

Short Sea Shipping of goods 2000-2006

In 2006, EU-27 Short Sea Shipping continued growing, but at a slower rate

Statistics in focus

TRANSPORT

2/2008

Author

Giuliano AMERINI

Contents

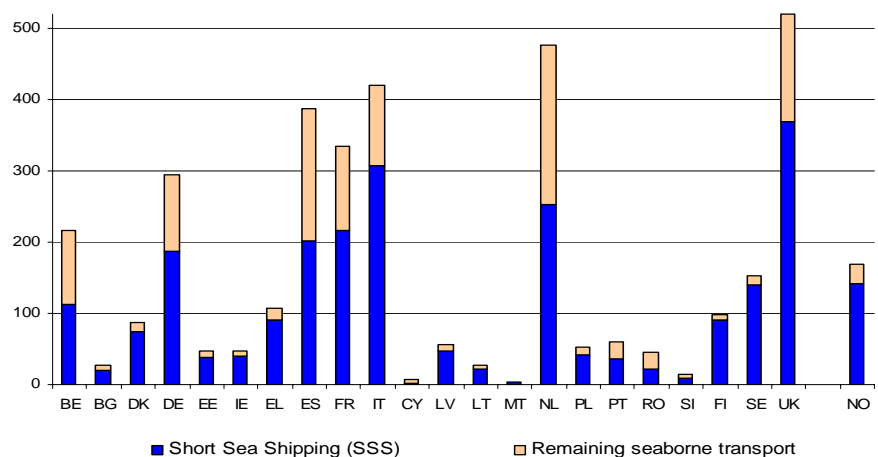
Highlights	1
Short Sea Shipping vs. remaining seaborne transport	2
Short Sea Shipping by Reporting Country and Sea Region	2
Short Sea Shipping between 2000 and 2006	4
Short Sea Shipping by Type of Cargo	5
Short Sea Shipping of containers in volume terms (in TEUs)	7
Top 20 EU-27 Ports in Short Sea Shipping	8
The most important EU-27 Ports in Short Sea Shipping by Type of Cargo	9



Manuscript completed on: 14.01.2008
Data extracted on: 28.11.2007
ISSN 1977-0316
Catalogue number: KS-SF-08-002-EN-N
© European Communities, 2008

Highlights

Figure 1: Share of Short Sea Shipping (SSS) of goods in total sea transport - million tonnes, 2006



In 2006 Short Sea Shipping (SSS)¹ totalled more than 1.9 billion tonnes and accounted for 62% of total EU-27 maritime goods transport. In 2005, the corresponding share was 63%.

With 369 and 308 million tonnes respectively, the United Kingdom and Italy contributed most heavily to the total. Figure 1 shows that the share of SSS in total maritime shipments varied widely from one country to another.

While most EU-27 Member States recorded rises between 2005 and 2006 there were falls as well. The biggest difference in absolute terms (from 323 to 308 million tonnes) was recorded by Italy².

The North Sea and the Mediterranean took the largest shares of SSS reported by the EU-27 countries, with 28.1% (599 million tonnes), and 26.3% (560 million tonnes), respectively.

Liquid bulk (including liquefied gas, crude oil and oil products) played a predominant role in SSS (almost 50% of total cargo weight). In France, Italy, the Netherlands and Malta in particular, it accounted for over 55% of total cargo.

In all the maritime regions, liquid bulk was the largest SSS cargo, both leaving and entering EU-27 ports; however, its share varied from 70% for the Black Sea to 37% in the Atlantic Ocean.

Rotterdam was the largest EU-27 port in 2006 in terms of SSS for all types of cargo except for Roll-on/Roll-off units. For Roll-on/Roll-off transport, the top two SSS ports were Dover and Calais, highly specialized in this area. All the top 5 Roll-on/Roll-off ports show a preponderance of SSS over the remaining seaborne transport ("ocean shipping" or "deep sea shipping"), with shares above 93%.

¹ Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-27 and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other. The "remaining seaborne transport" is also referred to as "ocean shipping" or "deep sea shipping".

² Italian data for 2006 are provisional.

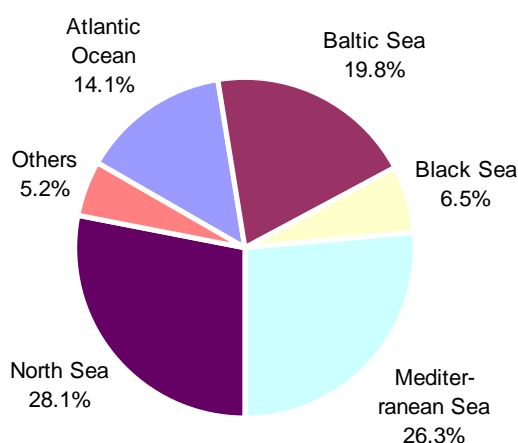
Short Sea Shipping vs. remaining seaborne transport

In 2006, Short Sea Shipping (SSS) represented 62% of the total EU-27 maritime transport of goods. The preponderance of SSS over the remaining seaborne transport ("ocean shipping" or "deep sea shipping") was particularly pronounced in Finland (93%), Malta (92%), Sweden (91%), Denmark (85%) and Greece (84%), as well as Norway (85%). The share of SSS was also

significant in the three Baltic countries and in Poland, where it represented more than 78% of the total sea transport of goods (see Figure 1). However, between 2005 and 2006 the share of SSS decreased in the majority of the Member States and, as a consequence, at EU-27 level (from 63% to 62%).

Short Sea Shipping by Reporting Country and Sea Region

Figure 2: EU-27 SSS of goods by sea region of partner ports – weight of goods, 2006



In 2006, the SSS of the United Kingdom represented 369 million tonnes of cargo (see Table 1), accounting for 15.9% of the total SSS of the EU-27. It was followed by Italy, the Netherlands and France with shares of 13.3%, 10.9% and 9.3% respectively, the four countries together representing nearly 50% of the EU-27 SSS.

