

## European port activity in 2009 hit by the general economic crisis

*Freight handling in EU ports fell by more than 12% in 2009 (-0.5% in 2008), after almost a decade of continuous growth. The downturn coincided with the onset of the global financial crisis: after a slowdown in the 3<sup>rd</sup> quarter 2008, substantial falls were registered in all the following quarters (notably -16% in the 2<sup>nd</sup> quarter 2009).*

**In 2009, the total weight of goods handled in EU-27 maritime ports is estimated at 3.4 billion tonnes, the same level as in 2003.** Of these, 62% were goods unloaded (64% in 2008).

**At 501 million tonnes, the United Kingdom had the highest share (15%) of goods handled in EU-27 ports,** followed by Italy and the Netherlands.

**In 2009, liquid bulk goods (which include petroleum products) accounted for 42% of the total cargo handled in EU-27 ports,** followed by dry bulk (23%) and containers (18%).

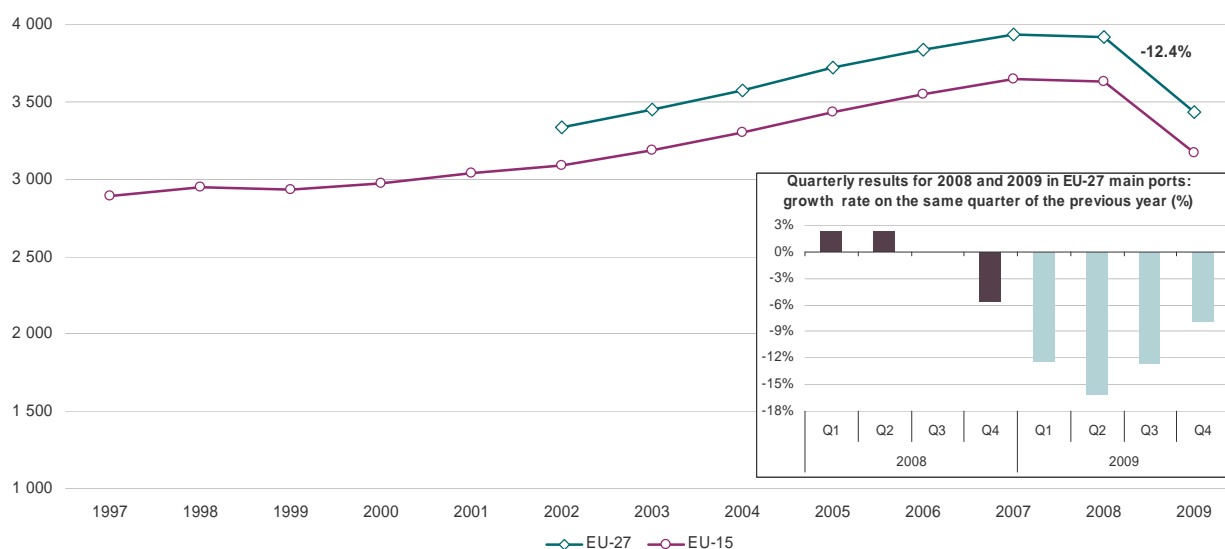
**Rotterdam, Antwerpen and Hamburg – all located on the North Sea coast – maintained their positions as the three largest EU ports** in terms of both gross weight of goods and volume of containers handled.

**In 2009, more than 60% of EU-27 seaborne goods transport concerned an extra-EU-27 partner port.** International intra-EU-27 transport represented 25% and national transport 11%.

**The number of passengers passing through EU-27 ports in 2009 is estimated at 403 million (2.3% down compared with 2008).** There was no significant difference between the numbers of passengers embarking and disembarking, due to the fact that most of this transport activity corresponds to the main national and intra-EU-27 ferry connections.

The number of vessel calls at EU main ports showed a decrease of about 5% compared to 2008. However, in terms of gross tonnage of the vessels, a growth of about 3% was recorded. This reflects **the increasing size of vessels operating in EU ports.**

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



Source: Eurostat (online data codes: [mar\\_mg\\_aa\\_cwh](#) and [mar\\_go\\_qm](#))

In 2009, half a billion tonnes less of goods were handled in EU-27 maritime ports than in 2007/2008 (3.4 compared to 3.9 billion tonnes): equivalent to the port activity of the United Kingdom. The general economic crisis hit inward (-15%) more than outward transport (-8%) ...

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

	1997	2002	2003	2004	2005	2006	2007	2008	2009			Growth rate 2008-2009 (%)	
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
<b>EU-27</b>	:	3 334.8	3 452.3	3 570.2	3 718.7	3 835.9	3 937.5	3 918.6	2 128.0	1 305.1	3 433.0	-12.4%	
<b>EU-15</b>		2 887.2	3 091.0	3 188.8	3 304.6	3 433.8	3 545.9	3 647.3	3 628.8	2 030.4	1 141.0	3 171.4	-12.6%
<b>EEA-IS+HR</b>	:	3 543.4	3 659.4	3 793.7	3 946.6	4 059.1	4 166.1	4 141.2	2 197.1	1 441.9	3 639.0	-12.1%	
<b>BE</b>		161.6	173.8	181.1	187.9	206.5	218.9	236.3	243.8	111.7	91.7	203.4	-16.6%
<b>BG</b>	:	20.4	21.4	23.1	24.8	27.5	24.9	26.6	11.8	10.1	21.9	-17.6%	
<b>DK</b>		124.0	94.3	104.0	100.4	99.7	107.7	109.7	106.1	50.5	40.1	90.6	-14.6%
<b>DE</b>		213.3	246.4	254.8	271.9	284.9	302.8	315.1	320.6	160.6	102.3	262.9	-18.0%
<b>EE</b>	:	44.7	47.0	44.8	46.5	50.0	45.0	36.2	9.0	29.5	38.5	+6.4%	
<b>IE</b>		36.3	44.9	46.2	47.7	52.1	53.3	54.1	51.1	29.0	12.9	41.8	-18.1%
<b>EL</b>		101.3	147.7	162.5	157.9	151.3	159.4	164.3	152.5	79.4	56.1	135.4	-11.2%
<b>ES</b>		270.6	326.0	343.7	373.1	400.0	414.4	426.6	416.2	248.8	114.8	363.5	-12.6%
<b>FR</b>		305.1	319.0	330.1	334.0	341.5	350.3	346.8	352.0	216.9	98.6	315.5	-10.4%
<b>IT</b>		434.3	458.0	477.0	485.0	508.9	520.2	537.3	526.2	319.5	153.0	472.5	-10.2%
<b>CY</b>	:	7.2	7.3	6.8	7.3	7.6	7.5	7.9	5.8	1.0	6.8	-14.7%	
<b>LV</b>	:	52.0	54.7	54.8	59.7	56.9	61.1	61.4	4.4	55.7	60.1	-2.2%	
<b>LT</b>	:	24.4	30.2	25.8	26.1	27.2	29.3	36.4	13.7	20.6	34.3	-5.6%	
<b>MT</b>	:	5.0	5.2	5.3	5.3	5.5	5.3	5.5	4.3	1.2	5.5	+0.1%	
<b>NL</b>		402.2	413.3	410.3	440.7	460.9	477.2	507.5	530.4	333.5	134.5	468.1	-11.7%
<b>PL</b>	:	48.1	51.0	52.3	54.8	53.1	52.4	48.8	23.0	22.1	45.1	-7.7%	
<b>PT</b>		54.7	55.6	57.5	59.1	65.3	66.9	68.2	65.3	41.9	19.8	61.7	-5.5%
<b>RO</b>	:	32.7	35.9	40.6	47.7	46.7	48.9	50.5	16.4	19.7	36.1	-28.5%	
<b>SI</b>	:	9.3	10.8	12.1	12.6	15.5	15.9	16.6	9.2	4.2	13.4	-19.3%	
<b>FI</b>		75.3	99.1	104.4	106.5	99.6	110.5	114.8	114.7	50.4	42.9	93.2	-18.7%
<b>SE</b>		149.9	154.6	161.5	167.4	178.1	180.5	185.1	187.8	84.7	77.1	161.8	-13.8%
<b>UK</b>		558.5	558.3	555.7	573.1	584.9	583.7	581.5	562.2	303.6	197.3	500.9	-10.9%
<b>IS</b>	:	4.8	5.0	5.3	5.7	5.9	:	:	:	:	:	:	:
<b>NO</b>	:	190.0	186.8	198.2	201.7	196.8	198.5	193.4	55.8	126.8	182.6	-5.6%	
<b>HR</b>	:	18.6	20.3	25.2	26.2	26.3	30.1	29.2	13.3	10.1	23.4	-20.0%	

Source: Eurostat (online data code: [mar\\_mg\\_aa\\_cwhd](#))

On an annual basis EU-27 ports faced a 12.4% decrease in the handling of goods (Table 1), the largest decreases at individual Member State level being recorded in Romania (-28.5%), Slovenia and Finland.<sup>1</sup>

Only two countries registered an increase between 2008 and 2009: Estonia (+6.4%), mainly due to the increase of transport of oil products to the United States (+17%), and Malta.

Despite a continuous decline since 2005, the United Kingdom remained the leading EU-27 country in seaborne transport of goods, with 501

million tonnes handled in 2009, representing approximately 15% of the EU-27 total. The UK is followed by Italy and the Netherlands (both with 14%).

In 2009, 62% (in 2008 64%) of the tonnage handled in EU-27 ports was goods unloaded (inwards).

Of the total weight of goods handled in ports in 2009, the percentage unloaded was 85% in Cyprus, followed by Malta and the Netherlands (with 78% and 71% respectively).

In general more seaborne goods are unloaded than

<sup>1</sup> This "Statistics in Focus" is based on data collected in the framework of the EU maritime transport statistics Directive (Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 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 1997–2009. Methodological and other explanatory notes, including country-specific remarks are available at the end of the publication (pages 14–15).

loaded in the EU-27 countries and in Croatia and Iceland (2006 data).

