

Maritime transport of goods and passengers in New Member States and Candidate Countries in 2001

In 2001, around 375 million tonnes of goods and around 12.4 million passengers were transported through all the ports of the New Member States and Candidate Countries.

Statistics in focus

TRANSPORT

6/2004

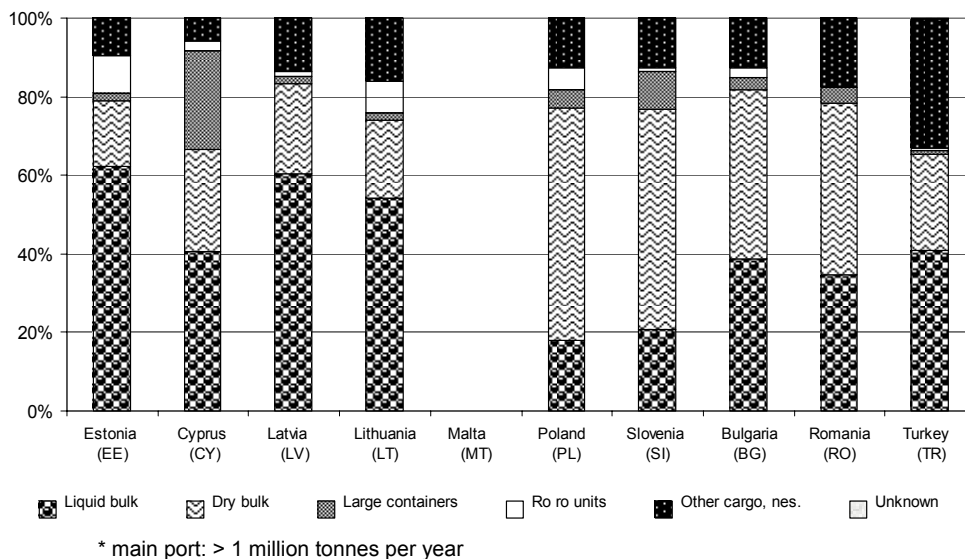
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Contents

Highlights	1
Introduction	2
Number of ports in NMS&CC ...	2
Transport of goods in NMS &CC	2
Transport of goods in NMS &CC by main cargo types	3
The top 20 ports in NMS &CC ..	4
Container traffic in NMS &CC ..	5
Maritime transport of passengers in NMS &CC	5
Top 15 passenger ports in NMS &CC	6
Vessel traffic in NMS &CC	6
Trends in maritime transport of goods and passengers in the years 1955-2001	7



Figure 1: Share of types of cargo handled (inwards and outwards) in main ports* in 2001 (in % of total cargo handled)



Highlights

In 2001, almost 375 million tonnes of goods were handled in all the ports in the New Member States and Candidate Countries (NMS&CC). 60% of the goods were loaded and the remaining 40% goods unloaded. The total amount of cargo handled was just 12.5% of the total EU-15 cargo handling that year. With 140 million tonnes handled in 2001, Turkey led in seaborne transport of goods, with a share of 37.4% of the total NMS&CC transport, followed by Latvia (with a share of 15.2%), Poland (12.4%) and Estonia (11.1%).

At port level, Ventspils (LV) – with 37.9 million tonnes handled, Izmit (TR) – 34.6, Tallinn (EE) – 32.1, Constanta (RO) – 25.1, Aliaga (TR) – 21.3 and Klaipeda (LT) – 21.0 – were the six largest NMS&CC ports in 2001.

Bulk goods (dry and liquid) were the main cargo type handled by all NMS&CC major ports, accounting for nearly three quarters of the total cargo turnover. Turkey, Estonia and Latvia accounted for the largest share of bulk goods.

In 2001 nearly 12.4 million passengers were transported through all ports in NMS&CC. A slight difference can be found between the numbers of passengers embarking and disembarking. Around 54% of the total were disembarked passengers. Estonia and Poland accounted for the largest share (48.0% and 35.6% in fig. 2 respectively) of passenger transport by sea (excluding cruise).

There were around 97 thousand vessels calling at ports in NMS&CC in 2001. Around one third of them were in Poland (31.2%), 27.4% in Turkey and 12.8% in Estonia.

