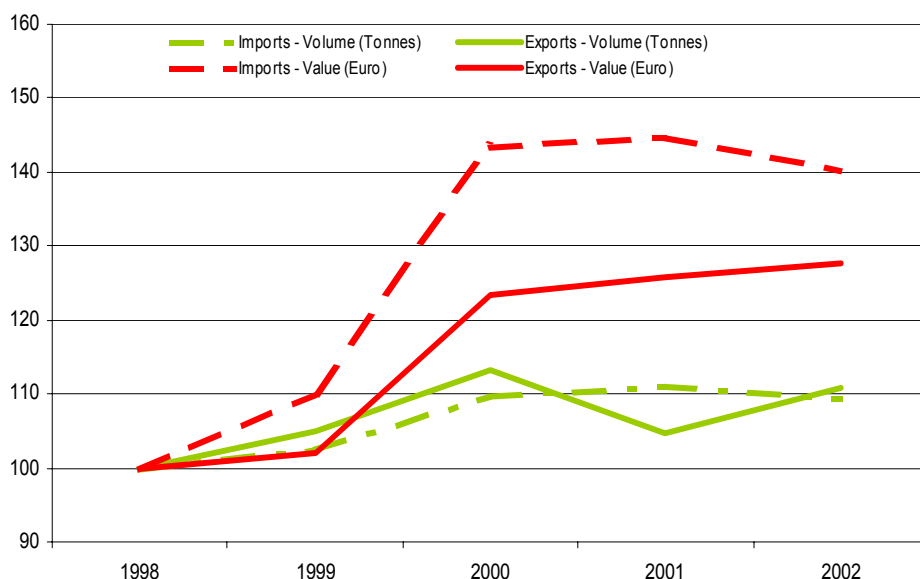


Intra- and Extra-EU trade by sea

Petroleum products represented 42% of the volume of the European Union's imports by maritime transport in 2002

Evangelos Pongas and Vincent Tronet

Graph 1: Evolution of the volume and value of maritime extra EU trade by imports and exports (base 100 in 1998)



Source: Eurostat, Comext

Highlights

The extra EU trade of the European Union by maritime transport has increased during the last five years, with regards both to the volume and the value of the goods exchanged. The increase in the value of these goods was much higher than the increase in their volume.

In trade using maritime transport, the volume of imports of the European Union was significantly higher than exports. In 2002, 75% of the volume of goods exchanged by the European Union using maritime transport was imports, but their value represented only 50% of the total value.

In 2001, more than a quarter of the total volume of goods exchanged within the European Union by maritime transport were handled in United Kingdom ports. As for the exchange of goods between the European Union and extra-EU destinations, the EU Member States handling the largest volumes were the Netherlands and Italy, with a total share of 37% of the volume of goods transported by sea in 2001.

Petroleum products had the largest share in the trade of goods by sea in the European Union. In 2002, 382 million tonnes of petroleum products were imported by the European Union, which represented 42% of the total volume of imports.

In 2001, Rotterdam was the European port handling the largest volume of goods, representing alone around three quarters of the total maritime transport of the Netherlands. In intra-EU trade, the main partner of Rotterdam was the United Kingdom and in extra-EU trade, Rotterdam's main relations were with Norway, Brazil, Egypt and the United States.

Statistics in focus

EXTERNAL TRADE AND TRANSPORT

THEME 6 / THEME 7 – 4/2004

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Trade of goods by maritime transport

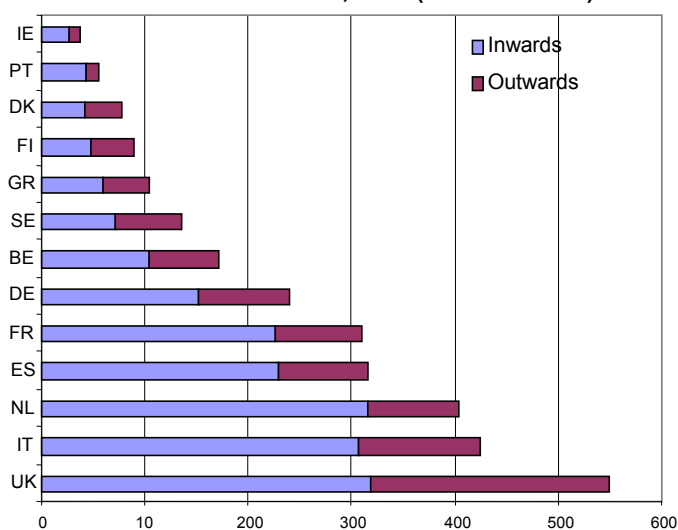
Table 1: Share of each product in the total volume (tonnes) of goods exchanged by maritime transport between EU and world regions, 2002

