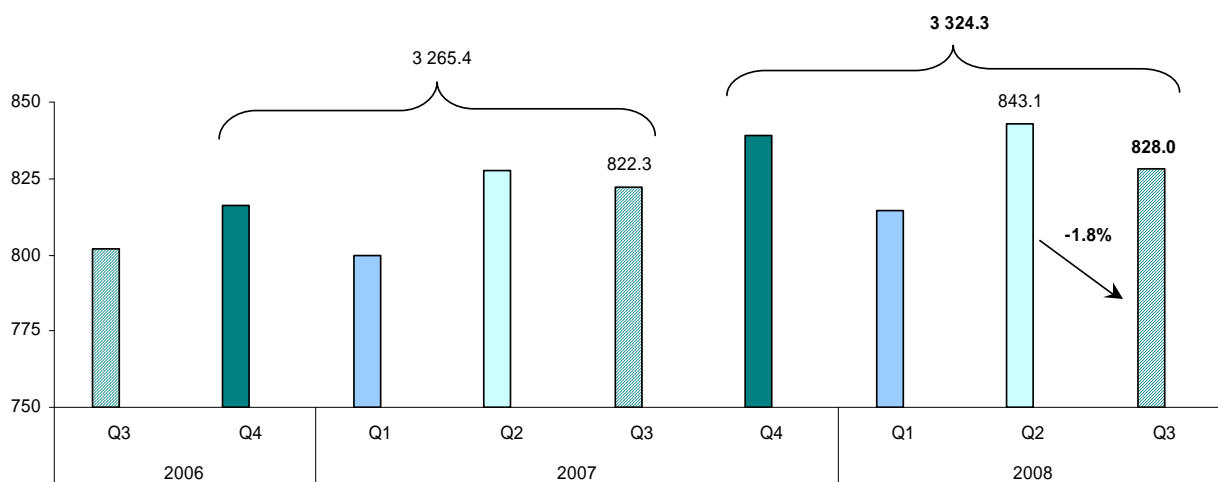


Maritime transport of goods – 3rd quarter 2008 (*)

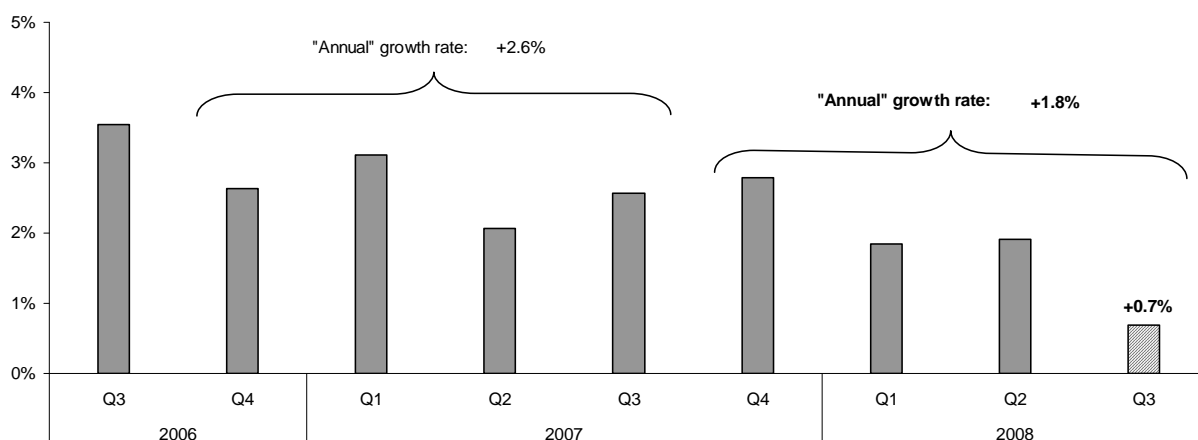
Table 1: Gross weight of seaborne goods handled in EU-27-IT (**) main ports

	2006		2007				2008		
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Gross weight of goods (in Mio tonnes)	801.7	816.2	799.6	827.4	822.3	838.9	814.3	843.1	828.0
Growth rate on previous quarter	-1.1%	+1.8%	-2.0%	+3.5%	-0.6%	+2.0%	-2.9%	+3.5%	-1.8%
Growth rate on same quarter of previous year	+3.5%	+2.6%	+3.1%	+2.1%	+2.6%	+2.8%	+1.8%	+1.9%	+0.7%
Gross weight of goods (in Mio tonnes) - "Annual" data				3 265.4			3 324.3		
"Annual" growth rate				+2.6%			+1.8%		

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)



(*) Including a first estimate at EU level for the 4th quarter 2008 (see Graph 3).