Table 1: SSS of goods by reporting country and sea region of partner ports – million tonnes, 2006

	Atlantic Ocean	Baltic Sea	Black Sea	Mediterranean Sea	North Sea	Others ⁽¹⁾	Total
BE	15.1	21.3	1.3	26.4	47.1	1.9	113.1
BG	1.1	0.0	12.9	5.7	0.2	0.1	20.0
DK	2.8	41.7	0.1	0.8	30.0	1.1	74.8
DE	13.7	91.6	0.2	13.2	66.1	2.8	186.8
EE	2.3	13.5	0.0	1.9	17.3	2.5	37.4
IE	19.5	1.9	0.1	0.9	17.0	0.2	39.6
EL	1.1	0.4	13.7	70.9	2.5	1.9	90.5
ES	41.8	19.6	16.8	100.6	26.0	5.8	202.7
FR	48.4	14.3	19.5	51.6	44.1	39.0	216.6
IT ⁽²⁾	6.8	3.6	54.7	209.4	11.0	22.5	308.0
CY	0.1	0.0	0.4	1.4	0.4	0.0	2.3
LV	6.9	13.8	0.1	1.5	21.6	2.6	46.4
LT	2.0	8.7	0.5	1.0	8.6	0.8	21.6
MT	0.2	0.0	0.2	2.4	0.5	0.0	3.3
NL	35.9	64.5	3.5	45.4	94.0	9.6	253.0
PL	4.5	13.9	0.3	1.8	16.9	4.1	41.6
PT	12.3	2.5	2.2	10.8	8.5	0.1	36.5
RO	1.0	0.1	8.3	9.9	0.4	1.5	21.2
SI	0.0	0.1	0.6	7.8	0.1	0.0	8.7
FI	4.1	52.8	0.2	3.6	29.7	0.6	90.9
SE	5.0	85.4	0.1	2.2	43.5	6.2	139.1
UK	117.5	44.9	3.4	23.2	188.6	8.7	369.3
EU-15	281.7	398.3	115.8	533.4	533.2	100.3	1 802.7
EU-27	299.8	422.4	138.8	559.7	599.3	111.9	1 907.3
NO	13.5	15.0	0.2	5.2	101.8	6.5	142.2
Total-28	313.4	437.6	140.9	572.8	673.3	124.2	2 026.6

See methodological notes on the "elimination of double counting".

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

(2) See methodological notes by country

The amount of SSS between EU-27 ports and ports located in the North Sea was 599 million tonnes (see Table 1), which represents about 28% of total SSS declared by the EU-27 (see Figure 2). The Mediterranean followed close behind, with 560 million tonnes. If one considers the amount of SSS in the Baltic and in the North Seas, together, it accounted for nearly half of the total SSS declared by the EU-27. The Black Sea accounted for 6.5% of the EU-27's total SSS.

In 2006, Italy was the EU-27 country that reported the largest share of SSS in the Black Sea (55 million tonnes, i.e. 39% of total EU-27 SSS in the Black Sea). A considerable share of EU-27 SSS performed in the Mediterranean (35%) – 209 million tonnes – was also reported by Italian ports.

In the Atlantic Ocean and the North Sea, SSS largely came from or was destined for British ports (34% and 28%, respectively). EU-27 SSS in the Baltic mainly involved four Member States: Germany, Sweden, the Netherlands and Finland, which accounted together for almost 60% of EU-27 SSS in the Baltic.

Table 1 also shows that, with the exception of Estonia, Latvia, Poland and Romania, all countries carried out the highest share of their SSS with partner ports located on seas where these countries also have a coastline. Nearly half of the SSS to/from Estonia and Latvia was loaded or unloaded in ports located in the North Sea. In Romania nearly half of SSS came from or was destined for ports in the Mediterranean.

Map 1: EU-27 and Norway (“Total-28”): SSS of goods by reporting country and sea region of partner ports – million tonnes, 2006



Short Sea Shipping between 2000 and 2006

Table 2: SSS of goods by reporting country and direction – million tonnes

	2000	2001	2002	2003	2004	2005	2006			Annual rate of growth (Total)	
	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	Average rate 2000-2006	2005-2006
BE ⁽¹⁾	93.7	92.6	92.0	94.8	97.2	108.6	63.8	49.6	113.1	3.2 %	4.1 %
BG	:	15.0	15.6	15.0	16.7	17.9	12.3	7.7	20.0	:	11.7 %
DK	59.4	61.6	62.2	65.6	69.2	71.6	42.2	40.8	74.8	3.9 %	4.5 %
DE ⁽¹⁾	156.2	158.2	154.7	160.3	173.7	178.7	119.0	70.4	186.8	3.0 %	4.5 %
EE	:	:	37.5	40.6	36.8	34.9	5.8	32.1	37.4	:	7.1 %
IE	27.0	28.7	32.1	33.3	34.7	37.2	27.5	13.0	39.6	6.6 %	6.5 %
EL	86.1	75.4	84.5	97.6	93.3	89.0	64.6	49.4	90.5	0.8 %	1.7 %
ES	131.6	160.6	171.8	179.0	192.9	202.4	154.7	75.8	202.7	7.5 %	0.2 %
FR	209.9	195.6	194.9	204.3	208.8	215.2	152.1	71.3	216.6	0.5 %	0.7 %
IT ⁽²⁾	279.8	278.3	290.8	301.9	310.7	322.8	241.0	116.5	308.0	1.6 %	-4.6 %
CY ⁽²⁾	:	:	2.8	2.2	2.5	3.9	1.9	0.4	2.3	:	-41.7 %
LV	:	:	:	:	42.4	45.8	6.1	40.4	46.4	:	1.4 %
LT	:	17.2	19.4	24.0	21.7	20.7	7.6	13.9	21.6	:	4.4 %
MT	:	:	:	3.2	2.8	3.2	3.1	0.2	3.3	:	2.5 %
NL ⁽¹⁾	218.0	218.0	226.3	226.6	253.7	253.5	182.6	70.4	253.0	2.5 %	-0.2 %
PL ⁽²⁾	:	:	:	:	20.0	42.4	16.5	25.3	41.6	:	-2.0 %
PT	31.3	31.4	31.5	32.4	34.7	37.3	26.8	15.2	36.5	2.6 %	-2.2 %
RO ⁽²⁾	:	:	13.5	14.1	18.7	22.1	9.0	12.2	21.2	:	-4.3 %
SI	:	5.4	5.6	6.4	6.9	7.3	4.1	4.6	8.7	:	18.6 %
FI	70.5	78.5	79.8	84.6	88.6	83.3	52.4	43.5	90.9	4.3 %	9.1 %
SE	118.2	111.1	113.5	118.4	124.7	137.2	77.0	70.0	139.1	2.7 %	1.4 %
UK	305.6	351.8	344.2	340.8	346.6	355.2	245.9	172.7	369.3	3.2 %	4.0 %
EU-15⁽¹⁾	1 505.5	1 563.6	1 600.1	1 650.6	1 725.5	1 792.9	1 449.8	858.6	1 802.7	3.0 %	0.5 %
EU-27⁽¹⁾	:	:	:	:	1 810.4	1 892.7	1 516.2	995.5	1 907.3	:	0.8 %
NO	:	:	127.0	124.2	134.0	140.2	53.0	102.3	142.2	:	1.5 %
Total-28⁽¹⁾	:	:	:	:	1 918.8	2 020.1	1 579.6	1 103.7	2 026.6	:	0.3 %

The columns "total" in Table 2 exclude the double counting of declarations of transport that may occur at national and international intra-EU levels. These totals may therefore differ from the sum of inward and outward declarations (see methodological notes on "elimination of double counting").

