

# Short Sea Shipping of goods 2000-2004

*In 2004, EU-25 Short Sea Shipping amounted to 1.8 billion tonnes of goods and almost a third involved the ports on the North Sea coast.*

## Statistics in focus

TRANSPORT

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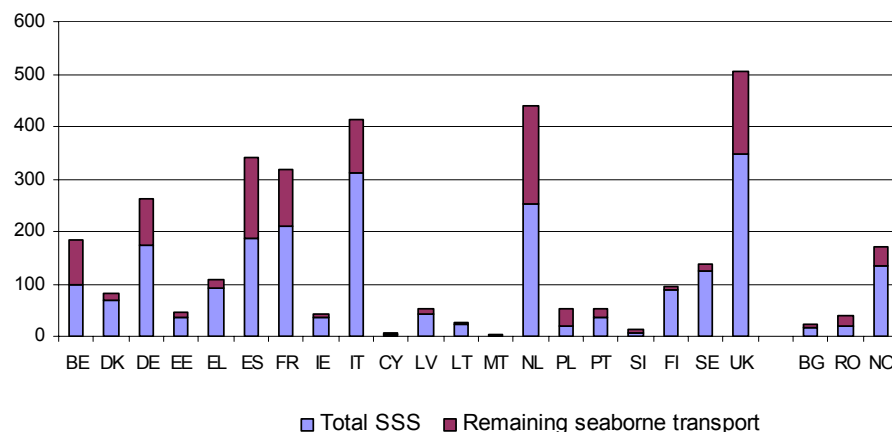
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Figure 1: Share of Short Sea Shipping (SSS) of goods in total transport - million tonnes, 2004



## Highlights

In 2004 Short Sea Shipping (SSS)<sup>(1)</sup> accounted for 63.4% of the entire EU-25 maritime transport of goods, totalling nearly 1.8 billion tonnes.

The United Kingdom and Italy accounted for the largest volume of Short Sea Shipping, totalling 347 and 311 million tonnes, respectively. The share of Short Sea Shipping in total sea shipping varied widely from one country to another.

Short Sea Shipping experienced an upturn in the majority of the EU-25 Member States from 2003 to 2004, with the exception of Estonia, Greece, Lithuania and Malta.

The North and the Mediterranean Sea had the largest shares of SSS declared by the EU-25 countries, with 29.3% (582 million tonnes), and 26.9% (533 million tonnes), respectively.

Liquid bulk (including liquefied gas, crude oil and oil products) played a predominant role in Short Sea Shipping; in Estonia, France and the Netherlands in particular, it accounted for more than 60% of total cargo.

In all maritime regions, liquid bulk was the most common SSS cargo, both leaving and entering the EU-25; however, its share varied from 70.9% in the Black Sea to 40.7% in the Atlantic Ocean.

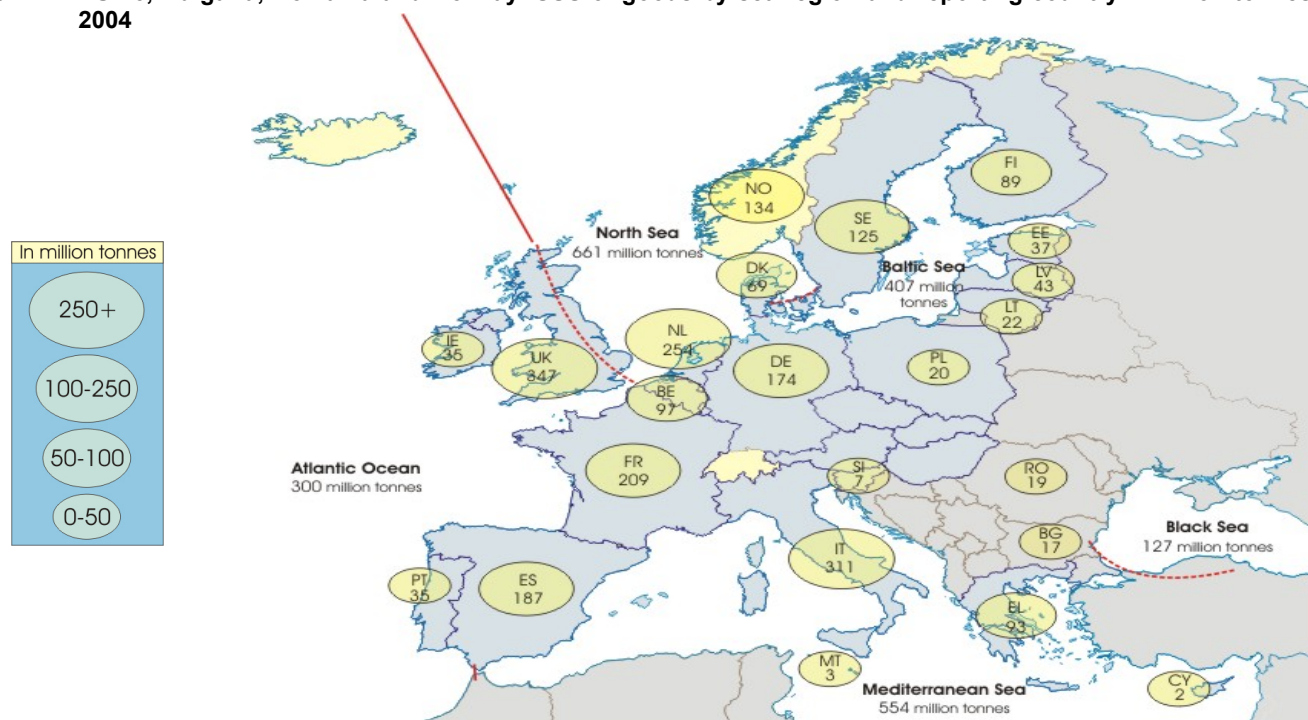
Rotterdam was the largest EU-25 port in 2004 in terms of Short Sea Shipping of goods. All top 20 SSS ports show preponderance of SSS over the remaining seaborne transport (ocean shipping), with shares above 90% for Forth (UK), Augusta (IT), Trieste (IT) and Goteborg (SE).

