Transport

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General economic crisis hits European port activity

Freight handling in EU ports fell by 0.5% in 2008, after almost a decade of continuous growth. The downturn began as the global financial crisis materialised: after a slowdown in the 3rd quarter of 2008, a substantial fall was registered in the 4th quarter.

In 2008, the total weight of goods handled in EU-27 maritime ports is estimated at 3.9 billion tonnes. Of these, nearly two thirds were goods unloaded. Almost all Member States unloaded more than they loaded.

At 562 million tonnes, the United Kingdom had the highest share (14%) of goods handled in EU-27 ports, followed by the Netherlands, Italy and Spain.

In 2008, liquid bulk goods (which include petroleum products) was the largest type of cargo handled in tonnage terms, accounting for 40% of the total cargo handled in EU-27 ports, followed by dry bulk (25%) and containers (18%).

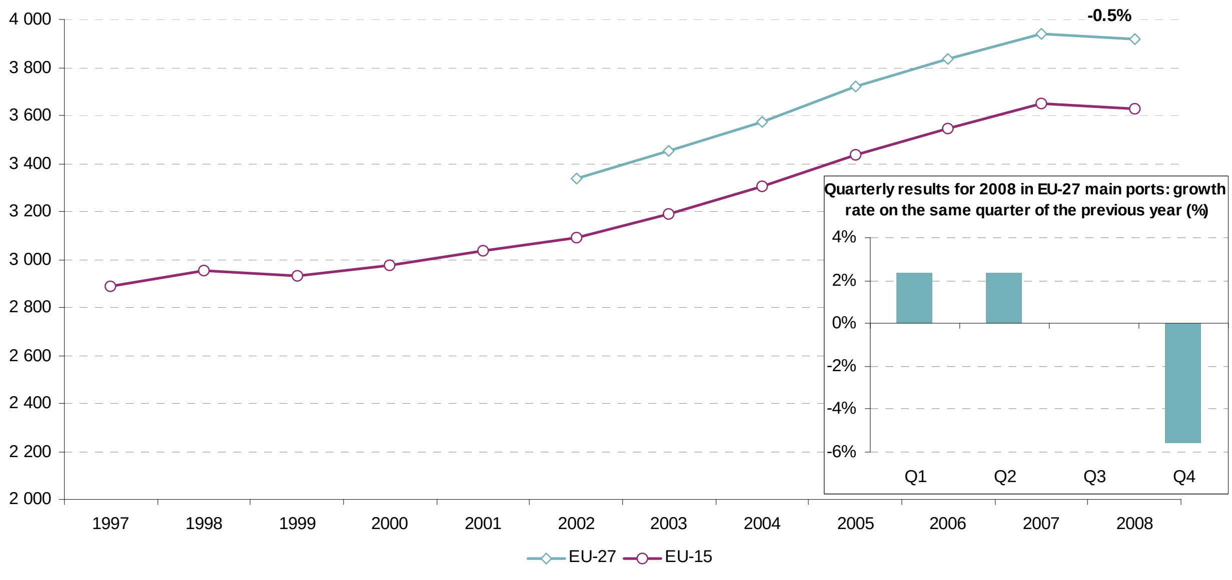
Rotterdam, Antwerp and Hamburg – all located on the North Sea coast - maintained their positions as the three largest EU ports in terms of both gross weight of goods and volume of containers handled.

In 2008, 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 10%. However, the situation varies widely among countries.

The number of passengers who passed through EU-27 ports in 2008 is estimated at 413 million (0.3% down compared with 2007). 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 main ports showed a decrease of 1.8% compared to 2007. However, in terms of gross tonnage of the vessels, a growth of 1.5% 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 (mar_mg_aa_cwh)

A decade of continuous growth in EU ports freight activity was brought to an end by the impact of the current economic crisis.

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

	1997	2001	2002	2003	2004	2005	2006	2007	2008			Growth rate 2007-2008 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	**Total**	
BE	161.6	174.2	173.8	181.1	187.9	206.5	218.9	236.3	140.2	103.6	**243.8**	**+3.2%**
BG	:	20.2	20.4	21.4	23.1	24.8	27.5	24.9	16.8	9.8	**26.6**	**+6.7%**
DK	124.0	94.0	94.3	104.0	100.4	99.7	107.7	109.7	60.7	45.3	**106.1**	**-3.2%**
DE	213.3	246.1	246.4	254.8	271.9	284.9	302.8	315.1	196.7	123.9	**320.6**	**+1.8%**
EE	:	40.4	44.7	47.0	44.8	46.5	50.0	45.0	8.1	28.0	**36.2**	**-19.5%**
IE	36.3	45.8	44.9	46.2	47.7	52.1	53.3	54.1	36.0	15.0	**51.1**	**-5.6%**
EL	101.3	122.2	147.7	162.5	157.9	151.3	159.4	164.3	89.1	63.4	**152.5**	**-7.2%**
ES	270.6	315.1	326.0	343.7	373.1	400.0	414.4	426.6	290.1	126.1	**416.2**	**-2.5%**
FR	305.1	318.2	319.0	330.1	334.0	341.5	350.3	346.8	249.4	102.6	**352.0**	**+1.5%**
IT	434.3	444.8	458.0	477.0	485.0	508.9	520.2	537.3	358.8	167.5	**526.2**	**-2.1%**
CY	:	:	7.2	7.3	6.8	7.3	7.6	7.5	6.7	1.2	**7.9**	**+6.2%**
LV	:	56.8	52.0	54.7	54.8	59.7	56.9	61.1	6.1	55.3	**61.4**	**+0.6%**
LT	:	21.0	24.4	30.2	25.8	26.1	27.2	29.3	15.4	21.0	**36.4**	**+24.4%**
MT	:	:	5.0	5.2	5.3	5.3	5.5	5.3	4.3	1.2	**5.5**	**+4.7%**
NL	402.2	405.9	413.3	410.3	440.7	460.9	477.2	507.5	396.7	133.6	**530.4**	**+4.5%**
PL	:	46.2	48.1	51.0	52.3	54.8	53.1	52.4	28.1	20.8	**48.8**	**-6.9%**
PT	54.7	56.2	55.6	57.5	59.1	65.3	66.9	68.2	43.6	21.6	**65.3**	**-4.3%**
RO	:	27.6	32.7	35.9	40.6	47.7	46.7	48.9	29.6	20.9	**50.5**	**+3.1%**
SI	:	9.1	9.3	10.8	12.1	12.6	15.5	15.9	11.8	4.7	**16.6**	**+4.4%**
FI	75.3	96.2	99.1	104.4	106.5	99.6	110.5	114.8	64.3	50.5	**114.7**	**-0.1%**
SE	149.9	152.8	154.6	161.5	167.4	178.1	180.5	185.1	100.8	87.0	**187.8**	**+1.5%**
UK	558.5	566.4	558.3	555.7	573.1	584.9	583.7	581.5	346.5	215.7	**562.2**	**-3.3%**
EU-27	**:**	**:**	**3 334.8**	**3 452.3**	**3 570.2**	**3 718.7**	**3 835.9**	**3 937.5**	**2 499.9**	**1 418.8**	**3 918.6**	-0.5%
EU-25	**:**	**:**	**3 281.7**	**3 395.1**	**3 506.5**	**3 646.1**	**3 761.7**	**3 863.7**	**2 453.5**	**1 388.2**	**3 841.6**	-0.6%
EU-15	**2 887.2**	**3 037.6**	**3 091.0**	**3 188.8**	**3 304.6**	**3 433.8**	**3 545.9**	**3 647.3**	**2 373.0**	**1 255.8**	**3 628.8**	-0.5%
HR	:	19.1	18.6	20.3	25.2	26.2	26.3	30.1	18.6	10.6	**29.2**	**-2.9%**
IS	:	5.0	4.8	5.0	5.3	5.7	5.9	:	:	:	**:**	**:**
NO	:	:	190.0	186.8	198.2	201.7	196.8	198.5	60.6	132.8	**193.4**	**-2.6%**
EEA+HR	**:**	**:**	**3 548.2**	**3 664.4**	**3 799.0**	**3 952.2**	**4 065.0**	**:**	**:**	**:**	**:**	**:**
EEA-IS+HR	**:**	**:**	**3 543.4**	**3 659.4**	**3 793.7**	**3 946.6**	**4 059.1**	**4 166.1**	**2 579.0**	**1 562.2**	**4 141.2**	**-0.6%**

Source: Eurostat (mar_mg_aa_cwhd)

EU port activity declined in the second half of 2008, especially in the 4th quarter (Figure 1)[1]: this downturn reflects the impact of the economic crisis on maritime transport.

