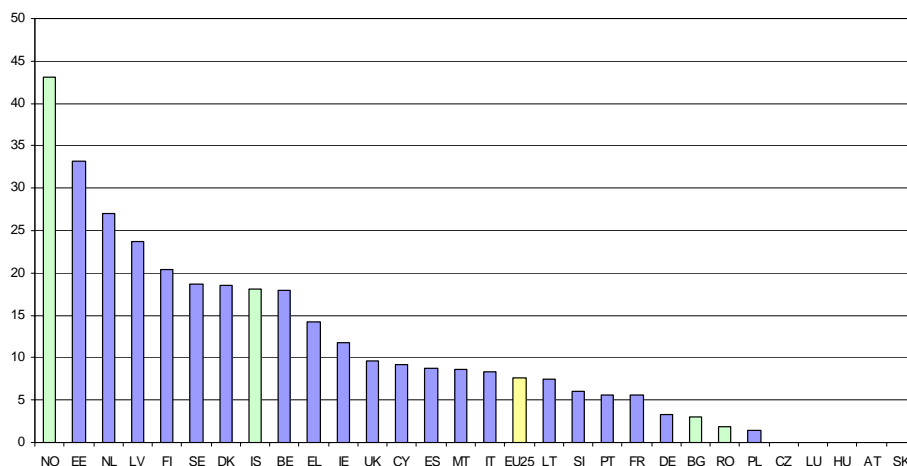


Maritime transport of goods and passengers 1997-2004

Figure 1: Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2004 (in tonnes per inhabitant)



Highlights

In 2004, 3 505 million tonnes of goods were handled in EU-25 maritime ports (i.e. 7.7 tonnes per EU-25 inhabitant). Of these, 64% were unloaded goods. Almost all Member States unloaded more than they loaded.

With 573 million tonnes, the United Kingdom had the highest share (16%) of the total EU-25 handling of goods in ports, followed by Italy (14%), the Netherlands (13%) and Spain (11%).

The relative importance of maritime transport of goods for the different EU countries can be roughly measured by the indicator “tonnes of goods handled in maritime ports per inhabitant”, varying from 33 in Estonia to 1.4 in Poland (see Figure 1 above).

In most countries, liquid bulk goods (which include petroleum products) had in 2004 the highest share in total tonnes of cargo handled.

At port level, Rotterdam, Antwerp and Hamburg maintained their positions as the three largest ports in terms of both gross weight of goods and volume of containers handled.

In 2004, almost 60% of the seaborne transport of goods of the EU-25 concerned extra-EU-25 partner (origin/destination) ports. The international intra-EU-25 transport represented 29%; national transport 11%.

However the situation varies widely among countries. The share of national transport is very low (less than 2%) for Lithuania, Latvia, Poland, Belgium, Estonia, Germany and Ireland, and high for Greece, the United Kingdom, Italy, Denmark, and Spain.

406 million persons passed through EU-25 ports in 2004.

Contrary to the handling of goods (2/3 unloaded, 1/3 loaded), 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 national and intra-EU-25 ferry connections.

The number of vessel calls at EU-25 main ports exceeded 2.1 million in 2004.

Statistics in focus

TRANSPORT

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Author

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Introduction

This "Statistics in Focus" is based on data collected in the frame of the EU-25 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). Not all Member States have reported for all aspects during the period 1997-2004. Country-specific remarks are listed in the Methodological Notes.

Seaborne goods handled in ports, by country and by type of cargo

Table 1 shows the volume of goods handled in the EU-25 ports, as well as in Bulgarian, Romanian, Icelandic and Norwegian ports that reported data. In 2004, 3 505 million tonnes were handled in the EU-25 ports and of these, around 64% were goods unloaded (inwards). Care must be taken when interpreting the total figures (inwards + outwards) as a measure of "transport of goods", as these totals may include some double counting (for example goods loaded and unloaded in ports of the same country).

In 2004, of the total volume of goods handled in ports, the percentage unloaded was 87 % in Malta, followed by Cyprus and the Netherlands (with 82% and 77% respectively), whereas Finland, Denmark and Sweden unloaded less than 55%. All old Member States, as well as Cyprus, Malta and Slovenia unloaded more than they

loaded. On the contrary in Poland and the three Baltic countries (Estonia, Latvia and Lithuania) the outward volume was dominant and its share reached 93% in Latvia and 91% in Estonia. However, it should be mentioned that these countries' share in the total EU-25 is small. In Norway the outward volume was also dominant, with a share of 67%. For Norway and the three Baltic countries the outward volume is mainly due to exports of oil, whereas it is due to export of dry bulk for Poland.

The United Kingdom has a coastline measuring approximately 12 400 km. The UK is the leading EU-25 country in seaborne transport of goods, with 573 million tonnes handled in 2004, representing more than 16% of the EU-25 total. The UK is followed by Italy, with a share of 14%, the Netherlands (13%) and Spain (11%).

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

	1997	1998	1999	2000	2001	2002	2003	2004			Growth 2003-2004 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE	161.6	171.0	165.6	179.3	174.2	173.8	181.1	108.9	78.9	187.9	3.7%
DK	124.0	105.0	97.2	96.6	94.0	94.3	103.9	54.6	45.8	100.4	-3.4%
DE	213.4	217.4	221.6	242.5	246.1	246.3	254.8	168.5	103.4	271.9	6.7%
EE	:	:	:	:	40.4	44.7	47.1	4.0	40.8	44.8	-4.9%
EL	101.3	110.5	112.6	127.8	122.2	147.7	162.5	92.7	65.2	157.9	-2.8%
ES	270.6	280.2	295.7	234.9	315.1	326.0	343.7	269.9	103.2	373.1	8.5%
FR	305.1	319.0	315.1	325.8	318.2	319.0	330.2	240.5	93.5	334.0	1.2%
IE	36.4	40.0	42.9	45.3	45.8	44.9	46.1	34.7	13.0	47.7	3.5%
IT	459.2	475.6	462.9	446.7	444.8	457.9	477.0	338.4	146.6	485.0	1.7%
CY	:	:	:	:	:	7.2	7.3	5.6	1.3	6.8	-6.3%
LV	:	:	:	:	56.8	52.0	54.7	3.5	51.3	54.8	0.2%
LT	:	:	:	:	21.0	24.4	30.2	4.4	21.5	25.8	-14.4%
MT	:	:	:	:	:	:	3.4	3.0	0.4	3.5	2.2%
NL	402.2	405.4	395.7	405.9	405.8	413.3	410.3	339.5	101.2	440.7	7.4%
PL	:	:	:	:	46.2	48.1	51.0	16.5	35.8	52.3	2.5%
PT	54.7	57.6	58.8	56.4	56.2	55.6	57.5	43.1	15.9	59.1	2.7%
SI	:	:	:	:	9.2	9.3	10.8	8.8	3.3	12.1	11.7%
FI	75.3	76.5	77.4	80.7	96.1	99.1	104.5	58.5	48.0	106.5	1.9%
SE	149.9	155.7	156.4	159.3	152.8	154.6	161.5	90.6	76.8	167.4	3.6%
UK	558.5	568.5	565.7	573.0	566.4	558.3	555.7	342.4	230.6	573.1	3.1%
EU-25	:	:	:	:	:	:	3 393.3	2 228.2	1 276.5	3 504.7	3.3%
EU-15	2 912.2	2 982.4	2 967.6	2 974.2	3 037.7	3 090.8	3 188.8	2 182.4	1 122.2	3 304.6	3.6%
BG	:	:	:	:	20.2	20.4	21.4	13.6	9.5	23.1	7.9%
RO	:	:	:	:	27.6	32.7	36.0	22.4	18.2	40.6	12.8%
IS	:	4.8	5.0	5.1	4.9	4.8	5.0	3.4	1.9	5.3	6.0%
NO	:	:	:	:	:	190.0	186.8	64.9	133.3	198.2	6.1%
Total	2 912.2	2 987.2	2 972.6	2 979.3	3 264.0	3 524.4	3 642.5	2 332.5	1 439.4	3 771.9	3.6%

