

# Maritime transport of goods – 4<sup>th</sup> quarter 2008

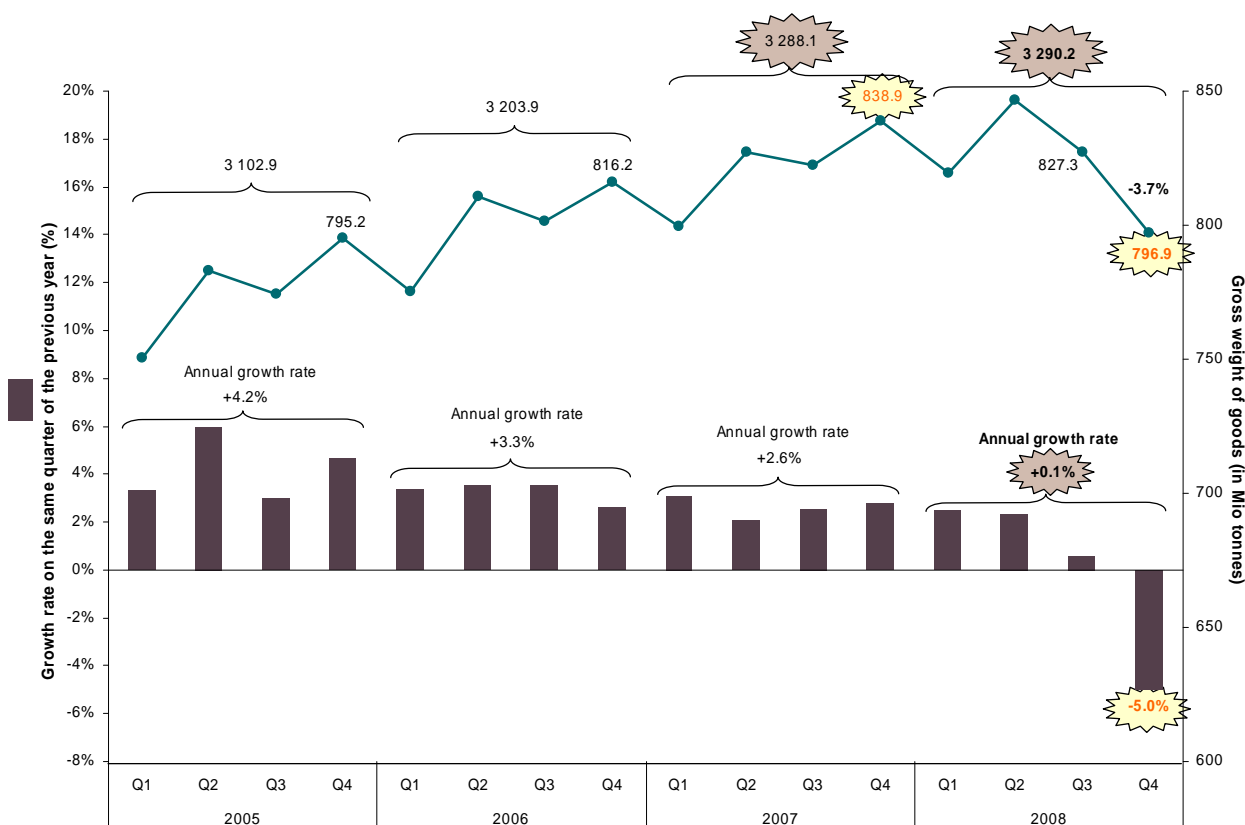
including a first estimate at EU level for the 1<sup>st</sup> quarter 2009 (\*)

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

	2006	2007				2008			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Gross weight of goods (in Mio tonnes)	816.2	799.6	827.4	822.3	838.9	819.3	846.7	827.3	796.9
Growth rate on previous quarter	+1.8%	-2.0%	+3.5%	-0.6%	+2.0%	-2.3%	+3.3%	-2.3%	-3.7%
Growth rate on same quarter of previous year	+2.6%	+3.1%	+2.1%	+2.6%	+2.8%	+2.5%	+2.3%	+0.6%	-5.0%
Gross weight of goods (in Mio tonnes) - Annual data	3 288.1				3 290.2				
Annual growth rate	+2.6%				+0.1%				

Source: Eurostat – Maritime transport statistics

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



(\*) See Graph 2 on page 5.