EU-27 ports faced a 0.5% decrease in the handling of goods on an annual basis (Table 1), the most substantial decreases at individual Member State level being recorded in Estonia (-20%), Greece and Poland.

Nevertheless, about half of the countries registered an increase between 2007 and 2008, the most significant ones being recorded by Lithuania (+24%, mainly due to inward transport of Russian crude oil from the Gulf of Finland and outward transport of refined oil products), Bulgaria and Cyprus.

A rise in port traffic in the Netherlands of about 23 million tonnes (mainly due to Amsterdam performance: see also Table 3 on page 4), combined with a fall in Italian port activity, means that the Netherlands has replaced Italy as the second largest EU country (13.5% of EU total) for maritime transport, with the United Kingdom in first place (14.3%).

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

Of the total weight of goods handled in ports in 2008, the percentage unloaded was 84% in Cyprus,

[1] *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 1997-2008. Methodological and other explanatory notes, including country-specific remarks are available at the end of the publication (pages 14-15).*

followed by Malta and the Netherlands (with 77% and 75% respectively).
In general more seaborne goods are unloaded than loaded in the EU-27 countries as well as 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 reaching 90% in Latvia and 77% in Estonia: these countries' share in total EU-27 maritime freight is however small.
In Norway the outward weight was also dominant, with a share of 69%.
For the three Baltic countries the outward weight is largely due to oil products, whereas for Norway it mainly reflects exports of crude oil, oil products and ores[1].

In 2008, liquid bulk goods accounted for 40% of the total cargo handled in EU-27 ports, followed by dry bulk (25%) and containers (18%).

Table 2: Gross weight of seaborne goods handled (inwards and outwards) in main ports[(1)] in 2008 by type of cargo[(2)] (in % of total cargo handled)

	Share in % of total cargo handled in main ports							Total cargo handled in main ports (million 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		
BE	20%	20%	38%	13%	9%	0%	100%	**241.3**	243.8
BG	44%	38%	7%	1%	10%	0%	100%	**26.6**	26.6
DK	30%	33%	6%	27%	5%	0%	100%	**96.2**	106.1
DE	22%	20%	39%	13%	6%	0%	100%	**315.7**	320.6
EE	65%	10%	4%	0%	21%	0%	100%	**32.9**	36.2
IE	28%	32%	17%	20%	3%	0%	100%	**46.9**	51.1
EL	42%	29%	5%	19%	5%	0%	100%	**121.6**	152.5
ES	37%	24%	28%	4%	6%	0%	100%	**416.2**	416.2
FR	52%	24%	11%	9%	4%	0%	100%	**346.2**	352.0
IT	45%	19%	16%	12%	8%	0%	100%	**513.5**	526.2
CY	33%	22%	32%	4%	9%	0%	100%	**7.9**	7.9
LV	39%	47%	3%	3%	7%	0%	100%	**60.1**	61.4
LT	55%	27%	7%	5%	6%	0%	100%	**36.4**	36.4
MT	46%	20%	22%	10%	2%	0%	100%	**3.4**	5.5
NL	46%	31%	16%	3%	4%	0%	100%	**529.4**	530.4
PL	28%	41%	12%	12%	8%	0%	100%	**48.7**	48.8
PT	46%	27%	19%	1%	7%	0%	100%	**64.4**	65.3
RO	28%	39%	22%	0%	11%	0%	100%	**49.8**	50.5
SI	17%	58%	17%	0%	8%	0%	100%	**16.5**	16.6
FI	32%	29%	11%	15%	13%	0%	100%	**111.2**	114.7
SE	40%	17%	6%	27%	10%	0%	100%	**171.2**	187.8
UK	44%	23%	11%	19%	4%	0%	100%	**548.1**	562.2
EU-27	**40%**	**25%**	**18%**	**11%**	**6%**	**0%**	**100%**	**3 804.0**	**3 918.6**
HR	37%	49%	6%	3%	6%	0%	100%	**25.3**	29.2
IS	:	:	:	:	:	:	:	**:**	:
NO	50%	33%	3%	5%	9%	0%	100%	**170.2**	193.4
EEA-IS+HR	**40%**	**25%**	**17%**	**11%**	**7%**	**0%**	**100%**	**3 999.4**	**4 141.2**

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

Source**:** Eurostat (mar_mg_am_cwhc)

[1] *Detailed data are available in the maritime transport database, freely accessible on Eurostat web site (see link on page 16)*

In most countries, liquid bulk goods had the highest share in total goods (Table 2). This share was 65% for Estonia (reflecting outward movement of large volumes of Russian oil), 55% for Lithuania, 52% for France and 50% for Norway (due to significant volumes of North Sea oil), whereas at the other extreme were Slovenia (17%), Belgium (20%) and Germany (22%), with the EU-27 average at 40%.

Dry bulk goods represented 25% of the total cargo handled in EU-27 ports. Large quantities of dry bulk were handled by the Netherlands, the United Kingdom and Spain (162 million, 124 million and 101 million tonnes respectively). Dry bulk goods were dominant in total goods handled in the main ports of Slovenia (58% compared with 65% in 2006 and 60% in 2007), Latvia (47%) and Poland (41%). For these three countries, dry bulk volumes were mainly coal.

Container transport was substantial for Germany, Belgium and Cyprus, with a 39%, 38% and 32% share respectively of total goods handled, compared with the EU-27 average of 18%.

The share of Ro-Ro units was high for Sweden and Denmark (both 27%). The United Kingdom recorded by far the highest tonnage (102 million tonnes) for Ro-Ro mobile unit movements, mainly due to cross-Channel transport.

Estonia, Finland and Romania had significant shares of “other cargo” (21%, 13% and 11% respectively), the category that includes, amongst others, forestry products as well as iron and steel products.

Rotterdam, Antwerp and Hamburg remained the three largest ports, for both the gross weight of goods ...

