

Maritime transport of goods – 1st quarter 2009

including a first estimate at EU level for the 2nd quarter 2009 (*)

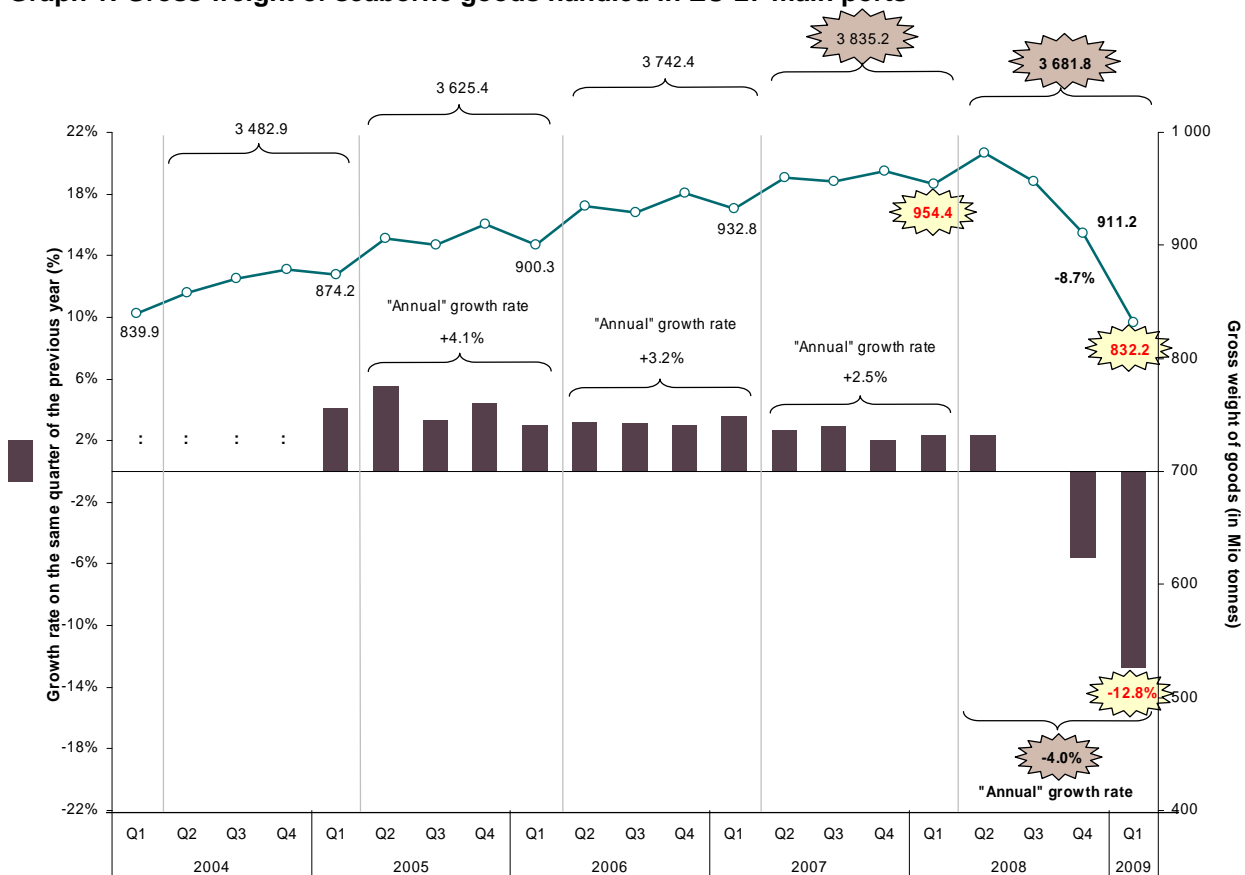
EU port activity in the 1st quarter 2009 was at its lowest for 5 years, as a result of the general economic crisis. After a slowdown in the 3rd quarter 2008 (+0%), there were substantial falls of 6% and 13% in the following quarters.

