



ESPO

ANNUAL REPORT 2007-2008

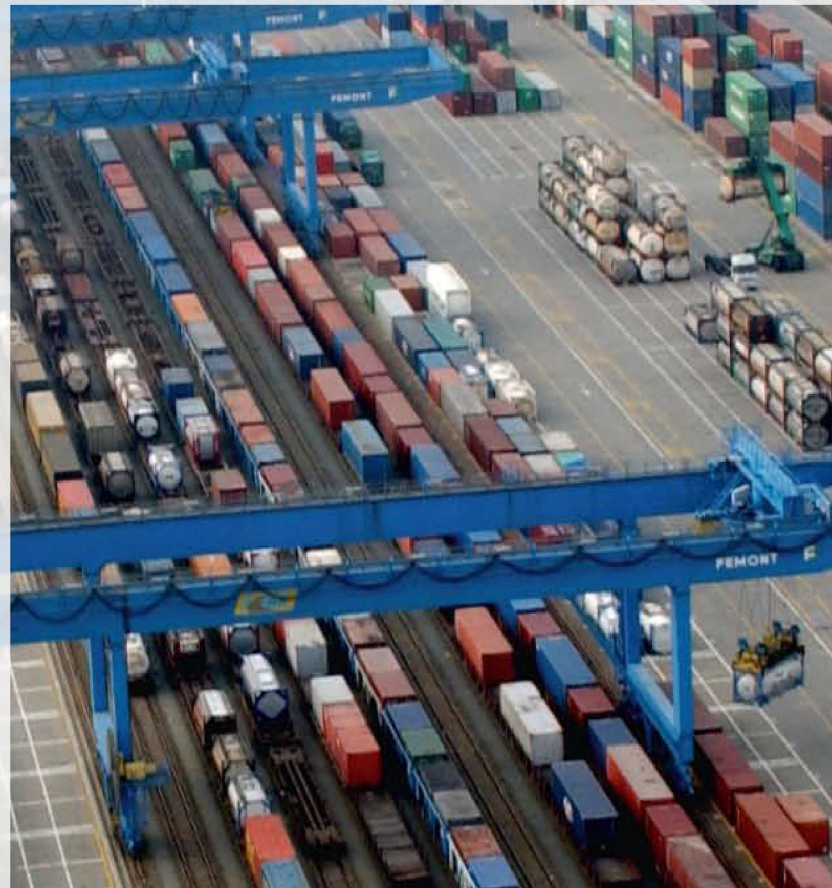
ESPO

ANNUAL REPORT 2007-2008



Table of Contents

Foreword by Giuliano Gallanti Chairman of ESPO	4
1. A new policy framework for European seaports	5
2. Port governance	6
3. Intermodality and logistics	7
4. Sustainable port development	9
5. Marine affairs and security	11
6. Overview of ESPO activities in the period 2007-2008	13
7. ESPO membership and structure	15
8. Overview of ESPO membership	16
9. Market developments in figures	21



Foreword

by Giuliano Gallanti

Chairman of ESPO



The past working year of ESPO has perhaps been one of the most significant in its 15-year history.

We have first of all seen the successful conclusion of the debate on the direction of a common European ports policy in which we were able to play an instrumental role and which has provided the port sector with a comprehensive communication that provides a solid basis for the future. Several measures and tools announced in the communication will materialise in the course of this year and we are in ESPO especially anticipating with great interest the guidelines on application of environmental legislation to port development and the State aid guidelines. Both should facilitate the sustainable development of ports and create more legal certainty. However, these instruments could - perhaps unintentionally - also intervene with market-driven processes. Active participation in the preparatory stages of both sets of guidelines is therefore of the utmost importance. The same applies to the issue of concessions where we have taken the initiative ourselves by undertaking a study

which may lead to further proposals from our side in the near future.

Secondly, I believe the ports policy debate has further strengthened the internal cohesion of our organisation. Despite the diversity of port organisation in Europe, port authorities are more and more facing the same challenges created by the ever-changing logistics environment in which they operate. This has important implications for the governance structure of ports. Throughout Europe we notice a common desire of port authorities to strengthen their commercial, financial and organisational autonomy to be able to face common challenges and successfully match the commercial and public interests of their ports. We should foster these processes in ESPO through exchange of good practice and common learning. The newly established port governance committee is one of the platforms where we can do this next to our annual conference and the various seminars and workshops that we organise on a regular basis.

Finally, we were able in the past year to further develop our expertise in complex technical matters such as environmental management. In that respect I am particularly pleased that we established a joint secretariat with the EcoPorts Foundation. I sincerely hope this will not just result in administrative co-operation but genuinely improve the interface between environmental policy and research and thus enhance the corporate social responsibility of port authorities. One area in which we will certainly develop this synergy is climate change, an absolute priority for the European - and indeed global - port, shipping and transport community.

You will find an extensive overview of the work done by ESPO over the past year in this Annual Report. I would like to thank all members and the secretariat for their active support and I particularly express my gratitude to the staff at the ITMMA institute in Antwerp for composing the statistical section of the report.

1. A new policy framework for European seaports

In October 2007 the European Commission adopted a series of Communications which gave shape to a new policy framework for seaports. From those the Communication on a new port policy is of prime importance. The Communication was based on a year-long stakeholder consultation initiated after the failure of the port services' Directive. ESPO facilitated the consultation by providing at its 2006 and 2007 annual conferences a platform for the kick-off and conclusions. Individual ESPO members hosted the thematic workshops that formed the core of the consultation.



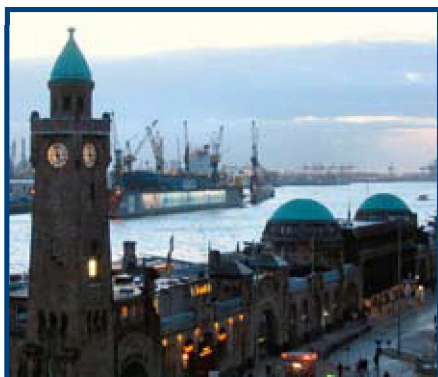
ESPO has given a favourable response to the Communication as it generally reflects the balanced picture that emerged from the consultation process. ESPO appreciates the broad perspective of the communication and the general focus on soft law measures and instruments. Further, ESPO recognises the fact that the Commission does not seek to develop measures which would alter the distribution of traffic across Europe and believes this non-interventionist policy should continue to prevail now and in the future. More specific comments on measures and instruments proposed in the Communication can be found further in this annual report. As a general remark, it can be said that several measures and instruments are still to be developed more in detail. The 'proof of the pudding' is therefore in the eating. However, the Communication has certainly succeeded in restoring confidence after the frictions created by the debate on the port services' Directive. As a follow-up to the Communication the Commission will be organising a series of additional workshops in 2008 dealing with sustainable development of ports, social dialogue and State aid.

The ports policy Communication falls under the broader umbrella of the Commission's maritime policy on which a 'Blue Paper' was published in October 2007. Its aim is to develop an integrated maritime policy for the European Union. ESPO supports this goal since European seaports stand to gain from a better coordination of policy objectives at EU level. It will enhance legal certainty for both daily operations and development projects.

The ports policy Communication also forms part of the Commission's 'logistics package' which contains a series of complementary Communications and consultations which aim at facilitating the development of logistics services and the implementation of the co-modality concept. ESPO has the impression that the Commission is progressing on the right track with this package. It sees the EU role mainly as a facilitating one, leaving business development in ports up to the market. A more targeted agenda could nevertheless be useful as some of the concepts introduced by the new policy framework raise more questions than solutions. For ESPO this focus should be on the development of port and port-related capacity, in particular hinterland connections to and from ports; efficient services in ports and the hinterland and administrative facilitation.

2. Port governance

The 2007 ports policy Communication devotes one of its sections to the role of port authorities. Although it remains neutral regarding the diversity of governance models existing in Europe, it does recognise the need for port authorities to have a sufficient degree of autonomy and, in particular, for them to enjoy full financial autonomy. ESPO welcomes this approach.



ESPO further appreciates the Commission's recognition of the discretionary powers port authorities should have in using concession-type tools. These are very useful governance instruments for public port authorities working under the landlord model. The guidance provided in the Communication on the use of concessions is generally felt to be useful and in line with principles ESPO recommends to be used in practice. ESPO, in co-operation with ITMMA, has undertaken a study on how European port authorities are using concession instruments as governance tools. Aim is to look both at recent practice in allocations of terminal contracts and to seek the opinion of port authorities on the potential use. Based on the outcome of the study, of which the results will be presented at the ESPO 2008 Conference in Hamburg, ESPO may produce further comments and initiatives at a later stage.

ESPO has also welcomed the Commission's intention to produce guidelines on State aid to ports as well as the extension of the existing Transparency Directive (Directive 2006/111/EC) to all merchant ports covered by State aid guidelines. It is expected that the State aid guidelines will see the light of day in autumn 2008.

The Communication contains a series of other measures and proposals which affect port governance, in particular regarding sustainable development and logistics. These will be elaborated on in other sections of this report. Of particular attention to be mentioned here is the proposal to set up a European sectoral social dialogue committee for ports. ESPO has indicated that it is willing to participate in the discussions that will lead to such a committee, together with trade unions and terminal operators.

To provide an adequate forum for exchange of know-how on all these issues and to stimulate common learning among members, ESPO established in 2008 a specific technical committee on port governance which held its first meeting on 14 May.



3. Intermodality and logistics



On 18 October 2007 the Commission published a Communication on the EU's freight transport agenda, entitled "Boosting the efficiency, integration and sustainability of freight transport in Europe". The document put forward the EU's transport challenges and the Commission's response to them, being a package of five policy initiatives that should improve the efficiency and sustainability of freight transport in Europe.

Apart from the aforementioned port policy Communication these are:

- Communication on a Freight Logistics Action Plan;
- Commission Staff Working Document on Motorways of the Sea;
- Commission Staff Working Document on a European maritime transport space without barriers;
- Communication on a freight-oriented rail network.

ESPO generally welcomes the Commission's focus on freight and logistics performance which clearly recognises that logistics is primarily a business-related activity and a task for the industry. ESPO also underlines that port authorities are well-placed to act as facilitators and catalysts in the logistics chain and to develop strategic relationships with other transport nodes. In particular, port authorities can address coordination problems and develop collective action to solve bottlenecks.

Further, ESPO notes that the Commission presents a very ambitious logistics actions plan which consists of some 25 actions with very short deadlines, the majority to be realised in the period 2008-2009. ESPO wonders whether this is realistic and recommends that the European Commission focuses its resources on those actions that truly generate added value at EU level and cannot be solved by industry and/or national and local authorities.



