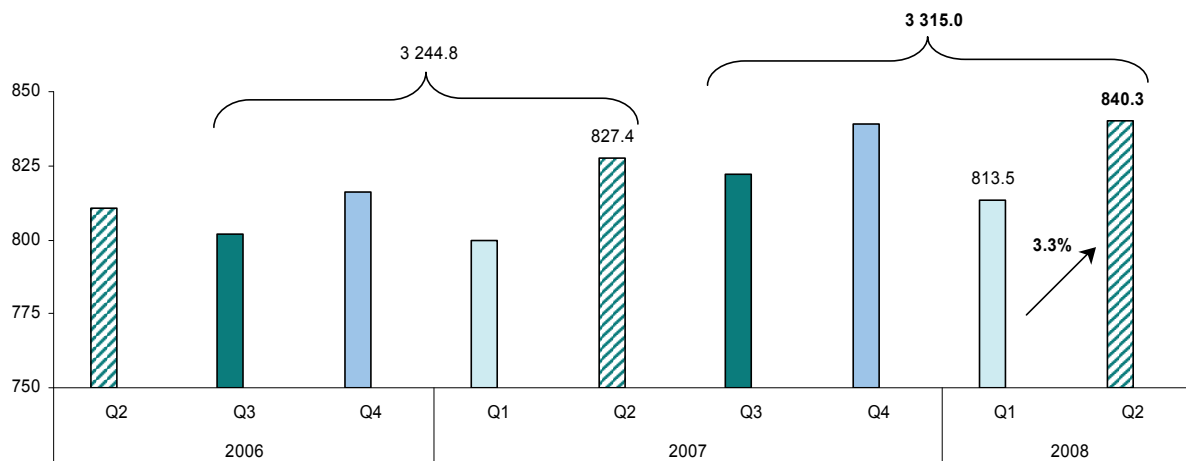


## Maritime transport of goods – 2nd quarter 2008 (\*)

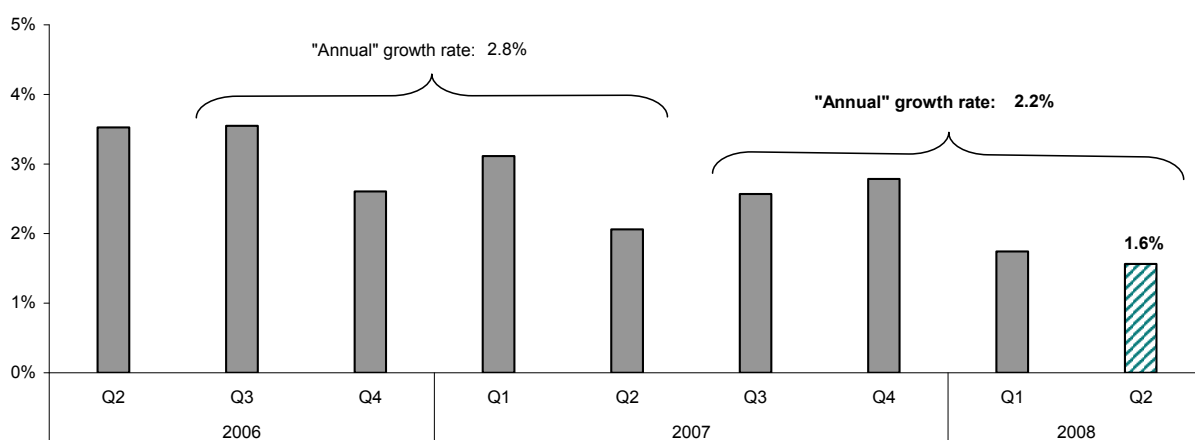
Table 1: Gross weight of seaborne goods handled in EU-27-IT (\*\*) main ports

	2006			2007				2008	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Gross weight of goods (in Mio tonnes)	810.7	801.7	816.2	799.6	827.4	822.3	838.9	813.5	840.3
Growth rate on previous quarter	4.5%	-1.1%	1.8%	-2.0%	3.5%	-0.6%	2.0%	-3.0%	3.3%
Growth rate on same quarter of previous year	3.5%	3.5%	2.6%	3.1%	2.1%	2.6%	2.8%	1.7%	1.6%
Gross weight of goods (in Mio tonnes) - "Annual" data	3 244.8			3 315.0					
"Annual" growth rate	2.8%			2.2%					

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 3<sup>rd</sup> quarter 2008 (see new Graph 3).

