:	:	59	1 028	:	:	:	:
OFFSHORE ACTIVITIES ⁽¹⁾	:	:	:	:	:	:	:	:	1 666	4 134
OTHERS ⁽²⁾	333	568	19	27	51	77	:	:	1 912	6 131
TOTAL	4 980	47 089	2 256	21 645	2 735	27 958	2 933	68 190	46 684	689 826

TYPE OF VESSEL	POLAND		PORTUGAL		ROMANIA		SLOVENIA		FINLAND	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)
LIQUID BULK	1 750	12 520	2 429	28 363	335	6 542	119	1 866	3 366	30 688
DRY BULK	2 614	17 839	596	9 949	1 081	10 393	646	5 648	747	6 842
CONTAINER	1 124	5 843	2 397	23 000	1 691	24 501	356	5 821	1 873	14 488
CARGO, SPECIALIZED	225	1 148	513	10 377	122	1 581	396	8 559	489	6 848
CARGO, NON-SPECIALIZED	5 878	69 345	5 844	32 959	42	348	454	2 155	30 739	510 509
DRY CARGO BARGE	133	384	13	9	:	:	77	143	1 011	3 687
PASSENGER (NO CRUISE)	1 902	1 607	83	1 386	:	:	23	56	2 167	20 921
CRUISE PASSENGER ONLY	127	3 910	558	21 565	:	:	:	:	263	9 766
OFFSHORE ACTIVITIES ⁽¹⁾	:	:	3	5	:	:	:	:	:	:
OTHERS ⁽²⁾	112	299	:	:	2	10	:	:	:	:
TOTAL	13 865	112 894	12 436	127 613	3 273	43 376	2 071	24 248	40 655	603 750

TYPE OF VESSEL	SWEDEN		UNITED KINGDOM		CROATIA		ICELAND		NORWAY	
	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)	Vessels	GT (in 1 000)
LIQUID BULK	4 240	34 354	15 602	174 510	1 017	6 648	:	:	3 289	24 689
DRY BULK	1 816	8 647	3 017	60 249	556	3 993	:	:	3 248	10 209
CONTAINER	1 428	14 307	7 071	188 794	64	1 835	:	:	1 424	6 534
CARGO, SPECIALIZED	395	9 442	3 875	96 925	4	16	:	:	141	927
CARGO, NON-SPECIALIZED	74 684	1 026 410	100 142	1 474 908	94 447	130 641	:	:	22 413	139 223
DRY CARGO BARGE	255	1 428	130	124	11	8	:	:	30	53
PASSENGER (NO CRUISE)	5 534	2 035	14	10	59 833	12 076	:	:	693	21 284
CRUISE PASSENGER ONLY	:	:	274	7 741	3 954	23 277	:	:	905	38 903
OFFSHORE ACTIVITIES ⁽¹⁾	:	:	7 698	19 382	28	24	:	:	2 635	9 217
OTHERS ⁽²⁾	:	:	5 664	10 573	3 471	665	:	:	:	:
TOTAL	88 352	1 096 622	143 487	2 033 216	163 385	179 182	:	:	34 778	251 039

(1) The reporting of data on vessels for offshore activities is not compulsory.

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

➤ 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" are ports handling more than 1 million tonnes of goods or 200 000 passengers annually. More data are collected for "main ports" than for other ports. However, the additional data may be included by countries also for minor ports on a voluntary basis.

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 countries which entered the EU in 2004 and 2007, are available in general starting with the reference year 2001 to 2003. As a consequence the geographical coverage of data referring to the period 1997-2002 is not complete at EU-27 level.

EU-27 (EU-25) aggregates refer to the total of 22 (20) Member States. The Czech Republic (CZ), Luxembourg (LU), Hungary (HU), Austria (AT) and Slovakia (SK) have no maritime ports.

Iceland (IS) and Norway (NO) provide data as members of the European Economic Area (EEA). Liechtenstein (LI) has no maritime ports.

Croatia (HR) and Turkey (TR) are Candidate Countries to the EU. Croatia provides data on a voluntary basis.

Belgium (BE): In 2005, data sources for some ports were improved.

Germany (DE): Data for the nearby ports of Bremen and Bremerhaven are presented combined in this publication.

Estonia (EE): 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, collection of data on ferry boats started from the last quarter of 2001.

Spain (ES): Data include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports). Data only cover "main ports". Data for the period 2003-2005 are provisional and likely to be revised.

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 part of national transport.

Italy (IT): In 2005, data collection methods were partly modified.

Latvia (LV): Until 2003 data concerning cargo, passengers and vessels cover international traffic only. In 2004 and 2005, data concerning passengers cover international traffic only.

Lithuania (LT): For 2003 data concerning cargo, passengers and vessels cover international traffic only. For 2001 and 2002, data concerning passengers cover international traffic only.

Malta (MT): For 2003 and 2004 data concerning cargo, passengers and vessels cover international traffic only.

