



Statistics in focus

TRANSPORT

THEME 7 – 3/2003

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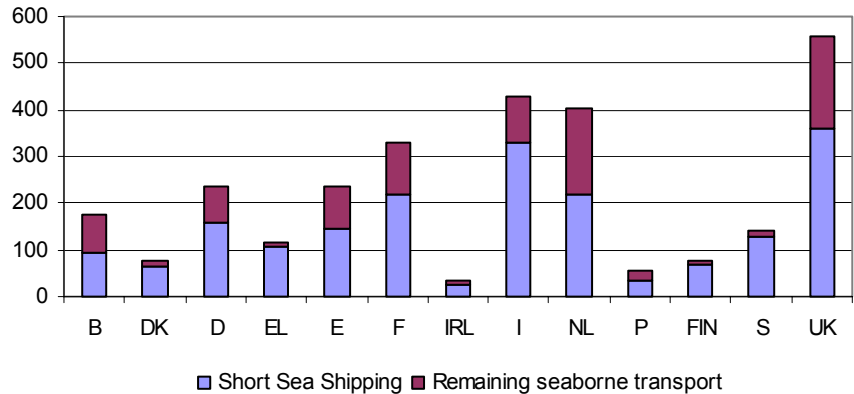
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Short Sea Shipping: 2000 data

Short Sea Shipping represents a 68% share of total EU Seaborne transport of goods

Georgios Xenellis

Figure 1: Share of Short Sea Shipping in total annual tonnage turnover (million tonnes)



Highlights

Short Sea Shipping (SSS) accounted for 68% of total volume of goods handled in the EU in the year 2000, equal to almost 2 million tonnes. Overall, 62% of the total SSS cargo was unloaded, and 38% loaded.

The United Kingdom and Italy accounted for the largest share of cargo handled in Short Sea Shipping, equal to 358 and 329 million tonnes respectively. The geographical situation was quite varied regarding the importance of Short Sea Shipping: on one side, Belgium and the Netherlands recorded the minimum share of Short Sea Shipping with respect to the total (53% and 54%) due to their particular geographical situation as European gateways, which favours long distance journeys; on the other extreme, SSS made up for 93%, 91% and 90% of total tonnage respectively in Finland, Greece and Sweden.

The analysis that follows will concentrate on goods handled on SSS and not on passengers transported. SSS passengers in fact accounted for the near totality of EU passengers (99.7%), with no great variation amongst countries.

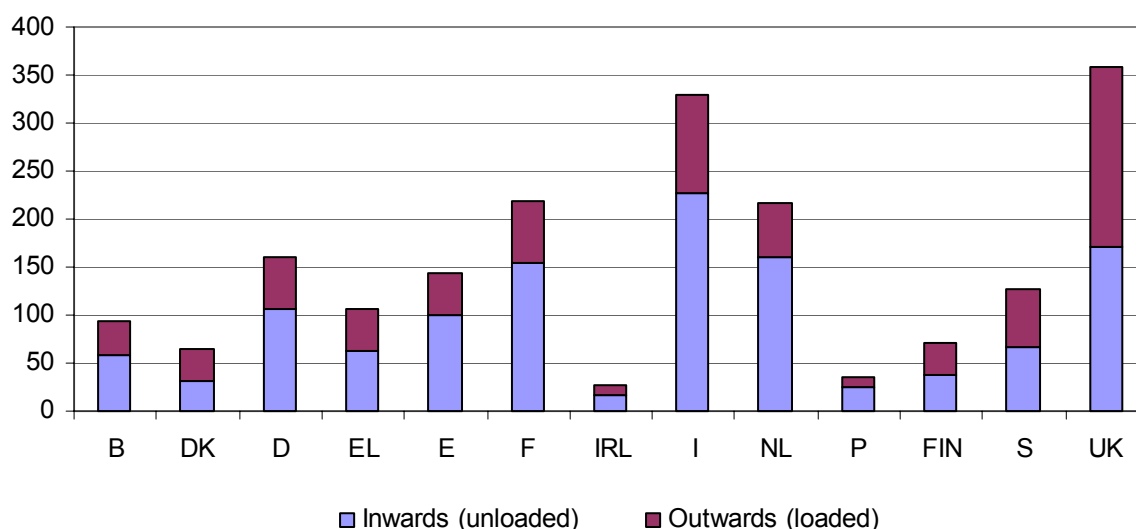
The Mediterranean and the North Sea had the largest share of SSS, respectively of 34% (662 million tonnes handled), and 31% (605 million tonnes handled).