Table 1: Gross weight of seaborne goods handled in EU-27 main ports

	2007				2008				2009
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Gross weight of goods (in Mio tonnes)	932.8	959.5	956.2	965.1	954.4	981.9	956.5	911.2	832.2
Growth rate on previous quarter	-1.4%	+2.9%	-0.3%	+0.9%	-1.1%	+2.9%	-2.6%	-4.7%	-8.7%
Growth rate on same quarter of previous year	+3.6%	+2.6%	+2.9%	+2.0%	+2.3%	+2.3%	+0.0%	-5.6%	-12.8%
Gross weight of goods (in Mio tonnes) - "Annual" data	3 835.2				3 681.8				
"Annual" growth rate	+2.5%				-4.0%				

Source: Eurostat – Maritime transport statistics

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



Source: Eurostat – Maritime transport statistics

(*) See Graph 2 on page 5.

The economic crisis had a bigger impact on dry bulk cargo than liquid bulk and inward transport than outward.

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

	2008				2009			
	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	954.4	981.9	956.5	911.2	832.2	-8.7%	-12.8%	-4.0%
By direction								
Inwards	609.7	624.5	611.4	583.5	524.9	-10.1%	-13.9%	-4.3%
Outwards	344.8	357.4	345.1	327.7	307.4	-6.2%	-10.8%	-3.5%
By type of cargo								
Liquid bulk goods	379.7	378.8	372.2	372.7	367.7	-1.3%	-3.1%	-0.6%
Dry bulk goods	234.8	243.8	240.7	226.8	189.3	-16.5%	-19.4%	-5.0%
Large containers	167.9	179.7	177.1	157.7	137.7	-12.7%	-18.0%	-5.0%
Ro-Ro mobile units	110.0	116.0	106.6	96.3	91.7	-4.7%	-16.6%	-8.1%
Other general cargo nes	62.0	63.5	60.0	57.6	45.8	-20.5%	-26.1%	-10.0%
Unknown	0.0	0.0	0.0	0.0	0.0	-	-	-
By reporting country								
BELGIUM (BE)	59.0	63.5	61.4	57.4	47.6	-17.1%	-19.3%	-2.4%
BULGARIA (BG)	5.6	7.1	7.5	6.4	5.0	-21.7%	-11.2%	+4.5%
DENMARK (DK)	24.8	25.7	22.7	23.0	21.0	-8.3%	-15.1%	-4.8%
GERMANY (DE)	77.7	82.1	79.6	76.2	63.0	-17.4%	-18.9%	-3.4%
ESTONIA (EE)	9.1	7.7	8.0	8.1	8.3	+1.5%	-9.4%	-14.6%
IRELAND (IE)	12.1	12.3	10.9	11.6	9.8	-15.7%	-19.3%	-9.3%
GREECE (EL)	29.1	30.2	31.8	30.5	28.0	-8.4%	-3.9%	-8.9%
SPAIN (ES)	104.7	110.2	104.5	96.8	86.0	-11.1%	-17.8%	-7.8%
FRANCE (FR)	85.8	85.2	88.4	86.8	79.0	-9.0%	-7.9%	-2.2%
ITALY (IT)	135.1	135.2	129.2	114.0	121.7	+6.7%	-9.9%	-5.2%
CYPRUS (CY)	1.9	2.0	2.2	1.8	1.7	-0.9%	-10.0%	+1.7%
LATVIA (LV)	15.6	14.7	14.4	15.5	16.0	+3.4%	+3.0%	-0.2%
LITHUANIA (LT)	9.2	9.7	9.1	8.4	8.1	-2.6%	-11.4%	+11.2%
MALTA (MT)	0.7	0.9	0.9	0.8	0.8	-1.2%	+8.2%	+9.3%
NETHERLANDS (NL)	133.7	137.2	133.6	124.9	117.3	-6.0%	-12.3%	-1.2%
POLAND (PL)	11.3	12.6	13.8	11.1	10.1	-9.7%	-10.8%	-6.9%
PORTUGAL (PT)	17.2	16.6	15.7	14.8	13.2	-11.1%	-23.4%	-10.6%
ROMANIA (RO)	11.0	13.4	13.5	11.9	8.2	-30.6%	-25.3%	-1.3%
SLOVENIA (SI)	4.2	4.1	3.9	4.2	3.8	-11.2%	-10.6%	+1.9%
FINLAND (FI)	27.1	28.2	28.1	27.7	21.4	-22.8%	-21.1%	-3.8%
SWEDEN (SE)	42.6	44.1	41.9	42.6	37.3	-12.4%	-12.3%	-0.3%
UNITED KINGDOM (UK)	136.8	139.3	135.3	136.6	124.8	-8.6%	-8.8%	-4.5%
Split Short Sea Shipping								
Short Sea Shipping	647.0	663.2	636.8	609.0	576.4	-5.4%	-10.9%	-4.4%
Deep Sea Shipping	292.1	302.0	306.0	287.6	244.7	-14.9%	-16.2%	-2.5%
Unknown	15.3	16.7	13.6	14.6	11.1	-23.6%	-27.4%	-13.2%
By type of transport								
National	134.0	136.7	133.0	122.6	121.9	-0.6%	-9.0%	-7.6%
International intra-EU-27	324.3	328.5	313.5	299.7	277.9	-7.3%	-14.3%	-5.6%
International extra-EU-27	480.8	500.0	496.4	474.2	421.3	-11.2%	-12.4%	-1.5%
Unknown	15.3	16.7	13.6	14.6	11.1	-23.6%	-27.4%	-13.2%
By partner geographical zone								
EU-27	458.3	465.2	446.5	422.4	399.8	-5.3%	-12.8%	-6.2%
Europe except EU-27	124.8	137.0	130.7	128.3	118.6	-7.6%	-5.0%	+1.2%
America	130.3	139.2	139.5	123.8	101.5	-18.0%	-22.1%	-3.6%
Africa	120.5	118.7	117.9	120.0	109.4	-8.8%	-9.2%	+1.0%
Asia & Australasia	105.1	105.1	108.3	102.2	91.8	-10.1%	-12.7%	-4.9%
Unknown	15.3	16.7	13.6	14.6	11.1	-23.6%	-27.4%	-13.2%