<sup>(1)</sup> Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-25, Bulgaria, Romania and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other, i.e. ports in EU countries (Belgium, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Slovenia, Spain, Sweden and the United Kingdom), EEA countries (Iceland and Norway), Baltic Sea countries (Russia), Mediterranean countries (Albania, Algeria, Bosnia-Herzegovina, Croatia, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, Syria, Tunisia and Turkey) and Black Sea countries (Bulgaria, Georgia, Moldova, Romania, Russia, Turkey and Ukraine).



## Short Sea Shipping by Reporting Country and Sea Region

Map 1: EU-25, Bulgaria, Romania and Norway: SSS of goods by sea region and reporting country – million tonnes, 2004



For most of the countries (EU-25 countries, Bulgaria, Romania and Norway), the majority of sea shipping that took place in 2004 (see Figure 1) was Short Sea Shipping (SSS). The preponderance of SSS over the remaining seaborne transport (ocean shipping) was particularly pronounced in Finland (93.6%), Sweden (89.6%) Greece (86.5%), Denmark (85.9%), Lithuania (84.1%), Estonia (82.1%) and Ireland (81.6%). Indeed these countries reported some of the largest shares of national and international intra-EU-25 transport.

In 2004, the Short Sea Shipping of the United Kingdom represented 347 million tonnes of cargo, accounting for 16.1% of total SSS of the EU-25. It was followed by Italy and the Netherlands with shares of 14.4% and 11.8%, respectively.

The amount of SSS between EU-25 ports and ports located in the North Sea amounted to 582 million tonnes, nearly 30% of total SSS declared by the EU-25. The Mediterranean Sea followed close behind, with 533 million tonnes. If one considers the amount of SSS in the Baltic Sea and in the North Sea, together, it accounted for nearly half of the total SSS declared by the EU-25. The Black Sea accounted for only 5.6% of the EU-25's total SSS.

Figure 2: EU-25 SSS of goods by sea region, 2004

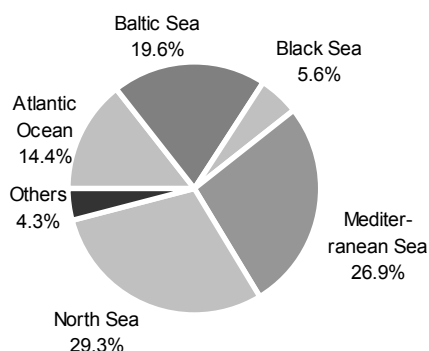


Table 1: SSS of goods by reporting country and sea region – 1 000 tonnes, 2004

	Atlantic Ocean	Baltic Sea	Black Sea	Mediterranean Sea	North Sea	Others <sup>(1)</sup>
BE	13 304	21 333	1 445	22 421	38 135	609
DK	3 058	36 064	37	590	30 262	566
DE	10 980	81 175	192	13 513	65 989	2 335
EE	2 921	13 677	:	1 020	17 451	1 708
EL	1 379	494	13 735	72 927	3 415	1 319
ES	38 355	18 040	12 410	90 520	26 959	7 900
FR	49 266	16 164	18 210	51 995	46 230	27 123
IE	18 066	1 841	98	963	13 588	182
IT	7 412	1 700	55 455	212 657	11 908	21 580
CY	89	12	:	1 646	412	:
LV	4 949	13 104	223	1 126	21 610	1 544
LT	2 417	5 459	992	363	12 148	360
MT	173	38	255	1 980	312	:
NL	33 770	68 242	2 560	45 487	97 093	6 526
PL	1 480	6 799	134	1 155	8 806	1 234
PT	10 694	2 574	2 495	10 636	8 158	94
SI	36	78	783	5 881	58	16
FI	4 177	52 670	77	1 799	29 820	84
SE	4 220	66 224	33	1 830	49 831	5 570
UK	120 966	35 619	1 106	22 833	178 336	5 805
<b>EU-15</b>	<b>273 751</b>	<b>370 925</b>	<b>107 854</b>	<b>524 949</b>	<b>521 004</b>	<b>79 694</b>
<b>EU-25</b>	<b>285 815</b>	<b>389 825</b>	<b>110 240</b>	<b>533 228</b>	<b>581 801</b>	<b>84 557</b>
BG	547	11	10 451	5 468	152	59
RO	454	149	6 261	10 843	205	823
NO	13 404	16 710	195	4 912	94 822	3 970
<b>Total</b>	<b>300 220</b>	<b>406 694</b>	<b>127 147</b>	<b>554 450</b>	<b>661 480</b>	<b>89 409</b>

<sup>(1)</sup> see methodological notes

For the sake of clarity, since EU-25 SSS is defined as transport of goods between EU-25 ports and ports located in geographical Europe or the Mediterranean and Black Seas, the 110 million tonnes of EU-25 SSS in the Black Sea do not include any intra-Black Sea transport.

