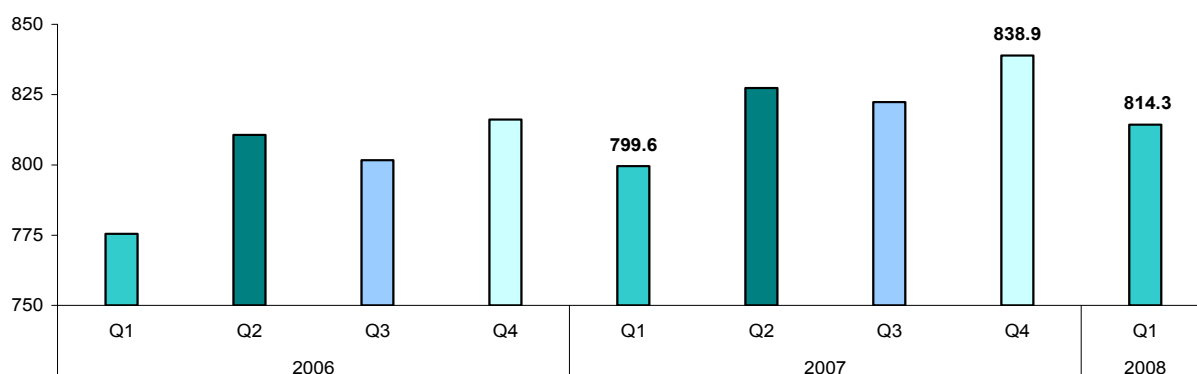


Maritime transport of goods – 1st quarter 2008

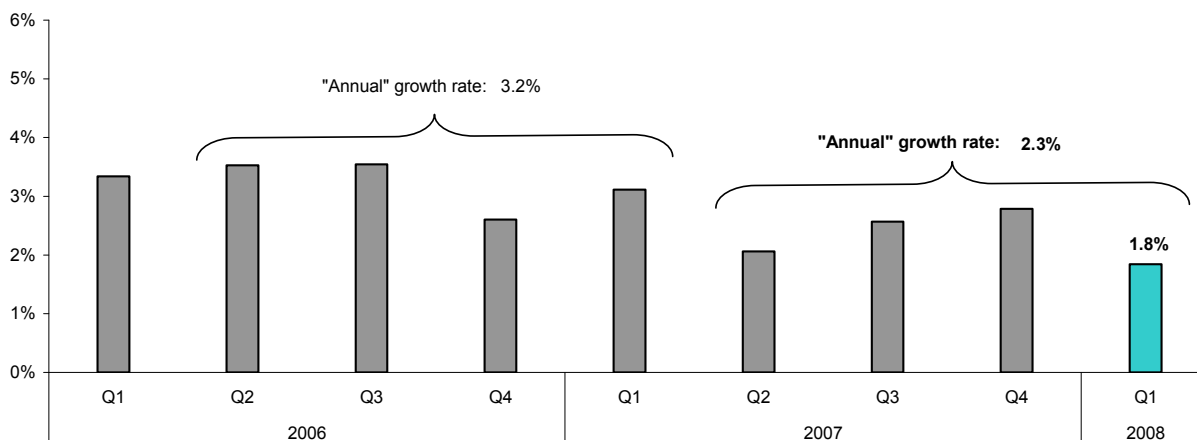
Table 1: Gross weight of seaborne goods handled in EU-27-IT (*) main ports

	2006				2007				2008
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Gross weight of goods (in Mio tonnes)	775.4	810.7	801.7	816.2	799.6	827.4	822.3	838.9	814.3
Growth rate on previous quarter	-2.5%	4.5%	-1.1%	1.8%	-2.0%	3.5%	-0.6%	2.0%	-2.9%
Growth rate on same quarter of previous year	3.3%	3.5%	3.5%	2.6%	3.1%	2.1%	2.6%	2.8%	1.8%
Gross weight of goods (in Mio tonnes) - "Annual" data	3 228.1				3 302.8				
"Annual" growth rate	3.2%				2.3%				

Graph 1: Gross weight of seaborne goods handled in EU-27-IT main ports (in Mio tonnes)



Graph 2: Gross weight of seaborne goods handled in EU-27-IT main ports (growth rate on the same quarter of the previous year)



(*) EU-27-IT means EU-27 excluding Italy. Italian data for 2008 are not available and they are incomplete for 2007. The aggregate EU-27-IT is introduced to facilitate the comparability of time series.

