

## Maritime transport of goods and passengers 1997-2007

*EU ports handled about 4 billion tonnes of goods in 2007: nearly 8 tonnes per inhabitant.*

In 2007, the total weight of goods handled in EU-27 maritime ports is estimated at 3.9 billion tonnes (2.6% up compared with 2006 for EU-27 excluding Italy). Of these, nearly two thirds were goods unloaded. Almost all Member States unloaded more than they loaded.

At 582 million tonnes, the United Kingdom had the highest share (15%) of goods handled in EU-27 ports, followed by Italy (14% in 2006), the Netherlands (13%) 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 33.5 in Estonia to 1.3 in Poland, the EU-27 average (excluding Italy) being 7.8 tonnes per inhabitant (see Figure 1 below).

In most countries in 2007, liquid bulk goods (which include petroleum products) was the largest type of cargo handled in tonnage terms. At EU-27 level excluding Italy, liquid bulk represents 38% of the total cargo handled in ports, followed by dry bulk (26%) and containers (18%).

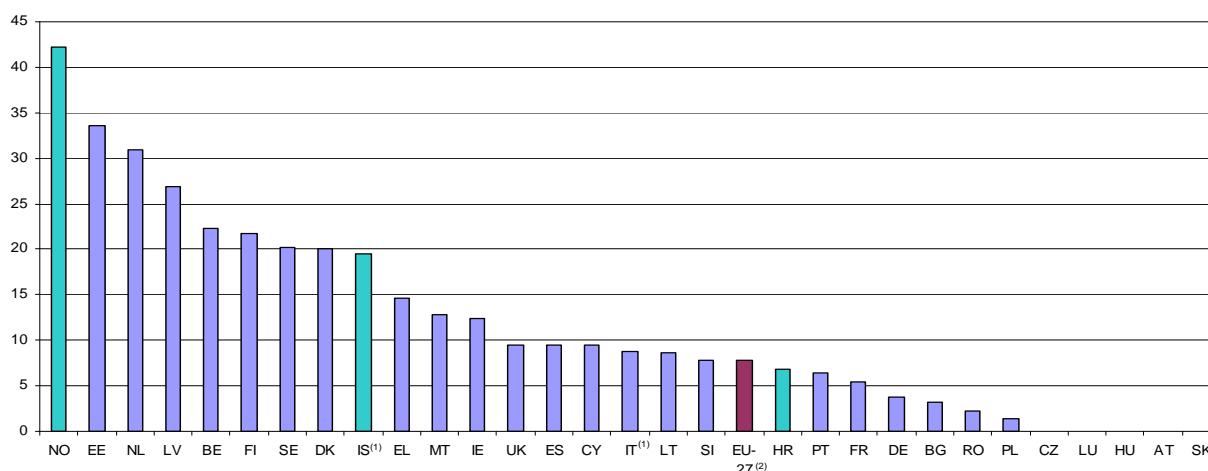
Rotterdam, Antwerp and Hamburg maintained their positions as the three largest ports in terms of both gross weight of goods and volume of containers handled.

In 2007, more than 60% of EU-27 seaborne goods transport concerned an extra-EU-27 partner port. The international intra-EU-27 transport represented less than 30% and national transport about 10%. However the situation varies widely among countries. The share of national seaborne transport of goods is very low (less than 3%) for a large group of countries (either relatively small or with relatively limited shorelines), and high for Greece (32%), Denmark, Italy and the United Kingdom.

The number of passengers who passed through EU-27 ports in 2007 is estimated at 410 million (2.0% up compared with 2006 for EU-27 excluding Italy). Unlike goods handling (2/3 unloaded, 1/3 loaded), there was no significant difference between the numbers of passengers embarking and disembarking, due to the fact that most of this transport activity corresponds to the main national and intra-EU-27 ferry connections.

The number of vessel calls at EU-27 main ports (excluding Italian ports) showed an increase of 4.3% compared to 2006. However, in terms of gross tonnage of the vessels, the growth rate was 6.8%. This reflects the increasing size of vessels operating in EU-27 ports.

**Figure 1: Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2007 (in tonnes per inhabitant)**



(1) Italy and Iceland: 2006 data.

(2) EU-27 excluding Italy.

## Introduction

This "Statistics in Focus" is based on data collected in the framework of the EU maritime transport 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 1997-2007. In particular for reference year 2007 Italy provided incomplete data and Iceland did not provide any data. Methodological and other explanatory notes, including Country-specific remarks are available at the end of the publication (pages 14-15).

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

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

	1997	2000	2001	2002	2003	2004	2005	2006	2007			Growth rate 2006-2007 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE	161.6	179.4	174.2	173.8	181.1	187.9	206.5	218.9	134.1	102.2	236.3	+7.9%
BG	:	:	20.2	20.4	21.4	23.1	24.8	27.5	15.9	9.0	24.9	-9.5%
DK	124.0	96.5	94.0	94.3	104.0	100.4	99.7	107.7	60.8	48.8	109.7	+1.8%
DE	213.3	242.5	246.1	246.4	254.8	271.9	284.9	302.8	192.0	123.0	315.1	+4.0%
EE	:	:	40.4	44.7	47.0	44.8	46.5	50.0	7.9	37.1	45.0	-10.1%
IE	36.3	45.3	45.8	44.9	46.2	47.7	52.1	53.3	38.9	15.2	54.1	+1.5%
EL	101.3	127.7	122.2	147.7	162.5	157.9	151.3	159.4	98.0	66.3	164.3	+3.1%
ES	270.6	234.9	315.1	326.0	343.7	373.1	400.0	414.4	305.7	121.0	426.6	+3.0%
FR	305.1	325.8	318.2	319.0	330.1	334.0	341.5	350.3	249.4	99.6	349.0	-0.4%
IT	434.3	446.6	444.8	458.0	477.0	485.0	508.9	520.2	:	:	:	:
CY	:	:	:	7.2	7.3	6.8	7.3	7.6	6.3	1.2	7.5	-2.2%
LV	:	:	56.8	52.0	54.7	54.8	59.7	56.9	7.7	53.4	61.1	+7.4%
LT	:	:	21.0	24.4	30.2	25.8	26.1	27.2	10.9	18.3	29.3	+7.4%
MT	:	:	:	:	5.2	5.3	5.3	5.5	4.1	1.2	5.3	-3.6%
NL	402.2	405.8	405.9	413.3	410.3	440.7	460.9	477.2	377.1	130.3	507.5	+6.3%
PL	:	:	46.2	48.1	51.0	52.3	54.8	53.1	26.1	26.3	52.4	-1.3%
PT	54.7	56.4	56.2	55.6	57.5	59.1	65.3	66.9	47.1	21.2	68.2	+2.0%
RO	:	:	27.6	32.7	35.9	40.6	47.9	46.7	28.6	20.3	48.9	+4.8%
SI	:	:	9.1	9.3	10.8	12.1	12.6	15.5	11.2	4.7	15.9	+2.4%
FI	75.3	80.7	96.2	99.1	104.4	106.5	99.6	110.5	64.0	50.8	114.8	+3.9%
SE	149.9	159.3	152.8	154.6	161.5	167.4	178.1	180.5	97.1	88.0	185.1	+2.5%
UK	558.5	573.0	566.4	558.3	555.7	573.1	584.9	583.7	357.8	223.7	581.5	-0.4%
<b>EU-27</b>	:	:	:	:	<b>3 452.3</b>	<b>3 570.2</b>	<b>3 718.8</b>	<b>3 835.9</b>	:	:	:	:
<b>EU-27-IT</b>	:	:	:	:	<b>2 975.3</b>	<b>3 085.3</b>	<b>3 209.9</b>	<b>3 315.7</b>	<b>2 140.7</b>	<b>1 261.6</b>	<b>3 402.4</b>	<b>+2.6%</b>
<b>EU-15</b>	<b>2 887.2</b>	<b>2 974.0</b>	<b>3 037.6</b>	<b>3 091.0</b>	<b>3 188.8</b>	<b>3 304.6</b>	<b>3 433.8</b>	<b>3 545.9</b>	:	:	:	:
HR	:	16.9	19.1	18.6	20.3	25.2	26.2	26.3	18.7	11.4	30.1	+14.3%
IS	:	5.2	5.0	4.8	5.0	5.3	5.7	5.9	:	:	:	:
NO	:	:	:	190.0	186.8	198.2	201.7	196.8	63.9	134.6	198.5	+0.9%
<b>EEA+HR</b>	:	:	:	:	<b>3 664.4</b>	<b>3 799.0</b>	<b>3 952.4</b>	<b>4 065.0</b>	:	:	:	:
<b>EEA-IT-IS+HR</b>	:	:	:	:	<b>3 182.4</b>	<b>3 308.7</b>	<b>3 437.8</b>	<b>3 538.9</b>	<b>2 223.3</b>	<b>1 407.7</b>	<b>3 631.0</b>	<b>+2.6%</b>

Table 1 shows the weight of goods handled in the EU-27, Croatian, Icelandic and Norwegian ports, which reported data.