Total tonnage handled in the EU-25 rose from 3 393 million tonnes in 2003 to 3 505 million tonnes in 2004 (+3.3%), the most important increases being registered by Slovenia (+12%), Spain (+9%) and the Netherlands (+7%). Between 2003 and 2004 the volume of goods handled grew in all Member States except Lithuania

(-14%), Cyprus (-6%), Estonia (-5%), Denmark (-3%) and Greece (-3%). It should be noted that Lithuania, Denmark and Greece were among the countries which showed an increase of over 10% between 2002 and 2003.

Denmark is the only country which recorded a fall in the volume handled since 1997: from 124 million tonnes in 1997 to 100 million tonnes in 2004 (-19%), mainly due to a decline in the transport of coal and in the transport of road goods vehicles and accompanying trailers after the opening of the Great Belt bridge and the Øresund bridge. On the other hand, figures for Greece and Finland show the highest increase on the same period. However, in these cases the increases are mostly due to the improvement of the statistical coverage (for more information see notes on page 11).

Table 2 illustrates the distribution by type of cargo of goods handled in the main ports of the EU-25 countries, Bulgaria, Romania and Norway. In most countries, liquid bulk goods had the highest share in total goods. This share was 66% for Estonia, 58% for Norway (due to important volumes of North Sea oil), 57% for Lithuania and 53% for France, whereas, at the other extreme, it equaled just 18% for Slovenia, 21% for Belgium and 26% for Germany.

A large amount of dry bulk was handled in particular by the Netherlands, the UK and Spain (146 million, 114 million and 106 million tonnes respectively). Dry bulk goods were dominant in total goods handled in the main ports for Slovenia (61%) and Poland (46%). For Slovenia it mainly consisted in the handling of ores and coal and mainly of coal in Poland.

Container transport was significant for Germany and Belgium, with a 34% and a 33% share of total goods handled respectively, whereas the share of Ro-Ro mobile units was high for Denmark and Sweden (26% of the total). The United Kingdom recorded by far the highest weight (93 million tonnes) in relation to Ro-Ro mobile units handling, almost twice as much as the second placed country, Italy (51 million).

Latvia and Finland had a significant share of 'other cargo' (more than 17% of total goods), the category that includes, amongst others, forestry products as well as iron and steel products.

Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports⁽¹⁾ in 2004 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 t)	Total cargo handled in all ports (million t)
	Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile Units	Other cargo, not elsewhere specified	Unknown	Total		
BE	21%	22%	33%	12%	11%	0%	100%	185.6	187.9
DK	35%	32%	5%	26%	3%	0%	100%	87.9	100.4
DE	26%	21%	34%	14%	6%	0%	100%	266.1	271.9
EE	66%	14%	2%	7%	11%	0%	100%	44.8	44.8
EL	32%	28%	13%	22%	4%	0%	100%	132.3	157.9
ES	37%	28%	23%	5%	6%	0%	100%	373.1	373.1
FR	53%	25%	10%	7%	4%	0%	100%	325.2	334.0
IE	29%	32%	16%	19%	3%	0%	100%	42.8	47.7
IT	48%	19%	16%	11%	6%	0%	100%	472.0	485.0
CY	35%	19%	30%	3%	12%	1%	100%	6.8	6.8
LV	42%	37%	2%	2%	18%	0%	100%	53.9	54.8
LT	57%	24%	4%	6%	8%	0%	100%	25.8	25.8
MT	33%	22%	23%	6%	16%	0%	100%	3.5	3.5
NL	43%	33%	15%	4%	5%	0%	100%	439.9	440.7
PL	27%	46%	6%	6%	14%	0%	100%	52.0	52.3
PT	48%	30%	14%	1%	7%	0%	100%	57.3	59.1
SI	18%	61%	13%	0%	8%	0%	100%	12.0	12.1
FI	32%	26%	12%	13%	17%	0%	100%	99.2	106.5
SE	39%	19%	6%	26%	11%	0%	100%	146.8	167.4
UK	48%	20%	10%	17%	5%	0%	100%	558.2	573.1
EU-25	41%	25%	16%	11%	7%	0%	100%	3 385.2	3 504.7
BG	37%	43%	5%	2%	13%	0%	100%	23.1	23.1
RO	31%	44%	10%	0%	15%	0%	100%	40.6	40.6
IS	:	:	:	:	:	:	:	:	5.3
NO	58%	28%	2%	3%	8%	0%	100%	180.8	198.2
Total	42%	26%	15%	11%	7%	0%	100%	3 629.7	3 771.9

(1) According to the Directive, "main ports", in terms of transport of goods, are ports handling more than 1 million tonnes of goods annually.

(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: Forestry products, Iron and steel products, other general cargo.

Seaborne goods: the “top 20” European ports

The top 20 ports on the basis of gross weight of goods handled are listed in [Table 3](#). Rotterdam and Antwerp have maintained their position since 1997. In particular, Rotterdam alone accounted for 23% of the tonnage handled in the top-20 ports, i.e. 9% of the total EU-25, in 2004. It handled more goods than the ports of Antwerp, Hamburg and Marseille (ranked second, third and fourth) combined. Most of the transshipment in Rotterdam involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe's largest container port. The port plays an important role in the export of products to overseas and intercontinental destinations such as the United States and the Far East.