Source: Eurostat – Maritime transport statistics

Table 3: Gross weight of seaborne goods handled in Croatian, Icelandic and Norwegian main ports

	2008				2009			
	Q1	Q2	Q3	Q4	Q1			
CROATIA (HR)	5.8	6.7	6.6	6.2	5.1	-16.7%	-11.4%	+0.5%
ICELAND (IS)	:	:	:	:	:	:	:	:
NORWAY (NO)	39.9	44.3	43.7	42.2	37.8	-10.5%	-5.2%	-5.6%

Source: Eurostat – Maritime transport statistics

Increased transport of crude oil to EU ports pushed Libya into the Top 10 extra-EU partner countries, while transport of ores from Brazilian ports collapsed. The top 5 trades of EU ports in the 1st quarter 2009 were all liquid bulk cargo.

Table 4: Top 10 extra-EU-27 partner countries in maritime transport by gross weight of goods handled (inwards + outwards) in EU-27 main ports ^(*) during the 1st quarter 2009

Partner country	2008				2009			
	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	58.5	60.6	58.7	60.8	54.6	-10.1%	-6.6%	-0.1%
UNITED STATES OF AMERICA	46.4	46.6	45.7	43.9	40.6	-7.5%	-12.6%	-0.3%
NORWAY	28.3	27.2	30.5	29.2	26.4	-9.6%	-6.8%	-2.2%
EGYPT	24.9	25.4	24.9	25.6	22.7	-11.3%	-9.0%	+0.7%
BRAZIL	37.1	37.3	42.2	33.8	20.0	-41.0%	-46.1%	-13.9%
TURKEY	20.8	24.6	20.1	16.2	18.7	+15.1%	-10.4%	+0.4%
CHINA	22.4	23.9	24.0	19.1	18.1	-5.3%	-19.2%	-11.6%
LIBYA	17.8	18.1	17.5	16.5	17.3	+4.9%	-2.4%	-2.0%
SOUTH AFRICA	16.2	15.9	15.1	16.7	14.0	-15.9%	-13.2%	-7.1%
ALGERIA	13.0	12.3	12.8	13.2	13.7	+3.9%	+5.0%	+10.7%

Source: Eurostat – Maritime transport statistics

^(*) Excluding the French port of Le Havre

Table 5: Top 20 extra-EU-27 maritime transport trades ^(*) by gross weight of goods handled in EU-27 main ports ^() during the 1st quarter 2009**

