

Maritime transport of goods and passengers 1997-2002

3 054 million tonnes of goods handled in EU15 ports in 2002, an increase of 5% since 1997

Rio-Antirio (EL) second most important ferry link in the EU15

Statistics in focus

TRANSPORT

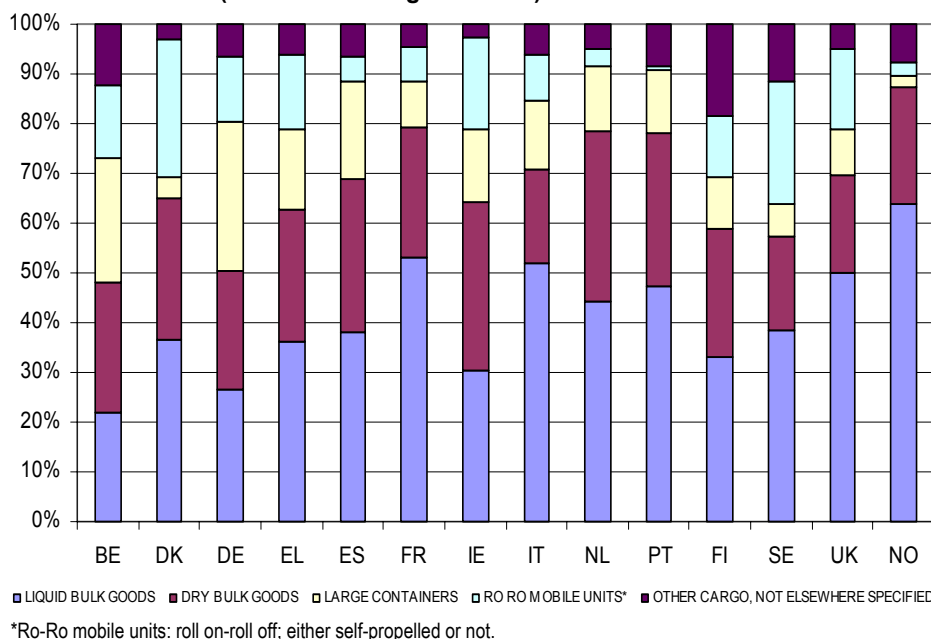
8/2004

Author
Georgios Xenellis

Contents

Highlights	1
Introduction	2
Transport of goods by Member States and by type of cargo	2
Transport of goods by destination	3
Maritime goods traffic by type of vessel	4
Maritime transport of passengers	5

Figure 1: Share of types of cargo handled (inwards and outwards) in main ports in 2002 (in % of total cargo handled)



Highlights

In 2002, 3 054 million tonnes of goods were handled in EU15-maritime ports. Of these, around two thirds were goods unloaded and the remaining third goods loaded. All Member States unload more than they load.

With 558 million tonnes handled, the UK is the first country in 2002 in seaborne transport of goods, with a share of 18% of the total EU15 transport. The UK is followed by Italy, with a share of 15%, the Netherlands (14%) and Spain (11%). 43% of the total cargo handled in the EU in 2002, equal to 1 256 million tonnes, is made up of liquid bulk goods.

At port level, Rotterdam, Antwerp, Marseille, Hamburg and Le Havre maintained their positions as the five largest EU15 ports in 2002. With the inclusion of Norwegian data, the port of Bergen ranks fifth, just behind Hamburg, but well ahead of Le Havre.

The situation varies among Member States with regard to the origin/destination of the goods transported. The share of national transport is extremely low for the Netherlands, Belgium, Germany and Ireland (either small countries or countries with limited shorelines), and high for Greece, the UK, Denmark, Italy and Spain.

The type of vessel 'cargo, non-specialized' dominates seaborne transport in most Member States.

405 million persons are estimated to have passed through EU15 ports in 2002. Contrarily to the transport of goods, no significant difference can be found between the numbers of passengers embarking and disembarking, due to the fact that most of the transport corresponds to the main ferry connections.



Introduction

The content of this "Statistics in Focus" is based on data collected in the frame of the EU maritime statistics Directive (Council Directive 95/64/EC of 8.12.1995 on statistical returns in respect of carriage of goods and passengers by

sea). As the data collection is relatively recent, not all Member States have reported for all aspects during the period 1997-1999. Country-specific remarks are listed in the Methodological Notes.

Transport of goods by Member States and by type of cargo

Table 1 shows the volume of goods handled (expressed in million tonnes) in all the EU15 ports. Caution must be taken when considering the total figures (inwards + outwards), as the national transport includes some double counting (goods loaded and unloaded). With this in mind, in 2002, 3054 million tonnes were handled in the EU15. Of these, around two thirds were goods unloaded and the remaining third goods loaded. All Member States unload more than they load. In 2002, this ratio rises to 77 % in the case of goods unloaded in the Netherlands and Portugal (and 23 % of goods loaded), whereas the Scandinavian countries unload only between 52 % and 54 %. Greece also displays a relatively low figure (54% unloaded and 46% loaded).

