Statistics in focus
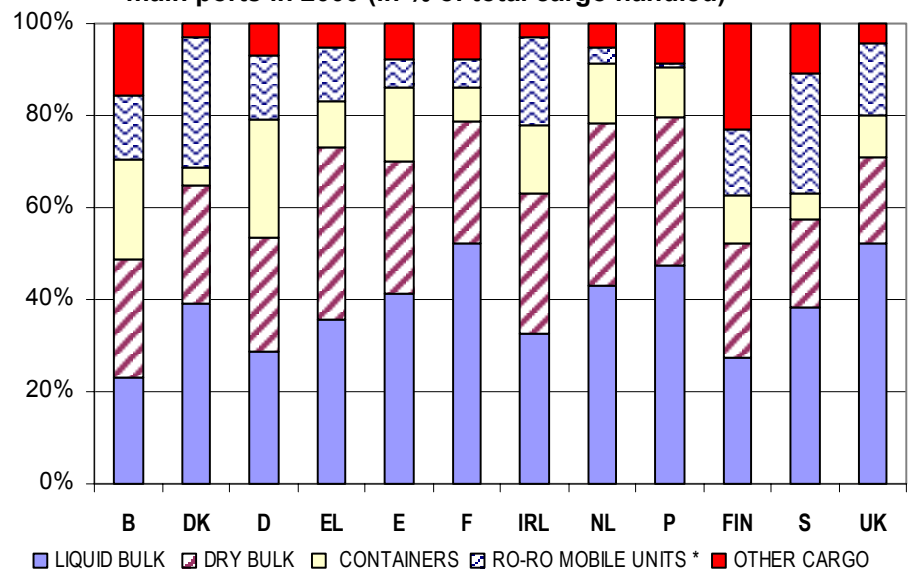
Maritime transport of goods and passengers 1997-2000

Volume of goods handled in EU-15 maritime ports in 2000 increased by 3.2 % compared to 1997

Georgios Xenellis

Figure 1: Share of types of cargo handled (inward and outward) in main ports in 2000 (in % of total cargo handled)

* Ro-Ro mobile units : roll on – roll off; either self-propelled or not.

Note: EL: based on data for first 2 quarters of 2000 - FIN: did not report national traffic – I: did not report any data.

Source: Eurostat (Maritime database)

Highlights

The total tonnage of goods handled in EU-15 ports in 2000 is estimated at around 3 000 million tonnes, a 1.2% increase compared to 1999 and 3.2% compared to 1997. Overall, 66% of the total was cargo unloaded, and 34% loaded. In Dutch and Portuguese ports, more than three quarters (78%) of the cargo handled was unloaded, while there was a near balance for Finland and Sweden.

In 2000, the United Kingdom at 573 million tonnes handled the most cargo.followed by Italy (463 million tonnes in 1999), the Netherlands (406 million) and France (336 million).

At the port level, Rotterdam, Antwerp, Marseille, Hamburg and Le Havre maintained their positions as the five largest EU ports in 2000. Among the larger ports, the highest growth rates were recorded by Bremen/Bremerhaven (D) at 28% compared to 1999 and Dunkerque (F) with 22%. In contrast, the port of London recorded a 14% fall.

As in previous years, bulk goods was the main cargo type handled by EU ports in 2000, when it accounted for a little under 80% of the total in France, the Netherlands and Portugal. Large containers accounted for a substantial share in Belgian and German ports. Roll on-roll off units (ro-ro) were a major element for Member States with a significant dependence on ferry services such as the Scandinavian countries and Ireland.

Estimates suggest that 346 million persons passsed through EU-15 ports in 2000. The main passenger ports are often those paired in major ferry connections such as Calais (F)-Dover (UK), Helsingborg (S)-Helsingør (DK), Reggio Calabria (I)-Messina (I) and Rødby (DK)-Puttgarden (D). The impact of increased competition from newly established fixed links is apparent in the figures.

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 EU ports. At EU level, 3 004 million tonnes were loaded and unloaded in 2000, representing an increase of 1.2% compared to the previous year and 3.2% compared to 1997.

In the total handling of goods in 2000, the United Kingdom leads by far with more than 573 million tonnes, in part a reflection of the UK's pivotal role in the production and distribution of North Sea oil. The UK is followed by Italy (1999) and the Netherlands with 463 million and 406 million tonnes respectively.