NST/R chapters	America	Asia	Africa	Oceania and Polar regions	Other European countries
0 Agricultural products and live animals	5%	4%	6%	3%	8%
1 Foodstuff and animal fodder	17%	8%	5%	4%	3%
2 Solid mineral fuels	11%	6%	15%	53%	7%
3 Petroleum products	26%	48%	48%	0%	46%
4 Ores and metal waste	19%	3%	9%	31%	4%
5 Metal products	3%	3%	2%	2%	5%
6 Crude and manuf. minerals, building materials	5%	5%	3%	1%	15%
7 Fertilizers	1%	1%	3%	0%	2%
8 Chemicals	6%	7%	2%	1%	5%
9 Machinery, transport equipment, manufactured and miscellaneous articles	7%	15%	7%	4%	6%

Source: Eurostat, Comext

The exchange of goods by maritime transport between the European Union and the different regions of the world for the year 2002 mostly involved petroleum products. These products had the largest share in exchanges between the European Union and most regions. Almost half of the products carried by sea between the Member States and other European countries including Russia, Africa and Asia were petroleum products. Even if petroleum products represented only a quarter of the goods transported by sea between the European Union and America, this chapter of the NST/R had however the largest single share. With a share of 19%, ores and metal waste came

Graph 2: Total volume (extra- and intra-EU trade) of exchanges for each reporting country by inwards/outwards, 2001 (million tonnes)



Source: Eurostat, New Cronos. Main ports declarations.

second amongst products carried between the European Union and America. There was one exception in the predominance of petroleum products in the maritime transport of goods: more than half of the total volume carried by sea between the European Union and Oceania consisted in solid mineral fuels and almost a third were ores and metal waste.

Table 2: Maritime transport of goods between EU and world regions, 2001

World regions	Number of EU ports representing 80% of the transport volumes between EU and each region, 2001
Intra European Union	101
Other European Countries	63
America	39
Africa	38
Asia	28
Oceania and Polar regions	13

Source: Eurostat, New Cronos. Main ports declarations.

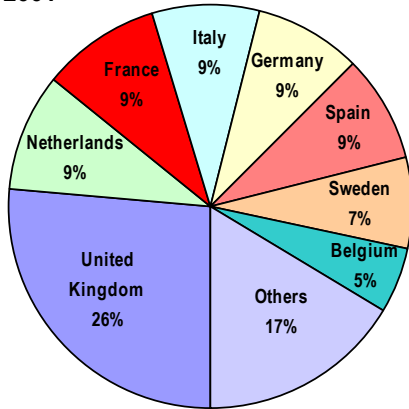
In 2001, intra-EU trade was concentrated in a larger number of EU ports than trade with the other world regions. Nevertheless, only a third of the declaring EU ports were responsible for 80% of the volume of intra-EU trade. For extra-EU trade, fewer EU ports were involved. 80% of the volume of trade with other European countries was handled by only 19% of the declaring EU ports. 12% of EU ports handled 80% of trade with America and Africa, and only 8% the trade with Asia.

The total volume of goods carried by sea in the international transport of the European Union in 2002 was about 1 500 million tonnes. The largest part of these goods were entering the European Union. For several Member States, like the Netherlands or Portugal, over 75% of the volume of goods handled in their ports consisted of inward traffic.

For half of the Member States, the origin of the largest part of the inward traffic was an extra-EU country. For France, Italy and the Netherlands, more than 70% of their inwards traffic came from a non-EU country. However, for exports, only Belgium and Germany registered extra-EU ports for the majority of the goods handled. For almost all the other Member States, the destination of more than 75% of the volume of their outward traffic was a port within the European Union. For almost all the Member States, the inward volume was mainly composed of petroleum products or ores.