Overall, the volume of goods handled in 2002 increased by 5 % compared to 1997. It must be said, however, that Denmark registered a fall in the volume handled since 1997: the volume fell from 124 million tonnes in 1997 to 94

million tonnes in 2002 (a fall of 24%), mainly caused by the fact that the transport of coal declined. On the other side, figures for Finland showed the highest rise, from 75 million to 99 million tonnes (a rise of 32%), influenced by the fact that national traffic was not reported until 2000.

Total tonnage handled in the EU15 in 2002 remained nearly constant compared to the previous year (+0.9%), although a rise could be observed in Spain (+3.5 %, due to fact that more ports are reporting) and Finland (+3.1 %). The most notable decline in volumes was recorded for Ireland (-2 %).

With 558 million tonnes handled, the UK is the first country in 2002 in seaborne transport of goods, with a share of 18% of total EU15 transport. The UK is followed by Italy, with a share of 15%, the Netherlands (14%) and Spain (11%).

Table 1: Seaborne transport: gross weight of goods handled in all ports – in million tonnes

	1997		1998		1999		2000		2001		2002	
	INWARDS	OUTWARDS	INWARDS	OUTWARDS	INWARDS	OUTWARDS	INWARDS	OUTWARDS	INWARDS	OUTWARDS	INWARDS	OUTWARDS
BE	100.0	61.6	110.9	60.1	102.5	63.1	110.9	68.4	107.0	67.2	104.6	69.2
DK	71.6	52.4	59.2	45.8	54.4	42.8	52.9	43.7	51.7	42.3	50.4	43.9
DE	140.5	72.9	144.9	72.5	143.1	78.5	152.2	90.3	156.5	89.6	153.9	92.4
EL	59.5	41.8	66.2	44.3	67.4	45.2	75.3	52.5	63.4	49.1	59.5	51.6
ES	184.9	85.7	198.0	82.2	213.0	82.7	171.6	63.3	229.4	85.7	241.0	85.0
FR	222.3	82.8	234.7	84.3	227.4	87.7	243.9	92.6	231.8	86.4	232.8	86.2
IE	25.6	10.8	28.7	11.3	30.7	12.2	31.7	13.6	32.6	13.2	32.2	12.7
IT	321.7	137.5	335.2	140.4	327.8	135.1	315.2	131.5	318.4	126.4	322.8	135.1
NL	313.2	89.0	320.0	85.4	304.2	91.5	315.9	90.0	317.3	88.5	318.1	95.2
PT	40.7	14.0	43.4	14.2	45.4	13.4	43.8	12.6	43.8	12.4	42.8	12.8
FI	39.1	36.2	39.0	37.5	38.1	39.3	41.1	39.6	50.7	45.4	51.5	47.6
SE	79.0	70.9	85.2	70.5	83.4	73.0	86.8	72.5	82.9	69.9	84.1	70.5
UK	294.9	263.5	306.0	262.4	306.9	258.6	316.3	256.7	328.9	237.5	320.8	237.5
NO	:	:	:	:	:	:	:	:	:	:	65.4	124.5
EU-15	1893.2	1018.9	1971.5	1010.9	1944.3	1023.1	1957.6	1027.2	2014.4	1013.6	2014.6	1039.8

Figure 1 on the cover page illustrates the distribution of goods transported by type of cargo. 43 % of total cargo handled in the EU15 in 2002, equal to 1256 million tonnes, is made up of liquid bulk goods. This share rises to 53 % for France, 52 % for Italy and 50% for the UK (due to important volumes of North Sea oil), whereas, at the other extreme, it equals just 22% for Belgium and 27% for Germany. A large amount of dry bulk is handled in particular by the Netherlands, the UK and Spain, (141

million, 106 million and 101 million tonnes respectively). The share of dry bulk is also considerable in Ireland. Container transport is significant for Germany and Belgium, with a 30 % and a 25 % share of total transport respectively, whereas the share of Ro-Ro mobile units is high for Denmark and Sweden (27% and 24% of total transport). Finally, Finland has an important share of 'other cargo' (18% of the total volume), the category which includes forestry products.

Table 2: TOP 15 ports – on the basis of gross weight of goods handled (in 1000 t)