The Norwegian port of Bergen appears in fifth position in the ranking since 2002. The absence of Bergen in the rankings of previous years is explained by the fact that the Norwegian authorities started to report data in 2002. The high volumes are essentially due to oil transported.

Algeciras shows the highest increase in volumes handled since 1997 (+54%), improving its position in the ranking from 17th to 10th. More than 50% of the cargo handled in Algeciras in 2004 was large containers.

The ports of Bremen & Bremerhaven and Hamburg also report notable increases in the tonnage handled since

1997, +48% and +43% respectively. In those two ports the most handled type of cargo was also large containers, 62% and 59% respectively of all cargo handled.

Three ports have seen their tonnage reduced compared to 1997: Trieste, London and Marseille. The most significant fall was registered by Trieste (-11%), the port losing seven positions in the ranking compared to 1997. London still suffered from the closure of a major oil terminal and had not yet been able to reach 1997 volumes.

Since 2001, the figures for Dutch ports may possibly be slightly underestimated as no national transport has been reported for these years. However, the share of national transport in the total was very low (less than 1% at country level) in the data reported for the period 1997 to 2000.

Between 2003 and 2004 the top ten ports remained the same, even if they recorded different growth in the volume of goods handled between these two years.

Two ports are no longer in the top 20: Forth and Tallinn (ranked 17 and 18 respectively in 2003).

Table 3: Top 20 cargo ports in 2004 - on the basis of gross weight of goods handled (in million tonnes)

Rank 2004	Port	1997	2002	2003	2004								Growth 2003-2004 (%)	Growth 1997-2004 (%)
		Total	Total	Total	Inwards	Outwards	Total	By type of cargo handled (%)						
								Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile units	Other cargo, not elsewhere specified		
1	Rotterdam (NL)	303.4	302.7	307.4	259.9	71.0	330.9	48%	26%	20%	3%	3%	7.6%	9.0%
2	Antwerpen (BE)	104.6	113.9	126.1	75.3	60.1	135.5	25%	19%	41%	3%	13%	7.5%	29.6%
3	Hamburg (DE)	69.6	86.7	93.6	60.2	39.3	99.5	12%	26%	59%	0%	2%	6.4%	43.0%
4	Marseille (FR)	92.9	89.2	92.4	72.1	18.7	90.8	70%	16%	8%	2%	4%	-1.7%	-2.3%
5	Bergen (NO)	:	85.3	76.4	17.6	58.0	75.6	94%	3%	0%	0%	3%	-1.0%	:
6	Le Havre (FR)	58.2	63.8	67.4	54.7	17.2	71.9	66%	6%	25%	2%	0%	6.7%	23.5%
7	Grimsby & Immingham (UK)	48.0	55.7	55.9	41.9	15.7	57.6	42%	33%	2%	20%	3%	3.0%	20.1%
8	Tees & Hartlepool (UK)	51.2	50.4	53.8	19.0	34.8	53.8	68%	22%	2%	5%	3%	0.0%	5.0%
9	London (UK)	55.7	51.2	51.0	43.9	9.4	53.3	38%	27%	17%	11%	7%	4.4%	-4.3%
10	Algeciras (ES)	34.2	42.2	48.3	31.0	21.6	52.6	41%	5%	50%	2%	2%	9.1%	53.8%
11	Amsterdam (NL)	36.9	48.5	40.8	36.5	13.4	49.9	35%	59%	1%	0%	4%	22.5%	35.1%
12	Dunkerque (FR)	36.4	44.3	45.8	35.3	11.1	46.4	26%	58%	3%	0%	12%	1.5%	27.6%
13	Genova (IT)	43.6	44.4	46.9	34.5	11.3	45.9	43%	10%	28%	17%	2%	-2.3%	5.2%
14	Bremen & Bremerhaven (DE)	30.6	40.5	42.5	24.6	20.8	45.4	4%	17%	62%	5%	12%	6.8%	48.3%
15	Wilhelmshaven (DE)	36.4	38.8	39.4	34.9	10.0	45.0	94%	5%	1%	0%	1%	14.0%	23.4%
16	Trieste (IT)	46.7	43.7	41.6	38.4	3.1	41.5	84%	3%	4%	8%	1%	-0.1%	-11.0%
17	Taranto (IT)	36.7	32.5	35.3	23.8	15.6	39.4	14%	45%	15%	10%	16%	11.5%	7.2%
18	Milford Haven (UK)	34.5	34.5	32.7	21.9	16.5	38.5	98%	0%	0%	2%	0%	17.5%	11.4%
19	Southampton (UK)	33.1	34.2	35.8	25.4	13.0	38.4	70%	5%	20%	4%	0%	7.4%	16.3%
20	Constanta (RO)	:	28.5	32.2	21.4	16.2	37.7	31%	45%	10%	0%	13%	17.1%	:

Milford Haven which was ranked 19 in 2002 and left the list in 2003, is ranked 18 in 2004. The port of Constanta joined the list of top 20 ports for the first time in position 20 and is the only port from the Candidate Countries in this list. This port registered a growth of 17% between 2003 and 2004, putting it just before Tallinn (ranked 21) for which the traffic remained stable.

Amsterdam recorded the highest increase in tonnage handled compared to the previous year (+ 23%) and

exceeded its 2002 level. This increase caused Amsterdam to gain 4 places in the ranking. Conversely, Genova registered a decrease (-2%) and fell from 11th place to 13th.

It should be noted that the increase of almost 8% for Rotterdam represents, in absolute terms, an increase of almost 24 million tonnes of goods handled.

Table 4: Top-20 container ports in 2004 – on the basis of volume of containers handled (in 1000 TEUs⁽¹⁾)