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

(2) See methodological notes by country.

All countries for which data were available registered positive annual average growth in SSS during the period 2000-2006, ranging between +7.5% in Spain and +0.5% in France, the annual average rate for the EU-15 being +3.0%.

However, SSS grew by 0.5% in the EU-15 between 2005 and 2006, and by 0.8% in the EU-27¹.

SSS experienced an upturn in all the Member States belonging to the EU-15 from 2005 to 2006, with the exception of Italy² with a decline of -4.6% and Portugal (-2.2%)³. The highest growth between 2005 and 2006 was experienced by Finland (+9.1%) and Ireland (+6.5%). Finland recovered the decrease of -6% registered between 2004 and 2005.

The EU-12 Member States also registered an increase in the amount of SSS between 2005 and 2006, with the exception of Poland (-2.0%)⁴.

Slovenia and Bulgaria experienced the most noticeable increases: +18.6% and +11.7%, respectively. Estonia and Lithuania, which faced a decrease between 2004 and 2005, registered in 2006 weights of SSS of goods comparable to the ones of 2004.

In 2006, all EU-27 countries sent out (column "outwards") fewer goods than they received ("inwards") by SSS except for Estonia, Latvia, Lithuania, Poland, Romania and Slovenia. For the Baltic States, this depends on high levels of outward transport of oil. This exception was also true for Norway. On the contrary, the weight of SSS goods unloaded in Dutch ports was nearly three times higher than the weight of goods loaded.

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

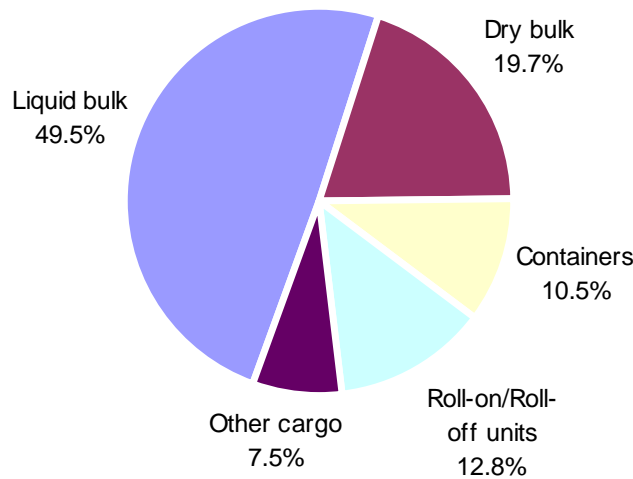
² See methodological notes by country.

³ For the Netherlands, see methodological notes on "structural changes between 2005 and 2006".

⁴ For Cyprus and Romania see methodological notes by country.

Short Sea Shipping by Type of Cargo

Figure 3: EU-27 SSS of goods by type of cargo – weight of goods, 2006



Liquid bulk played a predominant role in the total SSS to/from the EU-27. At almost 944 million tonnes (see Table 3), it accounted for 49.5% (see Figure 3) of total EU-27 SSS. With 376 million tonnes, dry bulk was the second most important type of cargo (19.7% of total EU-27 SSS), but it was considerably less than liquid bulk. Roll-on/Roll-off (Ro-Ro) units came next, at 12.8% of total EU-27 SSS, followed by containers, at 10.5%. These amounted to 245 and 200 million tonnes, respectively (see Table 3).

Figure 4 shows the distribution of EU-27 SSS by type of cargo and sea region. Liquid bulk was the most transported type of cargo in all sea regions, and in particular the Black Sea, where it represented 70%. Almost 98% of this concerned crude oil and oil products loaded in Black Sea ports and unloaded in EU-27 ports.

Although liquid bulk was also the most transported type of cargo for the Atlantic Ocean and the Baltic, its share in total cargo (37% and 41% respectively) was not as high as in the other sea regions.

Dry bulk was the second most important type of cargo throughout the EU-27's sea regions involved in SSS with the highest share in the Baltic (23%).

In the Atlantic Ocean, Roll-on/Roll-off units accounted for 20% of the volume of SSS of goods from/to the EU-27 ports (more than a half of this was represented by the United Kingdom). Together with the Baltic, the Atlantic Ocean is the only sea region where Roll-on/Roll-off units represented more than 16% of the total SSS.

The Mediterranean is the only sea region where goods in containers represented more than 16% of the total weight of "short sea shipped" goods.

Figure 4: EU-27 SSS of goods by type of cargo and sea region of partner ports – weight of goods, 2006

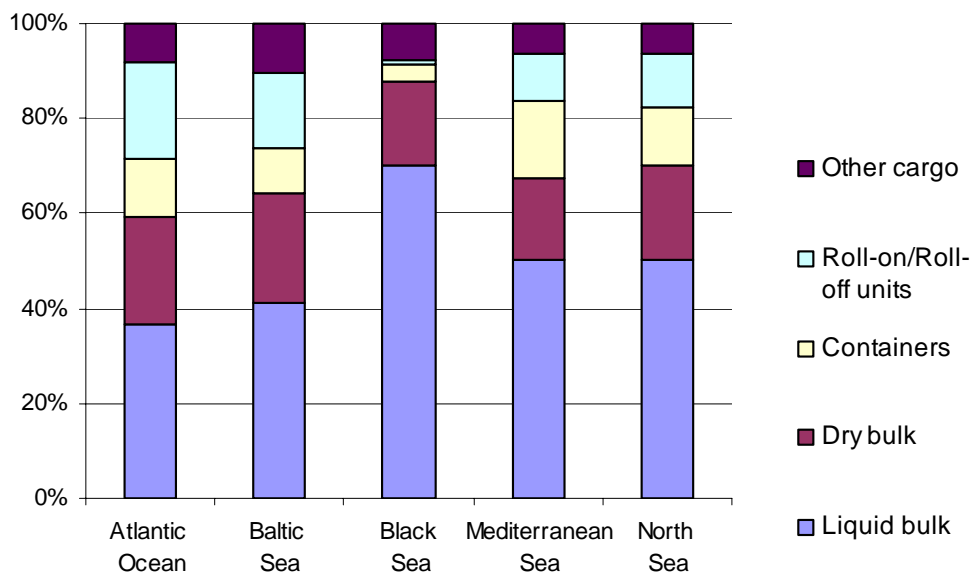


Table 3: SSS of goods by reporting country and type of cargo – million tonnes, 2006