Liquid bulk played a predominant role in cargo handled in Short Sea Shipping; in particular, in France and the Netherlands represented over 60% of total cargo.

The geographical scope of data collection covers transport between the port submitting data and ports situated in geographical Europe, on the Mediterranean and Black Sea, i.e. ports in EU countries (Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, the Netherlands, Portugal, Spain, Sweden and United Kingdom), EEA countries (Iceland and Norway), Baltic Sea countries (Estonia, Latvia, Lithuania, Poland and Russia), Mediterranean countries (Albania, Algeria, Bosnia-Herzegovina, Croatia, Cyprus, Egypt, Israel, Lebanon, Libya, Malta, Montenegro, Morocco, Slovenia, Syria, Tunisia and Turkey) and Black Sea countries (Bulgaria, Georgia, Moldova, Romania, Russia, Turkey and Ukraine). The source for all data in this Statistics In Focus is Eurostat (Maritime database).

Introduction

Figure 2: Short Sea Shipping in the EU - gross weight of goods handled (million tonnes)



In the year 2000, almost 2 billion tonnes of goods were handled in Short Sea Shipping in the EU. Among these, 358 million were handled by the UK, making up for 18% of the total EU tonnage, followed by 329 million by Italy (17% of the total), 219 million by France and 217 million by the Netherlands. In all Member States, the relative share of Short Sea Shipping was quite similar to that of total seaborne transport, except for a slightly lower share for the Netherlands, and slightly higher one for Italy.

Overall, 62% of the total cargo was unloaded (1.2 billion tonnes), and 38% loaded (736 million tonnes). The extreme cases were registered in the Netherlands, where 74% of the goods were unloaded and 26% loaded, and France where 71% were unloaded and 29% loaded; only the United Kingdom and Denmark loaded slightly more than they unloaded, whereas the proportion was almost equal in the other two Scandinavian countries.

Short Sea Shipping by Sea region

Figure 3: Short Sea Shipping transport by sea region

Figure 3 illustrates the distribution of SSS transport by sea (Atlantic, North Sea, Baltic, Black Sea and Mediterranean) according to the volume of goods handled. The importance of the Mediterranean and the North Sea is evident, as they accounted for 34% (662 million tonnes) and 31% (605 million tonnes) respectively of total tonnage. The Baltic Sea followed with 17% and the Atlantic with 14%.