(\*\*) EU-27-IT means EU-27 excluding Italy. Italian data for 2008 are only partially available. The aggregate EU-27-IT is introduced to provide comparability over time for the series included.

Source: Eurostat – Maritime transport statistics

**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			
	Q4	Q1	Q2	Q3	Q4			
	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
<b>Total</b>	<b>838.9</b>	<b>819.3</b>	<b>846.7</b>	<b>827.3</b>	<b>796.9</b>	<b>-3.7%</b>	<b>-5.0%</b>	<b>+0.1%</b>
<b>By direction</b>								
Inwards	532.9	517.8	531.5	523.7	505.9	-3.4%	-5.1%	+0.4%
Outwards	305.9	301.5	315.2	303.6	291.0	-4.2%	-4.9%	-0.5%
<b>By type of cargo</b>								
Liquid bulk goods	318.2	318.3	318.5	316.2	319.9	+1.2%	+0.5%	+2.1%
Dry bulk goods	220.6	207.0	216.6	214.8	208.3	-3.1%	-5.6%	+0.3%
Large containers	152.0	148.0	157.3	155.3	139.6	-10.1%	-8.1%	+0.8%
Ro-Ro mobile units	94.5	94.1	99.6	90.6	84.3	-7.0%	-10.8%	-3.3%
Other general cargo nes	53.6	52.0	54.6	50.3	44.9	-10.8%	-16.3%	-8.6%
Unknown	0.0	0.0	0.0	0.0	0.0	-	-	-
<b>By reporting country</b>								
BELGIUM (BE)	60.8	59.0	63.5	61.4	57.4	-6.4%	-5.6%	+3.4%
BULGARIA (BG)	5.9	5.6	7.1	7.5	6.4	-15.0%	+8.9%	+6.7%
DENMARK (DK)	25.0	24.8	25.7	22.7	23.0	+0.9%	-8.1%	-1.1%
GERMANY (DE)	79.7	77.7	82.1	79.6	76.2	-4.2%	-4.3%	+1.8%
ESTONIA (EE)	8.7	9.1	7.7	8.0	8.1	+2.3%	-6.6%	-20.9%
IRELAND (IE)	12.5	12.1	12.3	10.9	11.6	+5.8%	-7.5%	-5.0%
GREECE (EL)	34.4	29.1	30.2	31.8	30.5	-3.9%	-11.3%	-8.8%
SPAIN (ES)	109.9	104.7	110.2	104.5	96.8	-7.4%	-12.0%	-2.5%
FRANCE (FR)	87.7	85.8	85.2	88.4	86.5	-2.1%	-1.3%	+1.0%
CYPRUS (CY)	1.9	1.9	2.0	2.2	1.8	-21.8%	-8.6%	+6.2%
LATVIA (LV)	14.4	15.6	14.7	14.4	15.5	+7.8%	+7.9%	+0.7%
LITHUANIA (LT)	7.0	9.2	9.7	9.1	8.4	-8.1%	+18.6%	+24.4%
MALTA (MT)	0.8	0.7	0.9	0.9	0.8	-9.9%	-1.7%	+4.5%
NETHERLANDS (NL)	131.7	133.7	137.2	133.6	124.9	-6.5%	-5.2%	+4.5%
POLAND (PL)	12.4	11.3	12.6	13.8	11.1	-19.1%	-10.4%	-6.7%
PORTUGAL (PT)	16.9	17.2	16.6	15.7	14.8	-5.5%	-12.3%	-2.5%
ROMANIA (RO)	13.4	11.0	13.4	13.5	11.9	-12.2%	-11.6%	+3.3%
SLOVENIA (SI)	4.2	4.2	4.1	3.9	4.2	+7.7%	+1.9%	+4.4%
FINLAND (FI)	27.3	27.1	28.2	28.1	27.7	-1.4%	+1.6%	+3.1%
SWEDEN (SE)	41.4	42.6	44.1	41.9	42.6	+1.6%	+3.0%	+3.0%
UNITED KINGDOM (UK)	142.9	136.8	139.3	135.3	136.6	+1.0%	-4.4%	-3.3%
<b>Split Short Sea Shipping (*)</b>								
Short Sea Shipping	554.1	540.2	556.8	536.9	519.3	-3.3%	-6.3%	-1.4%
Deep Sea Shipping	270.6	265.8	275.9	278.7	266.6	-4.3%	-1.5%	+3.9%
Unknown	14.1	13.3	14.1	11.7	11.0	-6.5%	-22.2%	-14.0%
<b>By type of transport</b>								
National	97.8	92.1	98.1	93.8	92.3	-1.5%	-5.6%	-4.2%
International intra-EU-27	310.7	306.3	310.2	296.5	283.3	-4.4%	-8.8%	-2.8%
International extra-EU-27	416.3	407.6	424.3	425.3	410.2	-3.5%	-1.5%	+3.8%
Unknown	14.1	13.3	14.1	11.7	11.0	-6.5%	-22.2%	-14.0%
<b>By partner geographical zone</b>								
EU-27	408.5	398.4	408.3	390.3	375.7	-3.7%	-8.0%	-3.1%
Europe except EU-27	108.2	104.0	112.5	110.1	108.1	-1.9%	-0.1%	+3.8%
America	123.1	119.1	128.2	127.6	114.1	-10.6%	-7.3%	+5.7%
Africa	93.6	92.6	91.7	92.9	95.7	+3.0%	+2.2%	+6.1%
Asia & Australasia	91.5	91.9	91.9	94.7	92.4	-2.4%	+1.0%	-0.8%
Unknown	14.1	13.3	14.1	11.7	11.0	-6.5%	-22.2%	-14.0%