(**) EU-27-IT means EU-27 excluding Italy. Italian data for 2008 are not available. The aggregate EU-27-IT is introduced to provide comparability over time for the series included.

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		2008			
	Q3	Q4	Q1	Q2	Q3			
	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	822.3	838.9	814.3	843.1	828.0	-1.8%	+0.7%	+1.8%
By direction								
Inwards	521.9	532.9	515.1	530.6	523.7	-1.3%	+0.3%	+2.2%
Outwards	300.4	305.9	299.2	312.6	304.3	-2.6%	+1.3%	+1.1%
By type of cargo								
Liquid bulk goods	310.1	318.2	313.3	316.2	314.4	-0.6%	+1.4%	+1.5%
Dry bulk goods	210.2	220.6	206.4	215.5	215.0	-0.3%	+2.3%	+2.3%
Large containers	152.5	152.0	147.1	157.5	156.4	-0.7%	+2.6%	+5.3%
Ro-Ro mobile units	94.5	94.5	94.8	99.2	91.9	-7.4%	-2.7%	-0.2%
Other general cargo nes	55.0	53.6	52.8	54.6	50.3	-7.9%	-8.5%	-4.2%
Unknown	0.0	0.0	0.0	0.0	0.0	-	-	-
By reporting country								
BELGIUM (BE)	58.4	60.8	59.0	63.5	61.4	-3.3%	+5.1%	+6.7%
BULGARIA (BG)	6.8	5.9	5.6	7.1	7.5	+6.3%	+10.5%	+1.1%
DENMARK (DK)	23.2	25.0	24.8	25.7	22.7	-11.6%	-2.0%	+0.3%
GERMANY (DE)	76.0	79.7	77.7	82.1	79.6	-3.1%	+4.7%	+4.5%
ESTONIA (EE)	8.0	8.7	9.1	7.7	8.0	+3.5%	-0.4%	-25.3%
IRELAND (IE)	11.5	12.5	12.1	12.3	10.9	-10.7%	-4.5%	-2.8%
GREECE (EL)	34.9	34.4	29.3	30.5	32.0	+5.0%	-8.3%	-3.6%
SPAIN (ES)	109.0	109.9	104.7	110.2	104.5	-5.2%	-4.1%	+1.5%
FRANCE (FR)	85.7	87.7	85.8	85.2	89.7	+5.2%	+4.6%	+1.5%
CYPRUS (CY)	1.8	1.9	1.9	2.0	2.2	+11.7%	+21.6%	+9.4%
LATVIA (LV)	15.2	14.4	15.6	14.7	14.4	-2.1%	-5.6%	-0.1%
LITHUANIA (LT)	8.1	7.0	9.2	9.7	9.1	-6.7%	+12.6%	+20.7%
MALTA (MT)	0.8	0.8	0.7	0.9	0.9	+1.6%	+7.9%	+4.0%
NETHERLANDS (NL)	129.2	131.7	128.3	133.7	132.3	-1.1%	+2.4%	+6.2%
POLAND (PL)	13.9	12.4	11.4	12.6	13.8	+9.4%	-1.0%	-4.5%
PORTUGAL (PT)	16.0	16.9	17.2	16.6	15.7	-5.6%	-1.6%	+2.0%
ROMANIA (RO)	12.5	13.4	11.0	13.4	13.5	+1.2%	+8.4%	+9.8%
SLOVENIA (SI)	3.4	4.2	4.2	4.1	3.9	-3.4%	+15.9%	+4.2%
FINLAND (FI)	28.0	27.3	27.1	28.2	28.1	-0.4%	+0.4%	+2.5%
SWEDEN (SE)	40.6	41.4	42.6	44.1	41.9	-4.9%	+3.2%	+2.0%
UNITED KINGDOM (UK)	139.3	142.9	136.9	138.8	135.8	-2.2%	-2.5%	-2.2%
Split Short Sea Shipping ^(*)								
Short Sea Shipping	542.1	554.3	543.3	557.0	539.1	-3.2%	-0.6%	+1.0%
Deep Sea Shipping	264.0	270.5	256.8	272.1	273.4	+0.5%	+3.6%	+3.5%
Unknown	16.2	14.1	14.3	14.0	15.5	+10.5%	-4.4%	+1.3%
By type of transport								
National	99.0	97.8	91.3	98.0	94.9	-3.2%	-4.1%	-2.6%
International intra-EU-27	300.8	310.7	307.0	311.0	298.7	-4.0%	-0.7%	+0.0%
International extra-EU-27	406.2	416.3	401.8	420.1	418.9	-0.3%	+3.1%	+4.3%
Unknown	16.2	14.1	14.3	14.0	15.5	+10.5%	-4.4%	+1.3%
By partner geographical zone								
EU-27	399.8	408.5	398.3	409.0	393.6	-3.8%	-1.6%	-0.6%
Europe except EU-27	107.0	108.2	103.6	112.3	107.8	-4.0%	+0.7%	+5.7%
America	118.1	123.1	114.4	124.2	126.8	+2.1%	+7.4%	+8.3%
Africa	87.6	93.6	93.1	92.5	90.8	-1.9%	+3.7%	+5.3%
Asia & Australasia	93.6	91.5	90.6	91.1	93.5	+2.6%	-0.1%	-3.0%
Unknown	16.2	14.1	14.3	14.0	15.5	+10.5%	-4.4%	+1.3%

