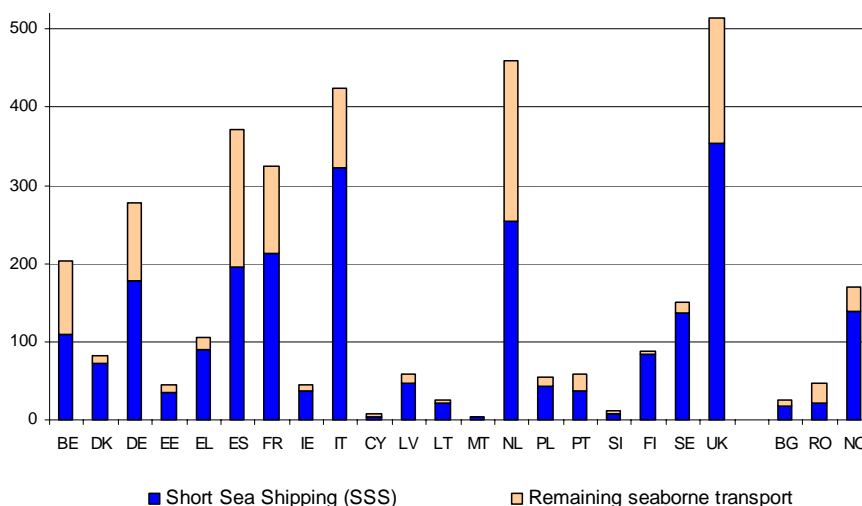


Short Sea Shipping of goods 2000-2005

In 2005, EU-25 Short Sea Shipping amounted to more than 1.8 billion tonnes of goods and almost a third involved the ports on the North Sea coast.

Figure 1: Share of Short Sea Shipping (SSS) of goods in total sea transport - million tonnes, 2005



Highlights

In 2005 Short Sea Shipping (SSS)⁽¹⁾ accounted for 68% of the entire EU-25 maritime transport of goods, totalling more than 1.8 billion tonnes.

The United Kingdom and Italy accounted for the largest weight of Short Sea Shipping of goods, totalling 354 and 323 million tonnes, respectively. The share of Short Sea Shipping in total sea shipping varied widely from one country to another (see Figure 1).

Short Sea Shipping experienced an upturn in the majority of the EU-25 Member States from 2004 to 2005, with the exception of Estonia, Greece, Lithuania, the Netherlands and Finland.

The North and the Mediterranean Sea had the largest shares of SSS declared by the EU-25 countries, with 28.6% (591 million tonnes), and 26.4% (546 million tonnes), respectively.

Liquid bulk (including liquefied gas, crude oil and oil products) played a predominant role in Short Sea Shipping; in Estonia, France, Italy and the Netherlands in particular, it accounted for over 58% of total cargo.

In all maritime regions, liquid bulk was the most common SSS cargo, both leaving and entering the EU-25 ports; however, its share varied from 69% for the Black Sea to 40% in the Atlantic Ocean.

Rotterdam was the largest EU-25 port in 2005 in terms of Short Sea Shipping for all types of cargo except Roll-on/Roll-off units. Regarding Roll-on/Roll-off units, the top 5 SSS ports show a preponderance of SSS over the remaining seaborne transport (ocean shipping), with shares above 95%.

(1) Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-25, Bulgaria, Romania and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other. Remaining seaborne transport is often referred to as "ocean shipping" or "deep sea shipping".

Statistics in focus

TRANSPORT

12/2006

Author

Giuliano AMERINI

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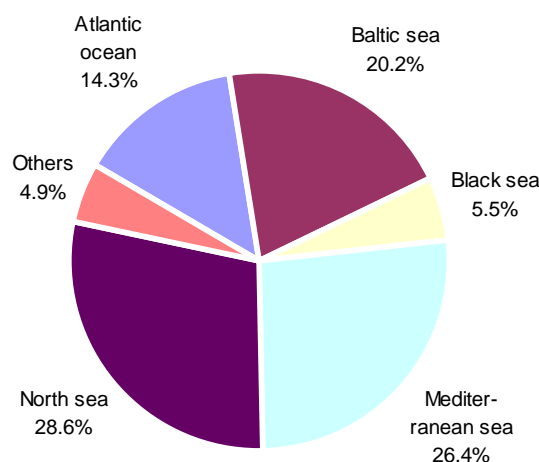


Short Sea Shipping by Reporting Country and Sea Region

For most of the countries (EU-25 countries, Bulgaria, Romania and Norway), the majority of sea shipping that took place in 2005 (see Figure 1) was Short Sea Shipping (SSS). The preponderance of SSS over the remaining seaborne transport (ocean shipping) was particularly pronounced in Finland (94%), Malta (92%), Sweden

(91%), Denmark (87%), Greece (85%) and Ireland (81%). The share of SSS was also significant in the three Baltic countries and in Poland, where it represented more than 77% of the total sea transport of goods. Indeed these countries reported some of the largest shares of national and international intra-EU-25 transport.

Figure 2: EU-25 SSS of goods by sea region – weight of goods, 2005



In 2005, the Short Sea Shipping of the United Kingdom represented 354 million tonnes of cargo (see Table 1), accounting for 16% of the total SSS of the EU-25. It was followed by Italy, the Netherlands and France with shares of 14%, 11% and 10% respectively, the four countries together representing more than 50% of the EU-25 SSS.

Table 1: SSS of goods by reporting country and sea region – million tonnes, 2005

| | Atlantic ocean | Baltic sea | Black sea | Mediterranean sea | North sea | Others ⁽¹⁾ | Total |
|-----------------|----------------|--------------|--------------|-------------------|--------------|-----------------------|----------------|
| BE | 15.0 | 21.7 | 1.1 | 23.9 | 46.9 | 0.1 | 108.6 |
| DK | 3.4 | 38.1 | 0.1 | 0.7 | 29.9 | 0.5 | 71.6 |
| DE | 11.5 | 84.6 | 0.2 | 15.7 | 65.3 | 1.7 | 178.7 |
| EE | 2.3 | 12.8 | 0.0 | 1.6 | 16.3 | 1.9 | 34.9 |
| EL | 1.2 | 0.6 | 13.7 | 68.5 | 3.2 | 1.8 | 89.0 |
| ES | 40.7 | 16.8 | 16.7 | 94.1 | 27.5 | 6.9 | 196.2 |
| FR | 45.4 | 17.2 | 17.0 | 53.0 | 44.2 | 36.6 | 213.4 |
| IE | 18.9 | 1.7 | 0.1 | 0.5 | 16.0 | 0.1 | 37.2 |
| IT | 5.3 | 2.3 | 56.6 | 220.3 | 11.8 | 26.4 | 322.8 |
| CY | 0.1 | 0.0 | 0.6 | 2.8 | 0.3 | 0.1 | 3.9 |
| LV | 7.2 | 13.6 | 0.1 | 1.4 | 22.3 | 1.6 | 46.1 |
| LT | 3.3 | 5.0 | 0.7 | 1.4 | 9.1 | 1.1 | 20.7 |
| MT | 0.1 | 0.0 | 0.2 | 2.7 | 0.2 | 0.0 | 3.2 |
| NL | 34.4 | 74.4 | 2.9 | 44.3 | 89.3 | 8.2 | 253.5 |
| PL | 4.4 | 13.6 | 0.4 | 2.8 | 17.7 | 3.4 | 42.4 |
| PT | 14.4 | 2.7 | 1.7 | 10.2 | 8.2 | 0.1 | 37.3 |
| SI | 0.0 | 0.1 | 0.8 | 6.3 | 0.0 | 0.0 | 7.3 |
| FI | 4.2 | 51.1 | 0.1 | 1.9 | 25.9 | 0.1 | 83.3 |
| SE | 4.9 | 85.7 | 0.1 | 2.0 | 42.6 | 5.2 | 137.2 |
| UK | 120.0 | 41.0 | 1.4 | 21.4 | 185.7 | 5.2 | 354.4 |
| EU-25 | 294.6 | 417.7 | 114.5 | 546.2 | 591.2 | 101.1 | 1 847.2 |
| EU-15 | 277.1 | 397.7 | 111.8 | 533.3 | 525.2 | 92.9 | 1 784.9 |
| BG | 0.7 | 0.0 | 11.1 | 5.8 | 0.1 | 0.1 | 17.9 |
| RO | 0.6 | 0.1 | 7.9 | 11.9 | 0.2 | 1.4 | 22.1 |
| NO | 14.0 | 15.0 | 0.1 | 5.6 | 98.0 | 6.9 | 139.4 |
| Total-28 | 309.9 | 432.8 | 133.4 | 569.5 | 670.9 | 109.5 | 1 995.9 |

