

## Maritime transport of goods and passengers 1997-2006

In 2006, 3 834 million tonnes of goods were handled in the EU-27 maritime ports (3.2% up compared to 2005). Of these, 64% were goods unloaded. Almost all Member States unloaded more than they loaded.

At 584 million tonnes, the United Kingdom had the highest share (15%) of goods handled in EU-27 ports, followed by Italy (14%), the Netherlands (12%) and Spain (11%).

Some estimate of the relative importance of maritime ports in each of the EU-27 countries is given by the indicator "tonnes of goods handled in maritime ports per inhabitant". This varies from 37.2 in Estonia to 1.4 in Poland, the EU-27 average being 7.8 tonnes per EU-27 inhabitant (see Figure 1 below).

In most countries in 2006, liquid bulk goods (which include petroleum products) was the largest type of cargo handled in tonnage terms. At EU-27 level, liquid bulk represents 40% of the total cargo handled in ports, followed by dry bulk (25%) and containers (17%).

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

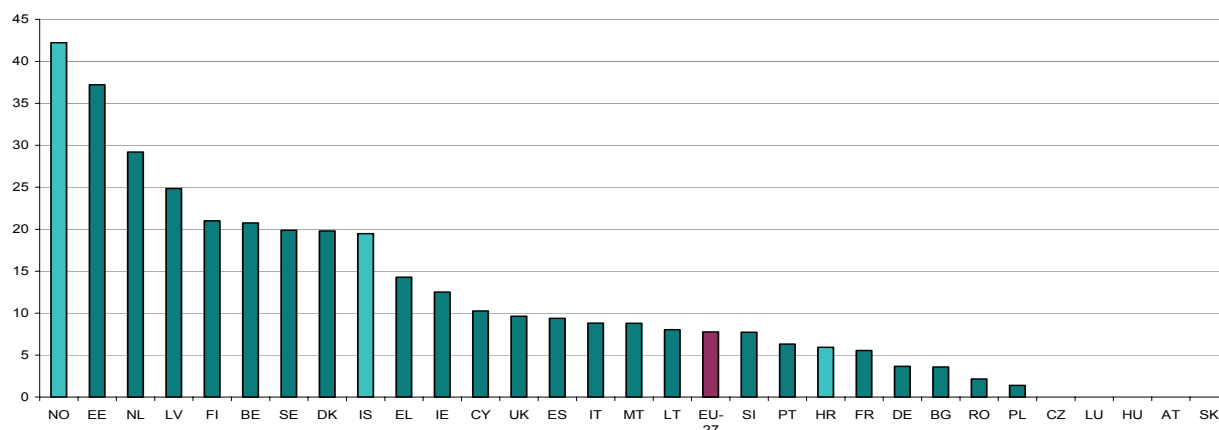
In 2006, 60% of EU-27 seaborne goods transport concerned an extra-EU-27 partner (origin/destination) port. The international intra-EU-27 transport represented 28% and national transport 11%. However the situation varies widely among countries. The share of national seaborne transport of goods is very low (less than 3%) for a large group of countries (either relatively small or with relatively limited shorelines), and high for Greece (32%), Denmark, the United Kingdom and Italy.

**398 million passengers passed through EU-25 ports in 2006 (2.8% up compared to 2005).**

Unlike goods handling (2/3 unloaded, 1/3 loaded), 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-27 main ports exceeded 2 million in 2006, 2.4% up compared to 2005. However, in terms of gross tonnage of the vessels, the growth rate was 3.2%. This reflected the increasing size of vessels operating in EU-27 ports.

**Figure 1: Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2006 (in tonnes per inhabitant)**



## Introduction

This "Statistics in Focus" is based on data collected in the framework of the EU maritime transport statistics Directive (Council Directive 95/64/EC of 8.12.1995 on statistical returns in respect of carriage of goods and passengers by sea). Not all

Member States have reported for all aspects during the period 1997-2006. Country-specific remarks are listed in the Methodological Notes at the end of the publication.

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

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

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006			Growth rate 2005-2006 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total	
BE	161.6	171.0	165.6	179.4	174.2	173.8	181.1	187.9	206.5	125.5	93.5	218.9	+6.0%
BG	:	:	:	:	20.2	20.4	21.4	23.1	24.8	16.3	11.3	27.5	+10.8%
DK	124.0	105.0	97.2	96.5	94.0	94.3	104.0	100.4	99.7	59.7	48.0	107.7	+8.0%
DE	213.3	217.4	221.6	242.5	246.1	246.4	254.8	271.9	284.9	182.2	120.5	302.8	+6.3%
EE	:	:	:	:	40.4	44.7	47.0	44.8	46.5	6.8	43.2	50.0	+7.4%
IE	36.3	40.0	42.9	45.3	45.8	44.9	46.2	47.7	52.1	38.6	14.8	53.3	+2.3%
EL	101.3	110.5	112.5	127.7	122.2	147.7	162.5	157.9	151.3	94.3	65.1	159.4	+5.4%
ES	270.6	280.3	295.7	234.9	315.1	326.0	343.7	373.1	400.0	298.6	115.7	414.4	+3.6%
FR	305.1	319.0	315.2	325.8	318.2	319.0	330.1	334.0	341.5	250.5	99.8	350.3	+2.6%
IT	434.3	445.0	425.9	446.6	444.8	458.0	477.0	485.0	508.9	358.1	162.1	520.2	+2.2%
CY	:	:	:	:	:	7.2	7.3	6.8	7.3	6.5	1.4	7.9	+8.7%
LV	:	:	:	:	56.8	52.0	54.7	54.8	59.7	6.8	50.1	56.9	-4.8%
LT	:	:	:	:	21.0	24.4	30.2	25.8	26.1	8.5	18.8	27.2	+4.2%
MT	:	:	:	:	:	:	3.4	3.5	3.5	3.3	0.2	3.6	+2.1%
NL	402.2	405.4	395.7	405.8	405.9	413.3	410.3	440.7	460.9	358.9	118.3	477.2	+3.5%
PL	:	:	:	:	46.2	48.1	51.0	52.3	54.8	19.9	33.2	53.1	-3.0%
PT	54.7	57.6	58.8	56.4	56.2	55.6	57.5	59.1	65.3	46.9	20.0	66.9	+2.4%
RO	:	:	:	:	27.6	32.7	35.9	40.6	47.9	24.6	22.1	46.7	-2.4%
SI	:	:	:	:	9.1	9.3	10.8	12.1	12.6	10.6	4.9	15.5	+22.6%
FI	75.3	76.6	77.5	80.7	96.2	99.1	104.4	106.5	99.6	60.2	50.3	110.5	+11.0%
SE	149.9	155.6	156.3	159.3	152.8	154.6	161.5	167.4	178.1	94.6	85.9	180.5	+1.3%
UK	558.5	568.5	565.6	573.0	566.4	558.3	555.7	573.1	584.9	365.1	218.6	583.7	-0.2%
<b>EU-27</b>	:	:	:	:	:	:	<b>3 450.5</b>	<b>3 568.4</b>	<b>3 717.1</b>	<b>2 436.5</b>	<b>1 397.8</b>	<b>3 834.3</b>	<b>+3.2%</b>
<b>EU-15</b>	<b>2 887.2</b>	<b>2 951.8</b>	<b>2 930.5</b>	<b>2 974.0</b>	<b>3 037.6</b>	<b>3 091.0</b>	<b>3 188.8</b>	<b>3 304.6</b>	<b>3 433.8</b>	<b>2 333.3</b>	<b>1 212.6</b>	<b>3 545.9</b>	<b>+3.3%</b>
HR	:	:	:	16.9	19.1	18.6	20.3	25.2	26.2	15.5	10.8	26.3	+0.5%
IS	:	4.7	5.0	5.2	5.0	4.8	5.0	5.3	5.7	4.1	1.9	5.9	+4.7%
NO	:	:	:	:	:	190.0	186.8	198.2	201.7	62.2	134.6	196.8	-2.4%
<b>EEA+HR</b>	:	:	:	:	:	:	<b>3 662.6</b>	<b>3 797.2</b>	<b>3 950.6</b>	<b>2 518.3</b>	<b>1 545.1</b>	<b>4 063.4</b>	<b>+2.9%</b>

Table 1 shows the weight of goods handled in the EU-27 ports, as well as Croatian, Icelandic and Norwegian ports, which reported data.

In 2006, 3 834 million tonnes were handled in the EU-27 ports. This total rose by 3.2% (from 3 717 million tonnes in 2005), a slight slowing down compared to the growth rate of +4.2% registered between 2004 and 2005. Between 2005 and 2006 the weight of goods handled grew in all Member States except Latvia (-5%), Poland (-3%), Romania (-2%) and the United Kingdom (-0.2%), as well as in Norway (-2%). The most significant increases have been recorded by Slovenia (+23%), Finland (+11%) and Bulgaria (+11%). The 30% increase in handling of dry bulk goods (mainly coal) in the port of Koper mainly explains the Slovenian result. In Finland the increase is largely due to a labour market conflict within the forest industry in May-June 2005, which negatively affected the

connected activity in several Finnish ports during the rest of 2005. In Bulgaria the increase is partly explained by the opening of a new terminal in the port of Burgas in November 2005.

