

In 2007, EU-27 Short Sea Shipping continued growing but at a slower rate.

Short Sea Shipping (SSS)¹ is a major alternative to road for the transport of goods in Europe, together with rail, inland waterways and pipelines.

In 2007 freight SSS totalled around 1.9 billion tonnes², some 61% of total EU-27 maritime goods transport.

The United Kingdom and Italy³, with 366 and 325 million tonnes respectively, contributed most heavily to the total. The share of SSS in total maritime transport varied widely from one country to another.

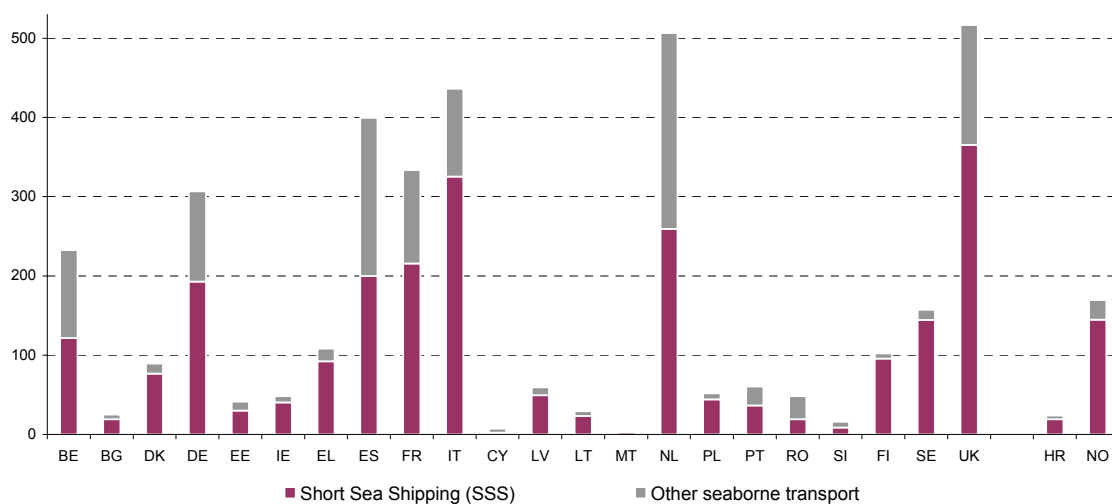
The majority of SSS reported by the EU-27 ports concerned partner ports situated in the Mediterranean (28%) and the North Sea (27%).

Liquid bulk (including liquefied gas, crude oil and oil products), with almost half the total tonnage, was the largest cargo type. It accounted for about 60% of total SSS cargo in French and Dutch ports.

While Rotterdam remained the largest EU-27 port in 2007 in terms of total SSS, it was overtaken by Antwerp in 2007 for containers. For Roll-on/Roll-off transport, Dover and Calais remained the top two SSS ports reflecting their high specialization in this activity.

SSS of goods in containers continued to increase at a substantial rate: an 8.2% annual average increase for EU-15 between 2000 and 2007.

Figure 1: Share of Short Sea Shipping (SSS) of goods in total sea transport in 2007 (gross weight of goods in Mio tonnes)



Source: Eurostat ([mar_sq_am_cw](#))

¹ Short Sea Shipping (SSS) deals with the transport of goods between ports in the EU-27, Croatia and Norway on one hand, and ports situated in geographical Europe, on the Mediterranean and Black Sea on the other. More information in "methodological and other explanatory notes".

² A technical improvement is introduced in the calculation of transport figures in this edition of the publication: see explanatory notes on "elimination of double counting at statistical port level" for more details.

³ Italian data for 2007 are provisional.

Short Sea Shipping represents more than 60% of EU-27 maritime goods transport

In 2007, SSS represented 61% of the total EU-27 maritime transport of goods (expressed in tonnes), little changed compared to 2006. The preponderance of SSS over the other seaborne transport ("deep sea shipping") was particularly pronounced (more than 90%) in Finland, Malta and Sweden (see Figure 1). Geographical considerations may partly explain such predominance. In contrast, in relatively small

countries, which host some big ports concentrated on inter-continental trade, such as the Netherlands and Belgium¹, the share of SSS is about 50%.

Between 2006 and 2007, Estonia registered a major decrease in its share of SSS (from 79% to 72%) due to a redirection of some of its outward transport of oil products from the Netherlands to the USA.

Short Sea Shipping by reporting country and sea region² of partner ports: the largest SSS activity is declared by Italian ports vis-à-vis Mediterranean partners

In 2007, United Kingdom SSS came to 366 million tonnes of cargo (Table 1), accounting for 15% of the total EU-27 SSS. It was followed by Italy (14%) and the Netherlands (11%). These three countries together with France represented nearly 50% of the EU-27 SSS.

Table 1: SSS of goods by reporting country and sea region of partner ports in 2007 (gross weight of goods in Mio tonnes)