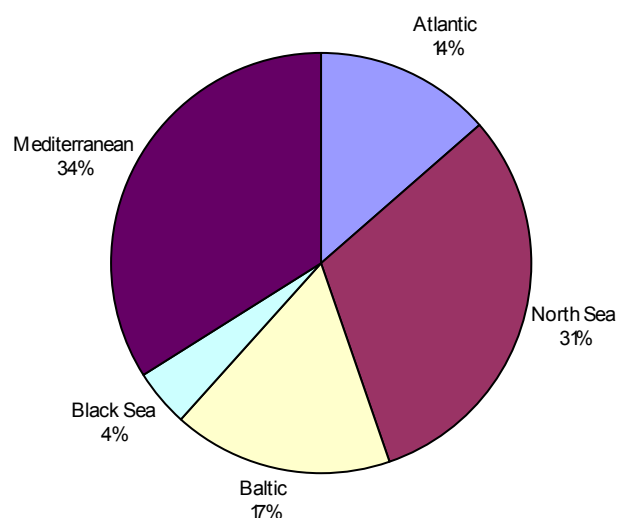
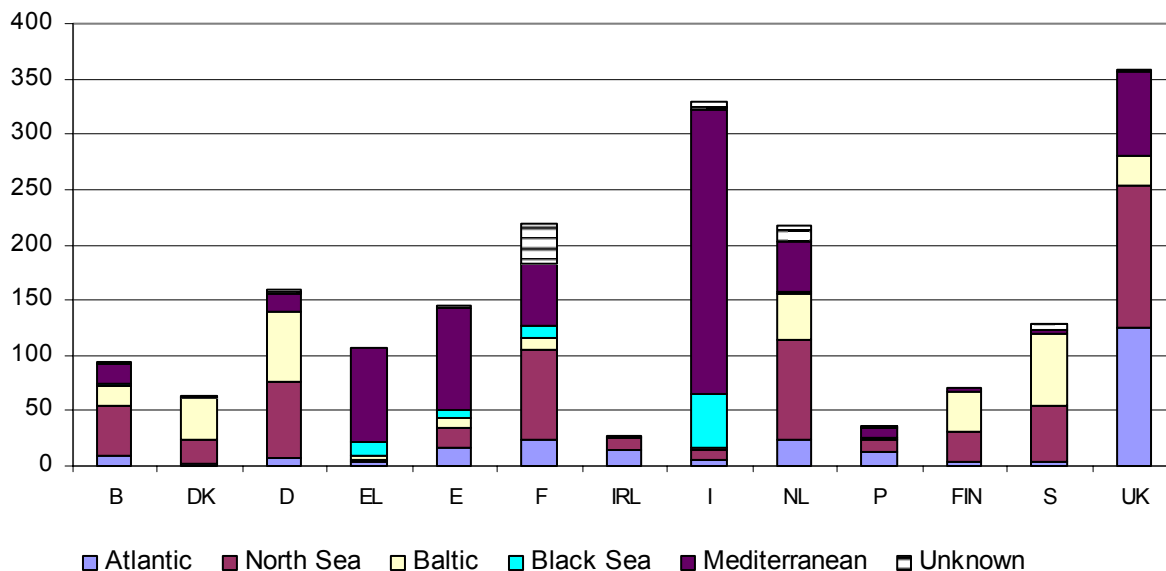


Figure 4 shows the distribution of SSS transport by sea for the individual Member States. The largest volume of goods were handled by the United Kingdom; of these, just over one third were loaded and unloaded in North Sea ports, whereas another third in the Atlantic (the Netherlands, France Atlantic, Belgium and Germany), with a large share of national

transport.

Italy, with the second largest volume of goods handled, was much more concentrated in Short Sea Shipping within the Mediterranean Sea: Libya, Egypt (Mediterranean), Algeria and Greece, as well as a large share of national transport.

Figure 4: Short Sea Shipping transport by Member State and by sea region (million tonnes)



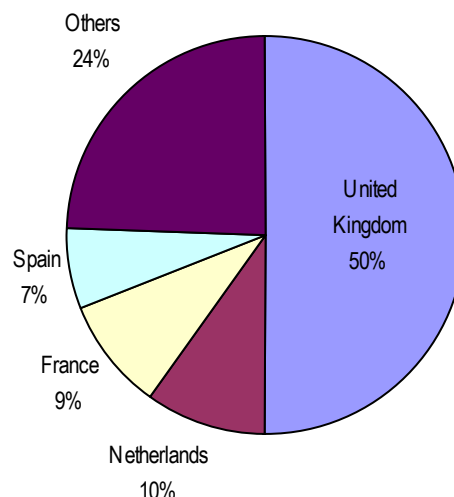
Short Sea Shipping transport for the Netherlands and France also took place to a large extent (41% and 37%) in the North Sea; for both countries the main partners were the United Kingdom and Norway.

Short Sea Shipping for Germany was mostly distributed between the North Sea and the Baltic Sea. Its main partners were the United Kingdom and Norway in the North Sea, and Sweden and Finland in the Baltic Sea.

65% of Short Sea Shipping for Spain took place with Mediterranean ports (Italy, Algeria and Libya), including as well national transport.