Portuguese ports handled 4% less cargo volume compared to 1999.

Overall, Germany and Belgium progressed most, with an increase of 9.4% and 8.4% respectively.

Throughout the period under review, substantially more goods were unloaded in the ports of the EU than are shipped from them. The EU-15 average ratio is as follows: 66% inward, 34% outward. The countries with a very unequal ratio in 2000 were Portugal and the Netherlands, where the volume of goods unloaded represented more than three-quarters of the total.

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

	1997			1998			1999			2000		
	inwards	outwards	total	inwards	outwards	total	inwards	outwards	total	inwards	outwards	total
EU-15	1 893.2	1 018.9	2 912.1	1 971.5	1 010.9	2 982.4	1 944.3	1 023.1	2 967.4	1 974.2	1 030.3	3 004.5
Belgium	100.0	61.6	161.6	110.9	60.1	171.0	102.5	63.1	165.6	110.9	68.4	179.4
Denmark	71.6	52.4	124.0	59.2	45.8	105.0	54.4	42.8	97.2	52.9	43.7	96.5
Germany	140.5	72.9	213.3	144.9	72.5	217.4	143.1	78.5	221.6	152.2	90.3	242.5
Greece*	59.5	41.8	101.3	66.2	44.3	110.5	67.4	45.2	112.5	39.6	26.0	65.6
Spain	184.9	85.7	270.6	198.0	82.2	280.3	213.0	82.7	295.7	171.6	63.3	234.9
France	222.3	82.8	305.1	234.7	84.3	319.0	227.4	87.7	315.2	243.9	92.6	336.5
Ireland	25.6	10.8	36.3	28.7	11.3	40.0	30.7	12.2	42.9	31.7	13.6	45.3
Italy	321.7	137.5	459.2	335.2	140.4	475.7	327.8	135.1	462.9	:	:	:
Netherlands	313.2	89.0	402.2	320.0	85.4	405.4	304.2	91.5	395.7	315.9	90.0	405.8
Finland	39.1	36.2	75.3	39.0	37.5	76.6	38.1	39.3	77.5	41.1	39.6	80.7
Portugal	40.7	14.0	54.7	43.4	14.2	57.6	45.4	13.4	58.8	43.8	12.6	56.4
Sweden	79.0	70.9	149.9	85.2	70.5	155.6	83.4	73.0	156.3	86.8	72.5	159.3
United Kingdom	294.9	263.5	558.4	306.0	262.4	568.4	306.9	258.6	565.5	316.3	256.7	573.0

*Greece: only main ports; 2000 figures relate to the first 2 quarters only.

Source: Eurostat (Maritime database)

In the case of the Netherlands, this reflects the influence of oil tankers unloading their cargo and leaving empty. Even so, the figures for this country illustrate its role as 'gateway to Europe'.

Member States with a much more balanced ratio are essentially the Scandinavian Member States Finland and Sweden, and – to a lesser degree – the United Kingdom.

Figure 1 on the cover page outlines the share of cargo-types handled in 2000. Bulk cargo continues to play a dominant role in all the Member States shown: the share of liquid and dry bulk together ranges from around 50% in Belgium, Germany and Finland to around 80% in Portugal, France and the Netherlands.

The handling of containers is important in Germany and Belgium (share of 26 and 22% respectively), but of minor importance in Denmark (4%) or Sweden (6%).

For countries featuring major car ferry services, the share

of ro–ro mobile units is substantial: 28% in Denmark, 26% in Sweden and 19% in Ireland. For Finland, 'other cargo', which includes forest products, accounted for nearly a quarter of the total, the highest for any country.

Table 2 represents the ranking of the 15 most important individual ports for the period 1997-2000.

The top-5 remains strictly unchanged and Rotterdam remains by a large margin the largest European port. In 2000, Antwerp, Hamburg and Le Havre increased their volume by around 10%. Rotterdam and Marseille did not progress.

In the lower ranks, it can be observed that the port of Dunkerque (France) gradually moved up from position 15 in 1997 to position 9 in 2000. The volume handled in this port increased by nearly 22% in the period 1997-2000.