	Liquid Bulk	Dry bulk	Containers	Ro-Ro units ⁽¹⁾	Other cargo	Total
BE	34.0	17.8	26.1	27.0	8.1	113.1
BG	10.0	5.5	1.4	0.4	2.6	20.0
DK	26.6	17.3	4.6	22.5	3.8	74.8
DE	59.9	33.7	44.4	36.0	12.8	186.8
EE	19.7	9.3	1.4	0.0	7.0	37.4
IE	13.2	7.5	8.4	9.1	1.4	39.6
EL	35.2	22.7	11.0	16.7	5.0	90.5
ES	86.2	48.5	35.7	14.8	17.4	202.7
FR	135.8	32.4	10.4	25.7	12.3	216.6
IT ⁽²⁾	172.9	42.6	42.5	32.2	17.8	308.0
CY	0.6	0.3	1.1	0.0	0.3	2.3
LV	19.3	18.7	1.8	1.6	5.1	46.4
LT	10.9	5.2	1.6	2.1	1.9	21.6
MT	1.8	0.5	0.6	0.2	0.1	3.3
NL	150.7	39.8	29.6	15.4	17.4	253.0
PL	9.9	18.3	4.7	5.5	3.2	41.6
PT	17.4	8.6	6.8	0.4	3.3	36.5
RO	10.3	6.6	1.0	0.1	3.1	21.2
SI	2.0	3.9	1.9	0.0	0.9	8.7
FI	26.5	23.4	11.7	15.5	13.9	90.9
SE	51.8	20.5	8.5	44.4	14.0	139.1
UK	165.6	69.8	20.2	93.4	20.2	369.3
EU-15	896.8	340.6	196.9	243.1	125.3	1 802.7
EU-27	943.5	376.4	199.7	244.7	143.0	1 907.3
NO	74.9	44.3	3.9	6.5	12.7	142.2
Total-28	1 012.5	410.5	200.6	249.5	153.6	2 026.6

(1) Ro-Ro: Roll-on/Roll-off

(2) See methodological notes by country

Table 3 shows that the United Kingdom was the EU-27 Member State with by far the largest SSS of goods in Ro-Ro units (93.4 million tonnes), the second and the third ones being Sweden and Germany with 44.4 and 36.0 million tonnes respectively.

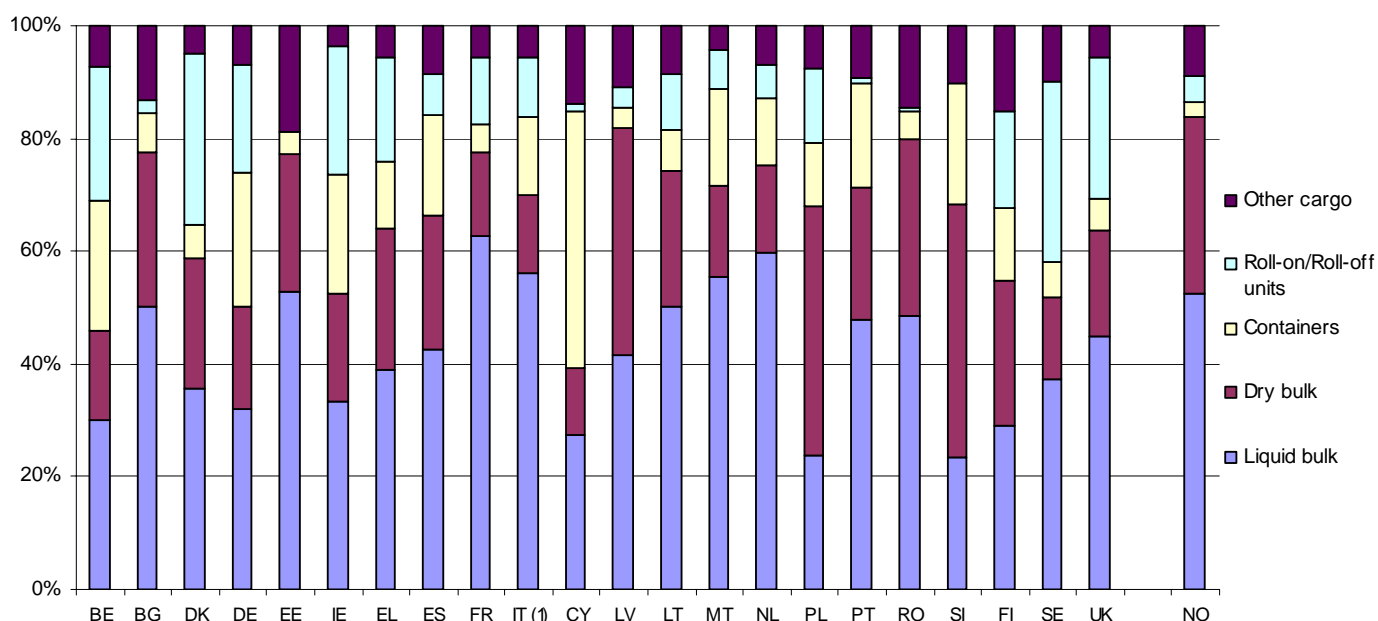
The United Kingdom led also the ranking for dry bulk (69.8 million tonnes). With regard to liquid bulk and goods in containers, Italy accounted for the largest weight, totaling 172.9 and 42.6 million tonnes, respectively.

For all countries except for Cyprus, Poland and Slovenia, liquid bulk is the most transported type of cargo in SSS (see Figure 5). The share reaches nearly 63% for France and is over 50% for Bulgaria, Estonia, Italy, Lithuania, Malta, the Netherlands and Norway.

For Poland and Slovenia, dry bulk is the most “short sea shipped” type of cargo, with shares of 44% and 45% respectively. In case of Poland, this depends on its major coal export trade.

For Cyprus the most transported type of cargo in SSS is containers.

Figure 5: SSS of goods by reporting country and type of cargo – weight of goods, 2006



(1) See methodological notes by country

Short Sea Shipping of containers in volume terms (in TEUs)

The total volume of SSS of containers declared by EU-27 main ports amounted to 23.7 million TEUs in 2006. With 5.4 million TEUs in 2006, Germany led the EU-27 Member States with regard to SSS of containers in volume terms, followed by Italy (4.1 million TEUs). Germany also reported the highest volume of empty containers at 1.2 million TEUs followed by Spain (nearly 1 million TEUs). The volume of empty containers reported by Germany grew by 23.3% compared to 2005 while the total volume of containers grew by 15.4%.

All countries for which data were available registered a positive annual average growth in SSS of containers, expressed in volume terms, during the period 2000-2006, with the exception of Greece (-1.6%) and the United Kingdom (-0.1%), the average for EU-15 being +8.0%.

It should be mentioned that data provided by Belgium on the number of containers were under-estimated up to and including the 2nd quarter of 2004.