	1997	2000	2001	2002	Change 1997-2002 (%)
1	Rotterdam (NL) 303 427	Rotterdam (NL) 302 485	Rotterdam (NL) 296 620	Rotterdam (NL) 302 744	-0.2
2	Antwerpen (BE) 104 592	Antwerpen (BE) 115 988	Antwerpen (BE) 114 777	Antwerpen (BE) 113 937	8.9
3	Marseille (FR) 92 936	Marseille (FR) 91 279	Marseille (FR) 89 518	Marseille (FR) 89 244	-4.0
4	Hamburg (DE) 69 583	Hamburg (DE) 76 950	Hamburg (DE) 82 948	Hamburg (DE) 86 724	24.6
5	Le Havre (FR) 58 207	Le Havre (FR) 63 883	Le Havre (FR) 65 356	Bergen (NO) 85 344	:
6	London (UK) 55 692	Grimsby & Immingham (UK) 52 501	Grimsby & Immingham (UK) 54 831	Le Havre (FR) 63 754	9.5
7	Tees & Hartlepool (UK) 51 249	Tees & Hartlepool (UK) 51 472	Tees & Hartlepool (UK) 50 842	Grimsby & Immingham (UK) 55 723	16.1
8	Grimsby & Immingham (UK) 47 991	London (UK) 47 892	London (UK) 50 654	London (UK) 51 185	-8.1
9	Trieste (IT) 46 664	Dunkerque (FR) 44 318	Amsterdam (NL) 48 073	Tees & Hartlepool (UK) 50 447	-1.6
10	Genova (IT) 43 633	Trieste (IT) 44 015	Trieste (IT) 44 712	Amsterdam (NL) 48 460	31.2
11	Forth (UK) 43 102	Genova (IT) 43 797	Genova (IT) 43 134	Genova (IT) 44 408	1.8
12	Amsterdam (NL) 36 942	Wilhelmshaven (DE) 43 402	Dunkerque (FR) 41 909	Dunkerque (FR) 44 301	21.7
13	Taranto (IT) 36 720	Amsterdam (NL) 42 044	Forth (UK) 41 607	Trieste (IT) 43 717	-6.3
14	Wilhelmshaven (DE) 36 443	Forth (UK) 41 143	Algeciras (ES) 41 134	Algeciras (ES) 42 242	23.4
15	Dunkerque (FR) 36 406	Bremen & Bremerhaven (DE) 39 224	Wilhelmshaven (DE) 40 850	Forth (UK) 42 202	-2.1

The top 15 ports on the basis of gross weight of goods handled are listed in Table 2. The first five EU15-ports, Rotterdam, Antwerp, Marseille, Hamburg and Le Havre, have maintained their position since 1997. In particular, the importance of Rotterdam can be noticed, as it makes up alone for 27% of the tonnage handled in the top-15 EU15-ports (in 2002).

The Norwegian port of Bergen appears on fifth position in the 2002 ranking. In fact the Norwegian authorities have started to report in 2002, explaining the absence of Bergen in the rankings of previous years.

Amsterdam displays an increase in volumes handled of 31% since 1997. Then come Hamburg with 25%, Algeciras with 23% and Dunkerque with 22%. Six ports show a decrease in tonnage handled since 1997. London, Trieste and Marseille have seen their tonnage reduced between 8% and 4%. Rotterdam handled about the same volume of goods in 2002 than it did in 1997. However, the 2001 and 2002 figures for Dutch ports could be slightly underestimated as no national traffic was reported for these years. But the share of national transport in the total was very low in 2000 (see Table 4). London still suffers from the closure of a major oil terminal and has not yet been able to reach 1997 volumes.

Nearly all the EU15-ports included in the list for 2002 were also present in the list of the year 2001. The first six EU15-ports have maintained their position. London overtook Tees & Hartlepool again and the statistically combined ports of Bremen & Bremerhaven would have re-appeared in the 2002 ranking if Norwegian data would not have been

included (with Norwegian ports included, Bremen & Bremerhaven are 16th and Wilhelmshaven 17th). The 3% increase compared to 2001 made that Algeciras overtook Forth. For 2002, Dunkerque and Hamburg are the ports displaying the highest increases in tonnage handled compared to the previous year with +5.7% and +4.6% respectively.

As visible in Table 3, Rotterdam and Hamburg lead in the handling of containers. Bremen & Bremerhaven follows on third position, but with a considerable distance. The port of Gioia Tauro, in the very south of Italy, is the fourth largest EU15 port with regards to container-handling. Port activities are mainly characterised by transshipment. It should be noted that figures for the port of Antwerp are likely to be revised.

Table 3: Top-10 ports in 1000 TEUs (Twenty-foot Equivalent Unit) –in 2002

	Total	of which empty
1 Rotterdam (NL)	6 505	1 055
2 Hamburg (DE)	5 376	710
3 Bremen & Bremerhaven (DE)	3 032	481
4 Gioia Tauro (IT)	2 883	459
5 Felixstowe (UK)	2 682	659
6 Antwerpen (BE)	2 455	159
7 Valencia (ES)	1 826	545
8 Le Havre (FR)	1 754	283
9 Algeciras (ES)	1 732	0
10 Genova (IT)	1 499	376

Transport of goods by destination

Table 4 shows the breakdown for each country between national and international transport, intra or extra-EU15. It can be seen that the situation varies between Member States, with a very low or non-existent national transport for the Netherlands and a low share for Belgium, Germany

and Ireland (either small countries or countries with limited shorelines) on one side, and a high share on the other for Greece (31% in the year 2002), due to its numerous islands, followed by the UK (around 21% in 2001 and 2002), Denmark, Spain and Italy (all around 16% in 2002).