In 2007, the total weight of goods handled in the EU-27 ports is estimated at about 3.9 billion tonnes (using for Italy 2006 data as an estimate for 2007). For EU-27 excluding Italy this total rose by 2.6% (from 3 316 million tonnes in 2006 to 3 402 million tonnes in 2007), a slight slowing down compared to the growth rate of +3.3% registered between 2005 and 2006 in the same geographical aggregate. Between 2006 and 2007 the weight of goods handled grew in all Member States except Estonia (-10%), France (-0.4%), Cyprus (-2%), Malta (-4%), Poland (-1%) and the United Kingdom (-0.4%). The decrease recorded by Bulgaria is partially explained by a methodological improvement (see explanatory notes on page 14).

The most significant increases have been recorded by Belgium (+8%), Latvia and Lithuania (both +7%). An 18% increase in the handling of goods in containers mainly explains the Belgian results while in Latvia a large increase (+31%) in the handling of liquid bulk going to the Netherlands was recorded.

Despite the slight decrease since 2005, the United Kingdom is the leading EU-27 country in seaborne transport of goods, with 582 million tonnes handled in 2007, representing approximately 15% of the EU-27 total. The UK is followed by Italy with a share of 14% (2006 share), the Netherlands (13%) and Spain (11%).

Notwithstanding an increase of +10% between 2005 and 2007, Denmark is the only country which recorded a fall in the weight of goods handled since 1997: from 124 million tonnes in 1997 to 110 in

2007 (-12%), 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 (see explanatory notes on pages 14 and 15).

In 2007, around 63% of the tonnes handled in the EU-27 ports excluding Italy were goods unloaded (inwards). The total figures (inwards + outwards) correctly represent the “handling” of goods in ports. A lot of 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” (goods loaded in one port and then unloaded in a second port, both reporting

data to Eurostat).

In 2007, of the total weight of goods handled in ports, the percentage unloaded was 84% in Cyprus, followed by Malta and the Netherlands (with 78% and 74% respectively). In general more seaborne goods are unloaded than loaded in the EU-27 countries as well as in Croatia and Iceland (2006 data).

However, in the three Baltic countries (Estonia, Latvia and Lithuania) the outward weight was dominant and its share reached 87% in Latvia and 82% 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 68%. For the three Baltic countries the outward weight is mainly due to exports of oil products, whereas it is mainly due to export of crude oil, oil products and ores for Norway<sup>1</sup>.

**Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports<sup>(1)</sup> in 2007 by type of cargo<sup>(2)</sup> (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	20%	19%	36%	14%	10%	0%	100%	233.4	236.3
BG	46%	35%	6%	1%	12%	0%	100%	24.9	24.9
DK	29%	33%	6%	27%	5%	0%	100%	97.3	109.7
DE	23%	20%	38%	13%	7%	0%	100%	310.0	315.1
EE	59%	20%	3%	0%	18%	0%	100%	41.6	45.0
IE	29%	30%	18%	19%	4%	0%	100%	49.3	54.1
EL	34%	30%	12%	19%	4%	0%	100%	133.4	164.3
ES	36%	27%	26%	4%	6%	0%	100%	426.7	426.6
FR	51%	23%	12%	9%	5%	0%	100%	345.0	349.0
IT	:	:	:	:	:	:	:	:	:
CY	35%	21%	31%	3%	10%	0%	100%	7.5	7.5
LV	42%	42%	3%	3%	9%	0%	100%	59.7	61.1
LT	47%	30%	8%	7%	8%	0%	100%	29.3	29.3
MT	49%	19%	23%	7%	3%	0%	100%	3.2	5.3
NL	45%	30%	17%	3%	5%	0%	100%	506.6	507.5
PL	30%	39%	11%	11%	9%	0%	100%	52.2	52.4
PT	46%	29%	17%	1%	8%	0%	100%	66.0	68.2
RO	28%	33%	26%	0%	13%	0%	100%	48.2	48.9
SI	14%	60%	15%	0%	10%	0%	100%	15.8	15.9
FI	31%	28%	11%	16%	13%	0%	100%	107.8	114.8
SE	37%	17%	7%	28%	11%	0%	100%	166.3	185.1
UK	44%	22%	11%	19%	5%	0%	100%	566.6	581.5
<b>EU-27</b>	:	:	:	:	:	:	:	:	:
<b>EU-27-IT</b>	<b>38%</b>	<b>26%</b>	<b>18%</b>	<b>12%</b>	<b>7%</b>	<b>0%</b>	<b>100%</b>	<b>3 290.6</b>	<b>3 402.4</b>
HR	44%	42%	5%	3%	6%	0%	100%	24.7	30.1
IS	:	:	:	:	:	:	:	:	:
NO	52%	32%	2%	5%	9%	0%	100%	183.1	198.5
<b>EU-27-IT+HR+NO</b>	<b>39%</b>	<b>26%</b>	<b>17%</b>	<b>11%</b>	<b>7%</b>	<b>0%</b>	<b>100%</b>	<b>3 498.4</b>	<b>3 631.0</b>

(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 (see also methodological notes).

(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.

<sup>1</sup> Detailed data are available in the maritime transport database, freely accessible on Eurostat web site (see link on page 16)

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 59% for Estonia (reflecting export of large volumes of Russian oil), 52% for Norway (due to significant volumes of North Sea oil) and 51% for France, whereas, at the other extreme, it equalled just 14% for Slovenia, 20% for Belgium and 23% for Germany, the EU-27 average excluding Italy being 38% (39% in 2006).

Dry bulk goods represented 26% of the total cargo handled in ports at EU-27 level excluding Italy. A large amount of dry bulk was handled in particular by the Netherlands, the UK and Spain (153 million, 125 million and 117 million tonnes respectively). Dry bulk goods were dominant in total goods handled in the main ports of Slovenia (60%, the

share was 65% in 2006), Latvia (42%) and Poland (39%). For these three countries dry bulk goods mainly consisted of coal.

Container transport was significant for Germany, Belgium and Cyprus, with a 38%, 36% and 31% share of total goods handled respectively, the EU-27 average excluding Italy being 18% (17% in 2006).

The share of Ro-Ro units was high for Sweden and Denmark (28% and 27% respectively). The United Kingdom recorded by far the highest weight (105 million tonnes) in relation to Ro-Ro mobile units handling.

Estonia, Finland and Romania had a significant share of 'other cargo' (18%, 13% and 13% respectively), the category that includes, amongst others, forestry products as well as iron and steel products.

## Seaborne goods: the "top 20" European ports

Table 3: Top 20 cargo ports in 2007 - by gross weight of goods handled (in million tonnes)

Rank 2007	Port	1997 Total	2006 Total	2007							Growth rate 2006-2007 (%)	Average annual growth rate 1997-2007 (%)	
				By direction			By type of cargo handled (%)						
				Inwards	Outwards	Total	Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile units			Other cargo, not elsewhere specified
1	Rotterdam (NL)	303.4	353.6	283.2	90.9	374.2	49%	24%	22%	3%	3%	+5.8%	+2.1%
2	Antwerpen (BE)	104.6	151.7	90.9	74.6	165.5	24%	15%	46%	4%	12%	+9.1%	+4.7%
3	Hamburg (DE)	69.6	115.5	71.0	47.2	118.2	12%	23%	63%	0%	2%	+2.3%	+5.4%
4	Marseille (FR)	92.9	96.5	73.5	19.1	92.6	71%	14%	9%	2%	3%	-4.1%	-0.0%
5	Le Havre (FR)	58.2	70.0	56.7	19.7	76.4	60%	6%	32%	2%	0%	+9.2%	+2.8%
6	Immingham (UK)	48.0	64.0	50.4	15.8	66.3	38%	36%	2%	22%	3%	+3.5%	+3.3%
7	Amsterdam (NL)	36.9	56.8	42.9	19.6	62.5	40%	51%	4%	1%	4%	+10.1%	+5.4%
8	Algeciras (ES)	34.2	60.0	35.9	26.3	62.1	35%	4%	57%	2%	2%	+3.5%	+6.1%
9	Bergen (NO)	:	67.9	13.2	48.0	61.2	92%	4%	0%	0%	3%	-9.8%	:
10	London (UK)	55.7	51.9	44.4	8.4	52.7	37%	27%	13%	17%	6%	+1.6%	-0.5%
11	Taranto (IT)	36.0	50.9	:	:	:	:	:	:	:	:	:	:
12	Dunkerque (FR)	36.4	50.4	37.6	12.7	50.2	28%	55%	3%	0%	15%	-0.3%	+3.3%
13	Tees & Hartlepool (UK)	51.2	53.3	18.0	31.8	49.8	62%	22%	3%	6%	7%	-6.7%	-0.3%
14	Valencia (ES)	16.3	40.7	27.6	18.4	45.9	12%	16%	58%	0%	14%	+12.8%	+10.9%
15	Constanta (RO)	:	42.9	26.9	18.0	44.9	27%	34%	28%	0%	11%	+4.7%	:
16	Trieste (IT)	42.1	44.6	:	:	:	:	:	:	:	:	:	:
17	Genova (IT)	42.2	44.4	:	:	:	:	:	:	:	:	:	:
18	Southampton (UK)	33.1	40.6	27.9	15.9	43.8	67%	5%	24%	4%	0%	+8.0%	+2.9%
19	Bremerhaven (DE)	16.6	40.3	20.4	23.2	43.6	1%	0%	89%	7%	3%	+8.1%	+10.1%
20	Wilhelmshaven (DE)	36.4	43.1	33.3	9.3	42.6	95%	4%	0%	0%	1%	-1.1%	+1.6%
<b>Total top 20 ports <sup>(1)</sup></b>		:	<b>1 540.1</b>	:	:	:	:	:	:	:	:	:	:
<b>EEA+HR (all ports)</b>		:	<b>4 065.0</b>	:	:	:	:	:	:	:	:	:	:
<b>EEA-IT-IS+HR (all ports)</b>		:	<b>3 538.9</b>	<b>2 223.3</b>	<b>1 407.7</b>	<b>3 631.0</b>	<b>39%</b>	<b>26%</b>	<b>17%</b>	<b>11%</b>	<b>7%</b>	<b>+2.6%</b>	:

(1) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

The top 20 cargo ports in 2007 are listed in Table 3. The ranking is provisional as 2006 data have been used to rank and describe the Italian ports. In 2006 the top 20 ports represented 38% of the total weight of goods handled in the countries reporting data (EEA + HR). In particular, Rotterdam alone accounted for 9%.

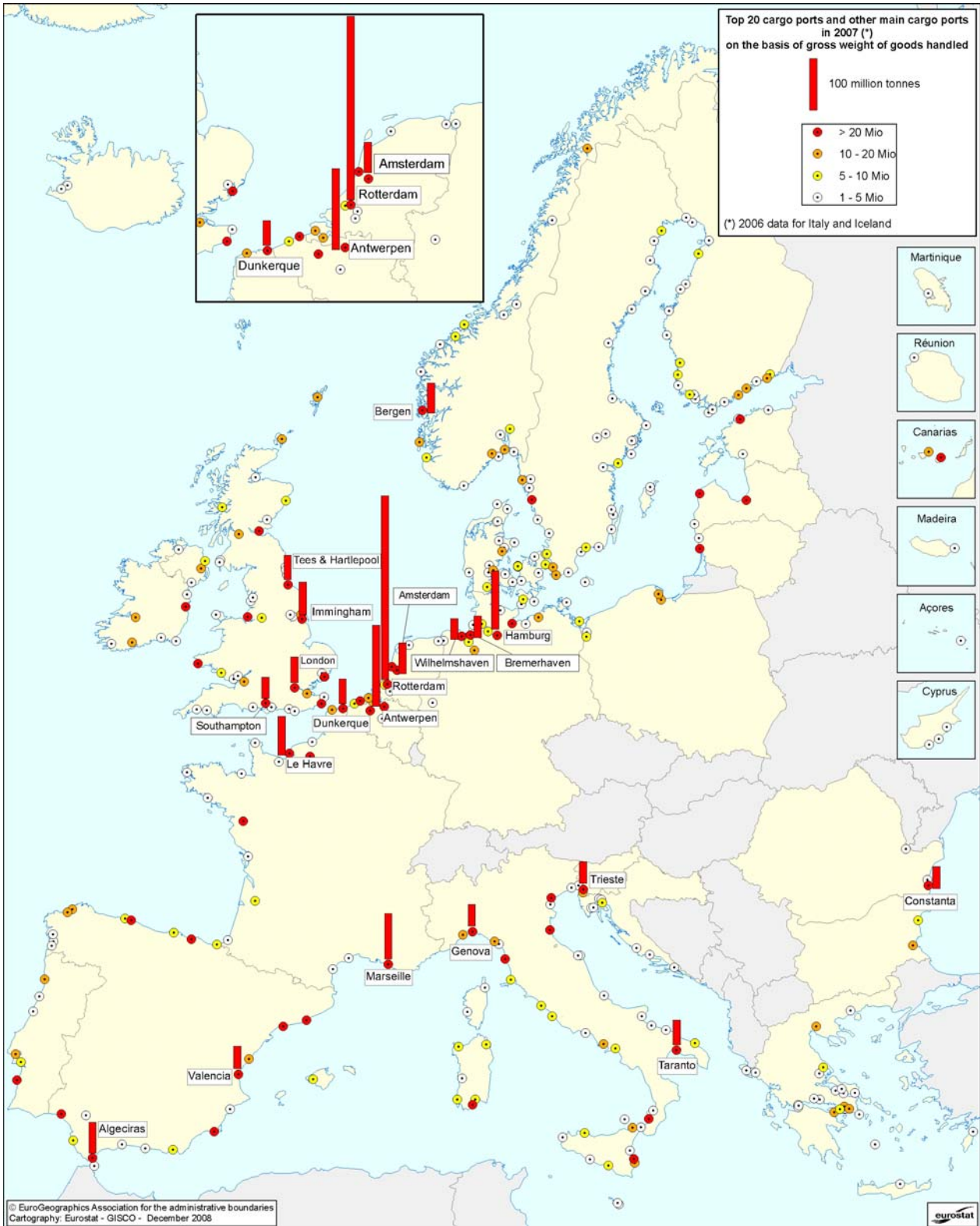
Most of the transshipment in Rotterdam involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe's largest container port. Rotterdam plays an important role in the transport of products from/to overseas and

intercontinental origin/destinations such as Brazil (mainly inward traffic), South Africa (mainly inward traffic), the United States and the Far East.

The most "specialised" port in the top-20 is Wilhelmshaven, 95% of cargo handled being "liquid bulk" goods, while Immingham, London and Constanta have a more diversified business.

In all the top 20 ports the inward activity was prevalent with the exception of Bergen and Tees & Hartlepool (where weight of outward "crude oil" represented 55% and 43% of total handling respectively).

Map 1: Main European cargo ports in 2007<sup>(1)</sup> by gross weight of goods handled



(1) 2006 data for Italy and Iceland.

Between 2006 and 2007 the ranking of the first five ports (Rotterdam, Antwerpen, Hamburg, Marseille and Le Havre) remained the same. These ports except Marseille (-4%) recorded positive growth in the weight of goods handled.

Valencia and Amsterdam recorded the highest increases in tonnes handled compared to the

previous year (+13% and +10% respectively): they gained 5 places and 2 places respectively in the ranking.

Bergen and Tees & Hartlepool having registered a big decrease (-10% and -7% respectively) in the weight of goods handled, both lost 3 places in the ranking, while Wilhelmshaven (-1%) lost 4 places.

Tallin recorded an even more considerable decrease (-13%) in tonnes handled compared to 2006, and left the top 20 ranking.

On the contrary, Bremerhaven having registered an increase of +8% in the weight of goods handled, entered the top 20.

Since 1997, the ports of Valencia and Bremerhaven have grown on average by +11% and +10% per year respectively. All top 20 ports for which 1997 data are available registered an increase since 1997, except for the ports of London, Tees & Hartlepool and Marseille. It can be noted that, with the exception of Amsterdam, the ports recording a long term (1997-2007) average annual growth rate higher than +5% (Hamburg, Amsterdam, Algeciras, Valencia and Bremerhaven) are those where goods in containers represented more than 55% of total weight handled in 2007.

As a result of the differences in growth rates of individual ports, Rotterdam and Antwerpen are the only two ports having constantly maintained their position since 1997.

Map 1 on the previous page shows that 10 out of the 20 top ports in 2007 are located on the North Sea coast<sup>1</sup>. In addition to these, another 6 ports having handled more than 20 million tonnes of goods in 2007 are located on the North Sea coast: Göteborg (SE), Forth (UK), Zeebrugge (BE), Felixstowe (UK), Gent (BE) and Velsen/Ijmuiden (NL).

Six of the top 20 ports are Mediterranean ports (see map) and there are other nine Mediterranean ports having handled more than 20 million tonnes of goods in 2007 (2006 for Italian ports): Barcelona (ES), Tarragona (ES), Venezia (IT), Augusta (IT), Gioia Tauro (IT), Ravenna (IT), Porto Foxi (IT), Livorno (IT) and Cartagena (ES).

Three ports among the top 20 are located on the Atlantic coast (on the Channel), while other eleven Atlantic ports handled more than 20 millions tonnes of goods: Bilbao (ES), Milford Haven (UK), Nantes Saint-Nazaire (FR), Liverpool (UK), Sines (PT), Dover (UK), Rouen (FR), Dublin (IE), Huelva (ES), Las Palmas (ES) and Gijón (ES).

Constanta is the only port from the Black sea belonging to the top 20 and handling more than 20 million tonnes of goods.