Introduction

The content of this "Statistics in Focus" relating both to the New Member States and Candidate Countries (NMS&CC) is based on data collected in the frame of the EU maritime Directive ('Council Directive 95/64EC of 08.12.1995 on the statistical returns in respect of

carriage of goods and passengers by sea' – OJ L320 of 30.12.1995, page 25). Due to the fact that not all countries' statistical systems fully comply with the requirements of the Directive, there are some data missing or not compatible for this reference period.

Number of ports in NMS&CC

Table 1 shows the number of ports both major and small in NMS&CC in 2001. The major ports (selected ports) are those handling more than 1 million tonnes of cargo or more than 200,000 passengers annually.

There were 17 major and 51 small ports situated on the Turkish coastline. From the other countries the highest number of small ports was in Estonia – 26, with 5 major ports. The number of major ports in other NMS&CC was much lower. There were 5 major and 8 small ports in Poland. Lithuania and Slovenia had only one major port.

Table 1: Number of ports in NMS&CC

NMS/CC	Country	Major ports	All ports
NMS	Estonia (EE)	5	31
NMS	Cyprus (CY)	3	6
NMS	Latvia (LV)	3	10
NMS	Lithuania (LT)	1	2
NMS	Malta (MT) ¹⁾	2	2
NMS	Poland (PL)	5	13
NMS	Slovenia (SI)	1	3
CC	Bulgaria (BG)	2	16
CC	Romania (RO)	2	8
CC	Turkey (TR)	17	68

¹⁾ Data from Eurostat data base, not validated by the country

Transport of goods in NMS&CC

Table 2 shows the volume of goods handled in all NMS&CC ports in 1995 and 2001. In 2001, 42 major ports and 117 minor ports in NMS&CC handled altogether 373.5 million tonnes of cargo. Comparing this with 1995 data, the volume of goods handled increased by 44.2%. The volume of cargo handled fell only in Cyprus (from 8.0 million tonnes in 1995 to 7.0 million tonnes in 2001 – a fall of 11.8%) and Poland (from 48.2 million tonnes in 1995 to 46.2 million tonnes in 2001 – a fall of 4.1%). In other countries the volume of cargo handled increased. The most significant rise was observed in Estonia – the total volume of goods handled increased from 15.7 million tonnes in 1995 to 41.3 million tonnes in 2001 (a rise of 163.0%). In Lithuania a rise of 64.7% was observed – the total volume of goods handled increased from 12.7 million tonnes in 1995 to 21.0 million tonnes in 2001. A rise in the total volume of cargo handled in 2001 was also observed in Latvia (+46.2%), Bulgaria (+40.1%), Slovenia (+34.3%) and Turkey (+27.6%) compared to 1995 data.

Comparing the share of each country in the overall NMS&CC maritime transport of goods in 2001, Turkey led in seaborne transport of goods, with a share of 36.1% of total NMS&CC maritime transport. It was followed by Latvia, with a share of 15.5%, Poland (12.6%) and Estonia (11.3%).

In general, there was more outwards than inwards tonnage handled by all NMS&CC in 2001. One notable feature was that outward tonnage dominated in AC (67.2% of the total cargo volume handled by AC), while in CC it was inwards (72.7%). In some countries the imbalance between the directions of cargo handled reached as much as 22 to 1. This is the case in Latvia where 54.3 million tonnes were loaded against only 2.5 million tonnes unloaded. In Estonia the amount of cargo loaded was almost 10 times higher than unloaded. On the contrary, the amount of cargo unloaded in Maltese's ports was 9 times higher than cargo loaded. The imbalance between cargo unloaded and loaded was also notable in Slovenia (6.7 million tonnes unloaded against 2.5 million loaded) and in Turkey (82.7 million tonnes unloaded against 49.6 million tonnes loaded).

Transport of goods in NMS&CC (cont.)

Table 2: 2001 seaborne transport: gross weight of goods handled in all NMS&CC ports (thousand tonnes)

NMS/CC	Country	1995			2001			Change 1995=100
		total	inwards	outwards	total	inwards	outwards	%
NMS	Estonia (EE) ¹⁾	15708	3336	12372	41315	3956	37359	163.0
NMS	Cyprus (CY)	7962	5357	2606	7024	5414	1610	-11.8
NMS	Latvia (LV)	38864	2543	36321	56826	2497	54329	46.2
NMS	Lithuania (LT) ¹⁾	12721	2622	10099	20953	3475	17478	64.7
NMS	Malta (MT) ²⁾	:	:	:	4800	4334	466	:
NMS	Poland (PL) ³⁾	48179	17356	30824	46210	14684	31526	-4.1
NMS	Slovenia (SI)	6811	4730	2081	9146	6684	2462	34.3
CC	Bulgaria (BG) ¹⁾⁴⁾	14416	:	:	20192	11927	8266	40.1
CC	Romania (RO)	:	:	:	27619	14546	13073	:
CC	Turkey (TR) ⁵⁾⁶⁾	109502	73784	35718	139714	82742	49588	27.6