However, in the three Baltic countries (Estonia, Latvia and Lithuania) the outward movement of goods was dominant. Its share reached 93% in Latvia and 77% in Estonia. For the first time in 2009, the same was true in Romania, which recorded a decrease of 45% in inward transport, from 30 to 16 million tonnes. All these countries'

share in total EU-27 maritime freight is however small.

In Norway also, the weight of outward goods was dominant, with a share of 69%.

For the three Baltic countries the outward weight is largely due to oil products, while for Norway, the main product is crude oil which recorded an increase of almost 9% in 2009. In Romania the largest outward cargo was "agricultural products", increasing by 64% in 2009.<sup>1</sup>

... and more dry bulk (-19%) than liquid bulk cargo (-6%).

In 2009, liquid bulk, the largest type of cargo handled in tonnage terms, accounted for 42% of the total cargo handled in EU-27 ports (40% in 2008), followed by dry bulk with 23% (25% in 2008) and containers (18%).

**Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports <sup>(1)</sup> in 2009 by type of cargo <sup>(2)</sup> (in % of total cargo handled)**

	Share in % of total cargo handled in main ports							Total cargo handled in main ports (million tonnes)	Total cargo handled in all ports (million tonnes)
	Liquid bulk goods	Dry bulk goods	Large containers	Ro-Ro Mobile Units	Other cargo, nes	Unknown	Total		
<b>EU-27</b>	<b>42%</b>	<b>23%</b>	<b>18%</b>	<b>11%</b>	<b>5%</b>	<b>0%</b>	<b>100%</b>	<b>3 332.9</b>	<b>3 433.0</b>
<b>EEA-IS+HR</b>	<b>43%</b>	<b>23%</b>	<b>17%</b>	<b>11%</b>	<b>6%</b>	<b>0%</b>	<b>100%</b>	<b>3 511.9</b>	<b>3 639.0</b>
<b>BE</b>	24%	16%	41%	11%	7%	0%	100%	202.0	203.4
<b>BG</b>	47%	38%	6%	0%	8%	0%	100%	21.9	21.9
<b>DK</b>	32%	32%	6%	26%	4%	0%	100%	81.8	90.6
<b>DE</b>	23%	21%	38%	12%	6%	0%	100%	259.7	262.9
<b>EE</b>	67%	14%	3%	0%	15%	0%	100%	34.4	38.5
<b>IE</b>	29%	26%	16%	27%	2%	0%	100%	40.8	41.8
<b>EL</b>	44%	26%	7%	19%	4%	0%	100%	110.9	135.4
<b>ES</b>	40%	22%	28%	4%	5%	0%	100%	363.5	363.5
<b>FR</b>	54%	21%	11%	10%	4%	0%	100%	308.1	315.5
<b>IT</b>	44%	23%	18%	11%	5%	0%	100%	461.4	472.5
<b>CY</b>	39%	22%	29%	3%	7%	0%	100%	6.8	6.8
<b>LV</b>	41%	46%	3%	3%	7%	0%	100%	58.9	60.1
<b>LT</b>	55%	28%	7%	5%	5%	0%	100%	34.3	34.3
<b>MT</b>	49%	17%	23%	9%	2%	0%	100%	3.4	5.5
<b>NL</b>	52%	24%	17%	2%	5%	0%	100%	463.5	468.1
<b>PL</b>	28%	43%	11%	11%	7%	0%	100%	45.0	45.1
<b>PT</b>	45%	29%	20%	1%	6%	0%	100%	60.0	61.7
<b>RO</b>	32%	42%	15%	0%	11%	0%	100%	35.2	36.1
<b>SI</b>	20%	48%	20%	0%	12%	0%	100%	13.3	13.4
<b>FI</b>	37%	26%	10%	14%	12%	0%	100%	90.5	93.2
<b>SE</b>	43%	15%	7%	26%	9%	0%	100%	148.0	161.8
<b>UK</b>	46%	20%	11%	19%	3%	0%	100%	489.6	500.9
<b>IS</b>	:	:	:	:	:	:	:	:	:
<b>NO</b>	55%	30%	3%	5%	7%	0%	100%	159.3	182.6
<b>HR</b>	45%	40%	6%	3%	6%	0%	100%	19.7	23.4

(1) According to Directive 2009/42, "main ports", in terms of transport of goods, are ports handling more than 1 million tonnes of goods annually (see also methodological notes).

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

Source: Eurostat (online data code: [mar\\_mg\\_am\\_cwhc](#))

<sup>1</sup> Detailed data are available in the maritime transport database, freely accessible on the Eurostat web site (see link on page 16)

In most countries, liquid bulk goods had the highest share in total goods (Table 2). They accounted for 67% in Estonia (reflecting outward movements of large volumes of Russian oil), 55% for Norway (due to significant volumes of North Sea oil) and Lithuania, 54% for France and 52% for the Netherlands, whereas, at the other extreme, were Slovenia (20%), Germany (23%) and Belgium (24%), with the EU-27 average at 42%.

Dry bulk goods represented 23% of the total cargo handled in EU-27 ports. This share was 48% in Slovenia, 46% in Latvia and 43% in Poland. For these three countries, dry bulk volumes were mainly coal.

However, handling of dry bulk cargo in Slovenia, which had a 58% share in the total in 2008, fell by 34% between 2008 and 2009, due to a collapse of ores imports (-68%), mainly from South Africa and a large fall in the handling of coal (-25%), almost equally spread between inwards and outwards. The nearby Croatia had a similar experience with a 35% fall in dry bulk cargo, with the share in total cargo decreasing from 49% to 40% between 2008 and 2009. The main explanation is a collapse in the

import of coal (-57%), mainly from the USA. Large decreases in dry bulk handling between 2008 and 2009 were also recorded in Belgium (-33%; a decrease of 16 million tonnes) largely due to the collapse of inward transport of ores (-45%), mainly from Brazil, and coal (-44%), mainly from Australia and the USA. There was a similar story in the Netherlands (-31%; -51 million tonnes, from 162 to 111), largely due to a collapse in import of ores (-54%), mainly from Brazil (-20 million tonnes).

Container transport was substantial for Belgium and Germany, with a 41% and 38% share of total goods handled respectively, compared with an EU-27 average of 18%.

Container handling collapsed in Romania (-54%; -6 million tonnes).

The share of Ro-Ro units was high for Ireland (27%), Sweden and Denmark (both 26%). The United Kingdom recorded by far the highest tonnage (94 million tonnes) for Ro-Ro mobile unit movements, mainly due to cross-Channel transport.

**Rotterdam, Antwerpen and Hamburg retain their positions as the top three largest ports, both for the gross weight of goods...**