Despite the slight decrease mentioned above, the United Kingdom is the leading EU-27 country in seaborne transport of goods, with 584 million tonnes handled in 2006, representing more than 15% of the EU-27 total. The UK is followed by Italy, with a share of 14%, the Netherlands (12%) and Spain (11%).

Notwithstanding an increase of +8% between 2005 and 2006, Denmark is the only country which recorded a fall in the weight of goods handled since 1997: from 124 million tonnes in 1997 to 108 in 2006 (-13%), mainly due to a decline in the transport of coal and in the transport of Ro-Ro units after the opening of the Great Belt bridge and the

Øresund bridge. On the other hand, figures for Greece and Spain show the highest increase on the same period. However, in these cases the increases are mostly due to the improvement of the statistical coverage (for more information see explanatory notes on pages 14 and 15).

Around 64% of the tonnes handled in the EU-27 ports were goods unloaded (inwards). The total figures (inwards + outwards) correctly represent the “handling” of goods in ports. A lot of care must be taken when interpreting the total figures (inwards + outwards) as a measure of “transport” of goods, as these totals may include some “double counting” (goods loaded in one port and then unloaded in a second port, both reporting data to Eurostat).

In 2006, of the total weight of goods handled in ports, the percentage unloaded was 94 % in Malta, followed by Cyprus and the Netherlands (with 82% and 75% respectively). In general more seaborne goods are unloaded than loaded in the EU-27 countries as well as in Croatia and Iceland.

However, in Poland and the three Baltic countries (Estonia, Latvia and Lithuania) the outward weight was dominant and its share reached 88% in Latvia and 86% in Estonia. It should be noted that these countries share in the total EU-27 is small. In Norway the outward weight was also dominant, with a share of 68%. For the three Baltic countries the outward weight is mainly due to exports of oil products, whereas it is mainly due to export of crude oil and coal for Poland and crude oil, oil products and ores for Norway <sup>1</sup>.

**Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports <sup>(1)</sup> in 2006 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, not elsewhere specified	Unknown	Total		
BE	22%	21%	33%	14%	10%	0%	100%	216.4	218.9
BG	43%	39%	5%	2%	11%	0%	100%	27.5	27.5
DK	31%	32%	5%	27%	4%	0%	100%	96.0	107.7
DE	23%	20%	37%	13%	7%	0%	100%	297.1	302.8
EE	58%	24%	3%	0%	16%	0%	100%	47.7	50.0
IE	29%	31%	17%	19%	3%	0%	100%	48.5	53.3
EL	35%	29%	13%	18%	5%	0%	100%	131.5	159.4
ES	36%	27%	25%	5%	6%	0%	100%	414.4	414.4
FR	53%	24%	10%	8%	5%	0%	100%	342.4	350.3
IT	48%	20%	16%	10%	6%	0%	100%	506.0	520.2
CY	34%	22%	32%	4%	8%	1%	100%	7.8	7.9
LV	42%	43%	3%	3%	9%	0%	100%	55.8	56.9
LT	52%	27%	6%	8%	7%	0%	100%	27.2	27.2
MT	53%	16%	21%	6%	4%	0%	100%	3.6	3.6
NL	45%	30%	16%	4%	5%	0%	100%	476.3	477.2
PL	30%	42%	9%	10%	8%	0%	100%	52.9	53.1
PT	47%	29%	15%	1%	7%	0%	100%	65.1	66.9
RO	32%	36%	21%	0%	10%	0%	100%	46.0	46.7
SI	14%	65%	14%	0%	7%	0%	100%	15.4	15.5
FI	31%	27%	11%	15%	15%	0%	100%	102.9	110.5
SE	39%	17%	6%	28%	10%	0%	100%	160.7	180.5
UK	44%	23%	10%	19%	5%	0%	100%	568.8	583.7
<b>EU-27</b>	<b>40%</b>	<b>25%</b>	<b>17%</b>	<b>11%</b>	<b>7%</b>	<b>0%</b>	<b>100%</b>	<b>3 710.0</b>	<b>3 834.3</b>
HR	47%	39%	3%	4%	7%	0%	100%	19.5	26.3
IS	:	:	:	:	:	:	:	:	5.9
NO	55%	30%	2%	4%	9%	0%	100%	181.2	196.8
<b>EU-27+HR+NO</b>	<b>41%</b>	<b>26%</b>	<b>16%</b>	<b>11%</b>	<b>7%</b>	<b>0%</b>	<b>100%</b>	<b>3 910.8</b>	<b>4 057.5</b>

(1) According to Council Directive 95/64/EC, “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: Forestry products, Iron and steel products, other general cargo.

<sup>1</sup> Detailed data are available in the maritime transport database, freely accessible on Eurostat web site.

Table 2 illustrates the distribution by type of cargo of goods handled in the main ports of the EU-27 countries, Croatia and Norway. In most countries, liquid bulk goods had the highest share in total goods. This share was 58% for Estonia and 52% for Lithuania (both reflecting export of large volumes of Russian oil), 55% for Norway (due to significant volumes of North Sea oil) and 53% for France and Malta, whereas, at the other extreme, it equalled just 14% for Slovenia, 22% for Belgium and 23% for Germany, the EU-27 average being 40% (41% in 2005).

Dry bulk goods represented 25% of the total cargo handled in ports at EU-27 level. A large amount of dry bulk was handled in particular by the Netherlands, the UK and Spain (144 million, 132 million and 114 million tonnes respectively). Dry bulk goods were dominant in total goods handled in the main ports of Slovenia (65%), Latvia

(43%) and Poland (42%; the share was 49% in 2005). For these three countries dry bulk goods mainly consisted of coal.

Container transport was significant for Germany, Belgium and Cyprus, with a 37%, 33% and 32% share of total goods handled respectively, the EU-27 average being 17% (16% in 2005).

The share of Ro-Ro units was high for Sweden and Denmark (28% and 27% respectively). The United Kingdom recorded by far the highest weight (105 million tonnes) in relation to Ro-Ro mobile units handling, more than twice the second placed country, Italy (52 million).

Estonia and Finland had a significant share of 'other cargo' (more than 15% of total weight of goods), the category that includes, amongst others, forestry products as well as iron and steel products.

## Seaborne goods: the system of European ports

Table 3: Structure of European ports by size, on the basis of handling of goods, 2006

	Number of ports					All ports	Gross weight of goods handled in all ports (in million tonnes)	The biggest port	Gross weight of goods handled in the biggest port (in million tonnes)
	<= 1 million tonnes	Between 1 and 5 million tonnes	Between 5 and 10 million tonnes	Between 10 and 20 million tonnes	> 20 million tonnes				
BE	4	0	1	0	3	8	218.9	Antwerpen	151.7
BG	0	0	1	1	0	2	27.5	Burgas	17.6
DK	93	19	4	2	0	118	107.7	Fredericia	16.1
DE	63	9	2	2	4	80	302.8	Hamburg	115.5
EE	0	5	0	0	1	6	50.0	Tallinn	41.2
IE	12	4	1	1	1	19	53.3	Dublin	20.8
EL	166	20	2	4	0	192	159.4	Piraeus	20.0
ES	1	8	5	6	8	28	414.4	Algeciras	60.0
FR	27	14	2	1	5	49	350.3	Marseille	96.5
IT	71	19	11	5	9	115	520.2	Taranto	50.9
CY	3	3	0	0	0	6	7.9	Limassol (Lemesos)	3.7
LV	0	2	0	0	2	4	56.9	Ventspils	27.7
LT	0	0	1	0	1	2	27.2	Klaipeda	21.3
MT	0	2	0	0	0	2	3.6	Valletta	2.0
NL	27	5	1	2	3	38	477.2	Rotterdam	353.6
PL	6	1	2	1	1	11	53.1	Gdansk	22.0
PT	13	4	1	2	1	21	66.9	Sines	26.9
RO	5	2	0	0	1	8	46.7	Constanta	42.9
SI	2	0	0	1	0	3	15.5	Koper	15.4
FI	25	14	7	2	0	48	110.5	Sköldvik	19.7
SE	72	21	6	2	1	102	180.5	Göteborg	39.9
UK	63	26	5	7	9	110	583.7	Immingham	64.0
<b>EU-27</b>	<b>653</b>	<b>178</b>	<b>52</b>	<b>39</b>	<b>50</b>	<b>972</b>	<b>3 834.3</b>	<b>Rotterdam</b>	<b>353.6</b>
HR	45	6	1	0	0	52	26.3	Omišalj	6.0
IS	44	2	0	0	0	46	5.9	Reykjavik	2.3
NO	50	13	4	5	1	73	196.8	Bergen <sup>(1)</sup>	67.9
<b>Gross weight of goods handled (in million tonnes)</b>									
<b>EU-27</b>	<b>121.5</b>	<b>423.6</b>	<b>365.8</b>	<b>581.1</b>	<b>2 342.3</b>	<b>3 834.3</b>			

(1) See methodological notes on pages 14-15

In 2006 more than 1 100 European ports handling goods, reported data to Eurostat; of those 972 were located in the EU-27 (table 3).