In 2004, Italy was the EU-25 country that reported the largest share of SSS in the Black Sea (55 million tonnes, i.e. 50.3% of total EU-25 SSS in the Black Sea). A considerable share of EU-25 Short Sea Shipping performed in the Mediterranean Sea (37.9%) – 213 million tonnes – was also reported by Italian ports. In the Atlantic Ocean and the North Sea, SSS largely came from or was destined for British ports (36.9% and 27.0%, respectively). EU-25 Short Sea Shipping in the Baltic Sea referred mainly to four Member States, Germany, the

Netherlands, Sweden and Finland, which accounted together for 68.8% of EU-25 SSS in the Baltic Sea. Table 1 also shows that, with the exception of Estonia, Latvia, Lithuania and Poland, all countries carried out the highest share of their Short Sea Shipping with partner ports located on seas where these countries also have a coastline. Half of the SSS to/from the three Baltic States was loaded or unloaded in ports located in the North Sea.

**Table 2: SSS of goods by reporting country and direction – million tonnes**

	2000			2002			2003			2004			Annual rate of growth (Total)	
	Inwards	Outwards	Total	Inwards	Outwards	Total	Inwards	Outwards	Total	Inwards	Outwards	Total	Average rate 2000-2004	2003-2004
BE	59	36	94	56	36	92	56	39	95	58	40	97	0.9%	2.6%
DK	31	33	59	34	35	62	35	37	66	39	38	69	3.9%	5.4%
DE	107	52	156	104	53	155	108	55	160	116	60	174	2.7%	8.3%
EE	:	:	:	4	34	38	4	36	41	4	33	37	:	-9.5%
EL	63	43	86	59	42	84	70	54	98	67	51	93	2.0%	-4.4%
ES	99	45	132	134	60	172	138	65	179	144	69	187	9.3%	4.8%
FR	153	64	210	141	60	195	147	65	204	150	66	209	-0.1%	2.2%
IE	17	10	27	21	11	32	22	11	33	24	11	35	6.5%	4.5%
IT	227	103	280	234	109	291	244	116	302	248	121	311	2.7%	2.9%
CY	:	:	:	2	1	3	1	1	2	1	1	2	:	-0.7%
LV	:	:	:	:	:	:	:	:	:	3	39	43	:	:
LT	:	:	:	3	16	19	3	21	24	4	18	22	:	-9.6%
MT	:	:	:	:	:	:	3	0	3	2	0	3	:	-12.6%
NL	161	57	218	168	58	226	170	56	227	191	62	254	3.9%	11.9%
PL	:	:	:	:	:	:	:	:	:	6	14	20	:	:
PT	25	10	31	25	10	32	25	11	32	26	12	35	2.5%	6.8%
SI	:	:	:	3	2	6	4	3	6	4	3	7	:	7.4%
FI	37	33	70	46	39	80	50	39	85	52	41	89	5.9%	4.8%
SE	66	62	118	63	58	114	67	60	118	70	62	125	1.3%	5.3%
UK	171	188	306	220	174	344	216	174	341	227	172	347	3.2%	1.7%
<b>EU-15</b>	<b>1 216</b>	<b>738</b>	<b>1 514</b>	<b>1 305</b>	<b>746</b>	<b>1 609</b>	<b>1 348</b>	<b>782</b>	<b>1 658</b>	<b>1 412</b>	<b>806</b>	<b>1 729</b>	<b>3.4%</b>	<b>4.2%</b>
<b>Total</b>	<b>1 216</b>	<b>738</b>	<b>1 514</b>	<b>1 317</b>	<b>800</b>	<b>1 672</b>	<b>1 363</b>	<b>843</b>	<b>1 731</b>	<b>1 436</b>	<b>914</b>	<b>1 779</b>	<b>:</b>	<b>:</b>
BG	:	:	:	8	7	16	8	7	15	10	7	17	:	11.4%
RO	:	:	:	3	10	14	4	10	14	8	11	19	:	33.1%
NO	:	:	:	54	82	127	51	81	122	54	91	134	:	9.7%

The totals in Table 2 exclude the double counting of flows that may occur at the national and international intra-EU levels. These totals may therefore differ from the sum of inward and outward flows (see methodological notes).

In 2004 all EU-25 countries sent out fewer goods than they received by SSS except Estonia, Latvia, Lithuania and Poland. This exception was also true for Romania and Norway. The volume of SSS goods unloaded in Dutch ports was 3 times higher than the volume of goods loaded.