**Table 3: Top 20 cargo ports in 2009 – on the basis of gross weight of goods handled (in million tonnes)**

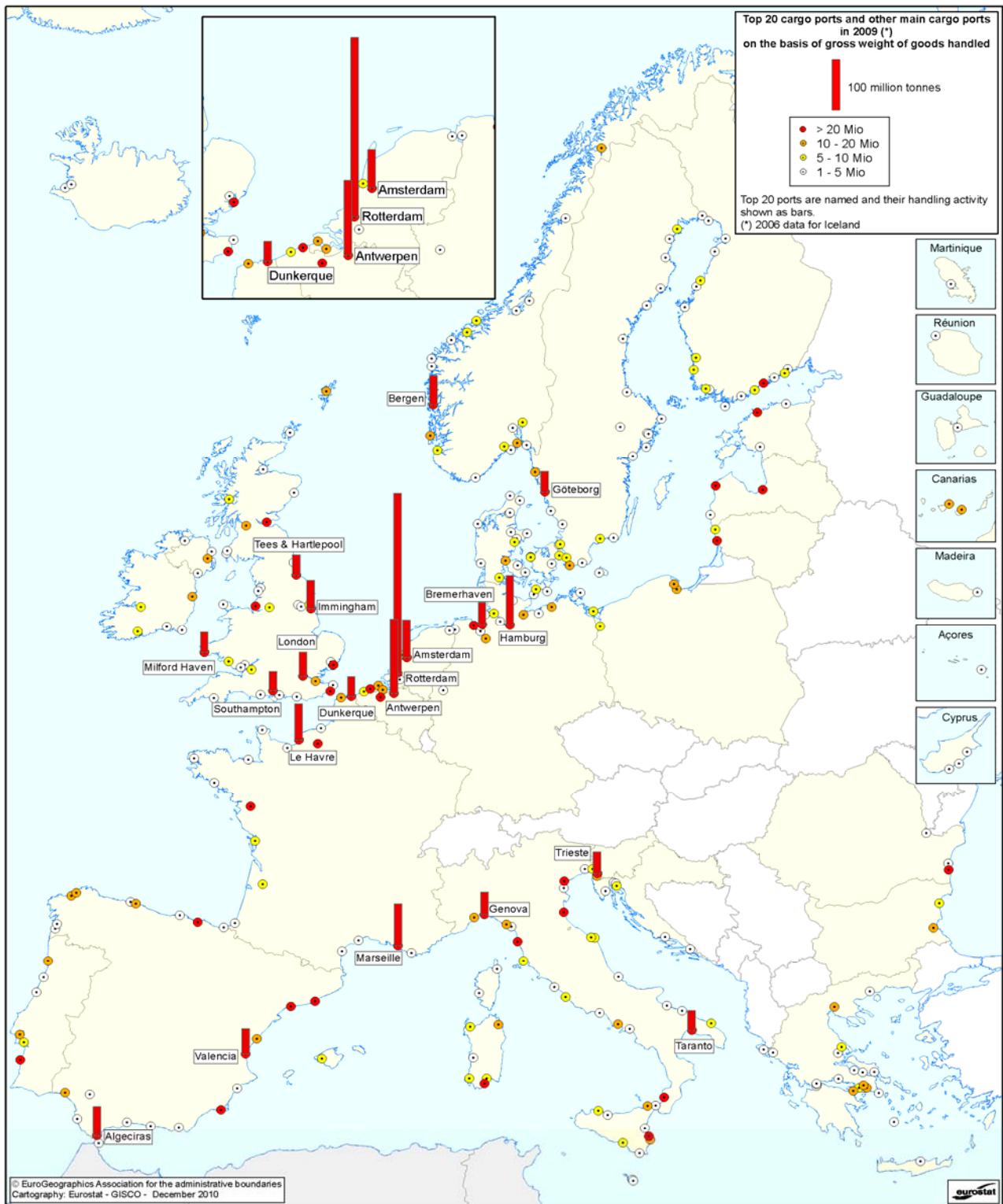
Rank 2009	Port	*	1997 Total	2008 Total	2009								Growth rate 2008-2009 (%)	Average annual growth rate 1997-2009 (%)
					By direction			By type of cargo handled (%)						
					Inwards	Outwards	Total	Liquid bulk goods	Dry bulk goods	Large containers	Ro-Ro Mobile units	Other cargo, nes		
1	Rotterdam (NL)	=	303.4	384.2	249.5	97.2	346.7	55%	18%	23%	1%	3%	-9.8%	+1.1%
2	Antwerpen (BE)	=	104.6	171.2	73.6	68.5	142.1	27%	12%	50%	3%	7%	-17.0%	+2.6%
3	Hamburg (DE)	=	69.6	118.9	53.9	40.8	94.8	15%	23%	59%	1%	2%	-20.3%	+2.6%
4	Marseille (FR)	=	92.9	92.5	61.8	18.1	79.8	75%	11%	9%	3%	2%	-13.7%	-1.3%
5	Amsterdam (NL)	+1	36.9	74.4	52.2	21.3	73.5	50%	44%	2%	0%	3%	-1.2%	+5.9%
6	Le Havre (FR)	-1	58.2	75.6	52.1	17.2	69.2	66%	6%	27%	2%	0%	-8.5%	+1.5%
7	Bergen (NO)	+3	:	52.4	11.6	44.4	56.0	92%	4%	0%	0%	4%	+7.0%	:
8	Algeciras (ES)	=	34.2	61.9	31.8	24.1	55.8	38%	3%	54%	2%	3%	-9.7%	+4.2%
9	Immingham (UK)	-2	48.0	65.3	40.8	13.9	54.7	39%	34%	2%	24%	2%	-16.2%	+1.1%
10	Valencia (ES)	+2	16.3	50.2	26.5	21.8	48.3	12%	7%	73%	0%	8%	-3.7%	+9.5%
11	London (UK)	-2	55.7	53.0	38.6	6.9	45.4	41%	26%	12%	17%	4%	-14.2%	-1.7%
12	Genova (IT)	+3	42.2	46.5	31.3	11.4	42.7	49%	6%	32%	11%	2%	-8.1%	+0.1%
13	Bremerhaven (DE)	+1	16.6	49.0	19.8	22.9	42.7	1%	0%	93%	5%	2%	-12.8%	+8.2%
14	Trieste (IT)	+9	42.1	37.2	37.2	3.8	41.0	85%	2%	5%	7%	1%	+10.2%	-0.2%
15	Milford Haven (UK)	+10	34.5	35.9	23.7	15.6	39.3	98%	0%	0%	2%	0%	+9.5%	+1.1%
16	Tees & Hartlepool (UK)	+1	51.2	45.4	13.7	25.4	39.2	65%	21%	3%	6%	5%	-13.8%	-2.2%
17	Göteborg (SE)	+1	31.3	42.3	19.9	19.0	38.9	55%	0%	18%	27%	0%	-8.0%	+1.8%
18	Taranto (IT)	-5	36.0	49.5	24.0	14.1	38.1	21%	48%	16%	7%	9%	-23.1%	+0.5%
19	Dunkerque (FR)	-8	36.4	50.5	26.6	11.3	37.9	33%	46%	4%	0%	17%	-24.9%	+0.3%
20	Southampton (UK)	=	33.1	41.0	23.3	13.9	37.2	72%	5%	20%	3%	0%	-9.1%	+1.0%
<b>Total top 20 ports<sup>(1)</sup></b>			<b>:</b>	<b>1 610.9</b>	<b>911.8</b>	<b>511.7</b>	<b>1 423.5</b>	<b>49%</b>	<b>16%</b>	<b>27%</b>	<b>4%</b>	<b>4%</b>	<b>-11.6%</b>	<b>:</b>
<b>EEA-IS+HR (all ports)</b>			<b>-</b>	<b>4 141.2</b>	<b>2 197.1</b>	<b>1 441.9</b>	<b>3 639.0</b>						<b>-12.1%</b>	<b>:</b>

\* This column indicates the number of positions lost or gained compared to 2008.

(1) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

Source: Eurostat (online data code: [mar\\_mg\\_aa\\_pwhd](#))

Map 1: Main European cargo ports in 2009<sup>(1)</sup> by gross weight of goods handled



(1) 2006 data for Iceland.

Source: Eurostat (online data code: [mar\\_mg\\_aa\\_pwhd](#))

In 2009 the top 20 ports accounted for 39% of the total tonnage of goods handled in the countries reporting data (EU27 + HR + NO). Rotterdam on its own accounted for 10% (Table 3).

Most of the cargo handling in Rotterdam involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe's largest container port. Rotterdam plays an important role in the transport of products from/to intercontinental partners like Brazil (mainly inward traffic), South Africa (mainly inward traffic), the United States and the Far East.

The most "specialised" port in the top-20 is Milford Haven, 98% of cargo handled being "liquid bulk" goods, while Immingham, London, Genova and Taranto have a much more diversified business.

In all of the top 20 ports, inward activity was prevalent with the exception of Bergen and Tees & Hartlepool (where the tonnage of outward "crude oil" on its own represented 56% and 47% of total handling respectively). Bremerhaven was another exception with a broad balance between the inward and outward movements of goods in containers.

The effects of the economic crisis are visible in the negative growth rates recorded by the majority of the big ports. Only three ports in the top 20 were able to show an increase of their activity between 2008 and 2009. All three are specialised in liquid bulk cargo (less affected by the economic crisis) where they even recorded some growth: Bergen

(+8%), Trieste (+18%) and Milford Haven (+11%). One consequence was that Trieste and Milford Haven entered the top 20.

In contrast, there were negative results for Antwerpen, Taranto and Dunkerque due mainly to a poor performance in the dry bulk sector (-37%, -27% and -35% respectively). For Hamburg, the main reason is a fall off in container activity (-25%). Constanta (RO) and Barcelona (ES) left the top 20. For Constanta (-36% and 16 positions lost in the ranking, from 16<sup>th</sup> to 32<sup>nd</sup>), this reflected falls in all the main market segments: liquid bulk (-39%), dry bulk (-26%) and containers (-54%), while for Barcelona (-14%), containers fell by 28%.

Amsterdam recorded positive results in the liquid bulk sector (+9%) and a limited reduction in the dry bulk cargo (-5%); Valencia recorded an increase in the container sector (+4%).

Map 1 on the previous page shows that half the 20 top ports in 2009 are located on the North Sea coast<sup>1</sup>, six are Mediterranean ports and four ports are located on the Atlantic coast (three of which are on the Channel).

None of the 2009 top 20 ports is located on the Baltic or the Black Sea.

Denmark and Greece are the two countries with a high number of medium size ports (handling between 1 and 20 million tonnes per year) but with no port above the 20 million tonnes threshold.

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### ...and the volume of containers handled.

Table 4 (on page 7) focuses on a specific market segment: goods in containers. Here, the movements are expressed in volume terms (TEUs) and not in weight (tonnes) as in the previous tables.

Hamburg with a fall of 28%, reflecting a decline in container movements with ports located in China, Singapore and Russia, almost lost second place in the table.

Other ports also heavily affected by the economic crisis included Barcelona (-28%, decreasing transport links with both long distance – China – and short distance – Italy and Spain – partners), Las Palmas (-23%; Brazil), La Spezia (-29%; China, Saudi Arabia, Singapore and Hong Kong) and London (-34%; Dutch and Belgian ports).

Finally Bilbao (-50%), which left the top 20, and Constanta (-57%), in 2009 lost more than half of their total volume of containers handled.

In contrast, Valencia (+1%) and Zeebrugge (+5%) were able to continue their progression even in a difficult year like 2009, further increasing their links with long distance partners (China for both, and also Brazil, Canada and India for Valencia). The case is different for Marseille (+5%; increasing container activity with ports located in China, Singapore and United Arab Emirates) and especially Piraeus (+53%; with a large share of short distance links), where 2008 had been negatively impacted by industrial action in the port.

<sup>1</sup> The definitions of sea regions are available in the publication "Short Sea Shipping of Goods – 2008" (see link on page 16). Top 20 ports are named and their handling activity shown as bars in the map.