Trade	2008				2009				
	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 main ports ^(**) ("inwards")									
Russia: Baltic Sea	Crude oil	15.1	15.9	15.3	15.5	14.8	-4.8%	-1.9%	+1.1%
Libya	Crude oil	13.6	14.5	14.0	13.3	14.1	+6.1%	+3.4%	+1.5%
Russia: Black Sea	Crude oil	11.5	13.4	11.7	11.2	12.1	+8.3%	+5.5%	-2.2%
Norway	Crude oil	11.7	9.4	11.0	11.7	12.0	+2.2%	+2.8%	+1.1%
South Africa	Coal	10.0	8.0	8.2	10.4	10.1	-2.6%	+1.2%	-7.8%
Egypt	Crude oil	12.3	12.6	13.8	12.6	9.9	-21.4%	-18.9%	-10.4%
China	Large containers	12.0	13.1	12.7	10.7	9.7	-9.6%	-19.5%	-4.1%
USA: East coast	Coal	8.8	10.8	9.2	9.6	7.9	-17.3%	-9.4%	+24.5%
Brazil	Ores	18.8	17.2	23.0	17.5	7.0	-60.2%	-63.0%	-14.3%
Colombia: North coast	Coal	5.5	7.3	6.1	5.5	6.1	+9.9%	+10.2%	+20.9%
Turkey	Crude oil	6.0	7.3	4.9	3.2	5.8	+82.2%	-3.0%	+7.7%
Russia: Baltic Sea	Oil products	6.4	5.8	5.5	5.8	5.3	-9.3%	-17.8%	-6.1%
Australia	Coal	4.7	6.0	6.6	7.0	4.7	-33.4%	-0.4%	-3.5%
Nigeria	Crude oil	4.6	4.6	5.1	5.5	3.9	-30.0%	-16.6%	+19.8%
Russia: Bar. & Whi. Sea	Coal	2.9	3.4	2.7	4.4	3.7	-15.3%	+27.4%	+22.0%
Algeria	Crude oil	3.5	2.4	3.5	3.2	3.7	+17.6%	+6.3%	+19.9%
Indonesia	Coal	4.5	3.5	3.5	2.7	3.7	+37.3%	-17.5%	-9.1%
USA: East coast	Oil products	2.1	1.9	3.4	1.9	3.7	+89.0%	+73.4%	+69.7%
from EU-27 main ports ^(**) to extra-EU-27 ports ("outwards")									
USA: East coast	Oil products	9.3	10.6	9.2	9.4	10.2	+8.6%	+9.3%	+2.1%
China	Large containers	5.4	6.0	5.7	4.7	5.1	+9.2%	-5.4%	+1.9%

Source: Eurostat – Maritime transport statistics

^(*) 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

Antwerp and Hamburg recorded a 20% decrease of total tonnage handled in the 1st quarter 2009. Rotterdam regained its place as the top EU port for large containers.