^(*) "Short Sea Shipping" aggregate includes the partner ports situated in geographical Europe, on the Mediterranean and Black seas. "Deep Sea 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 2bis: Gross weight of seaborne goods handled in Italian main ports

	2007		2008		2008			
	Q3	Q4	Q1	Q2	Q3			
ITALY (IT)	132.1	124.9	:	:	:	:	:	:

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

Partner country	2007		2008		2008			
	Q3	Q4	Q1	Q2	Q3			
	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	51.4	51.0	51.0	51.5	50.5	-1.8%	-1.7%	+5.3%
UNITED STATES OF AMERICA	36.0	40.2	39.6	41.2	40.5	-1.7%	+12.4%	+9.7%
BRAZIL	36.1	35.1	29.4	31.2	36.1	+15.7%	+0.1%	+5.8%
NORWAY	27.9	28.1	26.8	26.0	27.4	+5.5%	-1.6%	-2.2%
CHINA	23.3	20.5	19.3	20.0	20.7	+3.6%	-11.2%	-4.7%
EGYPT	16.8	16.8	19.2	15.2	15.8	+4.4%	-5.9%	+4.0%
SOUTH AFRICA	14.3	16.0	14.4	14.5	13.3	-8.5%	-6.8%	-10.4%
TURKEY	12.6	14.5	13.1	15.5	13.1	-15.6%	+4.1%	+18.5%
CANADA	10.7	12.1	10.6	10.9	12.7	+16.7%	+18.6%	+10.6%
ALGERIA	9.4	10.4	10.1	10.4	10.8	+4.2%	+15.4%	+6.5%

^(*) Excluding the French port of Le Havre and the Dutch port of Amsterdam

Table 4: Top 20 extra-EU-27 maritime transport trades ^(*) by gross weight of goods handled in EU-27-IT main ports ^() during the 3rd quarter 2008**