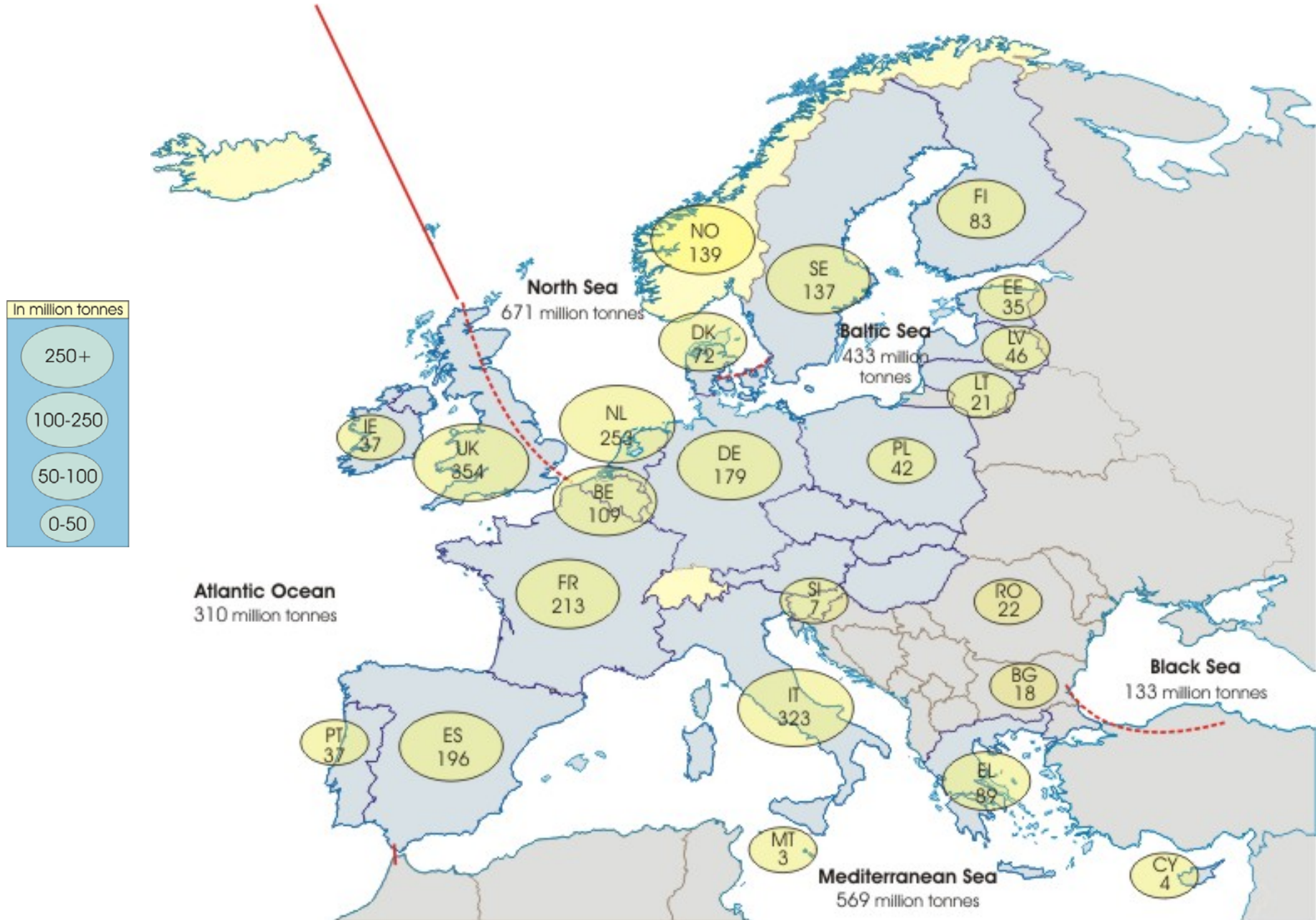
(1) See methodological notes

The amount of SSS between EU-25 ports and ports located in the North Sea amounted to 591 million tonnes (see Table 1), more than 28% of total SSS declared by the EU-25 (see Figure 2). The Mediterranean Sea followed close behind, with 546 million tonnes. If one considers the amount of SSS in the Baltic and in the North Sea, together, it accounted for half of the total SSS declared by the EU-25. The Black Sea accounted for only 5.5% of the EU-25's total SSS. For the sake of clarity, since EU-25 SSS is defined as transport of goods between EU-25 ports and ports located in geographical Europe, or on the Mediterranean and Black Seas, the 114 million tonnes of EU-25 SSS in the Black Sea do not include any intra-Black Sea transport ⁽²⁾.

In 2005, Italy was the EU-25 country that reported the largest share of SSS in the Black Sea (57 million tonnes, i.e. 49% of total EU-25 SSS in the Black Sea). A considerable share of EU-25 Short Sea Shipping performed in the Mediterranean Sea (38%) – 220 million tonnes – was also reported by Italian ports. In the Atlantic Ocean and the North Sea, SSS largely came from or was destined for British ports (36% and 28%, respectively). EU-25 Short Sea Shipping in the Baltic Sea mainly involved four Member States: Germany, the Netherlands, Sweden and Finland, which accounted together for 61% of EU-25 SSS in the Baltic. Table 1 also shows that, with the exception of Estonia, Latvia, Lithuania and Poland, all countries carried out the highest share of their Short Sea Shipping with partner ports located on seas where these countries also have a coastline. Nearly half of the SSS to/from the three Baltic States was loaded or unloaded in ports located in the North Sea.