Almost all countries for which data were available registered a positive annual average growth in SSS during the period 2000-2004. Only one country among the old Member States – France (-0.1%) – experienced a drop in SSS over this period,

although France showed a positive growth from 2003 to 2004 of 2.2%.

The volume of Short Sea Shipping reported by the EU-15 registered a growth of 4.2% between 2003 and 2004.

Short Sea Shipping experienced an upturn in all old Member States belonging to the EU-15 from 2003 to 2004, with the exception of Greece, with a decline of -4.4%. The highest growth between 2003 and 2004 was experienced by the Netherlands (+11.9%) and Germany (+8.3%).

Several new Member States registered a fall in the amount of SSS between 2003 and 2004, in particular Estonia (-9.5%), Lithuania (-9.6%) and Malta (-12.6%).

### Short Sea Shipping by Type of Cargo

**Figure 3: EU-25 SSS of goods by type of cargo, 2004**

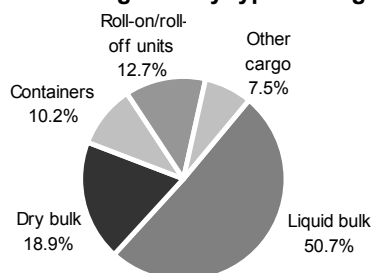


Figure 3 shows that liquid bulk played a predominant role in the total volume of Short Sea Shipping to/from the EU-25. At 902 million tonnes, it accounted for 50.7% of total EU-25 SSS. With 337 million tonnes, dry bulk was the second most important type of cargo (18.9% of total EU-25 SSS), but it was considerably less than liquid bulk. Roll-on/roll-off units came next, at 12.7% of total EU-25 SSS, followed by containers, at 10.2%. These amounted to 225 and 182 million tonnes respectively (see Table 3).

**Figure 4: EU-25 SSS of goods by type of cargo and sea region, 2004**

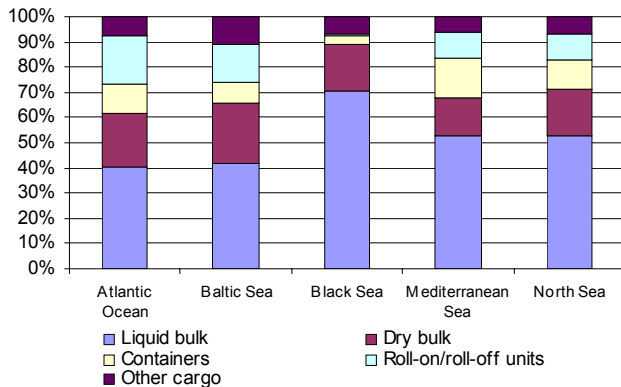


Figure 4 shows the distribution of EU-25 Short Sea Shipping by type of cargo and sea region. Liquid bulk was the most

transported type of cargo with reference to all the sea regions, and in particular the Black Sea, where it represented 70.9%. More than 97% of this concerned crude oil and oil products loaded in Black sea ports and unloaded in EU-25 ports. Although liquid bulk was also the most transported type of cargo for the Atlantic Ocean, its share in total cargo (40.7%) was not as high as in the other sea regions.

Dry bulk was the second most important type of cargo throughout the EU-25's sea regions involved in SSS, except in the Mediterranean Sea.

In the Atlantic Ocean, roll-on/roll-off units and dry bulk accounted respectively for 18.8% and 20.7% of the volume of Short Sea Shipping of goods from/to the EU-25 ports.

The Mediterranean Sea is the only sea region where containers represented the second most important type of cargo in SSS, 16.2% of the total.

**Table 3: SSS of goods by reporting country and type of cargo – 1000 tonnes, 2004**

	Liquid Bulk	Dry bulk	Containers	Ro-Ro units <sup>(1)</sup>	Other cargo	Total
BE	28 601	16 589	22 207	21 098	8 752	97 246
DK	26 515	17 167	3 646	19 563	2 280	69 170
DE	61 916	31 710	36 064	33 044	10 962	173 697
EE	23 658	4 476	1 008	3 049	4 586	36 778
EL	33 701	22 684	12 921	18 852	5 111	93 269
ES	79 133	47 762	31 390	12 455	16 749	187 488
FR	130 645	33 849	10 671	23 274	10 336	208 775
IE	11 714	6 641	7 012	8 198	1 173	34 738
IT	181 642	36 247	43 332	32 140	17 351	310 712
CY	567	20	1 222	79	273	2 160
LV	17 921	14 424	972	962	8 276	42 555
LT	12 172	4 877	1 150	1 616	1 924	21 739
MT	778	669	656	222	433	2 758
NL	157 670	40 701	24 568	14 697	16 042	253 678
PL	4 875	10 020	1 467	1 695	1 551	19 608
PT	18 237	7 353	5 444	363	3 254	34 651
SI	1 988	2 677	1 423	32	732	6 852
FI	26 309	22 907	11 657	12 616	15 136	88 625
SE	45 310	19 753	7 377	37 794	14 495	124 730
UK	164 886	54 945	24 731	81 683	20 377	346 622
<b>EU-15</b>	<b>878 830</b>	<b>322 531</b>	<b>181 724</b>	<b>224 477</b>	<b>120 994</b>	<b>1 728 556</b>
<b>EU-25</b>	<b>901 502</b>	<b>336 977</b>	<b>181 624</b>	<b>225 471</b>	<b>133 742</b>	<b>1 779 316</b>
BG	7 413	5 188	1 220	484	2 384	16 689
RO	8 256	5 755	1 734	45	2 943	18 733
NO	72 369	40 500	4 174	4 650	12 318	134 012

<sup>(1)</sup> ro-ro: roll-on/roll-off

Table 3 shows that the United Kingdom was the EU-25 Member State with by far the largest volume of SSS for ro-ro units (81.7 million tonnes), the second and the third ones being Sweden and Germany with 37.8 and 33.0 million tonnes respectively.