The "small ports" (handling up to 1 million tonnes of goods per year) were 653, representing nearly 70% of the total number of EU-27 ports, while the "big ports" (handling more than 20 million tonnes) were

50, about 5% of the total number. However in terms of weight of goods handled, the "small ports" only represented 3% (121.5 million tonnes) of the total EU-27 figure, while the "big ports" more than 60% (2 342.3 million tonnes).

This concentration of the activity is even more evident in countries with a short coast-line, where

only one port (sometimes very big) attracts a very large share of national throughput: Antwerp, with more than 150 million tonnes of goods represented almost 70% of the national port activity in 2006, Rotterdam (more than 350 million tonnes) 74%, Klaipeda 78%, Tallin 82%, Constanta 92% and Koper 99%. On the contrary, countries with a longer shoreline distribute the maritime transport in a larger number of relatively smaller ports: DK, EL, ES, FR, IT (where the biggest port, Taranto, represented in 2006 less than 10% of the total national handling of goods), FI, SE and the UK.

The concentration of the port activity in the EU-27 as shown in Table 3 is however over-estimated due to four main reasons<sup>2</sup>:

- one reporting port ("statistical port") can actually represent in the statistics the grouping of a number of ports;
- in some countries, the sometimes numerous very small ports are grouped for practical statistical reasons under a residual code ("other ports"), which is considered in the presented results as one port;
- Spain only reports data for the "central government ports" (Puertos del Estado). Data for ports under the control of "regional governments" are missing.
- Data collection from very small ports may be *de facto* less accurate and data from a certain number of ports having little/almost negligible activity may be missing.

## Seaborne goods: the "top 20" European ports

**Table 4: Top 20 cargo ports in 2006 - on the basis of gross weight of goods handled (in million tonnes)**

Rank 2006	Port	1997	2005	2006								Growth rate 2005-2006 (%)	Average annual growth rate 1997-2006 (%)
		Total	Total	By direction			By type of cargo handled (%)						
				Inwards	Outwards	Total	Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile units	Other cargo, not elsewhere specified		
1	Rotterdam (NL)	303.4	345.8	272.2	81.4	353.6	49%	24%	21%	3%	3%	+2.2%	+1.7%
2	Antwerpen (BE)	104.6	145.8	83.8	67.9	151.7	25%	17%	43%	4%	12%	+4.0%	+4.2%
3	Hamburg (DE)	69.6	108.3	68.9	46.7	115.5	12%	25%	61%	0%	2%	+6.7%	+5.8%
4	Marseille (FR)	92.9	93.3	77.3	19.2	96.5	70%	17%	8%	2%	3%	+3.4%	+0.4%
5	Le Havre (FR)	58.2	70.8	52.3	17.7	70.0	68%	5%	25%	2%	0%	-1.2%	+2.1%
6	Bergen (NO)	:	73.9	14.2	53.7	67.9	93%	4%	0%	0%	3%	-8.1%	:
7	Immingham (UK)	48.0	60.7	49.0	15.0	64.0	37%	37%	2%	22%	3%	+5.5%	+3.3%
8	Algeciras (ES)	34.2	55.2	34.9	25.1	60.0	38%	5%	54%	2%	2%	+8.8%	+6.4%
9	Amsterdam (NL)	36.9	47.1	39.2	17.6	56.8	43%	47%	6%	1%	4%	+20.5%	+4.9%
10	Bremen & Bremerhaven (DE)	30.6	46.7	29.9	25.7	55.6	4%	15%	64%	5%	11%	+19.2%	+6.9%
11	Tees & Hartlepool (UK)	51.2	55.8	19.5	33.9	53.3	65%	23%	2%	6%	4%	-4.4%	+0.4%
12	London (UK)	55.7	53.8	43.3	8.7	51.9	37%	27%	12%	17%	7%	-3.6%	-0.8%
13	Taranto (IT)	36.0	47.9	30.1	20.7	50.9	17%	50%	14%	7%	12%	+6.3%	+3.9%
14	Dunkerque (FR)	36.4	48.5	37.1	13.3	50.4	28%	55%	3%	0%	14%	+3.9%	+3.7%
15	Trieste (IT)	42.1	43.4	40.3	4.4	44.6	81%	6%	5%	8%	1%	+3.0%	+0.7%
16	Genova (IT)	42.2	42.6	33.4	11.0	44.4	44%	7%	28%	18%	3%	+4.2%	+0.6%
17	Wilhelmshaven (DE)	36.4	46.0	32.9	10.2	43.1	95%	4%	0%	0%	1%	-6.2%	+1.9%
18	Constanta (RO)	:	44.6	23.1	19.8	42.9	29%	38%	23%	0%	9%	-3.7%	:
19	Tallinn (EE)	:	38.8	5.6	35.6	41.2	58%	26%	3%	0%	13%	+6.3%	:
20	Valencia (ES)	16.3	35.0	24.3	16.4	40.7	11%	18%	56%	0%	16%	+16.4%	+10.7%
Total top 20 ports <sup>(1)</sup>		:	1 508.8	1 011.3	543.9	1 555.2	44%	22%	24%	4%	5%	+3.1%	:
EEA+HR (all ports)		:	3 950.6	2 518.3	1 545.1	4 063.4	:	:	:	:	:	+2.9%	:

(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.

The top 20 cargo ports in 2006 are listed in [Table 4](#); they represented 38% of the total weight of goods handled in the countries reporting data (EEA + HR). In particular, Rotterdam alone accounted for 9%.

Most of the transshipment in Rotterdam involves bulk goods such as oil, chemicals, coal and ores. In addition, Rotterdam is Europe's largest container port. Rotterdam plays an important role in the transport of products from/to overseas and intercontinental origin/destinations such as the

United States, the Far East, Brazil (mainly inward traffic) and South Africa (mainly inward traffic).

The most "specialised" port in the top-20 is Wilhelmshaven, 95% of cargo handled being "liquid bulk" goods, while Immingham, London and Constanta have a more diversified business.

In all the top 20 ports the inward activity was prevalent with the exception of Bergen and Tees & Hartlepool (where weight of outward "crude oil" represented 57% and 44% of total handling

<sup>2</sup> These remarks also apply to passenger statistics (see table 8).



respectively), as well as Tallin (where weight of outward "oil products" represented 53% of total handling).

Between 2005 and 2006 the first four ports (Rotterdam, Antwerpen, Hamburg and Marseille) remained the same, and recorded positive growth in the weight of goods handled.

The port of Le Havre overtook Bergen in fifth position, Bergen having registered a bigger decrease (-8%) in the weight of goods handled than Le Havre (-1%).

Amsterdam and Bremen & Bremerhaven recorded the highest increases in tonnes handled compared to the previous year (+21% and +19% respectively): they both gained 4 places in the ranking.

Valencia replaced Southampton (ranked 19 in 2005) in the top 20.

Since 1997, the port of Valencia grew on average by nearly +11% per year. Actually, all top 20 ports for which 1997 data are available registered an increase since 1997, except the port of London. It can be noticed that the ports recording a long term (1997-2006) average annual growth rate higher than +5% (Hamburg, Algeciras, Bremen & Bremerhaven and Valencia) are those where goods in containers represented more than 50% of total weight handled in 2006.

As a result of the differences in growth rates of individual ports, Rotterdam and Antwerpen are the only two ports having constantly maintained their position since 1997.

Table 5 shows that Rotterdam (+4% compared to 2005) and Hamburg (+10%) lead in the handling of containers. Between 2005 and 2006, the top 5 ports in terms of volume of containers handled remained the same. They all recorded a positive growth between these two years in the volume of both total containers and empty containers (particularly the port of Bremen & Bremerhaven) except Algeciras, which registered a fall of 19% in the volume of empty containers.

The most significant increase in the top 20 between 2005 and 2006 was registered by Constanta: +35% (+54% for empty containers). This increase is mainly due to the growing activity of a new container terminal in the south part of Constanta opened in April 2004.

The port of Zeebrugge (+31%) joined the top 20 ports, in terms of volume of containers handled, in position 19 and the port of London left the list.

In 2006, the port of Gioia Tauro registered noticeable decreases in both the total volume of containers and empty containers (-9% and -19% respectively). In the port of Le Havre the total number of containers and the number of empty containers also decreased but to a lesser extent (-1%).