On 11 March 2008 the Platform of European Sea and Inland Ports held a workshop in response to the European Commission's freight logistics action plan. The event took place in Strasbourg under the patronage of MEP Corien Wortmann-Kool and was organised in partnership with Port Autonome de Strasbourg. The workshop was dedicated to raising awareness about the facilitating role ports play in the logistics chain. ESPO and EFIP established the platform of European Sea and Inland Ports in May 2007 to develop synergies between sea and inland ports and to promote their joint interests at EU level.

The Platform welcomes the European Commission's freight logistics package. ESPO and EFIP highlighted three priority actions which are believed to bring real added value for freight transport and logistics. Firstly, principal bottlenecks for ports are related to the lack of adequate capacity and reliable hinterland connections. The Platform invited the Commission to concentrate on resolving such bottlenecks through its general transport policy as well as existing regional developments, cohesion funds and TEN-T programmes. Secondly, the Commission should ensure the optimal performance of all transport modes through the implementation of its various modal policies, particularly inland navigation and rail freight. The Platform pointed at the urgent need to make progress with the implementation of EU rail liberalisation programmes and welcomes the Commission's initiative to develop a rail-freight oriented network. Finally, the Commission is invited to make quick progress in the field of simplification of customs and administrative procedures which strongly affect the efficiency of ports. The Platform welcomed the concept of a European Maritime Transport Space without Barriers where administrative procedures for intra-EU maritime transport would be simplified and streamlined.



4. Sustainable port development

During the past year ESPO has been actively involved in four legislative proposals on air, marine strategy, waste and environmental quality standards in the field of water policy. Throughout the consultation procedure on EU port policy ESPO has been furthermore encouraging the Commission to draw up specific guidelines on existing environmental legislation.

The Parliament adopted on 11 December 2007 the second reading agreements on the proposal for a Directive on Ambient Air Quality and the Marine Strategy Directive. Regarding the Air Quality Proposal ESPO suggested lower limit values for pollutants than proposed by the Commission and Council. Nevertheless, the Parliament also adopted a number of amendments which would offer more flexibility to Member States in terms of the timeframe for compliance as well as for monitoring requirements. The second reading agreement on the marine strategy requires Member States to first of all establish a complete overview of the status of the marine waters. Based on that status a definition and objective for future good environmental status for the marine waters needs to be established. Member States are then required to draft a programme of measures aimed at reaching this good environmental status. The measures should be aimed at limiting those impacts and pressures which hamper achieving good environmental status. As dredging and disposal activities may constitute such an impact or pressure, the marine strategy Directive could have an impact on those activities. Both the air and marine strategy proposal have been finalised by means of a second reading agreement between Council and Parliament. The final versions should be published in the Official Journal of the European Union in the second half of 2008.



The proposals on waste and environmental quality standards are still in second reading. Agreements are expected around summer 2008. Regarding the proposal for a Directive on Waste the main issue is the definition of waste. ESPO would like to see that clean sediments are being exempted from this definition. This attempt succeeded in first reading in Parliament but its scope was limited by the Council. ESPO hopes that the second reading may lead to a compromise between Parliament and Council on this issue. As regards the proposal on Environmental Quality Standards in the field of water policy the main issue relates to resuspension of historic contaminants present in sediments into the water column. The new quality standards may also relate to such temporary increases caused by dredging. ESPO believes, however, that this Directive should not focus on temporary high values but on long term improvement. Also this proposal may therefore have an impact on dredging and disposal activities. Some beneficial amendments for ports were adopted in first reading, specifically in relation to disproportionate costs. ESPO will be actively monitoring this proposal in second reading.



One of the priority actions resulting from the new ports policy Communication is the development of EU guidelines on the application of existing environmental legislation to ports. DG Environment (Nature and Biodiversity unit) steers this process through the already established Estuaries Expert Group which met on 14 March 2008 to discuss the development of specific guidelines for ports and navigation on the implementation of the Birds and Habitats Directives as well as the Water Framework Directive. ESPO attended this meeting and its Code of Practice

has been explicitly noted as input for the work of the Estuaries Group. Two more meetings are planned for 2008 with the group being expected to deliver a draft set of guidelines by the end of the year.

An upcoming priority for ports is the issue of climate change. In order to address ports' activities in fighting climate change, the World Ports Climate Conference (WPCC) will be held in Rotterdam 9-11 July 2008. ESPO will be the organisation that will further promote the recommendations of the conference at European level developing regional leadership for European ports.

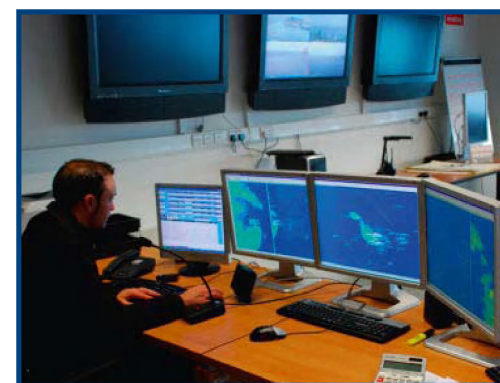


On the particular question of shore-side electricity, the European Parliament's adopted Resolution on the Maritime Green Paper suggested a further use of shore-side electricity in EU ports and the Green Paper on the use of Market Based Instruments in the field of Environment and Related Policy Purposes brought forward a potential change of the Energy Taxation Directive that would allow exempting from taxation shore-side electricity by ships. ESPO highlighted the need for international standards and individual decision making by port authorities at the local level. The absence of international standards should not mean that facilities could not be planned as a result of a constructive dialogue between port authority and shipping line.



In order to improve synergies between environmental policy developments and technical know-how and research the Ecoports Foundation and ESPO established a joint secretariat as of 1 January 2008. Until now the secretariat has been actively updating the Ecoports administration and is developing a work-programme for Ecoports for the coming year. The joint secretariat was furthermore involved in the organisation of the Greenports/Ecoports conference which took place in Amsterdam on 27-28 February 2008 and was a big success with over 200 participants.

5. Marine affairs and security



The Third Maritime Safety Package which consists of seven legislative proposals went through a difficult political process last year. On the proposal for a Directive on ship inspections and survey organisations (classification societies) there was only a partial agreement reached in April 2007. The proposal for a Directive on Flag State Requirements and Civil liability of Ship Owners and the proposal for a Regulation on Liability of Carriers of Passengers by Sea have been blocked in the Council because of their controversial contents. The Directive on Vessel Traffic Monitoring covers AIS on board of fishing vessels and the legal requirements on SafeSeaNet and LRTT. The proposal will also lay down an adapted legal framework for places of refuge. However, whereas the European Parliament adopted some provisions laying down a better

framework for port authorities receiving compensation in case of damage as a result of offering a vessel in distress a place of refuge, Council did not follow this line in first reading. The second reading is likely to start in the second half of 2008. ESPO will closely follow this process and stresses the importance of compensation for port authorities. In relation to the proposal on Port State Control, ESPO emphasises that when Port State Control detains a vessel in a port, they should in principle also pay for the costs (berth, port dues, watchmen, etc.). Moreover, a port authority should also have space available to accommodate such a vessel and the detention should not interfere with other trade.

ESPO actively participated in a series of workshops on SafeSeaNet organised by the European Maritime Safety Agency (EMSA). It crystallised that additional requirements could be placed on ports in the future regarding sending information on departing vessels to the next port of call. In general ESPO feels that there is a lack of clarity about the actual benefits of the system for ports with too much focus on accumulation of information and not enough on getting useful information out of the SafeSeaNet system. As ports are not always the recipient or holder of all information policy makers should be aware of this before placing an extra burden on ports.

EMSA is also involved in the revision of the port reception facilities Directive, holding a series of workshops with Member States on implementation issues. Moreover, it also published a study regarding the possible fee reduction certain 'green ships' can obtain. ESPO attended the workshops and drafted a response on that study. In partnership with ECSA and Euroshore, ESPO organised a workshop on 17 April 2008 in Antwerp to provide input to the European Commission which is in the process of finalising its report reviewing the implementation of Directive 2000/59. The Commission will publish its implementation report in the coming months and then open a formal consultation with all stakeholders. This consultation is likely to run until the end of 2008. As a next step the Commission is likely to publish a proposal for an amended Directive in 2009. ESPO will actively work on a formal response to the consultation once the report comes out.



In the related field of port security, ESPO has been closely monitoring the implementation of the EU port security Directive. Inspections of the Commission have mainly focused on the enforcement of ISPS regulations and the decreased awareness of port security by individual companies is a concern. An increase in inspections could possibly change this. The Commission has indicated that there will be some changes of the ISPS Code for EU Regulation 725/2004 regarding ferries, small vessels and containers and is looking into the possible future integration of the Port Security Directive and the Regulation into one legislative instrument. This would need to overcome problems between national competent authorities. ESPO already raised practical concerns regarding possible access cards and minimum standards in this context.

On the issue of US box inspection legislation ESPO and the Maritime Industries Forum (MIF) have actively supported the Commission in its activities against the US 100% scanning measure. The Commission confirmed that it very much counts on the support of ESPO in this matter. In particular, the Commission hopes the solidarity among European ports can be maintained and that ports will resist the temptation of seeing the 100% scanning measure as a business opportunity. If not, a situation will arise very much similar to the US Container Security Initiative (CSI) a few years ago which the Commission wants to avoid this time.

Recent developments on the draft Directive on Critical Infrastructure protection led the Parliament to highlight the risk of overlap with already existing sectoral legislation, such as the Port Security Directive. The Council reached a partial agreement in July 2007, but discussions between Member States on the legislative form of the proposal still exist.