The EU-27 registered a growth of +4.2% between 2005 and 2006. Cyprus, Malta, Italy¹, Greece, the United

Kingdom and France experienced a drop in the SSS of containers between 2005 and 2006, with the biggest decline reported by Cyprus (-29.9%)². Greece, France, Italy, Cyprus, Malta and the United Kingdom reported a decrease for both the SSS of total containers and empty containers. In Greece, Italy, Malta, and the United Kingdom the volume of empty containers decreased faster than the volume of total containers.

Estonia (+19.9%) showed the most important percentage increase between 2005 and 2006, followed by Latvia (+18.4%). In Denmark, Germany, Ireland, Latvia, the Netherlands, Poland, Slovenia, Sweden and Norway the SSS of empty containers increased faster than the SSS of total containers between 2005 and 2006.

It can also be noted that from 2005 to 2006 the number of containers in SSS reported by the ports of Belgium and Bulgaria went up, while the number of empty containers handled dropped.

Table 4: SSS of containers by reporting country – 1000 TEUs ⁽¹⁾

	2000		2004		2005		2006		Annual rate of growth			
	Total	of which empty	Total	of which empty	Total	of which empty	Total	of which empty	Average rate 2000-2006		2005-2006	
									Total	of which empty	Total	of which empty
BE ⁽²⁾	897.1	101.7	1 940.0	211.9	2 283.1	402.9	2 586.7	382.0	19.3 %	24.7 %	13.3 %	-5.2 %
BG	:	:	102.2	27.9	104.6	27.9	111.3	27.6	:	:	6.4 %	-0.8 %
DK	427.4	121.0	470.1	100.7	543.5	122.3	601.0	139.6	5.8 %	2.4 %	10.6 %	14.1 %
DE	2 629.8	529.7	4 235.6	845.1	4 685.7	943.2	5 406.7	1 162.5	12.8 %	14.0 %	15.4 %	23.3 %
EE	:	:	159.6	33.0	189.6	39.1	227.4	44.8	:	:	19.9 %	14.4 %
IE	568.5	93.4	922.0	192.1	989.1	208.3	1 097.3	239.6	11.6 %	17.0 %	10.9 %	15.0 %
EL	1 200.5	283.8	1 291.6	193.5	1 152.3	180.2	1 087.4	162.3	-1.6 %	-8.9 %	-5.6 %	-9.9 %
ES	2 308.1	611.4	3 183.2	755.0	3 874.6	963.5	3 928.9	972.3	9.3 %	8.0 %	1.4 %	0.9 %
FR	820.1	268.6	1 268.7	339.0	1 272.1	348.2	1 253.8	347.0	7.3 %	4.4 %	-1.4 %	-0.3 %
IT ⁽²⁾	3 026.8	470.7	4 392.3	626.9	4 361.4	765.2	4 109.7	595.2	5.2 %	4.0 %	-5.8 %	-22.2 %
CY	:	:	232.8	105.8	127.5	31.0	89.4	26.2	:	:	-29.9 %	-15.5 %
LV	:	:	151.2	38.8	161.9	41.3	191.8	49.5	:	:	18.4 %	20.0 %
LT	:	:	173.6	55.5	213.9	64.3	230.8	67.2	:	:	7.9 %	4.5 %
MT	:	:	88.4	25.9	65.5	14.4	59.6	5.0	:	:	-9.0 %	-65.3 %
NL	2 327.2	418.7	3 025.8	640.3	3 527.3	833.6	3 795.8	940.0	8.5 %	14.4 %	7.6 %	12.8 %
PL ⁽²⁾	:	:	213.1	36.0	491.8	99.6	575.7	122.5	:	:	17.1 %	23.0 %
PT	558.0	135.0	684.5	170.1	697.0	177.0	796.1	186.3	6.1 %	5.5 %	14.2 %	5.3 %
RO ⁽²⁾	:	:	153.9	25.7	212.3	43.6	168.7	57.2	:	:	-20.5 %	31.3 %
SI	:	:	135.2	15.3	180.4	27.6	184.6	30.3	:	:	2.3 %	9.8 %
FI	878.8	192.0	1 278.7	225.6	1 297.1	270.6	1 391.4	281.4	8.0 %	6.6 %	7.3 %	4.0 %
SE	626.6	141.5	869.5	210.3	962.1	221.7	1 027.1	247.4	8.6 %	9.8 %	6.8 %	11.6 %
UK	2 972.1	735.4	3 407.8	1 101.6	3 026.9	985.0	2 950.2	918.3	-0.1 %	3.8 %	-2.5 %	-6.8 %
EU-15	14 462.9	3 034.9	20 312.3	4 126.0	21 946.3	4 915.8	22 922.3	5 079.4	8.0 %	9.0 %	4.4 %	3.3 %
EU-27	:	:	21 108.2	4 349.2	22 751.7	5 113.3	23 700.0	5 321.4	:	:	4.2 %	4.1 %
NO	:	:	501.7	143.1	508.5	142.0	533.2	158.0	:	:	4.9 %	11.3 %
Total-28	:	:	21 200.4	4 351.7	22 929.7	5 183.6	23 862.1	5 390.7	:	:	4.1 %	4.0 %

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

(2) See methodological notes by country

¹ See methodological notes by country.

² For Romania, see methodological notes by country.

Top 20 EU-27 Ports in Short Sea Shipping

Table 5: EU-27 Top 20 SSS ports – million tonnes, 2006

Rank	Ports	Total SSS	Growth 2005 - 2006	Share of EU-27 SSS	Remaining seaborne transport
1	Rotterdam (NL)	184.4	-0.8 %	7.4 %	168.4
2	Antwerpen (BE)	67.9	2.3 %	2.7 %	83.6
3	Marseille (FR)	62.4	2.5 %	2.5 %	34.1
4	Hamburg (DE)	50.2	3.3 %	2.0 %	65.4
5	Le Havre (FR)	45.9	-6.0 %	1.8 %	23.9
6	Immingham (UK)	44.3	9.4 %	1.8 %	19.8
7	London (UK)	43.0	1.1 %	1.7 %	8.9
8	Tees & Hartlepool (UK)	39.0	2.5 %	1.6 %	14.4
9	Trieste (IT)	37.5	-5.2 %	1.5 %	4.3
10	Göteborg (SE)	36.6	8.8 %	1.5 %	2.6
11	Wilhelmshaven (DE)	36.4	-6.7 %	1.4 %	6.7
12	Tallinn (EE)	31.9	9.9 %	1.3 %	9.0
13	Bremen & Bremerhaven (DE)	30.1	22.0 %	1.2 %	25.6
14	Forth (UK)	27.8	-11.1 %	1.1 %	3.7
15	Genova (IT)	27.6	-12.0 %	1.1 %	13.0
16	Dunkerque (FR)	26.9	8.9 %	1.1 %	23.3
17	Amsterdam (NL)	26.6	3.1 %	1.1 %	28.8
18	Algeciras (ES)	25.7	12.2 %	1.0 %	31.7
19	Augusta (IT)	25.7	-16.6 %	1.0 %	3.0
20	Zeebrugge (BE)	25.6	10.3 %	1.0 %	7.1
Total top 20		895.4	0.9 %	35.7 %	577.4
Total EU-27 ports		2 509.2	0.4 %	100.0%	1 122.8