**Table 5: Top-20 container ports in 2006 - on the basis of volume of containers handled in (1000 TEUs <sup>(1)</sup>)**

Rank 2006	Port	2000	2001	2002	2003	2004	2005		2006		Growth rate 2005-2006 (%)	
		Total	Total	Total	Total	Total	Total	of wich empty	Total	of wich empty	Total	of wich empty
1	Rotterdam (NL)	6 253	6 061	6 505	7 118	8 242	9 195	1 760	9 575	1 981	+4.1%	+12.6%
2	Hamburg (DE)	4 275	4 665	5 376	6 126	7 004	8 084	1 255	8 878	1 479	+9.8%	+17.8%
3	Antwerpen (BE) <sup>(2)</sup>	2 641	3 001	3 153	4 012	5 055	6 221	979	6 718	1 004	+8.0%	+2.6%
4	Bremen & Bremerhaven (DE)	2 643	2 972	3 032	3 191	3 529	3 741	546	4 504	681	+20.4%	+24.6%
5	Algeciras (ES) <sup>(3) (4)</sup>	:	1 737	1 732	2 024	970	3 184	802	3 262	647	+2.5%	-19.3%
6	Felixstowe (UK)	2 825	2 839	2 682	2 482	2 717	2 760	730	3 030	802	+9.8%	+10.0%
7	Gioia Tauro (IT)	2 575	2 393	2 883	3 094	3 170	3 123	705	2 835	573	-9.2%	-18.8%
8	Valencia (ES) <sup>(4)</sup>	1 313	1 512	1 826	2 012	2 156	2 415	642	2 615	677	+8.3%	+5.4%
9	Barcelona (ES) <sup>(4)</sup>	1 389	1 404	1 122	1 765	2 084	2 071	513	2 315	575	+11.7%	+12.2%
10	Le Havre (FR)	1 334	1 550	1 754	2 015	2 158	2 144	335	2 119	331	-1.2%	-1.3%
11	Southampton (UK)	1 092	1 213	1 275	1 375	1 435	1 384	458	1 502	447	+8.5%	-2.3%
12	Piraeus (EL)	1 096	1 164	1 395	1 606	1 551	1 401	275	1 413	269	+0.8%	-2.2%
13	Las Palmas (ES) <sup>(4)</sup>	648	664	726	966	1 111	1 222	326	1 303	376	+6.6%	+15.1%
14	Constanta (RO)	:	:	:	:	391	867	262	1 170	404	+35.0%	+54.4%
15	Genova (IT)	1 179	1 536	1 499	1 591	1 437	1 038	24	1 146	27	+10.4%	+10.7%
16	La Spezia (IT)	661	758	780	836	879	916	160	1 086	204	+18.7%	+27.3%
17	Marseille (FR)	725	745	811	835	920	911	150	950	160	+4.4%	+6.3%
18	Bilbao (ES) <sup>(4)</sup>	425	447	454	468	498	863	202	899	214	+4.1%	+5.6%
19	Zeebrugge (BE)	488	279	329	328	458	682	166	895	218	+31.2%	+31.2%
20	Göteborg (SE)	652	624	725	634	722	772	162	812	166	+5.2%	+2.5%
<b>Total top 20 ports <sup>(5)</sup></b>		:	<b>36 588</b>	<b>39 168</b>	<b>43 706</b>	<b>47 380</b>	<b>53 077</b>	<b>10 507</b>	<b>57 028</b>	<b>11 234</b>	<b>+7.4%</b>	<b>+6.9%</b>
<b>EU-27+HR+NO (main ports)</b>		:	:	:	:	<b>61 670</b>	<b>69 527</b>	<b>14 653</b>	<b>74 217</b>	<b>15 245</b>	<b>+6.7%</b>	<b>+4.0%</b>

(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 2003-2005 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.

In nearly all ports belonging to the top 20 list, the volume of empty containers handled evolved in the same direction as the total containers except in Algeciras, Southampton and Pireus, for which the total volume of containers handled increased while the volume of empty containers decreased.

In 2004, 2005 and 2006, the volume of containers handled by the top 20 ports represented between 76% and 77% of the total volume of containers handled in the countries (EU-27 + HR + NO) having reported data on containers.

## Seaborne transport of goods by origin/destination

**Table 6: 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)**

	2005					2006					Total transport growth rate 2005-2006 (%)
	Total transport (million tonnes)	Of which				Total transport (million tonnes)	Of which				
		National	International		Unknown		National	International		Unknown	
		Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27			
BE	203.9	2%	35%	63%	0%	216.0	3%	33%	64%	0%	+5.9%
BG	24.8	0%	16%	83%	0%	27.5	0%	17%	81%	2%	+10.7%
DK	82.1	18%	55%	24%	3%	87.9	19%	53%	24%	3%	+7.1%
DE	277.0	2%	43%	55%	0%	294.4	1%	44%	54%	0%	+6.3%
EE	45.0	1%	71%	27%	1%	47.2	1%	72%	25%	2%	+4.8%
IE	45.9	2%	69%	29%	0%	47.7	2%	69%	29%	0%	+4.0%
EL	104.7	32%	22%	45%	1%	108.0	32%	22%	45%	1%	+3.2%
ES	373.4	14%	21%	65%	0%	386.7	13%	20%	66%	0%	+3.6%
FR	325.5	6%	31%	61%	1%	335.4	6%	32%	60%	2%	+3.0%
IT	424.3	18%	15%	67%	0%	435.4	18%	14%	67%	1%	+2.6%
CY	7.3	0%	31%	25%	43%	7.7	0%	18%	14%	68%	+5.5%
LV	58.4	0%	75%	22%	3%	55.7	0%	77%	21%	2%	-4.6%
LT	26.1	:	70%	29%	1%	27.2	:	59%	39%	2%	+4.2%
MT	3.5	:	77%	23%	0%	3.6	:	76%	24%	0%	+2.1%
NL	459.6	:	31%	69%	1%	476.3	:	31%	69%	1%	+3.6%
PL	54.3	2%	65%	33%	0%	52.6	1%	65%	33%	1%	-3.1%
PT	58.5	15%	33%	52%	0%	59.6	11%	33%	55%	0%	+1.8%
RO <sup>(1)</sup>	47.9	0%	13%	72%	15%	46.0	:	13%	65%	21%	-3.9%
SI	12.5	:	41%	59%	0%	15.4	:	43%	56%	1%	+22.7%
FI	88.8	6%	70%	24%	0%	97.9	6%	71%	23%	0%	+10.2%
SE	151.4	8%	68%	22%	1%	152.9	7%	70%	21%	2%	+1.0%
UK	514.1	19%	43%	35%	3%	519.4	17%	45%	34%	3%	+1.0%
EU-27	2 991.4	11%	28%	60%	2%	3 084.1	11%	28%	60%	2%	+3.1%
HR <sup>(2)</sup>	19.8	9%	26%	64%	1%	18.6	10%	28%	60%	1%	-6.2%
IS <sup>(2)</sup>	:	:	:	:	:	:	:	:	:	:	:
NO <sup>(2)</sup>	171.6	27%	51%	20%	2%	168.2	29%	52%	18%	1%	-1.9%

(1) Differently from 2006, the 2005 figures for Romania also include data from some minor ports, the total handling of which represents about 0.7 million tonnes.

(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.

Table 6 shows the breakdown 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 (origin and destination) ports. Contrary to the previous part of this publication, the figures shown do not reflect the total handling of goods in ports (inwards plus outwards, i.e. unloading plus loading), but estimate the transport of goods by sea, i.e. between ports (see also methodological notes).

The total EU-27 maritime transport, as estimated from the declarations of main ports, expressed in tonnes of goods, registered an increase by about 3% between 2005 and 2006. The figure is close to the increase

calculated for the “handling of goods in ports” (see table 1). However, in terms of tonne-kilometres the transport demand to/from the main EU-27 ports grew by about 3½% to 5½% (first estimate). This can be explained by the globalisation of the maritime transport activity and the fact that average travelled distance is growing: for example maritime transport between the EU and China increased by more than 20% between 2005 and 2006.

However, structural changes in the travelled routes are in general more gradual and, in terms of tonnes at EU-27 level, there were no big changes between 2005 and 2006 in the breakdown between national, international intra-EU-27 and international extra-EU-27 transport<sup>3</sup>. The share of extra-EU-27 transport

<sup>3</sup> If EU-27 transport activity in tonnes with Asia and Australasia grew by 8% between 2005 and 2006 (driven by China increase), the growth rate was +0.6% with America and -0.2% with Africa.

remained at 60% for the EU-27 as a whole in 2006, the intra EU-27 transport representing 28% and national transport 11%. This confirms maritime transport as the most important mode for long distance transport of goods.

In 2006 the situation varies between countries, with a very low share (less than 3%) of national transport for a large group of countries (either relatively small countries or countries with relatively limited shorelines) on one hand, and a high share on the other hand for Greece (32%), due to its numerous islands, followed by Denmark (19%), Italy (18%) and the United Kingdom (17%). Due to its very long coastline and its 'difficult' topography (fjords), Norway also recorded a very high share of national transport (29%).

The country recording a very high share of international extra-EU-27 transport in 2006 was Bulgaria (81%), due to its geographical position, as well as Italy (69%), the Netherlands (69%), Spain (66%) Romania (65%, excluding "unknown

origins/destinations") and Belgium (64%). 60% of the maritime transport of Croatia was with non-EU-27 countries (mainly liquid bulk goods from Russia).

Latvia and Malta stand out with more than 76% of their transport with other EU-27 countries. The share of international intra-EU-27 transport of Latvia increased between 2005 and 2006 to the detriment of extra-EU-27 transport. This is mainly explained by an increase in Latvian traffic with the United Kingdom and a decrease with the United States and China.