Rank 2004	Port	2000		2002		2003		2004		Growth 2003-2004	
		Total	of which empty	Total	of which empty	Total	of which empty	Total	of which empty	Total (%)	of which empty (%)
1	Rotterdam (NL)	6 253	880	6 505	1 055	7 118	1 272	8 242	1 455	15.8%	14.4%
2	Hamburg (DE)	4 275	542	5 376	710	6 126	855	7 004	922	14.3%	7.8%
3	Antwerpen (BE) ⁽²⁾	2 641	188	3 153	159	4 012	169	5 055	526	26.0%	211.2%
4	Bremen & Bremerhaven (DE)	2 643	375	3 032	481	3 191	487	3 529	539	10.6%	10.7%
5	Gioia Tauro (IT)	2 575	466	2 883	459	3 094	527	3 170	575	2.5%	9.1%
6	Felixstowe (UK)	2 825	527	2 682	659	2 482	630	2 717	718	9.5%	14.0%
7	Le Havre (FR)	1 334	257	1 754	283	2 015	366	2 158	322	7.1%	-12.0%
8	Valencia (ES)	1 313	404	1 826	545	2 012	564	2 156	540	7.2%	-4.3%
9	Barcelona (ES)	1 389	353	1 122	258	1 765	554	2 084	543	18.1%	-2.0%
10	Piraeus (EL)	1 096	238	1 395	249	1 606	269	1 551	290	-3.4%	7.8%
11	Genova (IT)	1 179	38	1 499	376	1 591	394	1 437	361	-9.7%	-8.4%
12	Southampton (UK)	1 092	256	1 275	309	1 375	478	1 435	498	4.4%	4.2%
13	Las Palmas, Gran Canaria (ES)	648	210	726	230	966	288	1 111	304	15.0%	5.6%
14	Algeciras (ES) ⁽³⁾	:	:	1 732	0	2 024	0	970	0	-52.1%	:
15	London (UK)	573	129	875	228	895	288	966	306	7.9%	6.3%
16	Marseille (FR)	725	149	811	176	835	166	920	166	10.2%	0.0%
17	La Spezia (IT)	661	37	780	104	836	86	879	119	5.1%	38.4%
18	Göteborg (SE)	652	162	725	198	634	132	722	155	13.9%	17.4%
19	Medway (UK)	515	94	528	122	517	166	672	214	30.0%	28.9%
20	Liverpool (UK)	541	74	488	79	565	109	601	115	6.4%	5.5%

(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). (2) partial data up to 2nd quarter 2004. Thus the growth rates 2003-2004 are over-estimated. (3) data for 2004 are provisional.

Table 4 shows that Rotterdam and Hamburg lead in the handling of containers. Antwerp and Bremen & Bremerhaven follow in third and fourth position, but at a considerable distance. However it should be noted that data provided for Antwerp are underestimated before 3rd quarter 2004. It is noticeable that Gioia Tauro is the first Mediterranean port in this top 20 table: transshipment operations represent a very high share of the activity.

The 2003 and 2004 rankings are similar; only Marseille and Medway changed their ranks from rank 17 to 16 and rank 22 to 19 respectively.

The most significant increase was registered by Medway, nearly 30%, both in total number of containers and number of empty containers.

Barcelona registered an increase of 18% in total number of containers handled, while the number of empty containers decreased by 2%.

In nearly all ports belonging to the top 20 list the number of empty containers evolved in the same direction as the total number of containers except in Le Havre, Valencia and Barcelona for which the number of empty containers handled decreased while the total number of containers increased, and in Piraeus where the opposite occurred.

Seaborne transport of goods by origin/destination

Table 5 shows the breakdown for each country between national, international intra-EU-25 and international extra-EU-25 transport.

These results are calculated on the basis of the statistics declared by main ports vis-à-vis their partner

(origin and destination) ports. Contrary to the previous sections of this publication, the figures shown do not reflect the total handling of goods in ports (inwards plus outwards, i.e. unloading plus loading), but estimate the transport of goods by sea, i.e. between ports (see also methodological notes).

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)

	2003					2004				
	Total transport (million tonnes)	Of which				Total transport (million tonnes)	Of which			
		National (%)	International intra-EU-25 (%)	International extra-EU-25 (%)	Unknown (%)		National (%)	International intra-EU-25 (%)	International extra-EU-25 (%)	Unknown (%)
BE	178.5	2%	37%	61%	0%	185.4	2%	35%	64%	0%
DK	79.7	17%	53%	26%	4%	80.5	16%	57%	24%	4%
DE	247.4	2%	45%	53%	0%	263.2	2%	45%	53%	0%
EE	45.3	1%	85%	13%	1%	44.8	2%	76%	21%	2%
EL	111.3	33%	23%	43%	1%	107.8	33%	21%	45%	1%
ES	320.3	15%	21%	64%	0%	347.6	14%	21%	65%	0%
FR	315.3	6%	32%	60%	2%	317.1	6%	33%	58%	3%
IE	41.3	2%	69%	29%	0%	42.6	2%	70%	28%	0%
IT	404.6	17%	15%	67%	1%	413.5	17%	15%	68%	1%
CY	7.3	3%	15%	12%	70%	6.7	2%	21%	14%	63%
LV	53.8	:	:	:	100%	53.6	1%	76%	21%	2%
LT	30.2	:	72%	25%	3%	25.8	0%	76%	24%	1%
MT	3.4	:	71%	29%	:	3.5	:	65%	35%	0%
NL	408.8	:	33%	67%	1%	439.9	:	33%	66%	1%
PL	50.7	:	:	:	100%	51.8	1%	32%	15%	52%
PT	51.2	11%	32%	56%	1%	53.1	11%	33%	56%	0%
SI	10.7	:	34%	65%	0%	12.0	:	40%	60%	0%
FI	92.2	6%	70%	24%	0%	94.7	6%	68%	26%	0%
SE	133.4	9%	69%	22%	1%	139.2	8%	69%	21%	2%
UK	490.2	20%	44%	33%	4%	506.5	19%	43%	35%	4%
EU-25	2 782.4	11%	29%	55%	5%	2803.3	11%	28%	58%	3%
BG*	21.4	0%	19%	80%	1%	23.1	0%	17%	83%	1%
RO*	33.9	1%	17%	83%	0%	40.6	0%	14%	76%	10%
IS*	5.0	:	:	:	100%	5.3	:	:	:	100%
NO*	154.5	28%	49%	22%	2%	169.7	27%	48%	23%	1%

*: The percentages of international intra-EU-25 and extra-EU-25 transport for non-EU countries express the share of total transport with EU-25 and non-EU-25 countries respectively.

It can be seen that in 2004 the situation varies between countries, with a low share of national transport for Lithuania, Latvia, Poland, Belgium, Estonia, Germany and Ireland (either relatively small countries or countries with limited shorelines) on one hand, and a high share on the other hand for Greece (33%), due to its numerous islands, followed by the United Kingdom (19%), Italy and Denmark (more than 16%) and Spain (14%). Due to its very long coastline and its 'difficult' topography (fjords), Norway also registered a very high share of national transport (27%).

The countries recording a very high share of international extra-EU-25 transport in 2004 were Italy (68%), the Netherlands (66%), Spain (65%), Belgium (64%) and Slovenia (60%). More than 75% of the maritime transport of Bulgaria and Romania was with non-EU-25 countries.

Estonia, Latvia and Lithuania stand out with more than 75% of their transport with EU-25 countries, much of this being transport to and from neighbouring countries, the Netherlands and the UK. However, the share of international intra-EU-25 transport in Estonia has

registered a noticeable decrease between 2003 and 2004, mainly explained by a decrease of the traffic with the Netherlands and Finland. The share of international intra-EU-25 transport of Malta also decreased, mainly due to a decrease of its traffic with Italy. For both Estonia and Malta the share of extra-EU-25 transport increased because of an increase in their traffic with the United States and the United Arab Emirates respectively. The share of international intra-EU-25 transport reached 70% for Ireland, essentially due to its traffic with the UK (which represents 38% of total maritime transport reported by Ireland). Finland and Sweden also recorded shares of about 70%.