Figure 6: SSS in total maritime transport for EU-27 top 20 SSS ports, 2006

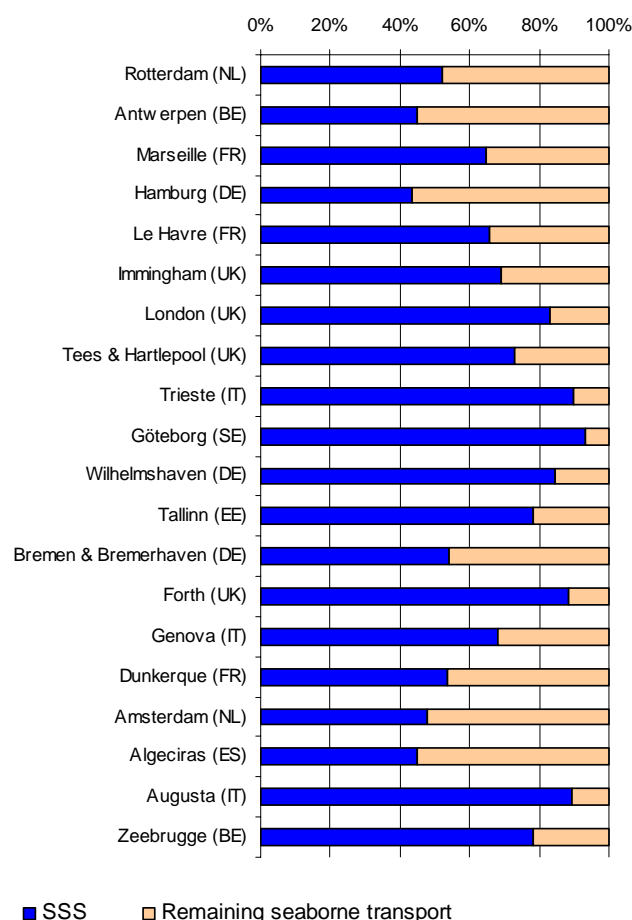


Table 5 shows that of all EU-27 ports, Rotterdam handled the highest weight of “Short Sea Shipped” goods (184 million tonnes): it accounted alone for 7.4% of the total SSS of the EU-27 ports, whereas the top 20 ports all together accounted for almost 36% of the total. The weight of SSS goods handled by Rotterdam remains comparable to 2005, with a decrease of about 1%.

The second largest port in terms of SSS was Antwerpen, however handling considerably less: only one third of Rotterdam’s weight. Antwerpen registered a growth of 2.3% compared to 2005. Antwerpen reported a weight of SSS goods handled close to that reported by Marseille; however, its ocean shipping (84 million tonnes) is much higher than the one of Marseille (34 million tonnes).

Antwerpen has the third lowest share (44.8%) of SSS in total seaborne transport of goods of the top 20 SSS ports after Hamburg (43.4%) and Algeciras (44.5%) – see Figure 6.

The weight of SSS goods handled by 7 of the top 20 ports has decreased from 2005 to 2006, ranging between -16.6% for Augusta and -0.8% for Rotterdam.

The highest growth rates in the weight of SSS goods handled were in Bremen & Bremerhaven (+22.0%) and Algeciras (+12.2%), followed by Zeebrugge (+10.3%) and Tallinn (+9.9%). Bremen & Bremerhaven, Algeciras and

Zeebrugge were not among the EU-27 top 20 ports in terms of SSS in 2005 whereas Tallinn moved from rank 15 to 12.

Four UK ports appear in the top-20 SSS port list in 2006. One of these ports registered a decrease in SSS of goods between 2005 and 2006. Milford Haven, which was in the top 20 in 2005, registered a decrease of 11.2% of the weight of SSS of goods handled and left the top 20 list.

Figure 6 presents the shares of SSS in total maritime transport of goods for the top 20 ports. Except for Hamburg, Algeciras, Antwerpen and Amsterdam all top 20 ports had shares of SSS in total seaborne transport of goods above 50%.

The port of Göteborg shows a notable prevalence of SSS over ocean shipping, with a share of SSS in total seaborne transport of goods above 90%. This used to be also true for Trieste, Augusta and Forth in 2005 but the SSS share decreased and was 89.6%, 89.5% and 88.2% respectively in 2006. Among the ports that were also in the top 20 ports in 2005 the majority registered a decrease of the share of SSS in total seaborne transport of goods, the only exceptions being Tees & Hartlepool, London, Tallinn, Immingham, Dunkerque and Göteborg.

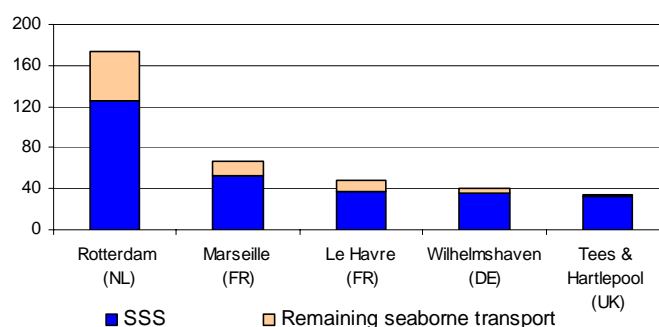
The most important EU-27 Ports in Short Sea Shipping by Type of Cargo

Table 6: Liquid bulk : EU-27 Top 5 SSS ports - million tonnes, 2006

Rank	Ports	Total SSS	Growth 2005 - 2006	Share of EU-27 SSS	Remaining seaborne transport
1	Rotterdam (NL)	126.1	-2.6 %	10.9%	47.0
2	Marseille (FR)	52.1	2.3 %	4.5%	15.3
3	Le Havre (FR)	37.1	-4.6 %	3.2%	10.3
4	Wilhelmshaven (DE)	35.1	-7.2 %	3.0%	5.8
5	Tees & Hartlepool (UK)	31.9	3.1 %	2.8%	2.9
Total top 5		282.2	-2.0 %	24.5%	81.3
Total EU-27 ports		1 152.6	-2.3 %	100.0%	292.4

Rotterdam is the top EU-27 port in SSS of liquid bulk. It accounted alone for 11% of the total SSS of liquid bulk declared by EU-27 ports but registered a decrease of -2.6% compared to 2005. The second largest port, handling considerably less, was Marseille. Tees & Hartlepool overtook Trieste which was the fifth port in 2005; Trieste registered a decrease of the SSS of liquid bulk of -6.8% between 2005 and 2006. SSS accounted for