None of the 2007 top 20 ports is located on the Baltic, where five ports handled more than 20 million tonnes of goods: Tallinn (EE), Ventspils (LV), Riga (LV), Klaipeda (LT) and Lübeck (DE).

Denmark, Greece and Finland are the three countries with a high number of medium size ports (handling between 1 and 20 million tonnes per year) without any port above the threshold of 20 million tonnes.

Table 4 focuses on a specific market segment: goods in containers. The table shows that Rotterdam (+13% compared to 2006) and Hamburg (+12%) lead in the handling of containers, while Antwerpen, the 3<sup>rd</sup> port, was growing at a higher rate (+17%).

The list shown in Table 4 is provisional as 2006 data have been used to rank the Italian ports and the French port of Le Havre. As a result also the following comments are provisional.

Between 2006 and 2007, the top 11 ports in terms of volume of containers handled remained the same. They all recorded a positive growth between these two years in the volume of both total containers and empty containers except Algeciras, which registered a fall of 9% in the volume of empty containers.

In nearly all the top 20 container ports the total volume of containers grew faster between 2006 and 2007 (+12.5%, for the 16 ports for which data are available) than between 2005 and 2006 (+7.5%, for the top 20 ports). Similar growth rates are registered for the total of all European main ports for which data are available: +11.0% in 2007, as compared to +7.1% in 2006. As a result the market share of the top 20 ports is quite stable over time: between 76% and 77% in the period 2004-2006.

The most significant increase in the top 20 between 2006 and 2007 was registered by Zeebrugge: +33% (+63% for empty containers) which had just joined the top 20 in 2006. This increase was mainly due to a growing traffic with China.

The port of London which had left the top 20 in 2006 was ranked 20th in 2007 and registered an increase of +16% in the total volume of containers handled (+20% for empty containers).

Among the top 20, only the port of Pireus reported a decrease in the total volume of containers handled (-2%), while the volume of empty containers registered an increase of +40%.

Except in Pireus, Algeciras, Las Palmas and Marseille, 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. In Algeciras, Las Palmas and Marseille, the total volume of containers handled increased while the volume of empty containers decreased.

<sup>1</sup> The definitions of sea regions are available in the publication "Short sea shipping of goods 2000-2006" (see link on page 16). Top 20 ports are named and their handling activity shown as bars in the map.

**Table 4: Top-20 container ports in 2007 - by volume of containers handled in (1000 TEUs<sup>(1)</sup>)**

Rank 2007	Port	2001	2002	2003	2004	2005	2006		2007		Growth rate 2006-2007 (%)	
		Total	Total	Total	Total	Total	Total	of wich empty	Total	of wich empty	Total	of wich empty
1	Rotterdam (NL)	6 061	6 505	7 118	8 242	9 195	9 575	1 981	10 773	2 344	+12.5%	+18.3%
2	Hamburg (DE)	4 665	5 376	6 126	7 004	8 084	8 878	1 479	9 914	1 937	+11.7%	+30.9%
3	Antwerpen (BE) <sup>(2)</sup>	3 001	3 153	4 012	5 055	6 221	6 718	1 004	7 879	1 225	+17.3%	+22.0%
4	Bremerhaven (DE)	2 945	3 004	3 159	3 501	3 696	4 479	674	4 884	677	+9.0%	+0.5%
5	Algeciras (ES) <sup>(3) (4)</sup>	1 737	1 732	2 024	970	3 184	3 262	647	3 420	590	+4.8%	-8.8%
6	Felixstowe (UK)	2 839	2 682	2 482	2 717	2 760	3 030	802	3 342	923	+10.3%	+15.1%
7	Valencia (ES) <sup>(4)</sup>	1 512	1 826	2 012	2 156	2 415	2 615	677	3 049	776	+16.6%	+14.6%
8	Gioia Tauro (IT)	2 393	2 883	3 094	3 170	3 123	2 835	573	:	:	:	:
9	Barcelona (ES) <sup>(4)</sup>	1 404	1 122	1 765	2 084	2 071	2 315	575	2 606	668	+12.6%	+16.2%
10	Le Havre (FR)	1 550	1 754	2 015	2 158	2 144	2 119	331	:	:	:	:
11	Southampton (UK)	1 213	1 275	1 375	1 435	1 384	1 502	447	1 905	576	+26.8%	+28.8%
12	Constanta (RO)	:	:	:	391	867	1 170	404	1 445	467	+23.4%	+15.4%
13	Pireus (EL)	1 164	1 395	1 606	1 551	1 401	1 413	269	1 384	375	-2.0%	+39.5%
14	Las Palmas (ES) <sup>(4)</sup>	664	726	966	1 111	1 222	1 303	376	1 319	296	+1.2%	-21.3%
15	Zeebrugge (BE)	279	329	328	458	682	895	218	1 191	356	+33.0%	+63.4%
16	Genova (IT)	1 536	1 499	1 591	1 437	1 038	1 146	27	:	:	:	:
17	La Spezia (IT)	758	780	836	879	916	1 086	204	:	:	:	:
18	Marseille (FR)	745	811	835	920	911	950	160	1 058	149	+11.4%	-6.8%
19	Bilbao (ES) <sup>(4)</sup>	447	454	468	498	863	899	214	956	233	+6.4%	+8.9%
20	London (UK)	749	875	895	966	765	743	205	858	247	+15.5%	+20.4%
<b>Total top 20 ports <sup>(6)</sup></b>		<b>36 561</b>	<b>39 141</b>	<b>43 674</b>	<b>47 352</b>	<b>53 032</b>	<b>57 003</b>	<b>11 227</b>	:	:	:	:
<b>EU-27+HR+NO (main ports)</b>		:	:	:	<b>61 670</b>	<b>69 527</b>	<b>74 476</b>	<b>15 343</b>	:	:	:	:
<b>EU-27-IT+HR+NO (main ports)</b>		:	:	:	<b>53 699</b>	<b>61 743</b>	<b>66 625</b>	<b>14 449</b>	<b>73 985</b>	<b>16 929</b>	<b>+11.0%</b>	<b>+17.2%</b>

(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 2003-2007 are provisional and likely to be revised.

(5) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

## Seaborne transport of goods by origin/destination

Table 5 shows the breakdown between national (about 10% at EU level), international intra-EU-27 (less than 30%) and international extra-EU-27 (more than 60%) 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 part 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 excluding Italian ports, expressed in tonnes of goods, registered an increase by about 3% between 2006 and 2007. The figure is close to the increase calculated for the "handling of goods in ports" (see table 1).

However the growth rate is higher for extra-EU than for intra-EU (national and international) transport. For example maritime transport between the EU and China (mainly goods in containers) increased by more than 20% between 2006 and 2007, while activity with Brazil (mainly dry bulk goods) grew by more than 10%.

The average travelled distance is growing: as a result, the transport demand to/from the main EU-27 ports expressed in tonne-kilometres grew by about 3% to 5% (first estimate).

The globalisation of trade is confirming the strategic role of maritime transport for the EU economy, as by far the most important mode for long distance transport of goods.

**Table 5: Estimate of seaborne transport of goods between main ports and partner ports grouped by geographical areas (in % of total gross weight of goods transported)**

	2006					2007					Total transport growth rate 2006-2007 (%)
	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	216.0	3%	33%	64%	0%	232.8	3%	33%	64%	0%	+7.8%
BG	27.5	0%	17%	81%	2%	24.9	0%	12%	87%	1%	-9.5%
DK	87.9	19%	53%	24%	3%	89.4	20%	53%	23%	4%	+1.7%
DE	294.4	1%	44%	54%	0%	306.9	1%	43%	56%	0%	+4.2%
EE	47.2	1%	72%	25%	2%	41.5	2%	65%	33%	1%	-12.1%
IE	47.7	2%	69%	29%	0%	48.4	2%	71%	27%	0%	+1.4%
EL	107.1	31%	22%	45%	1%	108.2	32%	24%	44%	0%	+1.0%
ES	386.7	13%	20%	66%	0%	399.4	12%	20%	68%	0%	+3.3%
FR	335.0	6%	32%	60%	2%	337.0	7%	31%	58%	5%	+0.6%
IT	435.4	18%	14%	67%	1%	:	:	:	:	:	:
CY	7.6	0%	18%	14%	68%	7.5	1%	16%	25%	59%	-2.1%
LV	55.7	0%	77%	21%	2%	59.5	0%	76%	22%	2%	+6.8%
LT	27.2	0%	59%	39%	2%	29.3	0%	53%	46%	1%	+7.4%
MT	3.6	0%	76%	24%	0%	3.2	0%	78%	22%	0%	-9.8%
NL	476.3	0%	31%	69%	1%	506.6	0%	30%	69%	1%	+6.4%
PL	52.6	1%	65%	33%	1%	52.0	1%	69%	30%	0%	-1.2%
PT	59.6	11%	33%	55%	0%	60.6	13%	32%	55%	0%	+1.6%
RO	46.0	0%	13%	65%	21%	48.2	0%	10%	63%	27%	+4.7%
SI	15.4	0%	43%	56%	1%	15.8	0%	42%	58%	0%	+2.7%
FI	97.9	6%	71%	23%	0%	102.2	6%	71%	23%	0%	+4.5%
SE	152.9	7%	70%	21%	2%	157.4	8%	71%	19%	2%	+2.9%
UK	519.4	17%	45%	34%	3%	516.8	17%	45%	34%	4%	-0.5%
<b>EU-27</b>	<b>3 000.1</b>	<b>11%</b>	<b>26%</b>	<b>61%</b>	<b>2%</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>
<b>EU-27-IT</b>	<b>2 610.1</b>	<b>9%</b>	<b>29%</b>	<b>59%</b>	<b>2%</b>	<b>2 689.5</b>	<b>9%</b>	<b>29%</b>	<b>60%</b>	<b>2%</b>	<b>+3.0%</b>
HR <sup>(1)</sup>	18.6	10%	28%	61%	1%	23.7	8%	29%	63%	1%	+27.7%
IS <sup>(1)</sup>	:	:	:	:	:	:	:	:	:	:	:
NO <sup>(1)</sup>	168.2	29%	52%	19%	1%	169.6	28%	54%	18%	2%	+0.8%

