

## New / updated articles

[International trade in goods by partner](#) Updated 14/07/2021 Extra-EU trade flows (imports plus exports) for the whole of the EU were valued at EUR 4 072 billion in 2019, more than twice as high as in 2002. However, in 2020, due to the COVID-19 pandemic this fell to EUR 3 647 billion in 2020. A majority of the EU's trade takes place within the single market (in the form of intra-EU trade flows), the share that originates in or is destined for non-member countries is stable over time, falling only from 39.8 % of the total in 2002 to 39.3 % by 2020. [More ...](#)

[Enforcement of immigration legislation statistics](#) Updated 14/07/2021 The number of non-EU citizens who were issued with an order to leave the EU fell for three consecutive years between 2010 and 2013, but then increased in successive years to reach a relative high of 458 600 by 2015. Thereafter, the number of non-EU citizens who were issued with an order to leave the EU fell in 2016 before increasing for three consecutive years to reach 491 200 persons in 2019. Data for 2020 reflect a fall of 19.3 %, down to 396 400, the lowest level since 2013. Following the receipt of an order to leave the territory of an EU Member State, some 99 300 non-EU citizens were returned to another country in 2020: of these 70 200 were returned to non-member countries. [More ...](#)

[Statistics on young people neither in employment nor in education or training](#) Updated 14/07/2021 Across the EU Member States there was a wide variation in NEET rates in 2020. For people aged 20–34, the lowest rates in 2020 were below 10.0 % in the Netherlands, Sweden and Luxembourg; this was also the case in Switzerland, Iceland and Norway. There were 9 Member States that recorded NEET rates above the EU average of 17.6 %. [More ...](#)

[Maritime accident fatalities in the EU](#) New 14/07/2021 This article presents the latest statistical data on maritime accident fatalities involving ships registered in the [European Union \(EU\)](#) , in addition to data on the number of persons killed in accidents involving ships registered in countries outside the EU but occurring in EU territorial waters. These data are based on maritime accidents and incidents reported by the accident investigation bodies of the EU Member States, Iceland and Norway to the [European Maritime Safety Agency \(EMSA\)](#) . [More ...](#)

[Material flow accounts and resource productivity](#) Updated 13/07/2021 Since 2000, the resource productivity of the EU economy increased by about 35 %. This growth happened mainly with and after the global financial crisis 2007-2008, while before resource productivity had remained rather stable. The COVID-19 recession caused a moderate decrease between 2019 and 2020 [More ...](#)

[Resource productivity statistics](#) Updated 13/07/2021 Since 2000, the resource productivity of the [European Union \(EU\)](#) economy increased by about 35 %. This growth happened mainly with and after the global financial crisis 2007-2008, while before resource productivity had remained rather stable. The COVID-19 recession caused a moderate decrease between 2019 and 2020 (see Figure 1). [More ...](#)

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