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

	1997		1998		1999		2000 *		change 1997-2000 (%)
1	Rotterdam	303 427	Rotterdam	306 991	Rotterdam	299 506	Rotterdam	302 485	-0.3
2	Antwerpen	104 592	Antwerpen	111 592	Antwerpen	103 591	Antwerpen	115 988	10.9
3	Marseille	92 936	Marseille	90 929	Marseille	87 643	Marseille	91 279	-1.8
4	Hamburg	69 583	Hamburg	68 912	Hamburg	73 358	Hamburg	76 950	10.6
5	Le Havre	58 207	Le Havre	62 783	Le Havre	60 303	Le Havre	63 883	9.8
6	London	55 692	London	57 311	London	52 206	Grimsby & Immingham	52 501	9.4
7	Tees & Hartlepool	51 249	Tees & Hartlepool	51 454	Grimsby & Immingham	49 757	Tees & Hartlepool	51 472	0.4
8	Grimsby & Immingham	47 991	Grimsby & Immingham	48 387	Tees & Hartlepool	49 316	London	47 892	-14.0
9	Trieste	46 664	Trieste	47 557	Genova	46 775	Dunkerque	44 318	21.7
10	Genova	43 633	Genova	45 213	Forth	45 396	Wilhelmshaven	43 402	19.1
11	Forth	43 102	Forth	44 400	Trieste	44 515	Amsterdam	42 044	19.3
12	Amsterdam	36 942	Wilhelmshaven	43 950	Wilhelmshaven	39 731	Forth	41 143	-4.5
13	Taranto	36 720	Dunkerque	39 036	Dunkerque	38 025	Bremen/Bremerhaven	39 224	28.2
14	Wilhelmshaven	36 443	Taranto	36 593	Sullom Voe	37 680	Sullom Voe	38 204	19.1
15	Dunkerque	36 406	Amsterdam	35 241	Amsterdam	36 686	Southampton	34 773	5.2

* Italy did not report for 2000.   Source: Eurostat (Maritime database)

In 2000, the statistically combined ports of Bremen and Bremerhaven appeared in the top-15 for the first time. In tonnage handled, these ports displayed the highest increase compared to 1997 (28.2%).

Sullom Voe (located in the Shetland Islands and mainly specialised in the handling of crude oil from North-Sea offshore installations), a 'newcomer' to the top-15 of 1999, as well as Amsterdam and Wilhelmshaven are other ports with increases approaching 20%. The only port with a noticeable decrease (-14% compared to 1997) was the port of London, due to the closure of a major oil terminal.

Italian ports do not appear in the 2000-ranking since Italy did not report for 2000.

Transport of goods by destination

Table 3 shows the various shares in the origin/ destination of goods.

Nearly 30% of the tonnage handled in Greek ports in 2000 had a national (domestic) origin or destination. Denmark and the United Kingdom followed with a national share of 15% and 13% respectively.

For Denmark, the substantial drop of the national share during the obeservation period is notably influenced by the discontinuation of important ferry services after the opening of the Storebælt fixed-link.

The geographical features of the above mentioned countries (islands, either large in number, or only a few but important ones) nevertheless largely explain this relatively high share.