The United Kingdom led also the ranking for dry bulk (54.9 million tonnes).

With regard to liquid bulk and containers, Italy accounted for the largest volume, totalling 181.6 and 43.3 million tonnes, respectively.

Figure 5: SSS of goods by reporting country and type of cargo, 2004

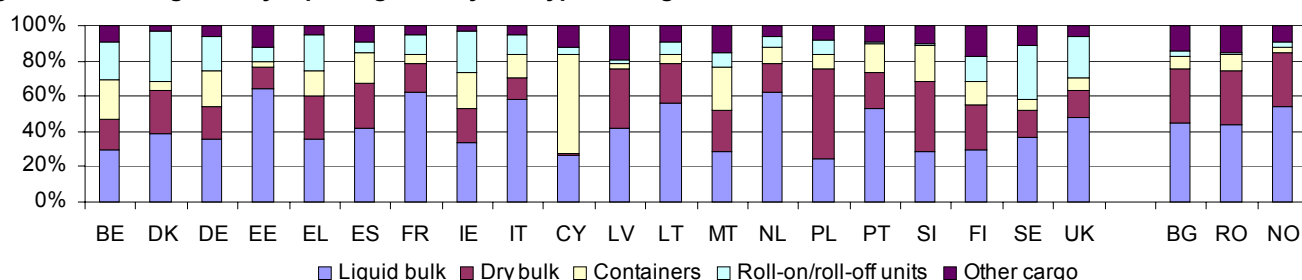


Figure 5 (like Figure 4), shows that liquid bulk was a very important component of SSS. It was the most common type of cargo in the majority of the EU-25 countries. This was particularly notable for Estonia (64.3%), France (62.6%) and

the Netherlands (62.2%). The exceptions are among the new Member States: for Poland and Slovenia the most common type of cargo in SSS was dry bulk (51.1% and 39.1%, respectively).

Table 4: SSS of containers by reporting country – 1 000 TEUs<sup>(1)</sup>

	2000		2002		2003		2004		Annual rate of growth			
	Total	of which empty	Total	of which empty	Total	of which empty	Total	of which empty	Average rate 2000-2004		2003-2004	
									Total	of which empty	Total	of which empty
BE	897	102	1 144	84	1 458	83	1 940	212	21.3%	20.2%	33.1%	155.2%
DK	427	121	431	118	452	103	470	101	2.4%	-4.5%	4.0%	-2.5%
DE	2 630	530	3 344	739	3 661	768	4 236	845	12.7%	12.4%	15.7%	10.0%
EE	:	:	112	27	131	28	160	33	:	:	21.7%	17.6%
EL	1 201	284	1 176	211	1 343	199	1 292	193	1.8%	-9.1%	-3.8%	-2.8%
ES	2 307	611	2 967	584	3 460	830	3 163	745	8.2%	5.1%	-8.6%	-10.2%
FR	820	269	996	291	1 096	323	1 269	339	11.5%	6.0%	15.8%	4.8%
IE	569	93	785	162	869	186	922	192	12.8%	19.8%	6.1%	3.4%
IT	3 026	471	3 832	624	4 244	732	4 392	627	9.8%	7.4%	3.5%	-14.3%
CY	:	:	183	58	154	52	186	66	:	:	21.1%	26.8%
LV	:	:	:	:	:	:	91	1	:	:	:	:
LT	:	:	:	:	:	:	174	55	:	:	:	:
MT	:	:	:	:	91	32	88	26	:	:	-2.6%	-20.2%
NL	2 327	419	2 426	512	2 634	550	3 026	640	6.8%	11.2%	14.9%	16.4%
PL	:	:	:	:	:	:	195	32	:	:	:	:
PT	558	135	629	168	663	166	685	170	5.2%	5.9%	3.3%	2.5%
SI	:	:	100	0	190	0	135	20	:	:	-29.0%	:
FI	879	192	1 052	208	1 115	199	1 279	226	9.8%	4.1%	14.7%	13.6%
SE	627	142	887	250	780	177	869	210	8.5%	10.4%	11.4%	18.8%
UK	2 972	735	3 276	981	3 334	1 065	3 408	1 102	3.5%	10.6%	2.2%	3.5%
<b>EU-15</b>	<b>14 479</b>	<b>3 038</b>	<b>17 317</b>	<b>3 668</b>	<b>19 157</b>	<b>4 054</b>	<b>20 311</b>	<b>4 120</b>	<b>8.8%</b>	<b>7.9%</b>	<b>6.0%</b>	<b>1.6%</b>
<b>Total</b>	<b>14 479</b>	<b>3 038</b>	<b>17 699</b>	<b>3 753</b>	<b>19 687</b>	<b>4 163</b>	<b>20 666</b>	<b>4 221</b>	:	:	:	:
BG	:	:	103	42	167	48	153	42	:	:	-8.0%	-12.5%
RO	:	:	:	:	:	:	128	18	:	:	:	:
NO	:	:	456	121	488	135	502	143	:	:	2.8%	5.7%