Main partners

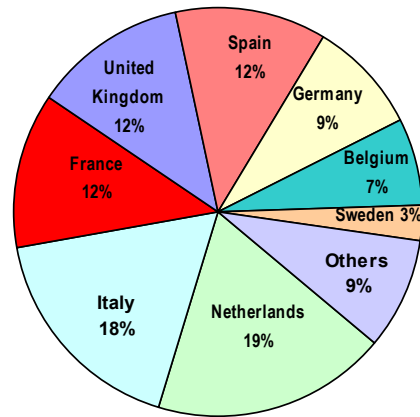
Graph 3: Share of each reporting country in the total volume (tonnes) of goods exchanged in intra-EU trade, including national transport, 2001



Source: Eurostat, New Cronos. Main ports declarations.

The United Kingdom was the main partner in trade by maritime transport between Member States. In 2001, more than a quarter of the total volume of goods exchanged was handled in the declaring ports of the United Kingdom. France, the Netherlands, Italy, Germany and Spain handled just under 10% of the volume of goods transported by sea in the European Union.

Graph 4: Share of each reporting country in the total volume (tonnes) of goods exchanged in extra-EU trade, 2001



Source: Eurostat, New Cronos. Main ports declarations.

The main partners in terms of extra-EU trade by maritime transport were the Netherlands and Italy. In 2001, 37% of the volume of goods transported by sea were entering or leaving the declaring ports of these two Member States. France, the United Kingdom and Spain accounted for more than 10% each. The share of Sweden and the United Kingdom in maritime extra-EU trade was less than half their share in maritime intra-EU trade.

Table 3: Volume (1000 tonnes) and value (million euros) of imports and exports between EU and the world regions by maritime transport, 2002

	Imports of EU			Exports of EU			Total		
	Volume	Value	euros / Tonne	Volume	Value	euros / Tonne	Volume	Value	euros / Tonne
Other European countries	212 432	64 214	302	48 071	47 738	993	260 503	111 952	430
North Africa	111 140	27 885	251	28 164	24 243	861	139 304	52 128	374
Other African countries	116 443	23 507	202	19 607	22 089	1 127	136 050	45 596	335
North America	75 858	57 532	758	88 817	123 742	1 393	164 675	181 274	1 101
Central America and Caribbean	17 147	8 131	474	9 055	16 364	1 807	26 202	24 495	935
South America	139 094	29 269	210	10 228	17 177	1 679	149 322	46 446	311
Near and Middle Eastern countries	120 182	26 512	221	23 445	34 740	1 482	143 627	61 252	426
Other Asian countries	73 482	145 111	1 975	45 978	84 816	1 845	119 460	229 927	1 925
Australia and New Zealand	42 966	7 264	169	3 085	10 866	3 522	46 051	18 130	394
Other countries of Oceania and Polar regions	764	623	815	444	1 078	2 428	1 208	1 701	1 408

Source: Eurostat, Comext.

The volume of goods imported by maritime transport by the European Union was much higher than the volume of goods exported in 2002, except for exchanges with North America. This did not apply for the value of the goods exchanged, as the value of total imports was comparable with those of exports. For the exchange of goods between the European Union and North America, Central America and Caribbean, Near and Middle Eastern countries and

Oceania, the value of the goods exported by the European Union was higher than the value of their imports from these regions. The ratio Value/Quantity for European Union exports was much higher than for imports, except in the case of trade with Asian countries. Non-EU European Countries were the main partners of the European Union in terms of volume of goods imported in 2002, but imports from Asia had the highest value.

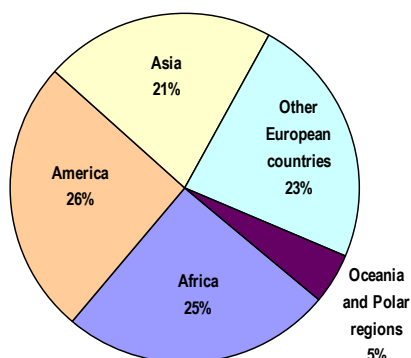
For exports, the situation was quite different. Among the various world regions, exports to North America had the highest share both in the total volume and value of the goods carried by sea.