Table 4: Seaborne transport in the main ports 2000-2002: origin/destination

2000	BE	DK	DE	EL	ES	FR	IE	IT	NL	PT	FI	SE	UK	NO
Total (million t)	175.9	74.0	232.9	96.2	221.9	322.0	34.5	377.3	403.2	50.7	75.4	132.1	504.7	:
of wich														:
National (%)	2.9	15.1	2.3	30.2	21.0	5.8	4.0	15.6	0.2	10.8	:	9.1	12.8	:
Intern. intra-EU (%)	31.6	50.8	41.8	24.9	19.6	31.6	60.3	12.4	28.0	33.0	67.7	59.9	40.7	:
Intern. extra-EU (%)	65.5	34.1	56.0	44.9	59.4	62.6	35.7	72.0	71.8	56.2	32.3	31.0	46.5	:
2001	BE	DK	DE	EL	ES	FR	IE	IT	NL	PT	FI	SE	UK	NO
Total (million t)	171.3	73.0	236.7	90.3	293.2	302.0	36.9	378.1	404.0	50.5	85.1	126.7	502.5	:
of wich														:
National (%)	2.6	18.6	2.0	27.3	16.7	6.3	3.4	15.0	:	11.1	6.7	9.3	21.3	:
Intern. intra-EU (%)	33.0	47.2	40.6	22.7	19.2	30.4	61.6	12.3	27.8	31.4	59.8	57.6	40.9	:
Intern. extra-EU (%)	64.4	34.2	57.3	50.0	64.1	63.4	35.0	72.6	72.2	57.4	33.5	33.1	37.8	:
2002	BE	DK	DE	EL	ES	FR	IE	IT	NL	PT	FI	SE	UK	NO
Total (million t)	171.0	73.5	236.3	85.5	304.9	303.4	40.2	390.0	411.6	50.3	87.3	126.8	493.4	163.2
of wich														
National (%)	2.3	16.5	2.0	31.4	15.8	6.9	2.2	16.5	:	11.1	6.9	9.0	21.1	29.1
Intern. intra-EU (%)	33.3	49.9	38.8	19.7	18.6	29.8	67.0	12.1	27.2	32.2	58.9	59.5	40.4	46.1*
Intern. extra-EU (%)	64.4	33.6	59.3	48.8	65.6	63.3	30.8	71.4	72.8	56.7	34.2	31.5	38.6	24.8*

* The percentages express the share of Norwegian transport with EU15 and non-EU15 countries respectively.

The countries presenting a very high share of international extra-EU transport in 2002 were the Netherlands (73%) and Italy (71%). Finally, Ireland, Finland and Sweden present the highest share in international intra-EU transport. Between 2000 and 2002, a noticeable reduction in the share of international extra-EU transport of the United Kingdom could be observed, entirely to the benefit of national maritime transport. This change is explained by

the transport from off-shore installations (oil platforms), considered as national transport since 2001. The opposite situation is observed in Spain, where the share of national transport was reduced to the benefit of international extra-EU transport.

Due to its very long coastline and its 'difficult' topography (fjords), Norway displays a very high share of national transport (29 %).

Maritime goods traffic by type of vessel

Table 5 shows the distribution of seaborne transport in Member States by type of vessels (according to the

number of vessels calling at main ports and to the gross tonnage transported) for the year 2002.

Table 5: Number of inward movements and Gross Tonnage entered in main ports in 2002 - by type of vessel

	BELGIUM		GERMANY		DENMARK		GREECE		SPAIN		FRANCE		IRELAND	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	5 107	99 686	66 341	571 414	343 994	1 019 041	9 168	29 070	33 189	285 365	46 142	808 260	7 794	129 619
CARGO, SPECIALIZED	7 186	131 863	2 125	45 955	2 750	6 632	1 916	24 495	2 345	23 892	1 385	26 220	350	8 904
CONTAINER	4 031	98 200	10 890	176 680	1 639	14 000	3 675	49 212	20 992	211 912	5 510	166 365	2 570	9 525
DRY BULK	190	10 035	7 412	44 766	1 688	7 849	5 233	15 000	8 405	105 461	4 303	54 164	981	8 537
DRY CARGO BARGE	16	346	20	46	474	1 385	968	550			319	13	3	3
LIQUID BULK	5 061	38 221	5 735	50 186	2 138	9 804	6 760	34 168	17 317	258 977	9 097	167 362	1 733	9 056
OFFSHORE ACTIVITIES			1	3			1	1			9	36	7	23
PASSENGER	39	990	17 281	11 641	11 240	7 066	288 732	521 413	26 463	272 698	7 391	53 832		
OTHERS*	10 031	70 004	375	1 113			310	478	7 847	19 676	6 488	11 051		
TOTAL	31 661	449 345	110 180	901 804	363 923	1 065 776	316 763	674 387	116 558	1 177 981	80 644	1 287 303	13 438	165 668
	ITALY		NETHERLANDS		PORTUGAL		FINLAND		SWEDEN		UNITED KINGDOM		NORWAY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
CARGO, NON-SPECIALIZED	355 827	1 249 259	23 673	218 692	6 353	34 067	29 400	464 635	75 423	923 120	117 260	1 509 054	20 769	98 818
CARGO, SPECIALIZED	2 408	41 468	131	1 389	530	10 337	266	2 944	181	6 237	4 554	95 299	690	617
CONTAINER	8 643	196 682	5 456	173 685	1 783	17 053	1 285	7 585	1 241	13 016	6 496	173 058	761	3 606
DRY BULK	3 283	62 673	2 601	99 916	633	9 764	995	8 629	1 724	7 872	3 804	64 447	2 505	7 118
DRY CARGO BARGE	524	1 229			25	13	1 080	4 800	225	1 156	109	125	76	111
LIQUID BULK	15 224	191 887	9 728	133 909	2 088	21 677	3 336	28 775	3 367	29 187	17 875	188 780	2 891	24 898
OFFSHORE ACTIVITIES	134	220	2 218	4 145	45	157			141	624	6 171	14 144	2 766	7 867
PASSENGER	123 234	118 998	89	2 708	578	14 421	2 065	10 051	6 979	9 184	175	4 860	1 900	55 363
OTHERS*	162	193	1 943	4 799							5 332	9 584		
TOTAL	509 439	1 862 608	45 839	639 243	12 035	107 490	38 427	527 418	89 281	990 396	161 776	2 059 351	32 358	198 397