<sup>(1)</sup> TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container)

With 4.4 million TEUs in 2004, Italy led the EU-25 Member States with regard to SSS of containers, closely followed by Germany. The United Kingdom reported the highest volume of empty containers at 1.1 million TEUs.

Of EU-25 countries, Slovenia, Spain, Greece and Malta experienced a drop in the SSS of containers between 2003 and 2004, with the biggest decline reported by Slovenia (-29.0%). However, Spain registered a growth in SSS of containers as a whole at an average of 8.2% between 2000 and 2004.

A significant decrease of SSS of containers (-8.0%) between 2003 and 2004 was also registered in Bulgaria. Belgium and Estonia showed the most important increases between 2003

and 2004. However, it should be mentioned that data provided by Belgium on the number of containers were under-estimated up to and including the 2<sup>nd</sup> semester 2004. As a consequence the annual growth rates for Belgium shown in table 4 are over-estimated.

In the Netherlands, Sweden, the UK and Norway the SSS of empty containers increased faster between 2003 and 2004 than the SSS of total containers.

It should also be mentioned that from 2003 to 2004 the number of containers in SSS reported by the ports of Denmark and Italy went up, while the number of empty containers handled dropped.

## Main Ports in Short Sea Shipping

Table 5 shows that of all EU-25 ports, Rotterdam handled the highest volume of goods: it accounted alone for 8.0% of the total SSS of the EU-25 ports, whereas the top 20 ports all together accounted for almost 40% of the total. This total is in this case simply the sum of inwards and outwards declarations of individual ports.

The volume of goods handled by Rotterdam has grown by 11.5% compared to 2003. The highest growth rates were in Gioia Tauro (+33.9%) and Amsterdam (+31.5%), followed by Wilhelmshaven (+18.0%) and Milford Haven (+14.6%).

The second largest port in terms of SSS volume was Marseille, however handling considerably less - only one third of Rotterdam's volume - and recording a decrease compared to the previous year (-1.3%).

**Table 5: EU-25 Top 20 SSS ports – 1 000 tonnes, 2004**

Rank	Ports	Total SSS	Growth 2003 - 2004	Share of EU-25 SSS	Remaining seaborne transport
1	Rotterdam (NL)	187 830	11.5%	8.0%	143 035
2	Marseille (FR)	61 642	-1.3%	2.6%	29 168
3	Antwerpen (BE)	60 827	2.7%	2.6%	74 614
4	Le Havre (FR)	46 150	6.9%	2.0%	25 728
5	Hamburg (DE)	44 208	7.8%	1.9%	55 321
6	London (UK)	42 702	2.3%	1.8%	10 587
7	Wilhelmshaven (DE)	39 267	18.0%	1.7%	5 689
8	Grimsby & Immingham (UK)	39 094	4.0%	1.7%	18 522
9	Trieste (IT)	38 464	3.8%	1.6%	3 052
10	Tees & Hartlepool (UK)	38 200	-0.1%	1.6%	15 619
11	Goteborg (SE)	33 347	11.2%	1.4%	3 057
12	Forth (UK)	32 942	-6.4%	1.4%	1 950
13	Genova (IT)	32 610	-0.5%	1.4%	13 269
14	Tallinn (EE)	29 838	-9.4%	1.3%	7 278
15	Augusta (IT)	29 648	3.6%	1.3%	2 051
16	Amsterdam (NL)	27 100	31.5%	1.2%	22 809
17	Milford Haven (UK)	26 934	14.6%	1.1%	11 518
18	Southampton (UK)	26 679	9.5%	1.1%	11 752
19	Venezia (IT)	24 627	4.0%	1.0%	4 256
20	Gioia Tauro (IT)	23 865	33.9%	1.0%	5 538
<b>Total top 20</b>		<b>885 975</b>	<b>6.5%</b>	<b>37.7%</b>	<b>464 814</b>

In the third position in terms of SSS, Antwerpen reported a volume of goods handled close to that reported by Marseille; however, its volume of Ocean shipping (75 million tonnes) is two times and a half higher than Marseille (29 million tonnes). Indeed, Antwerpen has the second lowest share (44.9%) of SSS in total seaborne transport of goods of the Top 20 SSS ports after Hamburg (44.4%).

Le Havre and Hamburg showed growth rates of +6.9% and +7.8%, respectively and shares in total SSS of the EU-25 ports of 2.0% and 1.9%, respectively.

Tallinn is the port with the biggest decline in SSS between 2003 and 2004 (-9.4%).