(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 that the situation varies between countries, with a very low share (less than 3%) of national transport for a large group of countries (either relatively small countries or countries with relatively limited shorelines) on one hand, and a high share on the other hand for Greece (32%), due to its numerous islands, followed by Denmark (20%), Italy (18%, 2006 data) and the United Kingdom (17%). Due to its very long coastline and its 'difficult' topography (fjords), Norway also recorded a very high share of national transport (28%).

Latvia and Malta stand out with more than 76% of their transport with other EU-27 countries.

The country recording a very high share of international extra-EU-27 transport in 2007 was Bulgaria (87%), due to its geographical position, as well as the Netherlands (69%), Spain (68%), Italy (67%, 2006 data), Romania (63%, excluding "unknown partners") and Belgium (64%).

63% of the maritime transport of Croatia was with non-EU-27 countries (mainly liquid bulk goods from Russia).

The share of international intra-EU-27 transport of Poland increased between 2006 and 2007 to the detriment of extra-EU-27 transport. This is mainly explained by a decrease in Polish traffic with China and an increase with several Member States.

Between 2006 and 2007, Estonia registered a noticeable decrease of the share of intra-EU-27 transport to the benefit of extra-EU-27 transport. Estonia registered a fall of the traffic with the Netherlands and the United Kingdom and an increase in its traffic with the United States.

The increase of the international extra-EU-27 transport of Lithuania between 2006 and 2007 is due to an increase of the traffic with Russia and a decrease of the traffic to/from the Netherlands.

The same pattern for Bulgaria is due to an increase of the traffic with Turkey and a decrease of the traffic with Spain and Greece.



## Seaborne passengers

**Table 6: Number of seaborne passengers embarked and disembarked in all ports (in 1000)**

	1997	2001	2002	2003	2004	2005	2006	2007					Growth rate 2006-2007 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total	
BE <sup>(1)</sup>	1 946	1 377	1 125	739	787	922	891	452	457	151	759	909	+2.1%
BG	:	3	6	4	6	13	15	5	5	0	10	10	-32.7%
DK	75 928	47 862	48 178	48 653	48 555	47 924	48 145	24 200	24 208	289	48 120	48 409	+0.5%
DE	:	31 817	33 222	32 146	29 815	29 490	29 256	15 030	15 171	483	29 717	30 200	+3.2%
EE	:	5 740	5 136	5 172	6 452	6 885	6 691	3 250	3 273	0	6 523	6 523	-2.5%
IE	4 380	3 895	3 893	3 747	3 550	3 275	3 207	1 682	1 542	104	3 121	3 225	+0.6%
EL <sup>(2)(3)</sup>	32 259	50 149	101 210	102 760	96 744	86 068	90 402	46 250	46 173	528	91 894	92 423	+2.2%
ES	13 939	18 623	18 947	20 041	21 694	22 410	22 167	11 576	11 557	1 810	21 324	23 134	+4.4%
FR	33 124	27 724	29 110	27 405	27 068	25 804	26 402	13 537	13 511	462	26 586	27 048	+2.4%
IT	80 181	86 882	82 700	82 576	83 316	78 753	85 984	:	:	:	:	:	:
CY	:	:	339	287	247	194	228	87	87	173	1	174	-23.9%
LV	:	26	23	118	130	144	217	179	183	0	362	362	+66.6%
LT	:	101	107	135	146	166	190	104	108	0	212	212	+11.2%
MT	:	:	:	6 942	7 250	7 103	7 328	3 902	3 900	18	7 784	7 802	+6.5%
NL <sup>(4)</sup>	1 964	2 041	2 202	2 015	2 012	2 116	2 127	945	925	:	1 871	1 871	-12.1%
PL	:	4 416	3 304	3 188	2 031	1 647	1 737	1 218	1 238	0	2 456	2 456	+41.4%
PT <sup>(4)</sup>	34	542	502	616	650	662	686	368	367	:	735	735	+7.2%
RO	:	:	:	:	:	:	:	0	0	0	0	0	:
SI	:	34	42	47	42	35	30	35	17	:	:	51	+74.0%
FI	15 191	16 729	16 577	16 341	16 806	17 112	16 739	8 251	8 199	15	16 436	16 450	-1.7%
SE	40 949	32 350	32 112	32 748	33 318	32 617	32 334	16 582	16 080	15	32 647	32 662	+1.0%
UK	36 287	34 516	35 623	33 708	32 837	30 207	29 930	15 156	15 309	1 132	29 333	30 465	+1.8%
<b>EU-27</b>	:	:	:	<b>419 387</b>	<b>413 458</b>	<b>393 547</b>	<b>404 706</b>	:	:	:	:	:	:
<b>EU-27-IT</b>	:	:	:	<b>336 812</b>	<b>330 141</b>	<b>314 794</b>	<b>318 723</b>	<b>162 810</b>	<b>162 311</b>	<b>5 179</b>	<b>319 890</b>	<b>325 121</b>	<b>+2.0%</b>
<b>EU-15 <sup>(2)</sup></b>	:	<b>354 506</b>	<b>405 400</b>	<b>403 494</b>	<b>397 153</b>	<b>377 359</b>	<b>388 271</b>	:	:	:	:	:	:
HR	:	16 833	18 410	19 483	21 519	22 182	23 061	12 298	12 313	74	24 537	24 611	+6.7%
IS	:	360	393	407	404	422	433	:	:	:	:	:	:
NO	:	:	6 077	4 656	5 787	6 663	6 280	3 029	3 418	174	6 272	6 447	+2.7%
<b>EEA+HR</b>	:	:	:	<b>443 934</b>	<b>441 167</b>	<b>422 814</b>	<b>434 480</b>	:	:	:	:	:	:
<b>EEA-IT-IS+HR</b>	:	:	:	<b>360 951</b>	<b>357 447</b>	<b>343 639</b>	<b>348 064</b>	<b>178 137</b>	<b>178 042</b>	<b>5 428</b>	<b>350 700</b>	<b>356 179</b>	<b>+2.3%</b>

(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.

(3) EL: up to 2003 data exclude cruise passenger; the number of passengers excluding cruise passengers is 96 416 in 2004, 85 392 in 2005 and 89 973 in 2006.

(4) NL and PT: data exclude cruise passengers.

Table 6 shows the number of 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 totals may include some double counting (the same passengers are counted in both the port of embarkation and the port of disembarkation: the double counting arises when both ports report data to Eurostat). With this in mind, the number of passengers who passed through EU-27 ports in 2007 is estimated at about 410 million (using 2006 data for Italy).

In the EU-27 excluding Italy the total number of passengers grew by 2.0% compared to 2006. At EU level (with the uncertainty due to the missing data from Italy) this is the second yearly increase after a period of negative trend.

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 ("outwards") and disembarking ("inwards"), due to the fact that most of the transport corresponds to the main ferry connections. Indeed cruise passengers represented less than 2% of the total number of passengers in EU-27 ports.

Greece (92 million passengers embarked and disembarked) and Italy (86 million passengers in 2006) are the leading countries in transport of passengers by sea. 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.

Greece registered an increase in the number of passengers embarked and disembarked (+2%). With this increase, Greece continued recovering from the decrease registered between 2003 and 2005: this downturn was mainly explained by the opening in 2004 of a bridge between the Peloponnese and mainland Greece ("Charilaos Trikoupis" bridge),

competing with the Greek ferry connection Rio-Antirio.

Denmark is third with regard to passengers embarked and disembarked in 2007 (48 million) and remained stable compared to 2006 (+0.5%), although the number has fallen by 36% 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 in 1997 (rail) – 1998 (road) connecting its two main islands (Sjælland and Fyn) and the corresponding closure of the ferry link between Korsør and Nyborg (both ports recorded

more than 8 million passengers in 1997).