6. Overview of ESPO activities in the period 2007-2008

Events organised, co-organised or supported:

ESPO 2007 Conference - Algeciras - 31 May-1 June 2007

ESPO Annual Luncheon - Brussels - 21 November 2007

Waterfront Conference 'The European Commission's New Ports Policy: Opening the Dialogue' - Brussels - 22 November 2007

GreenPort / EcoPorts 2008 Conference - Amsterdam - 27-28 February 2008 (with EFIP)

Workshop 'Ports - Facilitators in the Logistics Chain' - Strasbourg - 11 March 2008 (with EFIP)

Workshop Port Reception Facilities - Antwerp - 17 April 2008 (with EuroShore and ECSA)

ESPO 2008 Conference - Hamburg - 29-30 May 2008

Publications:

ESPO-ITMMA study on the use of concessions - May 2008

ESPO Annual Report 2007-2008 - May 2008



Policy input:

List of policy statements issued since 31 May 2007:

- ESPO note on the ongoing implementation of SafeSeaNet - September 2007
- ESPO letter to Commissioner Kovacs regarding the proposed US 100% scanning initiative - September 2007
- ESPO response to the proposal for a Marine Strategy Directive - September & October 2007
- ESPO response to the proposal for a Directive on Ambient Air Quality to Parliament and Council - September & October 2007
- ESPO second response to the Commission Recommendation on the use of shore side electricity - October 2007
- General response of ESPO to the Communication from the European Commission on a European ports policy - October 2007
- ESPO response to the proposal for a Directive on the protection of soil - November 2007
- ESPO views regarding the EMSA study on ships producing reduced quantities of ships generated wastes - present situation and future opportunities to encourage the development of cleaner ships - November 2007
- Response to the European Commission's 'Blue Book' Communication - An Integrated Maritime Policy for the European Union - January 2008
- ESPO response to the proposal for a Directive on Environmental Quality Standards in the field of water policy (Daughter Directive of the Water Framework Directive) - January 2008
- General response of ESPO to the Freight Logistics Package of the European Commission - January 2008
- ESPO response to the European Commission's consultation exercise on the Internalisation of External Costs for Transport - January 2008
- ESPO note to DG Environment regarding the terms of reference for the Estuaries Expert Group - February 2008
- ESPO response to the proposal for a Directive on Waste - January & March 2008
- Platform of European Sea and Inland Ports - Facilitators in the Logistics Chain - Declaration adopted at the workshop held in Strasbourg on 11 March 2008

Information on the above events, publications and policy statements can be found on the ESPO website: www.espo.be, in particular under the sections "News and Events", "Active Policy Issues" and "Legislative Observer".

7. ESPO membership and structure



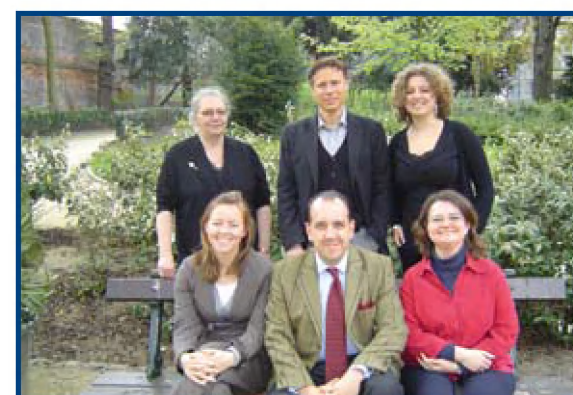
ESPO membership consists of the port authorities, port administrations and port associations of the seaports of the European Union and Norway. The organisation is furthermore open to observer members from countries neighbouring the EU.

The membership structure is organised on national level and finds its reflection in the General Assembly of the organisation where each full member has three official delegates (and in some instance official proxies or alternates) with voting right. Observer members have one observer delegate each.

The General Assembly sets the overall policy of the organisation and meets twice a year. It elects the Chairman and two Vice-Chairmen of ESPO. For the period 2007-2008 ESPO is chaired by Giuliano Gallanti (Italy), assisted by Vice-Chairmen Maria Nygren (Sweden) and Victor Schoenmakers (Netherlands).

The General Assembly mandates the daily policy-making of the organisation to the Executive Committee which consists of one representative per EU member country and Norway and a number of observers. It meets about five times a year.

A series of Technical Committees provide technical recommendations to the Executive Committee on specific subjects which fall within their scope of competence. At the beginning of 2008 these were restructured into five standing committees, dealing with port governance, intermodality and logistics, sustainable development, marine affairs and security and economic analysis and statistics. In addition, a horizontal advisory committee for legal matters was established.



The ESPO Secretariat is finally responsible for the overall coordination of the organisation's activities, including policy advice, communication, representation and administrative management. The Secretariat is based in Brussels and consists of Patrick Verhoeven (Secretary General), Lieselot Marinus and Roel Hoenders (Policy Advisors), Cécile Overlau (Office Manager and PA), Helena Seibicke (Communications and Research Assistant) and Jeanette Voosen (Consulting Accountant). As from 1 January 2008 the ESPO secretariat also acts as secretariat of the EcoPorts Foundation.

8. Overview of ESPO membership

COUNTRY	NATIONAL PORT BODY	GENERAL ASSEMBLY REPRESENTATIVE	EXECUTIVE COMMITTEE REPRESENTATIVE
Belgium	<i>none</i>	Eddy Bruyninckx (Antwerp Port Authority) Pierre Kerckaert (Bruges-Zeebrugge Port Authority) Eugeen Van Craeyvelt (Ghent Port Authority)	Kate Verslype (Ghent Port Authority)
Bulgaria	Executive Agency Port Administration (Ministry of Transport) and Bulgarian Ports Infrastructure Company	Peycho Manolov (Executive Agency Port Administration) Petar Seferov (Bulgarian Ports Infrastructure Company) Angel Zaburtov (Bulgarian Ports Infrastructure Company)	Peycho Manolov
Cyprus	Cyprus Ports Authority	Christos Assimenos (CPA) Anthia Klerides (CPA) Yiannakis Kokkinos (CPA) Demetris Phellas (CPA) Chrysis Prentzas (CPA)	Chrysis Prentzas
Denmark	Danish Ports Association	Tom Elmer Christensen (Danish Ports Association) Uffe Steiner Jensen (Danish Ports Association) Bjarne Mathiesen (Port of Aarhus) Peter Jens Peters (Associated Danish Ports A/S)	Tom Elmer Christensen
Estonia	<i>none</i>	Allan Kiil (Port of Tallinn) Karin Kiviste (Port of Tallinn) Sven Ratassepp (Port of Tallinn)	Alan Kiil
Finland	Finnish Port Association	Matti Aura (Finnish Port Association) Henry Lindelöf (Finnish Port Association) Heikki Nissinen (Port of Helsinki)	Matti Aura

COUNTRY	NATIONAL PORT BODY	GENERAL ASSEMBLY REPRESENTATIVE	EXECUTIVE COMMITTEE REPRESENTATIVE
France	Union des Ports Autonomes et des Chambres de Commerce et d'Industrie Maritimes (UPACCIM)	Martine Bonny (Port of Rouen) Patrick Fourgeaud (CCI de Calais) Jean-Marc Lacave (Port Autonome du Havre) François Marendet (Port Autonome de Nantes Saint-Nazaire) Michel Quimbert (Port Autonome de Nantes St-Nazaire) Bruno Vergobbi (UPACCIM)	Bruno Vergobbi
Germany	<i>none</i>	Bettina Linkogel (Freie Hansestadt Bremen) Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony) Klaus Richter (Wirtschaftsministerium des Landes Mecklenburg-Vorpommern) Jana Schiedek (Hamburg Port Authority) Bernd Unger (Ministerium für Wirtschaft, Arbeit und Verkehr)	Jana Schiedek
Greece	<i>none</i>	Stavros Hatzakos (Piraeus Port Authority SA) Yiannis Tsaras (Thessaloniki Port Authority)	Yiannis Tsaras
Ireland	Irish Ports Association	Enda Connellan (Dublin Port) Brendan Keating (Port of Cork Company) Pat Keenan (Irish Ports Association)	Pat Keenan
Italy	Associazione Porti Italiana (ASSOPORTI)	Francesco Nerli (ASSOPORTI) Luigi Robba (ASSOPORTI)	Francesco Nerli
Latvia	<i>none</i>	Irina Gorbatikova (Freeport of Riga Authority) Leonids Loginovs (Freeport of Riga Authority) Vladimirs Makarovs (Freeport of Riga Authority)	Leonids Loginovs



COUNTRY	NATIONAL PORT BODY	GENERAL ASSEMBLY REPRESENTATIVE	EXECUTIVE COMMITTEE REPRESENTATIVE
Lithuania	<i>none</i>	Sigitas Dobilinskas (Klaipeda State Seaport Authority) Viktoras Lukocevicius (Klaipeda State Seaport Authority)	Sigitas Dobilinskas
Malta	Malta Maritime Authority	Charles Abela (Malta Maritime Authority) David Bugeja (Malta Maritime Authority) Charles Schembri (Malta Maritime Authority)	Charles Schembri
Netherlands	<i>none</i>	Hans Gerson (Port of Amsterdam) Peter Mollema (Port of Rotterdam) David Moolenburgh (Zeeland SeaPorts)	Victor Schoenmakers (Port of Rotterdam)
Norway	Norwegian Ports Federation	Odd Gerhard Andreassen (Norwegian Ports Federation) Anne Sigrud Hamran (Oslo Port Authority)	Rune Mjös (Norwegian Ports Federation)
Poland	<i>none</i>	Janusz Catewicz (Port of Szczecin-Swinoujscie) Przemyslaw Marchlewicz (Port of Gdynia Authority S.A.) Julian Skelnik (Port of Gdansk)	Krzysztof Gromadowski (Port of Gdynia Authority S.A.)
Portugal	APP - Association Ports of Portugal	Broqueira Dias (APDL - Admin. Portos do Douro e Leixoes) Antonio Ricardo de Oliveira Fonseca (APDL - Admin. Portos do Douro e Leixoes) Manuel Frاسquilho (Port of Lisbon) Lidia Sequeira (APP - Association Ports of Portugal)	Manuel Frاسquilho

COUNTRY	NATIONAL PORT BODY	GENERAL ASSEMBLY REPRESENTATIVE	EXECUTIVE COMMITTEE REPRESENTATIVE
Romania	<i>none</i>	Ambroziu Duma (National Company "Maritime Ports Administration" SA Constantza) Daniel Jamea (National Company "Maritime Ports Administration" SA Constantza) Doina Tararache (National Company "Maritime Ports Administration" SA Constantza)	Ambroziu Duma
Spain	Puertos del Estado	Ramon Gomez-Ferrer Boldova (Port Authority of Valencia) Manual Moron (Port of Algeciras Bay) Mariano Navas (Puertos del Estado)	Mariano Navas
Sweden	Ports of Sweden	Mikael Castanius (Ports of Sweden) Lars Karlsson (Copenhagen Malmö Port AB) Eric Nilsson (Göteborgs Hamn AB) Maria Nygren (Ports of Sweden)	Mikael Castanius
United Kingdom	British Ports Association / UK Major Ports Group Ltd	Richard Bird (UK Major Ports Group Ltd) Paul Davey (Port of Felixstowe) Martin Putman (Portsmouth Commercial Port) David Whitehead (British Ports Association)	Richard Bird and David Whitehead (alternate)

OBSERVERS
MEMBERS

Croatia	Croatian Port Association	Bojan Hlaca (Port of Rijeka Authority)	
Iceland	Associated Icelandic Ports - AIP	Gisli Gislason (Associated Icelandic Ports - AIP)	



9. Market developments in figures

Container traffic for selected European ports

- TEU throughput in selected European ports - ranking based on TEU of 2006
- Strongest growers in percentage, 2006-2007 (growth of more than 20%)
- Strongest growers in TEU, 2006-2007
- Market shares of port regions in Europe based on container throughput in TEU (2007)