Table 2: Gross weight of seaborne goods handled in EU-27-IT main ports, broken down by direction, type of cargo, reporting country, various types of partner geographical areas

	2007				2008			
	Q1	Q2	Q3	Q4	Q1			
	Gross weight of goods (in Mio tonnes)				Gross weight of goods (in Mio tonnes)	Growth rate on previous quarter	Growth rate on same quarter of previous year	"Annual" growth rate
Total	799.6	827.4	822.3	838.9	814.3	-2.9%	1.8%	2.3%
By direction								
Inwards	498.0	518.1	521.9	532.9	514.7	-3.4%	3.4%	3.1%
Outwards	301.5	309.3	300.4	305.9	299.6	-2.1%	-0.6%	1.1%
By type of cargo								
Liquid bulk goods	307.6	310.9	310.1	318.2	313.2	-1.6%	1.8%	0.8%
Dry bulk goods	203.1	210.1	210.2	220.6	205.7	-6.7%	1.3%	0.7%
Large containers	140.0	150.9	152.5	152.0	148.0	-2.6%	5.8%	9.1%
Ro-Ro mobile units	94.3	97.9	94.5	94.5	94.7	0.2%	0.3%	1.5%
Other general cargo nes	54.5	57.5	55.0	53.6	52.7	-1.6%	-3.3%	1.6%
Unknown	0.0	0.0	0.0	0.0	0.0	-	-	-
By reporting country								
BELGIUM	56.8	57.4	58.4	60.8	59.0	-3.0%	3.7%	5.9%
BULGARIA	5.7	6.5	6.8	5.9	5.6	-4.0%	-1.3%	-6.6%
DENMARK	25.0	24.1	23.2	25.0	24.1	-3.4%	-3.4%	-2.1%
GERMANY	76.2	78.1	76.0	79.7	77.7	-2.5%	1.9%	3.0%
ESTONIA	13.2	11.7	8.0	8.7	9.1	4.7%	-31.0%	-23.6%
IRELAND	12.3	13.0	11.5	12.5	12.1	-3.4%	-2.0%	0.9%
GREECE	30.2	33.8	34.9	34.4	29.3	-14.8%	-2.9%	1.8%
SPAIN	100.4	107.4	109.0	109.9	104.6	-4.8%	4.2%	3.7%
FRANCE	81.3	87.8	85.7	87.7	86.6	-1.2%	6.6%	2.8%
CYPRUS	1.8	1.9	1.8	1.9	1.9	1.2%	8.2%	1.3%
LATVIA	14.5	15.6	15.2	14.4	15.6	8.2%	7.1%	7.0%
LITHUANIA	6.7	7.5	8.1	7.0	9.2	30.3%	38.0%	14.2%
MALTA	0.8	0.7	0.8	0.8	0.7	-10.2%	-10.5%	-13.0%
NETHERLANDS	120.9	124.8	129.2	131.7	128.3	-2.6%	6.1%	6.5%
POLAND	12.5	13.5	13.9	12.4	11.4	-8.4%	-8.7%	-0.2%
PORTUGAL	15.7	17.4	16.0	16.9	17.2	1.7%	9.5%	3.9%
ROMANIA	11.6	10.7	12.5	13.4	11.0	-17.8%	-5.3%	2.7%
SLOVENIA	4.3	4.0	3.4	4.2	4.2	1.3%	-1.1%	-0.5%
FINLAND	25.3	27.2	28.0	27.3	27.1	-0.6%	7.1%	4.5%
SWEDEN	42.3	41.9	40.6	41.4	42.5	2.7%	0.4%	1.1%
UNITED KINGDOM	141.9	142.5	139.3	142.9	136.9	-4.2%	-3.5%	-1.6%
Split Short Sea Shipping (*)								
Short Sea Shipping	537.2	550.9	542.1	554.3	541.4	-2.3%	0.8%	1.2%
Ocean Shipping	250.7	260.2	264.0	270.5	254.1	-6.1%	1.3%	3.7%
Unknown	11.7	16.2	16.2	14.1	18.8	33.6%	61.5%	20.3%
By type of transport								
National	96.2	100.1	99.0	97.8	91.3	-6.6%	-5.1%	-0.2%
International intra-EU-27	306.9	311.8	300.8	310.7	306.5	-1.3%	-0.1%	0.6%
International extra-EU-27	384.9	399.2	406.2	416.3	397.6	-4.5%	3.3%	3.7%
Unknown	11.7	16.2	16.2	14.1	18.8	33.6%	61.5%	20.3%
By partner geographical zone								
EU-27	403.0	411.9	399.8	408.5	397.8	-2.6%	-1.3%	0.4%
Europe except EU-27	98.6	105.0	107.0	108.2	102.8	-5.0%	4.3%	6.8%
America	106.4	114.9	118.1	123.1	113.4	-7.8%	6.6%	5.9%
Africa	85.0	85.5	87.6	93.6	91.1	-2.7%	7.2%	0.7%
Asia & Australasia	94.9	93.9	93.6	91.5	90.3	-1.3%	-4.9%	0.6%
Unknown	11.7	16.2	16.2	14.1	18.8	33.6%	61.5%	20.3%

(*) "Short Sea Shipping" aggregate includes the partner ports situated in geographical Europe, on the Mediterranean and Black seas. "Ocean shipping" is the complementary geographical aggregate. A more extensive definition of "Short Sea Shipping" is available in the publication "Short Sea Shipping 2000-2006" (see link on page 6).