Trade	2007		2008		2008				
	Q3	Q4	Q1	Q2	Q3				
	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")									
Brazil	Ores	17.5	17.4	14.8	14.4	20.0	+38.6%	+13.9%	+5.7%
Russia: Baltic sea	Crude oil	15.9	14.9	15.5	15.6	16.0	+2.8%	+0.8%	+2.6%
China	Large containers	11.7	10.8	10.6	11.6	11.4	-1.4%	-2.7%	+11.0%
Norway	Crude oil	10.0	10.2	10.8	9.0	9.6	+6.9%	-3.7%	-8.9%
Egypt	Crude oil	10.7	9.5	10.4	7.1	9.0	+27.6%	-15.8%	-10.8%
Russia: Black sea	Crude oil	7.5	8.4	7.6	9.1	8.4	-7.5%	+12.6%	+5.7%
USA: East coast	Coal	5.4	6.4	6.5	8.9	8.0	-9.9%	+47.8%	+51.3%
Libya	Crude oil	5.9	5.8	5.4	6.8	7.0	+2.1%	+18.5%	+22.5%
South Africa	Coal	8.2	9.5	8.4	7.4	6.6	-10.1%	-18.8%	-22.4%
Australia	Coal	6.0	6.5	4.2	4.9	5.7	+15.9%	-5.1%	-14.2%
Russia: Baltic sea	Oil products	5.8	5.9	7.1	5.3	5.0	-5.2%	-13.7%	+6.2%
Brazil	Agricultural products	6.4	6.5	3.4	5.1	4.6	-9.1%	-28.5%	+9.1%
USA: East coast	Large containers	4.1	4.2	4.3	4.5	4.6	+1.8%	+12.2%	+9.7%
Nigeria	Crude oil	3.2	4.0	3.4	4.4	4.2	-4.2%	+31.2%	+11.7%
Colombia: North coast	Coal	3.9	3.7	4.3	4.2	4.1	-2.7%	+5.9%	-0.1%
Canada: East coast	Ores	2.6	3.4	3.3	3.3	4.1	+22.8%	+57.7%	+30.1%
Norway	Other dry bulk goods	3.2	3.0	2.7	3.3	3.8	+14.7%	+18.1%	+14.0%
from EU-27-IT main ports ^(**) to extra-EU-27 ports ("outwards")									
USA: East coast	Oil products	7.8	8.4	8.1	8.9	8.0	-9.8%	+2.6%	+4.5%
China	Large containers	4.7	4.8	4.7	5.3	5.3	-0.7%	+12.1%	+5.6%
USA: East coast	Large containers	4.3	4.4	4.1	4.3	4.2	-0.6%	-2.2%	-4.1%

^(*) 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 and the Dutch port of Amsterdam

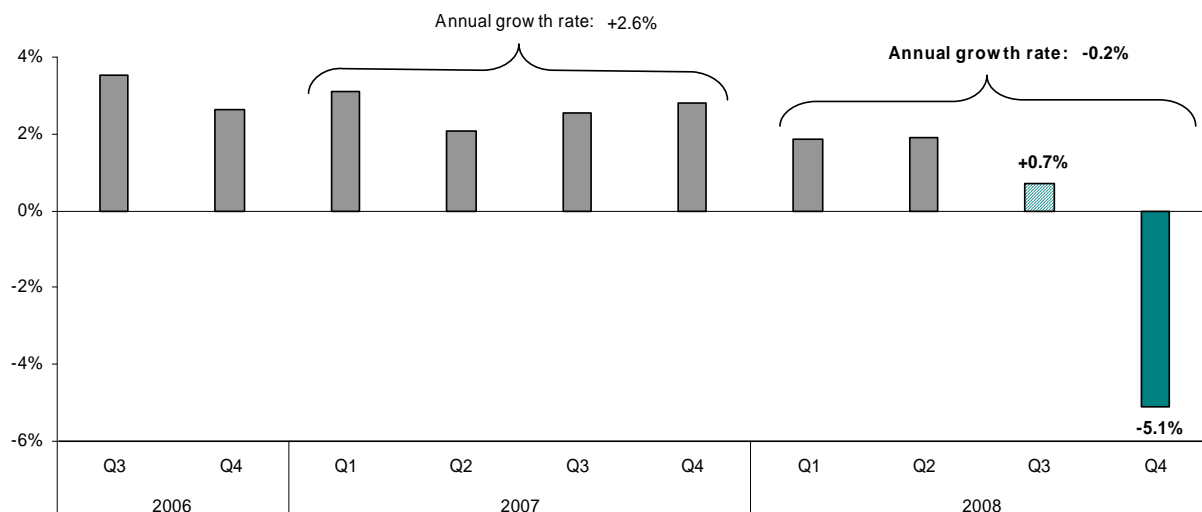
Table 5: Gross weight of seaborne goods handled in Croatian, Icelandic and Norwegian main ports