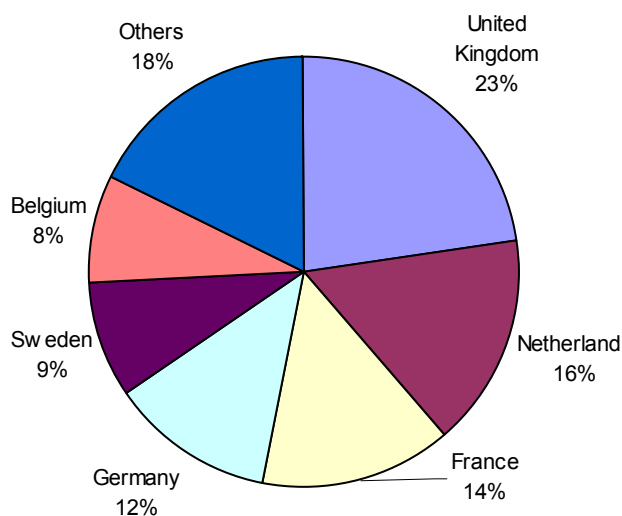
Finally half of Short Sea Shipping for Belgium was concentrated in the North Sea, with the United Kingdom and Norway as major partners. 57% of Short Sea Shipping for Denmark was concentrated in the Baltic Sea (Sweden and Germany) along with a high share of national transport, and 79% of Short Sea Shipping for Greece was within the Mediterranean.

Figure 5: Short Sea Shipping in the Atlantic by Member State



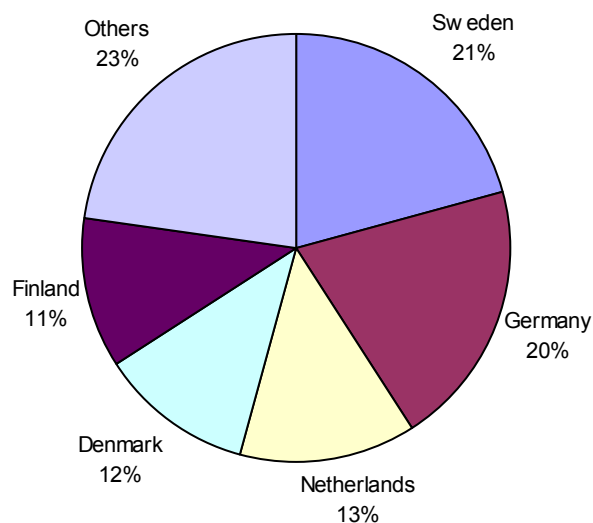
Figures 5 to 9 illustrate the distribution of Short Sea Shipping transport by Member State for each Sea region.

Figure 6: Short Sea Shipping in the North Sea by Member State



The United Kingdom accounted for half of the cargo handled in Short Sea Shipping in the Atlantic. In the North Sea, two thirds of the transport was concentrated in 4 countries: the United Kingdom, with 23%, the Netherlands, France and Germany, with 16%, 14% and 12% respectively.

Figure 7: Short Sea Shipping in the Baltic Sea by Member State



The distribution among Member States was quite even in the Baltic Sea, although it can be said that Sweden and Germany made up for 21% and 20% respectively of the total tonnage. Italy dominated both the Black Sea and the Mediterranean SSS, the first with 56% of the total (49 million tonnes handled), and the second with 38% (256 million tonnes). In the Black Sea, Italy is followed by Greece, (15%), and in the Mediterranean, by Spain (14%) and Greece (13%).