Between 2003 and 2004, a noticeable reduction in the share of international extra-EU-25 transport for Denmark and Slovenia could be observed, to the benefit of international intra-EU-25 transport. The opposite situation is observed in Finland and United Kingdom, where the share of international intra-EU-25 transport was reduced to the benefit of international extra-EU-25 transport, notably with Russia.

Seaborne passengers

Table 6: Passengers embarked and disembarked in all ports (in 1000)

	1997	1998	1999	2000	2001	2002	2003	2004			Growth 2003-2004 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE	1 946	1 696	1 553	1 520	1 378	1 125	740	388	399	787	6.4%
DK	75 929	63 448	57 345	51 830	47 862	48 178	48 652	24 297	24 258	48 555	-0.2%
DE	:	:	:	31 378	31 817	33 222	32 146	14 818	14 997	29 815	-7.3%
EE	:	:	:	:	5 740	5 136	5 172	3 231	3 221	6 452	24.7%
EL ⁽¹⁾	32 259	35 365	37 180	27 867	50 149	101 210	102 760	48 270	48 146	96 416	-6.2%
ES	13 939	15 349	16 224	14 583	18 623	18 946	20 041	11 381	10 314	21 695	8.3%
FR	33 124	30 826	30 436	27 843	27 724	29 110	27 405	13 494	13 574	27 068	-1.2%
IE	4 380	4 683	4 358	4 218	3 895	3 893	3 746	1 776	1 774	3 550	-5.2%
IT	80 184	80 618	85 439	86 376	86 882	82 700	82 576	41 716	41 600	83 316	0.9%
CY	:	:	:	:	:	339	287	124	123	247	-13.9%
LV	:	:	:	:	26	23	118	64	66	130	10.2%
LT	:	:	:	:	101	107	135	73	74	147	8.9%
MT	:	:	:	:	:	:	166	113	112	225	35.5%
NL	1 963	1 840	1 949	2 004	2 041	2 202	2 014	1 006	1 006	2 012	-0.1%
PL	:	:	:	:	4 417	3 305	3 189	1 030	1 001	2 031	-36.3%
PT ⁽²⁾	34	473	472	535	542	502	616	325	325	650	5.5%
SI	:	:	:	:	34	42	47	21	21	42	-10.6%
FI	15 191	15 984	16 147	15 964	16 729	16 577	16 341	8 432	8 375	16 807	2.9%
SE	40 949	41 749	41 574	36 573	32 350	32 112	32 748	16 892	16 426	33 318	1.7%
UK	36 286	36 884	35 813	33 852	34 516	35 623	33 708	16 395	16 442	32 837	-2.6%
EU-25	:	:	:	:	:	:	412 607	203 846	202 254	406 100	-1.6%
EU-15	336 184	328 915	328 490	334 543	354 508	405 400	403 493	199 190	197 636	396 826	-1.7%
BG	:	:	:	:	3	6	4	4	2	6	50.0%
RO	:	:	:	:	:	:	:	:	:	:	:
IS	:	0	0	318	360	394	408	201	203	404	-1.0%
NO	:	:	:	:	:	6 078	4 656	2 722	3 065	5 787	24.3%
Total	336 184	328 915	328 490	334 861	365 189	420 830	417 675	206 773	205 524	412 297	-1.3%

(1) EL from 1997 to 2001: partial data. (2) PT for 1997: partial data (data for the ports "Funchal" and "Madeira" are missing).

Table 6 shows the passengers embarked and disembarked in all ports by country. Figures refer to national, international intra-EU-25 and international extra-EU-25 transport of passengers. For national and international intra-EU-25 passenger transport, however, it must be noted that passengers are counted twice, once as they embark and again as they disembark. The totals thus overestimate the actual journeys made. With this in mind, 406 million persons passed through EU-25 ports in 2004, a decrease of nearly 1.6% compared to 2003.

Contrary 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.

Greece and Italy are the leading countries in transport of passengers by sea. The aforementioned double counting of passengers applies especially for the Italian and Greek ports, since they include main national ferry

connections, such as Reggio Calabria-Messina and Perama-Paloukia.

While Greece registered a sudden increase in number of passengers between 2000 and 2002, determined by a better statistical coverage since the last quarter of 2001, it faced a decrease of 6% between 2003 and 2004. This downturn is mainly explained by the opening of a bridge between the Peloponese and mainland Greece competing with the Greek ferry connection Rio-Antirio.

Denmark is third with regards to passengers embarked and disembarked in 2004 (49 million), although the number has fallen by 36% since 1997, when the country registered figures (76 million) close to those of Italy (80 million). Denmark counts numerous ferry connections between its various islands, and with Germany, Sweden and Norway. The fall was largely due to the opening of the Great Belt bridge connecting its two main islands (Sjælland and Fyn).

The passenger volumes for France and the United Kingdom have dropped since 1997 by 18% and 10% respectively, due to the alternative to maritime transport provided by the Channel Tunnel and by low cost flights.

Although Belgium's passenger transport by sea is much lower in absolute terms, the volumes have also been affected by the alternative of rail transport through the Channel Tunnel and low cost flights, with a fall of 60% in passengers handled in ports, between 1997 and 2004.

The number of passengers embarked and disembarked in Swedish ports has registered a small increase since

2002 (+4%); however, the number of passengers did not reach the level of 1997. The main drop occurred between 1999 and 2000 (-12%), explained by the opening of new alternatives to sea routes, in this case the Øresund bridge connecting with Denmark.

Malta and Estonia recorded noticeable increases between 2003 and 2004, +36% and +25% respectively. Poland, Cyprus and Slovenia are the countries that faced the most important decrease in percentage between 2003 and 2004. However, in terms of absolute number of passengers, the most important falls occurred in Germany and Greece.