	Atlantic Ocean	Baltic Sea	Black Sea	Mediterranean Sea	North Sea	Others ⁽¹⁾	Total
BE	16.6	22.2	1.4	28.6	51.4	1.4	121.6
BG	0.2	0.0	13.7	5.3	0.1	0.1	19.4
DK	3.6	43.9	0.1	0.8	29.8	0.6	76.8
DE	13.8	94.8	0.5	13.4	67.4	3.8	192.8
EE	1.1	13.0	0.0	1.0	13.8	1.1	30.0
IE	19.2	2.5	0.3	1.4	17.0	0.1	40.5
EL	1.1	0.5	13.4	71.0	4.1	2.4	92.4
ES	42.5	19.2	14.4	101.7	26.6	4.0	200.2
FR ⁽²⁾	49.6	11.9	18.0	51.2	43.1	41.9	215.6
IT ⁽²⁾	5.8	2.3	49.9	238.1	9.4	20.0	325.4
CY	0.1	0.0	0.2	1.7	0.3	0.0	2.3
LV	6.1	15.7	0.0	2.6	23.1	1.9	49.4
LT	1.8	11.9	0.8	1.0	7.2	0.7	23.3
MT	0.2	0.0	0.1	1.9	0.7	0.0	3.0
NL	38.9	71.0	3.2	44.2	91.7	10.4	259.3
PL	4.6	14.6	0.1	2.2	19.4	3.5	44.5
PT	14.0	2.2	1.4	10.5	8.5	0.1	36.6
RO	0.7	0.0	7.5	10.1	0.3	0.8	19.4
SI	0.0	0.0	0.9	7.9	0.0	0.0	8.8
FI	3.9	57.6	0.1	2.9	31.2	0.2	95.9
SE	5.6	90.8	0.1	1.9	43.6	4.9	144.3
UK	114.7	39.2	3.7	23.8	191.1	8.6	365.6
EU-15	281.3	409.1	106.3	559.6	504.9	98.5	1 768.9
EU-27	296.1	433.3	129.4	586.1	569.9	106.7	1 861.8
HR	0.0	0.2	7.9	9.8	0.5	0.9	19.2
NO	15.3	16.8	0.2	4.9	101.8	5.9	144.9
EU-27 +HR+NO	311.4	450.3	137.5	597.8	647.4	113.5	1 989.0

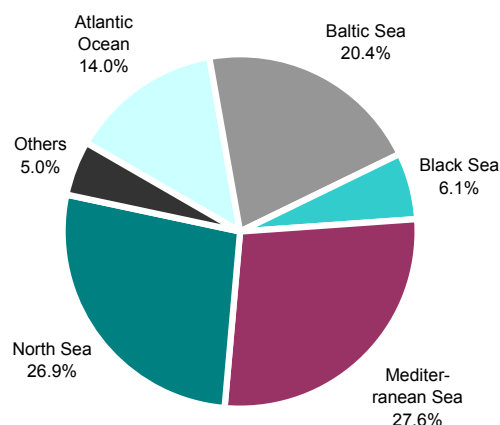
Source: Eurostat ([mar_sq_am_cws](#))

See methodological notes on the elimination of double counting.

(1) See methodological notes (definition of "sea regions").

(2) See methodological notes by country

Figure 2: EU-27 SSS of goods by sea region of partner ports in 2007 (% based on gross weight of goods)



Source: Eurostat ([mar_sq_am_cws](#))

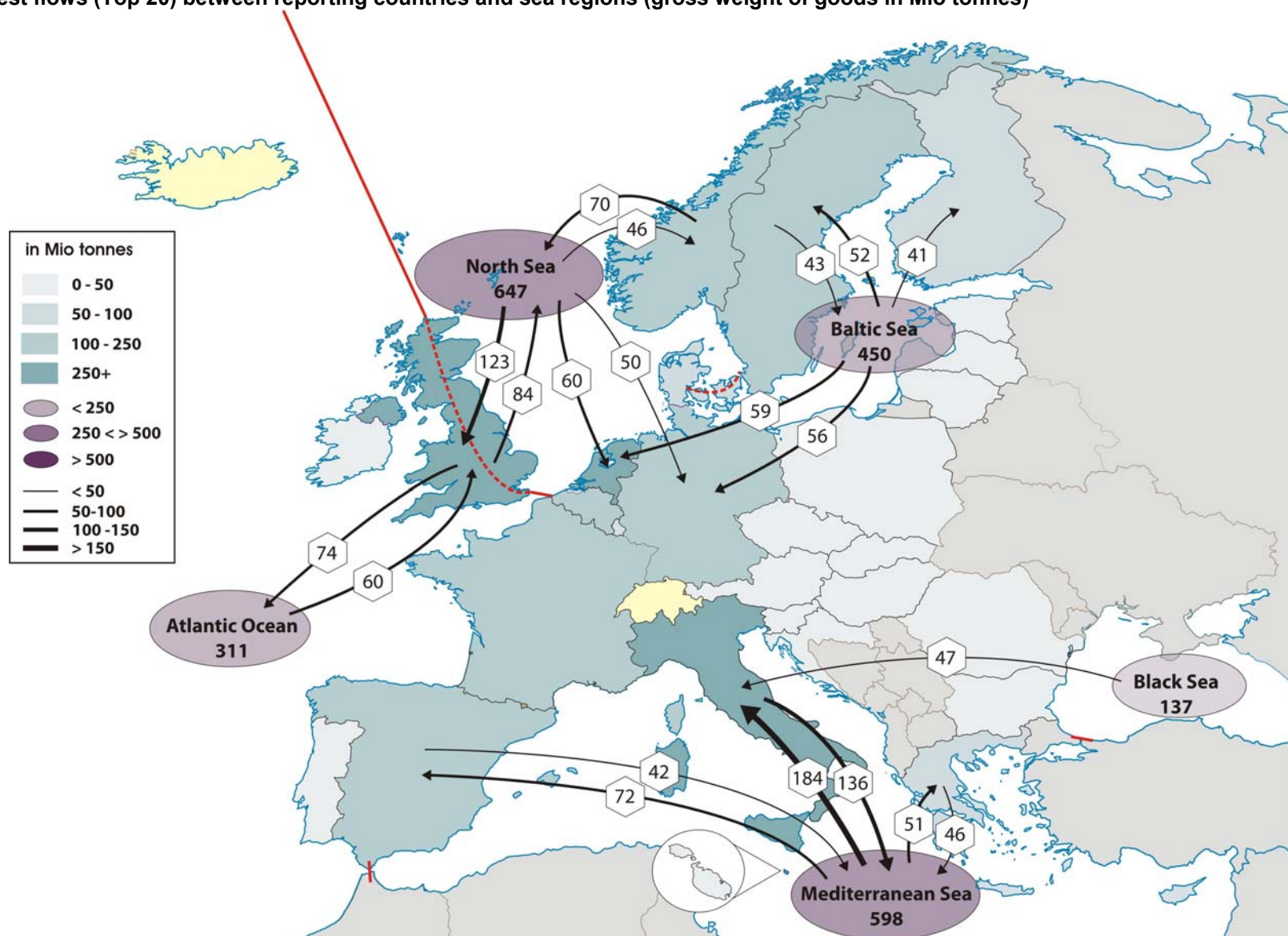
SSS between EU-27 ports and ports located in the Mediterranean was 586 million tonnes. This represents about 28% of total SSS declared by the EU-27 ports (Figure 2). The North Sea followed close behind, with 570 million tonnes (27% of EU-27 SSS).