**Table 4: Top-20 container ports in 2009 – by volume of containers handled in (1000 TEUs<sup>(1)</sup>)**

Rank 2009	Port	*	2002	2003	2004	2005	2006	2007	2008		2009		Growth rate 2008-2009 (%)		
			Total	Total	Total	Total	Total	Total	Total	of which empty	Total	of which empty	Total	of which empty	
1	Rotterdam (NL)	=	6 505	7 118	8 242	9 195	9 575	10 773	10 631	2 224	9 579	1 619	-9.9%	-27.2%	
2	Hamburg (DE)	=	5 376	6 126	7 004	8 084	8 878	9 914	9 767	1 825	7 031	1 011	-28.0%	-44.6%	
3	Antwerpen (BE) <sup>(2)</sup>	=	3 153	4 012	5 055	6 221	6 718	7 879	8 379	1 248	7 014	1 034	-16.3%	-17.1%	
4	Bremerhaven (DE)	=	3 004	3 159	3 501	3 696	4 479	4 884	5 451	694	4 552	543	-16.5%	-21.8%	
5	Valencia (ES) <sup>(4)</sup>	=	1 826	2 012	2 156	2 415	2 615	3 049	3 606	845	3 654	817	+1.3%	-3.3%	
6	Felixstowe (UK)	+2	2 682	2 482	2 717	2 760	3 030	3 342	3 131	828	3 021	749	-3.5%	-9.5%	
7	Algeciras (ES) <sup>(3)(4)</sup>	-1	1 732	2 024	970	3 184	3 262	3 420	3 298	476	2 953	522	-10.4%	+9.7%	
8	Gioia Tauro (IT)	-1	2 883	3 094	3 170	3 123	2 835	3 464	3 165	309	2 725	223	-13.9%	-27.9%	
9	Le Havre (FR)	+1	1 754	2 015	2 158	2 144	2 119	2 685	2 512	421	2 257	378	-10.1%	-10.2%	
10	Barcelona (ES) <sup>(4)</sup>	-1	1 122	1 765	2 084	2 071	2 315	2 606	2 565	657	1 846	480	-28.0%	-27.1%	
11	Zeebrugge (BE)	+3	329	328	458	682	895	1 191	1 401	452	1 467	271	+4.7%	-40.0%	
12	Southampton (UK)	-2	1 275	1 375	1 435	1 384	1 502	1 905	1 617	521	1 385	350	-14.4%	-32.7%	
13	Genova (IT)	-1	1 499	1 591	1 437	1 038	1 146	1 230	1 462	24	1 311	37	-10.3%	+50.6%	
14	Las Palmas (ES) <sup>(4)</sup>	+1	726	966	1 111	1 222	1 303	1 319	1 312	325	1 006	255	-23.3%	-21.6%	
15	Marseille (FR)	+3	811	835	920	911	950	1 058	901	142	943	135	+4.6%	-5.1%	
16	La Spezia (IT)	=	780	836	879	916	1 086	1 130	1 186	180	840	121	-29.1%	-32.9%	
17	Göteborg (SE)	+3	725	634	722	772	812	841	864	156	824	165	-4.6%	+5.6%	
18	Piraeus (EL)	+12	1 395	1 606	1 551	1 401	1 413	1 384	437	148	667	205	+52.6%	+38.7%	
19	London (UK)	-2	875	895	966	765	743	858	983	301	646	194	-34.3%	-35.5%	
20	Constanta (RO)	-7	:	:	391	867	1 170	1 445	1 405	454	607	181	-56.8%	-60.2%	
<b>Total top 20 ports <sup>(5)</sup></b>			<b>-</b>	<b>39 141</b>	<b>43 674</b>	<b>47 352</b>	<b>53 032</b>	<b>57 003</b>	<b>64 491</b>	<b>64 531</b>	<b>12 302</b>	<b>54 331</b>	<b>9 289</b>	<b>-15.8%</b>	<b>-24.5%</b>
<b>EEA-IS+HR (main ports)</b>			<b>-</b>	<b>:</b>	<b>:</b>	<b>61 670</b>	<b>69 527</b>	<b>74 476</b>	<b>83 947</b>	<b>83 048</b>	<b>17 346</b>	<b>70 471</b>	<b>13 325</b>	<b>-15.1%</b>	<b>-23.2%</b>

\* This column indicates the number of positions lost or gained compared to 2008

(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container).

(2) Partial data up to 2nd quarter 2004.

(3) Data for 2004 are underestimated.

(4) Data for the period 2003–2009 are provisional and likely to be revised.

(5) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

Source: Eurostat (online data code: [mar\\_mg\\_am\\_pvh](#))

## In 2009, over 60% of EU-27 seaborne goods moved to or from a port outside the EU. International transport inside the EU accounted for some 25% and national transport about 11%.

The results shown in [Table 5](#) (page 8) are calculated from the statistics provided by main ports for their partner ports. Unlike figures shown in the earlier part of this publication, these statistics do not correspond to the total handling of goods in ports (inwards plus outwards, i.e. unloading plus loading), but estimate the transport of goods by sea between ports (see methodological notes on page 16).

In 2009, 62% of EU-27 maritime transport, as estimated from the declarations by main ports, expressed in tonnes of goods, concerned a partner port outside the EU. The globalisation of trade underlines the strategic role of maritime transport for the EU economy: it is by far the most important mode for long distance transport of goods.

Total EU-27 maritime transport registered a decrease of 12.6% between 2008 and 2009. In particular, there

was a 14% fall in extra-EU tonnages, and -11% for intra-EU (national and international) transport.

In addition to that, the tonnage decreases between the EU and “short distance extra-EU partners” (like Norway -9%, Russia -7%, Turkey and Algeria -4%, Libya -2%) were less pronounced than the corresponding decreases with “long distance extra-EU partners” (like China -17%, the United States -19%, South Africa -23%, Brazil -35% and Australia -43%).

As a result, the overall average distance travelled in 2009 was shorter than in 2008. Indeed, early estimates suggest that transport demand to/from the main EU-27 ports expressed in tonne-kilometres decreased by about 14% to 17%.

**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)**

	2008					2009					Total transport growth rate 2008-2009 (%)
	Total transport (million tonnes)	National	Of which International		Unknown	Total transport (million tonnes)	National	Of which International		Unknown	
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
<b>EU-27</b>	<b>3 107.8</b>	<b>10%</b>	<b>25%</b>	<b>63%</b>	<b>2%</b>	<b>2 715.4</b>	<b>11%</b>	<b>25%</b>	<b>62%</b>	<b>2%</b>	<b>-12.6%</b>
<b>BE</b>	240.7	3%	32%	65%	0%	201.7	2%	32%	66%	0%	-16.2%
<b>BG</b>	26.6	0%	12%	87%	1%	21.9	0%	23%	76%	1%	-17.6%
<b>DK</b>	89.1	19%	53%	24%	4%	75.7	17%	53%	27%	3%	-15.0%
<b>DE</b>	312.8	1%	41%	57%	1%	257.0	1%	40%	57%	1%	-17.8%
<b>EE</b>	32.8	1%	62%	36%	1%	34.4	0%	59%	40%	1%	+4.9%
<b>IE</b> <sup>(1)</sup>	46.0	2%	72%	25%	0%	40.0	3%	76%	21%	0%	-13.1%
<b>EL</b>	100.5	31%	26%	43%	0%	93.0	29%	25%	45%	0%	-7.4%
<b>ES</b>	390.5	11%	19%	69%	0%	340.2	12%	20%	68%	0%	-12.9%
<b>FR</b>	338.4	7%	30%	61%	3%	299.9	7%	30%	59%	5%	-11.4%
<b>IT</b>	444.1	18%	16%	64%	2%	395.4	22%	13%	64%	1%	-11.0%
<b>CY</b>	7.9	1%	19%	20%	60%	6.8	0%	23%	16%	61%	-14.7%
<b>LV</b>	60.0	0%	76%	23%	1%	58.6	0%	75%	23%	1%	-2.3%
<b>LT</b>	36.4	0%	50%	48%	1%	34.3	0%	46%	52%	2%	-5.6%
<b>MT</b>	3.4	0%	75%	25%	0%	3.4	0%	75%	25%	0%	-0.1%
<b>NL</b>	529.4	0%	29%	71%	0%	463.5	0%	31%	69%	0%	-12.4%
<b>PL</b>	48.4	1%	63%	35%	1%	44.6	1%	66%	33%	0%	-7.8%
<b>PT</b>	60.0	13%	30%	57%	0%	56.3	13%	25%	49%	14%	-6.0%
<b>RO</b>	49.8	0%	12%	76%	13%	35.2	0%	26%	67%	7%	-29.3%
<b>SI</b>	16.5	0%	41%	59%	0%	13.3	0%	38%	62%	0%	-19.3%
<b>FI</b>	105.5	6%	69%	25%	0%	85.5	6%	65%	29%	0%	-18.9%
<b>SE</b>	161.5	8%	69%	21%	2%	142.5	9%	67%	23%	2%	-11.8%
<b>UK</b>	497.6	17%	44%	36%	3%	442.2	18%	43%	36%	3%	-11.1%
<b>IS</b> <sup>(2)</sup>	:	:	:	:	:	:	:	:	:	:	:
<b>NO</b> <sup>(2)</sup>	157.1	29%	55%	14%	1%	146.4	30%	53%	16%	1%	-6.8%
<b>HR</b> <sup>(2)</sup>	24.4	7%	29%	63%	0%	19.1	7%	32%	60%	1%	-21.6%

(1) The detailed data necessary for the compilation of this table are not available for the Irish port of Rosslare up to and including 2008. When excluding Rosslare data in 2009, total tonnage for Ireland is 37.6 Mio tonnes and the growth rate is -18.1%.

(2) The percentages of international intra-EU-27 and extra-EU-27 transport for non-EU-27 countries express the share of total transport with EU-27 and non-EU-27 countries respectively.

Source: Eurostat (online data code: [mar\\_mg\\_am\\_cwt](#) and [mar\\_mg\\_am\\_cwt1](#))

As Table 5 shows, there are significant variations between countries. In terms of the share of national transport, one large group of countries (either relatively small ones or countries with relatively limited shorelines) had a very low share (less than 3%) of national transport compared with the high share for Greece (29%), due to its numerous islands, followed by Italy (22%), the United Kingdom (18%) and Denmark (17%). Because of its very long coastline and “difficult” topography (fjords), Norway also recorded a very high share of national transport (30%).