The major drop that occurred in some countries between 1997 and 2007<sup>2</sup> is mainly explained by the opening and progressive use of new alternatives to sea routes. In addition to the mentioned “Charilaos Trikoupis” and “Great Belt” bridges, the following cases can be listed: the Øresund bridge (2000) connecting Sweden with Denmark, the Channel Tunnel (1994) and in general more low cost flights.

The noticeable increase registered by Poland in the number of passengers embarked and disembarked between 2006 and 2007 is mainly explained by the improvement of the data coverage.

**Table 7: Top-20 passenger ports in 2007 - by total passengers embarked and disembarked (in 1000)**

Rank 2007	Port	Sea	1997	2003	2004	2005	2006	2007			Growth rate 2006-2007 (%)	Average annual growth rate 1997-2007 (%)
			Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	Atlantic	21 236	14 770	14 429	13 501	13 987	7 172	7 261	14 433	+3.2%	-3.8%
2	Paloukia Salaminas (EL)	Mediter.	:	12 541	11 568	11 663	11 981	6 541	6 525	13 066	+9.1%	:
3	Perama (EL)	Mediter.	:	12 541	11 568	11 663	11 981	6 525	6 541	13 066	+9.1%	:
4	Calais (FR)	Atlantic	20 060	13 729	13 259	11 695	11 460	5 785	5 734	11 519	+0.5%	-5.4%
5	Pireus (EL) <sup>(1)</sup>	Mediter.	8 707	9 315	10 713	11 076	11 539	5 313	5 751	11 063	-4.1%	+2.4%
6	Helsingør (Elsinore) (DK)	Baltic	13 302	11 646	11 612	11 023	10 721	5 479	5 487	10 966	+2.3%	-1.9%
7	Helsingborg (SE)	Baltic	13 397	11 693	11 808	11 102	10 776	5 487	5 479	10 966	+1.8%	-2.0%
8	Messina (IT)	Mediter.	11 157	9 833	10 128	9 802	10 834	:	:	:	:	:
9	Reggio Di Calabria (IT)	Mediter.	11 000	9 698	9 992	9 645	10 669	:	:	:	:	:
10	Helsinki (FI)	Baltic	8 146	8 549	8 747	8 854	8 548	4 308	4 252	8 561	+0.1%	+0.5%
11	Stockholm (SE)	Baltic	7 499	7 294	7 823	8 211	8 054	4 030	4 098	8 127	+0.9%	+0.8%
12	Puttgarden (DE)	Baltic	:	6 422	6 741	6 760	6 789	3 481	3 588	7 069	+4.1%	:
13	Rødby (Færgehavn) (DK)	Baltic	5 975	6 421	6 744	6 761	6 789	3 529	3 529	7 058	+4.0%	+1.7%
14	Napoli (IT)	Mediter.	7 277	6 811	6 801	6 084	6 804	:	:	:	:	:
15	Tallinn (EE)	Baltic	:	5 172	6 452	6 701	6 447	3 095	3 125	6 220	-3.5%	:
16	Palma de Mallorca (ES) <sup>(2)</sup>	Mediter.	907	2 537	3 773	4 611	4 942	2 641	2 633	5 275	+6.7%	+19.3%
17	Algeciras (ES) <sup>(2)</sup>	Mediter.	3 528	4 542	4 605	4 828	5 166	2 563	2 663	5 227	+1.2%	+4.0%
18	Capri (IT)	Mediter.	4 995	4 749	4 771	3 860	4 940	:	:	:	:	:
19	Santa Cruz de Tenerife (ES) <sup>(2)</sup>	Atlantic	3 980	5 011	5 164	4 564	4 343	2 305	2 287	4 592	+5.7%	+1.4%
20	Piombino (IT)	Mediter.	2 678	3 716	3 702	3 277	3 948	:	:	:	:	:
<b>Total top 20 ports <sup>(3)</sup></b>			-	188 113	181 135	166 100	170 717	:	:	:	:	:
<b>EEA+HR (all ports)</b>			-	443 934	441 167	422 814	434 480	:	:	:	:	:
<b>EEA-IT-IS+HR (all ports)</b>			-	360 951	357 447	343 639	348 064	178 137	178 042	356 179	+2.3%	:

(1) Up to 2003 data exclude cruise passengers; the number of passengers excluding cruise passengers is 10 584 in 2004, 10 458 in 2005, 11 204 in 2006 and 10 697 in 2007.

(2) Data for the period 2003-2007 are provisional and likely to be revised.

(3) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

The top 20 passenger ports in 2007 are listed in table 7. This ranking is provisional, as 2006 data have been used to rank the Italian ports. In 2007, there were 5 Italian, 3 Greek and 3 Spanish ports amongst the top 20 passenger ports. Denmark and Sweden had two ports each in the top 20, and Germany, Estonia, France, Finland and the United Kingdom are represented by 1 port each. 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 about 2 million since 2005) due to the mentioned opening of the “Charilaos Trikoupis” bridge between the Corinth Gulf and the Patraikos Gulf in 2004. This fact largely explains the fall in the total number of passengers for

the top 20 ports between 2003 and 2005.

Ten of the ports amongst the top 20 passenger ports are Mediterranean (see table 7), seven ports are located on the Baltic coast and the remaining three ports are situated on the Atlantic coast (including the Channel).

Two of the twenty ports in table 7 registered a decline in the total number of passengers between 2006 and 2007: Pireus and Tallinn.

After losing 3 places in 2006, Calais, regained one place in the ranking mainly because of the decrease of the number of passengers embarked and disembarked at Pireus (-4%).

<sup>2</sup> Only very partial data are available for Greece for the period 1997 to 2001.

The significant fall in the number of passengers in Dover and Calais between 1997 and 2007, by 32% and 43% respectively, reflects the emergence of successful rail and air transport alternatives. However, between 2006 and 2007, Dover recorded a positive growth in the number of passengers embarked and disembarked (+3%), while Calais remained stable (+0.5%).

Perama and Paloukia, which ensure the ferry connection between mainland Greece and the island of Salaminas, registered the most significant increase

in the total number of passengers between 2006 and 2007 (+9%).

Two Spanish ports also registered a significant increase in the total number of passengers: Palma de Mallorca (+7%) and Santa Cruz de Tenerife (+6%).

Helsingborg and Helsingør, connected by a frequent ferry link registered an increase of about 2% between 2006 and 2007. However these two ports still registered a fall since 1997, due to the opening of the Øresund fixed link in 2000.

**Table 8: Estimate of seaborne transport of passengers (excluding cruise passengers) between main ports <sup>(1)</sup> and partner ports grouped by geographical areas (in % of passengers transported)**

	2006					2007					Total transport growth rate 2006-2007 (%)
	Total transport (in 1000)	Of which				Total transport (in 1000)	Of which				
		National	International		Unknown		National	International		Unknown	
		Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27			
BE	749	0%	100%	0%	0%	759	0%	100%	0%	0%	+1.3%
BG <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
DK	35 574	25%	63%	11%	0%	36 136	25%	64%	11%	0%	+1.6%
DE	20 264	41%	55%	4%	0%	20 907	41%	55%	4%	0%	+3.2%
EE	6 447	0%	100%	0%	0%	6 220	0%	100%	0%	0%	-3.5%
IE	2 099	0%	100%	0%	0%	2 050	0%	100%	0%	0%	-2.3%
EL	45 177	94%	6%	0%	0%	45 858	95%	5%	0%	0%	+1.5%
ES	16 542	72%	4%	24%	0%	16 998	74%	3%	23%	0%	+2.8%
FR	24 935	17%	68%	4%	11%	24 986	18%	69%	3%	9%	+0.2%
IT	45 258	89%	8%	4%	0%	:	:	:	:	:	-
CY <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
LV	0	-	-	-	-	311	0%	100%	0%	0%	:
LT	190	0%	99%	1%	0%	212	0%	98%	2%	0%	+11.2%
MT	3 555	100%	0%	0%	0%	3 795	100%	0%	0%	0%	+6.8%
NL	2 127	0%	97%	3%	0%	1 871	0%	96%	4%	0%	-12.1%
PL	1 596	3%	95%	2%	0%	1 479	9%	89%	2%	0%	-7.4%
PT	322	100%	0%	0%	0%	357	97%	3%	0%	0%	+10.7%
RO <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
SI <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
FI	15 911	3%	97%	0%	0%	15 761	3%	97%	0%	0%	-0.9%
SE	30 327	5%	91%	4%	0%	30 551	5%	90%	4%	0%	+0.7%
UK	26 608	12%	88%	1%	0%	26 982	12%	87%	1%	0%	+1.4%
<b>EU-27</b>	<b>217 501</b>	<b>57%</b>	<b>35%</b>	<b>6%</b>	<b>1%</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>:</b>
<b>EU-27-IT</b>	<b>174 708</b>	<b>49%</b>	<b>43%</b>	<b>7%</b>	<b>2%</b>	<b>181 429</b>	<b>48%</b>	<b>44%</b>	<b>6%</b>	<b>1%</b>	<b>+3.8%</b>
HR <sup>(3)</sup>	11 472	94%	6%	0%	0%	12 108	94%	6%	0%	0%	+5.5%
IS <sup>(2)</sup>	:	:	:	:	:	:	:	:	:	:	:
NO <sup>(3)</sup>	6 233	0%	100%	0%	0%	6 272	0%	100%	0%	0%	+0.6%

(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 (see also methodological notes).