Table 3: Seaborne transport in the main ports 1997-2000 : origin/destination

1997	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	158.6	89.2	206.3	100.7	:	:	28.7	378.5	399.7	47.6	70.2	121.8	:
of which:													
National (%)	2.6	27.2	2.6	43.5	:	:	2.7	19.7	0.1	11.5	not declared	10.9	:
Intern. intra-EU (%)	31.5	38.2	45.3	:	:	:	59.7	14.5	27.3	29.1	64.9	61.8	:
Intern. extra-EU (%)	65.9	34.5	52.1	:	:	:	37.6	65.8	72.6	59.4	35.1	27.3	:
1998	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	167.9	77.8	210.7	109.6	:	306.1	31.0	399.5	402.5	49.7	71.7	126.4	:
of which:													
National (%)	2.4	20.0	2.5	40.1	:	6.7	3.3	16.9	0.1	12.7	not declared	11.0	:
Intern. intra-EU (%)	29.6	44.3	45.3	:	:	27.7	59.6	14.2	27.2	31.5	66.8	56.6	:
Intern. extra-EU (%)	68.0	35.7	52.2	:	:	65.6	37.1	68.9	72.6	55.8	33.2	32.4	:
1999	B	DK	D	EL	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	162.3	71.7	214.4	111.8	:	300.2	32.5	389.1	395.6	51.1	71.1	129.8	:
of which:													
National (%)	2.8	14.6	3.5	40.3	:	6.1	2.5	16.6	0.2	12.5	not declared	9.7	:
Intern. intra-EU (%)	31.5	48.5	42.3	:	:	29.3	60.8	14.5	28.7	30.8	68.9	58.4	:
Intern. extra-EU (%)	65.8	36.9	54.2	:	:	64.6	36.7	68.9	71.0	56.8	31.1	31.9	:
2000	B	DK	D	EL*	E	F	IRL	I	NL	P	FIN	S	UK
Total (million t)	175.9	74.0	232.9	51.2	222.5	322.0	34.7	:	403.2	50.7	75.4	132.1	504.7
of which:													
National (%)	2.9	15.1	2.3	28.6	19.9	5.8	4.0	:	0.2	10.8	not declared	9.1	12.8
Intern. intra-EU (%)	31.4	50.8	41.8	26.1	20.9	31.6	60.3	:	28.0	33.0	67.7	59.9	40.7
Intern. extra-EU (%)	65.7	34.1	56.0	45.2	59.2	62.6	35.7	:	71.8	56.2	32.3	31.0	46.5

* Total and shares based on first two quarters of 2000.   Source: Eurostat (Maritime database)

Finland, Ireland and Sweden are the Member States that, throughout the period observed, display a high share in international intra-EU transport with 67.7%, 60.3% and 59.9% respectively (2000). The main ports in Denmark, Germany and the United Kingdom unloaded and loaded 51%, 42% and 41% respectively of their total cargo in international intra-EU traffic.

Conversely, extra-EU seaborne transport is of prime importance in the Netherlands, throughout the period observed (over 70% share – heavily influenced by the crude-oil transport) and in Belgium (around 65%), confirming their position as important gateways to Europe. In contrast, the Scandinavian countries and Ireland handle only slightly more than 30% of the goods in extra-EU transport.

It is recalled that figures presented in Table 3 take into account goods handled in the main ports both in inward **and** outward traffic. The general picture obtained would be substantially different for certain countries if only inward **or** outward traffic had been considered: in such cases, the resulting shares would show noticeable shifts. Considering only outward traffic, the Netherlands would for instance show a much higher international intra-EU share since oil tankers generally leave empty. Conversely, inward traffic (full tankers) would raise the extra-EU share.

Maritime goods traffic by type of vessel

The total number of vessels calling at main ports by type of vessel as well as their gross tonnage (GT) in 2000 is shown in Table 4.

Figures presented are those that have been reported. Italy did not report any data for 2000 and figures for Greece only refer to the first half-year. Methodological inconsistencies with regards to the classification of vessels cannot be excluded. Data should therefore be treated with caution.

For most countries, the vessel category 'cargo, non-specialised' represents the major group. The extremely high figure for Denmark relates mostly to ferries. High figures are also registered for the United Kingdom and Sweden.

Due to the high share of crude oil and oil products, the United Kingdom and the Netherlands recorded high numbers of liquid bulk vessels movements in 2000. France, Spain and Germany followed these 2 countries.

The Netherlands reported the highest tonnage in container transport but more vessel movements were recorded in Germany and the United Kingdom. Large passenger vessels entered the Spanish ports (ratio vessel number/gross tonnage), the vessel size appears to be smaller for the Greek ports. Passenger vessels are of the smaller category for Denmark, Germany and Sweden.