Figure 7: Share of SSS in total liquid bulk handling - million tonnes, 2006



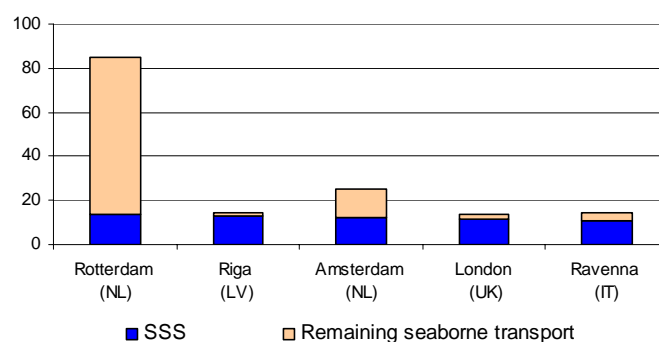
the lion's share of the total liquid bulk handled by these ports. In particular, nearly 92% of the liquid bulk handled in Tees & Hartlepool was related to SSS. Of the five ports, Rotterdam had the highest share (27%) of "ocean shipped" liquid bulk; this share grew by 4 percentage points compared to 2005 (23%).

Table 7: Dry bulk : EU-27 Top 5 SSS ports - million tonnes, 2006

Rank	Ports	Total SSS	Growth 2005 - 2006	Share of EU-27 SSS	Remaining seaborne transport
1	Rotterdam (NL)	13.5	-3.5 %	2.8%	71.6
2	Riga (LV)	12.9	-3.7 %	2.7%	1.3
3	Amsterdam (NL)	12.2	-11.6 %	2.5%	13.0
4	London (UK)	11.2	-6.9 %	2.3%	2.6
5	Ravenna (IT)	11.1	7.7 %	2.3%	3.0
Total top 5		61.0	-4.1 %	12.6%	91.5
Total EU-27 ports		485.7	4.3 %	100.0%	445.0

Rotterdam is also the most important EU-27 port for SSS of dry bulk. It was closely followed by Riga, Amsterdam, London and Ravenna. With a share of only 12.6% for the top 5 ports, dry bulk was the least "concentrated" SSS market segment in terms of handling ports. In Riga, nearly 91% of dry bulk was related to SSS. In contrast, in Rotterdam, only 16% of dry bulk was "short sea shipped". All the EU-27 top 5 SSS ports in terms of dry bulk

Figure 8: Share of SSS in total dry bulk handling - million tonnes, 2006



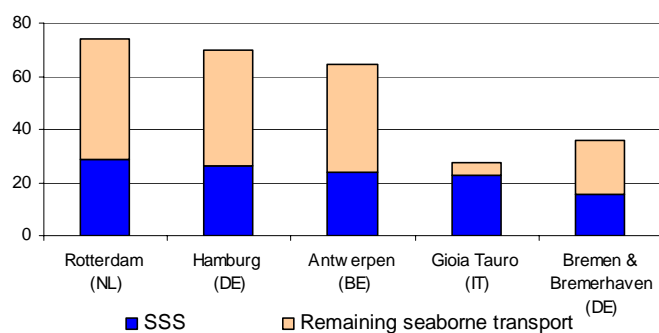
registered in 2006 a decrease in the weight of dry bulk cargo handled between 2005 and 2006, with the exception of Ravenna (+7.7%). Ravenna overtook Hamburg (which registered a decrease of -4.2%) in the fifth position. Amsterdam registered a larger decrease than Riga between 2005 and 2006 and moved from rank 2 to rank 3.

Table 8: Containers : EU-27 Top 5 SSS ports - million tonnes, 2006

Rank	Ports	Total SSS	Growth 2005 - 2006	Share of EU-27 SSS	Remaining seaborne transport
1	Rotterdam (NL)	28.6	6.7 %	9.8%	45.2
2	Hamburg (DE)	26.4	6.2 %	9.0%	43.5
3	Antwerpen (BE)	23.8	17.3 %	8.1%	40.9
4	Gioia Tauro (IT)	22.8	-7.4 %	7.8%	4.8
5	Bremen & Bremerhaven (DE)	15.5	19.8 %	5.3%	20.3
Total top 5		117.2	6.9 %	40.0%	154.6
Total EU-27 ports		292.6	4.9 %	100.0%	308.0

When looking at SSS of goods in containers, the largest port was again Rotterdam. It accounted for almost 10% of the total SSS of goods in containers declared by EU-27 ports. The top five ports together handled 40% of the goods in containers "short sea shipped" in the EU-27. All these ports, except for Gioia Tauro, registered an increase of the SSS of goods in containers: Gioia Tauro fell from rank 3 in 2005 to rank 4.

Figure 9: Share of SSS in total container handling - million tonnes, 2006



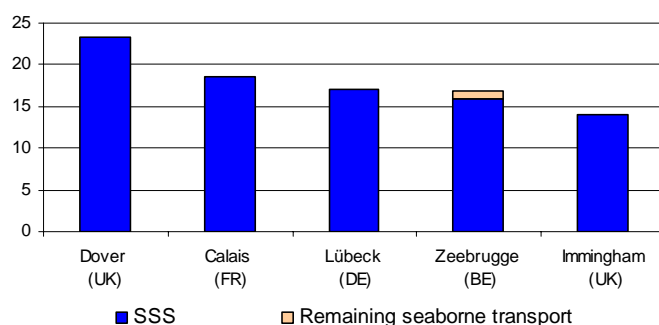
Gioia Tauro is specialized in SSS of containers (only 17% of containers handled were "ocean shipped"). In contrast, in the other four ports the share of ocean shipping was never below 56% of total container handling.

Table 9: Roll-on/Roll-off units: EU-27 Top 5 SSS ports - million tonnes, 2006

Rank	Ports	Total SSS	Growth 2005 - 2006	Share of EU-27 SSS	Remaining seaborne transport
1	Dover (UK)	23.4	13.0 %	5.8%	0.0
2	Calais (FR)	18.5	11.9 %	4.6%	0.0
3	Lübeck (DE)	17.0	8.0 %	4.2%	0.0
4	Zeebrugge (BE)	15.8	3.8 %	3.9%	1.0
5	Immingham (UK)	14.0	10.7 %	3.5%	0.0
Total top 5		88.7	9.7 %	22.0%	1.1
Total EU-27 ports		403.2	4.3 %	100.0%	14.0

Dover handled the largest weight of goods (23.4 million tonnes) "short sea shipped" on Ro-Ro units. It was followed by Calais, Lübeck, Zeebrugge and Immingham. The five top-ranked ports are highly specialized in SSS of Ro-Ro units. Only 6% of the Ro-Ro cargo handled in Zeebrugge was not "short sea shipped".