Table 3: Top 20 cargo ports in 2008 - on the basis of gross weight of goods handled (in million tonnes)

Rank 2008	Port	*	1997	2007	2008									Growth rate 2007-2008 (%)	Average annual growth rate 1997-2008 (%)
					By direction			By type of cargo handled (%)							
			Total	Total	Inwards	Outwards	Total	Liquid bulk goods	Dry bulk goods	Large containers	Ro Ro Mobile units	Other cargo, nes			
1	Rotterdam (NL)	=	303.4	374.2	294.3	89.9	**384.2**	49%	24%	22%	2%	2%		**+2.7%**	+2.2%
2	Antwerpen (BE)	=	104.6	165.5	95.8	75.5	**171.2**	23%	16%	48%	4%	10%		**+3.5%**	+4.6%
3	Hamburg (DE)	=	69.6	118.2	70.9	48.0	**118.9**	13%	22%	62%	0%	2%		**+0.6%**	+5.0%
4	Marseille (FR)	=	92.9	92.6	73.4	19.1	**92.5**	72%	15%	7%	2%	3%		**-0.0%**	-0.0%
5	Le Havre (FR)	=	58.2	73.9	56.4	19.2	**75.6**	65%	6%	27%	2%	0%		**+2.4%**	+2.4%
6	Amsterdam (NL)	+1	36.9	62.5	50.6	23.8	**74.4**	45%	46%	4%	1%	4%		**+19.0%**	+6.6%
7	Immingham (UK)	-1	48.0	66.3	49.9	15.4	**65.3**	38%	35%	2%	23%	2%		**-1.5%**	+2.8%
8	Algeciras (ES)	=	34.2	62.1	35.2	26.7	**61.9**	36%	3%	57%	2%	2%		**-0.4%**	+5.5%
9	London (UK)	+1	55.7	52.7	43.9	9.1	**53.0**	39%	27%	16%	14%	4%		**+0.4%**	-0.5%
10	Bergen (NO)	-1	:	61.2	10.7	41.6	**52.4**	91%	4%	0%	0%	4%		**-14.5%**	:
11	Dunkerque (FR)	=	36.4	50.2	37.1	13.4	**50.5**	29%	53%	3%	0%	15%		**+0.4%**	+3.0%
12	Valencia (ES)	+3	16.3	45.9	28.7	21.5	**50.2**	12%	10%	67%	0%	10%		**+9.2%**	+10.7%
13	Taranto (IT)	=	36.0	49.2	29.8	19.7	**49.5**	15%	50%	11%	5%	18%		**+0.6%**	+2.9%
14	Bremerhaven (DE)	+4	16.6	43.6	23.1	25.9	**49.0**	1%	0%	89%	7%	3%		**+12.2%**	+10.3%
15	Genova (IT)	-1	42.2	48.4	34.2	12.3	**46.5**	42%	8%	35%	12%	3%		**-3.9%**	+0.9%
16	Constanta (RO)	=	:	44.9	28.0	17.7	**45.8**	26%	41%	24%	0%	9%		**+1.9%**	:
17	Tees & Hartlepool (UK)	-5	51.2	49.8	17.1	28.4	**45.4**	60%	24%	3%	7%	6%		**-8.7%**	-1.1%
18	Göteborg (SE)	+3	31.3	40.4	22.6	19.7	**42.3**	54%	0%	17%	28%	0%		**+4.9%**	+2.8%
19	Barcelona (ES)	+1	22.9	41.0	26.2	15.3	**41.5**	29%	8%	48%	12%	2%		**+1.2%**	+5.5%
20	Southampton (UK)	-3	33.1	43.8	25.7	15.3	**41.0**	71%	5%	21%	3%	0%		**-6.5%**	+2.0%
Total top 20 ports [(1)]		-	:	**1 588.8**	**1 053.4**	**557.5**	**1 610.9**	**41%**	**21%**	**29%**	**5%**	**4%**		**+1.4%**	:
EEA-IS+HR (all ports)		-	:	**4 166.1**	**2 579.0**	**1 562.2**	**4 141.2**							**-0.6%**	:

** This column indicates the number of positions lost or gained compared to 2007*

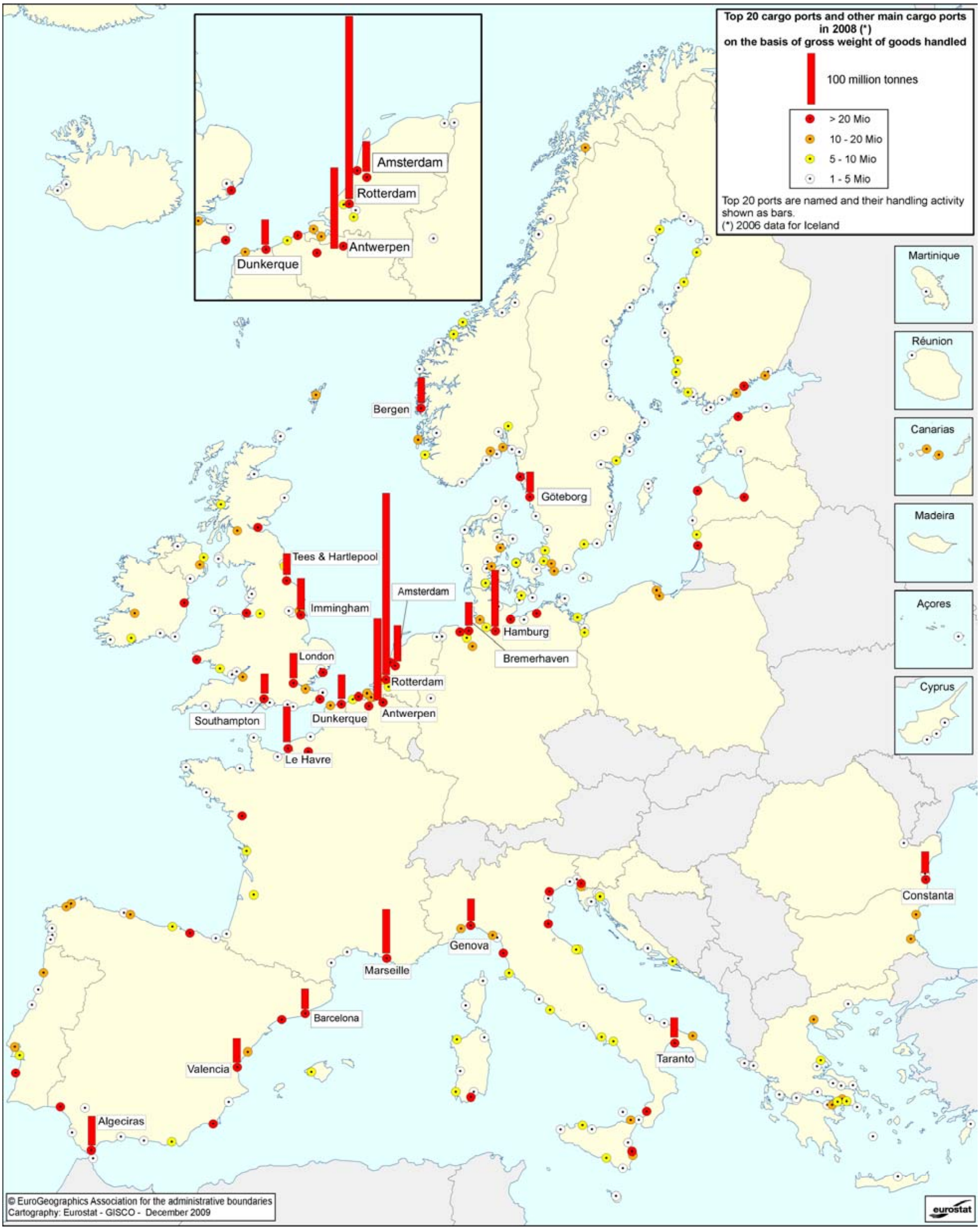
(1) Information about the ports being part of the top 20 ports during the reference year concerned. The composition of the top 20 changes over time.

Source: Eurostat (mar_mg_aa_pwhd)

In 2008 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 9% (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.

Map 1: Main European cargo ports in 2008(1) by gross weight of goods handled



(1) 2006 data for Iceland.

Source: Eurostat (mar_mg_aa_pwhd)

The most "specialised" port in the top-20 is Bergen, 91% of cargo handled being "liquid bulk" goods, while Immingham, London and Constanta 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" represented alone 55% and 39% of total handling respectively) and Bremerhaven (where the weight of goods in containers is broadly in balance between inward and outwards).

The negative effects of the economic crisis in the top three EU ports (Rotterdam, Antwerp and Hamburg) were mainly felt during the 4th quarter of 2008[1] but left the annual results in each case still showing a positive growth in tonnage compared to 2007.