Figure 8: Short Sea Shipping in the Black Sea by Member State

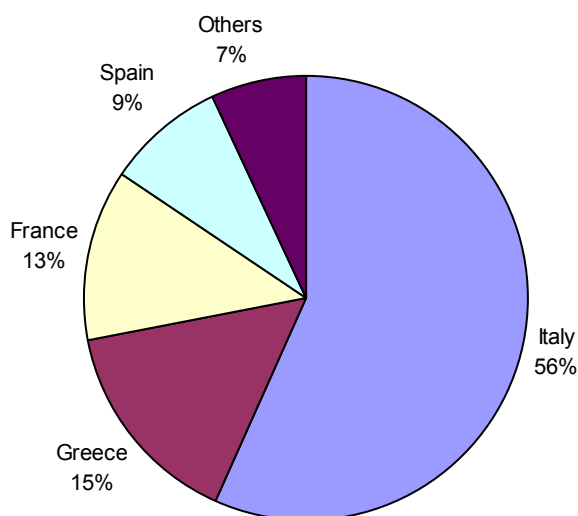
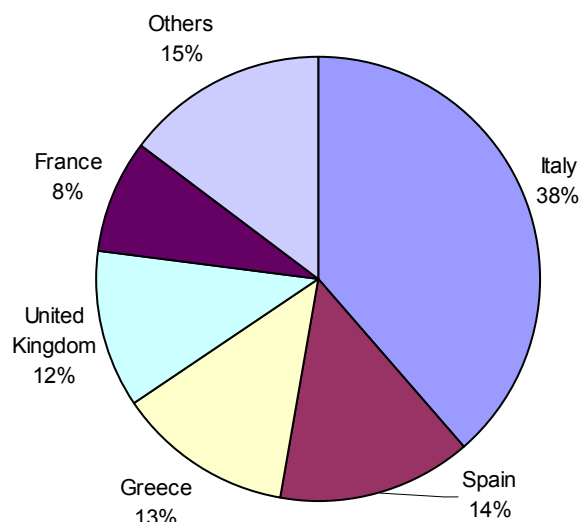
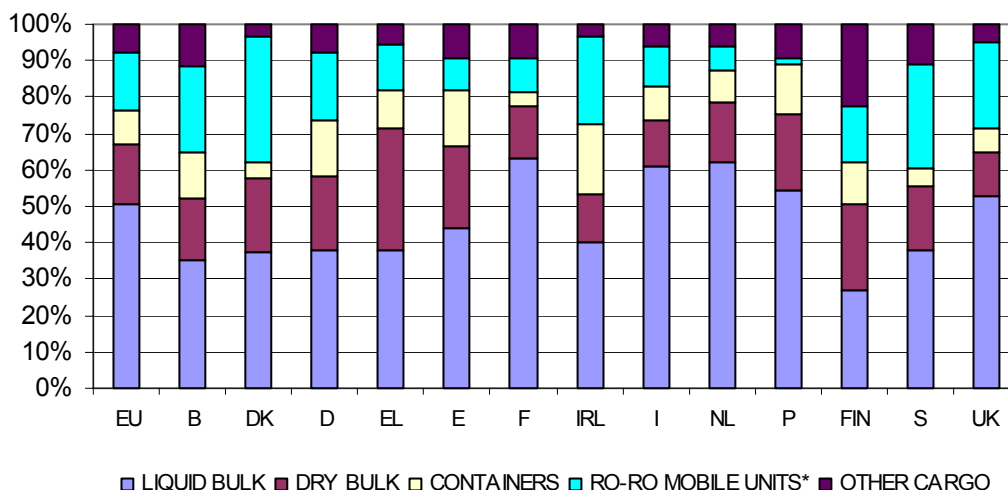


Figure 9: Short Sea Shipping in the Mediterranean by Member State



Short Sea Shipping by type of cargo

Figure 10: Share of types of cargo handled (inward and outward) in Short Sea Shipping (in % of total cargo handled)



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

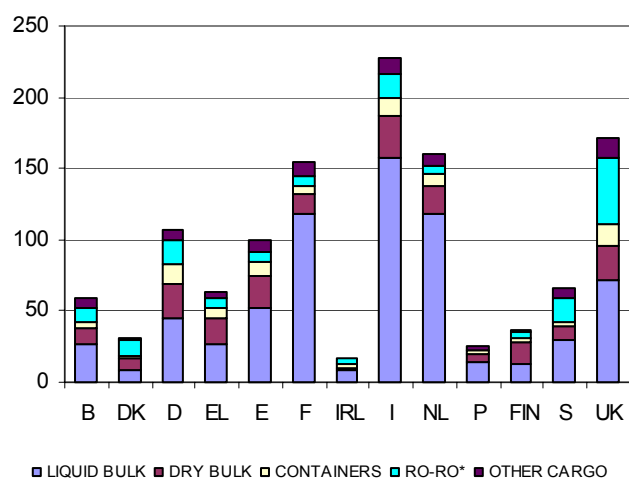
'Liquid bulk' played a predominant role in cargo handled in Short Sea Shipping. In the year 2000, 691 million tonnes of 'Liquid bulk' were unloaded in the EU, which was of 57% of total goods unloaded, and 293 million tonnes were loaded, equivalent to a share of 40% of total tonnage loaded.