Table 3: Top 10 extra-EU-27 partner countries in maritime transport on the basis of gross weight of goods handled (inwards + outwards) in EU-27-IT main ports (*) during the 1st quarter 2008

Partner country	2007				2008			
	Q1	Q2	Q3	Q4	Q1			
	Gross weight of goods (in Mio tonnes)				Gross weight of goods (in Mio tonnes)	Growth rate on previous quarter	Growth rate on same quarter of previous year	"Annual" growth rate
RUSSIA	47.0	51.1	52.5	51.8	51.5	-0.7%	9.4%	6.6%
UNITED STATES OF AMERICA	37.9	39.9	37.5	41.5	40.6	-2.1%	7.2%	3.0%
BRAZIL	28.3	32.0	37.2	36.6	29.9	-18.2%	5.7%	14.2%
NORWAY	28.5	27.5	28.8	28.8	27.3	-5.2%	-4.2%	-0.7%
CHINA	20.1	21.7	23.6	20.7	19.6	-5.2%	-2.6%	14.8%
EGYPT	15.3	14.8	16.8	16.9	19.2	13.6%	25.6%	-2.4%
SOUTH AFRICA	17.8	14.7	14.6	16.7	15.3	-8.8%	-14.1%	-12.1%
TURKEY	11.6	12.6	12.7	14.7	13.2	-10.4%	13.7%	23.2%
CANADA	9.9	10.3	10.8	12.3	10.7	-13.1%	7.3%	-1.7%
ALGERIA	9.8	9.0	9.4	10.4	10.1	-2.7%	3.0%	-4.0%

(*) Excluding the French port of Le Havre

Table 4: Top 20 extra-EU-27 maritime transport trades (*) on the basis of gross weight of goods handled in EU-27-IT main ports (*) during the 1st quarter 2008**

Trade	2007				2008				
	Q1	Q2	Q3	Q4	Q1				
	Gross weight of goods (in Mio tonnes)				Gross weight of goods (in Mio tonnes)	Growth rate on previous quarter	Growth rate on same quarter of previous year	"Annual" growth rate	
from extra-EU-27 ports to EU-27-IT main ports (***) ("inwards")									
Russia: Baltic sea	Crude oil	15.4	15.1	15.9	14.9	15.5	4.4%	0.8%	4.2%
Brazil	Ores	14.8	15.6	17.5	17.4	14.8	-15.1%	-0.2%	5.1%
China	Large containers	9.4	10.2	11.8	10.8	10.6	-2.3%	13.0%	23.0%
Norway	Crude oil	12.2	10.0	10.0	10.2	10.5	2.5%	-14.1%	-9.9%
Egypt	Crude oil	9.3	9.0	10.7	9.5	10.4	10.6%	12.3%	-10.7%
South Africa	Coal	11.5	8.6	8.4	10.2	9.1	-10.3%	-21.1%	-21.5%
Russia: Black sea	Crude oil	7.4	8.5	7.5	8.4	7.6	-9.9%	2.8%	-7.8%
Russia: Baltic sea	Oil products	6.2	5.3	6.1	6.1	7.1	17.0%	15.0%	11.1%
USA: East coast	Coal	4.9	5.5	5.7	6.8	6.7	-2.0%	37.4%	35.2%
Colombia: North coast	Coal	5.3	4.8	4.9	4.4	5.7	30.3%	7.8%	-10.2%
Libya	Crude oil	4.9	5.2	5.9	5.8	5.3	-8.7%	8.5%	7.1%
Offshore installations nes	Crude oil	3.2	5.5	5.5	4.8	4.8	-0.4%	48.7%	32.3%
Australia	Coal	6.8	5.4	6.2	6.5	4.4	-32.0%	-35.5%	-10.6%
USA: East coast	Large containers	3.9	4.4	4.1	4.2	4.3	2.4%	10.3%	13.8%
Argentina	Agricultural products	3.0	3.7	3.0	4.2	4.0	-3.7%	33.9%	38.6%
Brazil	Agricultural products	3.6	6.0	7.4	7.9	4.0	-49.5%	10.9%	42.2%
Indonesia	Coal	3.7	2.4	1.9	2.8	3.6	27.2%	-2.2%	-32.0%
from EU-27-IT main ports (***) to extra-EU-27 ports ("outwards")									
USA: East coast	Oil products	8.6	10.0	8.9	9.0	8.4	-7.0%	-2.1%	6.2%
China	Large containers	5.0	4.7	4.8	4.9	4.7	-3.9%	-5.9%	4.2%
USA: East coast	Large containers	4.4	4.6	4.3	4.4	4.1	-5.1%	-5.1%	-3.5%