Amsterdam recorded the highest increase in tonnes handled compared to the previous year (+19%; "liquid bulk": +34%), following a growth of 10% in 2007.
In contrast, Bergen registered a substantial 14% decrease in 2008 following an earlier fall of 10% in 2007. In general, ports more reliant on liquid bulk goods recorded the largest falls in their activity in 2008. One example is Wilhelmshaven (-5%), falling out of the top 20 ranking. Against this, Göteborg, with an increase of +5% in the weight of goods handled, entered the top 20.

Since 1997, the ports of Valencia and Bremerhaven have grown on average by +11% and +10% per year respectively. All top 20 ports for which 1997 data are available registered an increase compared with 1997, except for the ports of Marseille, London and Tees & Hartlepool. Apart from Amsterdam, the ports recording a long term (1997-2008) average annual growth rate higher than 5% (Hamburg, Amsterdam, Algeciras, Valencia, Bremerhaven and Barcelona) are those where goods in containers was the port's predominant activity in 2008.

Map 1 on the previous page shows that half the 20 top ports in 2008 were located on the North Sea coast[2]. In addition to these, seven other ports, which handled more than 20 million tonnes of goods in 2008, were also located on the North Sea coast: Wilhelmshaven (DE), Forth (UK), Zeebrugge (BE), Felixstowe (UK), Gent (BE), Velsen/Ijmuiden (NL) and Brofjorden Preemraff (SE).

Six of the top 20 ports are Mediterranean ports (see map) and there are another nine Mediterranean ports which handled more than 20 million tonnes of goods in 2008: Tarragona (ES), Trieste (IT), Gioia Tauro (IT), Ravenna (IT), Livorno (IT), Venezia (IT), Porto Foxi (IT), Cartagena (ES) and Augusta (IT).

Three ports among the top 20 are located on the Atlantic coast (on the Channel), while nine other Atlantic ports handled more than 20 million tonnes of goods: Bilbao (ES), Milford Haven (UK), Nantes Saint-Nazaire (FR), Liverpool (UK), Sines (PT), Dover (UK), Rouen (FR), Dublin (IE) and Huelva (ES).

Constanta (RO) is the only EU port on the Black sea in the top 20 and handling more than 20 million tonnes of goods.

None of the 2008 top 20 ports is located on the Baltic, where seven ports handled more than 20 million tonnes of goods: Tallinn (EE), Riga (LV), Ventspils (LV), Klaipeda (LT), Sköldvik (FI), Lübeck (DE) and Rostock (DE).

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.

… 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.

Rotterdam and Hamburg, the top two ports, both recorded a fall of 1% in 2008 compared to 2007, largely reflecting the impact of the economic crisis, since the fall only began in the 4th quarter of 2008.

In contrast, the impact of the economic crisis is less clear for a number of other ports operating in this sector. Some continued to register strong growth rates in 2008, like Genoa (+19%, due mainly to the increase of this activity with ports located in Egypt), Valencia (+18%, mainly Brazil and China), Zeebrugge (+18%; China), London (+15%; Chile) and Bremerhaven (+12%; China, Russia, Brazil).

Apart from London (which registered a 16% fall in the 4th quarter of 2008), all these ports recorded a quite substantial rise in the last quarter of 2008.

On the other side, the negative results of Southampton (-15%, due mainly to the decrease of this activity with Far East ports, especially Hong Kong and Singapore) and Marseille (-15%, mainly China and Singapore) are related to a change in the trend which had already started in the second quarter of 2008 and reflected mainly changes in the port calls made by the large shipping companies and also, for Marseille, industrial action in the port.

Piraeus (EL) left the top 20 in 2008 losing 18 places and registering a decrease in the total volume of containers handled of around 68%, a reflection of labour troubles in the port.

[1] *For more details please refer to publication "Maritime transport of goods – 4th quarter 2008" (see link on page 16)*
[2] *The definitions of sea regions are available in the publication "In 2007, EU-27 Short Sea Shipping continued growing but at a slower rate" (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 2008 - by volume of containers handled in (1000 TEUs[1])

Rank 2008	Port	*	2001	2002	2003	2004	2005	2006	2007		2008		Growth rate 2007-2008 (%)	
			Total	Total	Total	Total	Total	Total	Total	of wich empty	**Total**	**of wich empty**	**Total**	**of wich empty**
1	Rotterdam (NL)	**=**	6 061	6 505	7 118	8 242	9 195	9 575	10 773	2 344	**10 631**	**2 224**	**-1.3%**	**-5.1%**
2	Hamburg (DE)	**=**	4 665	5 376	6 126	7 004	8 084	8 878	9 914	1 937	**9 767**	**1 825**	**-1.5%**	**-5.8%**
3	Antwerpen (BE) [2]	**=**	3 001	3 153	4 012	5 055	6 221	6 718	7 879	1 225	**8 379**	**1 248**	**+6.3%**	**+1.8%**
4	Bremerhaven (DE)	**=**	2 945	3 004	3 159	3 501	3 696	4 479	4 884	677	**5 451**	**694**	**+11.6%**	**+2.5%**
5	Valencia (ES) [4]	**+3**	1 512	1 826	2 012	2 156	2 415	2 615	3 049	776	**3 606**	**845**	**+18.3%**	**+8.9%**
6	Algeciras (ES) [3] [4]	**=**	1 737	1 732	2 024	970	3 184	3 262	3 420	590	**3 298**	**476**	**-3.6%**	**-19.4%**
7	Gioia Tauro (IT)	**-2**	2 393	2 883	3 094	3 170	3 123	2 835	3 464	606	**3 165**	**309**	**-8.6%**	**-49.0%**
8	Felixstowe (UK)	**-1**	2 839	2 682	2 482	2 717	2 760	3 030	3 342	923	**3 131**	**828**	**-6.3%**	**-10.3%**
9	Barcelona (ES) [4]	**+1**	1 404	1 122	1 765	2 084	2 071	2 315	2 606	668	**2 565**	**657**	**-1.6%**	**-1.6%**
10	Le Havre (FR)	**-1**	1 550	1 754	2 015	2 158	2 144	2 119	2 685	471	**2 512**	**421**	**-6.4%**	**-10.6%**
11	Southampton (UK)	**=**	1 213	1 275	1 375	1 435	1 384	1 502	1 905	576	**1 617**	**521**	**-15.1%**	**-9.6%**
12	Genova (IT)	**+3**	1 536	1 499	1 591	1 437	1 038	1 146	1 230	15	**1 462**	**24**	**+18.9%**	**+66.0%**
13	Constanta (RO)	**-1**	:	:	:	391	867	1 170	1 445	467	**1 405**	**454**	**-2.7%**	**-2.6%**
14	Zeebrugge (BE)	**+2**	279	329	328	458	682	895	1 191	356	**1 401**	**452**	**+17.6%**	**+26.9%**
15	Las Palmas (ES) [4]	**-1**	664	726	966	1 111	1 222	1 303	1 319	296	**1 312**	**325**	**-0.5%**	**+9.9%**
16	La Spezia (IT)	**+1**	758	780	836	879	916	1 086	1 130	176	**1 186**	**180**	**+4.9%**	**+2.2%**
17	London (UK)	**+3**	749	875	895	966	765	743	858	247	**983**	**301**	**+14.7%**	**+21.9%**
18	Marseille (FR)	**=**	745	811	835	920	911	950	1 058	149	**901**	**142**	**-14.8%**	**-4.4%**
19	Bilbao (ES) [4]	**=**	447	454	468	498	863	899	956	233	**894**	**219**	**-6.5%**	**-6.0%**
20	Göteborg (SE)	**+1**	624	725	634	722	772	812	841	153	**864**	**156**	**+2.7%**	**+2.0%**
Total top 20 ports [5]		**-**	**36 561**	**39 141**	**43 674**	**47 352**	**53 032**	**57 003**	**64 491**	**13 105**	**64 531**	**12 302**	**+0.1%**	**-6.1%**
EEA-IS+HR (main ports)		**-**	**:**	**:**	**:**	**61 670**	**69 527**	**74 476**	**83 947**	**18 106**	**83 048**	**17 346**	**-1.1%**	**-4.2%**

** This column indicates the number of positions lost or gained compared to 2007*
(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 2003-2008 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 (mar_mg_am_pvh)

In 2008, 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 10%.