For international intra-EU-27, Ireland, Latvia and Malta stand out with such transport accounting for 75% or more.

Bulgaria recorded very high shares of extra-EU-27 transport (76%), largely due to its geographical position. Other countries, the Netherlands (69%), Spain (68%), Romania (67%), and Belgium (66%), also recorded high shares of extra-EU-27 transport, based either on their geographical position or the "deep sea" nature of the transport activities prevailing in their main ports.

However, between 2008 and 2009, Bulgaria registered a noticeable decrease of the share of extra-EU-27 transport to the benefit of intra-EU-27 transport. Bulgaria registered a fall of traffic with Ukraine and an increase in its traffic with Spain.



Passenger traffic through EU-27 ports in 2009 is estimated at 403 million (a fall of 2.3% compared with 2008).

Three countries – Italy (23%), Greece (22%) and Denmark (11%) – accounted for more than half of total passenger movements in EU-27 ports.

**Table 6: Number of seaborne passengers embarked and disembarked in all ports (in 1000)**

	1997	2003	2004	2005	2006	2007	2008	2009					Growth rate 2008-2009 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total	
<b>EU-27</b>	:	419 387	413 458	395 293	406 561	414 232	412 877	203 332	200 158	10 531	392 958	403 489	-2.3%
<b>EU-15<sup>(2)</sup></b>	:	403 494	397 153	377 359	388 271	394 501	392 052	193 171	189 949	10 400	372 720	383 120	-2.3%
<b>EEA-IS+HR</b>	:	443 527	440 763	424 139	435 902	445 290	445 129	219 113	216 142	10 644	424 611	435 255	-2.2%
<b>BE<sup>(1)</sup></b>	1 946	739	787	922	891	909	799	370	381	184	566	751	-6.0%
<b>BG</b>	:	4	6	13	15	10	8	0	0	0	0	0	-95.5%
<b>DK</b>	75 928	48 653	48 555	47 924	48 145	48 409	46 657	21 814	21 747	408	43 152	43 561	-6.6%
<b>DE</b>	:	32 146	29 815	29 490	29 256	30 200	28 945	14 749	14 824	861	28 712	29 573	+2.2%
<b>EE</b>	:	5 172	6 452	8 639	8 546	8 665	9 190	4 556	4 584	0	9 140	9 140	-0.5%
<b>IE</b>	4 380	3 747	3 550	3 275	3 207	3 225	3 108	1 440	1 438	3	2 875	2 878	-7.4%
<b>EL<sup>(2)(3)</sup></b>	32 259	102 760	96 744	86 068	90 402	92 423	91 101	44 210	44 141	612	87 739	88 351	-3.0%
<b>ES</b>	13 939	20 041	21 694	22 410	22 167	23 134	22 478	10 794	10 664	2 110	19 347	21 458	-4.5%
<b>FR</b>	33 124	27 405	27 068	25 804	26 402	27 048	26 813	12 586	12 482	332	24 735	25 067	-6.5%
<b>IT</b>	80 181	82 576	83 316	78 753	85 984	86 970	90 156	47 445	44 891	4 378	87 957	92 335	+2.4%
<b>CY</b>	:	287	247	194	228	174	150	49	48	96	1	96	-35.6%
<b>LV</b>	:	118	130	144	217	362	437	290	302	0	591	591	+35.5%
<b>LT</b>	:	135	146	166	190	212	212	99	106	0	205	205	-3.1%
<b>MT</b>	:	6 942	7 250	7 103	7 328	7 802	8 132	3 900	3 899	28	7 771	7 799	-4.1%
<b>NL<sup>(4)</sup></b>	1 964	2 015	2 012	2 116	2 127	1 871	1 959	887	854	:	1 741	1 741	-11.1%
<b>PL</b>	:	3 188	2 031	1 640	1 737	2 456	2 647	1 238	1 243	0	2 481	2 481	-6.3%
<b>PT<sup>(4)</sup></b>	34	616	650	662	686	735	762	416	417	:	833	833	+9.2%
<b>RO</b>	:	0	0	0	0	0	1	0	0	0	0	0	-79.7%
<b>SI</b>	:	47	42	35	30	51	50	29	28	7	49	56	+13.6%
<b>FI</b>	15 191	16 341	16 806	17 112	16 739	16 450	16 975	8 645	8 581	43	17 183	17 226	+1.5%
<b>SE</b>	40 949	32 748	33 318	32 617	32 334	32 662	32 745	15 748	15 319	66	31 000	31 066	-5.1%
<b>UK</b>	36 287	33 708	32 837	30 207	29 930	30 465	29 555	14 069	14 212	1 402	26 879	28 281	-4.3%
<b>IS</b>	:	407	404	422	433	:	:	:	:	:	:	:	:
<b>NO</b>	:	4 656	5 787	6 663	6 280	6 447	6 208	2 756	2 973	95	5 633	5 728	-7.7%
<b>HR</b>	:	19 483	21 519	22 182	23 061	24 611	26 044	13 026	13 011	17	26 020	26 037	-0.0%

(1) The increase registered between 2004 and 2005 is partly due to an improvement of the data reporting system.

(2) EL from 1997 to 2001: partial data.

(3) EL: up to 2003 data exclude cruise passenger; for comparison purposes, the number of passengers excluding cruise passengers is 96 416 in 2004, 85 392 in 2005, 89 973 in 2006, 91 894 in 2007 and 90 440 in 2008.

(4) NL and PT: data exclude cruise passengers.

Source: Eurostat (online data code: [mar\\_mp\\_aa\\_cph](#) and [mar\\_mp\\_aa\\_cphd](#))

The total number of passengers (inwards + outwards) who passed through EU-27 ports in 2009 is estimated at about 403 million (Table 6), which represents a drop of 2.3% compared to 2008.

Unlike goods movements in ports (broadly 2/3 of goods are unloaded and 1/3 loaded), no significant difference emerges between the number of passengers embarking (“outwards”) and disembarking (“inwards”). This reflects the fact that most passenger transport takes place on the main ferry connections (where the same passengers are counted in the port of both embarkation and disembarkation), with cruise passengers representing less than 3% of the total number of passengers in EU-27 ports.

Italy, with 92 million total passengers, embarked and disembarked, overtook Greece (88 million passengers) and became the leading sea passenger transport country. These figures include main national ferry connections, such as Reggio Calabria–Messina, between mainland Italy and Sicily and Perama–Paloukia, between Attica and Salamis Island (see also Table 7 on page 10).

Greece registered a 3% decrease in the number of passengers embarked and disembarked. As a consequence Greece is still a long way from recovering from the decrease registered between 2003 and 2005: this downturn was mainly explained by the opening of a bridge between the Peloponnese and mainland Greece (“Charilaos Trikoupis” bridge) in

2004, competing with the ferry connection Rio–Antirio. These two ports registered a dramatic fall from about 14 million passengers in 2002–2003 to only about 2 million since 2005.

Passenger transport in Romanian ports consists of cruise passengers only. This activity dropped considerably in 2009 in the Black Sea.

Denmark, the country with the third highest number of passengers embarked and disembarked, has numerous ferry connections both between its various islands, and with Germany, Sweden and Norway. However its total number of passengers has fallen by 43% since 1997: this largely reflects the opening of the “Great Belt” bridge in 1997 (rail) – 1998 (road)

connecting its two main islands (Sjælland and Fyn) and the corresponding closure of the ferry link between Korsør and Nyborg (both ports recorded more than 8 million passengers in 1997).

The major drop that occurred in some countries between 1997 and 2009<sup>1</sup> is mainly explained by the opening and progressive use of new alternatives to sea routes. In addition to the mentioned “Charilaos Trikoupis” and “Great Belt” bridges, the following cases can be listed: the Øresund bridge (opened in 2000) connecting Sweden with Denmark and the progressive use of the Channel Tunnel (opened in 1994). Another factor has been the rapid growth of low cost flights.