* "Others" include fishing boats, tugs and miscellaneous vessels (for which reporting is not compulsory) as well as vessels for which the type is unknown.

Data should be considered with caution, due to methodological inconsistencies regarding the classification of vessels.

The category of vessel 'Cargo, non-specialized' dominates in all Member States except Greece (where passenger vessels outnumber all other categories by a large margin). In particular, in Denmark it makes up for 96% of total tonnage and 95% of vessel movements, and in Sweden 94% of total tonnage and 84% of vessel movements. Finland and the United Kingdom also present high shares.

The share of the category "cargo, specialized" is only significant in Belgium (share of 23 % in the number of vessels calling at main Belgian ports, 30% of the tonnage), whereas it is very low for all other countries. Container transport is important in the Netherlands, Germany and Spain. For this category, often a diverging share can be noticed between the number of vessels calling and the gross tonnage transported. In Ireland the number of container vessels calling at main ports represent 19% of

total vessels in Ireland, whereas the corresponding tonnage transported corresponds to only 6% of total tonnage. In the Netherlands container vessels make up 12% of total vessels in the Netherlands, whereas the tonnage accounts for 28% of the total.

As mentioned earlier, passenger vessels are the most important category for Greece, where they make up around three quarters of seaborne transport in terms of tonnage and constitute 90 % of the vessel-types calling at the main Greek ports.

High values for the category 'liquid bulk' are recorded by the Netherlands (notably explained by the presence of the petroleum terminal Europoort/ Rotterdam), Portugal and Spain.

All vessels considered, it is Italy that displays the highest number of port entries, with close to 510 thousand vessels, followed by Denmark (364 thousand) and Greece (317 thousand).

Maritime transport of passengers

Table 6 outlines the passengers embarked and disembarked in all ports for each Member State. Figures refer to national, international intra-EU15 and international extra-EU15 transport of passengers. For national and international intra-EU passenger transport, however, it must be considered that passengers are counted twice, once as they embark and again as they disembark. The totals thus highly overestimate the actual journeys made. With this in mind, 405 million persons passed through EU15 ports in 2002. Contrarily to the transport of goods, no significant difference can be found between the numbers of passengers embarking and disembarking, due to the fact that most of the transport corresponds to the main ferry connections.

The figures for Italy used to be by far the highest up to 2001, where the largest contribution was made by the connection between the mainland (Reggio Calabria) and

Messina on Sicily. However, Greek figures have roughly doubled between 2001 and 2002 (reaching 101 million embarked and disembarked passengers), putting Italy at second rank. This sudden increase for Greece is explained by a couple of ports that have not been reporting earlier (and notably the ports of Rio and Antirio as well as Perama and Paloukia).

The aforementioned double counting of passengers applies especially here, since they all concern national ferry connections.

Denmark is third with regards to passenger volumes, although it has fallen by 37% since 1997, when it displayed almost equal figures to those of Italy. Denmark counts numerous ferry connections between its various islands, and with Germany, Sweden and Norway. The fall was largely due to the opening of a bridge connecting its two main islands (Sjælland and Fyn).

Table 6: Passenger transport by Member States: passengers embarked and disembarked in all ports (in 1000)

	1997		1998		1999		2000		2001		2002	
	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards	Inwards	Outwards
Belgium	925	1 021	839	857	775	778	764	756	689	689	550	575
Denmark	37 899	38 030	31 661	31 787	28 649	28 696	25 958	25 872	23 994	23 868	24 090	24 088
Germany	:	:	:	:	:	:	15 719	15 659	15 985	15 832	16 749	16 473
Greece	16 169	16 090	17 312	18 053	18 177	19 003	14 040	13 827	25 116	25 009	50 637	50 546
Spain	6 949	6 990	7 739	7 610	8 131	8 093	7 924	6 659	9 839	8 784	10 132	8 814
France	16 576	16 548	15 426	15 400	15 233	15 203	13 956	13 887	13 888	13 836	14 566	14 544
Ireland	2 209	2 171	2 354	2 329	2 203	2 155	2 094	2 124	1 940	1 955	1 935	1 958
Italy	40 128	40 056	40 398	40 223	42 744	42 695	43 215	43 161	43 438	43 444	41 394	41 306
Netherlands	974	989	928	912	976	973	1 003	1 001	1 019	1 022	1 104	1 098
Portugal	19	15	238	235	237	235	268	267	273	269	251	251
Finland	7 617	7 574	8 012	7 974	8 096	8 051	8 008	7 956	8 405	8 324	8 336	8 241
Sweden	20 580	20 369	20 955	20 794	20 914	20 660	18 457	18 116	16 201	16 149	16 164	15 948
United Kingdom	18 103	18 183	18 407	18 477	17 872	17 941	16 867	16 985	17 225	17 291	17 835	17 788
Norway	:	:	:	:	:	:	:	:	:	:	2 832	3 246

The passenger volumes on the Channel link between Calais and Dover notably influence the figures for both the UK and France. Since 1997, passenger numbers on this route have dropped by more than 20 %. This is evidently due to the alternative to maritime transport given by the Channel Tunnel.