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 15).

In 2008, 63% of EU-27 maritime transport, as estimated from the declarations by main ports, expressed in tonnes of goods, concerned an extra-EU partner port. 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.

The total EU-27 maritime transport was little changed (+0.9%) between 2007 and 2008. However, while there was a 3% growth in extra-EU tonnages, for intra-EU (national and international) transport there was a 2% fall.

For example, maritime transport between the EU and Nigeria (mainly liquid bulk) increased by 25% between 2007 and 2008, while activity with Saudi Arabian ports on the Persian Gulf (again mainly liquid bulk) grew by more than 100%.

In contrast, national transport fell in some EU countries (for example Italy and Spain).

However, the overall average distance travelled seems to have stopped growing in 2008 compared to 2007. Indeed, early estimates suggest that transport demand to/from the main EU-27 ports expressed in tonne-kilometres grew by about ½% to 1½ % (similarly to transport expressed in tonnes).

This is in line with the tonnage increases between the EU and "short distance extra-EU partners" (such as Turkey +9%, Algeria +13%, Russia-Gulf of Finland +6%, Russia-Barents and White Sea +20%, Ukraine +13%) and the corresponding decreases with "long distance extra-EU partners" (such as China -8%, South Africa -9%, and Australia -10%).

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)

	2007					2008					Total transport growth rate 2007-2008 (%)
	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	232.8	3%	33%	64%	0%	**240.7**	3%	32%	65%	0%	**+3.4%**
BG	24.9	0%	12%	87%	1%	**26.6**	0%	12%	87%	1%	**+6.7%**
DK	89.4	20%	53%	23%	4%	**89.1**	19%	53%	24%	4%	**-0.4%**
DE	306.9	1%	43%	56%	0%	**312.8**	1%	41%	57%	1%	**+1.9%**
EE	41.5	2%	65%	33%	1%	**32.8**	1%	62%	36%	1%	**-20.9%**
IE	48.4	2%	71%	27%	0%	**46.0**	2%	72%	25%	0%	**-5.0%**
EL	108.3	32%	24%	44%	0%	**100.5**	31%	26%	43%	0%	**-7.2%**
ES	399.4	12%	20%	68%	0%	**390.5**	11%	19%	69%	0%	**-2.2%**
FR	333.8	7%	31%	59%	3%	**338.4**	7%	30%	61%	3%	**+1.4%**
IT	443.2	20%	14%	66%	1%	**444.1**	18%	16%	64%	2%	**+0.2%**
CY	7.5	1%	16%	25%	59%	**7.9**	1%	19%	20%	60%	**+6.2%**
LV	59.5	0%	76%	22%	2%	**60.0**	0%	76%	23%	1%	**+0.8%**
LT	29.3	0%	53%	46%	1%	**36.4**	0%	50%	48%	1%	**+24.4%**
MT	3.2	0%	78%	22%	0%	**3.4**	0%	75%	25%	0%	**+4.5%**
NL	506.6	0%	30%	69%	1%	**529.4**	0%	29%	71%	0%	**+4.5%**
PL	52.0	1%	69%	30%	0%	**48.4**	1%	63%	35%	1%	**-6.9%**
PT	60.6	13%	32%	55%	0%	**60.0**	13%	30%	57%	0%	**-1.0%**
RO	48.2	0%	10%	63%	27%	**49.8**	0%	12%	76%	13%	**+3.3%**
SI	15.8	0%	42%	58%	0%	**16.5**	0%	41%	59%	0%	**+4.4%**
FI	102.2	6%	71%	23%	0%	**105.5**	6%	69%	25%	0%	**+3.2%**
SE	157.4	8%	71%	19%	2%	**161.5**	8%	69%	21%	2%	**+2.6%**
UK	516.8	17%	45%	34%	4%	**497.6**	17%	44%	36%	3%	**-3.7%**
EU-27	**3 081.0**	**11%**	**25%**	**62%**	**2%**	**3 108.1**	**10%**	**25%**	**63%**	**2%**	**+0.9%**
HR(1)	23.7	8%	29%	62%	1%	**24.4**	7%	29%	63%	0%	**+2.6%**
IS(1)	:	:	:	:	:	**:**	:	:	:	:	**:**
NO(1)	169.8	28%	54%	16%	2%	**157.1**	29%	55%	14%	1%	**-7.4%**

(1) 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 (mar_mg_am_cwt and mar_mg_am_cwtt)

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) on the one hand had a very low share (less than 3%) of national transport compared with the high share for Greece (31%), due to its numerous islands, followed by Denmark (19%), Italy (18%) and the United Kingdom (17%). Because of its very long coastline and “difficult” topography (fjords), Norway also recorded a very high share of national transport (29%).

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

Bulgaria (87%) and Romania (76%, excluding “unknown partners”) recorded very high shares of extra-EU-27 transport in 2008, largely due to their geographical position. Other countries, the Netherlands (71%), Spain (69%), Italy (66%), and Belgium (65%), also recorded high shares of extra-EU-27 transport along with Croatia, where 63% of the maritime transport was with non-EU-27 countries (mainly liquid bulk goods from Russia).

Between 2007 and 2008, Poland registered a noticeable decrease of the share of intra-EU-27 transport to the benefit of extra-EU-27 transport. Poland registered a fall of the traffic with Germany and Denmark and an increase in its traffic with the United States.

