Continued recovery in volume of goods handled in EU ports

Maritime ports freight and passenger statistics 2011

The total weight of goods handled in EU ports is estimated at 3.7 billion tonnes in 2011, a rise of 1.7 % compared with 2010. The United Kingdom reclaimed its position as the largest maritime freight transport country in Europe, after falling behind the Netherlands in 2010.

There were continued year-on-year increases in EU port activity in the first three quarters of 2011. However, this recovery came to an end in the fourth quarter of 2011, interrupting a pattern of growth which goes back to the first quarter of 2010 (Figure 1).

The growth in EU port activity in 2011 was mainly due to increased volumes in inward movement of goods. Despite the annual increases in the gross weight of goods handled in EU ports following the economic downturn, overall port activity in the EU was still lower in 2011 than the level recorded 6 years earlier, in 2005 (Table 1).

Rotterdam, Antwerpen and Hamburg maintained their positions as the three largest EU ports in 2011, both in terms of the gross weight of goods and the volume of containers handled in the ports. The 20 largest ports accounted for 37.0 % of the total tonnage of goods handled in the countries reporting data in 2011. Rotterdam on its own accounted for 8.6 % of the total tonnage (Table 3).

The number of passengers passing through EU ports is estimated at more than 385 million in 2011, a decrease of 3.5% compared with 2010. The main reason for this fall is a reduction in the numbers of passengers embarking and disembarking in Italy and Greece, the EU's two leading countries for seaborne passenger transport (Table 6).

Figure 1: Gross weight of seaborne goods handled in all ports (in million tonnes)
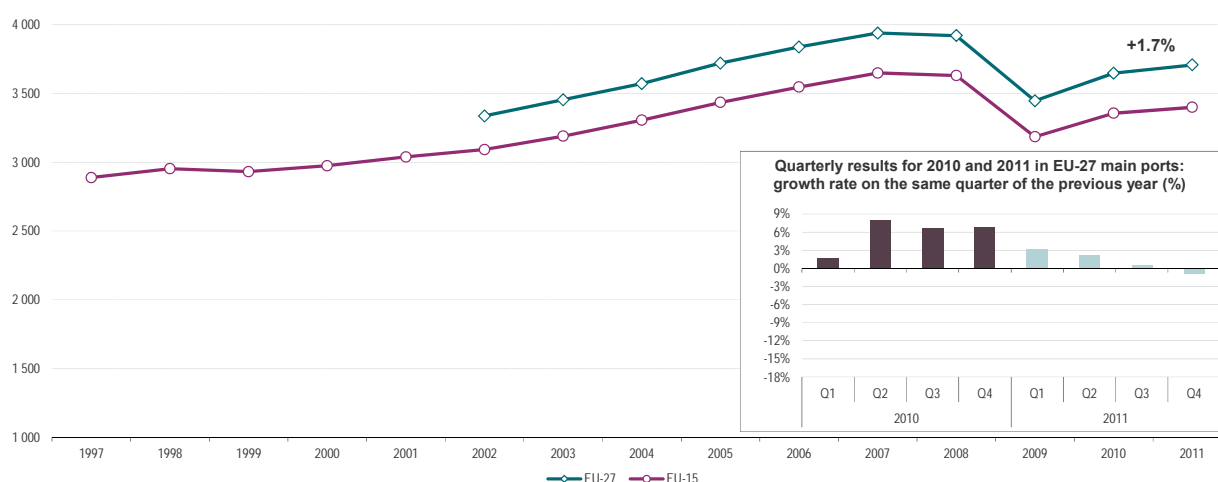
Source: Eurostat (online data codes: mar_mg_aa_cwh and mar_go_qm)

The UK reclaims position as the largest maritime freight transport country

Port activity grew in most European countries in 2011. The largest increases were recorded in Latvia, Lithuania and Slovenia, all with rises of more than 10.0 % in the tonnage of goods handled in their ports compared with 2010 (from relatively low levels). In contrast, decreases in port activity were recorded in the Netherlands (-8.7 %), Malta (-7.1 %), Cyprus (-5.6 %) and Poland (-3.0 %). Port activity in the acceding state of Croatia also decreased from 2010 to 2011 (-10.1 %).

At 519 million tonnes, the United Kingdom (UK) handled the largest volumes of seaborne goods in 2011, reclaiming its position as the largest maritime freight transport country in Europe. The volume of seaborne goods handled in UK ports in 2011 represented 14.0 % of the EU-27 total. The UK was followed by Italy and the Netherlands, with shares of 13.5 % and 13.3 %, respectively. Spain remained the fourth largest maritime freight

transport country in the EU in 2011 and France the fifth largest. Ports in the candidate country Turkey handled 359 million tonnes of goods in 2011, placing it between France and Spain.

Inward movement of goods increased by 2.8 % in 2011 and accounted for over 62 % of the total tonnage of goods handled in EU-27 ports. Considerable inward volumes of liquid bulk goods, such as crude oil and oil products, account for much of this inward tonnage.

In general, more seaborne goods are unloaded than loaded in the majority of EU countries. Cyprus had the highest share of total tonnage unloaded in 2011, followed by the Netherlands and Malta. However, for Romania (agricultural products), the three Baltic countries (oil products) and the EEA country Norway (crude oil), outward movement of goods prevailed.

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

| | 1997 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | | | Growth rate 2010-2011 (%) |
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
EU-27	:	3 570.2	3 718.7	3 836.0	3 937.5	3 918.7	3 445.5	3 645.6	2 315.9	1 390.6	3 706.4	+1.7%
EEA-IS+HR+TR	:	:	:	:	:	4 446.5	3 945.4	4 203.1	2 587.2	1 699.1	4 286.3	+2.0%
BE	161.6	187.9	206.5	218.9	236.3	243.8	203.4	228.2	129.7	103.1	232.8	+2.0%
BG	:	23.1	24.8	27.5	24.9	26.6	21.9	22.9	13.0	12.1	25.2	+9.8%
DK	124.0	100.4	99.7	107.7	109.7	106.1	90.6	87.1	52.6	40.0	92.6	+6.4%
DE	213.3	271.9	284.9	302.8	315.1	320.6	262.9	276.0	180.3	115.8	296.0	+7.3%
EE	:	44.8	46.5	50.0	45.0	36.2	38.5	46.0	13.2	35.3	48.5	+5.3%
IE	36.3	47.7	52.1	53.3	54.1	51.1	41.8	45.1	29.8	15.2	45.1	+0.0%
EL	101.3	157.9	151.3	159.4	164.3	152.5	135.4	129.1	78.3	57.0	135.3	+4.8%
ES	270.6	373.1	400.0	414.4	426.6	416.2	363.5	376.4	257.4	140.9	398.3	+5.8%
FR	305.1	334.0	341.5	350.3	346.8	352.0	315.5	313.6	222.2	100.0	322.3	+2.8%
IT	434.3	485.0	508.9	520.2	537.3	526.2	469.9	494.1	327.3	172.6	499.9	+1.2%
CY	:	6.8	7.3	7.7	7.5	8.0	6.8	7.0	5.5	1.1	6.6	-5.6%
LV	:	54.8	59.7	56.9	61.1	61.4	60.1	58.7	7.4	59.6	67.0	+14.2%
LT	:	25.8	26.1	27.2	29.3	36.4	34.3	37.9	16.0	26.6	42.7	+12.7%
MT	:	5.3	5.3	5.5	5.3	5.5	5.5	6.0	4.2	1.3	5.6	-7.1%
NL	402.2	440.7	460.9	477.2	507.5	530.4	483.1	538.7	386.2	105.5	491.7	-8.7%
PL	:	52.3	54.8	53.1	52.4	48.8	45.1	59.5	33.6	24.2	57.7	-3.0%
PT	54.7	59.1	65.3	66.9	68.2	65.3	61.7	66.0	43.0	24.5	67.5	+2.3%
RO	:	40.6	47.7	46.7	48.9	50.5	36.1	38.1	18.2	20.7	38.9	+2.1%
SI	:	12.1	12.6	15.5	15.9	16.6	13.4	14.6	11.6	4.6	16.2	+11.0%
FI	75.3	106.5	99.6	110.5	114.8	114.7	93.2	109.3	62.7	52.8	115.5	+5.6%
SE	149.9	167.4	178.1	180.5	185.1	187.8	161.8	179.6	95.9	85.8	181.6	+1.1%
UK	558.5	573.1	584.9	583.7	581.5	562.2	500.9	511.9	327.6	191.9	519.5	+1.5%
IS	:	5.3	5.7	5.9	:	:	:	:	:	:		:
NO	:	198.2	201.7	196.8	198.5	193.4	182.6	195.1	60.3	138.7	199.0	+2.0%
HR	:	25.2	26.2	26.3	30.1	29.2	23.4	24.3	13.3	8.6	21.9	-10.1%
TR	:	:	:	:	:	305.3	293.9	338.1	197.7	161.3	359.1	+6.2%