Table 7: Top-20 passenger ports in 2004 – on the basis of number of passengers embarked and disembarked (in 1000)

Rank 2004	Port	1997	1998	1999	2000	2001	2002	2003	2004			Growth 2003-2004 (%)	Growth 1997-2004 (%)
		Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	21 236	19 330	18 462	16 197	15 957	16 449	14 770	7 223	7 206	14 429	-2.3%	-32.1%
2	Calais (FR)	20 060	18 117	17 100	15 068	14 370	14 991	13 729	6 628	6 631	13 259	-3.4%	-33.9%
3	Helsingborg (SE)	13 397	13 747	14 407	13 525	11 771	11 666	11 693	5 943	5 865	11 808	1.0%	-11.9%
4	Helsingør (DK)	13 302	13 655	14 257	13 322	11 513	11 609	11 646	5 803	5 808	11 612	-0.3%	-12.7%
5	Paloukia Salaminas (EL)	:	:	:	:	:	12 133	12 541	5 845	5 723	11 568	-7.8%	:
6	Perama (EL) (*)	:	:	:	:	3 624	12 133	12 541	5 723	5 845	11 568	-7.8%	:
7	Piraeus (EL)	8 707	9 131	9 590	7 289	8 237	8 639	9 315	5 222	5 362	10 584	13.6%	21.6%
8	Messina (IT)	11 157	11 208	10 522	11 898	11 612	10 256	9 833	5 169	4 959	10 128	3.0%	-9.2%
9	Reggio Di Calabria (IT)	11 000	11 075	10 434	11 839	11 511	10 137	9 698	4 894	5 098	9 992	3.0%	-9.2%
10	Antirio (EL) (*)	:	:	:	:	4 336	14 210	13 688	4 847	4 258	9 105	-33.5%	:
11	Rio (EL) (*)	:	:	:	:	4 336	14 210	13 688	4 258	4 847	9 105	-33.5%	:
12	Helsinki (FI)	8 146	8 616	9 073	9 251	9 010	8 871	8 549	4 380	4 367	8 747	2.3%	7.4%
13	Stockholm (SE)	7 499	7 780	7 977	7 746	7 001	6 826	7 294	3 876	3 947	7 823	7.3%	4.3%
14	Napoli (IT)	7 277	6 168	6 960	6 748	7 056	6 708	6 811	3 388	3 413	6 801	-0.1%	-6.5%
15	Rødby (Færøgehavn) (DK)	5 975	5 850	5 617	5 430	6 028	6 508	6 421	3 372	3 372	6 744	5.0%	12.9%
16	Puttgarden (DE)	:	:	:	5 430	5 984	6 592	6 422	3 303	3 438	6 741	5.0%	:
17	Tallinn (EE)	:	:	:	:	5 740	5 136	5 172	3 231	3 221	6 452	24.7%	:
18	Santa Cruz de Tenerife (ES)	3 980	4 357	4 553	4 927	4 910	4 861	5 011	2 719	2 445	5 164	3.1%	29.7%
19	Capri (IT)	4 995	4 650	5 555	5 404	5 546	5 028	4 749	2 394	2 378	4 771	0.5%	-4.5%
20	Algeciras (ES)	3 528	3 808	4 034	:	4 402	4 286	4 542	2 267	2 338	4 605	1.4%	30.5%

(*) Partial data in 2001.

Table 7 shows the top 20 ports, by the total passengers embarked and disembarked.

In 2004, there were 5 Greek and 4 Italian ports amongst the top 20 ports. Denmark, Spain and Sweden have two ports each in the top 20, and Germany, Estonia, France, Finland and the United Kingdom are represented by 1 port each. Eight of these twenty ports registered a decline in the total number of passengers between 2003 and 2004.

Since 1997, Dover and Calais have remained the most important ports. The significant fall in the number of passengers between 1997 and 2004, by 32% and 34% respectively, reflects the alternative provided by the Channel Tunnel and by low cost flights. In spite of a

sput between 2001 and 2002, both Dover and Calais have not been able to stop a further decline in 2003 and 2004.

Helsingborg and Helsingør, connected by a frequent ferry link were ranked in position 3 and 4 in 2004. The number of passengers in those ports has registered a fall since 1997, due to the mentioned opening of the Øresund fixed link; however between 2003 and 2004 the number of passengers arriving and departing to/from Helsingborg increased by 1%. This port, together with Piraeus and Messina, is the only port with more than 10 million passengers which registered an increase in the number of passengers in 2004. This

explains the climb of Helsingborg (and Helsingør) from position 7 (and 8) to position 3 (and 4) in the ranking.

The Greek ports of Rio and Antirio that used to record a number of passengers close to Dover and Calais, registered the most important decrease (-33%) in 2004. As mentioned before, this decrease is essentially explained by the opening of a bridge between the Corinth Gulf and Patraikos Gulf connecting mainland Greece with the Peloponese. Both Greek ports display the same number (9.1 million) of passengers handled, as they cover the short trip across the Corinth Gulf.

The main Greek ferry connection is now between Perama and Paloukia on the island of Salaminas, both ports reporting 11.6 million passengers handled in 2004 and ranked in positions 5 and 6. The nearby port of Piraeus, ensuring, amongst others, the links with Saronic islands, Kikladhes islands and Crete, shows an impressive rise of 14% in 2004, when it exceeded 10 million passengers for the first time.

The number of passengers embarked and disembarked at Messina and Reggio Calabria, which registered a constant decrease from 2000 to 2003, grew by 3% in 2004, reaching again the level of about 10 million passengers.

The port of Tallinn, the only port from the new Member States in the ranking, recorded the most important increase between 2003 and 2004: + 25%. Indeed, the number of passengers who travelled the Tallinn-Helsinki line (representing about 88% of Tallinn's passenger volume) rose by about 1 million. However, Tallinn maintained the same position (17) as in 2003.

Although most ports registered declines in passenger volumes since 1997, the ports of Piraeus, Rødby (Faergehavn), Helsinki and Stockholm counted more passengers in 2004 than in 1997 (+22%, +13%, +7% and +4% respectively).

However, the two ports in the top 20 with the highest increase over the period 1997-2004 in number of passengers handled are Spanish: Algeciras (+31%) and Santa Cruz de Tenerife (+30%).

The sole German port in the ranking is Puttgarden, which is an important gateway for travel to Scandinavia via Germany. Routes from here go to the port of Rødby (Faergehavn) on the Lolland Island, which is also in the top-20 just before Puttgarden. These two ports registered in 2004 the highest volume of passengers since the beginning of the statistical series available at Eurostat.

Maritime traffic by type of vessel

Table 8 shows the distribution of maritime traffic by type of vessels (according to the number of vessels and to the gross tonnage of vessels calling at main ports) for the year 2004. The data refer to inwards movements only.

If we consider all vessels, in 2004 Italy recorded the highest number of port calls, with 521 thousand vessels, followed by Greece (463 thousand) and Denmark (367 thousand), the total for the EU-25 being 2 114 thousand.

Looking at the total gross tonnage of vessels by country, the United Kingdom (2.1 billion tonnes) and Italy (2.0 billion tonnes), accounted by far for the highest movements, the total for the EU-25 being 13.2 billion tonnes.