(2) According to data currently available, 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.

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 absence of Italian data for 2007 makes it difficult to comment the results at EU level. 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 significant share of national passenger transport.

The countries recording a relatively high share of international extra-EU-27 transport in 2007 are Spain and Denmark (23% and 11% respectively). This is mainly due to their geographical position, Spain having significant traffic with Morocco and Denmark with Norway.

## Maritime traffic by type of vessel

**Table 9: Number and Gross Tonnage (GT) of vessels in the EU-27-IT<sup>(1)</sup> main ports in 2007, by type of vessel (based on inwards declarations)**

Type of vessel	2006		2007		Growth rate 2006-2007	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels (%)	GT (%)
LIQUID BULK	90 907	1 102 734	95 035	1 166 795	+4.5%	+5.8%
DRY BULK	40 328	473 762	43 428	474 914	+7.7%	+0.2%
CONTAINER	86 050	1 555 972	90 765	1 636 701	+5.5%	+5.2%
CARGO, SPECIALIZED	34 650	463 747	44 724	494 904	+29.1%	+6.7%
CARGO, NON-SPECIALIZED	752 723	6 330 172	771 765	6 797 054	+2.5%	+7.4%
DRY CARGO BARGE	7 350	13 992	8 170	17 702	+11.2%	+26.5%
PASSENGER	534 068	1 202 306	557 534	1 331 065	+4.4%	+10.7%
CRUISE PASSENGER ONLY	4 279	157 288	3 981	156 314	-7.0%	-0.6%
OFFSHORE ACTIVITIES <sup>(2)</sup>	9 347	23 618	9 292	23 738	-0.6%	+0.5%
OTHERS <sup>(3)</sup>	30 395	75 466	34 416	71 153	+13.2%	-5.7%
<b>TOTAL</b>	<b>1 590 097</b>	<b>11 399 056</b>	<b>1 659 110</b>	<b>12 170 341</b>	<b>+4.3%</b>	<b>+6.8%</b>

(1) EU-27 excluding Italy

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

(3) "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 inward declarations only.

The number of vessel calls at EU-27 main ports (excluding Italian ports) showed an increase of 4.3% compared to 2006. The number increased for all types of vessels except for those classified under "Cruise passengers only" and "Offshore activities".

The total gross tonnage of the vessels increased by 6.8% compared to 2006, meaning that the average size of vessels increased (from about 7 200 gross tonnage in 2006 to about 7 300 in 2007).

If the 2006 Italian data are used to complete the 2007 figures, the total number of vessel calls at EU-27 main ports can be estimated at more than 2 millions.

Considering all vessels, in 2007 Greece remained the country recording the highest number of port calls, with 519 thousand vessels.

The average size in gross tonnage of all the vessels calling at main ports varies from about 1 800 in Greece to more than 29 000 in Malta (the EU-27 average excluding Italian ports being about 7 300 as mentioned above). The average gross tonnage of vessels calling at Croatian ports was about 1 200. 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 about 93% of total gross tonnage of vessels and about 94% of vessel movements, in Sweden 88% of the total gross tonnage and 75% of vessel movements and in Finland 84% of the total gross tonnage and 73% of vessel movements.

Passenger vessels are the second most important category for EU-27 in terms of number of vessels and

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 82% of maritime traffic in terms of total gross tonnage of vessels in Estonia and 79% in Greece and constituted 90% of the vessels calling at the main Greek ports and 78% 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 21% of total vessels calling at main ports, whereas the corresponding gross tonnage represented only 8% of total gross tonnage. On the contrary in Belgium container vessels made up 16% of total number of vessels entering the main ports, whereas the gross tonnage accounted for 33% of the total. This is probably due to a prevalence of feeder services in Irish ports (indeed the main partners for container traffic of virtually all Irish ports are Dutch ports) and deep-sea activity in Belgian ports (the main partners of Antwerp for container traffic include ports located in United States, Singapore, Canada, Brazil, China and South Africa).

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

The share of the category "Cargo, specialized" was only significant in Belgium (share of 32% in the number of vessels calling at main Belgian ports, 40% of the total gross tonnage), in Slovenia (34% of the total gross tonnage) and in Cyprus (21% of the total gross tonnage), whereas it was low for the other countries.

**Table 10: Number and Gross Tonnage (GT) of vessels in the main ports in 2007, by type of vessel (based on inwards declarations)**

Type of vessel	BELGIUM		BULGARIA		DENMARK		GERMANY		ESTONIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	5 148	47 406	604	8 859	1 994	10 182	3 008	43 949	244	1 880
DRY BULK	20	973	1 251	6 507	2 865	13 533	3 716	36 364	615	1 462
CONTAINER	5 524	181 428	452	3 664	1 540	16 110	12 584	270 746	422	2 923
CARGO, SPECIALIZED	10 988	220 345	1	1	3 872	5 140	943	26 125		
CARGO, NON-SPECIALIZED	7 663	85 489	1 343	4 487	351 351	1 031 945	75 240	685 115	550	7 934
DRY CARGO BARGE	23	498	3	2	572	2 042	41	210	46	125
PASSENGER	15	123	24	12	8 875	2 807	29 061	13 882	7 541	119 617
CRUISE PASSENGER ONLY	72	3 075	56	760	531	27 119	285	10 756	271	11 179
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	:	:	:	:	:	:	:	:
OTHERS <sup>(2)</sup>	4 590	13 824	:	:	:	:	700	4 110	:	:
<b>TOTAL</b>	<b>34 043</b>	<b>553 162</b>	<b>3 734</b>	<b>24 292</b>	<b>371 600</b>	<b>1 108 879</b>	<b>125 578</b>	<b>1 091 257</b>	<b>9 689</b>	<b>145 122</b>

Type of vessel	IRELAND		GREECE		SPAIN		FRANCE		ITALY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	1 710	12 443	11 451	52 382	18 727	352 842	8 787	134 400	:	:
DRY BULK	953	8 290	5 690	21 727	7 806	108 426	4 211	45 164	:	:
CONTAINER	2 783	14 833	2 334	43 704	30 128	331 501	3 979	121 925	:	:
CARGO, SPECIALIZED	308	8 623	19 312	38 378	2 000	29 575	752	18 619	:	:
CARGO, NON-SPECIALIZED	6 972	130 119	8 889	29 438	40 526	380 853	38 150	812 015	:	:
DRY CARGO BARGE	:	:	5 198	6 117	:	:	58	107	:	:
PASSENGER	10	107	465 823	739 812	27 203	368 867	1 375	13 952	:	:
CRUISE PASSENGER ONLY	105	4 152	:	:	243	10 802	607	21 660	:	:
OFFSHORE ACTIVITIES <sup>(1)</sup>	126	283	:	:	1	0	4	19	:	:
OTHERS <sup>(2)</sup>	130	205	199	131	6 723	25 915	12 373	9 712	:	:
<b>TOTAL</b>	<b>13 097</b>	<b>179 054</b>	<b>518 896</b>	<b>931 689</b>	<b>133 357</b>	<b>1 608 782</b>	<b>70 296</b>	<b>1 177 573</b>	:	:

Type of vessel	CYPRUS		LATVIA		LITHUANIA		MALTA		NETHERLANDS	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	1 057	8 547	288	3 520	188	4 093	117	2 173	11 140	177 196
DRY BULK	100	975	867	2 668	106	1 337	379	1 267	2 377	96 888
CONTAINER	814	11 730	439	3 507	566	5 175	2 297	78 722	7 274	209 577
CARGO, SPECIALIZED	597	10 622	4	13	22	64	27	320	93	1 441
CARGO, NON-SPECIALIZED	1 335	6 787	18	104	1 869	22 415	74	2 653	23 532	244 615
DRY CARGO BARGE	1	1	7	16	50	122	:	:	:	:
PASSENGER	167	2 627	1 116	18 045	1	0	:	:	122	6 055
CRUISE PASSENGER ONLY	208	7 357	:	:	65	1 474	:	:	:	:
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	:	:	:	:	:	:	2 227	5 146
OTHERS <sup>(2)</sup>	1 187	1 598	11	29	19	38	:	:	1 865	5 851
<b>TOTAL</b>	<b>5 466</b>	<b>50 244</b>	<b>2 750</b>	<b>27 902</b>	<b>2 886</b>	<b>34 718</b>	<b>2 894</b>	<b>85 136</b>	<b>48 630</b>	<b>746 769</b>