Source: Eurostat (online data code: mar_mg_aa_cwhd)

_____

Note: This "Statistics in Focus" is based on data collected in the framework of the EU maritime transport statistics Directive (Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 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 1997–2011. Methodological and other explanatory notes including country-specific remarks are available at the end of the publication. Detailed data are available in the maritime transport database, freely accessible on the Eurostat web site.

Liquid bulk accounted for 39 % of total tonnage

Table 2: Gross weight of seaborne goods handled (inward and outward) in main ports[1] in 2011 by type of cargo[2] (in % of total cargo handled)

	Share in % of total cargo handled in main ports					Total cargo handled in main ports (million tonnes)	Total cargo handled in all ports (million tonnes)
	Liquid bulk goods	Dry bulk goods	Large containers	Ro-Ro Mobile Units	Other cargo, nes		
EU-27	39%	23%	20%	12%	6%	**3 588.4**	3 706.4
EEA-IS+HR+TR	39%	25%	19%	11%	6%	**4 144.7**	4 286.3
BE	24%	17%	41%	10%	8%	**231.0**	232.8
BG	42%	41%	7%	0%	10%	**25.2**	25.2
DK	27%	34%	6%	27%	5%	**83.8**	92.6
DE	17%	22%	44%	11%	7%	**288.8**	296.0
EE	69%	11%	3%	8%	9%	**45.7**	48.5
IE	27%	30%	14%	27%	1%	**44.2**	45.1
EL	40%	20%	20%	17%	4%	**110.2**	135.3
ES	38%	20%	32%	4%	6%	**398.3**	398.3
FR	51%	24%	11%	9%	5%	**309.2**	322.3
IT	43%	15%	16%	19%	7%	**486.8**	499.9
CY	41%	20%	30%	3%	6%	**6.6**	6.6
LV	36%	48%	5%	4%	8%	**65.6**	67.0
LT	47%	34%	8%	7%	4%	**42.7**	42.7
MT	49%	12%	25%	11%	3%	**3.3**	5.6
NL	45%	29%	19%	2%	5%	**490.8**	491.7
PL	26%	42%	16%	11%	6%	**57.3**	57.7
PT	42%	25%	24%	0%	8%	**65.7**	67.5
RO	27%	47%	14%	0%	12%	**37.5**	38.9
SI	17%	40%	28%	4%	10%	**16.2**	16.2
FI	32%	30%	9%	16%	13%	**109.3**	115.5
SE	38%	17%	8%	27%	10%	**163.3**	181.6
UK	45%	20%	11%	19%	4%	**507.0**	519.5
IS	:	:	:	:	:	:	:
NO	49%	37%	3%	5%	7%	**180.2**	199.0
HR	42%	39%	7%	3%	9%	**17.1**	21.9
TR	35%	38%	19%	2%	6%	**359.1**	359.1

(1) According to Directive 2009/42, "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 (nes): forestry products, iron and steel products, other general cargo.

Source: Eurostat (online data code: mar_mg_am_cwhc)

Liquid bulk goods accounted for 39.0 % of the total tonnage of cargo handled in the main EU-27 ports in 2011, followed by dry bulk goods, containerised goods and Ro-Ro mobile units (Table 2). The largest tonnage of liquid bulk goods was handled in UK ports (230 million tonnes), followed by the Netherlands (223 million tonnes) and Italy (210 million tonnes). Estonia recorded the highest share of liquid bulk goods as a percentage of the total tonnage of goods handled in the main ports (reflecting large volumes of outward movements of oil products from Russia). Dutch ports' handling of dry bulk goods was by far the largest in the EU in 2011 (140 million tonnes), but only a little higher than the candidate country Turkey (137 million tonnes).

Container transport was the dominant type of cargo in Germany (44.0 %) and Belgium (41.0 %), while the largest volumes of goods in containers were handled in Germany (126 million tonnes) and Spain (128 million tonnes). The share of Ro-Ro units in the total tonnage of goods was highest for Denmark, Ireland and Sweden (all 27.0 %). However, in tonnage terms, the United Kingdom (97 million tonnes) and Italy (93 million tonnes) had the largest quantities of goods transported on Ro-Ro mobile units in 2011.

Rotterdam, Antwerpen and Hamburg remain top ports

Table 3: Top 20 cargo ports in 2011 - on the basis of gross weight of goods handled (in million tonnes)