Table 4: Number of vessels and Gross Tonnage of vessels calling at main ports in 2000 - by type of vessel

	BELGIUM		DENMARK		GERMANY		GREECE*		SPAIN		FRANCE	
	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)
Cargo, non-specialized	6 041	98 838	327 049	995 513	73 777	678 956	10 700	41 663	17 269	149 478	39 799	137 742
Cargo, specialized	5 752	108 487	2 694	7 586	1 327	24 318	976	9 824	286	2 306	1 025	12 881
Container	4 544	89 175	1 575	8 973	8 151	116 437	1 942	26 516	3 077	27 248	4 698	73 368
Dry bulk	215	10 906	1 186	6 830	8 048	52 211	3 715	14 481	4 519	50 901	3 800	32 849
Dry cargo barge	19	413	414	1 275	186	497	1 016	7			154	20
Fishing							58	2	1 494	851		
Liquid bulk	5 359	40 249	2 306	10 833	5 602	49 909	6 030	32 137	5 502	70 253	8 471	88 282
Miscellaneous	10 732	69 402			866	1 119	29	193	2 354	3 410	9 066	2 401
Offshore activities					5	151				0	7	12
Passenger	49	1 188	28 336	13 656	17 733	11 074	87 950	382 048	25 859	181 750	7 162	27 537
Tugs	49	27					110	80	310	65		
Unknown									559	5 906		
Total	32 760	418 684	363 560	1 044 666	115 695	934 674	112 526	506 950	61 229	492 167	74 182	375 093

	IRELAND		NETHERLANDS		PORTUGAL		FINLAND		SWEDEN		UNITED KINGDOM	
	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)	vessel nb	GT (in 1000)
Cargo, non-specialized	7 246	106 169	24 173	205 368	5 790	32 784	25 747	386 505	85 100	910 765	121 873	1 471 919
Cargo, specialized	452	12 275	125	1 725	464	9 073	320	3 400	166	6 142	4 977	94 254
Container	1 914	8 073	5 458	162 267	1 474	11 757	1 070	6 202	1 189	10 876	6 006	151 796
Dry bulk	767	7 316	2 751	100 115	600	11 254	656	6 320	1 223	6 255	3 411	69 187
Dry cargo barge					23	11	1 040	4 746	312	1 542	129	178
Fishing			54	117							213	113
Liquid bulk	1 509	7 992	9 672	126 024	2 087	23 803	2 097	17 512	3 391	28 133	23 342	226 883
Miscellaneous		0	1 299	5 045							4 775	9 804
Offshore activities	2	5	1 923	3 719	7	6					5 507	12 061
Passenger	4	109	115	2 964	847	14 211	2 300	6 913	15 833	8 818	337	6 254
Tugs			478	416							145	250
Unknown					1	1					824	0
Total	11 894	141 940	46 048	607 761	11 293	102 901	33 230	431 598	107 214	972 532	171 539	2 042 700

* Figures for Greece only refer to the first two quarters of 2000.

Source: Eurostat (Maritime database)

Maritime transport of passengers

An estimated 346 million persons passed through EU ports in 2000. This figure should be treated with care: it takes into account passengers having made national, international intra-EU and extra-EU journeys. Thus, passengers in national and international intra-EU traffic are double counted, once at embarkation and once at disembarkation.

Thus, figures in Table 5 should be considered from the point of view of the various ports in the Member States: they express the port passenger traffic or passenger 'throughput' at national level.

Keeping these principles in mind, it appears that Italian ports registered the most passengers (more than 85 million passengers in 1999). Denmark was the country that closely

followed Italy in 1997 when it recorded 76 million passengers. Ever since, Danish figures have been declining. The drop in passenger numbers can largely be attributed to the discontinuation of the Storebælt ferry services. Despite this constant decline, Denmark remains second in the ranking by a substantial margin. Here, both the geographical characteristics of the country with numerous ferries between the various Danish islands and the ferry connections with Germany, Sweden and Norway explain the high numbers.

With 36.5 million passengers in 2000, Sweden comes third, despite a drop of 11% compared to 1999. Largely responsible for the frequentation of Swedish ports are the ferries to and from Denmark and Germany.

Table 5: Passenger transport by Member States: passengers embarked and disembarked in all ports (in 1000)