The average size (in gross tonnage) of all the vessels calling at main ports varied from less than 2 000 tonnes in Greece to more than 20 000 tonnes in Malta. However, these results at country level are heavily influenced by the importance and the average gross tonnage of the different categories of vessels in the data reported by the different countries.

The category of vessel 'Cargo, non-specialized' dominated in most countries. In particular, in Denmark it represented almost 95% of total gross tonnage (GT) of vessels and of vessel movements, in Sweden 94% of GT and 84% of vessel movements and in Finland 87% of GT and 76% of vessels movements.

The share of the category "cargo, specialized" was only significant in Belgium (share of 25% in the number of vessels calling at main Belgian ports, 34% of the gross tonnage), in Slovenia (37% of the GT) and in Cyprus (26% of the GT), whereas it was very low for all other countries.

Container traffic was most important in Malta, with 68% of vessel movements and 85% of the gross tonnage. For this category, often a diverging share can be noticed between the number of vessels calling at main ports and the gross tonnage. In Ireland the number of container vessels represented 19% of total vessels calling at main ports, whereas the corresponding gross tonnage represented only 7% of total GT. On the contrary in the Netherlands container vessels made up 14% of total number of vessels entering the main ports, whereas the GT accounted for 29% of the total.

Passenger vessels (including cruise passenger vessels) were the most important category for Greece, Estonia and Latvia. They made up around 80% of maritime traffic in terms of gross tonnage and constituted 93% of the vessels calling at the main Greek ports and 75% of those calling at the main Estonian ports.

High shares of the vessel category 'liquid bulk' in total gross tonnage and vessel movements were recorded by the Netherlands (mainly explained by the presence of the petroleum terminal Europoort/Rotterdam), Portugal, Spain, Cyprus and Bulgaria.

Table 8: Number and Gross Tonnage (GT) of vessels in the main ports in 2004, by type of vessel (based on inwards declarations)

	BELGIUM		DENMARK		GERMANY		ESTONIA		GREECE		SPAIN	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	4 425	37 905	1 916	9 615	4 101	40 543	1 198	21 915	9 119	39 970	17 203	275 159
DRY BULK	93	4 649	2 130	9 846	3 695	32 454	1 926	7 929	6 385	18 874	7 827	94 130
CONTAINER	4 213	120 730	1 509	14 845	13 929	249 558	570	3 820	2 750	43 835	27 596	246 937
CARGO, SPECIALIZED	7 623	154 196	3 132	4 949	906	23 975	7	27	2 115	31 068	2 123	28 939
CARGO, NON-SPECIALIZED	5 781	76 102	348 402	1 017 471	74 503	641 438	1 266	14 096	9 673	28 948	31 420	281 164
DRY CARGO BARGE	11	247	581	2 132	31	113	151	563	3 988	3 838	:	:
PASSENGER (NO CRUISE)	15	369	8 841	2 146	27 810	11 939	16 944	201 001	428 454	690 167	25 994	302 565
CRUISE PASSENGER ONLY	40	1 268	470	17 898	287	5 808	633	20 904	:	:	228	8 674
OFFSHORE ACTIVITIES*	:	:	:	:	:	:	:	:	:	:	:	:
OTHERS**	8 063	61 237	:	:	713	5 734	14	11	114	168	8 076	24 401
TOTAL	30 264	456 703	366 981	1 078 903	125 975	1 011 562	22 709	270 267	462 598	856 869	120 467	1 261 969
	FRANCE		IRELAND		ITALY		CYPRUS		LATVIA		LITHUANIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	8 657	138 468	1 626	8 757	16 740	201 262	822	6 728	135	1 352	54	614
DRY BULK	4 150	46 084	875	7 514	3 634	63 229	98	1 141	506	1 398	84	1 049
CONTAINER	4 807	147 866	2 480	11 258	8 041	208 914	788	10 169	432	2 461	291	1 489
CARGO, SPECIALIZED	1 354	26 877	349	8 157	2 194	50 639	582	10 880	:	:	6	37
CARGO, NON-SPECIALIZED	43 083	793 708	7 637	132 754	361 559	1 322 618	1 541	5 964	72	746	2 136	21 074
DRY CARGO BARGE	:	:	:	:	737	1 639	3	:	3	1	43	101
PASSENGER (NO CRUISE)	4 004	20 552	21	911	123 974	38 930	444	7 189	888	13 003	2	3
CRUISE PASSENGER ONLY	897	22 572	119	3 413	2 816	112 638	:	:	:	:	48	594
OFFSHORE ACTIVITIES*	18	63	2	5	993	857	:	:	:	:	:	:
OTHERS**	15 586	12 746	:	:	31	98	266	302	55	40	24	42
TOTAL	82 556	1 208 937	13 109	172 769	520 719	2 000 825	4 544	42 373	2 091	19 001	2 688	25 003
	MALTA		NETHERLANDS		POLAND		PORTUGAL		SLOVENIA		FINLAND	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	73	1 043	10 241	144 884	685	5 424	2 119	25 921	119	1 748	3 438	31 102
DRY BULK	461	2 396	2 444	97 785	875	7 708	709	10 144	616	5 348	835	7 618
CONTAINER	1 603	39 485	6 736	201 066	423	2 359	1 961	18 353	302	5 316	1 799	12 656
CARGO, SPECIALIZED	19	181	129	1 652	81	900	495	10 788	400	8 315	277	3 990
CARGO, NON-SPECIALIZED	190	3 595	24 535	238 903	3 317	32 878	5 609	30 251	361	1 664	31 261	517 094
DRY CARGO BARGE	:	:	:	:	116	512	4	8	98	195	1 355	4 380
PASSENGER (NO CRUISE)	:	:	67	1 579	1 210	721	294	6 813	23	33	2 063	10 300
CRUISE PASSENGER ONLY	:	:	25	1 318	69	1 948	439	14 502	1	:	217	7 754
OFFSHORE ACTIVITIES*	:	:	1 891	4 017	:	:	27	81	:	:	:	:
OTHERS**	:	:	1 687	4 870	8 108	52 244	:	:	:	:	:	:
TOTAL	2 346	46 700	47 755	696 073	14 884	104 694	11 657	116 861	1 920	22 620	41 245	594 893
	SWEDEN		UNITED KINGDOM		BULGARIA		ROMANIA		ICELAND		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)
LIQUID BULK	3 427	27 941	16 756	185 454	409	5 975	309	5 602	:	:	3 478	26 430
DRY BULK	1 937	8 730	3 153	58 393	1 131	7 118	1 026	10 175	:	:	2 836	8 895
CONTAINER	1 322	13 576	6 894	197 106	545	4 064	1 183	15 483	:	:	1 419	6 171
CARGO, SPECIALIZED	292	7 957	4 326	103 545	1	0	107	1 037	:	:	120	926
CARGO, NON-SPECIALIZED	72 705	1 001 399	108 116	1 561 256	1 242	4 922	19	70	:	:	24 105	149 027
DRY CARGO BARGE	239	1 413	134	103	2	1	2	2	:	:	47	160
PASSENGER (NO CRUISE)	7 155	3 571	7	2	40	377	:	:	:	:	1 861	55 475
CRUISE PASSENGER ONLY	:	:	135	3 774	:	:	:	:	:	:	1 327	44 295
OFFSHORE ACTIVITIES*	1	4	6 533	17 006	:	:	:	:	:	:	2 473	8 632
OTHERS**	:	:	6 129	8 479	:	:	2	14	:	:	:	:
TOTAL	87 078	1 064 591	152 183	2 135 119	3 370	22 456	2 648	32 381	:	:	37 666	300 011

* The reporting of data on vessels for offshore activities is not compulsory.