For most countries, the highest share of their SSS was with partner ports located on a sea region where they had a coastline. One exception was Romania where more than half of its SSS came from or was destined for ports located in the Mediterranean (mainly Turkish ports). For Estonia, Latvia and Poland, the North Sea region took the largest share.

¹ In Spain, showing results similar to BE and NL (Figure 1), the share of SSS may be under-estimated: see methodological notes by country.

² Detailed definitions of sea regions are available in the "methodological and other explanatory notes"

Map 1: Largest flows (Top 20) between reporting countries and sea regions (gross weight of goods in Mio tonnes)



Source: Eurostat

In 2007, EU-27 Short Sea Shipping continued growing but at a slower rate

In 2007, EU-27 Short Sea Shipping totalled 1862 million tonnes of goods, a rise of 1.3% compared with 2006 (Table 2).

Within the EU-27, Lithuania recorded the largest increase (+8%) mainly due to increased inward movements of crude oil from Russian ports located in the Gulf of Finland (Baltic). The highest growth between 2006 and 2007 as shown in Table 2 was experienced by Croatia (+24%), largely the result of a major increase in dry bulk transport to Italy and crude oil transport from Russia (Black Sea). In absolute terms, the largest rise was recorded by Belgium (+8.6 million tonnes), followed by the Netherlands (+6.4), Germany (+6.1) and Sweden (+5.1). The increase in Belgian ports was mainly due to transport of goods in containers (rising from 26.4 million tonnes in 2006 to 33.2 in 2007: +26%).

In contrast, Estonia recorded the largest decrease both absolutely and relatively (-20%), mainly due to the already mentioned redirection of its outward transport of oil products from European destinations (the Netherlands) to the USA. The large fall in Estonian SSS in 2007 produced its lowest annual total since 2002. All the other countries¹ for which data are available achieved

positive growth in SSS between 2002 and 2007. More specifically Slovenia recorded an impressive average annual rate of +9.5%, largely explained by increased transport of coal to Italian ports (from 0.7 million tonnes in 2002 to 2.2 in 2007).

The EU-15 annual average rate for the period 2002-2007 is +3.0%. However there has been gradually slowing down in growth in recent years: the EU-27 rises for 2005, 2006 and 2007 are +4.2%, +1.5% and +1.3%² respectively.

Looking at the "direction" of transport operations, more SSS goods were unloaded (column "inwards") than loaded ("outwards") in ports in nearly all EU-27 countries. The exceptions were Latvia (inwards 14% of the total), Estonia (22%), Romania (42%) and Lithuania (44%). For the Baltic States, this reflected high levels of outward transport of liquid bulk (mainly crude oil for Lithuania and oil products for Latvia and Estonia). This also applied to Norway (34%).

In contrast, the weight of SSS goods unloaded in Maltese ports was around 96% of the total, mainly the transport of crude oil from the United Kingdom. The Netherlands also had a large share of unloaded goods (crude oil).

Table 2: SSS of goods by reporting country and direction (gross weight of goods in Mio tonnes)

	2002	2003	2004	2005	2006	2007			Growth rate 2006-2007 (%)	Average annual growth rate 2002-2007 (%)
	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
BE ⁽¹⁾	92.0	94.8	97.2	108.6	113.1	65.3	57.0	121.6	+7.6%	+5.7%
BG	15.6	15.0	16.7	17.9	20.0	12.6	6.8	19.4	-2.9%	+4.4%
DK	62.2	65.6	69.2	71.6	74.8	43.4	41.3	76.8	+2.6%	+4.3%
DE ⁽¹⁾	154.7	160.3	173.7	178.6	186.7	121.3	74.7	192.8	+3.3%	+4.5%
EE	37.5	40.6	36.8	34.9	37.4	6.5	23.7	30.0	-19.8%	-4.4%
IE	32.0	33.2	34.7	37.2	39.6	28.2	13.2	40.5	+2.1%	+4.8%
EL	82.9	96.8	91.7	88.1	90.1	67.6	50.0	92.4	+2.6%	+2.2%
ES	171.8	179.0	192.9	202.3	202.7	148.0	79.4	200.2	-1.3%	+3.1%
FR ⁽¹⁾⁽²⁾	194.9	204.3	208.8	215.2	216.6	153.5	69.5	215.6	-0.5%	+2.0%
IT ⁽²⁾	290.8	301.9	310.7	322.8	323.6	260.9	145.6	325.4	+0.6%	+2.3%
CY ⁽²⁾	3.0	2.2	2.5	3.9	2.3	1.8	0.6	2.3	+1.3%	-4.7%
LV	:	:	42.4	45.8	46.4	6.7	42.9	49.4	+6.4%	:
LT	19.4	24.0	21.7	20.7	21.6	10.3	13.0	23.3	+8.1%	+3.8%
MT	:	3.2	2.8	3.2	3.3	2.8	0.1	3.0	-9.6%	:
NL ⁽¹⁾	226.3	226.6	253.7	253.5	253.0	186.7	72.7	259.3	+2.5%	+2.8%
PL ⁽²⁾	:	:	20.0	42.4	41.6	22.7	22.0	44.5	+7.0%	:
PT	31.5	32.4	34.7	35.4	36.5	25.7	16.4	36.6	+0.3%	+3.0%
RO ⁽²⁾	13.5	14.1	18.7	22.1	21.2	8.1	11.3	19.4	-8.4%	+7.5%
SI	5.6	6.4	6.9	7.3	8.7	4.5	4.3	8.8	+1.5%	+9.5%
FI	79.7	84.6	88.6	83.3	90.9	57.3	44.2	95.9	+5.5%	+3.8%
SE	113.5	118.4	124.7	137.2	139.1	79.9	73.3	144.3	+3.7%	+4.9%
UK	344.2	340.8	346.6	355.2	369.3	238.4	177.0	365.6	-1.0%	+1.2%
EU-15⁽¹⁾	1 529.0	1 585.2	1 659.9	1 718.1	1 741.3	1 476.2	914.1	1 768.9	+1.6%	+3.0%
EU-27⁽¹⁾	:	:	1 738.0	1 811.1	1 838.6	1 552.2	1 038.7	1 861.8	+1.3%	:
HR	:	:	:	16.1	15.4	12.3	7.9	19.2	+24.4%	:
NO	127.0	124.2	134.0	140.2	142.2	54.4	104.0	144.9	+1.8%	+2.7%
EU-27+HR+NO⁽¹⁾	:	:	:	1 934.6	1 953.5	1 618.9	1 150.6	1 989.0	+1.8%	:

Source: Eurostat ([mar_sq_am_cwd](#))

The columns "total" excludes the double counting. These totals may therefore differ from the sum of inward and outward declarations (see methodological notes on "elimination of double counting").

(1) See methodological notes on "structural changes between 2005 and 2006" and "between 2006 and 2007".

(2) See methodological notes by country.

¹ For Cyprus results may be influenced by the high share of declarations with "unknown" partner ports. See methodological notes by country.

² The EU-27 growth rates calculated for 2006 and 2007 are under-estimated by about 0.5 and 0.1 percentage points respectively, due to technical improvements in data collection. For more information, see methodological notes on "structural changes".

Liquid bulk played a predominant role in the total EU-27 SSS

In 2007, liquid bulk accounted for almost half of the total SSS to/from the EU-27 (Figure 3), with 896 million tonnes (Table 3), despite a small decline (about 0.6%) compared to 2006.

At 364 million tonnes, dry bulk was the second largest type of cargo but also recorded a limited decline (-0.8%) compared to 2006.

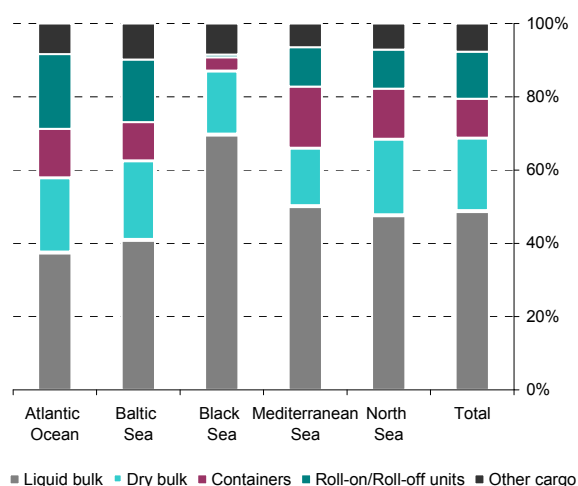
Goods transported in Roll-on/Roll-off (Ro-Ro) units came next (251 million tonnes), followed by containers (210). In contrast to bulk cargo, goods in both Ro-Ro units and containers grew (+5.2% and +8.4%, respectively) in 2007.

Figure 3 shows the distribution of EU-27 SSS by type of cargo, for each sea region where partner ports are located.

Liquid bulk was the most transported type of cargo for all sea regions, particularly the Black Sea, where it represented 70% of total SSS cargo in 2007. Around 94% of this concerned crude oil and oil products loaded in Black Sea ports and unloaded in EU-27 ports.

The Mediterranean is the only sea region where goods in containers represented more than 16% of

Figure 3: EU-27 SSS of goods by type of cargo for each sea region of partner ports in 2007 (% based on gross weight of goods)



Source: Eurostat

the total weight of "short sea shipped" goods.

While Figure 3 illustrates the importance of the types of cargo in the different areas (sea regions) where partner ports are located, Table 3 shows SSS results from the point of view of the declaring ports, grouped by country.

The United Kingdom was the EU-27 Member State with by far the largest SSS of goods in Ro-Ro units (93 million tonnes). Of the total, nearly a half was traffic with French ports (28%) or domestic (21%).

The United Kingdom also led the ranking for SSS of dry bulk, with 68 million tonnes, with 40% of this being national transport.

In terms of liquid bulk, Italy accounted for the largest tonnage, totalling 182 million tonnes. More than half of the "short sea shipped" liquid bulk reported by Italy was related either to domestic transport (34%) or traffic with Libya (17%).

With 46 million tonnes, Germany came first in the SSS of goods in containers: 18% of this involved Russian and 16% Finnish partner ports.

Table 3: SSS of goods by reporting country and type of cargo in 2007 (gross weight of goods in Mio tonnes)

	Liquid Bulk	Dry bulk	Containers	Ro-Ro units ⁽¹⁾	Other cargo	Total
BE	33.0	18.6	32.8	29.1	8.0	121.6
BG	10.1	5.2	1.3	0.2	2.6	19.4
DK	25.1	19.3	5.3	23.1	4.0	76.8
DE	60.9	33.9	46.5	37.8	13.8	192.8
EE	15.0	6.4	1.4	0.0	7.2	30.0
IE	12.9	7.6	8.8	9.5	1.6	40.5
EL	35.0	23.5	10.9	17.9	5.0	92.4
ES	91.1	42.0	36.9	12.9	17.2	200.2
FR ⁽²⁾	133.9	31.9	11.5	25.5	12.7	215.6
IT ⁽²⁾	182.3	40.2	44.1	40.8	18.1	325.4
CY	0.8	0.3	0.8	0.0	0.3	2.3
LV	20.3	19.8	2.1	2.0	5.2	49.4
LT	11.2	5.6	2.2	2.2	2.1	23.3
MT	1.5	0.6	0.6	0.2	0.1	3.0
NL	153.1	42.7	31.0	15.4	17.1	259.3
PL	12.7	16.3	5.9	5.7	3.8	44.5
PT	16.6	9.0	7.6	0.3	3.1	36.6
RO	8.4	6.3	0.3	0.1	4.2	19.4
SI	2.2	3.5	2.0	0.0	1.0	8.8
FI	27.4	26.0	12.3	17.2	13.0	95.9
SE	49.2	21.8	9.8	47.1	16.4	144.3
UK	160.7	67.7	23.8	93.0	20.4	365.6
EU-15	854.6	333.6	207.5	250.6	122.6	1 768.9
EU-27	895.8	363.8	210.0	250.5	141.8	1 861.8
HR	9.7	6.8	0.7	0.6	1.3	19.2
NO	72.0	47.9	4.2	7.1	13.7	144.9
EU-27 +HR+NO	971.0	398.4	210.9	256.1	152.5	1 989.0