Rank 2011	Port	*	1997 Total	2009 Total	2010 Total	2011 By direction			2011 By type of cargo handled (%)					Growth rate 2010-2011 (%)	Average annual growth rate 1997-2011 (%)
						Inwards	Outwards	Total	Liquid bulk goods	Dry bulk goods	Large containers	Ro-Ro Mobile units	Other cargo, nes		
1	Rotterdam (NL)	=	303.4	353.9	395.8	288.5	81.8	370.3	47%	22%	25%	2%	3%	-6.4%	+1.4%
2	Antwerpen (BE)	=	104.6	142.1	160.0	88.8	79.7	168.5	27%	11%	51%	3%	7%	+5.3%	+3.5%
3	Hamburg (DE)	=	69.6	94.8	104.5	67.2	47.2	114.4	12%	22%	63%	0%	2%	+9.4%	+3.6%
4	Marseille (FR)	=	92.9	79.8	82.4	65.0	19.5	84.5	74%	12%	9%	3%	2%	+2.5%	-0.7%
5	Algeciras (ES)	+3	34.2	55.8	58.6	37.9	30.8	68.8	37%	2%	56%	1%	3%	+17.4%	+5.1%
6	Botas (TR)	=	:	72.0	68.3	9.1	56.4	65.5	89%	11%	0%	0%	1%	-4.1%	:
7	Le Havre (FR)	=	58.2	69.2	65.8	48.1	15.3	63.4	65%	5%	28%	1%	0%	-3.6%	+0.6%
8	Amsterdam (NL)	+3	36.9	72.7	72.7	43.1	16.5	59.6	56%	37%	0%	1%	5%	-18.1%	+3.5%
9	Immingham (UK)	-4	48.0	54.7	54.0	43.3	13.9	57.2	37%	36%	2%	24%	2%	+5.9%	+1.3%
10	Bremerhaven (DE)	-1	16.6	42.7	45.9	25.6	30.3	55.9	0%	0%	91%	0%	8%	+21.6%	:
11	Izmit (TR)	+3	:	46.9	53.8	40.8	14.2	55.0	40%	36%	10%	0%	14%	+2.2%	:
12	Valencia (ES)	+2	16.3	48.3	53.1	27.6	26.6	54.2	8%	4%	78%	1%	8%	+2.1%	+8.9%
13	Bergen (NO)	+1	:	56.0	49.8	11.3	41.0	52.3	91%	5%	0%	0%	4%	+5.1%	:
14	London (UK)	-1	55.7	45.4	48.1	40.8	8.0	48.8	41%	24%	13%	18%	4%	+1.5%	-0.9%
15	Milford Haven (UK)	+2	34.5	39.3	42.8	32.2	16.5	48.7	98%	0%	0%	2%	0%	+13.8%	+2.5%
16	Genova (IT)	+2	42.2	42.7	41.4	30.8	11.6	42.4	43%	5%	28%	20%	5%	+2.3%	+0.0%
17	Trieste (IT)	+2	42.1	41.0	40.6	34.7	7.1	41.8	70%	3%	8%	16%	3%	+3.1%	-0.1%
18	Göteborg (SE)	-2	31.3	38.9	42.9	21.4	20.0	41.3	52%	0%	21%	27%	0%	-3.8%	+2.0%
19	Taranto (IT)	+9	36.0	38.1	34.2	24.6	16.7	41.2	18%	53%	6%	13%	11%	+20.5%	+1.0%
20	Dunkerque (FR)	+2	36.4	37.9	36.3	28.4	12.5	40.8	20%	58%	5%	0%	17%	+12.5%	+0.8%
Total top 20 ports [1]		-	:	1 473.6	1 563.4	1 009.4	565.1	1 574.5	45%	17%	29%	5%	5%	+0.7%	:
EEA-IS+HR+TR (all ports)		-	:	3 946.2	4 203.1	2 587.2	1 699.1	4 286.3						+2.0%	:

* This column indicates the number of positions lost or gained compared to 2010.
(1) Total figure for the ports being part of the top 20 ports during the reference year concerned.
Source: Eurostat (online data code: mar_mg_aa_pwhd)

Rotterdam, Antwerpen and Hamburg, all located on the North Sea coast, consolidated their positions as Europe's top three ports in 2010, both for the gross weight of goods (Table 3) and the volume of containers handled (Table 4). Europe's largest port, Rotterdam, saw a fall of 6.4 % in the gross weight of goods handled from 2010 to 2011 (mainly due to reduced volumes of liquid bulk goods), while Antwerpen and Hamburg both reported increases in the total volume of goods handled in the same period. Most of the cargo handling in Rotterdam involves liquid and dry bulk goods such as oil, chemicals, coal and ores. However, Rotterdam is also Europe's largest container port, handling almost 15 million twenty-foot equivalent units (TEUs) in 2011, a substantial increase compared with 2010 (Table 4).

Container cargo accounted for more than half of the total tonnage of cargo handled in the more specialised ports of Antwerpen and Hamburg. The port of Hamburg handled a total of 9 million TEUs in 2011, overtaking Antwerpen as the second largest container port in Europe measured by the number of TEUs handled. After a gradual recovery in the last years, the port of Piraeus in Greece handled more TEUs in 2011 than before the economic downturn (Table 4).

Among the top 20 cargo ports, Bremerhaven in Germany reported the largest growth in gross weight of goods handled in 2011 (+21.6 %), followed by Taranto in Italy (+20.5 %) and Algeciras in Spain (+17.4 %). On the other hand,

Amsterdam saw a substantial decrease in port activity in 2011 (-18.1 %), due to reduced tonnages of dry and liquid bulk goods (Table 3).

The most specialised among the top 20 cargo ports are Milford Haven in the UK, Bergen in Norway and Botas in Turkey (mostly liquid bulk goods), as well as Bremerhaven in Germany (mostly containers). While inward activity is prevalent in most of the top 20 ports, the ports of Bergen and Botas both handle substantial outward movements of crude oil. Bremerhaven also handles slightly more outwards movements of containerised goods than inwards movements.

The 20 largest ports accounted for 37.0 % of the total tonnage of goods handled in the countries reporting data in 2011 (EU-27, Croatia, Norway and Turkey), about the same as in 2010. Rotterdam alone accounted for 8.6 % of the total port activity in the reporting countries in 2011. Nine of the 20 top ports in 2011 are located on the North Sea coast, while eight are Mediterranean ports (Map 1). The remaining three are located on the Atlantic coast (two of which are on the Channel).

The composition of the port infrastructure will sometimes determine if a country is represented on the top 20 list of cargo ports or not. Denmark and Greece, for instance, are two countries with a high number of medium size ports (handling between 1 and 25 million tonnes of goods per year). However, there are no ports in these two countries above a 25 million tonnes threshold.