Netherlands (NL): Since 2001 data concerning cargo, passengers and vessels cover international traffic only. Some figures (notably those referring to Dutch ports in Table 3) might be slightly underestimated.

Poland (PL): Until 2003 data concerning cargo, passengers and vessels cover international traffic only.

Portugal (PT): Data include the Açores and Madeira.

Romania (RO): Until 2002 data concerning cargo and vessels cover international traffic only. The national maritime transport is not developed due to geographical characteristics.

Slovenia (SI): For 2003, 2004 and 2005 data concerning cargo, passengers and vessels cover international traffic only.

Finland (FI): Until 2000 data concerning cargo, passengers and vessels cover international traffic only.

United Kingdom (UK): Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Those located on the Humber estuary report as 'Immingham', which is located on the East coast (North Sea) of the United Kingdom. Forth refers to port installations located in the Firth of Forth, close to Edinburgh.

Croatia (HR) statistical coverage of domestic traffic improved since 2004 data.

Norway (NO) has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year.

Table 1: Estonian data up to and including 2004 refer to main ports only.

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

Data for Spain relate to main ports only.

Croatia started to report data on seaborne transport in 2000, Bulgaria (BG), Estonia, Latvia, Lithuania, Poland, Romania and Slovenia in 2001, Cyprus (CY) in 2002 and Malta in 2003.

Tables 2 and 3: The category "Ro-Ro mobile units" includes "self-propelled" and "non self-propelled" units. Ro-Ro = Roll on / roll off.

Table 4: There may be some inconsistencies concerning the registration of containers: in some cases data are limited to lift-on lift-off containers, in some cases containers transported by Ro-Ro units are also included in the figures.

Tables 5 and 8: In order to estimate maritime transport of goods/passengers, the problem of "double counting" (the transport of the same cargo of goods/passengers is declared by both the port of loading/embarking - as outwards - and the port of unloading/disembarking - as inwards) has to be addressed. This has been made, as far as possible, when estimating "national transport" of individual countries and "international intra-EU-27 transport" of the EU-27. Ideally, to calculate these aggregates, one should only take inwards declarations (or only outwards declarations). In practice, for instance, national transport = national inwards + "a part of" national outwards declarations, "a part of" including those national outwards declarations, for which the corresponding inwards declarations of the partner port are missing. The figures shown as "national transport" of the EU-27 are simply based on the sum of the national transport of the Member States.

In other words, the sum of the national and international intra-EU-27 transport of the EU-27 would represent the "national transport of the EU-27", if the EU-27 was treated as one country.

All the other figures (international intra-EU-27 transport for individual countries and international extra-EU-27 transport) are based on the sum of inwards and outwards declarations.

Latvia has not reported detailed information by partner until 2003 and Poland until mid-2004, for both goods and passengers.

Table 6: Data include (cruise and non-cruise) passengers starting and ending a voyage: in principle cruise passengers on excursion (transit) are excluded.

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

Estonian data up to and including 2004 refer to main ports only.

Spain: data relate to main ports only.

Portugal: for 1997, only minor ports were reporting.

Croatia started to report passengers data in 2000, Bulgaria, Estonia, Latvia, Lithuania, Poland and Slovenia in 2001, Cyprus in 2002 and Malta in 2003. No data available for Romania.

Table 7: Data include (cruise and non-cruise) passengers starting and ending a voyage: in principle cruise passengers on excursion (transit) are excluded. There are no data available for German ports up to and including 1999 (legal derogation). Estonia started to report passengers data in 2001.

Table 8: See above (table 5).

Tables 9 and 10: There may be some inconsistencies between countries concerning the interpretation of "inwards declarations" concept: either vessels entering the port or vessels unloading goods (disembarking passengers) in the port.

The breakdown by type of vessels should be considered with some caution, due to possible inconsistencies regarding the implementation of the classification of vessels (notably for "ferries"). Iceland did not report data on vessel traffic.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database of **May 2007**.

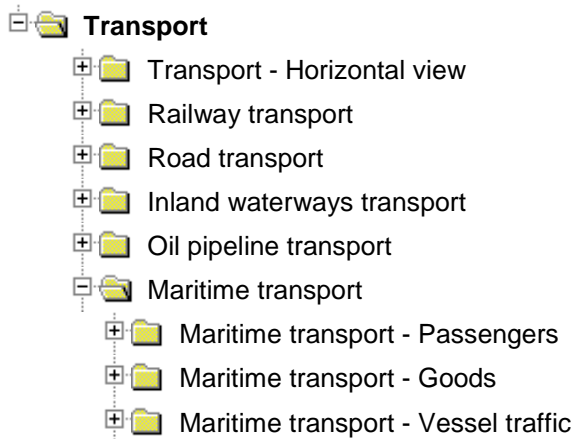
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Further information:

Reference publications:

Title [Glossary for transport statistics - Third edition \(PDF\)](#)
Catalogue No KS-BI-03-002-EN-N

Data: [EUROSTAT Website/Home page/Transport/Data](#)



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