Passenger traffic through EU-27 ports in 2008 is estimated at 413 million (a fall of 0.3% compared with 2007). Three countries – Greece (22%), Italy (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	2002	2003	2004	2005	2006	2007	2008					Growth rate 2007-2008 (%)
	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total	
BE (1)	1 946	1 125	739	787	922	891	909	396	403	127	672	**799**	**-12.2%**
BG	:	6	4	6	13	15	10	4	4	0	8	**8**	**-17.8%**
DK	75 928	48 178	48 653	48 555	47 924	48 145	48 409	23 329	23 328	315	46 342	**46 657**	**-3.6%**
DE	:	33 222	32 146	29 815	29 490	29 256	30 200	14 485	14 460	721	28 224	**28 945**	**-4.2%**
EE	:	5 136	5 172	6 452	8 639	8 546	8 665	4 585	4 605	0	9 190	**9 190**	**+6.1%**
IE	4 380	3 893	3 747	3 550	3 275	3 207	3 225	1 638	1 470	146	2 962	**3 108**	**-3.6%**
EL (2) (3)	32 259	101 210	102 760	96 744	86 068	90 402	92 423	45 589	45 512	660	90 440	**91 101**	**-1.4%**
ES	13 939	18 947	20 041	21 694	22 410	22 167	23 134	11 291	11 186	2 040	20 437	**22 478**	**-2.8%**
FR	33 124	29 110	27 405	27 068	25 804	26 402	27 048	13 479	13 334	303	26 510	**26 813**	**-0.9%**
IT	80 181	82 700	82 576	83 316	78 753	85 984	86 970	45 643	44 514	1 752	88 404	**90 156**	**+3.7%**
CY	:	339	287	247	194	228	174	74	75	148	2	**150**	**-13.9%**
LV	:	23	118	130	144	217	362	213	223	0	437	**437**	**+20.7%**
LT	:	107	135	146	166	190	212	103	109	0	212	**212**	**+0.0%**
MT	:	6 789	6 942	7 250	7 103	7 328	7 802	4 162	3 969	29	8 103	**8 132**	**+4.2%**
NL (4)	1 964	2 202	2 015	2 012	2 116	2 127	1 871	977	982	:	1 959	**1 959**	**+4.7%**
PL	:	3 304	3 188	2 031	1 640	1 737	2 456	1 325	1 322	0	2 646	**2 647**	**+7.8%**
PT (4)	34	502	616	650	662	686	735	382	380	:	762	**762**	**+3.6%**
RO	:	0	0	0	0	0	0	2	2	5	0	**5**	**:**
SI	:	42	47	42	35	30	51	27	23	18	31	**50**	**-3.5%**
FI	15 191	16 577	16 341	16 806	17 112	16 739	16 450	8 517	8 458	40	16 935	**16 975**	**+3.2%**
SE	40 949	32 112	32 748	33 318	32 617	32 334	32 662	16 551	16 194	40	32 705	**32 745**	**+0.3%**
UK	36 287	35 623	33 708	32 837	30 207	29 930	30 465	14 658	14 897	1 414	28 141	**29 555**	**-3.0%**
EU-27	**:**	**421 147**	**419 387**	**413 458**	**395 293**	**406 561**	**414 232**	**207 429**	**205 452**	**7 758**	**405 123**	**412 881**	**-0.3%**
EU-25	**:**	**421 141**	**419 384**	**413 452**	**395 281**	**406 546**	**414 222**	**207 423**	**205 445**	**7 753**	**405 115**	**412 868**	**-0.3%**
EU-15 (2)	**:**	**405 400**	**403 494**	**397 153**	**377 359**	**388 271**	**394 501**	**196 934**	**195 118**	**7 558**	**384 494**	**392 052**	**-0.6%**
HR	:	18 410	19 483	21 519	22 182	23 061	24 611	12 994	13 050	23	26 021	**26 044**	**+5.8%**
IS	:	393	407	404	422	433	:	:	:	:	:	**:**	**:**
NO	:	6 077	4 656	5 787	6 663	6 280	6 447	2 882	3 327	75	6 133	**6 208**	**-3.7%**
EEA+HR	**:**	**446 027**	**443 934**	**441 167**	**424 561**	**436 335**	**:**	**:**	**:**	**:**	**:**	**:**	**:**
EEA-IS+HR	**:**	**445 634**	**443 527**	**440 763**	**424 139**	**435 902**	**445 290**	**223 305**	**221 828**	**7 856**	**437 277**	**445 133**	**-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; 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 (mar_mp_aa_cph and mar_mp_aa_cphd)

The total number of passengers (inwards + outwards) who passed through EU-27 ports in 2008 is estimated at about 413 million (Table 6).

For the EU-27, the total number of passengers remained largely unchanged (-0.3%) compared to 2007.

Unlike goods movements in ports (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 2% of the total number of passengers in EU-27 ports.

Greece (91 million total passengers, embarked and disembarked) and Italy (90 million passengers) are the leading countries in sea passenger transport. These figures include main national ferry connections, such as Perama-Paloukia, between Attica and Salamis Island, and Reggio Calabria-Messina, between mainland Italy and Sicily (see also Table 7 on page 10).

Greece registered a 1% 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.

Denmark, the country with the third highest number of passengers embarked and disembarked, has seen its total fall by 39% since 1997. Denmark has numerous ferry connections both between its various islands, and with Germany, Sweden and Norway. The fall largely reflected 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 2008[1] 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 and the Channel Tunnel (1994). Another factor has been the rapid growth of low cost flights. The same explanations apply to the major changes in the top-20 passenger ports' statistics (see below).

Table 7: Top-20 passenger ports in 2008 - on the basis of number of passengers embarked and disembarked (in 1000)

Rank 2008	Port	Sea	*	1997	2004	2005	2006	2007	2008			Growth rate 2007-2008 (%)	Average annual growth rate 1997-2008 (%)
				Total	Total	Total	Total	Total	Inwards	Outwards	Total		
1	Dover (UK)	Atlantic	=	21 236	14 429	13 501	13 987	14 433	6 911	7 095	**14 006**	**-3.0%**	-3.7%
2	Paloukia Salaminas (EL)	Mediter.	=	:	11 568	11 663	11 981	13 066	6 546	6 518	**13 063**	**-0.0%**	:
3	Perama (EL)	Mediter.	=	:	11 568	11 663	11 981	13 066	6 518	6 546	**13 063**	**-0.0%**	:
4	Piraeus (EL) (1)	Mediter.	+1	8 707	10 713	11 076	11 539	11 063	5 349	5 730	**11 079**	**+0.1%**	+2.2%
5	Calais (FR)	Atlantic	-1	20 060	13 259	11 695	11 460	11 519	5 552	5 450	**11 002**	**-4.5%**	-5.3%
6	Helsingør (Elsinore) (DK)	Baltic	=	13 302	11 612	11 023	10 721	10 966	5 461	5 451	**10 912**	**-0.5%**	-1.8%
7	Helsingborg (SE)	Baltic	=	13 397	11 808	11 102	10 776	10 966	5 447	5 465	**10 911**	**-0.5%**	-1.8%
8	Messina (IT)	Mediter.	=	11 157	10 128	9 802	10 834	10 603	5 254	5 126	**10 380**	**-2.1%**	-0.7%
9	Reggio Di Calabria (IT)	Mediter.	=	11 000	9 992	9 645	10 669	10 336	4 975	5 142	**10 116**	**-2.1%**	-0.8%
10	Helsinki (FI)	Baltic	=	8 146	8 747	8 854	8 548	8 561	4 520	4 455	**8 976**	**+4.8%**	+0.9%
11	Stockholm (SE)	Baltic	=	7 499	7 823	8 211	8 054	8 127	4 325	4 352	**8 677**	**+6.8%**	+1.3%
12	Capri (IT)	Mediter.	+4	4 995	4 771	3 860	4 940	5 421	3 629	3 540	**7 169**	**+32.3%**	+3.3%
13	Tallinn (EE)	Baltic	+2	:	6 452	6 701	6 447	6 220	3 420	3 450	**6 870**	**+10.5%**	:
14	Puttgarden (DE)	Baltic	-2	:	6 741	6 760	6 789	7 069	3 346	3 422	**6 768**	**-4.3%**	:
15	Rødby (Færgehavn) (DK)	Baltic	-2	5 975	6 744	6 761	6 789	7 058	3 378	3 378	**6 756**	**-4.3%**	+1.1%
16	Napoli (IT)	Mediter.	-2	7 277	6 801	6 084	6 804	6 598	3 153	3 033	**6 185**	**-6.3%**	-1.5%
17	Palma de Mallorca (ES) (2)	Mediter.	=	907	3 773	4 611	4 942	5 275	2 531	2 517	**5 048**	**-4.3%**	+16.9%
18	Piombino (IT)	Mediter.	+2	2 678	3 702	3 277	3 948	3 982	2 460	2 576	**5 036**	**+26.5%**	+5.9%
19	Algeciras (ES) (2)	Mediter.	-1	3 528	4 605	4 828	5 166	5 227	2 448	2 540	**4 988**	**-4.6%**	+3.2%
20	Santa Cruz de Tenerife (ES) (2)	Atlantic	-1	3 980	5 164	4 564	4 343	4 592	2 098	2 092	**4 191**	**-8.7%**	+0.5%
Total top 20 ports (3)		-	-	:	**181 135**	**166 100**	**170 717**	**174 149**	**87 320**	**87 878**	**175 198**	**+0.6%**	:
EEA+HR (all ports)		-	-	:	**440 763**	**424 139**	**435 902**	:	:	:	:	:	:
EEA-IS+HR (all ports)		-	-	:	**441 167**	**424 561**	**436 335**	**445 290**	**223 305**	**221 828**	**445 133**	**-0.0%**	:

** This column indicates the number of positions lost or gained compared to 2007*

(1) In 1997 data exclude cruise passengers; the number of passengers excluding cruise passengers is 10 584 in 2004, 10 458 in 2005, 11 204 in 2006, 10 697 in 2007 and 10 611 in 2008.