(2) This changes if one considers SSS of EU-25 plus Bulgaria, Romania and Norway (see also "Total-28" in Table 1 or in Map 1)

Map 1: EU-25, Bulgaria, Romania and Norway: SSS of goods by sea region and reporting country – million tonnes, 2005



Short Sea Shipping between 2000 and 2005

Table 2: SSS of goods by reporting country and direction – million tonnes

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | | | Annual rate of growth (Total) | |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------|-------------|
| | Total | Total | Total | Total | Total | Inwards | Outwards | Total | Average rate 2000-2005 | 2004-2005 |
| BE | 93.7 | 92.6 | 92.0 | 94.8 | 97.2 | 62.2 | 46.5 | 108.6 | 3.0% | 11.7% |
| DK | 59.4 | 61.6 | 62.2 | 65.6 | 69.2 | 39.6 | 38.9 | 71.6 | 3.8% | 3.5% |
| DE | 156.2 | 158.2 | 154.7 | 160.3 | 173.7 | 116.3 | 64.8 | 178.7 | 2.7% | 2.9% |
| EE | : | : | 37.5 | 40.6 | 36.8 | 4.0 | 30.9 | 34.9 | : | -5.0% |
| EL | 86.1 | 75.4 | 84.5 | 97.6 | 93.3 | 62.2 | 48.3 | 89.0 | 0.7% | -4.6% |
| ES | 131.6 | 160.6 | 171.8 | 179.0 | 188.8 | 150.4 | 72.4 | 196.2 | 8.3% | 3.9% |
| FR | 209.9 | 195.6 | 194.9 | 204.3 | 208.8 | 151.9 | 68.1 | 213.4 | 0.3% | 2.2% |
| IE | 27.0 | 28.7 | 32.1 | 33.3 | 34.7 | 25.1 | 12.5 | 37.2 | 6.7% | 7.1% |
| IT | 279.8 | 278.3 | 290.8 | 301.9 | 310.7 | 259.2 | 135.6 | 322.8 | 2.9% | 3.9% |
| CY ⁽¹⁾ | : | : | 2.8 | 2.2 | 2.5 | 3.6 | 0.4 | 3.9 | : | 59.5% |
| LV | : | : | : | : | 42.6 | 4.3 | 41.9 | 46.1 | : | 8.4% |
| LT | : | 17.2 | 19.4 | 24.0 | 21.7 | 3.7 | 17.0 | 20.7 | : | -5.0% |
| MT | : | : | : | 3.2 | 2.8 | 3.1 | 0.1 | 3.2 | : | 16.3% |
| NL | 218.0 | 218.0 | 226.3 | 226.6 | 253.7 | 188.7 | 64.8 | 253.5 | 3.1% | -0.1% |
| PL ⁽²⁾ | : | : | : | : | 20.0 | 12.3 | 30.3 | 42.4 | : | 112.4% |
| PT | 31.3 | 31.4 | 31.5 | 32.4 | 34.7 | 29.0 | 14.0 | 37.3 | 3.6% | 7.7% |
| SI | : | 5.4 | 5.6 | 6.4 | 6.9 | 4.0 | 3.3 | 7.3 | : | 6.9% |
| FI | 70.5 | 78.5 | 79.8 | 84.6 | 88.6 | 49.0 | 38.6 | 83.3 | 3.4% | -6.0% |
| SE | 118.2 | 111.1 | 113.5 | 118.4 | 124.7 | 77.7 | 67.9 | 137.2 | 3.0% | 10.0% |
| UK | 305.6 | 351.8 | 344.2 | 340.8 | 346.6 | 232.6 | 177.8 | 354.4 | 3.0% | 2.2% |
| EU-25 | : | : | : | : | 1 772.7 | 1 479.0 | 974.2 | 1 847.2 | : | 4.2% |
| EU-15 | 1 505.5 | 1 563.6 | 1 600.1 | 1 650.6 | 1 721.5 | 1 444.0 | 850.2 | 1 784.9 | 3.5% | 3.7% |
| BG | : | 15.0 | 15.6 | 15.0 | 16.7 | 10.7 | 7.2 | 17.9 | : | 7.1% |
| RO | : | : | 13.5 | 14.1 | 18.7 | 9.4 | 12.7 | 22.1 | : | 18.1% |
| NO | : | : | 127.0 | 122.2 | 134.0 | 53.6 | 96.8 | 139.4 | : | 4.0% |
| Total-28 | : | : | : | : | 1 914.9 | 1 552.7 | 1 090.9 | 1 995.9 | : | 4.2% |

(1) See methodological notes

(2) Poland did not provide detailed data on partner ports for the first semester 2004

The columns "total" in Table 2 exclude the double counting of declarations of transport that may occur at national and international intra-EU levels. These totals may therefore differ from the sum of inward and outward declarations (see methodological notes).

All countries for which data were available registered positive annual average growth in SSS during the period 2000-2005, ranging between +8.3% in Spain and +0.3% in France, the average rate for the EU-15 being +3.5%.

Short Sea Shipping in the EU-25 grew by 4.2% between 2004 and 2005.

Short Sea Shipping experienced an upturn in all old Member States belonging to the EU-15 from 2004 to

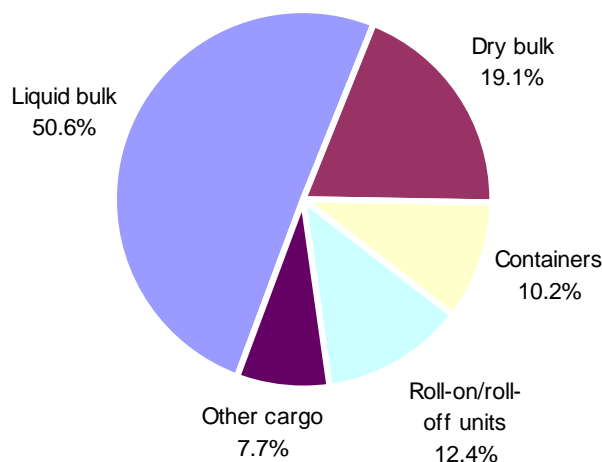
2005, with the exception of Finland with a decline of -6.0%, Greece (-4.6%), and the Netherlands (-0.1%). The highest growth between 2004 and 2005 was experienced by Belgium (+11.7) and Sweden (+10.0%).

The new Member States also registered an increase in the amount of SSS between 2004 and 2005, with the exception of Estonia and Lithuania (-5.0%).

In 2005, all EU-25 countries sent out (column "outwards") fewer goods than they received ("inwards") by SSS except Estonia, Latvia, Lithuania and Poland. This exception was also true for Romania and Norway. The weight of SSS goods unloaded in Dutch ports was three times higher than the weight of goods loaded.

Short Sea Shipping by Type of Cargo

Figure 3: EU-25 SSS of goods by type of cargo – weight of goods, 2005



Liquid bulk played a predominant role in the total Short Sea Shipping to/from the EU-25. At 934 million tonnes (see Table 3), it accounted for 50.6% (see Figure 3) of total EU-25 SSS. With 353 million tonnes, dry bulk was the second most important type of cargo (19.1% of total EU-25 SSS), but it was considerably less than liquid bulk. Roll-on/roll-off units came next, at 12.4% of total EU-25 SSS, followed by containers, at 10.2%. These amounted to 230 and 189 million tonnes respectively (see Table 3).

Figure 4 shows the distribution of EU-25 Short Sea Shipping by type of cargo and sea region. Liquid bulk was the most transported type of cargo in all sea regions, and in particular the Black sea, where it represented 69%. Almost 85% of this concerned crude oil and oil products loaded in Black sea ports and unloaded in EU-25 ports. Although liquid bulk was also the most transported type of

cargo for the Atlantic Ocean and Baltic Sea, its share in total cargo (40% and 42% respectively) was not as high as in the other sea regions. Dry bulk was the second most important type of cargo throughout the EU-25's sea regions involved in SSS with the highest share in the Baltic (23%).

In the Atlantic Ocean, roll-on/roll-off units accounted for 19% of the volume of Short Sea Shipping of goods from/to the EU-25 ports. Together with the Baltic Sea, the Atlantic Ocean is the only sea region where roll-on/roll-off units represented more than 15% of the total SSS.

The Mediterranean is the only sea region where goods in containers represented more than 15% of the total weight of "short sea shipped" goods.