**Table 7: Top-20 passenger ports in 2009 – on the basis of number of passengers embarked and disembarked (in 1000)**

Rank 2009	Port	Sea	*	1997	2005	2006	2007	2008	2009			Growth rate 2008-2009 (%)	Average annual growth rate 1997-2009 (%)
				Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	Atlantic	=	21 236	13 501	13 987	14 433	14 006	6 595	6 670	13 265	-5.3%	-3.8%
2	Paloukia Salaminas (EL)	Mediterr.	=	:	11 663	11 981	13 066	13 063	6 502	6 319	12 821	-1.9%	:
3	Perama (EL)	Mediterr.	=	:	11 663	11 981	13 066	13 063	6 319	6 502	12 821	-1.9%	:
4	Reggio Di Calabria (IT)	Mediterr.	+5	11 000	9 645	10 669	10 336	10 116	6 081	4 965	11 047	+9.2%	+0.0%
5	Piraeus (EL) <sup>(1)</sup>	Mediterr.	+3	8 707	11 076	11 539	11 063	11 079	5 074	5 369	10 444	-5.7%	+1.5%
6	Messina (IT)	Mediterr.	-1	11 157	9 802	10 834	10 603	10 380	5 294	5 147	10 441	+0.6%	-0.6%
7	Calais (FR)	Atlantic	-3	20 060	11 695	11 460	11 519	11 002	5 111	5 047	10 158	-7.7%	-5.5%
8	Helsingør (Elsinore) (DK)	Baltic	-2	13 302	11 023	10 721	10 966	10 912	4 722	4 693	9 415	-13.7%	-2.8%
9	Helsingborg (SE)	Baltic	-2	13 397	11 102	10 776	10 966	10 911	4 693	4 722	9 415	-13.7%	-2.9%
10	Stockholm (SE)	Baltic	+1	7 499	8 211	8 054	8 127	8 677	4 618	4 472	9 089	+4.8%	+1.6%
11	Helsinki (FI)	Baltic	-1	8 146	8 854	8 548	8 561	8 976	4 562	4 524	9 085	+1.2%	+0.9%
12	Capri (IT)	Mediterr.	=	4 995	3 860	4 940	5 421	7 169	3 505	3 439	6 944	-3.1%	+2.8%
13	Napoli (IT)	Mediterr.	+3	7 277	6 084	6 804	6 598	6 185	3 496	3 436	6 932	+12.1%	-0.4%
14	Tallinn (EE)	Baltic	-1	:	6 701	6 447	6 220	6 870	3 399	3 442	6 841	-0.4%	:
15	Puttgarden (DE)	Baltic	-1	:	6 760	6 789	7 069	6 768	3 111	3 193	6 305	-6.8%	:
16	Rødby (Færgenhavn) (DK)	Baltic	-1	5 975	6 761	6 789	7 058	6 756	3 152	3 152	6 305	-6.7%	+0.4%
17	Piombino (IT)	Mediterr.	+1	2 678	3 277	3 948	3 982	5 036	2 428	2 559	4 987	-1.0%	+5.3%
18	Palma de Mallorca (ES) <sup>(2)</sup>	Mediterr.	-1	907	4 611	4 942	5 275	5 048	2 349	2 343	4 692	-7.0%	+14.7%
19	Algeciras (ES) <sup>(2)</sup>	Mediterr.	=	3 528	4 828	5 166	5 227	4 988	2 208	2 400	4 608	-7.6%	+2.3%
20	Portoferraio (IT)	Mediterr.	+3	2 291	2 829	3 198	3 155	3 927	2 433	1 538	3 971	+1.1%	+4.7%
<b>Total top 20 ports <sup>(3)</sup></b>				:	<b>166 100</b>	<b>170 717</b>	<b>174 149</b>	<b>175 198</b>	<b>85 653</b>	<b>83 933</b>	<b>169 586</b>	<b>-3.2%</b>	:
<b>EEA-IS+HR (all ports)</b>				:	<b>424 139</b>	<b>435 902</b>	<b>445 290</b>	<b>445 129</b>	<b>219 113</b>	<b>216 142</b>	<b>435 255</b>	<b>-2.2%</b>	:

\* This column indicates the number of positions lost or gained compared to 2008

(1) Up to 2003 data exclude cruise passengers; for comparison purposes, the number of passengers excluding cruise passengers is 10 055 in 2009.

(2) Data for the period 2003–2009 are provisional and likely to be revised.

(3) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

Source: Eurostat (online data code: [mar\\_mp\\_aa\\_pphd](#))

In 2009, there were 6 Italian and 3 Greek ports amongst the top 20 passenger ports (Table 7). Denmark, Spain and Sweden had two ports each in the top 20, and Germany, Estonia, France, Finland and the United Kingdom are represented by 1 port each.

In the past, there were other ports in the list, like the above mentioned Greek ports of Rio and Antirio as well as the Danish ports of Korsør and

Nyborg.

Eleven of the ports amongst the top 20 passenger ports are Mediterranean (see Table 7), seven ports are located on the Baltic coast and the remaining two ports are situated on the Atlantic coast (more precisely on the Channel).

Fourteen of the twenty ports in Table 7 registered a decline in the total number of passengers between 2008 and 2009, the largest being the -14% for the

<sup>1</sup> Only very partial data are available for Greece for the period 1997 to 2001.

ports of Helsingor (DK) and Helsingborg (SE). In the past, these two ports had also been affected by the previously mentioned opening of the Øresund fixed link in 2000 between the areas of Copenhagen and Malmö.

The most significant increase in the total number of passengers between 2008 and 2009 was registered by Napoli (+12%).

The significant fall in the number of passengers in Dover and Calais between 1997 and 2009 reflects the emergence of successful rail (tunnel) and air (low cost) transport alternatives.

**Table 8: Seaborne transport of passengers (excluding cruise passengers) between main ports <sup>(1)</sup> in the reporting country and their partner ports grouped by main geographical areas (in % of passengers (excluding cruise passengers) transported)**

	2008					2009					Total transport growth rate 2008-2009 (%)
	Total transport (in 1000)	National	Of which International		Unknown	Total transport (in 1000)	National	Of which International		Unknown	
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
<b>EU-27</b>	<b>224 960</b>	<b>58%</b>	<b>36%</b>	<b>6%</b>	<b>1%</b>	<b>222 204</b>	<b>57%</b>	<b>35%</b>	<b>6%</b>	<b>3%</b>	<b>-1.2%</b>
BE	672	0%	100%	0%	0%	566	0%	100%	0%	0%	-15.7%
BG <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
DK	35 048	25%	65%	10%	0%	32 269	26%	64%	10%	0%	-7.9%
DE	20 124	39%	56%	5%	0%	19 965	43%	51%	5%	0%	-0.8%
EE	7 836	12%	88%	0%	0%	7 737	12%	88%	0%	0%	-1.3%
IE <sup>(3)</sup>	1 965	0%	100%	0%	0%	2 875	0%	100%	0%	0%	+46.3%
EL	45 222	95%	5%	0%	0%	43 867	95%	5%	0%	0%	-3.0%
ES	16 590	74%	4%	23%	0%	15 958	72%	4%	24%	0%	-3.8%
FR	25 437	19%	69%	3%	9%	24 138	3%	66%	4%	26%	-5.1%
IT	46 977	91%	6%	3%	0%	50 192	89%	7%	4%	0%	+6.8%
CY <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
LV	403	0%	100%	0%	0%	556	0%	100%	0%	0%	+37.9%
LT	212	0%	100%	0%	0%	205	0%	100%	0%	0%	-3.1%
MT	3 942	100%	0%	0%	0%	3 792	100%	0%	0%	0%	-3.8%
NL	1 959	0%	97%	3%	0%	1 741	0%	96%	4%	0%	-11.1%
PL	1 568	23%	77%	0%	0%	1 518	22%	78%	0%	0%	-3.2%
PT	334	98%	2%	0%	0%	388	98%	2%	0%	0%	+16.1%
RO <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
SI <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
FI	16 392	3%	97%	0%	0%	16 584	3%	97%	0%	0%	+1.2%
SE	30 565	5%	90%	5%	0%	29 132	6%	90%	5%	0%	-4.7%
UK	25 947	12%	88%	0%	0%	24 712	12%	88%	0%	0%	-4.8%
IS <sup>(2)(4)</sup>	:	:	:	:	:	:	:	:	:	:	:
NO <sup>(4)</sup>	6 133	0%	100%	0%	0%	5 633	0%	100%	0%	0%	-8.2%
HR <sup>(4)</sup>	12 578	95%	5%	0%	0%	12 964	95%	5%	0%	0%	+3.1%

(1) According to Council Directive 2009/42/EC, "main ports", in terms of transport of passengers, are ports handling more than 200 000 passengers annually (see also methodological notes).

(2) According to data currently available, there is no main passenger port in these countries.

(3) The detailed data necessary for the compilation of this table are not available for the Irish port of Rosslare up to and including 2008. When excluding Rosslare data in 2009, total passengers for Ireland are 1928 and the growth rate is -1.8%.

(4) The percentages of international intra-EU-27 and extra-EU-27 transport for non-EU-27 countries express the share of total transport with EU-27 and non-EU-27 countries respectively.

Source: Eurostat (online data code: [mar mp am cft](#) and [mar mp am cftt](#))

Table 8 shows the breakdown of passenger transport (excluding cruise passengers) for each country between national, international intra-EU-27 and international extra-EU-27 transport. These results are calculated on the basis of the statistics declared by main ports vis-à-vis their partner ports. Unlike the figures shown in tables 6 and 7, these statistics do not reflect the total embarkation and disembarkation of passengers in ports, but estimate the transport of

passengers by sea between ports (see also methodological notes).

The estimate of passenger transport based on data reported by EU-27 main ports registered a fall of about 1% compared to 2008.

The countries with a high share of international intra-EU-27 transport are those with major regular ferry connections with other EU-27 countries.

On the other hand countries with well populated islands show the highest shares of national passenger transport.

The countries recording a relatively high share of extra-EU-27 transport in 2009 are Spain and

Denmark (24% and 10% respectively). This is mainly due to their geographical position, Spain having significant traffic with Morocco and Denmark with Norway.

**In 2009, the number of vessel calls at EU main ports fell by about 5% compared to 2008, while a growth of about 3% was recorded in the gross tonnage: a reflection of the increasing size of vessels operating in EU ports.**

**Table 9: Number and Gross Tonnage (GT) of vessels in the EU-27 and EU-27-FR <sup>(1)</sup> main ports (based on inwards declarations)**

	2004	2005	2006	2007	2008	2009	Growth rate 2008-2009 (%)
<b>EU-27</b>							
Vessels	2 106 566	2 026 204	2 075 116	2 120 331	2 088 729	:	:
GT (in 1000)	13 236 968	13 380 280	13 830 171	14 799 003	14 959 931	:	:
Average size of vessel	6 284	6 604	6 665	6 980	7 162	:	:
<b>EU-27-FR <sup>(1) (2)</sup></b>							
Vessels	2 024 010	1 951 022	2 010 720	2 046 661	2 017 846	<b>1 924 688</b>	<b>-4.6%</b>
GT (in 1000)	12 028 031	12 230 678	12 746 355	13 526 040	13 697 998	<b>14 149 654</b>	<b>+3.3%</b>
Average size of vessel	5 943	6 269	6 339	6 609	6 788	<b>7 352</b>	<b>+8.3%</b>

(1) EU-27 excluding France (see explanatory notes on page 14).

(2) The detailed data necessary for the compilation of this table are not available for the Irish port of Rosslare up to and including 2008. When excluding Rosslare data in 2009, the number of vessels, Gross tonnage and average size of vessel at EU level (for EU-27-FR) are 1 922 698, 14 103 185 and 7 335 respectively and the growth rates are -4.7%, +3.0% and +8.1%.