General cargo traffic for selected European ports (2006, tonnes)

General Cargo traffic in selected European countries (2006)

RoRo traffic in selected European countries (2006)

RoRo traffic for selected European ports (2006, tonnes)

Dry bulk traffic for selected European ports (2006, tonnes)

Dry Bulk traffic in selected European countries (2006)

Liquid Bulk traffic in selected European countries (2006)

Liquid bulk traffic for selected European ports (2006, tonnes)

Note on the source of the statistics

TEU throughput in selected European ports - ranking based on TEU of 2006

Port	Country	2005	2006	2007	Growth 2006/2007
Rotterdam	Netherlands	9.286.757	9.690.052	10.790.604	11,4%
Hamburg	Germany	8.087.545	8.861.804	9.889.792	11,6%
Antwerp	Belgium	6.488.029	7.018.799	8.176.614	16,5%
Bremen/Bremerhaven	Germany	3.735.574	4.449.624	4.912.177	10,4%
Algeciras	Spain	3.179.300	3.256.776	3.414.345	4,8%
Felixstowe	United Kingdom	2.730.000	3.080.000	3.300.000(*)	7,1%
Gioia Tauro	Italy	3.160.981	2.938.176	3.445.337	17,3%
Valencia	Spain	2.409.821	2.612.139	3.042.665	16,5%
Barcelona	Spain	2.071.481	2.317.368	2.610.037	12,6%
Le Havre	France	2.118.509	2.137.828	2.638.000	23,4%
Genoa	Italy	1.624.964	1.657.113	1.855.026	11,9%
Zeebrugge	Belgium	1.407.933	1.653.493	2.020.723	22,2%
Southampton	United Kingdom	1.375.000	1.500.306	1.900.000(*)	26,6%
Marsaxlokk	Malta	1.309.000	1.485.000	1.900.000(*)	27,9%
St-Petersburg	Russia	1.119.346	1.449.958	1.664.539	14,8%
Piraeus	Greece	1.394.512	1.403.408	1.373.138	-2,2%
Las Palmas	Spain	1.301.059	1.311.958	1.453.286	10,8%
La spezia	Italy	1.024.455	1.136.664	1.187.040	4,4%
Constantza	Romania	768.099	1.037.068	1.411.370	36,1%
Marseille	France	905.687	946.445	1.002.879	6,0%
Taranto	Italy	716.856	892.303	800.000(*)	-10,3%
Gothenburg	Sweden	787.705	820.494	840.550	2,4%
Tilbury	United Kingdom	705.915	742.679	843.808	13,6%
Thamesport	United Kingdom	582.000	702.000	800.000(*)	14,0%
Cagliari	Italy	650.484	690.392	730.000(*)	5,7%
Dublin	Ireland	590.250	681.000	744.000	9,3%
Leghorn	Italy	658.506	657.592	745.557	13,4%
Liverpool	United Kingdom	626.000	645.000	700.000(*)	8,5%
Aarhus	Denmark	581.000	627.000	704.000	12,3%
Bilbao	Spain	503.811	523.124	554.568	6,0%
Lisbon	Portugal	513.061	512.501	554.774	8,2%
Santa Cruz de Tenerife	Spain		465.729	486.697	4,5%
Malaga	Spain	247.548	464.838	542.405	16,7%
Gdynia	Poland	400.165	461.170	614.373	33,2%
Kotka	Finland	366.667	452.401	570.881	26,2%
Napels	Italy	395.000	444.892	460.812	3,6%
Helsinki	Finland	459.744	416.667	432.406	3,8%
Leixos	Portugal	352.002	378.387	433.437	14,5%
Thessaloniki	Greece	365.925	343.727	447.211	30,1%
Hull	United Kingdom	361.240	360.000	370.000(*)	2,8%
Teesport	United Kingdom	350.000	350.000		
Venice	Italy	292.842	316.336	327.000(*)	3,4%
Amsterdam	Netherlands	65.844	305.722	386.000	26,3%
Lubeck	Germany	170.000	234.000	205.338	-12,2%
Klaipeda	Lithuania	214.307	231.548	321.432	38,8%
Savona	Italy	219.760	231.489	237.000(*)	2,4%
Vigo	Spain	205.057	226.722	244.065	7,6%
Trieste	Italy	201.290	220.310	267.854	21,6%
Koper	Slovenia	179.745	218.970	305.648	39,6%
Dunkirk	France	204.562	204.835	197.811	-3,4%
Riga	Latvia	156.008	176.872	211.840	19,8%

Port	Country	2005	2006	2007	Growth 2006/2007
Alicante	Spain	159.237	172.729	179.259	3,8%
Oslo	Norway	170.506	172.065	196.252	14,1%
Hamina	Finland	155.475	168.192	195.292	16,1%
Rouen	France	161.382	165.179	158.552	-4,0%
Copenhagen	Denmark	155.000	164.300	192.000	16,9%
Rauma	Finland	120.234	163.504	174.531	6,7%
Bahia de Cadiz	Spain	138.441	155.370	143.662	-7,5%
Tallin	Estonia	127.585	152.399	180.911	18,7%
Ravenna	Italy	168.590	150.949	193.989	28,5%
Helsingborg	Sweden	107.475	137.489		
St-Nazaire	France	131.382	134.522	147.127	9,4%
Sevilla	Spain	115.669	122.611	135.012	10,1%
Sines	Portugal	50.994	121.956	150.038	23,0%
Varna	Bulgaria	84.100	94.064	99.713	6,0%
Gdansk	Poland	70.014	78.364	96.873	23,6%
Castellon	Spain	43.773	71.660	101.292	41,4%
Cuxhaven	Germany	45.000	67.086	65.713	-2,1%
Aalborg	Denmark	60.000	63.000	68.000	7,9%
Bordeaux	France	50.426	54.648	64.223	17,5%
Burgas	Bulgaria	49.312	50.000	50.000	0,0%
Szczecin	Poland	36.453	42.425	47.976	13,1%
Cartagena	Spain	38.089	39.594	46.993	18,7%
Malmö	Sweden	35.009	37.851		
Stockholm	Sweden	38.122	37.214	44.500	19,6%
Ghent	Belgium	30.529	34.960	60.835	74,0%
Esbjerg	Denmark	11.000	24.000	28.000	16,7%
Turku	Finland	18.312	20.120	21.982	9,3%
Fredericia	Denmark	12.000	20.000	22.000	10,0%
Ventspils	Latvia	1.000	14.241	16.846	18,3%
Tarragona	Spain	8.957	12.135	47.138	288,4%
Oostende	Belgium	9.036	5.822	3.281	-43,6%
Emden	Germany	300	204	51	-75,0%
Subtotal of selected ports		70.024.748	76.691.332	85.999.080	
Estimated total European throughput		73.729.111	79.840.000	89.992.000	12,7%

(*) = estimate

Source: Websites Port Authorities, with modifications (see further)

Strongest growers in percentage, 2006-2007 (growth of more than 20%)

Port	Country	2006	2007	Growth 2006/2007
Tarragona	Spain	12.135	47.138	288,4%
Ghent	Belgium	34.960	60.835	74,0%
Castellon	Spain	71.660	101.292	41,4%
Koper	Slovenia	218.970	305.648	39,6%
Klaipeda	Lithuania	231.548	321.432	38,8%
Constantza	Romania	1.037.068	1.411.370	36,1%
Gdynia	Poland	461.170	614.373	33,2%
Thessaloniki	Greece	343.727	447.211	30,1%
Ravenna	Italy	150.949	193.989	28,5%
Marsaxlokk	Malta	1.485.000	1.900.000	27,9%
Southampton	United Kingdom	1.500.306	1.900.000	26,6%
Amsterdam	Netherlands	305.722	386.000	26,3%
Kotka	Finland	452.401	570.881	26,2%
Gdansk	Poland	78.364	96.873	23,6%
Le Havre	France	2.137.828	2.638.000	23,4%
Sines	Portugal	121.956	150.038	23,0%
Zeebrugge	Belgium	1.653.493	2.020.723	22,2%
Trieste	Italy	220.310	267.854	21,6%

Source: Websites Port Authorities, with modifications (see further)

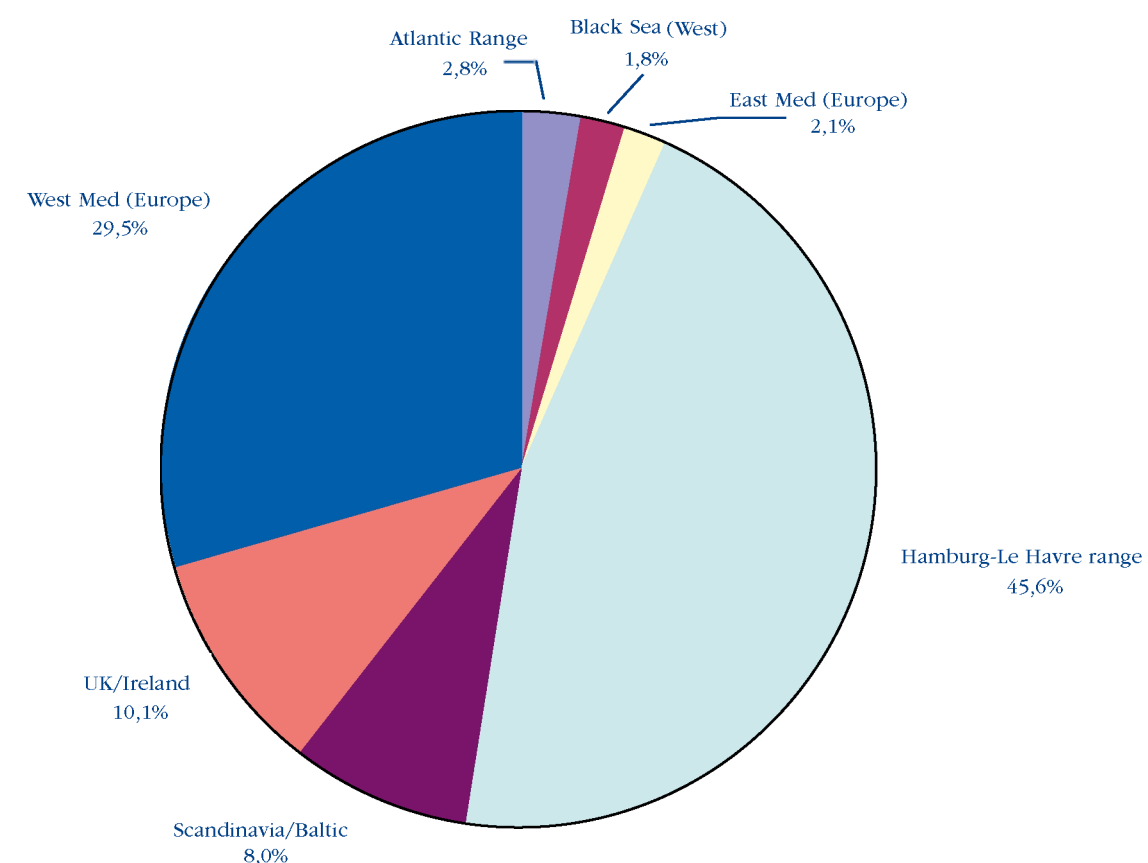
Strongest growers in TEU, 2006-2007

(ports with a growth of more than 100,000 TEU)