(\*) "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 "In 2007, EU-27 Short Sea Shipping continued growing but at a slower rate" (see link on page 6).

Source: Eurostat – Maritime transport statistics

**Table 2bis: Gross weight of seaborne goods handled in Italian main ports**

	2007	2008			2008			
	Q4	Q1	Q2	Q3	Q4			
ITALY (IT)	126.2	133.3	122.9	:	:	:	:	:

Source: Eurostat – Maritime transport statistics

**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 <sup>(1)</sup> during the 4<sup>th</sup> quarter 2008**

Partner country	2007	2008			2008			
	Q4	Q1	Q2	Q3	Q4			
	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	51.8	51.7	53.4	52.4	52.3	-0.2%	+1.0%	+3.7%
UNITED STATES OF AMERICA	41.5	42.9	43.3	42.0	41.0	-2.4%	-1.3%	+7.8%
BRAZIL	36.6	33.0	33.5	38.0	30.2	-20.6%	-17.5%	+0.5%
NORWAY	28.8	27.7	26.4	29.9	28.5	-4.6%	-1.2%	-1.1%
CHINA	20.7	19.8	20.6	21.1	17.7	-16.0%	-14.1%	-7.9%
EGYPT	16.9	16.2	16.2	15.9	15.9	+0.4%	-5.7%	+0.6%
SOUTH AFRICA	16.7	14.7	14.3	13.7	15.8	+16.0%	-5.3%	-8.3%
NIGERIA	10.5	10.9	10.4	11.5	11.4	-1.1%	+8.5%	+22.5%
ALGERIA	10.4	10.9	10.0	10.7	11.4	+6.3%	+9.6%	+11.4%
TURKEY	14.7	13.3	15.4	12.9	11.0	-15.1%	-25.5%	+1.9%

<sup>(1)</sup> Excluding the French port of Le Havre

Source: Eurostat – Maritime transport statistics

**Table 4: Top 20 extra-EU-27 maritime transport trades <sup>(1)</sup> by gross weight of goods handled in EU-27-IT main ports <sup>(2)</sup> during the 4<sup>th</sup> quarter 2008**