(\*\*) 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 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			
	Q2	Q3	Q4	Q1	Q2			
	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>827.4</b>	<b>822.3</b>	<b>838.9</b>	<b>813.5</b>	<b>840.3</b>	<b>3.3%</b>	<b>1.6%</b>	<b>2.2%</b>
<b>By direction</b>								
Inwards	518.1	521.9	532.9	514.4	528.8	2.8%	2.1%	2.8%
Outwards	309.3	300.4	305.9	299.1	311.5	4.2%	0.7%	1.1%
<b>By type of cargo</b>								
Liquid bulk goods	310.9	310.1	318.2	313.1	316.0	0.9%	1.6%	1.3%
Dry bulk goods	210.1	210.2	220.6	206.0	214.3	4.0%	2.0%	1.4%
Large containers	150.9	152.5	152.0	147.0	157.0	6.8%	4.0%	7.3%
Ro-Ro mobile units	97.9	94.5	94.5	94.6	98.7	4.3%	0.7%	1.0%
Other general cargo nes	57.5	55.0	53.6	52.8	54.4	3.1%	-5.5%	-1.3%
Unknown	0.0	0.0	0.0	0.0	0.0	-	-	-
<b>By reporting country</b>								
BELGIUM (BE)	57.4	58.4	60.8	59.0	63.5	7.6%	10.7%	7.9%
BULGARIA (BG)	6.5	6.8	5.9	5.6	7.1	25.4%	7.9%	-4.9%
DENMARK (DK)	24.1	23.2	25.0	24.1	24.8	2.9%	2.8%	-0.9%
GERMANY (DE)	78.1	76.0	79.7	77.7	82.1	5.7%	5.2%	3.7%
ESTONIA (EE)	11.7	8.0	8.7	9.1	7.7	-15.7%	-34.2%	-30.7%
IRELAND (IE)	13.0	11.5	12.5	12.1	12.3	1.3%	-5.9%	-3.0%
GREECE (EL)	33.8	34.9	34.4	29.3	28.3	-3.5%	-16.3%	-3.5%
SPAIN (ES)	107.4	109.0	109.9	104.6	109.7	4.9%	2.2%	3.4%
FRANCE (FR)	87.8	85.7	87.7	85.8	86.1	0.3%	-2.0%	0.9%
CYPRUS (CY)	1.9	1.8	1.9	1.9	2.0	3.9%	5.2%	2.3%
LATVIA (LV)	15.6	15.2	14.4	15.6	14.7	-5.5%	-5.5%	3.2%
LITHUANIA (LT)	7.5	8.1	7.0	9.2	9.7	6.1%	30.3%	21.2%
MALTA (MT)	0.7	0.8	0.8	0.7	0.9	19.6%	25.2%	-1.0%
NETHERLANDS (NL)	124.8	129.2	131.7	128.3	133.7	4.2%	7.2%	8.0%
POLAND (PL)	13.5	13.9	12.4	11.4	12.6	10.5%	-6.6%	-2.5%
PORTUGAL (PT)	17.4	16.0	16.9	17.2	16.6	-3.4%	-4.5%	0.7%
ROMANIA (RO)	10.7	12.5	13.4	11.0	13.4	21.1%	25.2%	9.7%
SLOVENIA (SI)	4.0	3.4	4.2	4.2	4.1	-3.3%	3.0%	-0.3%
FINLAND (FI)	27.2	28.0	27.3	27.1	28.2	4.1%	3.8%	4.7%
SWEDEN (SE)	41.9	40.6	41.4	42.5	44.0	3.6%	5.0%	1.2%
UNITED KINGDOM (UK)	142.5	139.3	142.9	136.9	138.8	1.4%	-2.6%	-1.8%
<b>Split Short Sea Shipping <sup>(*)</sup></b>								
Short Sea Shipping	550.9	542.1	554.3	542.6	553.3	2.0%	0.4%	1.2%
Deep Sea Shipping	260.2	264.0	270.5	255.9	269.3	5.2%	3.5%	3.7%
Unknown	16.2	16.2	14.1	15.0	17.7	18.4%	9.3%	9.9%
<b>By type of transport</b>								
National	100.1	99.0	97.8	91.2	97.5	6.9%	-2.5%	-1.5%
International intra-EU-27	311.8	300.8	310.7	306.7	309.6	1.0%	-0.7%	0.3%
International extra-EU-27	399.2	406.2	416.3	400.6	415.4	3.7%	4.1%	4.3%
Unknown	16.2	16.2	14.1	15.0	17.7	18.4%	9.3%	9.9%
<b>By partner geographical zone</b>								
EU-27	411.9	399.8	408.5	397.9	407.1	2.3%	-1.2%	-0.2%
Europe except EU-27	105.0	107.0	108.2	103.4	110.4	6.7%	5.1%	6.3%
America	114.9	118.1	123.1	113.8	123.5	8.5%	7.4%	8.0%
Africa	85.5	87.6	93.6	92.9	91.5	-1.5%	7.1%	3.8%
Asia & Australasia	93.9	93.6	91.5	90.5	90.1	-0.4%	-4.0%	-2.0%
Unknown	16.2	16.2	14.1	15.0	17.7	18.4%	9.3%	9.9%