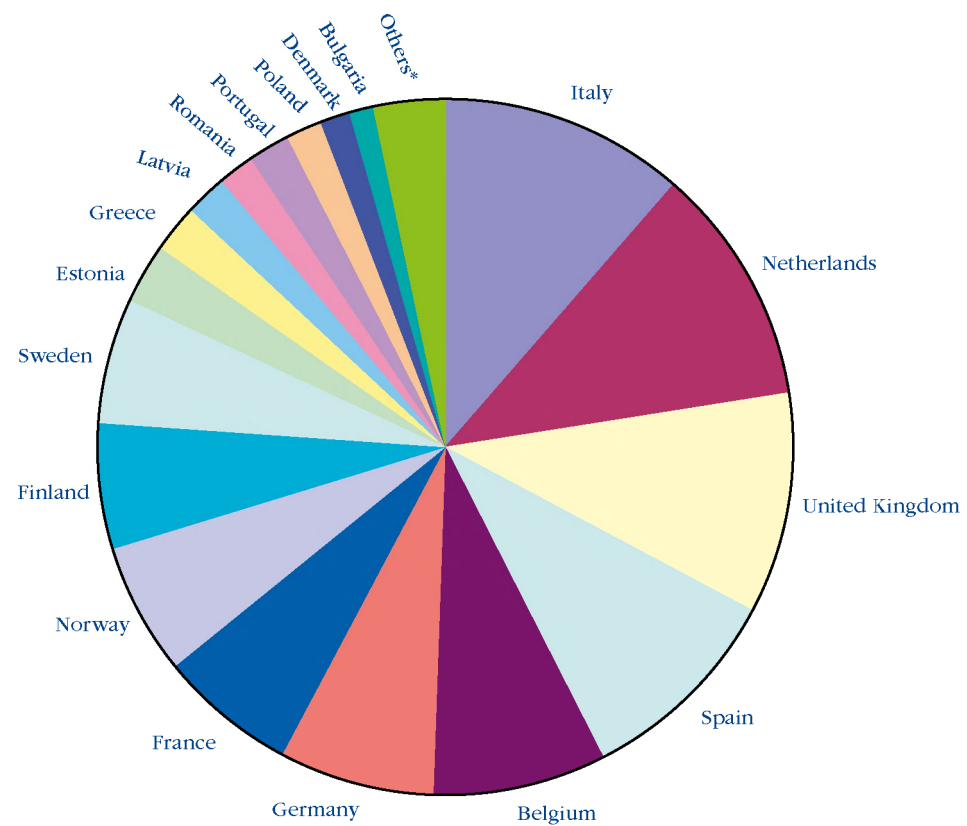
Port	Country	2006	2007	Growth in TEU
Antwerp	Belgium	7.018.799	8.176.614	1.157.815
Rotterdam	Netherlands	9.690.052	10.790.604	1.100.552
Hamburg	Germany	8.861.804	9.889.792	1.027.988
Gioia Tauro	Italy	2.938.176	3.445.337	507.161
Le Havre	France	2.137.828	2.638.000	500.172
Bremen/Bremerhaven	Germany	4.449.624	4.912.177	462.553
Valencia	Spain	2.612.139	3.042.665	430.526
Marsaxlokk	Malta	1.485.000	1.900.000	415.000
Southampton	United Kingdom	1.500.306	1.900.000	399.694
Constantza	Romania	1.037.068	1.411.370	374.302
Zeebrugge	Belgium	1.653.493	2.020.723	367.230
Barcelona	Spain	2.317.368	2.610.037	292.669
Felixstowe	United Kingdom	3.080.000	3.300.000	220.000
St-Petersburg	Russia	1.449.958	1.664.539	214.581
Genoa	Italy	1.657.113	1.855.026	197.913
Algeciras	Spain	3.256.776	3.414.345	157.569
Gdynia	Poland	461.170	614.373	153.203
Las Palmas	Spain	1.311.958	1.453.286	141.328
Kotka	Finland	452.401	570.881	118.480
Thessaloniki	Greece	343.727	447.211	103.484
Tilbury	United Kingdom	742.679	843.808	101.129

Source: Websites Port Authorities, with modifications (see further)

Market shares of port regions in Europe based on container throughput in TEU (2007)



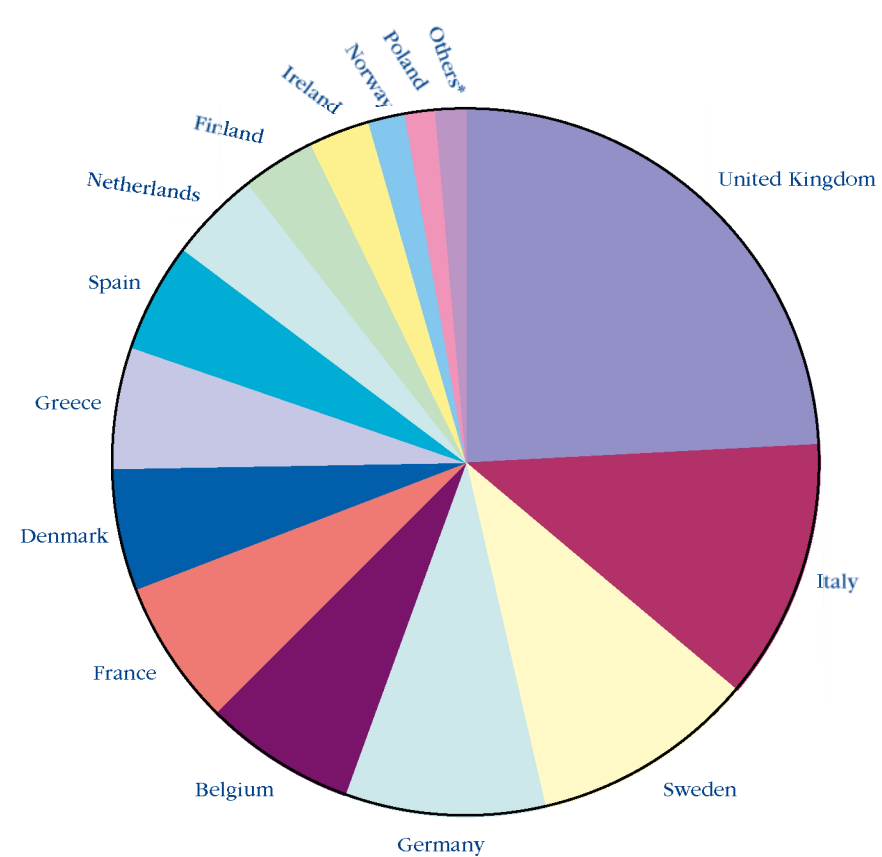
General Cargo traffic in selected European countries (2006)



Remark: Country totals for Portugal and Sweden exclude some ports (see p. 26-27 table General Cargo for more details)
 *Others include Ireland, Croatia, Lithuania, Slovenia, Cyprus and Malta

The figures refer to the "other cargo, not elsewhere specified" figures of the Eurostat database.
 Hence, the figures exclude dry bulk, liquid bulk, containers and Roro cargo

RoRo traffic in selected European countries (2006)



Remark: Country totals for Italy and Portugal exclude some ports (see p. 30-31 table RoRo for more details)
 *Others include Lithuania, Latvia, Croatia, Bulgaria, Portugal, Cyprus, Malta, Romania, Estonia and Slovenia



RoRo traffic for selected European ports (2006, tonnes)

Port	2005	2006	Growth (%)
Zeebrugge	16.006.410	16.873.582	5,42
Oostende	6.187.768	6.289.604	1,65
Antwerp	5.378.064	5.497.731	2,23
Ghent	1.083.903	2.019.017	86,27
Belgium	28.656.145	30.679.934	7,06
Varna	456.369	375.204	-17,78
Other Bulgarian ports	85.114	64.179	-24,60
Bulgaria	541.483	439.383	-18,86
Rødby (Færgehavn)	5.240.900	5.755.100	9,81
Helsingør (Elsinore)	4.282.510	4.441.983	3,72
Århus	3.369.984	3.510.501	4,17
Kalundborg	2.991.087	3.077.059	2,87
Frederikshavn	2.645.346	2.726.094	3,05
Esbjerg	1.761.135	1.793.367	1,83
Gedser	1.447.100	1.714.300	18,46
Hirtshals	1.177.068	1.262.583	7,27
Rønne	383.257	427.174	11,46
Københavns Havn	367.503	399.036	8,58
Køge	302.216	343.100	13,53
Fredericia (Og Shell)	211.046	252.969	19,86
Aabenraa	263.873	237.040	-10,17
Denmark	24.443.025	25.940.306	6,13
Lübeck	15.712.290	16.968.292	7,99
Rostock	7.181.284	7.880.188	9,73
Puttgarden	3.734.777	3.965.053	6,17
Bremerhaven	2.406.536	2.771.239	15,15
Sassnitz	2.471.348	2.504.907	1,36
Kiel	1.539.938	1.643.633	6,73
Emden	1.422.066	1.622.249	14,08
Cuxhaven	1.088.534	1.038.411	-4,60
Hamburg	382.442	376.976	-1,43
Other German ports	718.455	823.773	14,66
Germany	36.657.670	39.594.721	8,01
Tallinn	3.099.223	35.952	-98,84
Other Estonian ports	N.A.	7.830	N.A.
Estonia¹	3.099.223	43.782	-98,59
Dublin	8.363.531	8.943.694	6,94
Other Irish ports	3.452.941	2.971.306	-13,95
Ireland	11.816.472	11.915.000	0,83
Pireus	4.772.599	5.355.712	12,22
Patras	3.560.460	3.874.326	8,82
Igoumenitsa	2.769.497	2.792.521	0,83
Antirio	2.242.389	2.341.631	4,43
Rio	2.242.389	2.341.631	4,43
Heraklio	1.897.124	2.171.239	14,45
Paloukia Salaminas	1.867.352	1.615.587	-13,48
Perama	1.867.352	1.615.587	-13,48
Corfu	631.465	530.868	-15,93
Megara	382.925	348.714	-8,93
Rhodes	277.809	187.837	-32,39
Other Greek ports	336.695	464.731	38,03
Greece	22.848.056	23.640.384	3,47
Palma Mallorca	7.204.997	7.504.345	4,15