Trade	2007	2008			2008				
	Q4	Q1	Q2	Q3	Q4				
	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	
<b>from extra-EU-27 ports to EU-27-IT main ports <sup>(3)</sup> ("inwards")</b>									
Brazil	Ores	17.4	16.4	15.2	20.6	16.0	-22.4%	-8.1%	+4.4%
Russia: Baltic sea	Crude oil	14.9	15.1	15.9	15.3	15.5	+1.2%	+4.3%	+1.0%
Norway	Crude oil	10.2	11.3	8.8	10.4	11.2	+7.0%	+9.1%	-1.8%
China	Large containers	10.8	10.7	11.7	11.6	10.0	-13.6%	-7.7%	+4.1%
South Africa	Coal	10.2	8.8	7.2	7.2	9.8	+36.4%	-3.7%	-14.9%
USA: East coast	Coal	6.8	7.8	9.5	8.3	9.0	+9.4%	+32.8%	+51.0%
Egypt	Crude oil	9.5	7.6	7.8	9.1	8.2	-9.4%	-13.0%	-15.1%
Russia: Black sea	Crude oil	8.4	7.8	9.3	8.7	8.1	-6.6%	-3.6%	+6.8%
Libya	Crude oil	5.8	5.2	6.9	7.2	7.3	+0.8%	+24.1%	+21.4%
Australia	Coal	6.5	3.9	5.6	6.0	6.4	+6.6%	-1.4%	-12.2%
Russia: Baltic sea	Oil products	6.1	6.4	5.8	5.5	5.8	+5.3%	-4.1%	-0.3%
Colombia: North coast	Coal	4.4	5.1	7.0	5.5	5.2	-6.7%	+18.4%	+18.6%
Nigeria	Crude oil	4.0	3.9	4.2	4.4	5.1	+15.5%	+26.9%	+36.2%
Russia: Bar. & Whi. sea	Coal	3.0	2.9	3.4	2.7	4.4	+63.8%	+49.5%	+18.0%
Brazil	Agricultural products	7.9	4.9	6.7	5.6	3.8	-31.5%	-51.5%	-15.6%
Angola	Crude oil	2.8	3.3	3.4	4.0	3.8	-5.0%	+35.2%	+48.7%
USA: East coast	Large containers	4.2	4.4	4.4	4.6	3.6	-21.3%	-14.1%	+2.6%
<b>from EU-27-IT main ports <sup>(3)</sup> to extra-EU-27 ports ("outwards")</b>									
USA: East coast	Oil products	9.0	8.9	10.3	8.9	9.2	+2.8%	+1.7%	+2.3%
China	Large containers	4.9	4.9	5.5	5.2	4.4	-15.8%	-9.1%	+4.0%
USA: East coast	Large containers	4.4	4.3	4.2	4.3	3.9	-9.0%	-10.9%	-5.9%

<sup>(1)</sup> 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.

<sup>(2)</sup> Excluding the French port of Le Havre

Source: Eurostat – Maritime transport statistics

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

	2007	2008			2008			
	Q4	Q1	Q2	Q3	Q4			
	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)	6.3	5.8	6.7	6.6	6.2	-6.5%	-2.1%	+2.3%
ICELAND (IS)	:	:	:	:	:	:	:	:
NORWAY (NO)	46.4	39.8	44.2	43.0	42.2	-1.7%	-9.0%	-7.7%