¹⁾ Including the tare weight of containers and ro-ro units; LT: 1995 only

²⁾ Data from Eurostat data base, not validated by the country

³⁾ International transport only

⁴⁾ BG 1995: without Neftohim Burgas

⁵⁾ 2001 data of inwards and outwards for major ports only

⁶⁾ 2001 data: including the tare weight of containers

Transport of goods in NMS&CC by main cargo types

Table 3: Main cargo types in NMS&CC major ports in 2001 (thousand tonnes)

NMS/CC	Country	Liquid bulk	Dry bulk	Large containers	Ro ro units *	Other cargo, nes.	Unknown	Total
NMS	Estonia (EE) ¹⁾	25132	6692	833	3908	3805	12	40383
NMS	Cyprus (CY)	2433	1547	1506	137	359	-	5983
NMS	Latvia (LV)	33733	12956	999	754	7574	-	56016
NMS	Lithuania (LT)	11382	4140	398	1682	3351	-	20953
NMS	Malta (MT)	:	:	:	:	:	:	:
NMS	Poland (PL) ²⁾³⁾⁴⁾	8203	27209	2120	2646	5806	-	45983
NMS	Slovenia (SI)	1886	5112	877	82	1154	-	9110
CC	Bulgaria (BG) ⁵⁾	7825	8675	625	500	2569	-	20192
CC	Romania (RO)	9538	12085	1104	:	4892	-	27619
CC	Turkey (TR) ⁶⁾	54986	33013	916	1191	44086	245	132330

* Ro ro, mobile self-propelled and non self propelled units

¹⁾ Including tare weight of containers and ro-ro units

²⁾ International traffic only

³⁾ Excluding import/export vehicles, live animals on the hoof, other mobile self- and non-self-propelled units and unaccompanied caravans, other road, agricultural and industrial vehicles (Ro ro units)

⁴⁾ Including live animals on the hoof (Other cargo, nes.)

⁵⁾ Including tare weight of containers (Large containers); including tare weight of ro-ro units and animals on the hoof (Ro ro units)

Figure 1 and table 3 illustrate the distribution of goods transported by type of cargo in major ports of NMS&CC in 2001. 43.3% of total cargo handled in the NMS&CC (excluding Malta) in 2001, or 155.1 million tonnes, was made up of liquid bulk goods. This share rose to 62.2% for Estonia, 60.2% for Latvia and 54.3% for the Lithuania, whereas, at the other extreme, it was only 17.8% for Poland. Dry bulk cargo was second in importance with a share of 31.1% of the total cargo handled in NMS&CC. Over 59% of total cargo handled in Poland and over 56% of total cargo handled in Slovenia was dry bulk. In other countries it had a share

from 16.6% (for Estonia) to 43.8% (for Romania) of the total cargo handled. Container and ro-ro cargo played less important roles in maritime transport of goods (2.6% and 3.0% respectively of the total cargo volume handled in NMS&CC). Containers had over one quarter share in the total amount of cargo handled in Cypriot ports. In Slovenia this kind of cargo had around a 10% share. In the other countries the share was no more than 5%. Ro-ro transport was not so important. In Estonia, Lithuania and Poland the share was 9.7%, 8.0% and 5.8% respectively. In the other countries it didn't exceed 2.5%.

The top 20 ports in NMS&CC

Table 4: Top 20 NMS&CC ports on the basis of gross weight of goods handled in 2001