Map 1: Main European cargo ports in 2011[1] by gross weight of goods handled
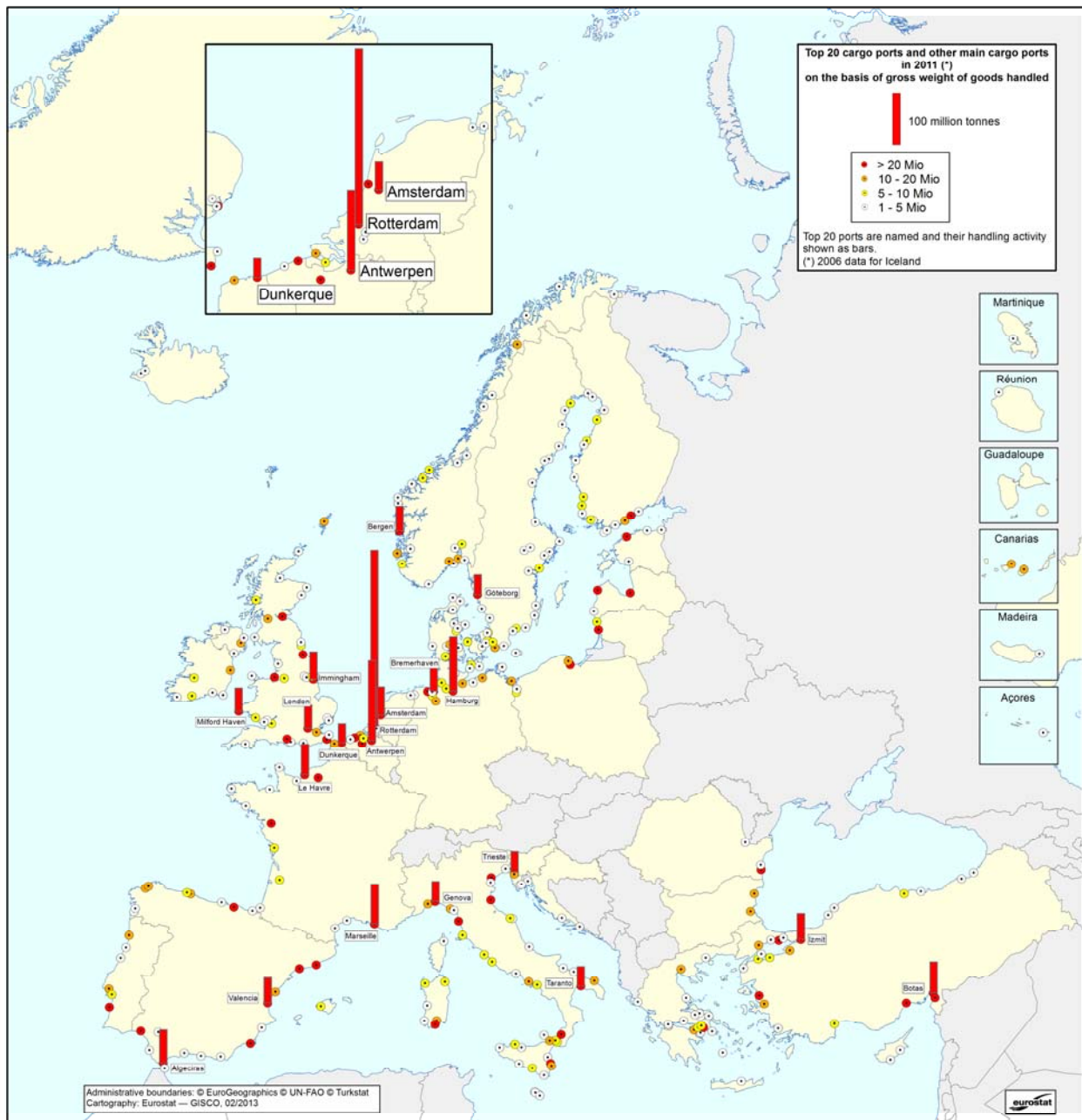
(1) 2006 data for Iceland.

Source: Eurostat (online data code: mar_mg_aa_pwhd)

Table 4:   Top-20 container ports in 2011 - on the basis of volume of containers handled in (1 000 TEUs[1])

Rank 2011	Port	*	2004 Total	2005 Total	2006 Total	2007 Total	2008 Total	2009 Total	2010 Total	2010 of which empty	2011 Total	2011 of which empty	Growth rate 2010-2011 (%) Total	Growth rate 2010-2011 (%) of which empty
1	Rotterdam (NL)	=	8 242	9 195	9 575	10 773	10 631	9 579	11 017	984	14 730	1 129	+33.7%	+14.7%
2	Hamburg (DE)	+1	7 004	8 084	8 878	9 914	9 767	7 031	7 906	1 234	9 035	1 386	+14.3%	+12.3%
3	Antwerpen (BE) [2]	-1	5 055	6 221	6 718	7 879	8 379	7 014	8 144	1 120	8 317	1 031	+2.1%	-7.9%
4	Bremerhaven (DE)	=	3 501	3 696	4 479	4 884	5 451	4 552	4 858	501	5 911	754	+21.7%	+50.4%
5	Valencia (ES) [3]	=	2 156	2 415	2 615	3 049	3 606	3 654	4 211	945	4 338	952	+3.0%	+0.7%
6	Algeciras (ES) [3]	+2	970	3 184	3 262	3 420	3 298	2 953	2 777	472	3 584	769	+29.1%	+62.9%
7	Gioia Tauro (IT)	-1	3 170	3 123	2 835	3 464	3 165	2 725	3 897	465	3 307	367	-15.1%	-21.1%
8	Felixstowe (UK)	-1	2 717	2 760	3 030	3 342	3 131	3 021	3 415	915	3 249	829	-4.9%	-9.4%
9	Le Havre (FR)	=	2 158	2 144	2 119	2 685	2 512	2 257	2 369	377	2 222	353	-6.2%	-6.4%
10	Barcelona (ES) [3]	=	2 084	2 071	2 315	2 606	2 565	1 846	1 928	453	2 006	517	+4.0%	+14.2%
11	Piraeus (EL)	+7	1 551	1 401	1 413	1 384	437	667	850	195	1 681	290	+97.7%	+48.2%
12	Southampton (UK)	-1	1 435	1 384	1 502	1 905	1 617	1 385	1 567	447	1 591	472	+1.5%	+5.6%
13	Las Palmas (ES) [3]	+1	1 111	1 222	1 303	1 319	1 312	1 006	1 118	273	1 284	352	+14.9%	+29.0%
14	La Spezia (IT)	-1	879	916	1 086	1 130	1 186	840	1 181	170	1 205	203	+2.1%	+19.3%
15	Zeebrugge (BE)	-3	458	682	895	1 191	1 401	1 467	1 437	264	1 157	236	-19.4%	-10.5%
16	Marseille (FR)	-1	920	911	950	1 058	901	943	1 031	149	1 095	143	+6.2%	-3.8%
17	Göteborg (SE)	=	722	772	812	841	864	824	891	189	914	189	+2.5%	-0.3%
18	Genova (IT)	-2	1 437	1 038	1 146	1 230	1 462	1 311	1 020	14	910	0	-10.8%	-99.0%
19	London (GB)	=	966	765	743	858	983	646	733	219	737	249	+0.6%	+13.6%
20	Gdansk (PL)	+5	18	63	76	95	183	233	510	87	685	183	+34.3%	+110.2%
Total top 20 ports [4]		-	47 352	53 032	57 003	64 491	64 495	54 312	61 012	9 523	67 957	10 405	+11.4%	+9.3%
EEA-IS+HR (main ports)		-	61 616	69 463	74 400	83 858	82 922	70 408	78 333	13 737	87 286	14 948	+11.4%	+8.8%