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

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this "Statistics in Focus" is based on data collected in the frame of the EU-25 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).

According to the Directive, "main ports" are ports handling more than 1 million tonnes of goods or 200 000 passengers annually. More data are collected for "main ports" than for other ports.

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.

Data for the New Member States are available in general starting from 2001 to 2003 reference year. As a consequence the geographical coverage of data referring to the period 1997-2002 is not complete at EU-25 level.

EU-25 aggregate refer to the total of 20 Member States. The Czech Republic (CZ), Luxembourg (LU), Hungary (HU), Austria (AT) and Slovakia (SK) have no maritime ports.

Germany (DE): Data for the nearby ports of Bremen and Bremerhaven are combined.

Estonia (EE) 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 considerably improved between 2001 and 2002 reference years. In particular, collection of data on ferry boats started from the last quarter of 2001.

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

France (FR): 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): Réunion, Guyane, Guadeloupe, and Martinique. Transport between those territories and mainland France is part of national transport.

Latvia (LV): Until 2003 data concerning cargo turnover, passengers and vessels cover international traffic only. In 2004, data concerning passengers cover international traffic only.

Lithuania (LT): For 2003 data concerning cargo turnover, passengers and vessels cover international traffic only. For 2001 and 2002, data concerning passengers cover international traffic only.

Malta (MT): For 2003 and 2004 data concerning cargo turnover, passengers and vessels cover international traffic only.

Netherlands (NL): Since 2001 data concerning cargo turnover, passengers and vessels cover international traffic only (only Customs data are provided). Some figures (notably those referring to Dutch ports in Table 3) might be slightly underestimated.

Poland (PL): Until 2003 data concerning cargo turnover, passengers and vessels cover international traffic only.

Portugal (PT): Data include the Açores and Madeira.

Slovenia (SI): For 2003 and 2004 data concerning cargo turnover, passengers and vessels cover international traffic only.

Finland (FI): Until 2000 data concerning cargo turnover, passengers and vessels cover international traffic only.

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.

Romania (RO): Until 2002 data concerning cargo turnover and vessels cover international traffic only.

Norway (NO) 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.

Table 1: Data for Spain relate to major ports only.

From 1997 to 1999 Greek data related to major ports only.

Estonia, Latvia, Lithuania, Poland, Slovenia, Bulgaria (BG) and Romania started to report data on seaborne transport in 2001, Cyprus (CY) in 2002 and Malta in 2003.

Tables 2 and 3: The category "ro-ro mobile units" includes "self-propelled" and "non self-propelled" units. Ro-ro = roll on / roll off.

Table 4: There may be some inconsistencies concerning the registration of containers: in some cases data are limited to lift-on lift-off containers, in some cases containers transported by ro-ro units are also included in the figures.

Table 5: In order to estimate maritime transport, the problem of "double counting" (the transport of the same cargo of goods is declared by both the port of loading - as outwards - and the port of unloading - as inwards) has to be addressed. This has been made, as far as possible, when estimating "national transport" of individual countries and "international intra-EU-25 transport" of the EU-25. Ideally, to calculate these aggregates, one should only take inwards declarations (or only outwards declarations). In practice, for instance, national transport = national inwards + "a part of" national outwards declarations, "a part of" including those national outwards declarations, for which the corresponding inwards declarations of the partner port are missing.

The figures shown as "national transport" of the EU-25 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-25 transport of the EU-25 would represent the "national transport of the EU", if the EU was treated as one country.

All the other figures (international intra-EU-25 transport for individual countries and international extra-EU-25 transport) are based on the sum of inwards and outwards declarations.

Latvia has not reported detailed information by partner until 2003 and Poland until mid-2004.

Table 6: Data include passengers starting and ending a voyage: in principle cruise passengers on excursion (transit) are excluded.

Figures for Germany are missing up to 1999 (legal derogation).

Portugal: for 1997, only minor ports were reporting.

Spain: data relate to major ports only.

Latvia, Lithuania, Poland, Slovenia and Bulgaria started to report passenger data in 2001; Estonia and Cyprus in 2002 and Malta in 2003. No data available for Romania.

Table 7: Data include passengers starting and ending a voyage: in principle cruise passengers on excursion (transit) are excluded. There are no data available for German ports up to and including 1999 (legal derogation).

Table 8: There may be some inconsistencies between countries concerning the interpretation of "inwards declarations" concept: either vessels entering the port or vessels unloading goods (disembarking passengers in the port).

The breakdown by type of vessels should be considered with some caution, due to possible inconsistencies regarding the implementation of the classification of vessels (notably for "ferries"). Iceland did not report data on vessel traffic.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's free dissemination database of **July 2006**.

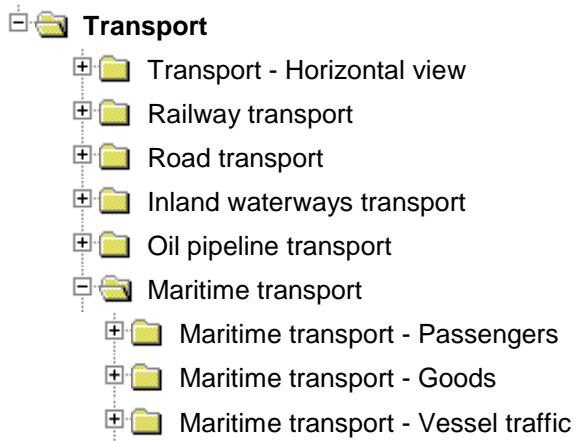
This publication was produced with the assistance of Manuel Da Silva (data) and Marion Biré (comments).

Further information:

Reference publications:

Title [Glossary for transport statistics - Third edition \(PDF\)](#)
Catalogue No KS-BI-03-002-EN-N

Data: [EUROSTAT Website/Home page/Transport/Data](#)



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