Port	Total	Inward	Outward	Share of country total	Share of the total NMS&CC
	thousand tonnes			%	
Ventspils (LV)	37937	396	37541	66.8	10.1
Izmit ¹⁾ (TR)	34621	23823	10799	24.8	9.3
Tallinn ²⁾ (EE)	32063	3591	28472	77.6	8.6
Constanta (RO)	25119	13924	11195	90.9	6.7
Aliaga ¹⁾ (TR)	21336	14567	6769	15.3	5.7
Klaipeda ³⁾ (LT)	20953	3475	17478	100.0	5.6
Gdansk ⁴⁾ (PL)	16971	2677	14294	36.7	4.5
Riga (LV)	14819	1597	13222	26.1	4.0
Mersin ¹⁾ (TR)	13246	6831	6416	9.5	3.5
Burgas ²⁾ (BG)	12481	8233	4248	61.8	3.3
Szczecin ⁴⁾ (PL)	9988	3137	6851	21.6	2.7
Koper (SI)	9110	6648	2462	99.6	2.4
Swinoujscie ⁴⁾ (PL)	8798	3362	5436	19.0	2.4
Iskenderun, Hatay ¹⁾ (TR)	8563	5865	2698	6.1	2.3
Gdynia ⁴⁾ (PL)	8348	4155	4194	18.1	2.2
Botas ¹⁾ (TR)	8091	4580	3511	5.8	2.2
Eregli ¹⁾ (TR)	7779	6077	1702	5.6	2.1
Izmir ³⁾ (TR)	7733	1706	6027	5.5	2.1
Varna ²⁾ (BG)	7711	3694	4017	38.2	2.1
Istanbul ¹⁾ (TR)	7101	5127	1974	5.1	1.9
Total of NMS&CC ⁵⁾	373799	150258	216157		100.0

¹⁾ Including the tare weight of containers

²⁾ Including the tare weight of containers and ro-ro units

³⁾ Including port of Butinge

⁴⁾ International transport only

⁵⁾ Inwards and outwards data: includes only major Turkish ports

The top 20 ports on the basis of gross weight of goods handled are listed in table 4. In 2001 the 20 top ports handled 312.8 million tonnes of cargo, which represented 83.7% of the total volume of cargo handled by all NMS&CC ports. The top 20 list includes eight Turkish, four Polish, two Latvian ports and two Bulgarian ports. An Estonian, Romanian, Slovenian and the one Lithuanian port also appeared, but there were no Maltese and Cypriot ports represented. The top-3 performances were achieved by the ports of Ventspils in Latvia (37.9 million tonnes), of Izmit in Turkey (34.6 million tonnes) and of Tallinn in Estonia (32.1 million tonnes). These three ports retained their positions from the previous year (see *Methodological Notes*). The next two exchanged their positions; the port of Constanta in Romania (25.1 million tonnes) became the fourth and the port of Aliaga in Turkey the fifth in the ranking (21.3 million tonnes). These five top ports handled over 40% of the total amount of cargo of NMS&CC.

The importance of each port in the country differed a lot. The port of Koper, the only major port in Slovenia, had a 99.6% share in the total amount of cargo handled in all ports in this country. The same situation was found in Romania (the port of Constanta had a 90.9% share) and in Latvia (the port of Klaipeda including the port of Butinga had a 100.0% share). On the other hand, in Turkey the share of major ports was split between eight ports. The most important Turkish port – Izmit – had only a 24.8% share in the total amount of cargo handled in all the ports in this country, the second on the list – Aliaga – 15.3%.

In a EU-NMS&CC list of the top 15 ports on the basis of the gross weight of goods handled in 2001, the first NMS&CC port (Ventspils in Latvia) would take the 15th position, following the port of Wilhelmshaven in Germany (with 40.9 million tonnes) and replacing the port of Southampton in the UK (with 35.7 million tonnes) (see *Methodological Notes*).

Container traffic in NMS&CC

Table 5: 2001 container traffic in NMS&CC major ports (thousand TEUs*)

NMS/CC	Country	Total		Outwards		Inwards	
		total	of which empty	total	of which empty	total	of which empty
NMS	Estonia (EE) ¹⁾	85	37	43	25	42	12
NMS	Cyprus (CY)	257	85	127	78	130	7
NMS	Latvia (LV)	103	27	52	20	52	8
NMS	Lithuania (LT) ²⁾	52	14	25	9	27	5
NMS	Malta (MT)	:	:	:	:	:	:
NMS	Poland (PL) ³⁾	259	68	135	23	124	45
NMS	Slovenia (SI) ⁴⁾	180	:	73	:	107	:
CC	Bulgaria (BG)	57	16	29	3	28	13
CC	Romania (RO)	:	:	:	:	:	:
CC	Turkey (TR)	1374	132	772	28	603	103