* This column indicates the number of positions lost or gained compared to 2009
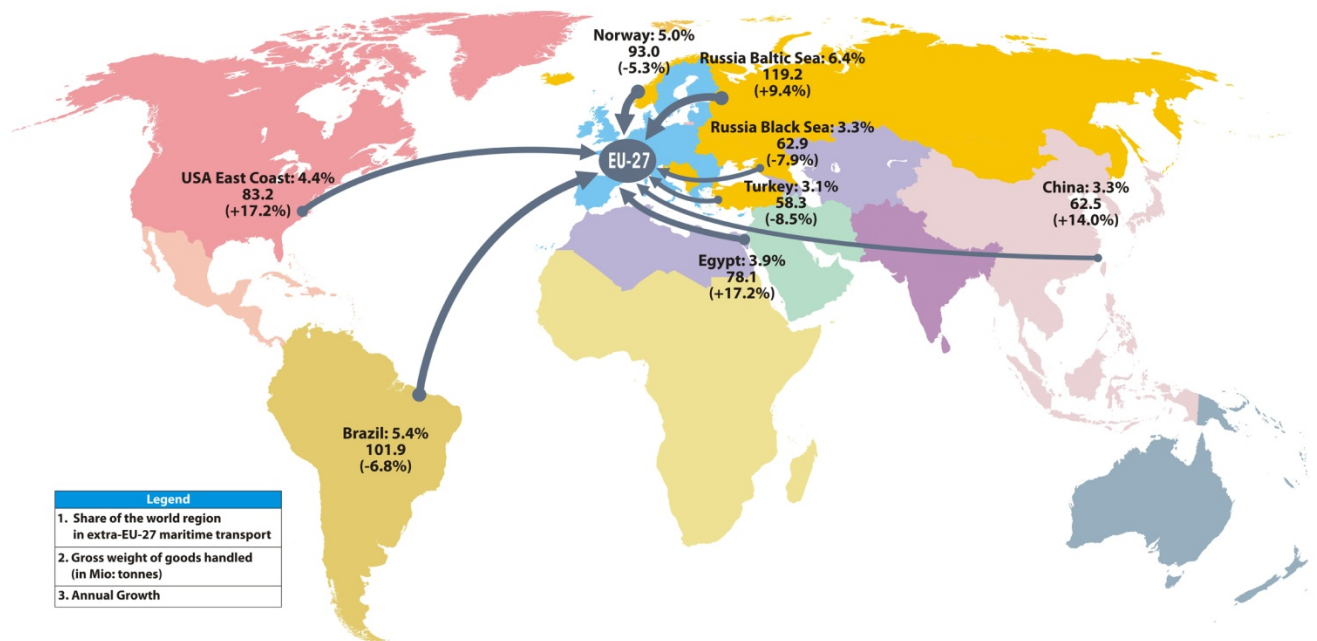*(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container).*
(2) Partial data up to 2nd quarter 2004.
(3) Data for 2004 are underestimated.
(4) Total figure for the ports being part of the top 20 ports during the reference year concerned.
Source: Eurostat (online data code: mar_mg_am_pvh)

Map 2: Main Extra-EU-27 partner regions in 2011 by gross weight of goods handled

Norway: 5.0%
93.0
(-5.3%)

Russia Baltic Sea: 6.4%
119.2
(+9.4%)

Russia Black Sea: 3.3%
62.9
(-7.9%)

Turkey: 3.1%
58.3
(-8.5%)

China: 3.3%
62.5
(+14.0%)

USA East Coast: 4.4%
83.2
(+17.2%)

Egypt: 3.9%
78.1
(+17.2%)

Brazil: 5.4%
101.9
(-6.8%)

EU-27

Legend
1. Share of the world region in extra-EU-27 maritime transport
2. Gross weight of goods handled (in Mio: tonnes)
3. Annual Growth

Source: Eurostat – Maritime transport – Goods (mar_go)

Increase in seaborne transport with extra-EU partners

Unlike statistics presented earlier in this publication, the figures in Table 5 do not present the total handling of goods in ports (inwards movements plus outwards movements), but estimate the seaborne transport of goods between main ports and their partner ports (see methodological notes). In 2011, 64.0 % of the EU-27 seaborne goods were transported to or from ports outside the EU, making maritime transport by far the most important mode for long distance transport of goods for the EU, in tonnage terms.

Map 2 on the previous page illustrates the eight largest maritime transport flows to or from the EU. As shown in the map, all of the top eight transport flows were inward flows of goods, from the Baltic Sea region of Russia, Brazil, Norway, the East Coast of the United States of America (USA), Egypt, the Black Sea region of Russia, China and Turkey, respectively. In comparison, the ninth largest seaborne transport flow in 2011 was the outwards flow of goods from the EU to the East Coast of the USA.

In total, EU seaborne transport grew by 1.7 % from 2010 to 2011. International extra-EU transport grew by 3.5 % in the same period, while international intra-EU transport decreased by 3.3 %, reversing some of the growth in intra-EU transport seen between 2009 and 2010. National seaborne transport grew by 4.1 %.

In countries with a geography characterised by well-populated islands or long shorelines, like Greece, Italy, Denmark and Norway, the share of national seaborne transport is naturally high (20-30.0 %). Countries, like Ireland, Latvia, Malta, Poland, Finland and Sweden, on the other hand, have the highest shares of international intra-EU transport (more than 60.0 %), because their main transport partners are found within the EU. Other countries, like Bulgaria, Romania, Slovenia, Spain and the Netherlands, have high shares of extra-EU transport (above 70.0 %), based either on their geographical position or the "deep sea" nature of the transport activities prevailing in their main ports.

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

| | 2010 | | | | | 2011 | | | | | Total transport growth rate 2010-2011 (%) |
| | Total transport (million tonnes) | National | Of which International | | Unknown | Total transport (million tonnes) | National | Of which International | | Unknown | |
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
EU-27	2 880.5	10%	26%	63%	2%	2 928.8	10%	24%	64%	1%	+1.7%
BE	226.3	2%	32%	66%	0%	230.9	2%	31%	67%	0%	+2.0%
BG	22.9	0%	19%	80%	0%	25.1	1%	18%	80%	1%	+9.5%
DK	73.6	20%	56%	23%	1%	77.0	20%	54%	25%	1%	+4.6%
DE	267.2	1%	40%	59%	0%	287.5	1%	40%	59%	0%	+7.6%
EE	43.6	0%	57%	42%	1%	45.6	1%	58%	40%	2%	+4.6%
IE	43.2	2%	74%	23%	1%	43.2	2%	76%	22%	0%	+0.0%
EL	90.5	27%	22%	51%	0%	94.6	26%	22%	51%	0%	+4.5%
ES	345.7	10%	21%	69%	0%	367.8	10%	20%	70%	0%	+6.4%
FR	301.2	6%	31%	60%	3%	301.0	7%	31%	61%	2%	-0.1%
IT	404.0	22%	13%	64%	1%	402.1	23%	15%	62%	1%	-0.5%
CY	7.0	0%	19%	23%	58%	6.6	0%	45%	27%	28%	-5.6%
LV	57.1	0%	74%	25%	1%	65.4	0%	73%	27%	0%	+14.6%
LT	37.9	0%	49%	49%	2%	42.7	0%	51%	49%	1%	+12.7%
MT	3.8	0%	71%	29%	0%	3.3	0%	67%	33%	0%	-12.5%
NL	537.7	0%	33%	67%	0%	490.7	0%	22%	76%	1%	-8.7%
PL	58.9	1%	67%	32%	0%	57.1	2%	64%	34%	0%	-3.1%
PT	58.2	12%	32%	56%	0%	61.6	12%	31%	57%	0%	+5.8%
RO	36.5	0%	21%	72%	6%	37.5	0%	17%	77%	6%	+2.6%
SI	14.6	0%	29%	71%	0%	16.2	0%	25%	75%	0%	+11.0%
FI	98.6	8%	66%	26%	0%	103.8	8%	65%	27%	0%	+5.3%
SE	161.0	11%	66%	22%	1%	159.0	11%	69%	19%	1%	-1.3%
UK	454.7	16%	44%	36%	4%	463.0	16%	44%	37%	4%	+1.8%
IS [1]	:	:	:	:	:	:	:	:	:	:	:
NO [1]	158.8	27%	57%	15%	1%	166.1	29%	57%	16%	2%	+4.6%
HR [1]	19.0	6%	31%	62%	1%	16.5	6%	29%	50%	1%	-13.4%
TR [1]	321.7	7%	33%	60%	1%	341.8	8%	36%	61%	0%	+6.3%

(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.