In particular, in France, the Netherlands and Italy the 'Liquid bulk' represented over 60% of the total volume of cargo handled. Furthermore, for most countries 'Liquid bulk' was more important in Short Sea Shipping than in the total maritime transport; in particular, in the Netherlands it increased from 43%

in 1999 to 62% in 2000. 'Dry bulk', on the contrary, was less important in Short Sea Shipping for practically all countries; in particular, for Ireland it equalled 13% and in the Netherlands 16%.

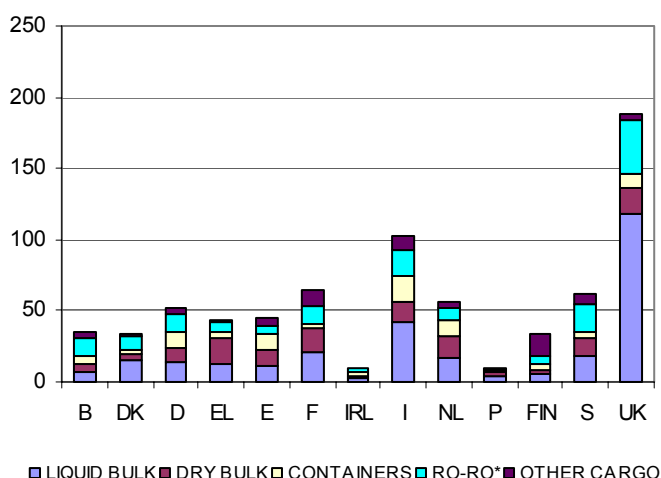
Transport of goods in containers and ro-ro mobile units, as well as 'Other cargo' were, on the whole, less effected by the journey length.

Figure 11: Types of cargo unloaded in Short Sea Shipping (in million tonnes)



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

Figure 12: Types of cargo loaded in Short Sea Shipping (in million tonnes)



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

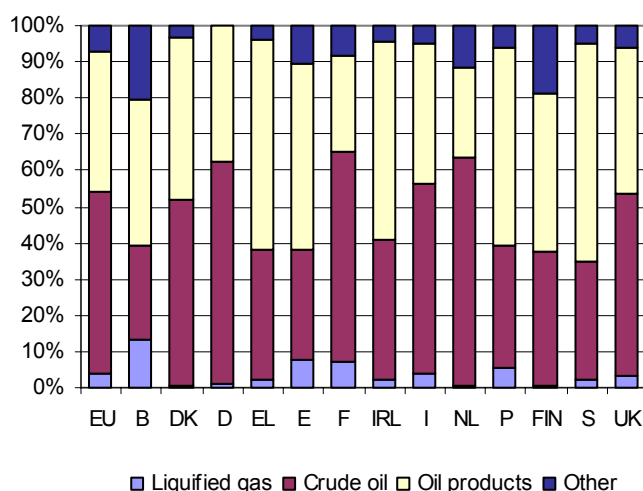
The importance of 'Liquid bulk' was particularly significant in the unloading of goods, especially in France, the Netherlands and Italy, with 76%, 74% and 69% of total cargo unloaded respectively. Italy was also the Member State with the highest volume of 'Liquid bulk' unloaded, equal to 158 million tonnes in 2000; of these, 65% (103 million tonnes), consisted in 'Crude oil' originating mainly from Libya, Egypt and Russia (Black Sea).

In France, 118 million tonnes of 'Liquid bulk' were unloaded in the year 2000; of these, 68%, (80 million tonnes), were made up of 'Crude oil' mainly from Norway, Egypt and the UK.

'Liquid bulk' unloaded in the Netherlands also reached 118 million tonnes in the year 2000; again, it was basically made up of 'Crude oil' arrivals (84 million tonnes); and, the vast majority came from Norway, Egypt and the UK.