Figure 4: EU-25 SSS of goods by type of cargo and sea region – weight of goods, 2005

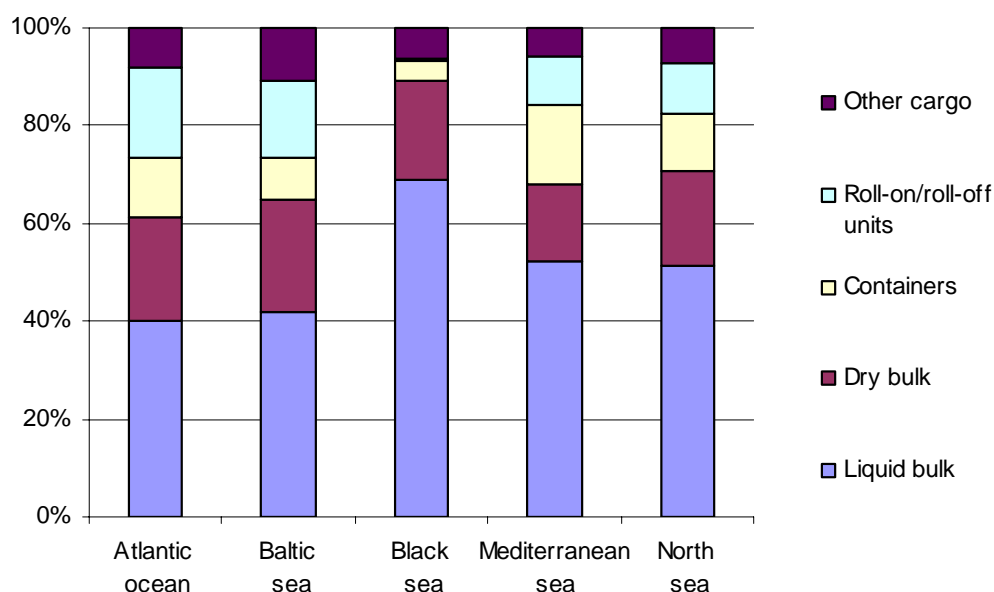


Table 3: SSS of goods by reporting country and type of cargo – million tonnes, 2005

| | Liquid Bulk | Dry bulk | Containers | Ro-Ro units ⁽¹⁾ | Other cargo | Total |
|-----------------|----------------|--------------|--------------|----------------------------|--------------|----------------|
| BE | 33.5 | 17.7 | 22.3 | 25.3 | 9.8 | 108.6 |
| DK | 26.8 | 16.0 | 4.1 | 21.2 | 3.6 | 71.6 |
| DE | 62.7 | 31.4 | 39.5 | 33.5 | 11.7 | 178.7 |
| EE | 20.5 | 5.6 | 2.2 | 3.1 | 3.5 | 34.9 |
| EL | 33.8 | 22.6 | 11.4 | 15.9 | 5.3 | 89.0 |
| ES | 82.5 | 49.8 | 32.7 | 14.1 | 17.1 | 196.2 |
| FR | 139.6 | 29.5 | 10.5 | 23.2 | 10.6 | 213.4 |
| IE | 12.8 | 6.9 | 7.8 | 8.5 | 1.2 | 37.2 |
| IT | 189.6 | 41.4 | 42.4 | 32.0 | 17.3 | 322.8 |
| CY | 2.0 | 0.4 | 1.0 | 0.0 | 0.5 | 3.9 |
| LV | 16.4 | 20.4 | 1.6 | 1.0 | 6.6 | 46.1 |
| LT | 10.3 | 5.3 | 1.4 | 1.7 | 2.1 | 20.7 |
| MT | 1.7 | 0.6 | 0.5 | 0.2 | 0.2 | 3.2 |
| NL | 152.4 | 42.4 | 27.5 | 15.1 | 16.0 | 253.5 |
| PL | 8.9 | 21.2 | 4.3 | 4.4 | 3.5 | 42.4 |
| PT | 17.8 | 8.5 | 6.6 | 0.4 | 4.0 | 37.3 |
| SI | 2.0 | 3.0 | 1.6 | 0.0 | 0.8 | 7.3 |
| FI | 25.0 | 20.4 | 11.0 | 13.4 | 13.5 | 83.3 |
| SE | 49.1 | 20.2 | 8.3 | 40.2 | 19.3 | 137.2 |
| UK | 162.0 | 62.2 | 21.2 | 88.3 | 20.7 | 354.4 |
| EU-25 | 934.2 | 352.7 | 188.8 | 229.9 | 141.6 | 1 847.2 |
| EU-15 | 910.0 | 328.7 | 187.2 | 228.7 | 130.4 | 1 784.9 |
| BG | 8.2 | 5.5 | 1.3 | 0.5 | 2.3 | 17.9 |
| RO | 9.5 | 6.9 | 2.2 | 0.2 | 3.3 | 22.1 |
| NO | 75.6 | 40.7 | 4.0 | 5.5 | 13.8 | 139.4 |
| Total-28 | 1 019.5 | 392.6 | 192.6 | 233.9 | 157.3 | 1 995.9 |

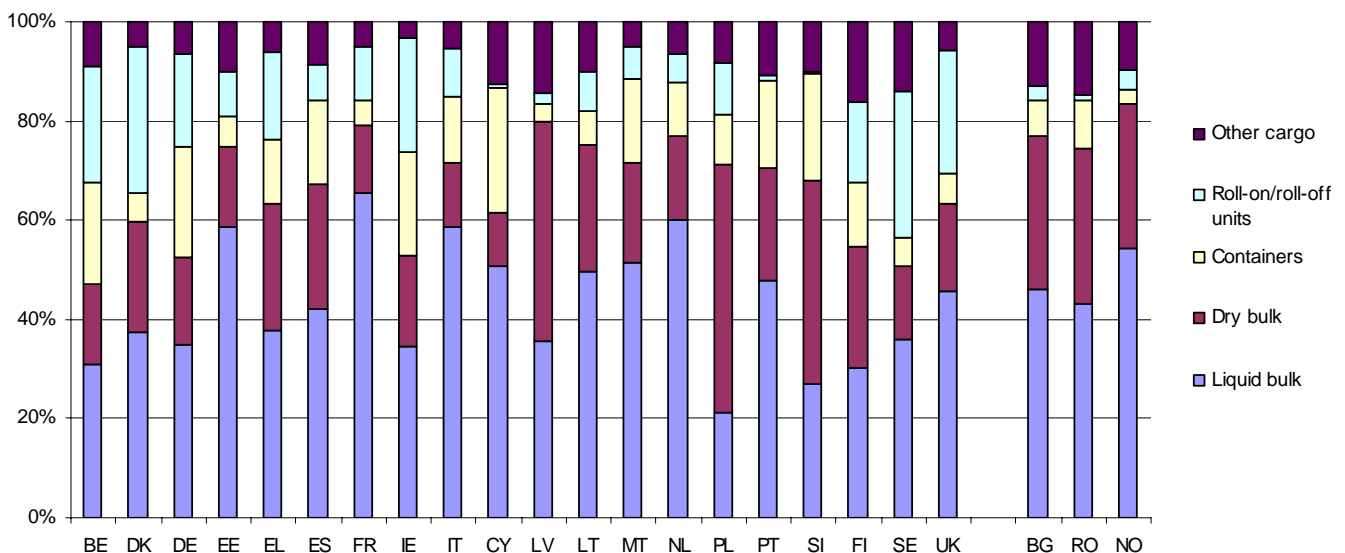
(1) Ro-Ro: roll-on/roll-off

Table 3 shows that the United Kingdom was the EU-25 Member State with by far the largest SSS of goods in Ro-Ro units (88.3 million tonnes), the second and the third ones being Sweden and Germany with 40.2 and 33.5 million tonnes respectively. The United Kingdom led also the ranking for dry bulk (62.2 million tonnes). With regard to liquid bulk and goods in containers, Italy accounted for the largest weight, totaling 189.6 and 42.4 million tonnes, respectively.