* TEU - Twenty-foot Equivalent Unit

¹⁾ All Estonian ports

²⁾ Port of Klaipeda

³⁾ International traffic only

⁴⁾ Port of Koper

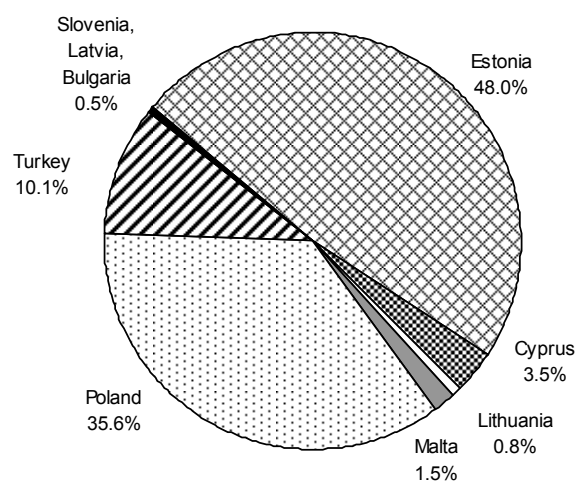
Table 5 shows container traffic in major NMS&CC ports in 2001. During that time around 2.4 million TEU were handled in major ports of NMS&CC (except Malta and Romania which did not provide any information). 53.0% of the total TEU, 1.3 million TEU, were loaded in ports

of NMS&CC. Comparing the share of each country in the overall NMS&CC maritime transport of containers in 2001 Turkey was first with a share of 58.0%, followed at some distance by Cyprus and Poland (both 10.9%).

Maritime transport of passengers in NMS&CC

In 2001 around 12.4 million passengers were transported through all NMS&CC ports. Figure 2 presents the share of each country. Estonia registered the most passengers (around 6.0 million). The vast majority of the passengers embarked or disembarked in the port of Tallin travelled to or from Finland. Poland followed Estonia with 4.4 million passengers. Turkey was some way behind in third place for passenger transport, with around 1.3 million passengers, excluding cruise passengers. Cyprus (with 0.4 million cruise passengers, begin/end cruise only, mostly serviced in the port of Limassol) followed Turkey. Romania didn't report any passenger traffic.

Figure 2: Share of each country in overall NMS&CC passenger traffic in 2001



EE, PL - international traffic only; CY - cruise passengers (begin/end cruise) only; LV - inwards only; LT, BG, TR, EE - excluding cruise passengers; MT - including cruise passengers (begin/end cruise); TR - covers only major ports

Top 15 passenger ports in NMS&CC

Table 6: Top 15 passenger ports in NMS&CC in 2001

Port	Total	Inwards	Outwards	Share of country total	Share of NMS&CC total
	thousands			%	
Tallinn ¹⁾²⁾ (EE)	5740	3285	2455	96.4	46.3
Swinoujście ¹⁾ (PL)	2651	1329	1322	60.0	21.4
Nowe Warpno ¹⁾ (PL)	1079	542	537	24.4	8.7
Limassol ³⁾ (CY)	432	216	215	99.2	3.5
Gdynia ¹⁾ (PL)	289	153	136	6.5	2.3
Tasucu ²⁾ (TR)	280	142	139	22.4	2.3
Marmaris ²⁾ (TR)	261	127	135	2.1	2.1
Malta (Valetta) ⁴⁾ (MT)	182	92	89	100.0	1.5
Cesme ²⁾ (TR)	171	88	83	13.7	1.4
Istanbul ²⁾ (TR)	162	79	83	13.0	1.3
Bodrum ²⁾ (TR)	156	87	68	12.4	1.3
Gdansk ¹⁾ (PL)	140	69	71	3.2	1.1
Trzebiez ¹⁾ (PL)	104	52	53	2.4	0.8
Klaipeda ²⁾ (LT)	101	53	48	100.0	0.8
Szczecin ¹⁾ (PL)	80	39	41	1.8	0.6
Total of NMS&CC	12404	6649	5755	x	100.0

¹⁾ International traffic only

²⁾ Excluding cruise passengers

³⁾ Cruise passengers (begin/end cruise) only

⁴⁾ Including cruise passengers (begin/end cruise), data from Eurostat data base, not validated by the country