With regards to cargo loaded, the United Kingdom was the Member State with the largest volume of 'Liquid bulk': 119 million tonnes in the year 2000. More than 55% consisted of 'Crude oil' and a substantial proportion (37%) of 'Oil products'. 'Crude oil' was basically destined to other ports in the UK, as well as to Germany, France and the Netherlands. 'Oil products' were also destined to other UK ports, the Netherlands, Ireland and France.

Figure 13: Share of sub-categories of liquid bulk in total liquid bulk handling (%)



"Other cargo" loaded in Finland and Sweden was also important. It consisted mainly of "Forestry products", and equalled 13 million tonnes in 2000 in Finland, (with destination to Germany, UK and Belgium), and 6 million tonnes in Sweden, (with destination to the Netherlands, UK and Germany).

Finally in Denmark, 'Ro-ro mobile units' made up 34% of the share; mainly 'Road goods vehicles and accompanying trailers'.

Figure 14: Share of sub-categories of dry bulk in total dry bulk handling (%)

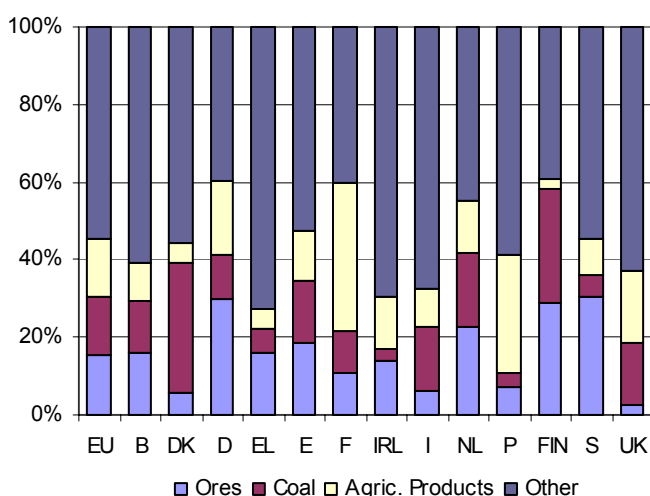
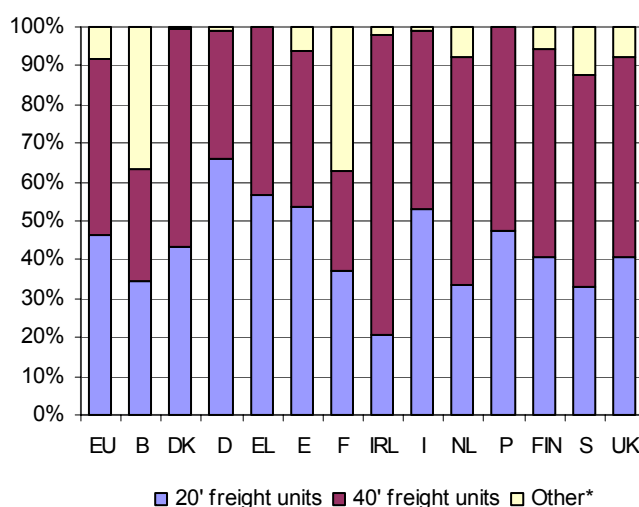
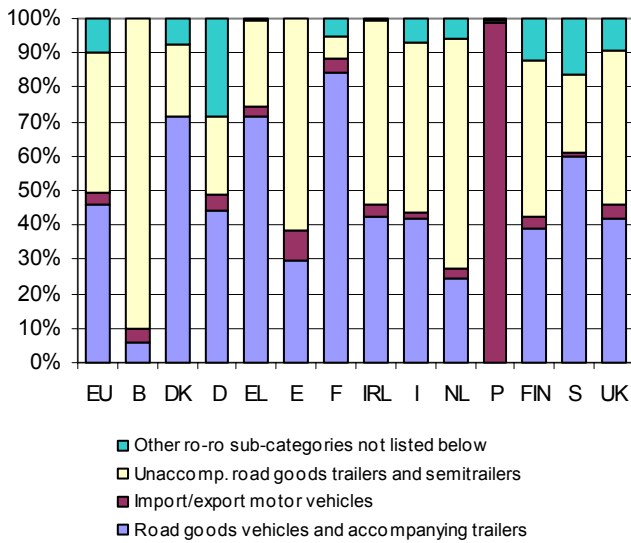