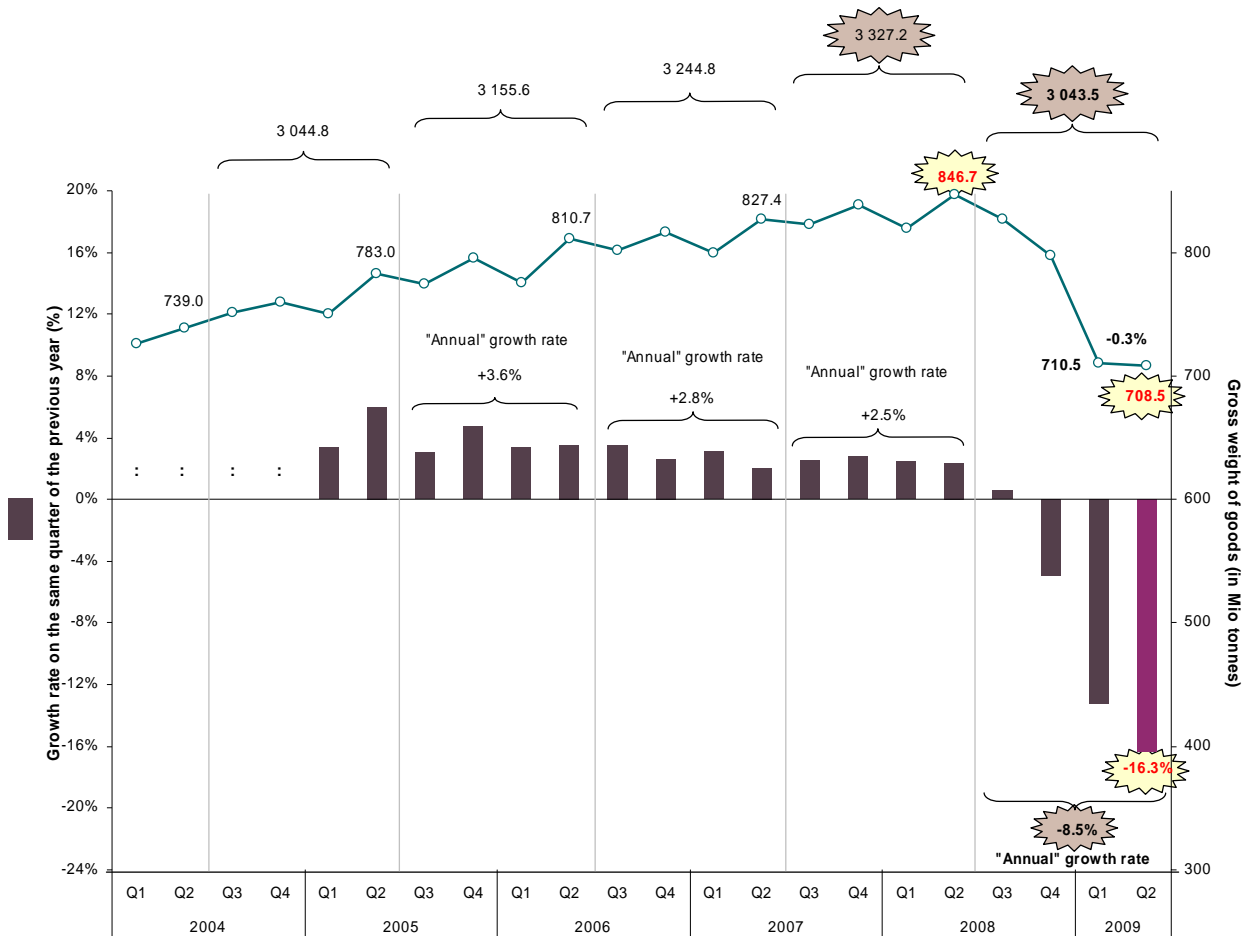
Table 6: Top 5 European ports by gross weight of goods handled during the 1st quarter 2009, for total cargo and for different types of cargo

	2008				2009			
	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)	97.5	97.9	98.0	90.9	85.6	-5.8%	-12.2%	-3.0%
Antwerp (BE)	41.8	45.0	43.4	41.0	33.4	-18.4%	-20.0%	-2.4%
Hamburg (DE)	29.4	30.5	30.8	28.3	23.0	-18.7%	-21.7%	-5.0%
Marseille (FR)	23.4	22.5	24.3	22.3	20.1	-9.8%	-13.8%	-6.1%
Le Havre (FR)	18.9	17.5	19.1	20.2	19.1	-5.3%	+1.0%	+0.6%
Liquid bulk goods								
Rotterdam (NL)	49.4	48.1	47.2	45.1	47.3	+4.8%	-4.4%	-0.8%
Marseille (FR)	16.7	16.4	17.6	16.0	16.0	+0.2%	-4.1%	-3.3%
Bergen (NO)	11.1	12.4	11.1	13.0	13.5	+4.1%	+21.8%	-3.2%
Le Havre (FR)	11.6	11.8	12.7	12.8	12.1	-5.5%	+4.8%	+6.9%
Amsterdam (NL)	8.1	8.7	8.5	8.4	10.1	+21.0%	+24.4%	+31.0%
Dry bulk goods								
Rotterdam (NL)	22.5	23.5	24.8	23.2	17.4	-24.9%	-22.6%	-3.2%
Amsterdam (NL)	8.7	9.9	7.9	7.7	7.3	-5.1%	-15.6%	+0.4%
Taranto (IT)	7.2	6.5	6.2	5.0	6.2	+24.5%	-13.9%	-2.2%
Immingham (UK)	4.8	4.7	7.1	6.5	5.0	-22.9%	+3.1%	+3.6%
Riga (LV)	4.5	4.5	4.8	4.9	4.9	-0.1%	+9.3%	+17.6%
Large containers								
Rotterdam (NL)	21.1	21.8	21.5	18.6	17.5	-6.3%	-17.3%	-5.0%
Antwerp (BE)	19.7	22.6	21.0	18.8	16.3	-13.3%	-17.3%	+1.2%
Hamburg (DE)	18.7	19.9	19.0	16.1	13.7	-15.2%	-27.0%	-8.2%
Bremerhaven (DE)	10.3	11.4	11.6	10.4	8.2	-20.8%	-20.6%	+4.6%
Valencia (ES)	7.3	8.5	9.5	8.5	8.0	-6.1%	+9.4%	+26.3%
Ro-Ro mobile units								
Dover (UK)	5.9	6.0	5.8	6.2	6.3	+1.3%	+6.6%	-0.9%
Calais (FR)	4.3	4.5	4.5	4.8	4.8	+0.8%	+11.8%	+3.8%
Lübeck (DE)	4.3	4.6	4.0	3.7	3.4	-7.1%	-21.0%	-9.6%
Zeebrugge (BE)	4.3	4.5	4.1	3.8	3.2	-14.4%	-24.9%	-13.4%
Immingham (UK)	3.9	4.3	3.5	3.0	3.1	+2.1%	-20.8%	-6.8%
Other general cargo not elsewhere specified								
Antwerp (BE)	4.2	4.1	4.2	4.3	2.9	-32.9%	-31.1%	-17.8%
Rotterdam (NL)	2.1	2.0	2.2	2.0	2.0	+1.5%	-2.8%	-10.5%
Taranto (IT)	2.1	1.4	1.7	3.8	1.8	-52.9%	-13.9%	+23.4%
Livorno (IT)	2.0	1.6	1.3	1.2	1.7	+38.7%	-16.9%	+39.4%
Dunkerque (FR)	1.9	1.9	1.9	1.7	1.6	-7.0%	-15.9%	-4.4%