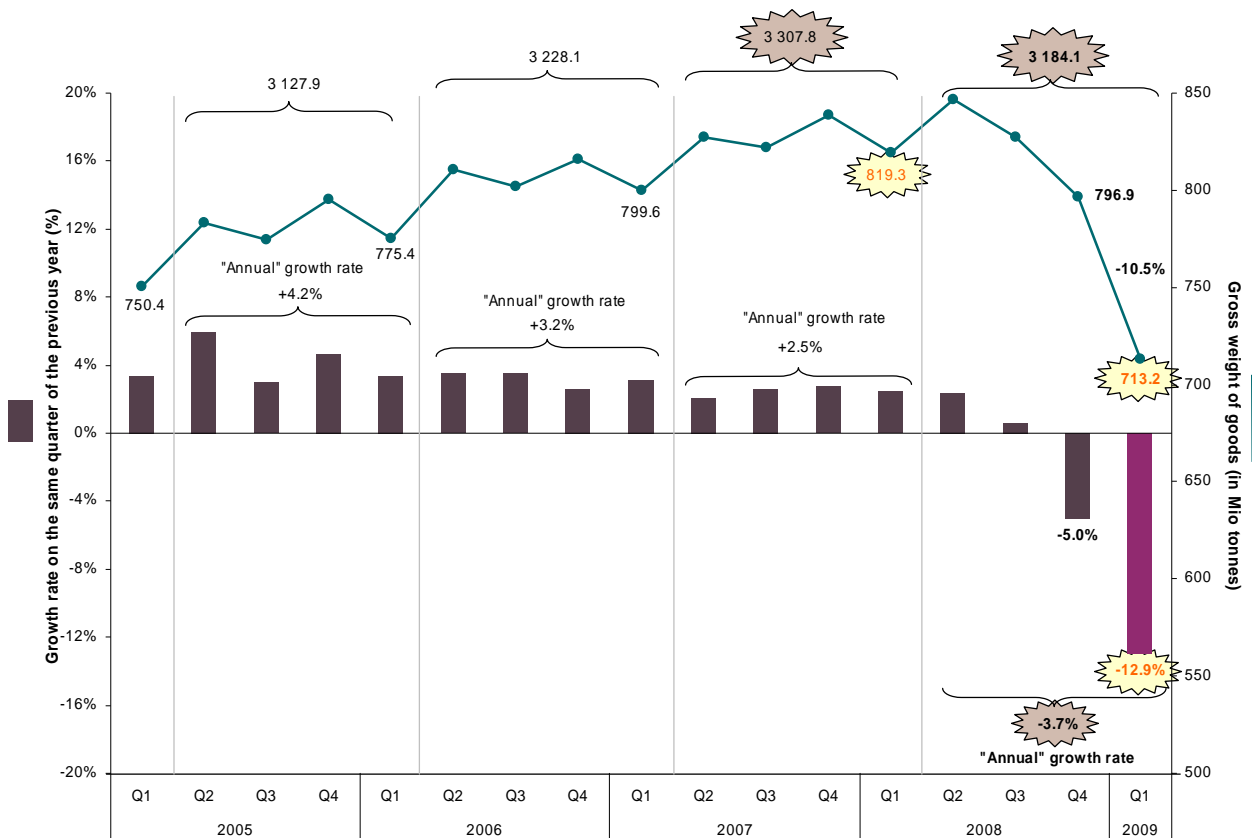
Source: Eurostat – Maritime transport statistics

**Table 6: Top 5 European ports (excluding Italian ports) by gross weight of goods handled during the 4<sup>th</sup> quarter 2008, for total cargo and for different types of cargo**

	2007	2008			2008			
	Q4	Q1	Q2	Q3	Q4			
	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
<b>Total cargo</b>								
Rotterdam (NL)	97.2	97.5	97.9	98.0	90.9	-7.3%	-6.5%	+2.7%
Antwerpen (BE)	43.6	41.8	45.0	43.4	41.0	-5.6%	-5.9%	+3.5%
Hamburg (DE)	29.8	29.4	30.5	30.8	28.3	-8.1%	-5.2%	+0.6%
Marseille (FR)	23.3	23.4	22.5	24.3	22.3	-8.0%	-4.1%	-0.0%
Le Havre (FR)	19.2	18.9	17.5	19.1	19.9	+4.4%	+3.5%	+2.0%
<b>Liquid bulk goods</b>								
Rotterdam (NL)	47.3	49.4	48.1	47.2	45.1	-4.5%	-4.6%	+3.2%
Marseille (FR)	17.2	16.7	16.4	17.6	16.0	-9.2%	-7.1%	+1.2%
Bergen (NO)	12.9	11.1	12.4	10.4	13.0	+24.7%	+0.8%	-16.4%
Le Havre (FR)	11.7	11.6	11.8	12.7	12.8	+1.1%	+9.9%	+6.7%
Antwerpen (BE)	11.2	9.6	9.4	9.9	10.1	+1.3%	-10.6%	-0.6%
<b>Dry bulk goods</b>								
Rotterdam (NL)	24.4	22.5	23.5	24.8	23.2	-6.8%	-5.0%	+5.9%
Amsterdam (NL)	7.9	8.7	9.9	7.9	7.7	-2.6%	-2.8%	+8.2%
Hamburg (DE)	7.1	6.2	6.4	6.7	7.3	+9.4%	+3.4%	-1.0%
Immingham (UK)	6.2	4.8	4.7	7.1	6.5	-9.0%	+4.1%	-3.0%
Antwerpen (BE)	6.6	6.7	7.2	6.8	6.4	-5.2%	-2.5%	+12.1%
<b>Large containers</b>								
Antwerpen (BE)	19.4	19.7	22.6	21.0	18.8	-10.5%	-2.9%	+7.8%
Rotterdam (NL)	21.0	21.1	21.8	21.5	18.6	-13.2%	-11.2%	+1.5%
Hamburg (DE)	18.3	18.7	19.9	19.0	16.1	-15.2%	-12.0%	-0.2%
Bremerhaven (DE)	9.6	10.3	11.4	11.6	10.4	-11.0%	+7.6%	+12.8%
Valencia (ES)	6.6	7.3	8.5	9.5	8.5	-10.8%	+28.7%	+26.9%
<b>Ro-Ro mobile units</b>								
Dover (UK)	6.2	5.9	6.0	5.8	6.2	+6.2%	-0.2%	-2.8%
Calais (FR)	4.6	4.3	4.5	4.5	4.8	+7.0%	+3.9%	-0.9%
Zeebrugge (BE)	4.5	4.3	4.5	4.1	3.8	-7.8%	-16.0%	-8.1%
Lübeck (DE)	4.5	4.3	4.6	4.0	3.7	-7.4%	-17.3%	-5.9%
Immingham (UK)	4.2	3.9	4.3	3.5	3.0	-13.5%	-27.3%	+2.9%
<b>Other general cargo not elsewhere specified</b>								
Antwerpen (BE)	4.7	4.2	4.1	4.2	4.3	+2.5%	-10.1%	-14.1%
Rotterdam (NL)	2.2	2.1	2.0	2.2	2.0	-9.4%	-9.5%	-16.6%
Dunkerque (FR)	1.8	1.9	1.9	1.9	1.7	-10.5%	-6.5%	+0.9%
Vlissingen (NL)	1.4	1.5	1.6	1.6	1.3	-14.9%	-4.9%	+6.4%
Bremen (DE)	1.3	1.3	1.4	1.4	1.1	-25.5%	-14.2%	+4.7%