Although Belgium's passenger transport by sea is much lower in absolute terms, the volumes have obviously also been affected by the alternative of rail transport through the

Channel Tunnel, with a fall of more than 40 % between 1997 and 2002.

Since 1998, passenger transport through Swedish ports has also showed a general decline (-21% between 1997 and 2002). The main drop occurred however between 1999 and 2000 (-12%), explained by the opening of new alternatives to sea routes, in this case the Øresund bridge connecting with Denmark.

Table 7: TOP-15 ports in passenger transport – number of passengers embarked and disembarked (in 1000)

	1997	2000	2001	2002	Change 1997-2002 (%)
1	Dover (UK) 21 236	Dover (UK) 16 197	Dover (UK) 15 957	Dover (UK) 16 449	-22.5
2	Calais (FR) 20 060	Calais (FR) 15 068	Calais (FR) 14 370	Calais (FR) 14 991	-25.3
3	Helsingborg (SE) 13 397	Helsingborg (SE) 13 525	Helsingborg (SE) 11 771	Antirio (EL) 14 210	:
4	Helsingør (DK) 13 302	Helsingør (DK) 13 322	Messina (IT) 11 612	Rio (EL) 14 210	:
5	Messina (IT) 11 157	Messina (IT) 11 898	Helsingør (DK) 11 513	Paloukia Salaminas (EL) 12 133	:
6	Reggio Di Calabria (IT) 11 000	Reggio Di Calabria (IT) 11 839	Reggio Di Calabria (IT) 11 511	Perama (EL) 12 133	:
7	Piraeus (EL) 8 707	Helsinki (FI) 9 251	Helsinki (FI) 9 010	Helsingborg (SE) 11 666	-12.9
8	Helsinki (FI) 8 146	Stockholm (SE) 7 746	Piraeus (EL) 8 237	Helsingør (DK) 11 609	-12.7
9	Korsør (DK) 8 117	Piraeus (EL) 7 289	Napoli (IT) 7 056	Messina (IT) 10 256	-8.1
10	Nyborg (DK) 8 040	Napoli (IT) 6 748	Stockholm (SE) 7 001	Reggio Di Calabria (IT) 10 137	-7.8
11	Stockholm (SE) 7 499	Rødby (Faergehavn) (DK) 5 430	Rødby (Faergehavn) (DK) 6 028	Helsinki (FI) 8 871	8.9
12	Napoli (IT) 7 277	Puttgarden (DE) 5 430	Puttgarden (DE) 5 984	Piraeus (EL) 8 633	-0.9
13	Rødby (Faergehavn) (DK) 5 975	Capri (IT) 5 404	Capri (IT) 5 546	Stockholm (SE) 6 826	-9.0
14	Malmö (SE) 5 236	Santa Cruz De Tenerife (ES) 4 927	Santa Cruz De Tenerife (ES) 4 910	Napoli (IT) 6 708	-7.8
15	Capri (IT) 4 995	Kobenhavns (Og Frihavnen) (DK) 3 821	Algeciras (ES) 4 402	Puttgarden (DE) 6 592	:

The top-15 ports are detailed in Table 7 above, for the total of passengers embarked and disembarked.

The ranking of the most important passenger ports display many similarities for 2000 and 2001. The fact that Greece started to report for some very important ferry connections explains the drastic changes in the 2002 ranking.

The most important ports remain Dover and Calais, both representing around half of passenger transport by sea respectively in the UK and in France. The significant fall in number of passengers reflects the opening of the Channel Tunnel, as explained above. However, both Dover and Calais have been able to stop a further decline as they registered respectively 3.1 % and 4.3 % more passengers in 2002 than they did in 2001.

The ports of Rio and Antirio are close to Dover and Calais in terms of passengers handled. The two Greek ports display exactly the same amount of passengers (14.2 million passengers) as it concerns the short trip across the Corinth Gulf strait between mainland Greece and the Peloponnese. However, a fixed link is currently being built (expected completion: December 2004) and passenger figures for both Rio and Antirio are expected to drop massively (if not to zero) in 2005.

Another Greek port couple entered the 2002 ranking: the connection between Perama (Piraeus) and Paloukia on the island of Salaminas: both ports display a volume 12.1 million passengers.

Rank 7 and 8 are taken by Helsingborg (Sweden) and Helsingør (Denmark), also connected through a frequent ferry link. Both ports have registered a fall in the number of passengers since 1999, likely due to the opening of the Øresund fixed link.