(*) The concept of maritime transport trade is defined using the following three variables:

1. Direction: "inward" transport is distinguished from "outward" transport
2. Partner geographical area: usually this corresponds to one country, with the exception of countries of such a size and/or geographical position that the location of individual ports may be quite different and may have a strong impact on the maritime route followed. For example the ports of the USA are grouped in two geographical areas: "East coast" (including Atlantic, Gulf of Mexico, Great Lakes and Puerto Rico) and "West coast" (Pacific);
3. Type of cargo: the following thirteen cargo types are used in Table 4: liquefied gas, crude oil, oil products, other liquid bulk goods, ores, coal, agricultural products, other dry bulk goods, large containers, Ro-Ro mobile units, forestry products, iron/steel products and other general cargo. The first four types constitute "liquid bulk", the subsequent four types "dry bulk", and the last three types "other general cargo not elsewhere specified", as presented in Tables 2 and 6.

(***) Excluding the French port of Le Havre

Table 5: Gross weight of seaborne goods handled in Croatian, Icelandic and Norwegian main ports

	2007				2008			
	Q1	Q2	Q3	Q4	Q1			
	Gross weight of goods (in Mio tonnes)				Gross weight of goods (in Mio tonnes)	Growth rate on previous quarter	Growth rate on same quarter of previous year	"Annual" growth rate
CROATIA	6.0	5.8	6.6	6.3	5.8	-7.9%	-3.7%	21.1%
ICELAND	:	:	:	:	:	:	:	:
NORWAY	45.0	45.4	46.2	46.4	39.8	-14.2%	-11.6%	-1.6%

Table 6: Top 5 European ports (excluding Italian ports) on the basis of gross weight of goods handled during the 1st quarter 2008, for total cargo and for different types of cargo

	2007				2008			
	Q1	Q2	Q3	Q4	Q1			
	Gross weight of goods (in Mio tonnes)				Gross weight of goods (in Mio tonnes)	Growth rate on previous quarter	Growth rate on same quarter of previous year	"Annual" growth rate
Total cargo								
Rotterdam (NL)	87.9	91.6	97.4	97.2	95.0	-2.3%	8.1%	6.9%
Antwerpen (BE)	40.4	40.2	41.4	43.6	41.8	-4.0%	3.6%	6.7%
Hamburg (DE)	29.1	29.4	29.8	29.8	29.4	-1.5%	0.8%	1.7%
Marseille (FR)	20.8	25.3	23.1	23.3	23.4	0.3%	12.4%	2.1%
Le Havre (FR)	17.5	18.8	18.4	19.2	19.8	3.1%	13.4%	9.2%
Liquid bulk goods								
Rotterdam (NL)	44.2	44.6	48.0	47.3	49.1	3.8%	11.1%	7.7%
Marseille (FR)	14.3	17.6	16.7	17.2	16.7	-2.9%	16.7%	5.1%
Le Havre (FR)	11.1	11.8	11.3	11.7	11.6	-0.5%	4.3%	-0.1%
Bergen (NO)	15.5	13.4	14.3	12.9	11.1	-13.9%	-28.4%	-16.0%
Antwerpen (BE)	9.6	8.8	9.6	11.2	9.6	-14.6%	0.0%	0.5%
Dry bulk goods								
Rotterdam (NL)	19.4	21.2	23.8	24.4	21.0	-13.8%	8.4%	6.3%
Amsterdam (NL)	7.6	8.6	7.5	7.9	7.8	-1.6%	3.0%	15.5%
Antwerpen (BE)	6.1	5.6	5.9	6.6	6.7	1.6%	9.0%	-1.6%
Dunkerque (FR)	7.0	6.8	6.9	6.9	6.5	-5.4%	-6.7%	-1.3%
Hamburg (DE)	7.2	6.2	6.4	7.1	6.2	-12.7%	-13.3%	-9.9%
Large containers								
Rotterdam (NL)	19.3	20.7	20.8	21.0	19.9	-5.1%	3.0%	9.4%
Antwerpen (BE)	18.2	19.4	19.3	19.4	19.7	1.8%	8.6%	14.9%
Hamburg (DE)	17.8	18.9	18.9	18.3	18.7	2.3%	5.0%	5.8%
Bremerhaven (DE)	9.3	9.9	9.9	9.6	10.3	7.2%	10.8%	7.6%
Algeciras (ES)	8.1	8.7	9.1	9.3	9.2	-1.5%	12.6%	8.2%
Ro-Ro mobile units								
Dover (UK)	6.0	6.3	6.2	6.2	6.0	-3.3%	0.7%	5.1%
Lübeck (DE)	4.6	4.3	4.2	4.5	4.3	-2.8%	-6.2%	-0.6%
Calais (FR)	4.7	4.6	4.4	4.6	4.3	-6.3%	-7.2%	-2.3%
Zeebrugge (BE)	4.4	4.6	4.6	4.5	4.3	-4.3%	-2.6%	5.5%
Immingham (UK)	3.3	4.1	2.8	4.2	3.7	-11.3%	12.2%	2.2%
Other general cargo not elsewhere specified								
Antwerpen (BE)	4.9	4.7	5.1	4.7	4.2	-12.3%	-14.6%	0.2%
Rotterdam (NL)	2.8	2.6	2.3	2.2	2.9	31.7%	2.8%	-4.8%
Dunkerque (FR)	1.8	1.9	1.8	1.8	1.9	3.4%	5.5%	3.6%
Valencia (ES)	1.7	1.7	1.5	1.4	1.4	0.1%	-15.2%	-4.7%
Vlissingen (NL)	1.4	1.3	1.5	1.4	1.4	1.8%	3.0%	17.0%