<sup>(\*)</sup> "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 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>(\*)</sup> during the 2<sup>nd</sup> quarter 2008**

Partner country	2007			2008	2008			
	Q2	Q3	Q4	Q1	Q2			
	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	50.0	51.4	51.0	50.9	51.4	1.1%	2.9%	5.7%
UNITED STATES OF AMERICA	38.3	36.0	40.2	39.3	40.9	4.3%	6.8%	5.8%
BRAZIL	30.9	36.1	35.1	29.4	31.2	6.2%	0.8%	11.7%
NORWAY	26.6	27.9	28.1	26.8	26.0	-2.7%	-2.1%	-1.0%
CHINA	21.5	23.3	20.5	19.3	19.9	2.7%	-7.8%	5.3%
TURKEY	12.4	12.6	14.5	13.1	15.4	17.9%	23.8%	22.9%
EGYPT	14.7	16.8	16.8	19.2	15.0	-21.9%	1.6%	4.7%
SOUTH AFRICA	14.2	14.3	16.0	14.4	14.5	1.2%	2.2%	-12.0%
CANADA	10.2	10.7	12.1	10.5	10.8	2.7%	5.9%	5.8%
ALGERIA	9.0	9.4	10.4	10.1	10.4	2.7%	15.3%	4.0%

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

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

Trade	2007			2008	2008				
	Q2	Q3	Q4	Q1	Q2				
	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>(**)</sup> ("inwards")</b>									
Russia: Baltic sea	Crude oil	15.1	15.9	14.9	15.5	15.6	0.3%	3.5%	3.1%
Brazil	Ores	15.6	17.5	17.4	14.8	14.4	-2.5%	-7.5%	2.9%
China	Large containers	10.2	11.7	10.8	10.6	11.5	8.5%	12.7%	19.8%
Norway	Crude oil	10.0	10.0	10.2	10.5	9.1	-13.2%	-8.9%	-8.8%
Russia: Black sea	Crude oil	8.5	7.5	8.4	7.6	9.1	19.4%	6.8%	-4.7%
USA: East coast	Coal	5.0	5.4	6.4	6.5	8.9	36.9%	76.3%	45.6%
South Africa	Coal	8.1	8.2	9.5	8.4	7.4	-12.2%	-9.4%	-22.5%
Egypt	Crude oil	9.0	10.7	9.5	10.4	7.1	-32.2%	-21.2%	-8.9%
Libya	Crude oil	5.2	5.9	5.8	5.3	6.8	28.2%	32.8%	15.1%
Russia: Baltic sea	Oil products	5.1	5.8	5.9	7.0	5.2	-25.7%	2.1%	12.7%
Brazil	Agricultural products	4.9	6.4	6.5	3.4	5.1	47.0%	3.1%	40.2%
Australia	Coal	5.4	6.0	6.5	4.2	4.9	16.1%	-9.0%	-9.6%
USA: East coast	Large containers	4.4	4.1	4.2	4.3	4.5	4.9%	2.2%	11.3%
Argentina	Agricultural products	3.4	2.9	4.0	3.5	4.2	22.3%	24.6%	36.8%
Nigeria	Crude oil	3.3	3.2	4.0	3.4	4.2	24.0%	28.0%	-6.1%
Colombia: North coast	Coal	3.6	3.9	3.7	4.2	4.2	-0.6%	17.6%	-6.2%
Offshore installations nes	Crude oil	5.5	5.5	4.8	4.8	4.1	-14.8%	-26.2%	11.9%
<b>from EU-27-IT main ports <sup>(**)</sup> to extra-EU-27 ports ("outwards")</b>									
USA: East coast	Oil products	9.2	7.8	8.4	7.8	8.7	10.8%	-5.2%	3.7%
China	Large containers	4.7	4.7	4.8	4.7	5.3	13.7%	11.9%	4.3%
USA: East coast	Large containers	4.6	4.3	4.4	4.1	4.2	2.3%	-8.5%	-4.5%