Source: Eurostat

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

(2) See methodological notes by country

Rotterdam is the largest EU-27 port in terms of SSS of goods

Table 4 shows that of all EU-27 ports, Rotterdam handled the highest tonnage of “short sea shipped” goods in 2007.

Figure 4 presents the shares of SSS in total maritime transport of goods for the top 20 ports.

Except for the main hub ports, Rotterdam, Antwerp, Hamburg, Amsterdam and Algeciras, all top 20 ports had shares of SSS in total seaborne transport of goods above 50%. In 2007, deep sea shipping overtook SSS in Rotterdam.

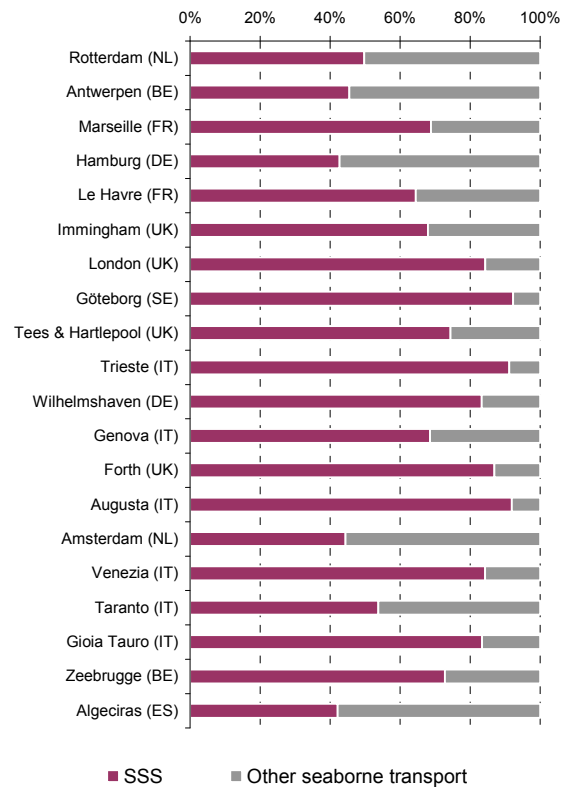
Table 4: EU-27 Top 20 SSS ports in 2007 (gross weight of goods in Mio tonnes)

Rank 2007	Ports	(1)	Total SSS	Growth 2006-2007	Share of EU-27 SSS	Other seaborne transport
1	Rotterdam (NL)	=	186.2	+1.0%	7.2 %	187.9
2	Antwerpen (BE)	=	75.3	+10.8%	2.9 %	90.2
3	Marseille (FR)	=	63.7	+2.1%	2.5 %	28.9
4	Hamburg (DE)	=	50.5	+0.7%	2.0 %	67.7
5	Le Havre (FR)	=	47.6	+3.7%	1.8 %	26.3
6	Immingham (UK)	=	45.0	+1.8%	1.7 %	21.2
7	London (UK)	=	44.5	+3.4%	1.7 %	8.3
8	Göteborg (SE)	+2	37.2	+1.6%	1.4 %	3.1
9	Tees & Hartlepool (UK)	-1	37.0	-5.0%	1.4 %	12.8
10	Trieste (IT)	-1	35.8	-7.7%	1.4 %	3.5
11	Wilhelmshaven (DE)	=	35.5	-2.3%	1.4 %	7.1
12	Genova (IT)	+1	33.1	+5.5%	1.3 %	15.2
13	Forth (UK)	+1	31.9	+14.5%	1.2 %	4.8
14	Augusta (IT)	+1	27.8	+0.0%	1.1 %	2.4
15	Amsterdam (NL)	+4	27.7	+4.3%	1.1 %	34.8
16	Venezia (IT)	+1	27.0	-0.6%	1.0 %	5.0
17	Taranto (IT)	-1	26.5	-2.8%	1.0 %	22.8
18	Gioia Tauro (IT)	+6	25.6	+7.4%	1.0 %	5.1
19	Zeebrugge (BE)	+2	25.4	-0.9%	1.0 %	9.5
20	Algeciras (ES)	=	25.3	-1.5%	1.0 %	34.7
Total top 20			908.7	+0.8%	35.1 %	591.3
Total EU-27 ports			2 588.6	+1.7%	100.0%	1 214.4

Source: Eurostat ([mar_sq_am_pw](#))

(1) This column indicates the number of positions lost or gained compared to 2006.

Figure 4: Share of SSS in total maritime transport for EU-27 top 20 SSS ports (in %)



Source: Eurostat ([mar_sq_am_pw](#))

Rotterdam is the only port featuring in more than one SSS top 5 by type of cargo

Rotterdam was the top EU-27 port in SSS of liquid bulk. On its own, it accounted for 11% of total SSS of liquid bulk declared by EU-27 ports. Of the five ports of the list, Rotterdam had the highest share (31%) of "deep sea shipped" liquid bulk; this share grew by 4 percentage points compared to 2006 (27%).

Rotterdam was also the largest EU-27 port for SSS of dry bulk. With a top 5 ports share of only 13.4%, dry bulk was the least "concentrated" SSS market segment in terms of handling ports.