As mentioned above, Messina (Sicily) and Reggio Calabria (Italian mainland) contribute considerably to the Italian passenger transport. Plans now exist to link Sicily to the mainland through a bridge.

Although most ports registered declines in passenger volumes over the last couple of years, the port of Helsinki counted 9% more passengers in 2002 than it did in 1997. A noticeable share of Helsinki's passenger traffic is with nearby Tallinn, Estonia's capital. Passenger volumes are likely to increase after the accession of the new Member States.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

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

Due to derogations granted to Member States, data referring to the period 1997-1999 are not complete for all aspects at EU level.

Data in this publication refer to the European Union before 1 May 2004 and therefore only includes 15 Member States. EU-15 indications refer to the total of 13 Member States. Obviously, Luxembourg and Austria have no maritime ports.

Figure 1: Share of types of cargo handled (inwards and outwards) in main ports in 2002

In the interest of clarity, certain cargo types have been regrouped. This is notably the case for the category "ro-ro mobile units", composed of "ro-ro self propelled units" and "ro-ro mobile units (non self-propelled)" (ro-ro = roll on / roll off).

Table 1: Seaborne transport: gross weight of goods handled in all ports – in million tonnes

Data for Spain relate to major ports only.

Table 4: Seaborne transport in the main ports 2000-2002: origin/destination

Finland has not declared national (domestic) transport up to the year 2000. Consequently, adding intra- and extra-EU traffic results in 100%. For the calculation of "National traffic" figures and in order to avoid double counting: National traffic = national inwards + "x part of" national outwards ("x part of" = National outwards traffic only in case where the mirror "inwards traffic" is missing).

Table 5: Number of inward movements and Gross Tonnage entered in main ports in 2002 - by type of vessel

Figures presented are those reported by the various Member States. They include indications for vessel types for which reporting is not compulsory (fishing boats, tugs, miscellaneous vessels).

Table 6: Passenger transport by Member States: passengers embarked and disembarked in all ports (in 1000)

Figures for Germany are missing up to 1999. This country has been granted derogation with regards to the declaring of passenger transport.

Portugal: for 1997, only minor ports were reporting.

Spain: data relate to major ports only.

Table 7: TOP-15 ports in passenger transport - number of passengers embarked and disembarked

There are no data available for German ports up to and including 1999 (derogation).

Germany

As requested by Germany, the nearby ports of Bremen and Bremerhaven have been combined.

Spain

Ceuta and Melilla

Data with regards to Spain include Ceuta and Melilla.

France

Réunion, Guyane, Guadeloupe, Martinique

Data declared by France take into account goods and passenger handling in ports of the French overseas territories (Départements d'Outre Mer / Territoires d'Outre Mer). Transport between those territories and mainland France is thus considered as national transport.

Netherlands

The Netherlands has not reported national maritime transport for 2001 and 2002 (Customs data). As the share in 2000 was rather limited, this does not have a significant impact on the global situation. However, some figures (notably those referring to Dutch ports in Table 2) might be slightly underestimated. Dutch authorities might start to collect national data again in the future.

Portugal

Açores and Madeira

Data with regards to the Açores and Madeira are included in Portugal.

United Kingdom

Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Those located on the Humber estuary report as 'Grimsby & Immingham'. Both are located on the East coast (North Sea) of the United Kingdom. Forth refers to port installations located in the Firth of Forth close to Edinburgh.

Norway

Norway has started to report maritime transport statistics according to the EU Council Directive with the 2002 reference year. Data before 2002 are not available.

The sources of all the figures presented in this publication is Eurostat and reflects the **state of data availability** in Eurostat's reference database New Cronos as of March 2004.

This publication has been produced with the assistance of Manuel Da Silva (data) and Jelle Bosch (commentaries).

Further information:

➤ Databases

New Cronos, Theme 7

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

DANMARK	DEUTSCHLAND	ESPAÑA	FRANCE	ITALIA – Roma
DANMARKS STATISTIK Bibliotek og Information Eurostat Data Shop Sejrgade 11 DK-2100 KØBENHAVN Ø Tlf. (45) 39 17 30 30 Fax (45) 39 17 30 03 E-mail: bib@dst.dk URL: http://www.dst.dk/bibliotek	Statistisches Bundesamt Eurostat Data Shop Berlin Otto-Braun-Straße 70-72 (Eingang: Karl-Marx-Allee) D-10178 Berlin Tel. (49) 1888-644 94 27/28 (49) 611 75 94 27 Fax (49) 1888-644 94 30 E-Mail: datashop@destatis.de URL: http://www.eu-datashop.de/	INE Eurostat Data Shop Paseo de la Castellana, 183 Despacho 011B Entrada por Estébanez Caldeón E-28046 MADRID Tel. (34) 915 839 167/ 915 839 500 Fax (34) 915 830 357 E-mail: datashop.eurostat@ine.es URL: http://www.ine.es/produser/datashop/index.html Member of the MIDAS Net	INSEE Info Service Eurostat Data Shop 195, rue de Bercy Tour Gamma A F-75582 PARIS CEDEX 12 Tél. (33) 1 53 17 88 44 Fax (33) 1 53 17 88 22 E-mail: datashop@insee.fr Member of the MIDAS Net	ISTAT Centro di informazione statistica Sede di Roma Eurostat Data Shop Via Cesare Balbo, 11a I-00184 Roma Tel. (39) 06 46 73 32 28 Fax (39) 06 46 73 31 01/ 07 E-mail: datashop@istat.it URL: http://www.istat.it/Prodotti-e/Allegati/Eurostatdatashop.html Member of the MIDAS Net
ITALIA – Milano	NEDERLAND	PORTUGAL	SUOMI/FINLAND	SVERIGE
ISTAT Ufficio Regionale per la Lombardia Eurostat Data Shop Via Fieno 3 I-20123 MILANO Tel. (39) 02 80 61 32 460 Fax (39) 02 80 61 32 304 E-mail: mileuro@tin.it URL: http://www.istat.it/Prodotti-e/Allegati/Eurostatdatashop.html Member of the MIDAS Net	Centraal Bureau voor de Statistiek Eurostat Data Shop - Voorburg Postbus 4000 NL-2270 JM VOORBURG Nederland Tel. (31) 70 337 49 00 Fax (31) 70 337 59 84 E-mail: datashop@cbs.nl URL: www.cbs.nl/eurodatashop	Eurostat Data Shop Lisboa INE/Serviço de Difusão Av. António José de Almeida, 2 P-1000-043 LISBOA Tel. (351) 21 842 61 00 Fax (351) 21 842 63 64 E-mail: data.shop@ine.pt	Statistics Finland Eurostat Data Shop Helsinki Tilastokirjasto PL 2B FIN-00022 Tilastokeskus Työpajakatu 13 B, 2. Kerros, Helsinki P. (358) 9 17 34 22 21 F. (358) 9 17 34 22 79 Sähköposti: datashop@stat.fi URL: http://www.tilastokeskus.fi/tk/ki/datashop/	Statistics Sweden Information service Eurostat Data Shop Karlavägen 100 - Box 24 300 S-104 51 STOCKHOLM Tfn (46) 8 50 69 48 01 Fax (46) 8 50 69 48 99 E-post: infoservice@scb.se URL: http://www.scb.se/templates/Standard_22884.asp
UNITED KINGDOM	NORGE	SCHWEIZ/SUISSE/SVIZZERA	UNITED STATES OF AMERICA	
Eurostat Data Shop Office for National Statistics Room 1.015 Cardiff Road Newport South Wales NP10 8XG United Kingdom Tel. (44) 1633 81 33 69 Fax (44) 1633 81 33 33 E-mail: eurostat.datashop@ons.gov.uk	Statistics Norway Library and Information Centre Eurostat Data Shop Kongens gate 6 Boks 8131 Dep. N-0033 OSLO Tel. (47) 21 09 46 42 / 43 Fax (47) 21 09 45 04 E-mail: Datashop@ssb.no URL: http://www.ssb.no/biblioteket/datashop/	Statistisches Amt des Kantons Zürich Eurostat Data Shop Bleicherweg 5 CH-8090 Zürich Tel. (41) 1 225 12 12 Fax (41) 1 225 12 99 E-mail: datashop@statistik.zh.ch URL: http://www.statistik.zh.ch	Harver Analytics Eurostat Data Shop 60 East 42nd Street Suite 3310 NEW YORK, NY 10165 USA Tel. (1) 212 986 93 00 Fax (1) 212 986 69 81 E-mail: euromata@haver.com URL: http://www.haver.com/	

Media Support Eurostat (for professional journalists only):

Bech Building Office A4/017 • L-2920 Luxembourg • Tel. (352) 4301 33408 • Fax (352) 4301 35349 • e-mail: eurostat-mediasupport@cec.eu.int

For information on methodology:

Georgios Xenellis, Eurostat / D4, L-2920 Luxembourg, Tel. (352) 4301 35384, Fax (352) 4301 32289

E-mail: Georges.Xenellis@cec.eu.int

ORIGINAL: English

Please visit our web site at www.europa.eu.int/comm/eurostat/ for further information!

A list of worldwide sales outlets is available at the **Office for Official Publications of the European Communities**.

2 rue Mercier – L-2985 Luxembourg
Tel. (352) 2929 42118 Fax (352) 2929 42709
URL: <http://publications.eu.int>
E-mail: info-info-opoce@cec.eu.int

BELGIQUE/BELGIË – DANMARK – DEUTSCHLAND – GREECE/ELLADA – ESPAÑA – FRANCE – IRELAND – ITALIA – LUXEMBOURG – NEDERLAND – ÖSTERREICH
PORTUGAL – SUOMI/FINLAND – SVERIGE – UNITED KINGDOM – ISLAND – NORGE – SCHWEIZ/SUISSE/SVIZZERA – BALGARJA – CESKÁ REPUBLIKA – CYPRUS
EESTI – HRVATSKA – MAGYARORSZÁG – MALTA – POLSKA – ROMÂNIA – RUSSIA – SLOVAKIA – SLOVENIA – TÜRKIYE – AUSTRALIA – CANADA – EGYPT – INDIA
ISRAËL – JAPAN – MALAYSIA – PHILIPPINES – SOUTH KOREA – THAILAND – UNITED STATES OF AMERICA