	1997			1998			1999			2000		
	inwards	outwards	total	inwards	outwards	total	inwards	outwards	total	inwards	outwards	total
Belgium	925	1 021	1 946	839	857	1 696	775	778	1 553	764	756	1 520
Denmark	37 899	38 030	75 928	31 661	31 787	63 448	28 649	28 696	57 345	25 958	25 872	51 830
Germany	:	:	:	:	:	:	:	:	:	15 719	15 659	31 378
Greece*	16 169	16 090	32 259	17 312	18 053	35 364	18 177	19 003	37 180	5 149	5 031	10 179
Spain	6 949	6 990	13 939	7 739	7 610	15 349	8 131	8 093	16 225	7 924	6 659	14 582
France	16 576	16 548	33 124	15 426	15 400	30 825	15 233	15 203	30 436	13 956	13 887	27 842
Ireland	2 209	2 171	4 380	2 354	2 329	4 682	2 203	2 155	4 358	2 094	2 124	4 218
Italy	40 128	40 056	80 184	40 398	40 223	80 621	42 744	42 695	85 439	:	:	:
Netherlands	974	989	1 964	928	912	1 840	976	973	1 949	1 003	1 001	2 004
Finland	7 617	7 574	15 191	8 012	7 974	15 986	8 096	8 051	16 146	8 008	7 956	15 964
Portugal	19	15	34	238	235	473	237	235	472	268	267	534
Sweden	20 580	20 369	40 949	20 955	20 794	41 749	20 914	20 660	41 574	18 457	18 116	36 573
United Kingdom	18 103	18 183	36 287	18 407	18 477	36 884	17 872	17 941	35 813	16 867	16 985	33 851

*Greece, 2000 : first 2 quarters only, and only main ports

Source: Eurostat (Maritime database).

Greek ports registered a steady increase during the observation period and reported 37.2 million passengers in 1999. Considering the numerous islands, this might seem relatively low. However, the distances between mainland Greece and for instance the islands of the Aegean Sea are considerable and air links greatly cut the journey-time to such destinations. It is recalled that the Greek figures in Table 5 for 2000 refer only to the first two quarters. The third quarter is however usually the busiest period of the year.

During the period under review, France's passenger numbers decreased by 16% and reached 27.8 million in 2000. Absolutely dominant is the port of Calais handling the ferries to the United Kingdom. Ports handling ferries that maintain connections with Corsica are also of considerable

importance although to a much lesser extent compared to those handling ferries from and to the UK.

Belgium's passenger numbers show a noticeable decrease in 2000 compared to the previous years. Since Belgium's passenger traffic is mainly influenced by ferry connections with the UK (via Ostend and Zeebrugge), the decrease might be explained by a consolidation of the ferry connections and the fact that an increasing number of passengers have chosen to use the connection via the Channel Tunnel with the "Eurostar" train services.

The figures for Portugal are very low in absolute terms. The vast majority of the passengers were registered in the ports of Funchal and Porto Santo (both Madeira-Archipelago), which started to report from 1998 onwards.

Table 6: TOP-15 ports in passenger transport - number of passengers embarked and disembarked (in 1000)

	1997		1998		1999		2000*	
1	Dover	21 235.6	Dover	19 272.2	Dover	18 448.1	Dover	16 197.3
2	Calais	20 060.0	Calais	18 116.6	Calais	17 099.9	Calais	15 063.1
3	Helsingborg	13 396.7	Helsingborg	13 747.2	Helsingborg	14 407.3	Helsingborg	13 524.6
4	Helsingør	13 302.3	Helsingør	13 655.1	Helsingør	14 257.1	Helsingør	13 321.9
5	Messina	11 157.1	Messina	11 208.3	Messina	10 522.0	Helsinki	9 251.0
6	Reggio Di Calabria	10 999.8	Reggio Di Calabria	11 075.3	Reggio Di Calabria	10 433.9	Stockholm	7 745.6
7	Piraeus	8 707.3	Piraeus	9 131.4	Piraeus	9 589.7	Rødby (Faergehavn)	5 429.9
8	Helsinki	8 145.8	Helsinki	8 616.4	Helsinki	9 072.6	Puttgarden	5 429.9
9	Korsør	8 117.5	Stockholm	7 780.5	Stockholm	7 976.8	Københavns (Og Frihavnen)	3 820.7
10	Nyborg	8 039.9	Napoli	6 167.8	Napoli	6 960.6	Frederikshavn	3 726.1
11	Stockholm	7 498.8	Rødby (Faergehavn)	5 850.5	Rødby (Faergehavn)	5 616.7	Turku	3 513.8
12	Napoli	7 277.3	Malmö	5 347.3	Capri	5 554.9	Portsmouth	3 269.8
13	Rødby (Faergehavn)	5 974.7	Frederikshavn	4 918.0	Malmö	5 284.4	Göteborg	2 936.5
14	Malmö	5 236.0	Capri	4 649.5	Frederikshavn	4 511.1	Malmö	2 764.8
15	Capri	4 994.7	Göteborg	4 593.5	Københavns (Og Frihavnen)	4 328.1	Holyhead	2 518.4

* Italy did not declare for 2000, thus the ranking does not take into account Italian ports. Piraeus (Greece) is not considered since it only declared the first 2 quarters of 2000.