Source: Eurostat – Maritime transport statistics

**Graph 2: First estimate for the 1<sup>st</sup> quarter 2009 (\*)**  
**Gross weight of seaborne goods handled in EU-27-IT main ports**



(\*) Compared to Graph 1, Graph 2 includes a first estimate for the 1<sup>st</sup> quarter of 2009. As a result, the “base” of all the figures in Graph 2 is the 1<sup>st</sup> quarter of 2009. In contrast, the “base” of the figures in Graph 1 is the 4<sup>th</sup> quarter of 2008.

While Graph 2 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 ports of Slovenia are missing for the 1<sup>st</sup> quarter 2009: total aggregate figures have been estimated by the competent Slovenian statistical Authority;
- official data for the ports of the Netherlands are missing for the 1<sup>st</sup> quarter 2009: total aggregate figures have been estimated by the competent Dutch statistical Authority for the major ports, and by Eurostat in close cooperation with the competent Dutch statistical Authority for the other ports.

Graph 2 provides users with an early, even though provisional, indication of port activity in the EU in the 1<sup>st</sup> quarter of 2009. 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 2 can be seen as a contribution for early monitoring the effects of the financial crisis on the real economy.

**Source:** Eurostat – Maritime transport statistics

## 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 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 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.

Bar & Whi. Sea: Barents and White Sea

**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, one of the “Annual” growth rates in Graph 2 shows the percentage change for the four quarters ending Q1 2009 compared to the four quarters ending Q1 2008.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat’s database in **October 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/partial for the 1<sup>st</sup> and 2<sup>nd</sup> quarters of 2008 and not yet available for the 3<sup>rd</sup> and 4<sup>th</sup> quarters of 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 4<sup>th</sup> quarter 2008 are not available. In order to provide comparability over time for the series, estimates elaborated by Eurostat in close cooperation with the French statistical Authority 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.

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 Manuel Da Silva.

## Further information

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

#### Data

Data on “Transport statistics”:

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>  
(Select “Maritime transport” and “Maritime transport - Goods”)

More information about “Transport statistics”:

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

#### Related Eurostat publication

- [In 2007, EU-27 Short Sea Shipping continued growing but at a slower rate](#)
- [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/>

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Manuscript completed on: 07.10.2009  
Data extracted on: 06.10.2009  
ISSN 1977-0340  
Catalogue number: KS-QA-09-041-EN-N  
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