	2007		2008		2008			
	Q3	Q4	Q1	Q2	Q3			
	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 (HR)	6.6	6.3	5.8	6.7	6.6	-0.6%	+0.7%	+6.5%
ICELAND (IS)	:	:	:	:	:	:	:	:
NORWAY (NO)	46.4	46.4	39.8	44.2	43.0	-2.7%	-7.3%	-4.1%

Table 6: Top 5 European ports (excluding Italian ports) by gross weight of goods handled during the 3rd quarter 2008, for total cargo and for different types of cargo

	2007		2008		2008			
	Q3	Q4	Q1	Q2	Q3			
	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)	97.4	97.2	95.0	98.3	98.1	-0.2%	+0.7%	+5.6%
Antwerpen (BE)	41.4	43.6	41.8	45.0	43.4	-3.6%	+4.7%	+7.8%
Hamburg (DE)	29.8	29.8	29.4	30.5	30.8	+0.8%	+3.2%	+2.4%
Marseille (FR)	23.1	23.3	23.4	22.5	24.3	+7.8%	+5.0%	-1.0%
Le Havre (FR)	18.4	19.2	18.9	17.5	20.2	+15.3%	+9.7%	+3.3%
Liquid bulk goods								
Rotterdam (NL)	48.0	47.3	49.1	49.8	47.0	-5.6%	-2.2%	+6.5%
Marseille (FR)	16.7	17.2	16.7	16.4	17.6	+7.1%	+5.2%	+1.8%
Le Havre (FR)	11.3	11.7	11.6	11.8	12.7	+7.1%	+12.6%	+1.6%
Bergen (NO)	14.3	12.9	11.1	12.4	10.4	-15.9%	-27.1%	-20.0%
Antwerpen (BE)	9.6	11.2	9.6	9.4	9.9	+5.6%	+3.9%	+6.7%
Dry bulk goods								
Rotterdam (NL)	23.8	24.4	21.0	22.8	25.1	+10.0%	+5.7%	+8.4%
Amsterdam (NL)	7.5	7.9	7.8	8.7	7.5	-13.8%	+0.4%	+6.6%
Dunkerque (FR)	6.9	6.9	6.5	7.2	7.1	-1.2%	+4.0%	+1.0%
Immingham (UK)	6.3	6.2	4.9	5.0	7.1	+42.8%	+13.2%	-0.2%
Antwerpen (BE)	5.9	6.6	6.7	7.2	6.8	-6.1%	+15.5%	+13.0%
Large containers								
Rotterdam (NL)	20.8	21.0	19.9	21.3	21.6	+1.3%	+3.8%	+4.5%
Antwerpen (BE)	19.3	19.4	19.7	22.6	21.0	-6.9%	+9.1%	+12.6%
Hamburg (DE)	18.9	18.3	18.7	19.9	19.0	-4.5%	+0.4%	+3.0%
Bremerhaven (DE)	9.9	9.6	10.3	11.4	11.6	+2.2%	+18.1%	+12.1%
Valencia (ES)	6.7	6.6	7.3	8.5	9.5	+12.2%	+42.8%	+23.0%
Ro-Ro mobile units								
Dover (UK)	6.2	6.2	6.0	6.1	5.9	-2.3%	-3.6%	+0.7%
Calais (FR)	4.4	4.6	4.3	4.5	4.5	-0.9%	+1.6%	-0.6%
Zeebrugge (BE)	4.6	4.5	4.3	4.5	4.1	-9.2%	-11.0%	-2.7%
Lübeck (DE)	4.2	4.5	4.3	4.6	4.0	-13.1%	-5.4%	-1.6%
Immingham (UK)	2.8	4.2	3.7	4.2	3.3	-20.3%	+20.4%	+12.9%
Other general cargo not elsewhere specified								
Antwerpen (BE)	5.1	4.7	4.2	4.1	4.2	+1.1%	-18.8%	-12.3%
Rotterdam (NL)	2.3	2.2	2.9	2.2	2.0	-9.3%	-14.1%	-11.1%
Dunkerque (FR)	1.8	1.8	1.9	1.9	1.9	-2.0%	+3.9%	+1.8%
Vlissingen (NL)	1.5	1.4	1.4	1.6	1.6	-3.5%	+1.8%	+10.3%
Bremen (DE)	1.3	1.3	1.3	1.4	1.4	-0.1%	+7.4%	+9.6%