Source: Eurostat (online data code: [mar\\_mt\\_am\\_csvi](#))

The number of vessel calls at EU-27 main ports (excluding French ports) showed a decrease of about 5% compared to 2008 (Table 9). The corresponding total gross vessel tonnage increased by about 3% compared to 2008, implying that the average size of vessels increased (from about 6 800 gross tonnage in 2008 to about 7 400 in 2009).

Considering all vessels in 2009, Greece, with 474 000 vessels, remained the country recording the highest number of port calls, while Italy was the leading EU country in terms of gross vessel tonnage (Table 10).

The average size in gross tonnage of all the vessels calling at main ports varies from around 2 400 in Greece to more than 26 200 in Estonia compared with the EU-27 average of around 7 400. The average gross tonnage of vessels calling at Croatian ports was around 1 200. However, these results at country level are heavily influenced by the distribution of traffic between different categories of vessels in each country.

The category of vessel “Cargo, non-specialized” dominated in the EU and in most of the countries. In particular, in Denmark it represented about 92% of total gross tonnage of vessels and about 95% of vessel movements and in Sweden 88% of the total gross tonnage and 81% of vessel movements.

“Passenger” vessels are the second most important category at EU level.

“Passenger” vessels (excluding “Cruise passenger” vessels) were the largest category for Greece, Estonia and Latvia. They made up 83% of maritime traffic in terms of total gross vessel tonnage in Greece and 80% in Estonia and constituted 94% of the vessels calling at the main Greek ports and 64% of those calling at the main Estonian ports.

For “Container” vessels a divergence is apparent between the number of vessels calling at main ports and gross tonnage. In Ireland the number of “Container” vessels represented 17% of total vessels calling at main ports but only 7% of total gross tonnage. In contrast, in Belgium “Container” vessels made up 20% of total number of vessels entering its main ports, but they accounted for 39% of total gross tonnage. This in all probability reflects the prevalence of feeder services in Irish ports (indeed the main partners for container traffic of virtually all Irish ports are Dutch ports) and deep-sea activity in Belgian ports (the main partners for Antwerpen for container traffic include ports located in United States, Brazil, Canada, South Africa, Mexico and China).

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).

The share of the category “Cargo, specialized” was only significant in Belgium and in Cyprus.

**Table 10: Number and Gross Tonnage (GT) of vessels in the main ports in 2009, by type of vessel  
(based on inwards declarations)**

Type of vessel	EU-27-FR		BELGIUM		BULGARIA		DENMARK		GERMANY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
Liquid bulk	99 926	1 275 270	5 164	54 260	482	8 421	3 018	22 423	2 905	41 527
Dry bulk	63 579	445 898	12	622	1 093	6 529	3 373	13 240	5 476	30 600
Container	97 181	1 962 776	5 602	196 396	311	3 722	1 481	17 437	9 401	270 277
Cargo, specialised	22 176	380 417	7 654	174 564	1	1	3 445	5 367	1 941	40 898
Cargo, non-specialised	985 641	7 261 540	5 506	66 999	978	3 465	354 374	1 022 178	72 391	678 414
Dry cargo barge	4 830	13 432	20	433	1	1	672	3 085	10	61
Passenger excl. cruise	608 734	2 314 583	20	292	0	0	7 456	7 747	25 733	14 336
Cruise passenger only	8 649	405 695	77	3 796	61	867	369	19 714	367	17 211
Offshore activities <sup>(1)</sup>	9 567	30 077	:	:	:	:	:	:	2	8
Others <sup>(2)</sup>	24 405	59 966	3 386	11 485	14	92	:	:	640	5 065
<b>Total</b>	<b>1 924 688</b>	<b>14 149 654</b>	<b>27 441</b>	<b>508 847</b>	<b>2 941</b>	<b>23 098</b>	<b>374 188</b>	<b>1 111 189</b>	<b>118 866</b>	<b>1 098 396</b>

Type of vessel	ESTONIA		IRELAND		GREECE		SPAIN		FRANCE	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
Liquid bulk	388	3 681	1 225	9 452	9 755	49 203	18 518	391 062	:	:
Dry bulk	485	1 400	797	6 196	3 151	14 212	5 637	94 163	:	:
Container	379	3 994	2 191	14 482	1 675	32 484	29 537	344 310	:	:
Cargo, specialised	0	0	116	3 930	2 790	25 468	1 433	17 044	:	:
Cargo, non-specialised	874	10 355	8 424	178 530	6 678	26 886	33 239	374 316	:	:
Dry cargo barge	2	8	0	0	2 521	3 597	0	0	:	:
Passenger excl. cruise	4 296	140 731	42	1 551	445 584	931 995	21 978	369 451	:	:
Cruise passenger only	309	15 986	140	5 905	1 272	39 807	371	18 948	:	:
Offshore activities <sup>(1)</sup>	:	:	7	9	:	:	3	0	:	:
Others <sup>(2)</sup>	:	:	25	26	259	136	6 379	22 913	:	:
<b>Total</b>	<b>6 733</b>	<b>176 156</b>	<b>12 967</b>	<b>220 082</b>	<b>473 685</b>	<b>1 123 786</b>	<b>117 095</b>	<b>1 632 207</b>	<b>:</b>	<b>:</b>

Type of vessel	ITALY		CYPRUS		LATVIA		LITHUANIA		MALTA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
Liquid bulk	18 869	185 704	907	10 451	235	2 228	169	5 952	142	2 856
Dry bulk	31 836	103 991	94	1 127	496	1 532	102	1 175	265	933
Container	16 875	389 867	943	14 352	436	4 452	634	6 894	2 792	94 104
Cargo, specialised	498	3 440	513	9 795	22	121	25	70	24	214
Cargo, non-specialised	274 266	1 362 517	1 111	5 133	6	33	1 466	19 834	20 053	101 260
Dry cargo barge	30	3	18	20	7	26	44	108	0	0
Passenger excl. cruise	91 768	779 171	148	1 901	989	22 307	0	0	0	0
Cruise passenger only	3 700	194 887	177	7 212	0	0	50	1 268	0	0
Offshore activities <sup>(1)</sup>	820	5 012	:	:	:	:	1	2	:	:
Others <sup>(2)</sup>	6 253	5 888	892	950	11	32	12	45	:	:
<b>Total</b>	<b>444 915</b>	<b>3 030 481</b>	<b>4 803</b>	<b>50 941</b>	<b>2 202</b>	<b>30 731</b>	<b>2 503</b>	<b>35 348</b>	<b>23 276</b>	<b>199 368</b>

Type of vessel	NETHERLANDS		POLAND		PORTUGAL		ROMANIA		SLOVENIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
Liquid bulk	10 860	188 801	1 737	11 628	2 270	28 338	380	6 638	179	2 833
Dry bulk	1 743	68 456	1 386	13 307	465	8 881	820	4 403	288	5 540
Container	7 096	207 545	1 546	12 790	3 306	40 693	669	16 654	533	11 365
Cargo, specialised	61	715	169	1 981	383	8 557	2	41	11	22
Cargo, non-specialised	17 324	208 873	6 873	99 886	3 530	20 027	81	1 049	830	10 781
Dry cargo barge	3	120	85	405	11	18	1	0	61	109
Passenger excl. cruise	68	4 552	3 223	991	904	9 819	0	0	5	73
Cruise passenger only	0	0	129	4 888	610	32 741	33	585	52	838
Offshore activities <sup>(1)</sup>	2 235	5 838	:	:	20	82	:	:	:	:
Others <sup>(2)</sup>	1 643	4 938	167	470	383	1 023	:	:	:	:
<b>Total</b>	<b>41 033</b>	<b>689 837</b>	<b>15 315</b>	<b>146 345</b>	<b>11 882</b>	<b>150 180</b>	<b>1 986</b>	<b>29 370</b>	<b>1 959</b>	<b>31 562</b>

Type of vessel	FINLAND		SWEDEN		UNITED KINGDOM		NORWAY		CROATIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
Liquid bulk	2 931	31 641	6 837	55 045	12 955	163 124	3 203	24 411	553	6 028
Dry bulk	623	6 428	2 958	11 228	2 479	51 935	4 499	11 934	201	2 602
Container	2 247	24 237	2 135	25 216	7 392	231 505	1 752	10 561	422	7 214
Cargo, specialised	301	5 329	406	10 697	2 381	72 162	945	2 411	2	7
Cargo, non-specialised	24 063	590 674	73 185	1 032 230	80 389	1 448 102	17 392	97 125	116 202	184 790
Dry cargo barge	863	3 179	310	2 059	171	198	96	165	10	7
Passenger excl. cruise	2 012	14 798	4 494	14 827	14	45	1 634	33 751	81 633	13 366
Cruise passenger only	291	13 836	404	18 934	237	8 273	560	23 604	3 104	38 611
Offshore activities <sup>(1)</sup>	:	:	:	:	6 479	19 126	3 406	13 426	55	35
Others <sup>(2)</sup>	:	:	:	:	4 341	6 903	:	:	1 056	89
<b>Total</b>	<b>33 331</b>	<b>690 123</b>	<b>90 729</b>	<b>1 170 236</b>	<b>116 838</b>	<b>2 001 372</b>	<b>33 487</b>	<b>217 387</b>	<b>203 238</b>	<b>252 750</b>

(1) The reporting of data on vessels for offshore activities is not compulsory.

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

Source: Eurostat (online data code: [mar\\_mt\\_am\\_csvi](#))

## METHODOLOGICAL AND OTHER EXPLANATORY NOTES

The content of this publication is based on data collected within the frame of the EU maritime transport statistics Directive, i.e. "[Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009](#) on statistical returns in respect of carriage of goods and passengers by sea" (OJ L141 of 6.6.2009, page 29), which is a recast of the original [Council Directive 95/64\(EC\) of 8 December 1995](#).