Between 2005 and 2006, Lithuania registered a noticeable decrease of the share of intra-EU-27 transport to the benefit of extra-EU-27 transport. Lithuania registered a fall of the traffic with several Member States and an increase in its traffic with Russia.

The share of national transport decreased in Portugal (from 15% in 2005 to 11% in 2006) mainly to the benefit of international extra-EU-27 transport. Portugal increased its traffic with South America.

## Seaborne passengers

**Table 7: Number of seaborne passengers embarked and disembarked in all ports (in 1000)**

	1997	2000	2001	2002	2003	2004	2005	2006					Growth rate 2005-2006 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total	
BE <sup>(1)</sup>	1 946	1 520	1 377	1 125	739	787	922	445	446	142	749	891	-3.4%
BG	:	:	3	6	4	6	13	10	5	:	:	15	+14.9%
DK	76 209	51 830	47 862	48 178	48 653	48 555	47 924	24 068	24 077	264	47 882	48 145	+0.5%
DE	:	31 378	31 817	33 222	32 146	29 815	29 490	14 528	14 728	432	28 824	29 256	-0.8%
EE	:	:	5 740	5 136	5 172	6 452	6 885	3 359	3 332	0	6 691	6 691	-2.8%
IE	4 380	4 218	3 895	3 893	3 747	3 550	3 275	1 665	1 542	93	3 114	3 207	-2.1%
EL <sup>(2) (3)</sup>	32 259	27 867	50 149	101 210	102 760	96 744	86 068	45 291	45 112	430	89 973	90 402	+5.0%
ES	13 939	14 582	18 623	18 947	20 041	21 694	22 410	11 418	10 748	1 750	20 417	22 167	-1.1%
FR	33 124	27 881	27 724	29 110	27 405	27 068	25 804	13 248	13 154	309	26 093	26 402	+2.3%
IT	80 181	86 376	86 882	82 700	82 576	83 316	78 753	42 969	43 015	175	85 809	85 984	+9.2%
CY	:	:	:	339	287	247	194	108	73	182	0	182	-6.6%
LV	:	:	26	23	118	130	144	105	112	0	217	217	+51.1%
LT	:	:	101	107	135	146	166	92	98	0	190	190	+14.5%
MT	:	:	:	:	166	225	178	109	109	23	195	218	+22.5%
NL <sup>(4)</sup>	1 964	2 004	2 041	2 202	2 015	2 012	2 116	1 053	1 074	:	2 127	2 127	+0.6%
PL	:	:	4 416	3 304	3 188	2 031	1 647	875	861	0	1 737	1 737	+5.4%
PT <sup>(4)</sup>	34	534	542	502	616	650	662	343	343	:	686	686	+3.6%
RO	:	:	:	:	:	:	:	:	:	:	:	:	:
SI	:	:	34	42	47	42	35	15	15	:	:	30	-16.4%
FI	15 191	15 964	16 729	16 577	16 341	16 806	17 112	8 391	8 348	0	16 739	16 739	-2.2%
SE	40 949	36 573	32 350	32 112	32 748	33 318	32 617	16 399	15 935	22	32 313	32 334	-0.9%
UK	36 287	33 851	34 516	35 623	33 708	32 837	30 207	14 893	15 037	1 064	28 866	29 930	-0.9%
<b>EU-27</b>	:	:	:	:	:	:	:	:	:	:	:	:	:
<b>EU-25+BG</b>	:	:	:	:	412 611	406 433	386 621	199 386	198 165	:	:	397 550	+2.8%
<b>EU-15<sup>(2)</sup></b>	:	334 581	354 506	405 400	403 494	397 153	377 359	194 711	193 560	:	383 591	388 271	+2.9%
HR	:	14 940	16 833	18 410	19 483	21 519	22 182	11 516	11 546	48	23 013	23 061	+4.0%
IS	:	318	360	393	407	404	422	217	216	:	:	433	+2.6%
NO	:	:	:	6 077	4 656	5 787	6 663	2 980	3 299	47	6 233	6 280	-5.8%
<b>EEA+HR-RO</b>	:	:	:	:	437 158	434 142	415 889	214 098	213 226	:	:	427 324	+2.7%

(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; the number of passengers excluding cruise passengers is 96 416 in 2004 and 85 392 in 2005

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



Table 7 shows the number of passengers embarked and disembarked in all ports by country. Care must be taken when interpreting the total figures (inwards + outwards) as a measure of “transport of passengers”, as these totals may include some double counting (the same passengers are counted in both the port of embarkation and the port of disembarkation : the double counting arises when both ports report data to Eurostat). With this in mind, 398 million persons passed through EU-25 and Bulgarian ports in 2006, an increase of nearly 3% compared to 2005. At EU level this is the first increase after some years of negative trend.

Contrary to the handling of goods in ports (2/3 of goods are unloaded and 1/3 loaded), no significant difference can be found between the number of passengers embarking (“outwards”) and disembarking (“inwards”), due to the fact that most of the transport corresponds to the main ferry connections. Indeed cruise passengers represent less than 2% of the total number of passengers in EU ports.

Greece and Italy are the leading countries in transport of passengers by sea (with respectively 90 and 86 million passengers embarked and disembarked). The aforementioned double counting of passengers applies especially for the Greek and Italian ports, since they include main national ferry connections, such as Perama-Paloukia and Reggio Calabria-

Messina. Both Greece and Italy registered an increase in the number of passengers embarked and disembarked (+5% and +9% respectively).

With this increase, Greece partly recovered from the decrease registered between 2003 and 2005: this downturn was mainly explained by the opening in 2004 of a bridge between the Peloponese and mainland Greece (“Charilaos Trikoupis” bridge), competing with the Greek ferry connection Rio-Antirio.

Denmark is third with regard to passengers embarked and disembarked in 2006 (48 million) and remained stable compared to 2005, although the number has fallen by 37% since 1997. Denmark counts numerous ferry connections between its various islands, and with Germany, Sweden and Norway. The fall was largely due to the opening of the Great Belt bridge 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 2006<sup>4</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 (2000) connecting Sweden with Denmark, the Channel Tunnel (1994) and in general more low cost flights.

**Table 8: Structure of European ports by size, on the basis of the number of passengers embarked or disembarked, 2006**

	Number of ports					Number of passengers in all ports (in 1000)	The biggest port	Number of passengers in the biggest port (in 1000)
	<= 0.2 million passengers	Between 0.2 million and 1 million passengers	Between 1 million and 2 million passengers	> 2 million passengers	All ports			
BE	4	2	0	0	6	891	Zeebrugge	654
BG	2	0	0	0	2	15	Varna	9
DK	35	28	7	4	74	48 145	Helsingør (Elsinore)	10 721
DE	12	19	5	4	40	29 256	Puttgarden	6 789
EE	0	1	0	1	2	6 691	Tallinn	6 447
IE	1	1	2	0	4	3 207	Dublin	1 245
EL	89	43	14	7	153	90 402	Paloukia Salaminas <i>ex-aequo</i> Perama	11 981
ES	8	5	2	4	19	22 167	Algeciras	5 166
FR	9	13	3	2	27	26 402	Calais	11 460
IT	56	25	8	14	103	85 984	Messina	10 834
CY	2	0	0	0	2	182	Limassol (Lemesos)	152
LV	3	0	0	0	3	217	Riga	165
LT	1	0	0	0	1	190	Klaipeda	190
MT	0	1	0	0	1	218	Valletta	218
NL	10	1	1	0	12	2 127	Rotterdam	1 504
PL	9	2	0	0	11	1 737	Swinoujscie	980
PT	2	2	0	0	4	686	Funchal (Madeira) <i>ex-aequo</i> Porto Santo (Madeira)	322
RO	:	:	:	:	:	:		:
SI	3	0	0	0	3	30	Izola	18
FI	6	1	0	3	10	16 739	Helsinki	8 548
SE	4	3	6	3	16	32 334	Helsingborg	10 776
UK	14	14	3	3	34	29 930	Dover	13 987
EU-25+BG	270	161	51	45	527	397 550	Dover	13 987
HR	41	18	5	1	65	23 061	Split	3 476
IS	9	0	0	0	9	433	Þorlákshöfn (Thorlakshofn) <i>ex-aequo</i> Vestmannaeyjar	117
NO	6	2	2	1	11	6 280	Oslo	2 602
	Number of passengers (in 1000)							
EU-25+BG	16 177	76 338	70 971	234 064	397 550			

In 2006, more than 600 European passenger ports reported data to Eurostat, 527 of which were located in the EU (table 8).

At EU level, the number of ports handling more than 2 million passengers per year represented in 2006 less than 9% of the total number of ports but nearly 59% of the number of passengers embarked or disembarked.

During the same period, the number of ports handling less than 200 000 passengers per year represented 51% of the total number of EU ports but only 4% in terms of passengers embarked or disembarked<sup>5</sup>.

In 2006, there were 9 Member States having no ports reporting more than 1 million passengers embarked or disembarked.