For the total volume of goods (imports and exports) handled in the ports of the European Union, the leading regions were the same as for imports. For the volume of goods transported, the main partners of

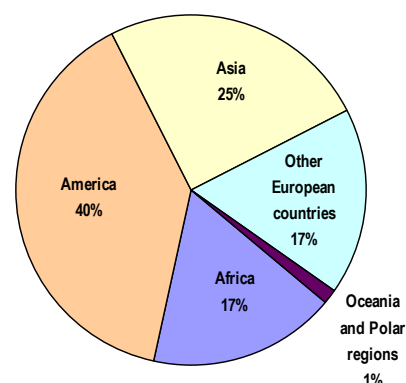
the European Union were therefore the non-EU European countries. For the value of the goods carried between the European Union and the other world regions, it was Asia. The ratio Value/Quantity was lowest in the case of trade with Africa (except North Africa) and South America. The highest ratio was calculated for the trade with Asia.

Graph 5: Share of each main world region in extra-EU trade, 2002 (based on volume in tonnes)

Imports



Exports



Source: Eurostat, Comext

The origin of the imports of goods of the European Union by maritime transport for the year 2002 were equally shared between America, Africa, the other European countries and Asia.

However, the trend differed slightly when focusing on exports, for which the volumes handled were always

inferior to imports. America took the largest share, (40% of the total exports), Asia also had a larger share in the exports of the European Union than in the imports, while the opposite was true for Africa, the other European countries (non Member States) and Oceania.

Products exchanged by maritime transport

Table 4: Volume (1000 tonnes) and value (million euros) of extra-EU imports and exports by NST/R chapter for maritime transport, 2002

NST/R Chapters	Imports of EU			Exports of EU			Total		
	Volume	Value	euros / Tonne	Volume	Value	euros / Tonne	Volume	Value	euros / Tonne
0 Agricultural products and live animals	42 470	19 239	453	22 051	7 569	343	64 521	26 808	415
1 Foodstuff and animal fodder	74 140	38 280	516	26 911	33 443	1243	101 051	71 723	710
2 Solid mineral fuels	134 711	6 099	45	1 026	99	96	135 737	6 198	46
3 Petroleum products	382 408	73 915	193	94 701	19 628	207	477 109	93 543	196
4 Ores and metal waste	109 362	8 268	76	15 876	2 606	164	125 238	10 874	87
5 Metal products	21 022	13 998	666	17 560	15 634	890	38 582	29 632	768
6 Crude and manuf. minerals, building materials	49 277	3 855	78	28 334	6 455	228	77 611	10 310	133
7 Fertilizers	13 674	1 497	109	4 506	638	142	18 180	2 135	117
8 Chemicals	30 979	28 686	926	28 880	47 854	1657	59 859	76 540	1279
9 Machinery, transport equipment, manufactured and miscellaneous articles	52 373	197 011	3762	52 440	253 061	4826	104 813	450 072	4294
Total	909 956	390 612	429	292 146	386 838	1324	1 202 102	777 450	647

Source: Eurostat, Comext

Petroleum products and solid mineral fuels represented the largest part of the total volume of goods imported by the European Union from extra-EU partners in 2002. Nevertheless, the ratio Value/Quantity of these two categories of goods was very low and another group of goods, machinery, transport equipment, manufactured and miscellaneous articles, had the largest share of the total value of imports.

For exports from the European Union to non-EU Member States, petroleum products were also the most important category in terms of volume exported while machinery, transport equipment, manufactured and miscellaneous articles had again the largest