According to the Directive, "main ports" are ports handling more than 1 million tonnes of goods or 200 000 passengers annually. More data are to be collected for "main ports" than for other ports. However, the additional data may also be included by countries for smaller ports on a voluntary basis. Moreover, because of normal fluctuations in port activity, the thresholds are not automatically applied on a yearly basis to avoid breaks in the series.

Data are collected at level of a "statistical port". A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

In some countries, the sometimes numerous very small ports are grouped for practical statistical purposes under a notional statistical port ("other ports").

"Gross weight of goods" means the tonnage of goods carried, including packaging but excluding the tare weight of containers or Ro-Ro units.

Roll-on/roll-off (Ro-Ro) units are wheeled freight carrying equipment, such as lorries, trailers, semi-trailers, which can be driven or towed onto a vessel.

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### Explanatory notes (and abbreviations) for countries

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.

In general, data for the countries, which entered the EU in 2004 and 2007, are available starting with the reference year 2001 to 2003. As a consequence the geographical coverage of the data for the period 1997–2002 is not complete at the EU-27 level.

EU-27 (EU-15) aggregates refer to the total of 22 (13) Member States. The Czech Republic (CZ), Luxembourg (LU), Hungary (HU), Austria (AT) and Slovakia (SK) have no maritime ports.

Iceland and Norway provide data as members of the European Economic Area (EEA). Liechtenstein has no maritime ports.

Croatia, Iceland, the Former Yugoslav Republic of Macedonia and Turkey are EU Candidate Countries. Croatia provides data on a voluntary basis. The Former Yugoslav Republic of Macedonia has no maritime ports.

As 2007, 2008 and 2009 data are not available for Iceland, a special aggregate EEA-IS+HR (excluding this country) is introduced into this publication to facilitate the comparability of certain time series.

**Belgium (BE):** In 2005, data sources for some ports were improved. In particular, data provided for Antwerpen are under-estimated before 3<sup>rd</sup> quarter 2004.

**Bulgaria (BG):** Up to 2006 data, Bulgaria reported the "gross gross weight" of goods. From 2007, the gross weight of goods is reported. This causes breaks in a number of time series.

**Denmark (DK):** -

**Germany (DE):** -

**Estonia (EE)** has started to report maritime transport statistics according to Directive 95/64/EC beginning with the 2002 reference year. For 2001 only aggregated data were provided.

**Ireland (IE)** has started to report detailed data for Rosslare only from 2009. This has an impact on results presented in tables 5, 8 and 9.

**Greece (EL):** The statistical coverage of data has considerably improved between 2001 and 2002 reference years. In particular, collection of data on ferries started from the last quarter of 2001. From 1997 to 2003, in the "Passenger" tables, the number of passengers corresponds only to the number of non-cruise passengers ("ferry passengers").

**Spain (ES):** Data include Ceuta and Melilla. The statistical coverage significantly improved in 2001 (inclusion of new ports). Only data for the "central government ports" (Puertos del Estado) are reported. Data for ports under the control of "regional governments" are missing. Data for the period 2003–2009 are provisional and likely to be revised.

**France (FR):** The 2009 data are provisional. Data declared by France take into account goods and passenger handled in ports of the French overseas departments (Départements d'Outre Mer): Réunion, Guyane, Guadeloupe, and Martinique. Transport between those territories and mainland France is part of national transport. Vessel traffic data are only partially available for 2009. As a result, they are not published (Table 10). The special EU-27-FR aggregate (EU-27 excluding France) is introduced in Table 9 to facilitate the comparability of time series at EU level.

**Italy (IT):** In 2005, data collection methods were partly modified. Data for 2009 for some Italian ports have a better coverage than in previous periods, due to a change in data checking and compilation, including the integration of additional results, based also on the use of supplementary sources of information; and to the gradual introduction of a new methodology in data collection. In addition, data for some ports (for ex. Napoli and Brindisi) are under-estimated for the 4th quarter 2008.

**Cyprus (CY):** From 2002 to 2009, the data concerning cargo reported by Cyprus contain a significant share of declarations to and from unknown ports: 61% in 2009, 60% in 2008, 59% in 2007, 68% in 2006, 44% in 2005, 63% in 2004, 70% in 2003 and 59% in 2002.

**Latvia (LV):** Latvian passenger statistics cover international traffic only. Up to 2003, cargo and vessel data covered international traffic only.

**Lithuania (LT):** The 2003 data for cargo, passengers and vessels covered international traffic only. For 2001 and 2002, passenger data covered international traffic only. Since 2005, cargo and vessel data cover international traffic only. Until 2004, data for the port of Klaipėda included data for the port of Butinge.

**Malta (MT):** -

**Netherlands (NL):** From 2001 cargo, passenger and vessel data cover international traffic only. Some figures (notably those referring to Dutch ports in Table 3) might be slightly underestimated. Only partial data have been used when compiling data in tables 2 and 5.

**Poland (PL):** Up to 2003, cargo, passenger and vessel data covered international traffic only.

**Portugal (PT):** Data include the Açores and Madeira. The data on goods reported by Portugal contains a significant share of declarations to and from unknown ports in 2009: 14%.

**Romania (RO):** Up to 2006, no data on passengers was available. Up to 2002, cargo and vessel data covered international traffic only. Due to geographical characteristics, national maritime transport is not significant. The data concerning cargo reported by Romania contain a significant share of declarations to and from unknown ports: 7% in 2009, 13% in 2008, 27% in 2007, 21% in 2006.

**Slovenia (SI):** From 2003, cargo, passenger and vessel data cover international traffic only.

**Finland (FI):** Until 2000, cargo, passenger and vessel data cover international traffic only.

**Sweden (SE):** -

**United Kingdom (UK):** Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Those located on the Humber estuary report as 'Immingham'. Forth refers to port installations located in the Firth of Forth, close to Edinburgh. Forth used to be amongst the top 20 cargo ports (more than 45 million tonnes were handled in 1999). All three port groups are located on the East coast (North Sea) of the United Kingdom.

**Croatia (HR):** From 2004 data onwards, the statistical coverage of domestic traffic has improved.

**Iceland (IS):** Data are not available from 2007 to 2009.

**Norway (NO)** started to report maritime transport statistics according to Directive 95/64/EC beginning with the 2002 reference year. The figures for the port Bergen also include Mongstad, Sture, Ågotnes, Eikefet, Askøy, Modalen.

#### Explanatory notes for tables

Basic results and derived indicators (such as growth rates and shares in % of total) shown in the tables are rounded. However they are based on the non-rounded original data, as available in Eurostat database. As a result, for example the sum of "shares in % of total" as shown in the tables is not necessarily equal to 100%.

**Table 1:** Estonian data up to and including 2004 refer to main ports only.

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

Data for Spain relate to main ports only.

Croatia started to report data on seaborne transport in 2000, Bulgaria, Estonia, Latvia, Lithuania, Poland, Romania and Slovenia in 2001, Cyprus in 2002 and Malta in 2003.

**Tables 2 and 3:** The category "Ro-Ro mobile units" includes "self-propelled" and "non self-propelled" units.

**Tables 2, 3 and 4:** The category "large containers" includes containers having a length of 20 feet or more. Smaller containers are included in the category "other cargo, not elsewhere specified". 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 (that should be recorded under the category "Ro-Ro mobile units") are also included in the figures.

**Tables 5 and 8:** In order to estimate maritime transport of goods/passengers, the problem of "double counting" (the transport of the same cargo of goods/passengers being declared by both the port of loading/embarking – as outwards – and the port of unloading/ disembarking – as inwards) has to be addressed. As far as possible, adjustments are made when estimating the "national transport" of individual countries and "international intra-EU-27 transport" of the EU-27. Ideally, to calculate these

aggregates, one should only take inward declarations (or only outward declarations). In practice, for instance, national transport = national inward + "a part of" national outward declarations, "a part of" including those national outward declarations, for which the corresponding inward declarations of the partner port are missing.

The figures shown as "national transport" for the EU-27 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-27 transport of the EU-27 would represent the "national transport of the EU-27", if the EU-27 was treated as one country.

All the other figures (international intra-EU-27 transport for individual countries and international extra-EU-27 transport) are based on the sum of inward and outward declarations.

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

From 2004 to 2007 Slovenia provided only the total number of passengers (the breakdown cruise vs. non cruise was not yet available).

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

Estonian data up to and including 2004 refer to main ports only.

Spain: data relate to main ports only.

From 1997 to 2009 the Netherlands and Portugal only provided the number of non-cruise passengers ("ferry passengers").

Portugal: for 1997, only minor ports were reporting.

Croatia started to report passenger data in 2000, Bulgaria, Estonia, Latvia, Lithuania, Poland and Slovenia in 2001, Cyprus in 2002, Malta in 2003 and Romania in 2007.

**Table 7:** Data include (cruise and non-cruise) 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). Estonia started to report passenger data in 2001.

**Table 8:** See above (table 5).

**Tables 9 and 10:** There may be some inconsistencies between countries concerning the interpretation of "inward declarations" concept: either vessels entering the port or vessels unloading goods (disembarking passengers) in the port. Countries have recently started implementing a harmonised concept (vessel entering the port). This may have an impact in the time series (especially between 2008 and 2009).

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").

#### Special symbols used in the tables

- : not available
- not applicable

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database of **December 2010**.

This publication was produced with the assistance of Manuel Da Silva.

## Further information

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Eurostat Website: <http://ec.europa.eu/eurostat>

Data on "Transport statistics":

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

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Manuscript completed on: 15.12.2010

Data extracted on: 03.12.2010

ISSN 1977-0316

Catalogue number: KS-SF-10-065-EN-N

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