Due to their geographical characteristics (islands) Denmark, Greece and Italy, as well as Croatia, have a high number of small passenger ports.

In 2006, there were 5 Italian, 3 Greek and 3 Spanish ports amongst the top 20 passenger ports (see table 9). Denmark 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. The port of Piombino (Italy) replaced Turku (Finland) in the top 20 list. There used to be two additional Greek ports in the list, Rio and Antirio, which registered a dramatic fall (from 14 million passengers in 2002-2003 to only about 2

million in 2005-2006) due to the mentioned opening of the "Charilaos Trikoupis" bridge between the Corinth Gulf and the Patraikos Gulf in 2004. This fact largely explains the fall in the total number of passengers for the top 20 ports between 2003 and 2005.

Seven of the twenty ports in table 9 registered a decline in the total number of passengers between 2005 and 2006.

Calais, which together with Dover used to be the most important port since 1997, registered a decrease of -2% and lost 3 places in the ranking. It has been overtaken by 3 Greek ports: Paloukia, Perama and Piraeus.

The significant fall in the number of passengers in Dover and Calais between 1997 and 2006, by 34% and 42% respectively, reflects the emergence of successful rail and air transport alternatives. However, between 2005 and 2006, Dover recorded a positive growth in the number of passengers embarked and disembarked.

Perama and Paloukia ensures the ferry connection between mainland Greece and the island of Salaminas, while Piraeus serves ferry routes to virtually all eastern Greek islands (Dodecanese, Cyclades, Eastern Aegean, Saronic islands and Crete).

**Table 9: Top-20 passenger ports in 2006 - on the basis of the number of passengers embarked and disembarked (in 1000)**

Rank 2006	Port	1997	2001	2002	2003	2004	2005	2006			Growth rate 2005-2006 (%)	Average annual growth rate 1997-2006 (%)
		Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	21 236	15 957	16 449	14 770	14 429	13 501	6 959	7 028	13 987	+3.6%	-4.5%
2	Paloukia Salaminas (EL) <sup>(1)</sup>	:	3 624	12 133	12 541	11 568	11 663	6 060	5 920	11 981	+2.7%	:
3	Perama (EL) <sup>(1)</sup>	:	3 624	12 133	12 541	11 568	11 663	5 920	6 060	11 981	+2.7%	:
4	Piraeus (EL) <sup>(2)</sup>	8 707	8 237	8 639	9 315	10 713	11 076	5 616	5 923	11 539	+4.2%	+3.2%
5	Calais (FR)	20 060	14 370	14 991	13 729	13 259	11 695	5 739	5 720	11 460	-2.0%	-6.0%
6	Messina (IT)	11 157	11 612	10 256	9 833	10 128	9 802	5 526	5 308	10 834	+10.5%	-0.3%
7	Helsingborg (SE)	13 397	11 771	11 666	11 693	11 808	11 102	5 402	5 373	10 776	-2.9%	-2.4%
8	Helsingør (Elsinore) (DK)	13 302	11 513	11 609	11 646	11 612	11 023	5 343	5 378	10 721	-2.7%	-2.4%
9	Reggio Calabria (IT)	11 000	11 511	10 137	9 698	9 992	9 645	5 214	5 455	10 669	+10.6%	-0.3%
10	Helsinki (FI)	8 146	9 010	8 871	8 549	8 747	8 854	4 282	4 266	8 548	-3.5%	+0.5%
11	Stockholm (SE)	7 499	7 001	6 826	7 294	7 823	8 211	3 996	4 058	8 054	-1.9%	+0.8%
12	Napoli (IT)	7 277	7 056	6 708	6 811	6 801	6 084	3 419	3 385	6 804	+11.8%	-0.7%
13	Rødby (Færgenhavn) (DK)	5 975	6 028	6 508	6 421	6 744	6 761	3 395	3 395	6 789	+0.4%	+1.4%
14	Puttgarden (DE)	:	5 984	6 592	6 422	6 741	6 760	3 327	3 462	6 789	+0.4%	:
15	Tallinn (EE)	:	5 740	5 136	5 172	6 452	6 701	3 234	3 214	6 447	-3.8%	:
16	Algeciras (ES) <sup>(3)</sup>	3 528	4 402	4 286	4 542	4 605	4 828	2 474	2 692	5 166	+7.0%	+4.3%
17	Palma Mallorca (ES) <sup>(3)</sup>	907	1 873	2 286	2 537	3 773	4 611	2 745	2 196	4 942	+7.2%	+20.7%
18	Capri (IT)	4 995	5 546	5 028	4 749	4 771	3 860	2 477	2 463	4 940	+28.0%	-0.1%
19	Santa Cruz de Tenerife (ES) <sup>(3)</sup>	3 980	4 910	4 861	5 011	5 164	4 564	2 178	2 165	4 343	-4.8%	+1.0%
20	Piombino (IT)	2 678	3 501	3 675	3 716	3 702	3 277	1 982	1 966	3 948	+20.5%	+4.4%
<b>Total top 20 ports <sup>(4)</sup></b>		:	:	<b>191 249</b>	<b>188 113</b>	<b>181 135</b>	<b>166 100</b>	<b>85 290</b>	<b>85 428</b>	<b>170 717</b>	<b>+2.8%</b>	:
<b>EEA+HR-RO (all ports)</b>		:	:	:	<b>437 158</b>	<b>434 142</b>	<b>415 889</b>	<b>214 098</b>	<b>213 226</b>	<b>427 324</b>	<b>+2.7%</b>	:

(1) Partial data in 2001.

(2) Up to 2003 data exclude cruise passengers; the number of passengers excluding cruise passengers is 10 584 in 2004 and 10 458 in 2005.

(3) Data for the period 2003-2005 are provisional and likely to be revised.

(4) 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.

<sup>5</sup> The remarks on page 5 concerning goods statistics (Table 3) also apply to passenger statistics (Table 8).

Helsingborg and Helsingør, connected by a frequent ferry link lost 2 and 1 places respectively and were ranked 7 and 8 in 2006. The number of passengers in those ports has registered a fall since 1997, due to the opening of the Øresund fixed link.

The five Italian ports registered the largest increase in number of passengers embarked or disembarked between 2005 and 2006: Capri (+28%), Piombino (+21%), Napoli (+12%), Reggio Calabria (+11%) and Messina (+11%).

Messina and Reggio Calabria ensure the ferry link between Sicily and mainland Italy.

Table 10 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 (origin and destination) ports. Contrary to tables 7, 8 and 9, the

figures do not reflect the total embarkation and disembarkation operations in ports, but estimate the transport of passengers by sea, i.e. between ports (see also methodological notes). The seaborne transport of passengers took mainly place at national and intra EU-27 level (55% and 36% respectively for the EU-27 as a whole).

The countries with high share of international intra-EU-27 transport are those having important regular ferry connections with other EU-27 countries. On the other hand countries having islands are the ones showing the most significant share of national passenger transport.

The countries recording a relatively high share of international extra-EU-27 transport in 2006 are Spain and Denmark (24% and 11% respectively). This is mainly due to their geographical position, Spain having significant traffic with Morocco and Denmark with Norway.

**Table 10: 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)**

	2005					2006					Total transport growth rate 2005-2006 (%)
	Total transport (in 1000)	Of which			Total transport (in 1000)	Of which					
		National	International			Unknown	National	International		Unknown	
			Intra EU-27	Extra EU-27				Intra EU-27	Extra EU-27		
BE	781	0%	100%	0%	0%	749	0%	100%	0%	0%	-4.1%
BG <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
DK	35 636	25%	64%	11%	0%	35 574	25%	63%	11%	0%	-0.2%
DE	20 149	40%	56%	4%	0%	20 313	41%	55%	4%	0%	+0.8%
EE	6 701	0%	99%	1%	0%	6 447	0%	100%	0%	0%	-3.8%
IE	2 227	0%	100%	0%	0%	2 099	0%	100%	0%	0%	-5.8%
EL	42 806	94%	6%	0%	0%	45 177	94%	6%	0%	0%	+5.5%
ES	17 614	69%	8%	23%	0%	16 542	72%	4%	24%	0%	-6.1%
FR	23 542	17%	72%	3%	8%	24 935	8%	68%	4%	20%	+5.9%
IT	40 656	88%	8%	4%	0%	45 258	89%	8%	4%	0%	+11.3%
CY <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
LV <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
LT	166	0%	99%	1%	0%	190	0%	99%	1%	0%	+14.5%
MT <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
NL	2 116	:	97%	3%	0%	2 127	:	97%	3%	0%	+0.6%
PL	1 578	6%	91%	3%	0%	1 596	3%	95%	2%	0%	+1.2%
PT	309	100%	0%	0%	0%	322	100%	0%	0%	0%	+4.3%
RO <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
SI <sup>(2)</sup>	0	-	-	-	-	0	-	-	-	-	-
FI	16 290	3%	97%	0%	0%	15 911	3%	97%	0%	0%	-2.3%
SE	30 612	5%	91%	4%	0%	30 327	5%	91%	4%	0%	-0.9%
UK	26 928	12%	87%	1%	0%	26 608	12%	88%	1%	0%	-1.2%
EU-27	212 332	54%	39%	6%	1%	215 974	55%	36%	6%	2%	+1.7%
HR <sup>(3)</sup>	11 075	94%	6%	0%	0%	11 472	94%	6%	0%	0%	+3.6%
IS <sup>(2)</sup>	:	:	:	:	:	:	:	:	:	:	:
NO <sup>(3)</sup>	6 460	:	100%	:	0%	6 233	:	100%	0%	0%	-3.5%

(1) According to Council Directive 95/64/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 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.