The top 15 ports are detailed in Table 6, for the total number of passengers embarked and disembarked. These ports serviced 95.3% of all passenger traffic in NMS&CC in 2001. The top 15 list includes six Polish and five Turkish ports. An Estonian, Cypriot, Maltese and Lithuanian port also appeared, but there were no Latvian, Slovenian or Bulgarian ports represented. Romanian ports did not report any data on passengers. The most important passenger port was Tallin (EE). Almost half of the passenger traffic in the top 15 was recorded in it. It is the only port which would appear in the EU–NMS&CC list of largest passenger ports in 2001. It would take 12th position, following the port of Puttgarden in Germany (with almost 6 million passengers) and ahead of the port of Capri in Italy (with

5.5 million passengers) (see *Methodological Notes*). The next port at the list of top 15 NMS&CC passenger ports – Świnoujście (PL) – was far behind Tallin with around 2.7 million passengers. With around 1.1 million of passengers, the port of Nowe Warpno (PL) took third position. Those three ports (Tallin, Świnoujście and Nowe Warpno) serviced over 80% of passenger traffic of the total top 15 ports and 76.3% of passenger traffic of NMS&CC. The other ports reported less than half a million passengers in 2001 (the fourth on the list – the port of Limassol (CY) reported 432 thousand passengers). The most important Turkish passenger port – Tasucu – was in sixth position, with around 280 thousand passengers.

Vessel traffic in NMS&CC

Table 7 presents the number of vessels calling at NMS&CC major ports and the share of each country in 2001. Around 71.5% of total vessel traffic took place in three countries – Poland, Turkey and Estonia. Around 30 thousand vessels entered five major Polish ports, which put Poland in first place with a 31.2% share in the total NMS&CC vessel traffic. Turkey followed Poland with a 27.4% share (around 27 thousand vessels serviced in 17 major ports). Five major Estonian ports serviced around 12.5 thousand vessels (12.8% share). The other countries had share of 28.5% altogether. The shares of each country varied from 7.5% (for Lithuania) to 1.8% (for Slovenia).

Table 7: Number of vessels calling at NMS&CC major ports in 2001

NMS/CC	Country	Number of vessels	Share of NMS&CC total
		inwards	%
NMS	Estonia (EE)	12498	12.8
NMS	Cyprus (CY)	4422	4.5
NMS	Latvia (LV) ¹⁾²⁾	6828	7.0
NMS	Lithuania (LT)	7323	7.5
NMS	Malta (MT)	:	:
NMS	Poland (PL)	30369	31.2
NMS	Slovenia (SI)	1798	1.8
CC	Bulgaria (BG)	2821	2.9
CC	Romania (RO)	4583	4.7
CC	Turkey (TR)	26728	27.4

¹⁾ International traffic only

²⁾ Outwards direction

Trends in maritime transport of goods and passengers in the years 1995–2001

Figure 3: Trends in maritime transport of goods and passengers in the years 1995–2001 (total for all NMS&CC)