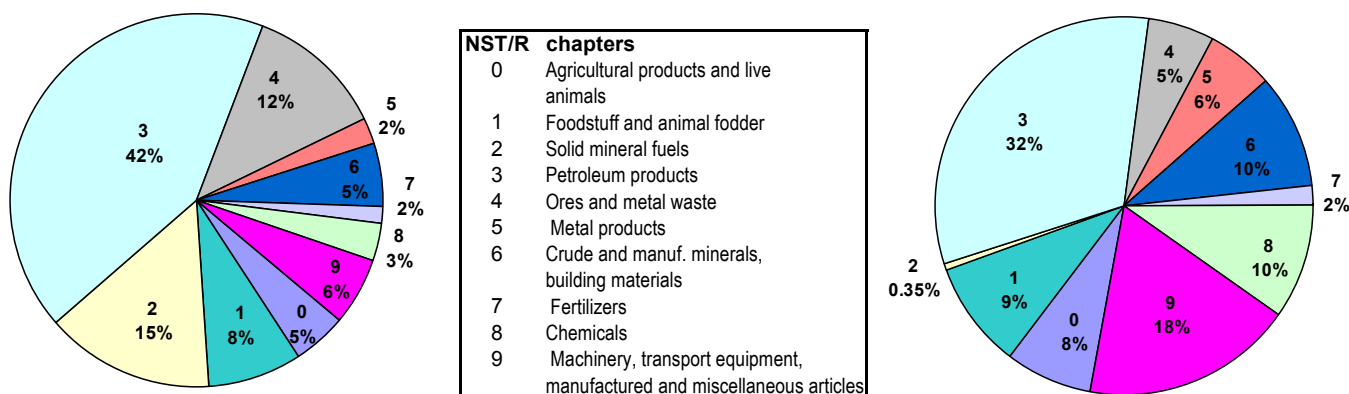
share in the total value of goods. Moreover, the ratio Value/Quantity for this last category of goods was the highest.

In extra-EU trade, the volume of goods exported by the European Union was three times lower than the volume of the imports. However, the respective values of the goods exported and imported by the European Union were almost the same. This can be explained by the fact that the Member States export goods with a higher value than the goods they import. This phenomenon can also be highlighted by the fact that the ratio Value/Quantity for the exports of the European Union was about three times higher than this ratio calculated for the imports of the European Union.

Graph 6: Share of each type of goods in the extra-EU trade of Member States by NST/R chapter, 2002

Imports – Total volume: 910 million tonnes

Exports – Total volume: 292 million tonnes



Source: Eurostat, Comext

The European Union as a whole was largely dependent on imports for the supply of petroleum products, which represented 42% of the total volume of goods imported in 2002. Solid and mineral fuels followed with 15%. Foodstuff and animal fodder and ores and metal waste represented together 20% of imports.

For exports, almost a third of the products exported by the European Union were petroleum products. Crude and manufactured minerals, building materials, chemicals, foodstuff and animal fodder and agricultural products and live animals represented

each almost 10% of extra-EU exports.

The share of petroleum products in EU exports may seem surprising. But the total volume of imports was more than three times higher than the volume of exports. Therefore, even if petroleum products represented 42% of the EU imports and 32% of the EU exports, these percentages are calculated on quite different volumes (see Table 4). The volume of petroleum products exported was only 94 million tonnes in 2002, much lower than the volume of petroleum products imported by the Member States for the same year (more than 382 million tonnes).

Main ports

As shown in Table 5 below, the ports of Rotterdam and Antwerp handled more than two thirds of the total volume of goods carried by maritime transport in their respective Member States in 2001. The number of 'main ports' (ports handling more than 1 million tonnes annually) is very variable from one Member State to the next. The UK had the largest number of ports, with Grimsby & Immingham, which is the largest, representing only 10%. On the other hand, in Belgium with only 4 main ports Antwerp represented 67% of the total volume of goods handled by sea. In

most Member States with a large number of ports, the biggest ports had a lower share in the total volume of goods handled by the Member State. However, in such Member States the major share of the volume of goods handled is concentrated on a limited number of ports and the remaining volume is equally spread over the remaining ports. At Member State level, the United Kingdom had the largest volume of goods transported by sea, with almost 548 million tonnes of goods handled in its 49 main ports.

Table 5: Concentration of the transport at the main ports of each EU country, 2001

Country	Number of main ports ⁽¹⁾	Annual transport at the main ports (1000 tonnes)	Biggest port	Share in total maritime transport of the country
BE	4	171 497	Antwerp	67%
DK	18	76 587	Fredericia	21%
DE	17	237 503	Hamburg	35%
GR	20	92 682	Piraeus	18%
ES	26	314 377	Algeciras	13%
FR	20	309 290	Marseille	29%
IE	8	43 637	Dublin	36%
IT	38	424 877	Trieste	11%
NL	10	402 649	Rotterdam	74%
PT	7	54 816	Sines	36%
FI	22	90 596	Skoeldvik	18%
SE	27	132 457	Goteborg	25%
GB	49	547 600	Grimsby & Immingham	10%

⁽¹⁾ Main ports declaring in 2001 (ports handling more than 1 million tonnes annually)