Source: Eurostat (Maritime database)

Table 6 specifies the 15 ports that handled the most passengers (embarked and disembarked) in the period 1997 – 2000. The table basically details the information provided in Table 5 and shows the importance of the main ports of a country.

The ranking of the first six most important ports in the EU, all handling more than 10 million passengers per year, remains the same throughout the period considered. The Italian ports do not appear in the 2000-ranking since Italy did not report any data. Furthermore, the port of Piraeus (Greece) has been excluded since only data for the first 2 quarters of 2000 were reported.

Dover and Calais remain – by a comfortable margin – the most important ports. Influenced by the 'competition' of the Channel Tunnel, the passenger numbers have however experienced a constant decline. When comparing 2000 to 1997, Dover recorded 23.7% less passengers and the numbers in Calais decreased by 24.9%.

One can observe various other 'port-pairs' displaying very similar passenger figures: these pairs indicate the major ferry connections in Europe, such as:
- Calais-Dover for traffic between the UK and France,
- Helsingborg and Helsingør for the Øresund-crossing between Sweden and Denmark,
- Reggio Calabria and Messina for the connection between the Italian mainland and Sicily,
- Rødby (Isle of Lolland, Denmark) and Puttgarden (Isle of Fehmarn, Germany) for the crossing of the Fehmarn Belt.

Germany reported maritime passenger transport for the first time in 2000. This explains the fact that the port of Puttgarden does not appear in the top-15 ports previously. The passenger numbers of the ferry-port (*Faergehavn*) of Rødby and Puttgarden in 2000 are nearly identical (difference: 28 passengers). Rødby 's passenger numbers (and Puttgarden's probably as well) are in slight decline throughout the period observed. One reason might be the opening of the Storebælt fixed-link (since 1998) which enables to reach Sjælland (with Copenhagen) via the island of Fyn without having to take a ferry.

In the same context, the ports of Korsør and Nyborg (linking the Danish islands of Sjælland and Fyn), still listed as number 9 and 10 in 1997, disappeared from the top-15 list after the opening (in 1998) of the 18 kilometre-long Storebælt-link (road/rail).

Data for 2001 and beyond will show if a similar effect will be registered with regards to the recently opened Øresund-bridge between Denmark and Sweden.

The fact that the Italian ports and Piraeus are missing in the 2000-ranking explain the entry of ports like for instance Turku (Finland), featuring ferry links with Sweden and the Ahvenenmaa/Åland Islands and Holyhead (north-west Wales/United Kingdom) offering links to Ireland.

➢ 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.

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 (inward and outward) by selected Member States in 2000
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
For the 2000 figures, Greece refers to 'Main ports' only (a selection of ports that exceed a certain volume of goods handled. The 'main ports' reporting threshold for goods handling is one million tonnes per year).

Table 3: Seaborne transport in the main ports: origin/destination
Finland has not declared national (domestic) transport. Consequently, adding intra- and extra-EU traffic results in 100%. E and UK for 1997 to 1999 did not report any data on destinations and it is not possible to calculate the share of traffic for this period. For the calculation of "National traffic" figures and in order to avoid double countings: 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 4: Number of vessels and Gross Tonnage of vessels calling at main ports in 2000 - 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 5: 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.

Table 6: 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). The port of Piraeus (Greece) was not considered in the 2000-ranking (only data for the first 2 quarters available). Italy has not reported for 2000, thus Italian ports do not appear in the 2000-ranking.

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

Greece
Greece only reported data for the first 2 quarters of 2000.

Spain
Ceuta and Melilla
Data with regards to Spain include Ceuta and Melilla.
The port of Algeciras did not report in 2000.

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)

Italy
Italy did not report any data for 2000. For the estimates of EU-15 totals (Table 1), 1999 data have been taken instead.

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.

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