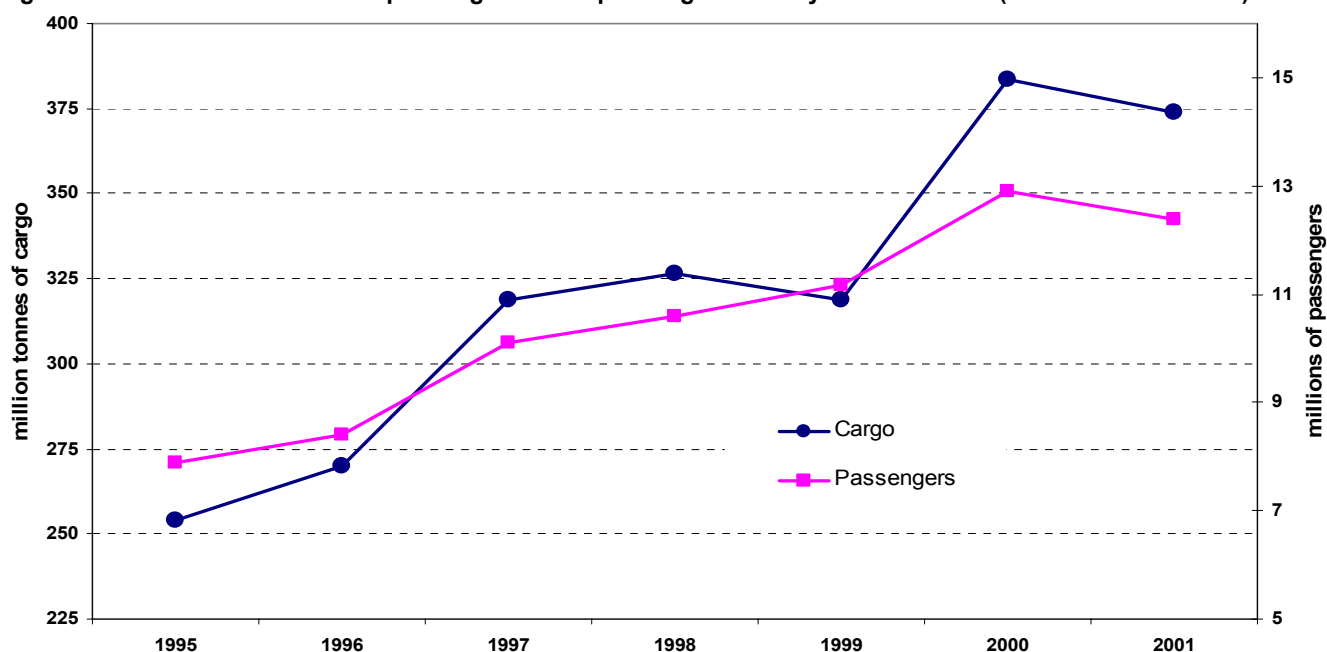


Figure 3 presents the trends in maritime transport of goods and passengers in the years 1995–2001 (should be read with caution). Both series grew over this period. On average the total amount of cargo handled in all NMS&CC has increased by 6.6% year on year. There were two big growth spurts in cargo handling. The largest was in the year 2000. The amount of cargo transported increased by 20.3% over 1999. There were two reasons for such growth: Romania began to report its turnover, and there was quite big growth in the turnover of Lithuania and Malta (45.2% and 32.6% respectively) compared to the previous year. The smaller spurt appeared in 1997. The amount of cargo handled increased by 18.2% compared to 1996. This was mainly caused by increases in Turkish and Estonian turnover (32.6% and 31.4% respectively). There were also two slight decreases in the total cargo turnover – in both 1999 and 2001 the total amount of

the cargo handled in all NMS&CC decreased by around 2.5% compared to the previous year. The 1999 decrease was mainly caused by a fall in cargo handling in Bulgaria (falls of 17.5%) and also in Latvia and Turkey (fall of about 6%). The 2001 decrease was caused by a fall in cargo handling in Malta (fall of 15.8%), Turkey (9.9%) and Lithuania (7.8%).

On average the total number of passengers serviced in all NMS&CC ports has been constantly growing by 7.8% year on year. There was only one slight decrease in 2001 (compared to 2000) of 4.1%, caused by the reduction of passengers traffic in all NMS&CC. The highest growth in number of passengers was in 1997 compared to 1996, when the number of passengers increased by 20.1%. This was mainly caused by a significant increase in passenger traffic in Latvia (83.4%) and Poland (60.3%).

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

This “Statistics in Focus” is based on data collected in the frame of the EU maritime Directive (‘Council Directive 95/64EC of 08.12.1995 on the statistical returns in respect of carriage of goods and passengers by sea’ – OJ L320 of 30.12.1995, page 25).

Table 1: Number of ports in NMS&CC: In the Directive, detailed statistics (eg. data on cargo types, vessel data) are collected from selected ports (major ports). Selected ports are at least those handling more than 1 million tonnes of cargo or more than 200,000 passengers annually. For ports selected on the basis of one of these cargo or passenger criteria, detailed statistics are required only for transport. For all other ports, summary totals of tonnes of cargo and number of passengers handled inwards and outwards are required. Due to this fact in some tables concerning maritime transport the selected (major) ports were presented.

Table 5: 2001 container traffic in NMS&CC major ports (thousand TEUs): Due to the fact that Turkey and Cyprus declared only the total number of container type 3X (unknown large containers) the TEU’s were calculated by multiplying the number of the containers by 1.5.

Table 4: Top 20 NMS&CC ports on the basis of gross weight of goods handled in 2001 and Table 6: Top 15 passenger ports in NMS&CC in 2001: For 2000 year data please refer to the following publications: Statistics in Focus, Transport, Theme 7–7/2002 *Maritime Transport in the Candidate Countries 1995–2000* and Statistics in Focus, Transport, Theme 7–4/2003 *Maritime Transport of goods and passengers 1997–2001*.

Further information:

➤ Databases

NewCronos, Theme 7

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