For SSS of goods in containers, the largest port was Antwerp, gaining 2 places with a +28% rise and

overtaking Rotterdam, which had been first since 2003. All these ports registered an increase in the SSS of goods in containers. Gioia Tauro is very specialized in SSS of containers (only 16% of the containers it handled were "deep sea shipped"). In contrast, in the other four ports the share of deep sea shipping was never below 57% of total container handling.

For Ro-Ro units, the two first positions of the ranking are occupied by the Dover-Calais pairing. Dover handled the largest weight of goods (24.6 million tonnes) "short sea shipped" on Ro-Ro units in the EU-27.

Table 5: Liquid bulk: EU-27 Top 5 SSS ports in 2007 (gross weight of goods in Mio tonnes)

Rank 2007	Ports	(1)	Total SSS	Growth 2006-2007	Share of EU-27 SSS	Other seaborne transport
1	Rotterdam (NL)	=	126.1	+0.0%	10.8%	57.9
2	Marseille (FR)	=	53.3	+2.3%	4.6%	12.6
3	Le Havre (FR)	=	37.0	-0.2%	3.2%	8.9
4	Wilhelmshaven (DE)	=	34.3	-2.4%	2.9%	6.2
5	Trieste (IT)	=	29.1	-10.3%	2.5%	2.4
Total top 5			279.7	-1.1%	24.0 %	88.0
Total EU-27 ports			1 167.6	-0.6%	100.0%	315.4

Source: Eurostat ([mar_sq_am_pwl](#))

Table 6: Dry bulk: EU-27 Top 5 SSS ports in 2007 (gross weight of goods in Mio tonnes)

Rank 2007	Ports	(1)	Total SSS	Growth 2006-2007	Share of EU-27 SSS	Other seaborne transport
1	Rotterdam (NL)	=	14.9	+10.7%	3.1%	73.8
2	Riga (LV)	=	13.4	+3.6%	2.8%	1.6
3	Amsterdam (NL)	=	13.1	+7.7%	2.7%	18.5
4	London (UK)	+1	12.5	+11.0%	2.6%	2.0
5	Ravenna (IT)	-1	11.0	-4.4%	2.3%	3.0
Total top 5			65.0	+5.9%	13.4 %	98.9
Total EU-27 ports			484.4	-1.1%	100.0%	454.5

Source: Eurostat ([mar_sq_am_pwb](#))

Table 7: Containers: EU-27 Top 5 SSS ports in 2007 (gross weight of goods in Mio tonnes)

Rank 2007	Ports	(1)	Total SSS	Growth 2006-2007	Share of EU-27 SSS	Other seaborne transport
1	Antwerpen (BE)	+2	30.5	+28.0%	9.4%	45.8
2	Rotterdam (NL)	-1	30.2	+5.4%	9.3%	51.6
3	Hamburg (DE)	-1	26.8	+1.5%	8.3%	47.1
4	Gioia Tauro (IT)	=	24.8	+7.4%	7.7%	4.9
5	Bremerhaven (DE)	=	16.5	+6.7%	5.1%	22.2
Total top 5			128.8	+9.7%	39.9 %	171.6
Total EU-27 ports			322.6	+8.9%	100.0%	357.4

Source: Eurostat ([mar_sq_am_pwc](#))

Table 8: Roll-on/Roll-off units: EU-27 Top 5 SSS ports in 2007 (gross weight of goods in Mio tonnes)

Rank 2007	Ports	(1)	Total SSS	Growth 2006-2007	Share of EU-27 SSS	Other seaborne transport
1	Dover (UK)	=	24.6	+5.3%	5.7%	0.0
2	Calais (FR)	=	18.3	-1.0%	4.2%	0.0
3	Lübeck (DE)	=	17.7	+4.1%	4.1%	0.0
4	Zeebrugge (BE)	=	16.9	+6.4%	3.9%	1.3
5	Immingham (UK)	=	14.3	+1.9%	3.3%	0.0
Total top 5			91.7	+3.4%	21.2 %	1.3
Total EU-27 ports			431.5	+5.6%	100.0%	17.4

Source: Eurostat ([mar_sq_am_pwr](#))

(1) This column indicates the number of positions lost or gained compared to 2006.

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

Table 9 focuses on the booming market segment of containerised goods. In contrast to the earlier sections of the publication, the figures are expressed in volume terms (TEU) not by weight (tonnes). The total volume of SSS of containers declared by EU-27 main ports amounted to 25.3 million TEUs in 2007. Germany led the EU-27, with 5.8 million TEUs followed by Italy (4.6 million TEUs). Germany also reported the highest volume of empty containers at 1.3 million TEUs followed by Spain, the Netherlands and the United Kingdom (1 million TEUs).

All countries for which data were available registered a positive annual average growth rate in SSS of containers, expressed in volume terms,

during the period 2002-2007, with the exception of Greece (-0.4%), and the United Kingdom (-0.2%)¹, the average for EU-15 being +8.2%.

The EU-27 registered a growth of +10.4% between 2006 and 2007¹.

Croatia (+71.0%) reported the largest percentage increase between 2006 and 2007, ahead of Lithuania (+39.0%). In absolute terms the largest increase was recorded by Belgium, mainly reflecting the already mentioned outstanding performance of the port of Antwerp.

In Bulgaria and Sweden the volume of empty containers decreased while the volume of total containers went up.