Six UK ports appear in top-20 SSS port list in 2004. Except Forth and Tees & Hartlepool, all these ports registered a growth in the volume of SSS of goods between 2003 and 2004, varying between +2.3% for London and +14.6% for Milford Haven.

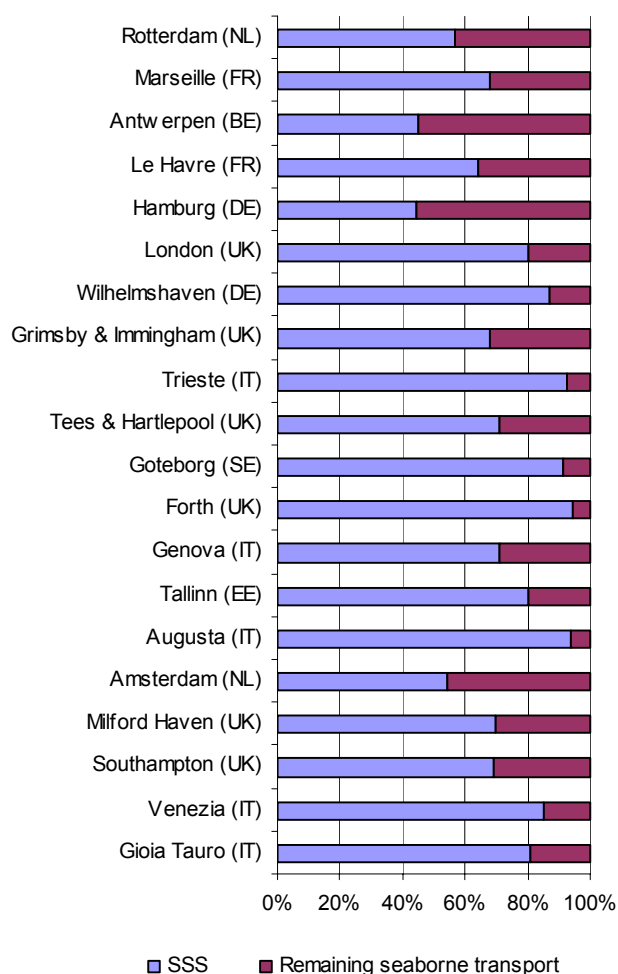
The volume of SSS of goods has grown from 2003 to 2004 by about +4% for three of the five Italian ports in the Top 20 ranking – Trieste, Augusta and Venezia. Only Genova has seen its volume of SSS of goods reduced, although not significantly (-0.5%), while Gioia Tauro shows the highest increase in the top 20: +33.9%.

Figure 6 presents the shares of SSS in total maritime transport of goods for the top 20 ports.

Except Antwerpen and Hamburg, all top-20 ports had shares of SSS in total seaborne transport of goods above 50%.

The ports of Forth, Augusta, Trieste and Goteborg show a notable prevalence of SSS over ocean shipping, with shares of SSS in total seaborne transport of goods above 90%. Wilhelmshaven and Venezia should also be mentioned in this context, having shares of SSS in total sea shipping of 87.3% and 85.3%, respectively.

**Figure 6: SSS in total maritime transport for EU-25 top 20 SSS ports, 2004**



## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this "Statistics in Focus" is based on data collected within the framework 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).

The results shown are calculated on the basis of dataset A1 (C1 for containers): this means that data refer, in principle, to gross weight of goods as only declared by main ports (ports handling more than 1 million tonnes of goods annually).

Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-25, Bulgaria, Romania and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other, i.e. ports in EU countries (Belgium, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Slovenia, Spain, Sweden and the United Kingdom), EEA countries (Iceland and Norway), Baltic Sea countries (Russia), Mediterranean countries (Albania, Algeria, Bosnia-Herzegovina, Croatia, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, Syria, Tunisia and Turkey) and Black Sea countries (Bulgaria, Georgia, Moldova, Romania, Russia, Turkey and Ukraine).

**EU-25** figures refer to a total of 20 Member States, as Czech Republic, Luxembourg, Hungary, Austria and Slovakia have no seaports. The geographical coverage of data prior to 2004 is not complete (in particular due to new Member States): where relevant the label "total" is used in tables instead of "EU-25".

**Belgium (BE):** Data provided by Antwerpen on number of containers are under-estimated until the 2<sup>nd</sup> quarter of 2004. As a consequence the Belgium data on containers (table 4) are also under-estimated until the 2<sup>nd</sup> quarter of 2004.

**Germany (DE):** As requested by Germany, data for the nearby ports of Bremen and Bremerhaven have been combined.

**Estonia (EE):** Estonia has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. For 2001 only aggregated data were provided.

**Greece (EL):** The statistical coverage of data has improved between 2001 and 2002 reference years.

**Spain (ES):** Data with regards to Spain include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports). Data only cover "main ports".

**France (FR):** The French data do not include the French overseas territories (Départements d'Outre Mer/Territoires d'Outre Mer).

**Cyprus (CY):** the data reported by Cyprus contain a significant share of declarations to and from unknown ports. As a consequence the absolute volume of SSS and its share in total seaborne transport are largely under-estimated.