(2) Data for the period 2003-2008 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 (mar_mp_aa_pphd)

In 2008, there were 5 Italian, 3 Greek and 3 Spanish ports amongst the top 20 passenger ports (Table 7). 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. There were 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 since 2005) due to the previously mentioned opening of the "Charilaos Trikoupis" bridge between the Corinth Gulf and the Patraikos Gulf in 2004. This fact on its own largely explains the fall in the total number of passengers for the top 20 ports between 2004 and 2005.

Ten 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 three ports are situated on the Atlantic coast (including the Channel).

Ten of the twenty ports in Table 7 registered a clear decline in the total number of passengers between 2007 and 2008; the largest being 9% for Santa Cruz de Tenerife. The three Greek ports remained stable. The most significant increases in the total number of passengers between 2007 and 2008 have been registered by two Italian ports: Capri (32%) and Piombino (26%). Tallinn also registered a significant increase (10%).

Helsingborg and Helsingør, connected by a frequent ferry link, remained relatively unchanged compared

[1] Only very partial data are available for Greece for the period 1997 to 2001.

to 2007. However these two ports have recorded a fall since 1997, mainly due to the previously mentioned opening of the Øresund fixed link in 2000 between the areas of Malmö (SE) and Copenhagen (DK).

The significant fall in the number of passengers in Dover and Calais between 1997 and 2008, by 34% and 45% respectively, 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(1) in the reporting country and their partner ports grouped by main geographical areas (in % of passengers (excluding cruise passengers) transported)

	2007					2008					Total transport growth rate 2007-2008 (%)
	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	759	0%	100%	0%	0%	**672**	0%	100%	0%	0%	**-11.5%**
BG (2)	0	-	-	-	-	**0**	-	-	-	-	**-**
DK	36 136	25%	64%	11%	0%	**35 048**	25%	65%	10%	0%	**-3.0%**
DE	20 907	41%	55%	4%	0%	**20 124**	39%	56%	5%	0%	**-3.7%**
EE	7 207	14%	86%	0%	0%	**7 836**	12%	88%	0%	0%	**+8.7%**
IE	2 050	0%	100%	0%	0%	**1 965**	0%	100%	0%	0%	**-4.2%**
EL	45 858	95%	5%	0%	0%	**45 222**	95%	5%	0%	0%	**-1.4%**
ES	16 998	74%	3%	23%	0%	**16 590**	74%	4%	23%	0%	**-2.4%**
FR	25 800	18%	68%	4%	11%	**25 437**	19%	69%	3%	9%	**-1.4%**
IT	44 622	88%	8%	4%	0%	**46 977**	91%	6%	3%	0%	**+5.3%**
CY (2)	0	-	-	-	-	**0**	-	-	-	-	**-**
LV	311	0%	100%	0%	0%	**403**	0%	100%	0%	0%	**+29.7%**
LT	212	0%	98%	2%	0%	**212**	0%	100%	0%	0%	**+0.0%**
MT	3 795	100%	0%	0%	0%	**3 942**	100%	0%	0%	0%	**+3.9%**
NL	1 871	0%	96%	4%	0%	**1 959**	0%	97%	3%	0%	**+4.7%**
PL	1 479	9%	89%	2%	0%	**1 568**	23%	77%	0%	0%	**+6.0%**
PT	357	97%	3%	0%	0%	**334**	98%	2%	0%	0%	**-6.3%**
RO (2)	0	-	-	-	-	**0**	-	-	-	-	**-**
SI (2)	0	-	-	-	-	**0**	-	-	-	-	**-**
FI	15 761	3%	97%	0%	0%	**16 392**	3%	97%	0%	0%	**+4.0%**
SE	30 551	5%	90%	4%	0%	**30 565**	5%	90%	5%	0%	**+0.0%**
UK	26 982	12%	87%	1%	0%	**25 947**	12%	88%	0%	0%	**-3.8%**
EU-27	**225 255**	**57%**	**36%**	**6%**	**1%**	**224 960**	**58%**	**36%**	**6%**	**1%**	**-0.1%**
HR (3)	12 108	94%	6%	0%	0%	**12 578**	95%	5%	0%	0%	**+3.9%**
IS (2)	:	:	:	:	:	**:**	:	:	:	:	**:**
NO (3)	6 272	0%	100%	0%	0%	**6 133**	0%	100%	0%	0%	**-2.2%**

(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 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 (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, the 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 remained basically unchanged (-0.1%) compared to 2007.

The countries with 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 2008 are Spain and Denmark (23% and 10% respectively).This is mainly due to their geographical position, Spain having significant traffic with Morocco and Denmark with Norway.

In 2008, the number of vessel calls at EU main ports fell by 1.8% compared to 2007, while a growth of 1.5% was recorded in the gross tonnage.

Table 9: Number and Gross Tonnage (GT) of vessels in the EU-27-IT(1) main ports in 2008, by type of vessel (based on inwards declarations)

Type of vessel	2007		2008		Growth rate 2007-2008	
	Vessels	GT (in 1000)	Vessels	GT (in 1000)	Vessels (%)	GT (%)
Liquid bulk	94 633	1 180 220	**94 355**	**1 240 335**	**-0.3%**	**+5.1%**
Dry bulk	43 260	471 410	**39 468**	**472 048**	**-8.8%**	**+0.1%**
Container	92 115	1 692 759	**91 441**	**1 717 468**	**-0.7%**	**+1.5%**
Cargo, specialised	44 973	502 598	**28 066**	**481 608**	**-37.6%**	**-4.2%**
Cargo, non-specialised	772 028	6 803 045	**790 402**	**6 849 962**	**+2.4%**	**+0.7%**
Dry cargo barge	8 166	17 678	**5 901**	**15 697**	**-27.7%**	**-11.2%**
Passenger	556 625	1 489 766	**530 366**	**1 507 083**	**-4.7%**	**+1.2%**
Cruise passenger only	4 910	173 883	**7 775**	**230 500**	**+58.4%**	**+32.6%**
Offshore activities (2)	9 292	23 738	**8 814**	**23 155**	**-5.1%**	**-2.5%**
Others (3)	34 729	71 945	**34 225**	**71 423**	**-1.5%**	**-0.7%**
Total	**1 660 731**	**12 427 044**	**1 630 813**	**12 609 276**	**-1.8%**	**+1.5%**

(1) EU-27 excluding Italy (see explanatory notes on page 14)
(2) The reporting of data on vessels for offshore activities is not compulsory.
(3) "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 (mar_mt_am_csvi)

The number of vessel calls at EU-27 main ports (excluding Italian ports) showed a decrease of 1.8% compared to 2007 (Table 9). The corresponding total gross vessel tonnage increased by 1.5% compared to 2007, implying that the average size of vessels increased (from about 7 500 gross tonnage in 2007 to about 7 700 in 2008).

Considering all vessels, in 2008 Greece, with 488 thousand vessels, remained the country recording the highest number of port calls, while UK was the leading EU country - excluding Italy - 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 2 200 in Greece to more than 20 500 in Estonia compared with the EU-27 average of around 7 700. The average gross tonnage of vessels calling at Croatian ports was around 1 300. 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 different countries.

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 94% of vessel movements, in Sweden 88% of the total gross tonnage and 80% of vessel movements and in Finland 84% of the total gross tonnage and 73% of vessel movements.