Table 9: SSS of containers by reporting country (volume of containers in 1000 TEUs ⁽¹⁾)

	2002		2003	2004	2005	2006		2007		Growth rate 2006-2007 (%)		Average annual growth rate 2002-2007 (%)	
	Total	of which empty	Total	Total	Total	Total	of which empty	Total	of which empty	Total	of which empty	Total	of which empty
BE ⁽²⁾	1 144	84	1 458	1 940	2 283	2 587	382	3 320	579	+28.4%	+51.6%	+23.8%	+47.0%
BG	69	20	80	102	105	111	28	118	26	+6.2%	-6.1%	+11.3%	+5.1%
DK	431	118	452	470	544	601	140	696	181	+15.9%	+30.0%	+10.1%	+9.0%
DE	3 344	739	3 662	4 236	4 686	5 407	1 162	5 800	1 323	+7.3%	+13.8%	+11.6%	+12.3%
EE	112	27	131	160	190	227	45	265	71	+16.7%	+58.6%	+18.9%	+21.1%
IE	785	162	869	922	989	1 097	240	1 159	277	+5.7%	+15.8%	+8.1%	+11.4%
EL	1 176	211	1 343	1 292	1 152	1 087	162	1 154	238	+6.1%	+46.7%	-0.4%	+2.5%
ES	2 968	584	3 461	3 183	3 874	3 929	972	4 378	1 047	+11.4%	+7.7%	+8.1%	+12.4%
FR ⁽²⁾	996	291	1 096	1 269	1 272	1 254	347	1 440	411	+14.8%	+18.3%	+7.6%	+7.1%
IT ⁽²⁾	3 832	624	4 244	4 392	4 361	4 258	597	4 623	688	+8.6%	+15.3%	+3.8%	+2.0%
CY ⁽²⁾	183	58	154	233	128	127	28	104	30	-18.3%	+7.2%	-10.7%	-12.3%
LV	:	:	:	151	162	192	50	233	61	+21.7%	+22.9%	:	:
LT	:	:	:	174	214	231	67	321	95	+39.0%	+41.8%	:	:
MT	:	:	91	88	65	60	5	59	3	-1.2%	-36.4%	:	:
NL	2 426	512	2 634	3 026	3 527	3 796	940	4 062	1 027	+7.0%	+9.2%	+10.9%	+14.9%
PL ⁽²⁾	:	:	:	213	492	576	122	762	189	+32.4%	+54.0%	:	:
PT	629	168	663	685	719	796	186	870	188	+9.2%	+0.9%	+6.7%	+2.2%
RO ⁽²⁾	:	:	:	154	212	169	57	59	15	-64.8%	-74.6%	:	:
SI	100	0	190	135	180	185	30	207	43	+12.3%	+41.4%	+15.6%	:
FI	1 052	208	1 115	1 279	1 297	1 391	281	1 560	354	+12.1%	+26.0%	+8.2%	+11.3%
SE	887	250	780	869	962	1 027	247	1 114	230	+8.5%	-7.0%	+4.7%	-1.7%
UK	3 276	981	3 334	3 408	3 027	2 950	918	3 244	1 031	+10.0%	+12.2%	-0.2%	+1.0%
EU-15	16 672	3 534	18 415	19 571	21 100	22 135	4 872	24 774	5 546	+11.9%	+13.8%	+8.2%	+9.4%
EU-27	:	:	:	20 365	21 905	22 935	5 111	25 330	5 723	+10.4%	+12.0%	:	:
HR	:	:	:	:	46	53	19	90	31	+71.0%	+58.4%	:	:
NO	456	121	488	502	508	533	158	567	167	+6.3%	+5.9%	+4.5%	+6.7%
EU-27+HR+NO	:	:	:	:	22 083	23 139	5 194	25 546	5 810	+10.4%	+11.9%	:	:

Source: Eurostat ([mar_sq_am_cv](#))

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

(2) See methodological notes by country

¹ For Cyprus and Romania results are undermined by the high share of declarations with "unknown" partner ports. See methodological notes by country

METHODOLOGICAL AND OTHER EXPLANATORY NOTES

The content of this publication is based on data collected within 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.

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

Data are collected at level of "statistical port". A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

In some countries, the sometimes numerous very small ports are grouped for practical statistical reasons under a fictitious statistical port ("other ports").

"Gross weight of goods" means the tonnage of goods carried, including packaging but excluding the tare weight of containers or Ro-Ro units.

Roll on - roll off (Ro-Ro) units are wheeled equipment for carrying goods, such as lorry, trailer, semi-trailer, which can be driven or towed onto a vessel.

Ro-Ro units as presented in this publication include both "self-propelled roll-on/roll-off units" and "non-self-propelled roll-on/roll-off units".

Short Sea Shipping (SSS), as covered in this issue of "Statistics in Focus", deals with the transport of goods between ports in the EU-27, Croatia 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-27 countries (Belgium, Bulgaria, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Romania, Slovenia, Spain, Sweden and the United Kingdom), Candidate Countries (Croatia and Turkey), EEA countries (Iceland and Norway), Baltic (Russia), Mediterranean (Albania, Algeria, Bosnia-Herzegovina, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, West Bank / Gaza Strip, Syria, and Tunisia) and Black Sea (Georgia, Moldova, Russia and Ukraine).

This definition is derived from the Communication of the Commission COM (1999) 317 final of 29.06.1999 on the development of SSS in Europe (page 2). As a result SSS includes "feeder services": a short sea network between ports in order for the freight to be consolidated or redistributed to or from a deep sea service in one of these ports ("hub ports").

The following **sea regions** have been taken into account to group the SSS partner ports: Baltic Sea, North Sea, Atlantic Ocean (including the English Channel and the Irish Sea), Mediterranean Sea and Black Sea. Ports located in Morocco - West Africa, Egypt - Red Sea,

Israel - Red Sea and Russia - Barents and White Seas are not part of SSS.

1. Baltic Sea:

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

2. 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 (excluded).
- Danish ports on and north of the Helsingborg - Korsør - Nyborg - Kolding line and North Denmark (excluding Helsingør). Faeroe Islands.
- United Kingdom: ports on the east coast of Great Britain from Ramsgate (included) to Cape Wrath in Scotland, the Shetland Islands and Orkney Islands.

3. Atlantic Ocean:

- United Kingdom: ports of Great Britain on the Channel (from Ramsgate excluded) and the west coast to Cape Wrath in Scotland; ports in Northern Ireland.
- All ports of Ireland, Portugal (including Açores and Madeira) and Iceland
- French ports on the Atlantic Ocean and on the Channel.
- Spanish ports on the Atlantic Ocean to Tarifa (included); Canary Islands are included.

4. Mediterranean Sea:

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

5. Black Sea:

The Black Sea ports excluding the ports on the Bosphorus.