For all the countries except Latvia, Poland and Slovenia, liquid bulk is the most transported type of cargo in SSS (see figure Figure 5). The share reaches 65% for France and is over 50% for Estonia, Italy, Cyprus, Malta, the Netherlands, and Norway.

For Latvia, Poland and Slovenia, dry bulk is the most "short sea shipped" type of cargo, with shares of 44%, 50% and 41% respectively.

Figure 5: SSS of goods by reporting country and type of cargo – weight of goods, 2005



Short Sea Shipping of containers in volume terms (in TEUs)

The total volume of SSS of containers declared by EU-25 main ports amounted to 22.2 million TEUs in 2005. With 4.7 million TEUs in 2005, Germany led the EU-25 Member States with regard to SSS of containers in volume terms, closely followed by Italy (4.4 million TEUs). The United Kingdom reported the highest volume of empty containers at 1.0 million TEUs.

All the countries for which data were available registered a positive annual average growth in SSS of containers, expressed in volume terms, during the period 2000-2005, with the exception of Greece (-0.8%), the average for EU-15 being +8.5%.

The EU-25 registered a growth of +7.2% between 2004 and 2005. Only Cyprus, Malta, the United Kingdom, Greece, and Italy experienced a drop in the SSS of containers between 2004 and 2005, with the biggest decline reported by Cyprus (-45.2%). Latvia (+70.0%) and

Slovenia (+32.7%) showed the most important increases between 2004 and 2005. In Belgium, Denmark, Germany, France, Ireland, the Netherlands, Poland, Portugal, Slovenia, Finland, Romania and Norway the SSS of empty containers increased faster than the SSS of total containers between 2004 and 2005.

It should be mentioned that data provided by Belgium on the number of containers were under-estimated up to and including the 2nd quarter 2004. As a consequence the growth rates for Belgium shown in table 4 are over-estimated.

It can also be noted that from 2004 to 2005 the number of containers in SSS reported by the ports of Latvia and Bulgaria went up, while the number of empty containers handled dropped. In contrast Italy shows an increase of the empty containers between 2004 and 2005, while the total number of containers decreased.

Table 4: SSS of containers by reporting country – 1000 TEUs ⁽¹⁾

| | 2000 | | 2003 | | 2004 | | 2005 | | Annual rate of growth | | | |
|-------------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|------------------------|----------------|-------------|----------------|
| | Total | of which empty | Total | of which empty | Total | of which empty | Total | of which empty | Average rate 2000-2005 | | 2004-2005 | |
| | | | | | | | | | Total | of which empty | Total | of which empty |
| BE | 896.9 | 101.7 | 1 457.7 | 83.0 | 1 940.0 | 211.9 | 2 283.1 | 402.9 | 20.5% | 31.7% | 17.7% | 90.1% |
| DK | 427.4 | 121.0 | 452.2 | 103.3 | 470.1 | 100.7 | 543.5 | 122.3 | 4.9% | 0.2% | 15.6% | 21.4% |
| DE | 2 629.7 | 529.7 | 3 661.3 | 768.2 | 4 235.6 | 845.1 | 4 685.7 | 943.2 | 12.2% | 12.2% | 10.6% | 11.6% |
| EE | : | : | 131.2 | 28.1 | 159.6 | 33.0 | 189.6 | 39.1 | : | : | 18.8% | 18.5% |
| EL | 1 200.5 | 283.8 | 1 342.8 | 199.0 | 1 291.6 | 193.5 | 1 152.3 | 180.2 | -0.8% | -8.7% | -10.8% | -6.9% |
| ES | 2 307.3 | 611.4 | 3 460.0 | 829.7 | 3 168.1 | 750.8 | 3 645.3 | 795.5 | 9.6% | 5.4% | 15.1% | 5.9% |
| FR | 820.1 | 268.6 | 1 095.7 | 323.4 | 1 268.7 | 339.0 | 1 272.0 | 348.2 | 9.2% | 5.3% | 0.3% | 2.7% |
| IE | 568.5 | 93.4 | 869.2 | 185.8 | 922.0 | 192.1 | 989.1 | 208.3 | 11.7% | 17.4% | 7.3% | 8.4% |
| IT | 3 026.2 | 470.7 | 4 244.4 | 731.9 | 4 392.3 | 626.9 | 4 361.4 | 765.2 | 7.6% | 10.2% | -0.7% | 22.1% |
| CY | : | : | 153.6 | 52.0 | 232.8 | 105.8 | 127.5 | 31.0 | : | : | -45.2% | -70.6% |
| LV | : | : | : | : | 91.1 | 1.0 | 154.9 | 0.1 | : | : | 70.0% | -92.4% |
| LT | : | : | : | : | 173.6 | 55.5 | 213.9 | 64.3 | : | : | 23.2% | 16.0% |
| MT | : | : | 90.8 | 32.4 | 88.4 | 25.9 | 65.5 | 14.4 | : | : | -25.9% | -44.5% |
| NL | 2 327.2 | 418.7 | 2 634.0 | 550.3 | 3 025.8 | 640.3 | 3 527.3 | 833.6 | 8.7% | 14.8% | 16.6% | 30.2% |
| PL ⁽²⁾ | : | : | : | : | 213.1 | 36.0 | 491.8 | 99.6 | : | : | 130.8% | 176.7% |
| PT | 558.0 | 135.0 | 662.9 | 165.9 | 684.5 | 170.1 | 697.0 | 177.0 | 4.5% | 5.6% | 1.8% | 4.1% |
| SI | : | : | 189.8 | 0.0 | 134.9 | 15.3 | 179.1 | 27.4 | : | : | 32.7% | 79.2% |
| FI | 878.8 | 192.0 | 1 115.2 | 198.5 | 1 278.7 | 225.6 | 1 297.1 | 270.6 | 8.1% | 7.1% | 1.4% | 19.9% |
| SE | 626.6 | 141.5 | 780.5 | 176.9 | 869.5 | 210.3 | 962.1 | 221.7 | 9.0% | 9.4% | 10.7% | 5.5% |
| UK | 2 972.1 | 735.4 | 3 334.3 | 1 064.8 | 3 407.8 | 1 101.6 | 3 026.9 | 985.0 | 0.4% | 6.0% | -11.2% | -10.6% |
| EU-25 | : | : | : | : | 20 707.0 | 4 259.4 | 22 199.6 | 4 872.1 | : | : | 7.2% | 14.4% |
| EU-15 | 14 461.1 | 3 034.8 | 19 137.5 | 4 048.4 | 20 297.1 | 4 121.9 | 21 788.9 | 4 777.6 | 8.5% | 9.5% | 7.3% | 15.9% |
| BG | : | : | 166.7 | 47.9 | 153.4 | 41.9 | 156.9 | 41.8 | : | : | 2.3% | -0.2% |
| RO | : | : | : | : | 146.3 | 18.0 | 212.3 | 43.6 | : | : | 45.1% | 141.6% |
| NO | : | : | 488.2 | 135.3 | 501.7 | 143.1 | 508.5 | 145.7 | : | : | 1.3% | 1.9% |
| Total-28 | : | : | : | : | 21 081.6 | 4 320.1 | 22 831.0 | 5 003.2 | : | : | 7.7% | 16.1% |

(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container)

(2) Poland did not provide detailed data on partner ports for the first semester 2004 (see methodological notes)

Top 20 EU-25 Ports in Short Sea Shipping

Table 5 shows that of all EU-25 ports, Rotterdam handled the highest weight of goods: it accounted alone for almost 8% of the total SSS of the EU-25 ports, whereas the top 20 ports all together accounted for almost 37% of the total. This total is in this case simply the sum of inwards and outwards declarations of individual ports. The weight of SSS goods handled by Rotterdam remains comparable to 2004, with a decrease of about 1%.