Methodology

The content of this "Data in Focus" is based on data collected in the frame of the EU maritime transport statistics 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).

EU-27 aggregates refer to the total of 22 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 Eurostat with data as members of the European Economic Area (EEA).

Liechtenstein (LI) has no maritime ports.

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

"Main ports" are ports handling more than 1 million tonnes of goods annually (however, data for some smaller ports may be included in the published results).

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

All tables are based on ports total (inward + outward) declarations. The results represent the "handling" of goods in ports.

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

Up to 2006 data, Bulgaria (BG) reported the gross-gross weight of goods. From 2007, the gross weight of goods is reported.

Lithuania (LT) and the Netherlands (NL): data cover international traffic only.

Quarterly data for IS are not available.

Abbreviations

: not available

- not applicable

Mio million

nes not elsewhere specified

Ro-Ro Roll on - roll off: wheeled equipment for carrying goods, such as lorry, trailer, semi-trailer, which can be driven or towed onto a vessel.

Quarterly data are in general **provisional**. Revisions can be carried out by countries as a result of quality checks or when more complete information becomes available. More specifically when the complete set of annual data is collected, some revisions are usually carried out on quarterly data by some countries. In particular quarterly estimates of port traffic by type of cargo are less robust than when annual totals become available.

"Annual" data as presented in this publication are simply based on the sum of a set of four quarterly data, the four quarters not belonging to the same calendar year. For example, the "Annual" growth rate column in Tables 2 to 6 shows the percentage change for the four quarters ending Q1 2008 compared to the four quarters ending Q1 2007.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database of **February 2009**.

The basic results (in million tonnes) and the derived indicators (growth rates) shown in the tables are rounded. However they are all based on the non-rounded original data, as available in Eurostat database.

Specific remarks for this publication:

- data for Italy for the four quarters 2007 are incomplete and not included in this publication; data for the 1st quarter 2008 are not available. The aggregate **EU-27-IT** (EU-27 excluding Italy) is introduced in this publication to facilitate the comparability of the time series;

- data for the French port of Le Havre for the 1st quarter 2008 are partly incomplete. Estimates have been used for the results shown in this publication, with the exception of tables 3 and 4, where results do not include Le Havre in order to facilitate the comparability of the time series.

As a result, data in this publication may differ from those available on Eurostat web site.

This publication was produced with the assistance of Manuel Da Silva (data) and Virginie Attivissimo (layout).

Further information

Related Eurostat publication

- Short Sea Shipping of goods - 2000-2006

http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-08-002/EN/KS-SF-08-002-EN.PDF

- Maritime transport of goods and passengers 1997-2007

http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-09-006/EN/KS-SF-09-006-EN.PDF





European Statistical Data Support:

Contact details for this support network can be found on our Internet site:

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

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

Transport

-   Maritime transport (mar)
-   Maritime transport - Goods (mar_go)