Source: Eurostat – Maritime transport statistics

First estimates suggest that the decline in European port activity bottomed out in the 2nd quarter 2009. However, there was still a fall of about 16% compared to the 2nd quarter 2008 (the last quarter before the economic crisis began).

Graph 2: First estimate for the 2nd quarter 2009 ^(*)
Gross weight of seaborne goods handled in EU-27-IT main ports



Source: Eurostat – Maritime transport statistics

^(*) Compared to Graph 1, Graph 2:

- a) includes a first estimate for the 2nd quarter of 2009. As a result, the “base” of all the figures in Graph 2 is the 2nd quarter of 2009. In contrast, the “base” of the figures in Graph 1 is the 1st quarter of 2009;
- b) presents data for the aggregate EU-27-IT (EU-27 excluding Italy). Italian data for the 2nd quarter 2009 are not yet available. The aggregate EU-27-IT is introduced to provide comparability over time for the series included.

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:

- a) official data for the ports of the Netherlands are missing for the 2nd quarter 2009: total aggregate figures for individual ports have been estimated by the competent national statistical authority;
- b) detailed data for the UK port of Ballylumford are not yet available for the 2nd quarter 2009: total aggregate figures have been provided by the competent national statistical authority.

Graph 2 provides users with an early, even though provisional, indication of port activity in the EU in the 2nd 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.

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.

"Short Sea Shipping" aggregate (in Table 2) 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 below).

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, the "Annual" growth rate column in Tables 2 to 6 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 **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 for data up to and including the 1st quarter 2009:

- data for the French port of Le Havre for the 1st quarter 2009 are not complete. In order to provide comparability over time for the series, estimates elaborated by Eurostat in close cooperation with the competent national statistical authority have been used for all the results shown in this publication, with the exception of Tables 4 and 5, where results do not include Le Havre.

- data for 2009 for some Italian ports (for ex. Messina) have a better coverage than in previous periods, due to:

(a) a change in data checking and compilation, including the integration of additional results, based also on the use of supplementary sources of information;

(b) the gradual introduction of a new methodology in data collection.

In addition, data for some ports (for ex. Napoli and Brindisi) are under-estimated for the 4th quarter 2008. Results for Genova for 2008Q4 and 2009Q1 are provisional and data for 2008Q4 may be revised upwards.

- detailed data for the UK port of Ballylumford are not yet available for the 1st quarter 2009. In order to provide comparability over time for the series, estimates elaborated by Eurostat in close cooperation with the competent national statistical authority have been used for all the results shown in this publication.

For data concerning the 2nd quarter 2009, see explanatory notes below Graph 2 on page 5.

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

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](#)

- [Global economic crisis hits European port activity](#)

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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