The second largest port in terms of SSS was Antwerpen, however handling considerably less: only one third of Rotterdam's weight. With a growth of 9.2%, this port overtook Marseille compared to 2004. Antwerpen reported

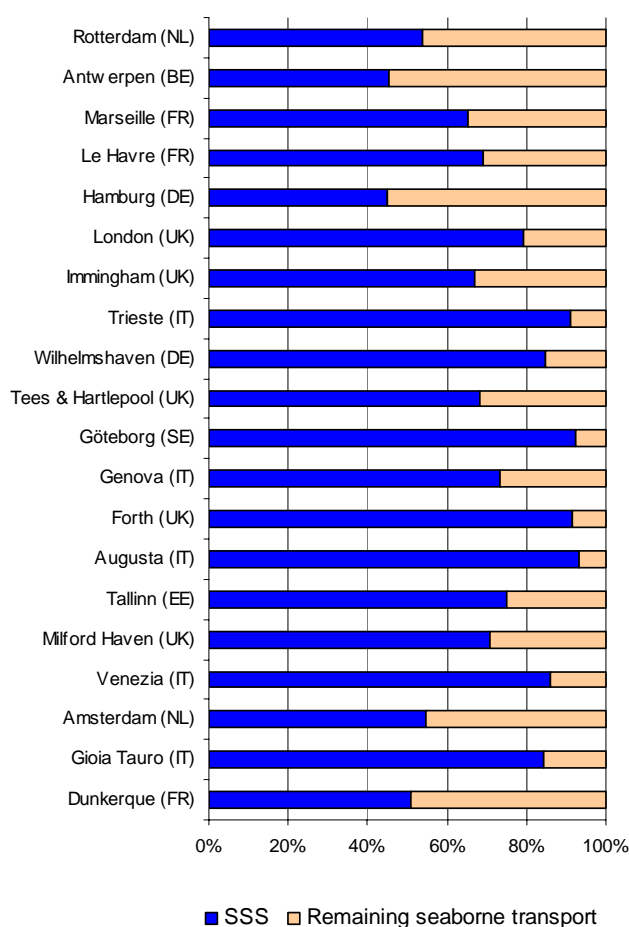
a weight of SSS goods handled close to that reported by Marseille; however, its ocean shipping (79 million tonnes) is much higher than Marseille (32 million tonnes). Indeed, Antwerpen has the second lowest share (46%) of SSS in total seaborne transport of goods of the Top 20 SSS ports after Hamburg (45%) – see Figure 6.

The weight of SSS goods handled by 10 of the top 20 ports has decreased from 2004 to 2005, ranging between -5.0% for Forth and -0.2% for London. The highest growth rates were in Hamburg (+9.8%) and Antwerpen (+9.2%), followed by Venezia (+6.8%) and Le Havre (+5.9%).

Table 5: EU-25 Top 20 SSS ports – million tonnes, 2005

| Rank | Ports | Total SSS | Growth 2004 - 2005 | Share of EU-25 SSS | Remaining seaborne transport |
|--------------------------|------------------------|----------------|--------------------|--------------------|------------------------------|
| 1 | Rotterdam (NL) | 185.9 | -1.1% | 7.8% | 159.9 |
| 2 | Antwerpen (BE) | 66.4 | 9.2% | 2.8% | 79.4 |
| 3 | Marseille (FR) | 60.9 | -1.3% | 2.5% | 32.5 |
| 4 | Le Havre (FR) | 48.9 | 5.9% | 2.0% | 21.9 |
| 5 | Hamburg (DE) | 48.5 | 9.8% | 2.0% | 59.7 |
| 6 | London (UK) | 42.6 | -0.2% | 1.7% | 11.2 |
| 7 | Immingham (UK) | 40.5 | 3.7% | 1.7% | 20.2 |
| 8 | Trieste (IT) | 39.6 | 2.9% | 1.6% | 3.8 |
| 9 | Wilhelmshaven (DE) | 39.0 | -0.8% | 1.6% | 7.0 |
| 10 | Tees & Hartlepool (UK) | 38.0 | -0.5% | 1.6% | 17.8 |
| 11 | Göteborg (SE) | 33.7 | 0.9% | 1.4% | 2.8 |
| 12 | Genova (IT) | 31.3 | -3.9% | 1.3% | 11.3 |
| 13 | Forth (UK) | 31.3 | -5.0% | 1.3% | 2.9 |
| 14 | Augusta (IT) | 30.8 | 3.9% | 1.3% | 2.2 |
| 15 | Tallinn (EE) | 29.1 | -2.6% | 1.2% | 9.8 |
| 16 | Milford Haven (UK) | 26.6 | -1.3% | 1.1% | 11.0 |
| 17 | Venezia (IT) | 26.3 | 6.8% | 1.1% | 4.2 |
| 18 | Amsterdam (NL) | 25.8 | -4.7% | 1.1% | 21.3 |
| 19 | Gioia Tauro (IT) | 25.0 | 4.7% | 1.0% | 4.6 |
| 20 | Dunkerque (FR) | 24.7 | 4.2% | 1.0% | 23.8 |
| Total top 20 | | 894.8 | 1.3% | 36.5% | 507.4 |
| Total EU-25 ports | | 2 451.7 | 4.3% | 100% | 1072.3 |

Figure 6: SSS in total maritime transport for EU-25 top 20 SSS ports, 2005



Five UK ports appear in the top-20 SSS port list in 2005. Except for Immingham, all these ports registered a decrease in SSS of goods between 2004 and 2005.

Figure 6 presents the shares of SSS in total maritime transport of goods for the top 20 ports. Except for Antwerpen and Hamburg, all top-20 ports had shares of SSS in total seaborne transport of goods above 50%.

The ports of Augusta, Göteborg, Forth and Trieste show a notable prevalence of SSS over ocean shipping, with shares of SSS in total seaborne transport of goods above 90%. Venezia, Wilhelmshaven and Gioia Tauro should also be mentioned in this context, having shares of SSS in total sea shipping of about 85%.

The most important EU-25 Ports in Short Sea Shipping by Type of Cargo

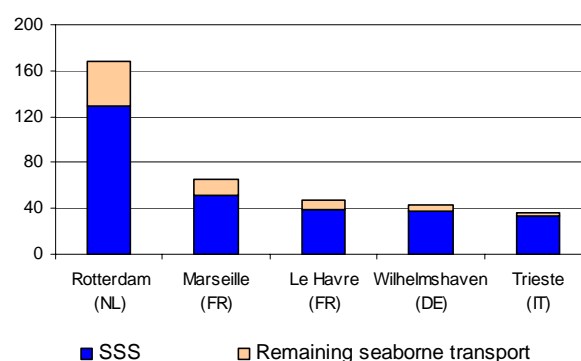
Table 6: Liquid bulk : EU-25 Top 5 SSS ports - million tonnes, 2005

| Rank | Ports | Total SSS | Growth 2004 - 2005 | Share of EU-25 SSS | Remaining seaborne transport |
|--------------------------|--------------------|----------------|--------------------|--------------------|------------------------------|
| 1 | Rotterdam (NL) | 129.6 | -3.2% | 11.2% | 38.3 |
| 2 | Marseille (FR) | 50.9 | -1.9% | 4.4% | 14.8 |
| 3 | Le Havre (FR) | 38.8 | 6.6% | 3.4% | 8.0 |
| 4 | Wilhelmshaven (DE) | 37.8 | 0.0% | 3.3% | 5.8 |
| 5 | Trieste (IT) | 33.9 | 0.9% | 2.9% | 1.9 |
| Total top 5 | | 291.0 | -0.9% | 25.1% | 68.8 |
| Total EU-25 ports | | 1 157.9 | 2.8% | 100.0% | 277.7 |

Rotterdam is the top EU-25 port in SSS of liquid bulk. It accounted alone for 11.2% of the total SSS of liquid bulk declared by EU-25 ports.