Type of vessel	POLAND		PORTUGAL		ROMANIA		SLOVENIA		FINLAND	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	1 887	13 242	2 793	33 109	401	7 233	139	2 573	3 287	32 850
DRY BULK	2 435	14 831	642	10 136	1 237	8 617	504	7 068	822	7 895
CONTAINER	1 533	11 699	3 259	33 727	1 310	24 918	496	8 913	2 689	23 556
CARGO, SPECIALIZED	299	5 745	464	8 623	15	309	485	11 181	714	12 659
CARGO, NON-SPECIALIZED	6 852	84 494	5 928	26 326	122	1 015	514	2 309	29 416	558 485
DRY CARGO BARGE	149	480	17	15	:	:	60	107	1 257	4 344
PASSENGER	2 800	1 387	1 447	11 812	:	:	12	203	1 979	14 538
CRUISE PASSENGER ONLY	136	4 036	564	25 431	30	431	41	411	267	10 766
OFFSHORE ACTIVITIES <sup>(1)</sup>	1	0	9	81	:	:	:	:	:	:
OTHERS <sup>(2)</sup>	116	110	:	:	:	:	:	:	:	:
<b>TOTAL</b>	<b>16 208</b>	<b>136 024</b>	<b>15 123</b>	<b>149 260</b>	<b>3 115</b>	<b>42 523</b>	<b>2 251</b>	<b>32 765</b>	<b>40 431</b>	<b>665 093</b>

Type of vessel	SWEDEN		UNITED KINGDOM		CROATIA		ICELAND		NORWAY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	7 459	52 176	14 606	165 740	954	7 841	:	:	3 424	24 675
DRY BULK	3 922	14 189	2 910	66 596	607	4 948	:	:	3 714	10 498
CONTAINER	2 163	20 746	8 179	217 596	249	4 460	:	:	1 146	6 062
CARGO, SPECIALIZED	582	16 619	3 246	80 505	4	49	:	:	414	481
CARGO, NON-SPECIALIZED	74 267	1 060 172	97 154	1 620 284	113 643	174 449	:	:	21 926	104 577
DRY CARGO BARGE	542	3 354	146	162	25	19	:	:	111	107
PASSENGER	9 942	17 209	21	10	65 618	11 783	:	:	2 013	61 781
CRUISE PASSENGER ONLY	377	13 627	123	3 277	3 364	30 734	:	:	711	25 114
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	6 924	18 208	77	12	:	:	2 887	9 570
OTHERS <sup>(2)</sup>	:	:	6 503	9 629	1 971	352	:	:	:	:
<b>TOTAL</b>	<b>99 254</b>	<b>1 198 093</b>	<b>139 812</b>	<b>2 182 006</b>	<b>186 512</b>	<b>234 647</b>	:	:	<b>36 346</b>	<b>242 864</b>

(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.

## METHODOLOGICAL AND OTHER EXPLANATORY NOTES

The content of this "Statistics in Focus" is based on data collected in the framework of the EU maritime transport statistics 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 to be collected for "main ports" than for other ports. However, the additional data may be included by countries also for smaller ports on a voluntary basis. Moreover the thresholds are not automatically applied on a yearly basis to avoid break in series, due to normal fluctuations in port activity.

Data are collected at level of "statistical port". A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

In some countries, the sometimes numerous very small ports are grouped for practical statistical reasons under a fictitious statistical port ("other ports").

"Gross weight of goods" means the tonnage of goods carried, including packaging but excluding the tare weight of containers or Ro-Ro units.

Roll on - roll off (Ro-Ro) units are wheeled equipment for carrying goods, such as lorry, trailer, semi-trailer, which can be driven or towed onto a vessel.

### Explanatory notes for countries

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-15) aggregates refer to the total of 22 (13) 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 has no maritime ports.

Croatia (HR), Turkey and the former Yugoslav Republic of Macedonia are Candidate Countries to the EU. Croatia provides data on a voluntary basis. The former Yugoslav Republic of Macedonia has no maritime ports.

As 2007 data are incomplete (and so not disseminated in this publication) for Italy and not available for Iceland, special European aggregates (excluding these two countries) are introduced in this publication to facilitate the comparability of certain time series.

**Belgium (BE):** In 2005, data sources for some ports were improved. In particular, data provided for Antwerpen are underestimated before 3<sup>rd</sup> quarter 2004.

**Bulgaria (BG):** Up to 2006 data, Bulgaria reported the "gross gross weight" of goods. From 2007, the gross weight of goods is reported. This causes breaks in a number of time series.

**Estonia (EE)** has started to report maritime transport statistics according to Directive 95/64/EC 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. From 1997 to 2003, in the tables from the "Passengers" collection the number of passengers corresponds only to the number of non-cruise passengers ("ferry passengers").

**Spain (ES):** Data include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports). Only data for the "central government ports" (Puertos del Estado) are reported. Data for ports under the control of "regional governments" are missing. Data for the period 2003-2007 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 departments (Départements d'Outre Mer): Réunion, Guyane, Guadeloupe, and Martinique. Transport between those territories and mainland France is part of national transport. The data on passengers reported by France contain a significant share of declarations to and from unknown ports: 9% in 2007 and 11% in 2006. Data for Le Havre for the 3<sup>rd</sup> and 4<sup>th</sup> quarters 2007 are incomplete: estimates have been used in certain tables of this publication.

**Italy (IT):** In 2005, data collection methods were partly modified. The 2007 data are incomplete and not disseminated in this publication. As a result, data in this publication may differ from those available on Eurostat web site.

**Cyprus (CY):** From 2002 to 2007, the data concerning cargo reported by Cyprus contain a significant share of declarations to and from unknown ports: 59% in 2007, 68% in 2006, 43% in 2005, 63% in 2004, 70% in 2003 and 59% in 2002.

**Latvia (LV):** Until 2003 data concerning cargo, passengers and vessels cover international traffic only. In 2004, 2005, 2006 and 2007, 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. For 2005, 2006 and 2007, data concerning cargo and vessels cover international traffic only. Until 2004, data for the port of Klaipėda included data for the port of Butinge.

**Malta (MT):** Compared to previous editions of this publication, data also include national transport.

**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 2006, data on passengers are not available. Until 2002 data concerning cargo and vessels cover international traffic only. The national maritime transport is not developed due to geographical characteristics. The data concerning cargo reported by Romania contain a significant share of declarations to and from unknown ports: 27% in 2007, 21% in 2006.

**Slovenia (SI):** Since 2003 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. Forth used to be amongst the top 20 cargo ports (more than 45 million tonnes were handled in 1999).

**Croatia (HR):** Statistical coverage of domestic traffic improved since 2004 data.

**Norway (NO)** has started to report maritime transport statistics according to Directive 95/64/EC beginning with the 2002 reference year. The figures for the port Bergen also include Mongstad, Sture, Ågotnes, Eikefet, Askøy, Modalen.

**Iceland (IS):** 2007 data are not available.

### Explanatory notes for tables

Basic results and derived indicators (such as growth rates and shares in % of total) shown in the tables are rounded. However they are based on the non-rounded original data, as available in Eurostat database. As a result, for example the sum of "shares in % of total" as shown in the tables is not necessarily equal to 100%.

**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, Estonia, Latvia, Lithuania, Poland, Romania and Slovenia in 2001, Cyprus 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.

**Tables 2, 3 and 4:** The category "large containers" includes containers having a length of 20 feet or more. Smaller containers are included in the category "other cargo, not elsewhere specified". 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 (that should be recorded under the category "Ro-Ro mobile 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 inward declarations (or only outward declarations). In practice, for instance, national transport = national inward + "a part of" national outward declarations, "a part of" including those national outward declarations, for which the corresponding inward 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 inward and outward declarations.

A technical improvement is introduced in the calculation of transport figures in this edition of the publication: the algorithm for the elimination of double counting is applied at statistical port level (instead of port level). This structural change has a certain impact on the absolute results (expressed in tonnes/passengers) and on the breakdown by geographical areas, while the effect on trends (comparison over time) is in general smaller.

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

From 2004 to 2007 Slovenia provided only the total number of passengers (the breakdown cruise vs non cruise is not available).

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.

From 1997 to 2007 the Netherlands and Portugal only provided the number of non-cruise passengers ("ferry passengers").

Portugal: for 1997, only minor ports were reporting.

Croatia started to report passenger data in 2000, Bulgaria, Estonia, Latvia, Lithuania, Poland and Slovenia in 2001, Cyprus in 2002, Malta in 2003 and Romania in 2007.

**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 passenger data in 2001.

**Table 8:** See above (table 5).

**Tables 9 and 10:** There may be some inconsistencies between countries concerning the interpretation of "inward 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").

### Special symbols used in the tables

- : not available
- not applicable

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database of **December 2008**.

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

## Further information

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Data: [Eurostat Website: http://ec.europa.eu/eurostat](http://ec.europa.eu/eurostat)

Select your theme on the left side of the homepage and then 'Data' from the menu.

Data: [Eurostat Web site/ Transport statistics](#)

### Transport

 **Maritime transport**

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