Graph 3: Gross weight of seaborne goods handled in EU-27-IT main ports (growth rate on the same quarter of the previous year), including a first estimate for the 4th quarter 2008 ^(*)



^(*) Compared to Graph 2, Graph 3 includes a first estimate for the 4th quarter of 2008. While this is based on data from the same sources as the earlier quarters included in this publication, the quality checks on the underlying data have yet to be completed. As a consequence, it may be subject to a higher level of revision compared to the data for the other quarters in this publication. In addition:

- official data for the Greek port of Piraeus are incomplete for the 4th quarter 2008: total aggregate figures have been estimated by the Greek Statistical Office;
- official data for the French port of Le Havre are missing for the 4th quarter 2008: total aggregate figures have been estimated by the competent French statistical Authority.

Graph 3 provides users with an early, even though provisional, indication of port activity in the EU in the 4th quarter of 2008. Maritime transport of goods is probably one of the more globalised economic activities. Consequently, port activity is impacted very quickly by any changes in international trade. Graph 3 can be seen as a contribution for early monitoring the effects of the financial crisis on the real economy.

Methodology

The content of this "Data in Focus" is based on data collected in the frame of the EU maritime transport statistics Directive. i.e. "Directive 2009/42/EC of the European Parliament and of the Council of 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 the recast of the original Council Directive 95/64/EC of 8 December 1995.

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 and Turkey are Candidate Countries to the EU.

HR provides data on a voluntary basis.

"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 may be made by countries as more complete information becomes available or as a result of quality checks. More specifically, when the complete set of annual data emerges, this usually involves some revision to quarterly data for some countries. This applies particularly to quarterly estimates of port traffic by type of cargo, which are less robust than the annual totals.

“Annual” data as presented in this publication are the “rolling” four quarter totals, ending in the latest quarter and the corresponding four quarters for earlier years. As a result, the four quarters included do not necessarily come from 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 Q3 2008 compared to the four quarters ending Q3 2007.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database in **June 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 are provisional for 2007 and not yet available for 2008. The aggregate, **EU-27-IT** (EU-27 excluding Italy), is introduced in this publication to provide comparability over time for the series included;
- data for the French port of Le Havre for the 3rd quarter 2008 are partly incomplete. In order to provide comparability over time for the series, estimates have been used for all the results shown in this publication, with the exception of Tables 3 and 4, where results do not include Le Havre;
- data for the Dutch port of Amsterdam are incomplete for the 2nd and not available for the 3rd quarter 2008. In order to provide comparability over time for the series, estimates have been used for all the results shown in this publication, with the exception of Tables 3 and 4, where results do not include Amsterdam.

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

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





Further information

Eurostat web site: <http://ec.europa.eu/eurostat>

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

(then select “Maritime transport”)

Transport

-   **Maritime transport**
-   **Maritime transport - Goods**

More information about transport: <http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

Related Eurostat publication

- [Short Sea Shipping of goods - 2000-2006](#)
- [Maritime transport of goods and passengers 1997-2007](#)

European Statistical Data Support:

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

Manuscript completed on: 02.07.2009
Data extracted on: 30.06.2009
ISSN 1977-0340
Catalogue number: KS-QA-09-022-EN-C
© European Communities, 2009