The second largest port, handling considerably less, was Marseille, followed by Le Havre, Wilhelmshaven and Trieste. SSS accounted for the lion's share of the total liquid bulk handled by these ports. In particular, nearly

Figure 7: Share of SSS in total liquid bulk handling - million tonnes, 2005



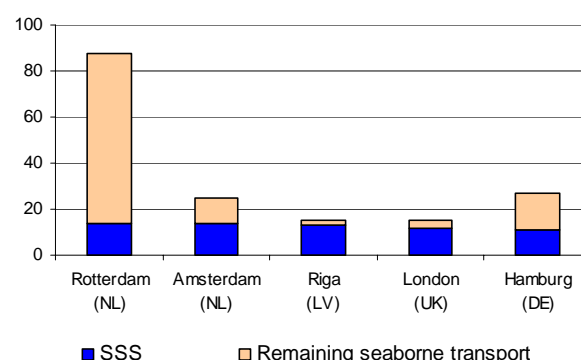
95% of the liquid bulk handled in Trieste was related to SSS. Of the five ports, Rotterdam had the highest share (23%) of "ocean shipped" liquid bulk.

Table 7: Dry bulk : EU-25 Top 5 SSS ports - million tonnes, 2005

| Rank | Ports | Total SSS | Growth 2004 - 2005 | Share of EU-25 SSS | Remaining seaborne transport |
|--------------------------|----------------|--------------|--------------------|--------------------|------------------------------|
| 1 | Rotterdam (NL) | 14.0 | 1.0% | 3.1% | 73.7 |
| 2 | Amsterdam (NL) | 13.8 | 2.3% | 3.0% | 11.3 |
| 3 | Riga (LV) | 13.4 | 45.3% | 2.9% | 1.5 |
| 4 | London (UK) | 12.1 | -2.3% | 2.6% | 2.9 |
| 5 | Hamburg (DE) | 11.2 | 20.7% | 2.5% | 15.8 |
| Total top 5 | | 64.5 | 10.8% | 14.1% | 105.3 |
| Total EU-25 ports | | 456.6 | 9.5% | 100.0% | 432.1 |

Rotterdam is also the most important EU-25 port for SSS of dry bulk. It was closely followed by Amsterdam, Riga, London and Hamburg. In Riga, 90% of dry bulk was related to SSS. In contrast, in Rotterdam, only 16% of dry bulk was "short sea shipped". Riga registered in 2005

Figure 8: Share of SSS in total dry bulk handling - million tonnes, 2005



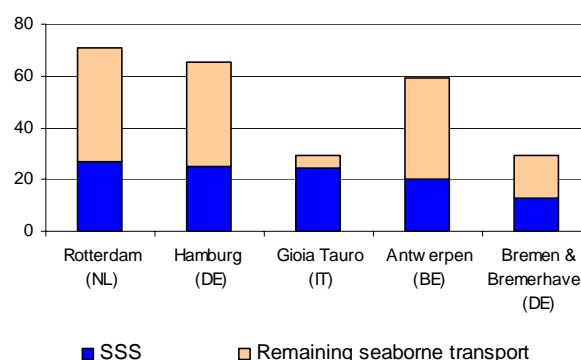
growth of about 45% in the short sea shipping of dry bulk cargo, especially due to an increase of transport of coal to British and Dutch ports.

Table 8: Containers : EU-25 Top 5 SSS ports - million tonnes, 2005

| Rank | Ports | Total SSS | Growth 2004 - 2005 | Share of EU-25 SSS | Remaining seaborne transport |
|--------------------------|---------------------------|--------------|--------------------|--------------------|------------------------------|
| 1 | Rotterdam (NL) | 26.8 | 11.8% | 9.7% | 44.2 |
| 2 | Hamburg (DE) | 24.9 | 10.4% | 9.0% | 40.5 |
| 3 | Gioia Tauro (IT) | 24.6 | 3.7% | 8.9% | 4.5 |
| 4 | Antwerpen (BE) | 20.3 | 6.2% | 7.4% | 39.2 |
| 5 | Bremen & Bremerhaven (DE) | 13.0 | 6.8% | 4.7% | 16.8 |
| Total top 5 | | 109.6 | 7.9% | 39.7% | 145.3 |
| Total EU-25 ports | | 276.2 | 3.5% | 100.0% | 290.1 |

When looking at SSS of goods in containers, the largest port was again Rotterdam. It accounted for almost 10% of the total SSS of goods in containers declared by EU-25 ports. It was followed by Hamburg (9.0%), Gioia Tauro (8.9%), Antwerp (7.4%), and Bremen & Bremerhaven (4.7%). These five ports together handled almost 40% of the goods in containers "short sea shipped" in the EU-25.

Figure 9: Share of SSS in total container handling - million tonnes, 2005



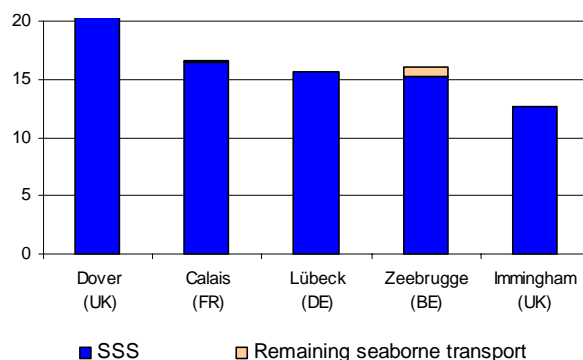
Gioia Tauro is specialized in SSS of containers (only 16% of containers handled were "ocean shipped"). In contrast, in the other four ports the share of ocean shipping was never below 56% of total container handling.

Table 9: Roll-on/roll-off units: EU-25 Top 5 SSS ports - million tonnes, 2005

| Rank | Ports | Total SSS | Growth 2004 - 2005 | Share of EU-25 SSS | Remaining seaborne transport |
|--------------------------|----------------|--------------|--------------------|--------------------|------------------------------|
| 1 | Dover (UK) | 20.7 | 2.5% | 5.3% | 0.0 |
| 2 | Calais (FR) | 16.5 | 3.5% | 4.3% | 0.0 |
| 3 | Lübeck (DE) | 15.7 | -1.7% | 4.1% | 0.0 |
| 4 | Zeebrugge (BE) | 15.3 | 5.3% | 3.9% | 0.7 |
| 5 | Immingham (UK) | 14.3 | 25.2% | 3.7% | 0.0 |
| Total top 5 | | 80.8 | 3.6% | 20.9% | 0.8 |
| Total EU-25 ports | | 386.9 | 4.5% | 100.0% | 13.5 |

Dover handled the largest weight of goods (20.7 million tonnes) "short sea shipped" on Ro-Ro units. It was followed by Calais, Lübeck, Zeebrugge and Immingham. The five top-ranked ports are highly specialized in SSS of Ro-Ro units. Only 4.7% of the Ro-Ro cargo handled in Zeebrugge was not "short sea shipped".