"Passenger" vessels are the second highest category for the EU in terms of number of vessels and "Container" vessels are the second highest in terms of total gross tonnage.

"Passenger" vessels (including "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 82% in Estonia and constituted 93% of the vessels calling at the main Greek ports and 74% of those calling at the main Estonian ports.

"Container" vessel traffic was the major element in Romania. For this category, a diverging share can often be noticed between the number of vessels calling at main ports and gross tonnage. In Ireland the number of "Container" vessels represented 18% of total vessels calling at main ports but only 7% of total gross tonnage. In contrast, in Belgium "Container" vessels made up 18% of total number of vessels entering its main ports, but they accounted for 36% 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 Antwerp for container traffic include ports located in United States, Singapore, Canada, Brazil, China and South Africa).

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 29% in the number of vessels calling at main Belgian ports, 37% of the total gross tonnage), in Slovenia (36% of the total gross tonnage) and in Cyprus (20% of the total gross tonnage), whereas it was low for other countries.

Table 10: Number and Gross Tonnage (GT) of vessels in the main ports in 2008, by type of vessel (based on inwards 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	5 727	51 565	517	9 851	1 931	11 421	3 139	46 739	260	2 464
Dry bulk	22	1 059	1 415	7 880	2 874	12 856	4 274	39 514	407	991
Container	6 211	199 013	487	4 707	1 520	17 418	12 196	289 037	421	3 113
Cargo, specialised	9 954	208 279	1	12	3 674	4 622	1 052	26 645	:	:
Cargo, non-specialised	7 132	80 457	1 156	4 002	360 973	1 034 696	75 943	704 979	792	10 053
Dry cargo barge	24	524	8	6	462	1 967	23	103	33	80
Passenger	20	203	31	17	10 257	9 299	23 356	11 852	6 254	142 774
Cruise passenger only	59	2 489	61	844	556	29 017	341	13 965	303	14 261
Offshore activities (1)	:	:	:	:	:	:	:	:	:	:
Others (2)	4 879	13 607	:	:	:	:	581	3 763	:	:
Total	**34 028**	**557 197**	**3 676**	**27 320**	**382 247**	**1 121 297**	**120 905**	**1 136 596**	**8 470**	**173 735**

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	1 586	12 013	9 652	47 501	18 467	378 840	9 141	153 788	:	:
Dry bulk	1 266	9 454	4 431	15 851	6 790	104 239	3 880	46 875	:	:
Container	2 243	13 642	1 124	17 636	31 168	345 637	4 678	160 543	:	:
Cargo, specialised	218	6 110	3 969	28 234	1 782	26 237	985	26 232	:	:
Cargo, non-specialised	6 555	127 913	8 663	31 169	35 508	383 355	36 969	818 728	:	:
Dry cargo barge	:	:	3 248	4 210	:	:	9	31	:	:
Passenger	34	1 418	453 508	890 115	23 960	366 897	1 118	14 462	:	:
Cruise passenger only	153	5 621	3 006	39 711	271	13 048	1 039	27 914	:	:
Offshore activities (1)	39	99			4	2	8	44	:	:
Others (2)	:	:	321	152	6 705	25 751	13 056	13 315	:	:
Total	**12 094**	**176 269**	**487 922**	**1 074 579**	**124 655**	**1 644 007**	**70 883**	**1 261 933**	**:**	**:**

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	981	9 306	207	2 451	207	6 575	133	2 358	11 671	186 583
Dry bulk	111	1 440	733	2 375	92	1 065	365	1 222	2 419	99 604
Container	902	12 978	388	3 340	651	6 366	2 674	82 169	7 811	217 079
Cargo, specialised	576	10 088	4	8	21	70	22	343	90	1 091
Cargo, non-specialised	1 098	4 920	4	10	1 865	22 945	20 054	100 176	21 553	242 064
Dry cargo barge	6	10	24	79	40	95	:	:	:	:
Passenger	197	2 355	1 088	19 474	:	:	:	:	124	6 532
Cruise passenger only	177	7 244	:	:	46	1 224	:	:	:	:
Offshore activities (1)	:	:	:	:	:	:	:	:	2 134	4 790
Others (2)	954	1 607	7	45	12	17	:	:	1 821	4 829
Total	**5 002**	**49 949**	**2 455**	**27 782**	**2 934**	**38 358**	**23 248**	**186 268**	**47 623**	**762 571**

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	1 865	11 927	2 415	31 031	452	7 885	147	2 631	3 302	33 920
Dry bulk	814	10 781	471	9 357	1 149	9 057	460	6 973	782	7 876
Container	1 454	12 537	3 156	37 774	1 221	26 095	515	10 059	2 763	25 333
Cargo, specialised	288	5 436	437	8 694	11	215	518	12 705	805	15 512
Cargo, non-specialised	8 968	104 174	4 511	23 008	115	1 351	479	2 367	29 170	598 934
Dry cargo barge	115	349	16	8	1	0	67	122	1 147	4 169
Passenger	3 278	3 317	895	8 992	:	:	4	29	1 459	13 952
Cruise passenger only	153	4 216	641	31 806	41	586	40	388	293	13 616
Offshore activities (1)	:	:	17	23	:	:	:	:	:	:
Others (2)	124	218	:	:	:	:	:	:	:	:
Total	**17 059**	**152 954**	**12 559**	**150 694**	**2 990**	**45 189**	**2 230**	**35 273**	**39 721**	**713 312**

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	7 477	58 505	15 078	172 982	827	6 940	:	:	3 225	23 616
Dry bulk	3 568	13 920	3 145	69 658	422	4 853	:	:	3 568	10 179
Container	2 121	20 974	7 737	212 017	314	5 789	:	:	1 203	6 934
Cargo, specialised	658	15 913	3 001	85 162	6	36	:	:	473	885
Cargo, non-specialised	80 399	1 086 456	88 495	1 468 206	117 310	185 823	:	:	21 498	111 215
Dry cargo barge	567	3 730	111	213	27	17	:	:	47	70
Passenger	4 765	15 381	18	13	64 859	11 349	:	:	1 397	51 789
Cruise passenger only	377	16 057	218	8 493	4 531	38 544	:	:	606	24 213
Offshore activities (1)	:	:	6 612	18 197	63	23	:	:	3 005	10 646
Others (2)	:	:	5 765	8 118	729	66	:	:	:	:
Total	**99 932**	**1 230 935**	**130 180**	**2 043 059**	**189 088**	**253 438**	**:**	**:**	**35 022**	**239 547**

(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 (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.

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 (IS) and Norway 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 EU Candidate Countries. Croatia provides data on a voluntary basis. The Former Yugoslav Republic of Macedonia has no maritime ports.

As 2007 and 2008 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 Antwerp are under-estimated before 3rd 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): -

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 2003-2008 are provisional and likely to be revised.

France (FR): The 2007 and 2008 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. The data on passengers reported by France contain a significant share of declarations to and from unknown ports: 9% in 2008 and 11% in 2007.

Italy (IT): In 2005, data collection methods were partly modified. The 2008 data are provisional. More specifically, the quality of 2008 vessel traffic data is still insufficient. As a result, they are not published (Table 10). The special EU-27-IT aggregate (EU-27 excluding Italy) is introduced in Table 9 to facilitate the comparability of time series at EU level.

Cyprus (CY): From 2002 to 2008, the data concerning cargo reported by Cyprus contain a significant share of declarations to and from unknown ports: 60% in 2008, 59% in 2007, 68% in 2006, 43% 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 Klapeida 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.

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

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

Romania (RO): Up to 2006, no data on passengers was available. Up to 2002, cargo and vessel data covered international traffic only. 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: 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): 2007 and 2008 data are not available.

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. Ro-Ro = Roll on / roll off.

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 is 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 2008 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.

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 **January 2010**.

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