Figure 10: Share of SSS in total Ro-Ro unit handling - million tonnes, 2006



Between 2005 and 2006, all these ports registered a considerable increase of the weight of goods "short shipped" on Ro-Ro units (+9.7% for the top 5 ports together).

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this "Statistics in Focus" is based on data collected within the framework of the EU maritime Directive ("Council Directive 95/64(EG) 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).

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

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

The following **sea regions** have been taken into account: Baltic Sea, North Sea, Atlantic Ocean (including the English Channel and the Irish Sea), Mediterranean Sea and Black Sea. Morocco - West Africa, Egypt - Red Sea, and Israel - Red Sea are not covered in this report.

Baltic Sea:

- Danish ports on and south of the Helsingborg - Korsør - Nyborg - Kolding line (excluding Helsingør).
- All ports of Finland, Estonia, Latvia, Lithuania and Poland as well as German and Russian ports on the Baltic.
- The Swedish ports on the Baltic from Helsingborg (excluded).

North Sea:

- All ports of Norway, the Netherlands and Belgium as well as the ports of Germany on the North Sea.
- Swedish ports on the North Sea from Helsingborg (included).
- The Danish ports above the Helsingborg - Korsør - Nyborg - Kolding line and North Denmark (including Helsingør). Faeroe Islands.
- Ports on the east coast of the United Kingdom from Ramsgate (included) to Cape Wrath in Scotland, the Shetland Islands and Orkney Islands.

Atlantic Ocean:

- Ports of the United Kingdom on the Channel (from Ramsgate excluded) and ports of the United Kingdom on the West Coast to Cape Wrath in Scotland.
- All ports of Ireland, Portugal (including Açores and Madeira) and Iceland
- French ports on the Atlantic Ocean and on the Channel.
- Spain ports on the Atlantic Ocean to Tarifa (included); Canary Islands are included.

Mediterranean Sea:

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

Black Sea:

The Black Sea ports excluding the ports on Bosphorus.

Others:

Unknown ports and/or unknown MCA from Germany, Spain, France, the United Kingdom, Israel, Morocco, Russia, Sweden, Turkey and Egypt; river ports of EU countries.

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

Total-28 figures refer to EU-27 plus Norway.

Belgium (BE): Data provided by Antwerpen on number of containers are under-estimated until the 2nd quarter of 2004. As a consequence the Belgium data on volume of containers (table 4) are also under-estimated until the 2nd quarter of 2004.

Germany (DE): Data for the nearby ports of Bremen and Bremerhaven are 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 improved between 2001 and 2002 reference years.

Spain (ES): Data include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports).

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

Italy (IT): Data for 2006 are provisional and likely to be revised.

Cyprus (CY): From 2002 to 2006, the data reported by Cyprus contain a significant share of declarations to and from unknown ports: 68% in 2006, 43% in 2005, 63% in 2004, 70% in 2003 and 59% in 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality, in particular the decrease between 2005 and 2006 is probably over estimated.

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

Lithuania (LT) did not report national maritime transport for 2003.

Malta (MT) did not report national maritime transport from 2003 to 2006.

Netherlands (NL): The Netherlands has not reported national maritime transport from 2001 to 2006 (only Customs data are provided).

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

Portugal (PT): Data include Açores and Madeira.

Romania (RO) did not report national maritime transport for 2002. The data reported by Romania contain a significant share of declarations to and from unknown ports: 21% in 2006, 15% in 2005, 10% in 2004 and 0% in 2003 and 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality, in particular the decrease between 2005 and 2006 is probably over estimated. The same is more specifically applicable to container statistics (table 4), where the share of "unknown locations" is 73% in 2005 and 84% in 2006.

Slovenia (SI) did not report national maritime transport from 2003 to 2006.

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.

Where both the port of origin and the port of destination provided data, only the incoming goods declared by ports were added together to determine the total transport on the maritime route in question ("**elimination of double counting**").

The total **SSS per country** excludes the double counting of national transport declarations. The total **SSS for the EU-27** (and for "Total-28") excludes the double counting of national and international intra-EU (intra-"Total-28") transport declarations. The aggregates ("total") per country may therefore differ from the sum of inwards and outwards declarations. The aggregates for the EU-27 (and for "Total-28") may therefore differ from the sum of inwards and outwards declarations and also from the sum of the countries figures.

Figure 1: The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2006 the share of unknown origins and destinations in the total seaborne transport is less than 4% for all countries except Cyprus (68%) and Romania (21%), the EU-27 average being 1.8% (it was 1.6% in 2005).

Table 1: In this table double counting has been treated also at sea region level. Where both the port of origin and the port of destination provided data, and where both ports belong to the same country and the same sea, only the incoming goods declared by each were added. For this reason the total obtained in table 1 by adding the figures for sea regions at country level may differ from the "total" shown in the last column (where double counting has been treated only at country level).

Figures 3 to 5 and Table 3: "Roll-on/roll-off units" (Ro-Ro units) include both "self-propelled roll-on/roll-off units" and "non-self-propelled roll-on/roll-off units". "Other cargo" also includes "type of cargo unknown".

Tables 5 to 9 and Figures 6 to 10: The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2006 the share of unknown origins and destinations in the total seaborne transport is less than 4% for all the mentioned ports. The "Total EU-27 ports" aggregate is simply the sum of inwards and outwards declarations of individual ports (no elimination of double counting), except transport movements within the same (statistical) port.

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

In 2006, data concerning transport to/from Russian ports located on the Barents and White Seas started being collected separately. Transport to/from these ports is not included in the definition of SSS. In 2005 (and previous years), in some cases, these data had been probably included in Russian maritime coastal areas, which are part of the definition of SSS. The impact of this structural change would be an under estimation of the SSS growth rate between 2005 and 2006, that could be roughly estimated as follows: BE 1.3, DE 0.3, NL 3.0, EU-27 0.5 percentage points. This means that, if the assumptions and estimates above are correct, for example the growth rate for the EU-27 SSS would be about +1.3% (instead of +0.8%, as shown in Table 2) between 2005 and 2006.

Eurostat is the source of all the figures included in this publication. The figures reflect the data available in Eurostat's reference database as of November 2007.

This publication was produced with the assistance of Christiane Gengler (layout), Manuel Da Silva (data) and Marion Biré (analysis).

Further information:

Reference publications:

Title Glossary for Transport Statistics – Third Edition
Catalogue No KS-BI-03-002-EN-N

Data:

Transport

-  Maritime transport
 -  Maritime transport - Passengers
 -  Maritime transport - Goods
 -  Maritime transport - Vessel traffic

Journalists can contact the media support service:

Bech Building Office A4/125
L - 2920 Luxembourg

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

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

European Statistical Data Support:

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: <http://ec.europa.eu/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.europa.eu>
E-mail: info@publications.europa.eu