Figure 10: Share of SSS in total Ro-Ro unit handling - million tonnes, 2005



➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The content of this "Statistics in Focus" is based on data collected within the framework of the EU maritime Directive ("Council Directive 95/64(EG) 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).

The results shown are calculated on the basis of dataset A1 (C1 for containers): this means that data refer, in principle, only to main ports (ports handling more than 1 million tonnes of goods annually).

Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-25, Bulgaria, Romania and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Seas on the other, i.e. ports in EU countries (Belgium, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Slovenia, Spain, Sweden and the United Kingdom), EEA countries (Iceland and Norway), Baltic Sea countries (Russia), Mediterranean countries (Albania, Algeria, Bosnia-Herzegovina, Croatia, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, Syria, Tunisia and Turkey) and Black Sea countries (Bulgaria, Georgia, Moldova, Romania, Russia, Turkey and Ukraine).

The following **sea regions** have been taken into account: Baltic Sea, North Sea, Atlantic Ocean (including the English Channel and the Irish Sea), Mediterranean Sea and Black Sea. Morocco - West Africa, Egypt - Red Sea, and Israel - Red Sea are not covered in this report.

Baltic Sea:

- Danish ports on and south of the Helsingborg - Korsør - Nyborg - Kolding line (excluding Helsingør).
- All ports of Finland, Estonia, Latvia, Lithuania and Poland as well as German and Russian ports on the Baltic Sea.
- The Swedish ports on the Baltic Sea from Helsingborg (excluded).

North Sea:

- All ports of Norway, the Netherlands and Belgium as well as the ports of Germany on the North Sea.
- Swedish ports on the North Sea from Helsingborg (included).
- The Danish ports above the Helsingborg - Korsør - Nyborg - Kolding line and North Denmark (including Helsingør). Faeroe Islands.
- Ports on the east coast of the United Kingdom from Ramsgate (included) to Cape Wrath in Scotland, the Shetland Islands and Orkney Islands.

Atlantic Ocean:

- Ports of the United Kingdom on the Channel (from Ramsgate excluded) and ports of the United Kingdom on the West Coast to Cape Wrath in Scotland.
- All ports of Ireland, Portugal (including Açores and Madeira) and Iceland
- French ports on the Atlantic Ocean and on the Channel.
- Spain ports on the Atlantic Ocean to Tarifa (included), Canary Islands are included.

Mediterranean Sea:

- Spanish ports on the Mediterranean Sea from Tarifa (excluded).
- French ports on the Mediterranean Sea.
- All ports of Malta, Italy, Slovenia, Croatia, Bosnia-Herzegovina, Montenegro, Albania, Greece, Cyprus, Syria, Lebanon, Libya, Tunisia, Algeria and Gibraltar.
- Ports of Morocco, Egypt and Israel on the Mediterranean Sea.
- Ports of Turkey on the Mediterranean Sea (including the ports on the Bosphorus).

Black Sea:

The Black Sea ports excluding the ports on Bosphorus.

Other:

Unknown ports and/or unknown MCA from Germany, Spain, France, the United Kingdom, Israel, Morocco, Russia, Sweden, Turkey and Egypt; river ports.

EU-25 figures refer to a total of 20 Member States, as Czech Republic, Luxembourg, Hungary, Austria and Slovakia have no seaports.

Total-28 figures refer to EU-25 plus Bulgaria, Romania and Norway.

Belgium (BE): Data provided by Antwerpen on number of containers are under-estimated until the 2nd quarter of 2004. As a consequence the Belgium data on volume of containers (table 4) are also under-estimated until the 2nd quarter of 2004.

Germany (DE): Data for the nearby ports of Bremen and Bremerhaven are combined.

Estonia (EE): Estonia has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. For 2001 only aggregated data were provided.

Greece (EL): The statistical coverage of data has improved between 2001 and 2002 reference years.

Spain (ES): Data include Ceuta and Melilla. The statistical coverage has significantly improved in 2001 (inclusion of new ports).

France (FR): Taking into account the definition of SSS, data do not include the French overseas territories (Départements d'Outre Mer/Territoires d'Outre Mer).

Cyprus (CY): In 2004 and 2005, the data reported by Cyprus contain a significant share of declarations to and from unknown ports, even if in 2005 this share has decreased (from 63% to 43%). This has two consequences: the volume of SSS and its share in total seaborne transport are under estimated and the growth rate of SSS between 2004 and 2005 is over estimated.

Lithuania (LT) did not report national maritime transport for 2003.

Latvia (LV) did not report detailed data on partner ports for 2003.

Malta (MT) did not report national maritime transport from 2003 to 2005.

Netherlands (NL): The Netherlands has not reported national maritime transport from 2001 to 2005 (only Customs data are provided).

Poland (PL): Poland did not report detailed data on partner ports for 2003 and the first two quarters of 2004: the volume of Polish SSS for 2004 is thus under-estimated by about 50% and the 2004-2005 growth rate is over estimated.

Portugal (PT): Data include Açores and Madeira.

Slovenia (SI) did not report national maritime transport from 2003 to 2005.

Finland (FI): National maritime traffic is included only since the 2001 reference year.

United Kingdom (UK): Port installations located on the Tees estuary report as 'Tees & Hartlepool'. Those located on the Humber estuary report as 'Grimsby & Immingham'. Both are located on the East coast (North Sea) of the United Kingdom. Forth refers to port installations located in the Firth of Forth, close to Edinburgh.

Romania (RO) did not report national maritime transport for 2002.

Norway (NO): Norway has started to report maritime transport statistics according to the EU maritime Directive beginning with the 2002 reference year. Data before 2002 are not available.

Where both the port of origin and the port of destination provided data, only the incoming goods declared by ports were added together to determine the total transport on the maritime route in question ("**elimination of double counting**").

The total **SSS per country** excludes the double counting of national transport declarations. The total **SSS for the EU-25** (and for "Total-28") excludes the double counting of national and international intra-EU (intra-"Total-28") transport declarations. The aggregates ("total") per country may therefore differ from the sum of inwards and outwards declarations. The aggregates for the EU-25 (and for "Total-28") may therefore differ from the sum of inwards and outwards declarations and also from the sum of national figures.

'Roll-on/roll-off units' (Ro-Ro units) include both 'self-propelled roll-on/roll-off units' and 'non-self-propelled roll-on/roll-off units'.

Figure 1: The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2005 the share of unknown origins and destinations in the total seaborne transport is less than 4% for all countries except Cyprus (43%) and Romania (15%).

Table 1: Double counting has been treated also at sea region level. If ports belonging to the same country and the same sea reported data, only the incoming goods declared by each were added. For this reason the total obtained in table 1 by adding the figures for sea regions at country level may differ from the "total" shown in the last column (where double counting has been treated only at country level).

Tables 5 to 9 and Figures 6 to 10: The "remaining seaborne transport" includes the data for which the origins or destinations are unknown. It should be noticed that in 2005 the share of unknown origins and destinations in the total seaborne transport is less than 5% for all the mentioned ports, except Milford Haven (13%). The "Total EU-25 ports" aggregate is simply the sum of inwards and outwards declarations of individual ports (no elimination of double counting).

Eurostat is the source of all the figures included in this publication. The figures reflect the data available in Eurostat's reference database as of November 2006.











This publication was produced with the assistance of Christiane Gengler, Manuel Da Silva and Marion Biré.

Further information:

Reference publications

Title [Glossary for Transport Statistics - third edition](#)
Catalogue No KS-BI-03-002-EN-N (Electronic format only)

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