Source: Eurostat, New Cronos

Table 6: Top-20 international intra-EU port-to-country relations, 2001 (1000 tonnes)

Rank	Port	Country	Inwards	Outwards	Total
1	Rotterdam(NL)	United Kingdom	31 740	14 907	46 647
2	Zeebrugge (BE)	United Kingdom	7 487	10 133	17 620
3	Dover (GB)	France	10 274	6 073	16 347
4	Calais (FR)	United Kingdom	4 922	8 957	13 879
5	Wilhelmshaven (DE)	United Kingdom	11 915	1 937	13 851
6	Le Havre (FR)	United Kingdom	11 317	2 220	13 537
7	Dublin (IE)	United Kingdom	7 370	2 942	10 312
8	Trelleborg (SE)	Germany	4 560	5 202	9 762
9	Luebeck (DE)	Sweden	4 926	3 908	8 834
10	Dunkerque (FR)	United Kingdom	4 965	3 802	8 767
11	Forth (GB)	The Netherlands	920	7 687	8 607
12	Antwerp (BE)	United Kingdom	5 831	2 736	8 566
13	Amsterdam (NL)	United Kingdom	4 112	3 565	7 677
14	Tees & Hartlepool (GB)	France	663	6 779	7 443
15	Forth (GB)	France	232	7 062	7 295
16	Forth (GB)	Germany	328	6 638	6 965
17	Luebeck (DE)	Finland	4 528	2 283	6 812
18	Hamburg (DE)	United Kingdom	4 402	1 589	5 991
19	Göteborg (SE)	United Kingdom	3 390	2 509	5 899
20	Tees & Hartlepool (GB)	The Netherlands	1 815	3 870	5 686

Source: Eurostat, New Cronos

In international intra-EU maritime transport, Rotterdam was first in the volume of goods carried by sea in 2001, by a large margin. Two thirds of the goods handled by Rotterdam were unloaded in the port and one third loaded. The main partner of Rotterdam was the United Kingdom, and their exchange mainly consisted of crude and manufactured minerals and petroleum products. Moreover, the United Kingdom was the main partner for intra-EU trade for more than half of the Top-20 EU main ports, but these ports were concentrated in only

a few countries: Belgium, France, Germany, Ireland, the Netherlands and Sweden. Among the 20 most important ports-to-country intra-EU relations, 17 concerned the United Kingdom.

Table 7: Top-20 international extra-EU port-to-country relations, 2001 (1000 tonnes)

Rank	Port	Country	Inwards	Outwards	Total
1	Rotterdam (NL)	Norway	25 872	1 009	26 881
2	Rotterdam (NL)	Brazil	24 439	582	25 021
3	Rotterdam (NL)	Egypt	19 994	166	20 161
4	Rotterdam (NL)	USA	9 608	6 169	15 777
5	Antwerp (BE)	USA	7 110	8 515	15 626
6	Sullom Voe (GB)	USA	0	14 123	14 123
7	Marseille (FR)	Algeria	11 468	1 119	12 587
8	Rotterdam (NL)	South Africa	11 898	445	12 343
9	Rotterdam (NL)	Australia	10 060	381	10 441
10	Rotterdam (NL)	Canada	8 024	647	8 670
11	Le Havre (FR)	Norway	8 568	73	8 641
12	Trieste (IT)	Libya	8 375	22	8 397
13	Wilhelmshaven (DE)	Norway	7 526	364	7 890
14	Rotterdam (NL)	Latvia	6 804	161	6 965
15	Trieste (IT)	Syria	6 880	6	6 886
16	Hamburg	Brazil	5 314	1 534	6 848
17	Genova (IT)	Libya	6 642	180	6 822
18	Rotterdam (NL)	Estonia	6 707	60	6 767
19	Le Havre (FR)	Egypt	6 435	108	6 542
20	Santa Panagia (IT)	Russia	6 408	0	6 408