Source: Eurostat (online data codes: mar_mg_am_cwt and mar_mg_am_cwtt).

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

	1997	2004	2005	2006	2007	2008	2009	2010	2011					Growth rate 2010-2011 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total	
EU-27	:	413 458	395 293	406 561	414 232	412 877	403 752	399 465	192 796	192 607	11 781	373 622	385 402	-3.5%
EEA-IS+HR+TR	:	:	:	:	:	446 626	436 904	432 041	210 033	210 288	12 543	407 777	420 320	-2.7%
BE [1]	1 946	787	922	891	909	799	751	829	406	418	328	496	824	-0.6%
BG	:	6	13	15	10	8	0	1	0	0	0	1	1	-50.1%
DK	75 928	48 555	47 924	48 145	48 409	46 657	43 561	41 993	20 778	20 749	435	41 092	41 527	-1.1%
DE	:	29 815	29 490	29 256	30 200	28 945	29 573	28 780	14 617	14 616	860	28 373	29 233	+1.6%
EE	:	6 452	8 639	8 546	8 665	9 190	9 140	11 186	5 904	5 937	1	11 839	11 840	+5.9%
IE	4 380	3 550	3 275	3 207	3 225	3 108	2 878	3 089	1 446	1 460	5	2 901	2 906	-5.9%
EL [2]	32 259	96 744	86 068	90 402	92 423	91 101	88 351	86 189	39 565	39 618	607	78 576	79 183	-8.1%
ES	13 939	21 694	22 410	22 167	23 134	22 478	21 458	21 215	10 919	10 949	2 681	19 187	21 868	+3.1%
FR	33 124	27 068	25 804	26 402	27 048	26 813	25 067	27 218	12 779	12 774	478	25 074	25 552	-6.1%
IT	80 181	83 316	78 753	85 984	86 970	90 156	92 707	87 658	40 805	41 090	4 521	77 374	81 895	-6.6%
CY	:	247	194	228	174	150	96	107	46	46	92	0	92	-14.2%
LV	:	130	144	217	362	437	591	676	389	397	0	786	786	+16.4%
LT	:	146	166	190	212	212	205	251	137	144	0	281	281	+12.1%
MT	:	7 250	7 103	7 328	7 802	8 132	7 799	8 063	4 125	4 125	0	8 250	8 250	+2.3%
NL [3]	1 964	2 012	2 116	2 127	1 871	1 959	1 632	1 994	924	846	0	1 770	1 770	-11.2%
PL	:	2 031	1 640	1 737	2 456	2 647	2 481	2 601	1 253	1 275	2	2 526	2 528	-2.8%
PT [3]	34	650	662	686	735	762	833	701	329	330	0	659	659	-5.9%
RO	:	0	0	0	0	1	0	0	0	0	0	0	0	-58.0%
SI	:	42	35	30	51	50	56	39	16	20	5	31	36	-8.9%
FI	15 191	16 806	17 112	16 739	16 450	16 975	17 226	17 867	9 094	8 980	30	18 044	18 074	+1.2%
SE	40 949	33 318	32 617	32 334	32 662	32 745	31 066	30 185	15 300	14 795	59	30 035	30 094	-0.3%
UK	36 287	32 837	30 207	29 930	30 465	29 555	28 281	28 824	13 963	14 039	1 675	26 327	28 002	-2.9%
IS	:	404	422	433	:	:	:	:						
NO	:	5 787	6 663	6 280	6 447	6 208	5 728	5 876	2 894	3 236	354	5 776	6 130	+4.3%
HR	:	21 519	22 182	23 061	24 611	26 044	26 037	25 124	13 400	13 546	12	26 934	26 947	+7.3%
TR	:	:	:	:	:	1 498	1 386	1 577	943	899	397	1 445	1 842	+16.8%

(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) NL and PT: data exclude cruise passengers.
Source: Eurostat (online data codes: mar_mp_aa_cph and mar_mp_aa_cphd)

In contrast to the recent developments in maritime transport of goods, seaborne transport of passengers continued to decline in 2011 (Table 6). The total number of passengers passing through EU-27 ports is estimated at 385 million in 2011 (inwards movements plus outwards movements), a drop of 3.5 % compared to the previous year.

Unlike goods movements (where broadly 2/3 of goods are unloaded and 1/3 loaded), the difference between the numbers of passengers embarking ("outwards") and disembarking ("inwards") in European ports is small. This reflects the fact that seaborne passenger transport in Europe is mainly done by national or intra-EU ferry connections, causing the same passengers to be counted twice in the statistics (when they embark and when they disembark).

Close to 82 million passengers were embarked and disembarked in Italian ports in 2011, confirming Italy as the leading seaborne passenger transport country in Europe. Italy was followed by Greece, with 79 million passengers. However, both the main maritime passenger countries recorded quite considerable decreases in the number of passengers passing through their ports in 2011.

While cruise passengers represented 3.0 % of the total number of passengers in EU-27 ports, they are important to the ports they visit. Three countries, Italy, Spain and the UK, accounted for over 70.0 % of the total cruise passengers reported by countries.

The top 20 passenger ports accounted for 38.0% of the total number of passengers embarking and disembarking in the countries reporting data in 2011 (Table 7). Dover in the UK, situated on the Channel, remained the largest passenger port in Europe, with close to 13 million seaborne passengers passing through the port facilities in 2011. The Italian ports of Reggio Di Calabria and Messina and the Greek port of Piraeus recorded the largest decreases in number of passengers in 2011, while the Spanish port of Santa Cruz de Tenerife recorded the largest increase.

The figures in Table 7 show that some ports have experienced quite substantial decreases in the number of seaborne passengers over time. These changes are typically caused by openings of new bridge connections and subsequent closure of ferry links. Increased use of the Channel tunnel and rapid growth in low cost flights are other factors having effects on the number of seaborne passengers.