6. Others:

Non-identified ports of Denmark, Germany, Spain, France, the United Kingdom, Israel, Morocco, Russia, Sweden, Turkey and Egypt; river ports of EU countries.

Other seaborne transport includes "deep sea shipping" and transport with unidentified partner ports ("unknown") – see specific notes for Cyprus and Romania.

EU-27 (EU-15) figures refer to a total of 22 (13) Member States. Czech Republic, Luxembourg, Hungary, Austria and Slovakia have no seaports.

EU-27+HR+NO figures refer to EU-27 plus Croatia and Norway.

Belgium (BE): Data provided by Antwerp on number of containers are under-estimated until the 2nd quarter of 2004. As a consequence the Belgium data on volume of containers (table 9) are also under-estimated until the 2nd quarter of 2004.

Spain (ES): Data include Ceuta and Melilla. Only data for the "central government ports" (Puertos del Estado) are reported: data for ports under the control of "regional governments" are missing. As a consequence the share of SSS on total transport may be under-estimated.

France (FR): Data for 2007 are provisional. Taking into account the definition of SSS, data do not include the French overseas territories (Départements d'Outre Mer/Territoires d'Outre Mer).

Italy (IT): Data for 2007 are provisional.

Cyprus (CY): The data reported by Cyprus contain a significant share of declarations to and from unknown ports: 59% in 2007, 68% in 2006, 43% in 2005, 63% in 2004, 70% in 2003 and 58% in 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality. The same is also applicable to container statistics (table 9), where the share of "unknown locations" is 28% in 2002, 61% in 2006 and 67% in 2007.

Latvia (LV) did not report detailed data on partner ports for 2002 and 2003.

Lithuania (LT) did not report national maritime transport for 2003, 2005, 2006 and 2007.

Malta (MT) did not report national maritime transport.

Netherlands (NL) did not report national maritime since 2001 (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.

Romania (RO): The data reported by Romania contain a significant share of declarations to and from unknown ports: 27% in 2007, 21% in 2006, 15% in 2005, 10% in 2004 and 0% in 2003 and 2002. This has several consequences: the volume of SSS and its share in total seaborne transport are probably under estimated, the growth rates of SSS between consecutive years may not reflect the reality, in particular the decrease between 2006 and 2007 is probably over estimated. The same is more specifically applicable to container statistics (table 9), where the share of "unknown locations" is 58% in 2004, 73% in 2005, 84% in 2006 and 95% in 2007.

United Kingdom (UK): Port installations located on the Tees estuary report as 'Tees & Hartlepool'. 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.

All the results shown in this publication are calculated on the basis of the statistics declared by main ports vis-à-vis their partner ports.

In order to estimate the transport of goods by sea (between ports), the problem of "double counting" (the transport of the same cargo of goods is declared by both the port of loading – as outwards – and the port of unloading – as inwards) has to be addressed

Where both the port of loading and the port of unloading 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-27** (and for "EU-27+HR+NO") excludes the double counting of national and international intra-EU (intra-"EU-27+HR+NO") transport declarations. The aggregates ("total") per country may therefore differ from the sum of inwards and outwards declarations. The aggregates for the EU-27 (EU-27+HR+NO) may therefore differ from the sum of inwards and outwards declarations and also from the sum of the countries figures.

A technical improvement is introduced in the calculation of transport figures in this edition of the publication: the algorithm for the **elimination of double counting** is applied **at statistical port level** (instead of port level). This structural change has a certain impact on the absolute results (expressed in tonnes) and on the breakdown by geographical areas, while the effect on trends (comparison over time) is in general smaller.

Figure 1: The "other seaborne transport" includes the data for which the ports of loading or unloading are unknown. It should be noticed that in 2007 the share of unknown partner ports in the total seaborne transport is less than 4% for all countries except Cyprus (59%) and Romania (27%), the EU-27 average being 2.0% (it was 1.9% in 2006).

Table 1: In this table double counting has been treated also at sea region level. Where both the port of origin and the port of destination provided data, and where both ports belong to the same country and the same sea region, 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).

Figures 3 and 4 and Table 3: "Other cargo" also includes "type of cargo unknown".

Tables 4 to 8 and Figures 5 to 9: The "other seaborne transport" includes the data for which the ports of loading or unloading are unknown. It should be noticed that in 2007 the share of unknown partner ports in the total seaborne transport is less than 3% for all the mentioned ports. The "Total EU-27 ports" aggregate is simply the sum of inwards and outwards declarations of individual ports (no elimination of double counting), except transport movements within the same statistical port.

Special symbols used in the tables

: Not available

Mio Million

Some **structural changes** in data collection implemented in 2006 may have an impact in the comparability of data **between 2005 and 2006**.

In 2006, data concerning transport to/from Russian ports located on the Barents and White Seas started being collected separately. Transport to/from these ports is not included in the definition of SSS. In 2005 (and previous years), in some cases, these data had been probably included in Russian maritime coastal areas, which are part of the definition of SSS. The impact of this

structural change would be an under estimation of the SSS growth rates between 2005 and 2006, that could be roughly estimated as follows: BE 1.3, DE 0.3, NL 3.0, EU-27 0.5 percentage points. This means that, if the assumptions and estimates above are correct, for example the growth rate for the EU-27 SSS would be about +2.0% (instead of +1.5%) between 2005 and 2006.

This structural change has been applied by France only in 2007 and may imply an under estimation of the SSS growth rates **between 2006 and 2007**, that could be roughly estimated as follows: FR 0.6 and EU-27 0.1 percentage point. This means that, if the assumptions and estimates above are correct, for example the growth rate of SSS between 2006 and 2007 would be about +0.1% (instead of -0.5%, as shown in Table 2) for FR and +1.4% (instead of +1.3%) for EU-27.

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 **June 2009**.

This publication was produced with the assistance of Virginie Attivissimo, Richard Butchart and Manuel Da Silva.

Further information

Data: [Eurostat Website: http://ec.europa.eu/eurostat](http://ec.europa.eu/eurostat)

Data on "Transport":

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

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