¹ 2005 total and growth for Estonia exclude Other Estonian ports
Source: Eurostat, with modifications (see further)

Port	2005	2006	Growth (%)
Barcelona	3.853.826	4.873.669	26,46
Santa Cruz de Tenerife	1.667.785	1.768.767	6,05
Las Palmas	1.632.136	1.673.830	2,55
Algeciras	1.026.452	962.483	-6,23
Cádiz	1.495.396	869.139	-41,88
Ceuta	780.256	822.077	5,36
Tarragona	695.430	638.857	-8,13
Vigo	471.248	575.390	22,10
Santander	531.599	431.879	-18,76
Málaga	381.467	417.171	9,36
Pasajes	330.088	361.523	9,52
Melilla	519.198	289.892	-44,17
Almería	375.555	221.368	-41,06
Alicante	251.711	161.046	-36,02
Other Spanish ports	217.644	164.227	-24,54
Spain	21.434.788	21.735.663	1,40
Calais	16.555.458	18.489.151	11,68
Dunkerque	8.853.000	11.091.142	25,28
Marseille	3.768.645	4.113.300	9,15
Le Havre	2.223.719	1.622.569	-27,03
Caen	1.398.724	1.529.582	9,36
Dieppe	935.793	1.491.371	59,37
Cherbourg	1.448.202	1.363.851	-5,82
Nantes Saint-Nazaire	580.649	586.447	1,00
Bastia	492.942	535.327	8,60
Rouen	424.340	188.055	-55,68
La Rochelle	116.640	116.640	0,00
Other French ports	1.473.698	1.434.858	-2,64
France	38.271.810	42.562.293	11,21
Genova	7.336.492	7.796.509	6,27
Livorno	6.767.221	6.144.820	-9,20
Olbia	4.906.063	5.299.535	8,02
Taranto	2.295.078	3.571.065	55,60
Trieste	3.205.033	3.453.144	7,74
Palermo	2.754.885	3.052.872	10,82
Cagliari	3.027.597	2.629.807	-13,14
Salerno	1.857.790	2.536.486	36,53
Napoli	2.447.309	2.522.771	3,08
Civitavecchia	2.043.694	2.274.773	11,31
Ancona	2.204.364	2.274.132	3,16
Messina	1.449.078	2.073.755	43,11
Piombino	1.801.268	1.739.344	-3,44
Venezia	1.510.813	1.432.681	-5,17
Bari	901.852	1.205.808	33,70
Porto Torres	804.637	1.126.811	40,04
Trapani	941.550	823.950	-12,49
Ravenna	748.630	813.950	8,73
Brindisi	808.788	562.447	-30,46
Monfalcone	469.474	525.178	11,87
Catania	1.085.333	116.868	-89,23
Termini Imerese	799.441	N.A.	N.A.
Other Italian ports	865.913	963.638	11,29
Italy²	51.032.303	52.940.344	3,74

² 2006 total and growth for Italy exclude Termini Imerese

Port	2005	2006	Growth (%)
Limassol (Lemesos)	210.710	264.891	25,71
Other Cypriot ports	12.855	11.115	-13,54
Cyprus	223.565	276.006	23,46
Ventspils	584.000	1.798.200	207,91
Riga	637.100	302.100	-52,58
Liepāja	468.296	0	-100,00
Latvia	1.689.396	2.100.300	24,32
Klaipeda	1.699.227	2.118.491	24,67
Lithuania	1.699.227	2.118.491	24,67
Malta (Valetta)	204.551	222.657	8,85
Other Maltese ports	698	1.213	73,78
Malta	205.249	223.870	9,07
Rotterdam	10.980.792	10.837.161	-1,31
Scheveningen	3.328.675	3.148.851	-5,40
Vlissingen	1.735.405	1.750.106	0,85
Amsterdam	674.000	926.000	37,39
Vlaardingen	0	491.179	49.117.900
Other Dutch ports	191.908	204.803	6,72
Netherlands	16.910.780	17.358.100	2,65
Swinoujscie	2.729.579	3.053.228	11,86
Gdynia	1.553.000	2.144.515	38,09
Other Polish ports	195.464	339.592	73,74
Poland	4.478.043	5.537.335	23,66
Setúbal	372.120	373.224	0,30
Other Portuguese ports	74.034	32.508	-56,09
Portugal³	446.154	405.732	-9,06
Romanian ports	211.262	157.040	-25,67
Romania	211.262	157.040	-25,67
Slovenian ports	28.646	17.409	-39,23
Slovenia	28.646	17.409	-39,23
Helsinki	5.034.684	5.616.599	11,56
Turku	2.844.680	2.842.363	-0,08
Hanko	2.291.337	2.511.080	9,59
Naantali	2.076.777	2.230.882	7,42
Kotka	271.117	907.316	234,66
Hamina	354.171	395.493	11,67
Vaasa	220.125	285.332	29,62
Uusikaupunki	234.728	282.946	20,54
Other Finnish ports	98.138	395.180	302,68
Finland	13.425.757	15.467.191	15,21
Göteborg	10.197.301	12.017.356	17,85
Trelleborg	10.557.588	11.205.119	6,13
Helsingborg	4.440.962	4.566.860	2,83
Malmö	3.883.919	4.511.749	16,16
Ystad	2.459.040	2.897.323	17,82
Kappelskär	2.583.221	2.854.065	10,48
Stockholm	2.693.501	2.691.092	-0,09
Karlshamn	1.161.182	1.344.395	15,78
Karlskrona	964.387	1.116.553	15,78
Nynäshamn (ports)	694.835	758.498	9,16

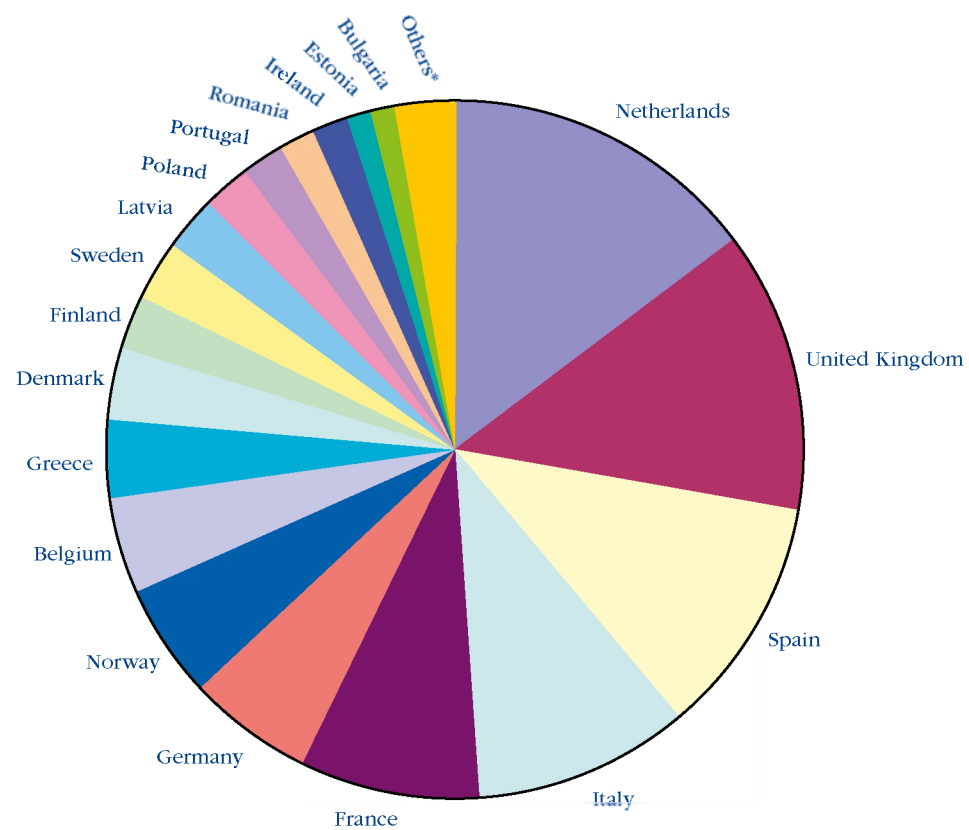
³ 2006 total and growth for Portugal exclude Vila do Porto
Source: Eurostat, with modifications (see further)

Port	2005	2006	Growth (%)
Varberg	664.924	603.937	-9,17
Umeå	228.890	280.633	22,61
Other Swedish ports	169.179	113.525	-32,90
Sweden	40.698.929	44.961.105	10,47
Dover	20.665.170	23.354.523	13,01
Immingham	12.680.109	14.048.374	10,79
London	8.990.373	9.035.415	0,50
Liverpool	6.223.535	6.734.603	8,21
Larne	5.429.160	5.372.917	-1,04
Belfast	4.702.518	4.680.957	-0,46
Hull	3.902.720	3.973.926	1,82
Holyhead	3.782.459	3.806.690	0,64
Heysham	3.308.601	3.754.373	13,47
Harwich	3.628.403	3.600.444	-0,77
Cairnryan	3.273.933	3.145.250	-3,93
Tees & Hartlepool	2.640.511	3.037.187	15,02
Felixstowe	2.870.402	2.995.954	4,37
Portsmouth	3.722.595	2.706.934	-27,28
Fleetwood	1.635.135	1.670.319	2,15
Ramsgate	1.842.476	1.650.529	-10,42
Southampton	1.551.306	1.537.235	-0,91
Warrenpoint	853.503	1.409.283	65,12
Stranraer	1.165.102	1.221.804	4,87
Poole	1.039.897	1.124.385	8,12
Milford Haven	1.076.726	1.098.534	2,03
Ipswich	1.067.478	1.067.148	-0,03
Bristol	842.208	866.118	2,84
Tyne	815.492	837.737	2,73
Newhaven	160.953	694.859	331,72
Fishguard	513.325	596.803	16,26
Medway	396.840	458.189	15,46
Forth	473.939	429.470	-9,38
Aberdeen	256.283	204.706	-20,13
Other UK ports	299.014	249.446	-16,58
United Kingdom	99.810.166	105.364.112	5,56
Split	629.239	676.603	7,53
Other Croatian ports	50.153	23.281	-53,58
Croatia	679.392	699.884	3,02
Stavanger Ports	1.836.909	2.492.659	35,70
Haugesund Ports	1.352.554	1.515.415	12,04
Oslo	1.212.961	1.273.949	5,03
Porsgrunn Ports	424.839	500.253	17,75
Larvik	455.376	468.316	2,84
Kristiansand S	388.979	390.986	0,52
Sandefjord	298.279	275.031	-7,79
Other Norwegian ports	411.530	390.067	-5,22
Norway	6.381.427	7.306.676	14,50
Total all ports	425.688.968	451.485.061	6,06