Table 7: Top-20 passenger ports in 2011 - on the basis of number of passengers embarked and disembarked (in 1000)

Rank 2011	Port	Sea	*	1997 Total	2007 Total	2008 Total	2009 Total	2010 Total	2011 Inwards	2011 Outwards	2011 Total	Growth rate 2010-2011 (%)	Average annual growth rate 1997-2011 (%)
1	Dover (UK)	Atlantic	=	21 236	14 433	14 006	13 265	13 361	6 424	6 493	12 918	-3.3%	-3.5%
2	Paloukia Salaminas (EL)	Mediter.	=	:	13 066	13 063	12 821	12 705	5 931	5 732	11 662	-8.2%	:
	Perama (EL)	Mediter.	=	:	13 066	13 063	12 821	12 705	5 732	5 931	11 662	-8.2%	:
4	Helsinki (FI)	Baltic	+4	8 146	8 561	8 976	9 085	9 849	5 208	5 118	10 326	+4.8%	+1.7%
5	Calais (FR)	Atlantic	+1	20 060	11 519	11 002	10 158	10 237	5 040	5 023	10 063	-1.7%	-4.8%
6	Stockholm (SE)	Baltic	+3	7 499	8 127	8 677	9 089	9 147	4 677	4 506	9 184	+0.4%	+1.5%
7	Piraeus (EL) [1]	Mediter.	-3	8 707	11 063	11 079	10 444	10 944	4 464	4 719	9 182	-16.1%	+0.4%
8	Helsingborg (SE)	Baltic	+2	13 397	10 966	10 911	9 415	8 540	4 164	4 175	8 339	-2.4%	-3.3%
9	Helsingør (Elsinore) (DK)	Baltic	+2	13 302	10 966	10 912	9 415	8 534	4 159	4 164	8 324	-2.5%	-3.3%
10	Messina (IT)	Mediter.	-5	11 157	10 603	10 380	10 441	10 765	4 065	3 994	8 060	-25.1%	-2.3%
11	Tallinn (EE)	Baltic	+2	:	6 220	6 870	6 841	7 523	4 002	4 035	8 037	+6.8%	:
12	Napoli (IT)	Mediter.	=	7 277	6 185	6 185	6 932	8 356	3 924	3 936	7 859	-5.9%	+0.6%
13	Reggio Di Calabria (IT)	Mediter.	-6	11 000	10 336	10 116	11 047	9 891	3 817	3 887	7 704	-22.1%	-2.5%
14	Capri (IT)	Mediter.	=	4 995	5 421	7 169	6 944	6 517	3 290	3 286	6 576	+0.9%	+2.0%
15	Puttgarden (DE)	Baltic	=	:	7 069	6 768	6 305	6 261	2 966	3 062	6 028	-3.7%	:
16	Rødby (Færgehavn) (DK)	Baltic	=	5 975	7 058	6 756	6 305	6 261	3 014	3 014	6 028	-3.7%	+0.1%
17	Palma de Mallorca (ES)	Mediter.	+1	907	5 275	5 048	4 692	4 496	2 314	2 296	4 610	+2.5%	+12.3%
18	Algeciras (ES)	Mediter.	-1	3 528	5 227	4 988	4 608	4 663	2 182	2 322	4 504	-3.4%	+1.8%
19	Santa Cruz de Tenerife (ES)	Atlantic	+3	3 980	4 343	4 592	4 191	3 887	3 807	2 150	4 305	+10.8%	+0.6%
20	Cirkewwa (MT)	Mediter.	-1	:	3 795	3 942	3 792	4 031	2 021	2 104	4 125	+2.3%	:
	Mgarr, Gozo (MT)	Mediter.	-1	:	3 795	3 942	3 792	4 031	2 104	2 021	4 125	+2.3%	:
Total top 20 ports [2]		-	-	:	174 149	175 198	169 586	168 818	81 200	79 947	159 495	-5.5%	:
EEA-IS+HR+TR (all ports)		-	-	:	:	445 290	436 904	432 041	210 033	210 288	420 320	-2.7%	:

* This column indicates the number of positions lost or gained compared to 2009

(1) In 1997, data exclude cruise passengers.

(2) Total figure for the ports being part of the top 20 ports during the reference year concerned. In 2011, the number of passengers for Cirkewwa and Gozo have only been counted once in the total figure for the top 20 ports.

Source: Eurostat (online data code: mar_mp_aa_pphd)

Most passengers are ferried in Italy and Greece

Table 8 (next page) shows the breakdown of seaborne passenger transport (excluding cruise passengers) between national, international intra-EU and international extra-EU transport for each reporting country. As in Table 5, these figures are calculated on the basis of the statistics declared by main ports vis-à-vis their partner ports. Unlike the statistics shown in tables 6 and 7, however, these figures do not reflect the total embarkation and disembarkation of passengers in ports, but estimate the transport of passengers between ports (see also the methodological notes).

The volume of seaborne passenger transport in main EU-27 ports decreased by 4.7 % from 2010 to 2011, which was about the same as between 2009 and 2010. The sustained fall in European maritime transport of passengers in recent years has mainly been caused by decreased transport to or from ports in a number of the largest maritime transport countries, such as Italy, Greece, the UK and France.

The number of seaborne passengers transported to or from the main ports of Italy fell by 8.0 % to 41 million passengers in 2011, while the volume of seaborne passenger transport with Greek ports fell by 7.1 % to 39 million passengers. The corresponding decreases were -5.9 % in France (to

about 23 million passengers) and -3.2 % in the UK (to about 24 million passengers). In contrast, the volume of seaborne passengers recorded in the main ports of several other of the large maritime passenger countries increased or was relatively stable in 2011.

More than half of the seaborne passenger transport in the EU countries is carried out between national ports. In general, countries with busy ferry connections and well-populated islands tend to have both a large volume of maritime passenger transport and a high share of national passenger transport by sea.

This applies to the two leading maritime passenger transport countries, Italy and Greece, as well as countries like Malta and Portugal. On the other hand, countries with major regular ferry connections to other EU countries, like Ireland, the Netherlands, Poland, Sweden, Finland and the UK, naturally have high shares of international intra-EU transport.

As in previous years, Spain and Denmark recorded the highest shares of extra-EU passenger transport in 2011. This is mainly due to the geographical position of the countries, with Spain having links with Morocco and Denmark with Norway.

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

	2010					2011					Total transport growth rate 2010-2011 (%)
	Total passengers (in 1000)	Of which				Total passengers (in 1000)	Of which				
		National	International		Unknown		National	International		Unknown	
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
EU-27	210 087	56%	34%	6%	3%	200 288	57%	34%	6%	2%	-4.7%
BE	611	0%	100%	0%	0%	495	0%	100%	0%	0%	-19.0%
BG	0	-	-	-	-	0	-	-	-	-	-
DK	31 048	27%	63%	11%	0%	30 580	27%	62%	11%	0%	-1.5%
DE	19 968	42%	52%	6%	0%	19 812	45%	49%	6%	0%	-0.8%
EE	9 512	18%	82%	0%	0%	10 108	17%	82%	1%	0%	+6.3%
IE	3 079	0%	100%	0%	0%	2 901	0%	100%	0%	0%	-5.8%
EL	42 130	95%	5%	0%	0%	39 140	95%	5%	0%	0%	-7.1%
ES	12 800	65%	6%	29%	0%	12 924	67%	5%	28%	0%	+1.0%
FR	24 787	5%	65%	4%	26%	23 330	11%	66%	4%	18%	-5.9%
IT	44 559	88%	7%	4%	0%	40 998	88%	8%	4%	0%	-8.0%
CY	0	-	-	-	-	0	-	-	-	-	-
LV	647	0%	100%	0%	0%	713	0%	100%	0%	0%	+10.2%
LT	251	0%	100%	0%	0%	281	0%	100%	0%	0%	+12.1%
MT	4 031	100%	0%	0%	0%	4 125	100%	0%	0%	0%	+2.3%
NL	1 997	0%	99%	1%	0%	1 770	0%	99%	1%	0%	-11.3%
PL	1 913	24%	76%	0%	0%	1 900	21%	78%	0%	0%	-0.7%
PT	336	97%	3%	0%	0%	318	97%	3%	0%	0%	-5.4%
RO	0	-	-	-	-	0	-	-	-	-	-
SI	0	-	-	-	-	0	-	-	-	-	-
FI	17 266	3%	96%	1%	0%	17 490	3%	96%	1%	0%	+1.3%
SE	29 304	9%	86%	5%	0%	29 149	9%	86%	5%	0%	-0.5%
UK	25 006	12%	88%	0%	0%	24 205	13%	87%	0%	0%	-3.2%
IS [2]	:	:	:	:	:	:	:	:	:	:	:
NO [2][3]	5 724	0%	100%	0%	0%	5 769	0%	100%	0%	0%	+0.8%
HR [2]	12 565	94%	6%	0%	0%	13 311	100%	6%	0%	0%	+5.9%
TR [2]	1 291	17%	63%	4%	0%	1 444	22%	73%	4%	0%	+11.9%