## Maritime traffic by type of vessel

**Table 11: Number and Gross Tonnage (GT) of vessels in the EU-27 main ports, by type of vessel (based on inward declarations)**

Type of vessel	2005		2006		Growth rate 2005-2006	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels (%)	GT (%)
LIQUID BULK	106 349	1 267 250	108 388	1 322 689	+1.9%	+4.4%
DRY BULK	44 432	516 178	44 515	547 796	+0.2%	+6.1%
CONTAINER	90 929	1 604 776	95 603	1 808 628	+5.1%	+12.7%
CARGO, SPECIALIZED	30 594	535 367	37 088	523 075	+21.2%	-2.3%
CARGO, NON-SPECIALIZED	1 068 591	7 668 150	1 086 934	7 781 695	+1.7%	+1.5%
DRY CARGO BARGE	7 355	15 412	7 455	14 114	+1.4%	-8.4%
PASSENGER	629 989	1 244 251	649 223	1 247 617	+3.1%	+0.3%
CRUISE PASSENGER ONLY	6 694	266 020	7 521	307 791	+12.4%	+15.7%
OFFSHORE ACTIVITIES <sup>(1)</sup>	10 226	24 199	9 706	23 883	-5.1%	-1.3%
OTHERS <sup>(2)</sup>	32 774	84 050	30 454	75 494	-7.1%	-10.2%
<b>TOTAL</b>	<b>2 027 933</b>	<b>13 225 652</b>	<b>2 076 887</b>	<b>13 652 781</b>	<b>+2.4%</b>	<b>+3.2%</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.

Tables 11 and 12 show the distribution of maritime traffic by type of vessels (according to the number of vessels and to the gross tonnage of vessels calling at main ports). The data refer to inward declarations only.

The number of vessel calls at EU-27 main ports exceeded again 2 million in 2006, showing an increase of 2.4% compared to 2005. The number increased for all types of vessels except for those classified under "Offshore activities" and "Others". The total gross tonnage of the vessels increased by 3.2% compared to 2005, meaning that the average size of vessels increased (from about 6 500 gross tonnage in 2005 to about 6 600 in 2006).

Considering all vessels, in 2006 Greece remained the country recording the highest number of port calls, with 495 thousand vessels, followed by Italy (487 thousand). Italy remained the first country in terms of total gross tonnage of vessels calling at its ports, followed by the United Kingdom.

The average size in gross tonnage of all the vessels calling at main ports varies from about 1 800 in Greece to more than 31 000 in Malta (the EU-27 average being about 6 600 as mentioned above). The average gross tonnage of vessels calling at Croatian ports was about 1 200.

However, these results at country level are heavily influenced by the importance and the average gross tonnage of the different categories of vessels in the data reported by the different countries.

The category of vessel "Cargo, non-specialized" dominated in EU-27 and in most of the countries. In particular, in Denmark it represented almost 95% of total gross tonnage of vessels and of vessel movements, in Sweden 92% of the total gross tonnage and 80% of vessel movements and in Finland 84% of the total gross tonnage and 74% of vessel movements.

Passenger vessels are the second most important category for EU-27 in terms of number of vessels

and container vessels are the second most important in terms of total gross tonnage.

Passenger vessels (including cruise passenger vessels) were the most important category for Greece, Estonia and Latvia. They made up 80% of maritime traffic in terms of total gross tonnage of vessels in Greece and Estonia and constituted 91% of the vessels calling at the main Greek ports and 81% of those calling at the main Estonian ports.

Container vessel traffic was most important in Malta and in Romania. For this category, often a diverging share can be noticed between the number of vessels calling at main ports and the gross tonnage. In Ireland the number of container vessels represented 20% of total vessels calling at main ports, whereas the corresponding gross tonnage represented only 8% of total gross tonnage. On the contrary in Belgium container vessels made up 14% of total number of vessels entering the main ports, whereas the gross tonnage accounted for 30% of the total. This is probably due to a prevalence of feeding activity 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 of Antwerp for container traffic include ports located in Singapore, United States, Canada, China, Brasil, South Africa and India).

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

The share of the category "Cargo, specialized" was only significant in Belgium (share of 32% in the number of vessels calling at main Belgian ports, 39% of the total gross tonnage), in Slovenia (33% of the total gross tonnage) and in Cyprus (21% of the total gross tonnage), whereas it was low for the other countries.



**Table 12: Number and Gross Tonnage (GT) of vessels in the main ports in 2006, by type of vessel (based on inward declarations)**

Type of vessel	BELGIUM		BULGARIA		DENMARK		GERMANY		ESTONIA	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	5 042	45 972	621	8 974	2 036	10 607	3 091	42 269	243	2 086
DRY BULK	19	888	1 271	8 060	2 602	13 260	3 224	33 935	469	1 343
CONTAINER	4 666	151 806	433	3 368	1 566	15 622	12 740	250 542	441	2 651
CARGO, SPECIALIZED	10 281	194 493	1	1	3 852	5 974	782	24 552	:	:
CARGO, NON-SPECIALIZED	7 710	90 431	1 362	4 981	350 443	1 031 152	72 380	643 841	455	6 440
DRY CARGO BARGE	31	581	:	:	471	1 995	42	198	24	47
PASSENGER	70	198	74	746	8 582	2 101	26 485	15 673	8 334	102 092
CRUISE PASSENGER ONLY	70	2 789	:	:	484	22 955	228	8 697	299	12 143
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	:	:	:	:	:	:	:	:
OTHERS <sup>(2)</sup>	4 347	13 271	:	:	:	:	636	5 586	:	:
<b>TOTAL</b>	<b>32 236</b>	<b>500 430</b>	<b>3 762</b>	<b>26 130</b>	<b>370 036</b>	<b>1 103 666</b>	<b>119 608</b>	<b>1 025 293</b>	<b>10 265</b>	<b>126 802</b>

Type of vessel	IRELAND		GREECE		SPAIN		FRANCE		ITALY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	1 916	11 704	10 887	48 348	17 811	314 653	9 641	153 209	17 420	219 687
DRY BULK	995	8 350	6 262	21 671	7 643	103 605	3 693	49 364	4 187	74 034
CONTAINER	2 658	13 816	2 400	41 265	27 861	305 291	5 004	157 161	9 553	252 656
CARGO, SPECIALIZED	306	7 524	9 435	33 913	2 074	29 285	1 349	28 236	2 438	59 328
CARGO, NON-SPECIALIZED	7 054	129 714	9 018	33 411	38 267	359 741	33 262	657 190	334 211	1 451 523
DRY CARGO BARGE	:	:	4 790	5 118	:	:	110	34	105	122
PASSENGER	6	162	451 935	724 284	22 495	298 110	879	9 511	114 929	37 907
CRUISE PASSENGER ONLY	105	3 050	:	:	229	8 134	615	20 970	3 468	157 908
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	:	:	1	0	8	28	359	265
OTHERS <sup>(2)</sup>	38	89	129	87	7 014	28 101	9 835	8 112	59	28
<b>TOTAL</b>	<b>13 078</b>	<b>174 409</b>	<b>494 856</b>	<b>908 096</b>	<b>123 395</b>	<b>1 446 921</b>	<b>64 396</b>	<b>1 083 815</b>	<b>486 729</b>	<b>2 253 457</b>

Type of vessel	CYPRUS		LATVIA		LITHUANIA		MALTA		NETHERLANDS	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	1 076	8 336	309	3 375	144	2 600	143	2 281	11 095	164 400
DRY BULK	118	1 316	675	2 370	99	1 089	600	4 277	2 421	97 304
CONTAINER	795	11 400	384	2 852	584	3 386	2 213	89 600	6 626	195 131
CARGO, SPECIALIZED	649	10 859	4	6	18	53	30	276	145	1 941
CARGO, NON-SPECIALIZED	1 531	6 812	7	9	1 774	21 120	279	5 834	24 544	251 268
DRY CARGO BARGE	1	0	2	4	54	126	:	:	:	:
PASSENGER	421	9 756	940	15 727	:	:	:	:	:	:
CRUISE PASSENGER ONLY	:	:	:	:	48	1 040	:	:	98	4 531
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	:	:	:	:	:	:	2 358	5 461
OTHERS <sup>(2)</sup>	720	2 133	22	55	26	51	:	:	2 189	6 258
<b>TOTAL</b>	<b>5 311</b>	<b>50 613</b>	<b>2 343</b>	<b>24 398</b>	<b>2 747</b>	<b>29 465</b>	<b>3 265</b>	<b>102 268</b>	<b>49 476</b>	<b>726 295</b>