Dry bulk traffic for selected European ports (2006, tonnes)

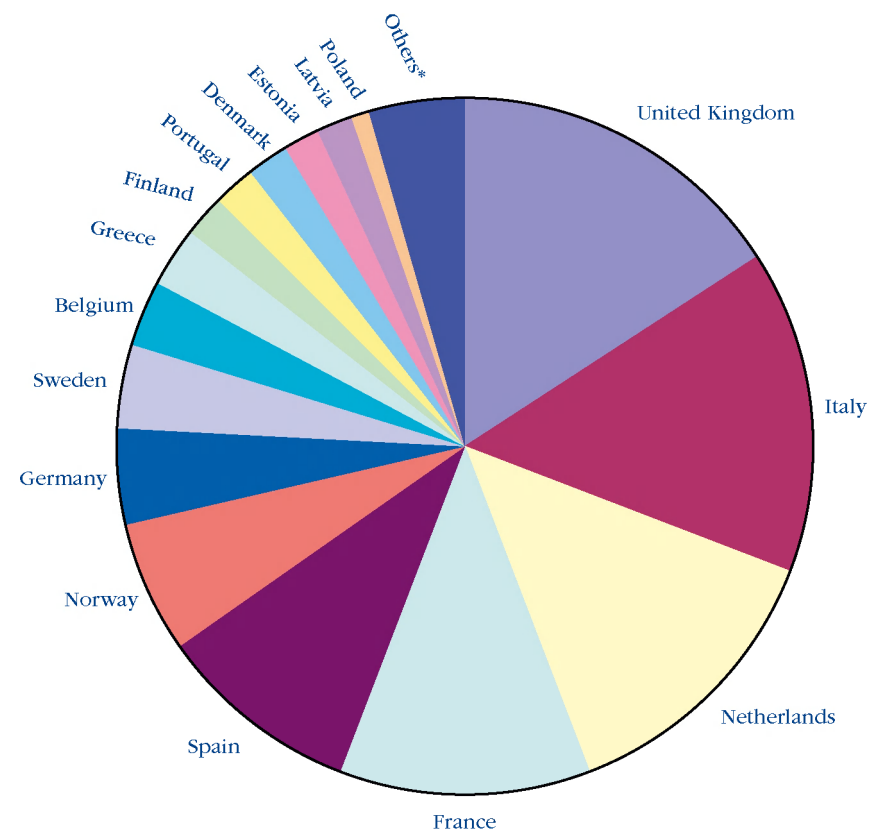
Port	2005	2006	Growth (%)	Port	2005	2006	Growth (%)
Antwerp	26.684.613	25.608.710	-4,03	Valencia	6.360.690	7.148.231	12,38
Ghent	13.054.649	16.860.362	29,15	Almería	6.306.756	5.964.929	-5,42
Zeebrugge	1.718.655	1.862.595	8,38	Bilbao	4.261.135	5.524.173	29,64
Oostende	991.903	968.128	-2,40	Cartagena	5.027.915	5.173.022	2,89
Belgium	42.449.820	45.299.795	6,71	Santander	5.139.651	4.164.899	-18,97
Varna	7.373.893	6.745.882	-8,52	Barcelona	3.532.003	4.107.586	16,30
Burgas	3.008.167	3.895.068	29,48	La Coruña	4.437.796	4.095.639	-7,71
Bulgaria	10.382.060	10.640.950	2,49	Avilés	3.082.737	3.615.486	17,28
Erstedværkets Havn	3.501.770	5.734.184	63,75	Castellón	3.293.592	3.597.911	9,24
Århus	2.852.271	3.049.753	6,92	Pasajes	3.273.904	3.252.696	-0,65
Aalborg Portland	2.906.083	3.015.641	3,77	Sevilla	2.813.380	2.827.597	0,51
Københavns Havn	2.071.110	2.325.680	12,29	Algeciras	2.652.267	2.708.225	2,11
Asnaesværkets Havn	1.273.502	2.034.113	59,73	Cádiz	2.557.444	2.699.352	5,55
Odense	2.045.933	1.939.296	-5,21	Palma Mallorca	2.389.763	2.207.292	-7,64
Studsrupværkets Havn	784.281	1.401.185	78,66	Santa Cruz de Tenerife	1.892.082	1.986.964	5,01
Stigsnaesværkets Havn	551.134	1.160.122	110,50	Málaga	2.100.472	1.953.431	-7,00
Esbjerg	1.081.997	1.156.321	6,87	Las Palmas	1.785.378	1.668.970	-6,52
Fredericia (Og Shell-Havnen)	1.031.794	1.037.444	0,55	Alicante	1.667.539	1.642.513	-1,50
Rønne	886.485	999.464	12,74	Motril	1.234.823	1.172.380	-5,06
Aabenraa	917.038	990.078	7,96	Marín-Pontevedra	1.016.240	891.966	-12,23
Norjyllandsværkets Havn	657.111	966.518	47,09	Vigo	692.535	701.899	1,35
Randers	883.130	961.008	8,82	Villagarcía (de Arosa)	578.413	613.260	6,02
Aalborg	956.893	956.092	-0,08	Other Spanish ports	155.656	112.615	-27,65
Kolding	899.228	932.681	3,72	Spain	113.651.418	113.488.240	-0,14
Køge	848.680	733.701	-13,55	Dunkerque	26.314.285	27.875.719	5,93
Kalundborg	493.371	652.560	32,27	Marseille	15.363.075	16.194.000	5,41
Veje	489.322	542.585	10,89	Nantes Saint-Nazaire	8.349.994	8.233.514	-1,39
Other Danish ports	677.328	1.063.293	56,98	Rouen	8.035.615	8.115.830	1,00
Denmark	25.808.461	31.651.719	22,64	Le Havre	4.848.293	3.676.900	-24,16
Hamburg	27.011.709	28.718.146	6,32	La Rochelle	3.246.933	3.658.702	12,68
Bremen, Blumenthal	6.450.257	8.383.025	29,96	Bordeaux	2.648.341	2.328.932	-12,06
Rostock	6.070.366	6.405.386	5,52	Bayonne	1.565.835	1.704.100	8,83
Butzflath	2.660.582	2.559.532	-3,80	Sète	1.765.815	1.634.072	-7,46
Nordenham	2.402.055	2.533.785	5,48	Lorient	1.455.032	1.576.016	8,31
Brake	2.169.433	2.456.460	13,23	Port Réunion (ex Pointe-des-Galets)	1.290.686	1.398.084	8,32
Wilhelmshaven	1.902.812	1.881.210	-1,14	Brest	1.041.243	1.046.729	0,53
Wismar	1.715.976	1.640.625	-4,39	Dieppe	353.546	871.428	146,48
Brunsbüttel	1.100.480	1.632.969	48,39	St. Malo	790.100	770.841	-2,44
Lübeck	969.895	1.010.142	4,15	Port-la-Nouvelle	751.359	764.728	1,78
Kiel	739.202	618.122	-16,38	Guadeloupe (Guadeloupe)	700.769	745.000	6,31
Flensburg	551.921	493.036	-10,67	Caen	592.521	714.942	20,66
Other German ports	1.195.886	1.099.243	-8,08	Calais	827.004	625.816	-24,33
Germany	54.940.574	59.431.681	8,17	Other French ports	1.596.323	1.400.770	-12,25
Tallinn	6.975.427	10.528.523	50,94	France	81.536.769	83.336.123	2,21
Other Estonian ports	660.677	786.972	19,12	Taranto	25.453.936	25.277.588	-0,69
Estonia	7.636.104	11.315.495	48,18	Ravenna	12.962.076	14.619.739	12,79
Limerick	9.140.956	9.050.358	-0,99	Venezia	11.224.317	11.192.391	-0,28
Dublin	1.904.046	2.066.860	8,55	Brindisi	6.339.720	6.468.138	2,03
Cork	1.572.570	1.795.291	14,16	Portovesme	4.514.519	4.906.435	8,68
Waterford	804.438	908.365	12,92	Piombino	4.375.254	4.896.898	11,92
New Ross	603.558	556.854	-7,74	Savona - Vado	4.467.391	4.383.715	-1,87
Other Irish ports	1.563.432	1.837.272	17,52	Genova	3.551.330	3.129.443	-11,88
Ireland	15.589.000	16.215.000	4,02	Trieste	2.130.276	2.819.702	32,36
Volos	7.936.157	8.232.313	3,73	Porto Torres	2.179.487	1.921.105	-11,86
Larymna	4.296.759	3.915.718	-8,87	La Spezia	1.853.761	1.863.254	0,51
Almyros (Amaliopoli) Volou	2.506.300	3.804.708	51,81	Chioggia	1.537.450	1.784.357	16,06
Milos Island	2.889.663	3.131.920	8,38	Ancona	1.548.162	1.640.328	5,95
Aliverio	3.291.121	2.816.921	-14,41	Bari	1.258.013	1.550.961	23,29
Eleusina	2.969.907	2.785.066	-6,22	Oristano	1.502.718	1.478.922	-1,58
Thessaloniki	2.642.637	2.775.536	5,03	Livorno	1.235.020	1.466.227	18,72
Chalkida	1.628.890	1.617.603	-0,69	Marina Di Carrara	1.015.161	1.351.629	33,14
Antikyra	1.296.946	1.205.957	-7,02	Civitavecchia	1.025.408	1.208.029	17,81
Politika (074)	1.205.320	1.196.951	-0,69	Monfalcone	1.060.197	1.076.191	1,51
Itea	1.405.638	1.114.241	-20,73	Augusta	896.868	1.027.971	14,62
Kavala	1.067.136	1.080.873	1,29	Porto Empedocle	936.783	984.421	5,09
Heraklio	824.489	974.843	18,24	Barletta	801.491	894.084	11,55
Igoumenitsa	652.925	899.859	37,82	Manfredonia	811.342	867.682	6,94
Rio	1.134.524	430.138	-62,09	Napoli	1.036.517	816.044	-21,27
Other Greek ports	1.605.583	1.317.219	-17,96	Salemo	761.102	729.421	-4,16
Greece	37.353.995	37.299.866	-0,14	Gaeta	604.005	603.337	-0,11
Gijón	19.663.187	18.298.185	-6,94	Ortona	393.222	573.448	45,83
Tarragona	11.915.749	11.233.708	-5,72	Porto Nogaro	500.279	415.479	-16,95
Ferrol	8.289.625	8.709.256	5,06	Pozzallo	853.816	N.A.	N.A.
Huelva	7.530.686	7.416.055	-1,52	Other Italian ports	2.492.171	2.347.227	-5,82
Italy ¹	99.321.792	102.294.166	2,99				
Port	2005	2006	Growth (%)	Port	2005	2006	Growth (%)
Vassiliko (Vassiliko)	633.108	820.128	29,54	Västerås	721.196	887.814	23,10
Other Cypriot ports	810.226	869.251	7,29	Skellefteå	989.047	881.585	-10,87
Cyprus	1.443.334	1.689.379	17,05	Köping	991.615	875.671	-11,69
Riga	14.766.100	15.348.500	3,94	Malmö	597.861	865.967	44,84
Ventspils	10.691.700	8.596.500	-19,60	Halmstad	812.336	833.601	2,62
Liepaja	1.651.400	1.652.300	0,05	Norrköping	873.247	701.852	-19,63
Latvia	27.109.200	25.597.300	-5,58	Helsingborg	500.756	661.876	32,18
Klaipeda	7.462.926	7.488.554	0,34	Uddevalla	571.599	601.517	5,23
Lithuania	7.462.926	7.488.554	0,34	Gävle	436.981	511.544	17,06
Malta (Valetta)	677.411	552.797	-18,40	Other Swedish ports	1.364.798	1.494.836	9,53
Other Maltese ports	2.262	14.832	555,70	Sweden	27.751.195	27.582.407	-0,61
Malta	679.673	567.629	-16,48	Immingham	20.735.227	23.412.454	12,91
Rotterdam	87.694.773	85.568.983	-2,42	London	15.002.694	13.811.456	-7,94
Amsterdam	29.959.000	30.154.000	0,65	Tees & Hartlepool	12.401.973	12.217.022	-1,49
Velsen/Ijmuiden	17.969.000	17.912.000	-0,32	Clydeport	11.281.993	10.192.881	-9,65
Vlissingen	5.294.507	5.167.173	-2,41	Liverpool	8.891.227	9.058.940	1,89
Temseuzen	3.742.709	3.172.940	-15,22	Port Talbot	8.569.720	8.646.066	0,89
Dordrecht	1.498.989	1.707.932	13,94	Medway	5.471.213	8.357.557	52,76
Delfzijl/Eemshaven	1.602.575	1.613.251	0,67	Bristol	6.415.974	8.001.149	24,71
Moerdijk	917.123	1.096.344	19,54	Glensanda	5.438.705	6.003.503	10,38
Harlingen	771.703	949.761	23,07	Hull	3.784.965	3.698.570	-2,28
Vlaardingen	801.757	506.243	-36,86	Belfast	3.444.407	3.538.509	2,73
Other Dutch ports	128.114	123.378	-3,70	Tyne	1.920.976	2.606.385	35,68
Netherlands	150.380.250	147.972.005	-1,60	Southampton	2.234.526	2.287.678	2,38
Gdansk	9.273.949	7.059.976	-23,87	Forth	1.650.822	2.266.451	37,29
Szczecin	5.042.718	5.005.090	-0,75	Newport, Gwent	2.072.789	1.955.775	-5,65
Swinoujscie	6.666.268	4.274.910	-35,87	Manchester	1.658.800	1.887.919	13,81
Gdynia	3.416.231	4.116.447	20,50	Ipswich	1.817.462	1.847.202	1,64
Police	2.086.060	1.921.379	-7,89	Shoreham	1.382.108	1.255.634	-9,15
Poland	26.485.226	22.377.802	-15,51	Ballylumford	976.836	1.141.626	16,87
Sines	5.801.572	6.180.222	6,53	Fowey	1.270.154	1.102.995	-13,16
Lisboa	5.203.093	5.056.011	-2,83	Plymouth	832.969	916.002	9,97
Setúbal	3.224.270	3.172.437	-1,61	Londonderry	655.932	866.899	32,16
Leixões	2.301.129	2.150.209	-6,56	Trent River	861.106	814.047	-5,46
Aveiro	1.416.233	1.158.655	-18,19	River Hull & Humber	983.447	639.014	-35,02
Figueira da Foz	N.A.	653.461	N.A.	Newhaven	659.216	321.328	-51,26
Other Portuguese ports	484.148	765.756	58,17	Other UK ports	5.046.796	4.772.344	-5,44
Portugal ²	18.430.445	19.136.751	3,83	United Kingdom	125.462.037	131.619.386	4,91
Constanta	18.103.190	16.476.220	-8,99	Rijeka	3.186.176	3.199.707	0,42
Other Romanian ports	661.268	298.882	-54,80	Ploce	2.196.708	2.274.136	3,52
Romania	18.764.458	16.775.102	-10,60	Split	1.362.296	1.548.893	13,70
Koper	7.731.876	10.077.490	30,34	Sibenik	1.340.000	1.201.139	-10,36
Slovenia	7.731.876	10.077.490	30,34	Pula	807.247	777.300	-3,71
Raabe	4.731.628	4.936.257	4,32	Other Croatian ports	1.190	N.A.	N.A.
Pori	2.241.155	3.872.749	72,80	Croatia ³	8.893.617	9.001.175	1,21
Kokkola	2.709.032	3.625.438	33,83	Narvik	15.921.615	16.029.207	0,68
Kotka	1.927.939	1.977.204	2,56	Porsgrunn Ports	5.589.901	5.615.207	0,45
Inkoo	1.256.830	1.795.731	42,88	Haugesund Ports	2.554.026	3.035.479	18,85
Rauma	1.517.683	1.679.783	10,68	Kristiansund N/Grip	1.852.343	2.843.210	53,49
Koverhar	1.129.189	1.196.430	5,95	Bergen Ports	2.575.692	2.663.258	3,40