**Malta (MT) and Slovenia (SI)** did not report national maritime transport for 2003 and 2004. **Lithuania (LT)** did not report national maritime transport for 2003. **Romania (RO)** did not report national maritime transport for 2002.

**Latvia (LV)** did not report detailed data on partner ports for 2003.

**Netherlands (NL):** The Netherlands has not reported national maritime transport for 2001, 2002, 2003 and 2004 (only Customs data are provided).

**Poland (PL):** Poland did not report detailed data on partner ports for 2003 and the two first quarters of 2004: the volume of Polish SSS for 2004 is thus under-estimated by about 50%.

**Portugal (PT):** Data with regards to the Açores and Madeira are included in Portugal.

**Finland (FI):** National maritime traffic is included only since the 2001 reference year.

**United Kingdom (UK):** 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 (NO):** Norway has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. Data before 2002 are not available.

The total SSS per country excludes the double counting of national flows. The total SSS for the EU-25 excludes the double counting of national and international flows that take place within the EU-25. Where both the port of origin and the port of destination provided data, only the incoming goods declared by each were added together to determine the total volume transported on the maritime route in question.

The aggregates per country and for the EU-25 are the sum of these data. These totals may therefore differ from the sum of inward and outward flows.

For reasons of clarity, certain types of cargo were grouped together. This is, in particular, the case for 'roll-on/roll-off units', which includes both 'self-propelled roll-on/roll-off units' and 'non-self-propelled roll-on/roll-off units'.

**Figure 1:** The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2004 the share of unknown origins and destinations in the total seaborne transport is less than 10% for all countries except Cyprus and Poland.

**Table 1:** Double counting has been treated at sea level. If ports belonging to the same country and the same sea reported data, only the incoming goods declared by each were added. For this reason the total obtained in table 1 by adding the sea regions at country level may differ from the total SSS calculated in the other tables and graphs.

**Table 5 and figure 6:** The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2004 the share of unknown origins and destinations in the total seaborne transport is less than 10% for all ports except Milford Haven (17%).

The following sea regions have been taken into account: Baltic Sea, North Sea, Atlantic Ocean (including the English Channel and the Irish Sea), Mediterranean Sea and the Black Sea. Morocco - West Africa, Egypt - Red Sea, and Israel - Red Sea are not covered in this report.

### **Baltic Sea:**

- Danish ports on and south of the Helsingborg - Korsør - Nyborg - Kolding line (excluding Helsingborg).
- All ports of Finland, Estonia, Latvia, Lithuania and Poland as well as German and Russian ports on the Baltic Sea.
- The Swedish ports on the Baltic Sea from Helsingborg (excluded).

### **North Sea:**

- All ports of Norway, the Netherlands and Belgium as well as the ports of Germany on the North Sea.
- Swedish ports on the North Sea from Helsingborg (included).
- The Danish ports above the Helsingborg - Korsør - Nyborg - Kolding line and North Denmark (including Helsingborg). Faeroe Islands.
- Ports on the east coast of the United Kingdom from Ramsgate (included) to Cape Wrath in Scotland, the Shetland Islands and Orkney Islands.

### **Atlantic Ocean:**

- UK ports on the Channel (from Ramsgate excluded) and UK ports on the West Coast to Cape Wrath in Scotland.
- All ports of Ireland, Portugal and Iceland
- French ports on the Atlantic Ocean and on the Channel.
- Spain ports on the Atlantic Ocean to Tarifa (included); Canary Islands are included.

### **Mediterranean Sea:**

- Spanish ports on the Mediterranean Sea from Tarifa (excluded).
- French ports on the Mediterranean Sea.
- All ports of Malta, Italy, Slovenia, Croatia, Bosnia-Herzegovina, Montenegro, Albania, Greece, Cyprus, Syria, Lebanon, Libya, Tunisia, Algeria and Gibraltar.
- Ports of Morocco, Egypt and Israel on the Mediterranean Sea.
- Ports of Turkey on the Mediterranean Sea (including the ports on the Bosphorus).

### **Black Sea:**

The Black Sea ports excluding the ports on Bosphorus.

### **Other:**

Unknown ports and/or unknown MCA from Germany, Spain, France, the UK, Israel, Morocco, Russia, Sweden, Turkey and Egypt or river ports.

Eurostat is the source of all the figures included in this publication. The figures reflect the data available in Eurostat's reference database as of November 2005.

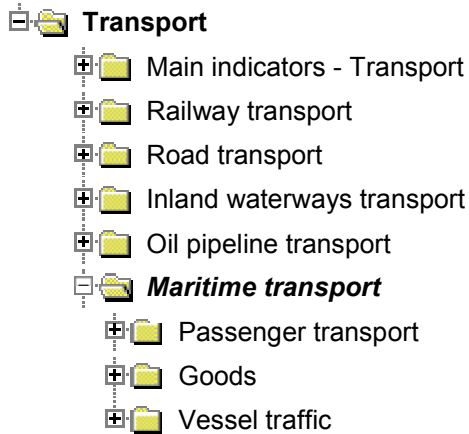
This publication was produced with the assistance of Christiane Gengler, Manuel Da Silva and Petronela Reinecke.

# Further information:

## Reference publications

Title [Glossary for Transport Statistics - third edition](#)  
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