Type of vessel	POLAND		PORTUGAL		ROMANIA		SLOVENIA		FINLAND	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	2 002	14 393	2 589	32 634	388	7 090	125	2 232	3 265	30 862
DRY BULK	2 433	16 507	640	10 466	1 065	7 839	594	7 274	797	8 457
CONTAINER	1 146	6 769	2 932	28 607	1 892	28 587	489	6 455	2 190	18 561
CARGO, SPECIALIZED	228	2 158	512	9 912	33	680	438	9 153	617	10 208
CARGO, NON-SPECIALIZED	6 202	73 573	5 998	29 541	143	1 116	569	2 148	30 063	526 393
DRY CARGO BARGE	170	396	17	47	:	:	79	149	1 261	4 081
PASSENGER	1 960	1 537	672	7 025	:	:	10	22	2 119	18 477
CRUISE PASSENGER ONLY	163	4 122	573	22 904	:	:	8	45	271	10 812
OFFSHORE ACTIVITIES <sup>(1)</sup>	3	33	7	97	:	:	:	:	:	:
OTHERS <sup>(2)</sup>	147	128	:	:	:	:	:	:	:	:
<b>TOTAL</b>	<b>14 454</b>	<b>119 617</b>	<b>13 940</b>	<b>141 232</b>	<b>3 521</b>	<b>45 312</b>	<b>2 312</b>	<b>27 478</b>	<b>40 583</b>	<b>627 851</b>

Type of vessel	SWEDEN		UNITED KINGDOM		CROATIA		ICELAND		NORWAY	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels	GT (in 1000)
LIQUID BULK	3 719	33 171	14 825	163 804	989	6 888	:	:	3 356	24 256
DRY BULK	1 556	7 123	3 152	69 260	571	3 821	:	:	3 485	9 974
CONTAINER	1 452	15 268	7 578	207 835	122	2 121	:	:	1 358	6 497
CARGO, SPECIALIZED	415	10 465	3 481	84 057	6	31	:	:	188	460
CARGO, NON-SPECIALIZED	69 782	1 025 119	91 880	1 430 339	109 743	169 331	:	:	22 854	130 778
DRY CARGO BARGE	180	1 123	118	92	23	24	:	:	89	110
PASSENGER	9 291	4 276	21	14	60 291	10 997	:	:	1 215	35 799
CRUISE PASSENGER ONLY	384	14 490	478	13 202	3 328	24 684	:	:	907	34 090
OFFSHORE ACTIVITIES <sup>(1)</sup>	:	:	6 970	17 998	86	21	:	:	2 848	9 713
OTHERS <sup>(2)</sup>	:	:	5 292	11 595	2 563	683	:	:	:	:
<b>TOTAL</b>	<b>86 779</b>	<b>1 111 035</b>	<b>133 795</b>	<b>1 998 197</b>	<b>177 722</b>	<b>218 600</b>	<b>:</b>	<b>:</b>	<b>36 300</b>	<b>251 676</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.



## METHODOLOGICAL AND OTHER EXPLANATORY NOTES

The content of this "Statistics in Focus" is based on data collected in the framework of the EU maritime transport Directive ("Council Directive 95/64/EC of 8.12.1995 on the statistical returns in respect of carriage of goods and passengers by sea" – OJ L320 of 30.12.1995, page 25).

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

Data are collected at level of "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.

### Explanatory notes 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.

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

EU-27 (EU-25, EU-15) aggregates refer to the total of 22 (20, 13) Member States. The Czech Republic (CZ), Luxembourg (LU), Hungary (HU), Austria (AT) and Slovakia (SK) have no maritime ports.

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

Croatia (HR), Turkey and the former Yugoslav Republic of Macedonia are Candidate Countries to the EU. Croatia provides data on a voluntary basis. The former Yugoslav Republic of Macedonia has no maritime ports.

**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):** Until 2006 included, Bulgaria used to report the "gross gross weight" of goods.

**Germany (DE):** Data for the nearby statistical ports of Bremen and Bremerhaven are presented combined in this publication.

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

**Greece (EL):** The statistical coverage of data has considerably improved between 2001 and 2002 reference years. In particular, collection of data on ferry boats started from the last quarter of 2001. From 1997 to 2003, in the tables from the "Passengers" collection 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 has significantly improved in 2001 (inclusion of new ports). Data only cover "main ports". Data for the period 2003-2005 are provisional and likely to be revised.

**France (FR):** Data declared by France take into account goods and passenger handling 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. The data on passengers reported by France contain a significant share of declarations to and from unknown ports: 20% in 2006 and 8% in 2005.

**Italy (IT):** In 2005, data collection methods were partly modified.

**Cyprus (CY):** From 2002 to 2006, the data concerning cargo reported by Cyprus contain a significant share of declarations to and from unknown ports: 68% in 2006, 43% in 2005, 63% in 2004, 70% in 2003 and 59% in 2002.

**Latvia (LV):** Until 2003 data concerning cargo, passengers and vessels cover international traffic only. In 2004, 2005 and 2006, data concerning passengers cover international traffic only.

**Lithuania (LT):** For 2003 data concerning cargo, passengers and vessels cover international traffic only. For 2001 and 2002, data concerning passengers cover international traffic only. For 2005 and 2006, data concerning cargo and vessels cover international traffic only. Until 2004, data for the port of Klaipėda included data for the port of Butinge.

**Malta (MT):** Data concerning cargo, passengers and vessels cover international traffic only.

**Netherlands (NL):** Since 2001 data concerning cargo, passengers and vessels cover international traffic only. Some figures (notably those referring to Dutch ports in Table 4) might be slightly underestimated.

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

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

**Romania (RO):** Data on passengers are not available. Until 2002 data concerning cargo and vessels cover international traffic only. The national maritime transport is not developed due to geographical characteristics. The data concerning cargo reported by Romania contain a significant share of declarations to and from unknown ports: 21% in 2006, 15% in 2005.

**Slovenia (SI):** Since 2003 data concerning cargo, passengers and vessels cover international traffic only.

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

**United Kingdom (UK):** Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Those located on the Humber estuary report as 'Immingham', which is 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. Forth used to be amongst the top 20 cargo ports (more than 45 million tonnes were handled in 1999).

**Croatia (HR):** Statistical coverage of domestic traffic improved since 2004 data.

**Norway (NO)** has started to report maritime transport statistics according to the EU maritime Directive 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 4:** The category "Ro-Ro mobile units" includes "self-propelled" and "non self-propelled" units. Ro-Ro = Roll on / roll off.

**Tables 2, 4 and 5:** 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 6 and 10:** In order to estimate maritime transport of goods/passengers, the problem of "double counting" (the transport of the same cargo of goods/passengers is declared by both the port of loading/embarking – as outwards – and the port of unloading/ disembarking – as inwards) has to be addressed. This has been made, as far as possible, when estimating "national transport" of individual countries and "international intra-EU-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" of 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 7:** Data include (cruise and non-cruise) passengers starting and ending a voyage: in principle cruise passengers on excursion (transit) are excluded.

From 2004 to 2006, Bulgaria, Slovenia and Iceland provided only the total number of passengers (the breakdown cruise vs non cruise is not 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 2006 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 and Malta in 2003. No data available for Romania.

**Table 9:** 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 10:** See above (table 6).

**Tables 11 and 12:** 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.

The breakdown by type of vessels should be considered with some caution, due to possible inconsistencies regarding the implementation of the classification of vessels (notably for "ferries").

Iceland did not report data on vessel traffic.

### 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 **May 2008**.

**This publication** was produced with the assistance of Manuel Da Silva (data), Christiane Gengler, Virginie Attivissimo (layout) and Marion Biré (commentary).

## Further information

---

Data: [Eurostat Website: http://ec.europa.eu/eurostat](http://ec.europa.eu/eurostat)

Select your theme on the left side of the homepage and then 'Data' from the menu.

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

### Transport



Maritime transport

### Related Eurostat publication

- [Glossary for transport statistics - Third edition](#)
- [Short Sea Shipping of goods - 2000-2006](#)
- [Maritime transport of goods – 1<sup>st</sup> quarter 2007](#)

---

### Journalists can contact the media support service:

Bech Building Office A4/125 L - 2920 Luxembourg  
Tel. (352) 4301 33408 Fax (352) 4301 35349  
E-mail: [eurostat-mediasupport@ec.europa.eu](mailto:eurostat-mediasupport@ec.europa.eu)

---

### European Statistical Data Support:

Eurostat set up with the members of the 'European statistical system' a network of support centres, which will exist in nearly all Member States as well as in some EFTA countries.

Their mission is to provide help and guidance to Internet users of European statistical data.

Contact details for this support network can be found on our Internet site:  
<http://ec.europa.eu/eurostat/>

---

A list of worldwide sales outlets is available at the:

### Office for Official Publications of the European Communities.

2, rue Mercier  
L - 2985 Luxembourg

URL: <http://publications.europa.eu>  
E-mail: [info@publications.europa.eu](mailto:info@publications.europa.eu)