(\*) 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 and the Dutch port of Amsterdam

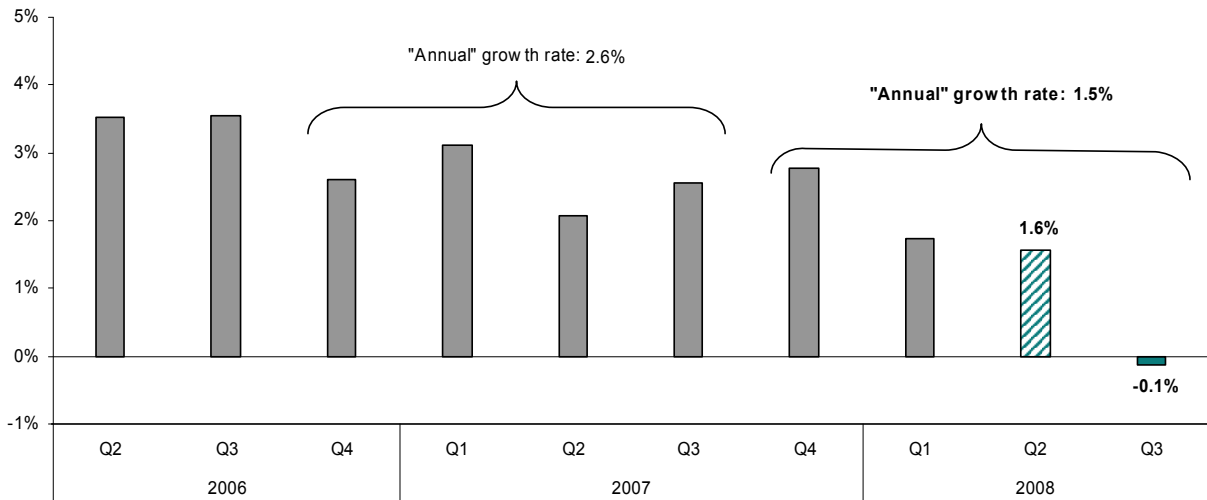
**Table 5: Gross weight of seaborne goods handled in Croatian, Icelandic and Norwegian main ports**

	2007			2008	2008			
	Q2	Q3	Q4	Q1	Q2			
	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)	5.8	6.6	6.3	5.8	6.7	14.5%	15.2%	15.5%
ICELAND (IS)	:	:	:	:	:	:	:	:
NORWAY (NO)	45.4	46.2	46.4	39.8	44.2	10.9%	-2.7%	-1.7%

**Table 6: Top 5 European ports (excluding Italian ports) by gross weight of goods handled during the 2<sup>nd</sup> quarter 2008, for total cargo and for different types of cargo**