(1) According to Council Directive 2009/42/EC, "main ports", in terms of transport of passengers, are ports handling more than 200 000 passengers annually (see also methodological notes).
(2) 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.
(3) The maritime passenger transport figures for Norway include only international transport.
Source: Eurostat (online data codes: mar_mp_am_cft and mar_mp_am_cftt).

Increased average size of vessels calling in main EU ports

The number of vessel calls in the main EU-27 ports (excluding French ports) was just above 2 million in 2011, about the same as in 2010 (Table 9). The corresponding gross vessel tonnage (GT) increased by 3.0 %, however, confirming the trend towards larger average size of vessels making port calls in recent years. The average size of vessels calling in EU ports in 2011 was just above 7 300 GT.

Table 9: Number and Gross Tonnage (GT) of vessels in the EU27-FR(1) main ports in 2011, by type of vessel (based on inwards declarations)

	2005	2006	2007	2008	2009	2010	2011	Growth rate 2010-2011 (%)
EU-27								
Vessels (numbers)	2 026 204	2 075 116	2 120 331	2 088 729	:	:	:	:
GT (1000 tonnes)	13 380 280	13 830 171	14 799 003	14 959 931	:	:	:	:
Average size of vessel	6 604	6 665	6 980	7 162	:	:	:	:
EU-27-FR [1]								
Vessels (numbers)	1 951 022	2 010 720	2 046 661	2 017 846	1 928 806	2 014 025	2 019 653	+0.3%
GT (1000 tonnes)	12 230 678	12 746 355	13 526 040	13 697 998	13 837 498	14 392 551	14 818 674	+3.0%
Average size of vessel	6 269	6 339	6 609	6 788	7 174	7 146	7 337	+2.7%

(1) EU-27 excluding France (see explanatory notes on page 11).

Source: Eurostat (online data code: mar_mt_am_csvi)

METHODOLOGICAL NOTES

This release presents the latest trends in freight and passenger transport in European Union (EU) ports and also includes figures for Norway, Croatia and Turkey. The content is based on data collected within the frame of the EU maritime transport statistics Directive, i.e. Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea (OJ L141 of 6.6.2009, page 29), which is a recast of the original Council Directive 95/64(EC) of 8 December 1995.

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, additional data may also be included by countries for smaller ports on a voluntary basis. Moreover, because of normal fluctuations in port activity, the thresholds are not automatically applied on a yearly basis to maintain the consistency of the series over time.

Data are collected at the level of a "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.

Gross weight of goods is 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 freight carrying equipment, such as lorries, trailers, semi-trailers, which can be driven or towed onto a vessel.

Explanatory notes for tables

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

Country codes: European Union (27 countries): Belgium (BE), Bulgaria (BG), the Czech Republic (CZ), Denmark (DK), Germany (DE), Estonia (EE), Ireland (IE), Greece (EL), Spain (ES), France (FR), Italy (IT), Cyprus (CY), Latvia (LV), Lithuania (LT), Luxembourg (LU), Hungary (HU), Malta (MT), the Netherlands (NL), Austria (AT), Poland (PL), Portugal (PT), Romania (RO), Slovenia (SI), Slovakia (SK), Finland (FI), Sweden (SE) and the United Kingdom (UK). Iceland (IS), Liechtenstein (LI), Norway (NO), Croatia (HR), Turkey (TR).

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

The EU-27 aggregate refer to total figures for the 22 Member States that have maritime ports. CZ, LU, HU, AT and SK have no maritime ports. IS and NO provide data as members of the European Economic Area (EEA). The EEA member LI has no maritime ports. The acceding state of HR and the EU candidate country TR provide data on a voluntary basis.

As data are not available for IS for 2007-2011, a special aggregate EEA-IS+HR+TR is used in this publication to facilitate the comparability of certain time series.

Explanatory notes for countries are available in the meta data on the Eurostat website (see link on next page).

Table 1: Estonian data up to and including 2004 refer to main ports only. From 1997 to 1999 Greek data refer to main ports only. Data for Spain refer 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, 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. However, in most cases data are limited to lift-on lift-off containers.

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 being declared by both the port of loading/embarking – as outwards – and the port of unloading/ disembarking – as inwards) has to be addressed. As far as possible, adjustments are made when estimating the "national transport" of individual countries and "international intra-EU-27 transport" of the EU-27.

The figures shown as "national transport" for 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.

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 only provided the total number of passengers. There is no data for Germany for 1997-1999 (legal derogation). Estonian data up to and including 2004 refer to main ports only. Data for Spain refer to main ports only.The Netherlands and Portugal only provide the number of non-cruise passengers ("ferry passengers"). For 1997, only minor ports in Portugal were reporting.

Croatia started reporting passenger data in 2000, Bulgaria, Estonia, Latvia, Lithuania, Poland and Slovenia started reporting 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: cruise passengers on excursion (transit) are excluded. There are no data available for German ports up to and including 1999. Estonia started to report passenger data in 2001.

Table 8: See above (Table 5).

Table 9: The detailed data necessary for the compilation of this table is not available for France from 2009 and for the Irish port of Rosslare up to and including 2008.

Special symbols used in the tables
: not available
- not applicable

Further information

Eurostat website: http://ec.europa.eu/eurostat

Data on 'Transport statistics'
http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database
Select 'Maritime transport'
Further information about 'Transport statistics'
http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction

Journalists can contact the media support service:

Bech Building, Office A4/125, L-2920 Luxembourg
Tel.: (352) 4301 33408
Fax: (352) 4301 35349
E-mail: eurostat-mediasupport@ec.europa.eu

European Statistical Data Support:

With the members of the 'European statistical system', Eurostat has set up a network of support centres in nearly every Member State and in some EFTA countries.

Their role is to provide help and guidance to Internet users of European statistics.

Contact details for this support network can be found on the Eurostat website at:
http://ec.europa.eu/eurostat/.

All Eurostat publications can be ordered via the 'EU Bookshop':
http://bookshop.europa.eu/.