Source: Eurostat, New Cronos

With regard to international extra-EU maritime transport, Rotterdam also came in first position. In 2001, Rotterdam occupied the 4 first ranks for volumes of goods handled between EU ports and extra-EU countries, and was involved in 7 out of the 10 main routes. The main extra-EU partners of Rotterdam were Norway, Brazil, Egypt and the United States. The outward volume of goods to these countries was however negligible compared to the inward volume, except for the United States: outward traffic represented only 1% to 4% of the total volume of exchanges with Norway, Brazil and Egypt but 40% for exchanges with the United States. On the other hand, the port of Sullom Voe (an oil terminal on the Shetland Islands, mainly handling crude oil from off-shore installations of the North Sea), which occupied rank 6 for the total volume of goods handled in extra-EU trade, had only outward traffic, and its main partner was the United States. But this was an exception as for all the other ports on the list, inward traffic was much higher than outward traffic. None of the 20 main routes linked an European port with an Asian country, while all the other world regions had at least one relation among the Top 20 routes. The inward traffic of the port of Rotterdam consisted mostly of ores and metal waste (for traffic with Norway, Brazil and Canada), solid mineral fuels (for traffic with Egypt, the United States, South Africa, Australia, Latvia and Estonia).

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data sources:

The content of this "Statistics in Focus" is mainly based on data available in Eurostat's Comext – foreign trade database - and NewCronos – multi theme reference database.

For the Comext database, the data have been extracted from the EEC Special trade domain, "Trade by mode of transport since 1995" dataset.

For the NewCronos database, the data have been extracted from the group "Quarterly sea borne transport for the main ports for each reporting country (ports handling over 1 mio tons per year)" included in the transport theme, maritime transport domain, freight collection.

For the data extracted from Eurostat's NewCronos database, transport theme, all the definitions used are taken from the Eurostat/UNECE/ECMT Glossary for Transport Statistics.

These definitions can be found on the Eurostat website:

<http://europa.eu.int/comm/eurostat/>

Methodology for maritime statistics:

In the maritime methodology, a country reports the transport of goods to/from the country in which the goods are unloaded for the first time or loaded for the last time. For example, if goods leave Germany for the USA, but are unloaded and transferred to another ship in the Netherlands, Germany will report the transport of these goods as taking place between Germany and the Netherlands. Moreover, only detailed data for ports handling more than 1 million tonnes annually are collected.

In the frame of the data dissemination process, Eurostat has to calculate aggregates like the total national transport for each country. This calculation requires the problem of double counting to be solved. Indeed, taking as example the calculation of the total national transport for one country, this does not correspond to the sum of the total volume of each port because in this case the volume between two ports belonging to this country would be counted twice. The problem of the double counting only appears for the calculation of the total "inwards+outwards" but not for the total inwards (respectively total outwards), which corresponds to the sum of the inwards (respectively outwards) at

each domestic port. For each aggregate it was necessary to start at the port level in order to identify the mirror declarations, i.e. the port-to-port routes for which both ports reported the volume, since these constitute the routes where the problem of double counting occurs. When calculating the total volume in such cases, only the inwards declarations of the concerned ports have been taken into account.

In Eurostat's NewCronos database, the data presented for the total traffic between two countries are based on main ports declarations and will thus not include the traffic done in small ports (handling less than one million tonnes of goods annually).

It is to be noted that port to port data can not be published due to confidentiality reasons.

Methodology for external trade statistics:

In the methodology applied for the statistics on the trading of goods, extra-EU trade (trade between Member States and non-member countries) statistics do not record exchanges involving goods in transit, placed in a customs warehouse or given temporary admission (for trade fairs, temporary exhibitions, tests, etc.). This is known as "special trade". So the partner will be the country of final destination of the goods.

NST/R chapters

- 0 Agricultural products and live animals
- 1 Foodstuff and animal fodder
- 2 Solid mineral fuels
- 3 Petroleum products
- 4 Ores and metal waste
- 5 Metal products
- 6 Crude and manuf. minerals, building materials
- 7 Fertilizers
- 8 Chemicals
- 9 Machinery, transport equipment, manufactured and miscellaneous articles

Abbreviations:

- EU European Union.
NST/R Standard goods classification for transport statistics / Revised.

This publication was prepared with the assistance of Marie-Noëlle Dietsch and Mathieu Erzar.

Further information:

➤ Databases

New Cronos, Theme 6 and Theme 7

To obtain information or to order publications, databases and special sets of data, please contact the **Data Shop** network:

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E-mail: Evangelos.Pongas@cec.eu.int,

Vincent Tronet, Eurostat / B3, L-2920 Luxembourg, Tel. (352) 4301 32906, Fax (352) 4301 32289,

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