Figure 15: Share of sub-categories of containers in total container handling (%)



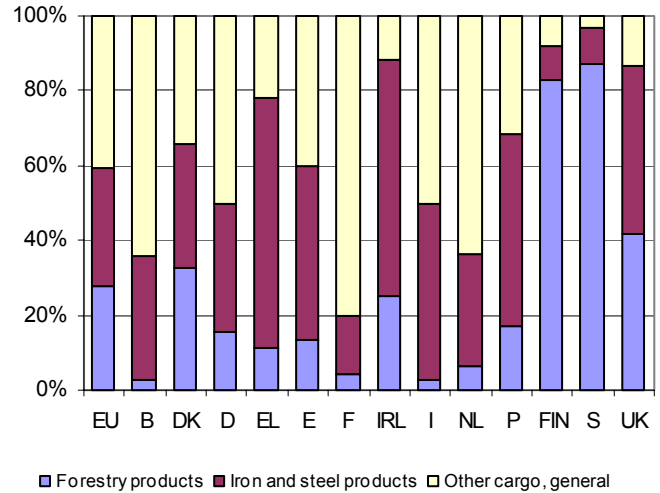
Other*: includes freight units > 40' and ">20' and <40"

Figure 16: Share of ro-ro* sub-categories in total ro-ro handling (%)



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

Figure 17: Share of sub-categories of “other cargo” in total “other cargo” handling (%)



➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this “Statistics in Focus” is based on data collected in the frame of the EU maritime Directive (“Council Directive 95/64(EC) of 8.12.1995 on the statistical returns in respect of carriage of goods and passengers by sea” – OJ L320 of 30.12.1995, page 25).

EU-15 indications refer to the total of 13 Member States. Luxembourg and Austria have no maritime ports.

The following sea regions have been considered: Baltic sea, North sea, Atlantic (including Channel sea and Irish sea), Mediterranean and Black sea. The MCA “Spain Mediterranean and Atlantic (south)” has been considered only as Mediterranean. Morocco - West Africa, Egypt - Red sea and Israel - Red sea have also not been included in this report.

The seas are defined in the following way:

Baltic Sea: Danish ports on and south of the Helsingborg - Korsor - Nyborg - Kolding line (excluding Helsingborg); ports of Germany, Poland and Russia as far as Paldiski; the Swedish ports from Helsingborg up to and including Kallero.

North Sea: The Norwegian and Swedish ports from Bergen up to and including Helsingborg; the Danish ports above the Helsingborg - Korsor - Nyborg - Kolding line; North Denmark and Belgium; ports on the east coast of the United Kingdom (Scotland and United Kingdom) from cape Wrath in Scotland up to and including

Ramsgate, including the Shetland Islands and Orkney Islands.

Atlantic Ocean: Ports towards the north of the Channel - Ports on the West Coast of the United Kingdom from Cape Wrath in Scotland as far as Lands End in England, the Irish ports and the Islands belonging to it. Ports towards the south of the Channel: The French ports to the south of Pointe St. Mathieu; the northern ports of Spain; (all) the ports of Portugal. Channel ports: French ports from the Belgian border up to and including Pointe St. Mathieu (including the Isle of Ouessant); the English ports from Ramsgate as far as Lands End (among which the Scilly Islands, the Channel Islands and the Isle of Wight).

Mediterranean Sea: European ports - The ports of South European countries bordering the Mediterranean Sea (including the Islands belonging to it); the ports of the European part of Turkey from the border with Greece up to and including the western ports on the Bosphorus (Rumelikavagi). Asian ports - The remaining Turkish ports on the Mediterranean Sea (including the ports on the Bosphorus); the ports of Syria, Lebanon, Israel, Cyprus and the ports of Egypt to the east of the Suez Channel. - African ports: the ports of Ceuta and Melilla and those ports east of it up to and including the ports on the Suez Channel (include Suez).

Black Sea: The Black Sea ports on the Bosphorus.

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

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