	2007			2008	2008			
	Q2	Q3	Q4	Q1	Q2			
	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)	91.6	97.4	97.2	95.0	98.3	3.4%	7.3%	8.2%
Antwerpen (BE)	40.2	41.4	43.6	41.8	45.0	7.7%	12.1%	9.3%
Hamburg (DE)	29.4	29.8	29.8	29.4	30.5	3.9%	3.6%	2.0%
Marseille (FR)	25.3	23.1	23.3	23.4	22.5	-3.6%	-11.1%	-3.1%
Le Havre (FR)	18.8	18.4	19.2	18.9	18.5	-2.4%	-1.7%	4.4%
<b>Liquid bulk goods</b>								
Rotterdam (NL)	44.6	48.0	47.3	49.1	49.8	1.4%	11.6%	9.8%
Marseille (FR)	17.6	16.7	17.2	16.7	16.4	-1.6%	-6.9%	0.0%
Bergen (NO)	13.4	14.3	12.9	11.1	12.4	11.6%	-7.6%	-13.5%
Le Havre (FR)	11.8	11.3	11.7	11.6	12.0	3.2%	1.4%	-0.8%
Wilhelmshaven (DE)	10.5	8.4	10.9	9.0	9.7	7.7%	-7.6%	-6.3%
<b>Dry bulk goods</b>								
Rotterdam (NL)	21.2	23.8	24.4	21.0	22.8	8.7%	7.6%	10.5%
Amsterdam (NL)	8.6	7.5	7.9	7.8	8.7	11.4%	0.8%	13.1%
Dunkerque (FR)	6.8	6.9	6.9	6.5	7.2	10.8%	6.6%	0.5%
Antwerpen (BE)	5.6	5.9	6.6	6.7	7.2	7.8%	29.2%	8.4%
Hamburg (DE)	6.2	6.4	7.1	6.2	6.4	2.8%	2.4%	-4.9%
<b>Large containers</b>								
Antwerpen (BE)	19.4	19.3	19.4	19.7	22.6	14.5%	16.4%	15.5%
Rotterdam (NL)	20.7	20.8	21.0	19.9	21.3	7.0%	3.1%	6.6%
Hamburg (DE)	18.9	18.9	18.3	18.7	19.9	6.3%	5.6%	5.2%
Bremerhaven (DE)	9.9	9.9	9.6	10.3	11.4	10.2%	14.7%	9.5%
Algeciras (ES)	8.7	9.1	9.3	9.2	9.1	-0.4%	4.7%	7.5%
<b>Ro-Ro mobile units</b>								
Dover (UK)	6.3	6.2	6.2	6.0	6.1	1.1%	-2.9%	3.0%
Lübeck (DE)	4.3	4.2	4.5	4.3	4.6	5.8%	5.6%	0.8%
Calais (FR)	4.6	4.4	4.6	4.3	4.5	4.5%	-1.8%	-2.1%
Zeebrugge (BE)	4.6	4.6	4.5	4.3	4.5	4.9%	-2.8%	3.0%
Immingham (UK)	4.1	2.8	4.2	3.7	4.2	13.0%	2.4%	9.7%
<b>Other general cargo not elsewhere specified</b>								
Antwerpen (BE)	4.7	5.1	4.7	4.2	4.1	-1.0%	-12.6%	-3.6%
Rotterdam (NL)	2.6	2.3	2.2	2.9	2.2	-23.8%	-15.1%	-8.7%
Dunkerque (FR)	1.9	1.8	1.8	1.9	1.9	3.2%	0.8%	1.8%
Vlissingen (NL)	1.3	1.5	1.4	1.4	1.6	11.7%	25.7%	19.0%
Valencia (ES)	1.7	1.5	1.4	1.4	1.5	6.8%	-11.4%	-7.8%

**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 3<sup>rd</sup> quarter 2008 <sup>(\*)</sup>**



(\*) Compared to Graph 2, Graph 3 includes a first estimate for the 3<sup>rd</sup> 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 Dutch port of Amsterdam are not yet available for the 3<sup>rd</sup> quarter 2008: figures have been estimated by the Dutch Statistical Office in cooperation with Eurostat on the basis of aggregated statistics;
- official data for the Greek port of Piraeus are incomplete for the 3<sup>rd</sup> quarter 2008: as a result, the corresponding growth rate shown in Graph 3 may be slightly underestimated.

Graph 3 provides users with an early, even though provisional, indication of port activity in the EU in the 3<sup>rd</sup> 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 ("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 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 Q2 2008 compared to the four quarters ending Q2 2007.

All the figures presented in this publication are from Eurostat and reflect the **state of data availability** in Eurostat's database in **April 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 are not included in this publication; data for the 1<sup>st</sup> and 2<sup>nd</sup> quarters 2008 are not yet available. 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 2<sup>nd</sup> 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 for the 2<sup>nd</sup> quarter 2008 are 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 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 Manuel Da Silva (data) and Virginie Attivissimo (layout).

## Further information

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

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Data: [EUROSTAT Website/Home page/Data/Transport](http://ec.europa.eu/eurostat/)

### Transport



Maritime transport



Maritime transport - Goods

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