Dry Bulk traffic in selected European countries (2006)



Remark: Country totals for Croatia and Italy exclude some ports (see p. 32-33 table Dry Bulk for more details)
 *Others include Slovenia, Croatia, Lithuania, Cyprus and Malta

Liquid Bulk traffic in selected European countries (2006)



*Others include Romania, Ireland, Lithuania, Bulgaria, Croatia, Cyprus, Slovenia and Malta (see p. 36-37 table Liquid Bulk for more details)



Liquid bulk traffic for selected European ports (2006, tonnes)

Port	2005	2006	Growth (%)	Port	2005	2006	Growth (%)
Antwerp	36.840.786	37.740.159	2,44	Las Palmas	4.798.070	4.468.282	-6,87
Zeebrugge	4.163.457	5.896.278	41,62	Valencia	1.380.287	4.355.962	215,58
Ghent	3.339.664	2.816.528	-15,66	Palma Mallorca	2.067.814	2.161.098	4,51
Other Belgian ports	69.735	94.002	34,80	Motril	1.322.436	1.422.789	7,59
Belgium	44.413.642	46.546.967	4,80	Gijón	1.418.468	1.377.473	-2,89
Burgas	8.912.930	10.882.592	22,10	Ceuta	611.011	964.503	57,85
Varna	788.839	943.104	19,56	Ferrol	822.346	936.921	13,93
Bulgaria	9.701.769	11.825.696	21,89	Avilés	740.096	814.456	10,05
Fredericia (Og Shell-Havnen)	15.188.845	14.143.261	-6,88	Other Spanish ports	1.489.563	1.618.587	8,66
Statoil-Havnen	7.780.532	7.572.513	-2,67	Spain	146.746.182	150.847.914	2,80
Københavns Havn	3.137.249	2.962.854	-5,56	Marseille	65.688.272	67.487.700	2,74
Århus	1.731.271	1.920.463	10,93	Le Havre	46.824.700	47.507.337	1,46
Aalborg	1.086.053	1.578.918	45,38	Nantes Saint-Nazaire	23.643.323	23.400.265	-1,03
Esbjerg	552.226	665.136	20,45	Dunkerque	14.846.891	14.143.238	-4,74
Other Danish Ports	926.044	1.063.293	14,82	Rouen	10.748.084	12.166.804	13,20
Denmark	30.402.220	29.906.438	-1,63	Bordeaux	5.361.370	5.037.992	-6,03
Wilhelmshaven	43.644.543	40.866.072	-6,37	La Rochelle	2.690.687	2.727.481	1,37
Hamburg	13.067.544	14.164.479	8,39	Bayonne	1.702.684	1.611.500	-5,36
Brunsbüttel	5.476.317	4.573.793	-16,48	Port-de France (Martinique)	1.432.000	1.505.900	5,16
Rostock	2.646.475	2.958.774	11,80	Sète	1.585.398	1.447.754	-8,68
Bützfleth	2.317.451	2.228.831	-3,82	Port-la-Nouvelle	1.421.839	1.332.600	-6,28
Bremen, Blumenthal	1.643.619	1.867.476	13,62	Lorient	1.221.831	1.174.400	-3,88
Emden	861.106	829.734	-3,64	Brest	1.121.865	1.046.162	-6,75
Nordenham	685.536	485.828	-29,13	Guadeloupe (Guadeloupe)	789.002	777.200	-1,50
Other German ports	1.260.393	1.233.269	-2,15	Port Réunion (ex Pointe-des-Galets)	759.608	738.800	-2,74
Germany	71.602.984	69.208.256	-3,34	Other French ports	1.013.744	825.943	-18,53
Tallinn	24.413.634	23.978.685	-1,78	France	180.851.298	182.931.076	1,15
Vene-Balti	1.021.845	1.915.655	87,47	Trieste	35.818.499	36.094.547	0,77
Miiduranna	2.025.245	1.498.827	-25,99	Augusta	31.994.840	29.800.568	-6,86
Other Estonian ports	122.444	82.044	-32,99	Porto Foxi	22.727.718	27.092.774	19,21
Estonia	27.583.168	27.475.211	-0,39	Genova	18.287.138	19.742.379	7,96
Cork	6.546.401	6.092.101	-6,94	Milazzo	17.480.902	17.542.766	0,35
Dublin	4.037.405	4.054.966	0,43	Santa Panagia	23.254.246	15.792.513	-32,09
Limerick	1.835.645	1.872.367	2,00	Venezia	13.520.081	13.868.342	2,58
Bantry Bay	825.458	965.358	16,95	Livorno	8.901.205	9.327.955	4,79
Galway	954.000	875.148	-8,27	Taranto	7.662.316	8.839.178	15,36
Other Irish ports	560.091	441.060	-21,25	Savona - Vado	7.646.096	8.447.736	10,48
Ireland	14.759.000	14.301.000	-3,10	Gela	7.941.833	7.182.551	-9,56
Agii Theodori	12.989.894	14.897.633	14,69	Fiumicino	6.541.600	6.625.911	1,29
Megara	8.545.088	8.936.309	4,58	Napoli	5.833.409	5.987.221	2,64
Eleusina	8.137.036	8.774.493	7,83	Ravenna	5.303.003	5.873.727	10,76
Thessaloniki	8.147.900	8.502.067	4,35	Falconara Marittima	4.893.761	4.452.718	-9,01
Lavrio	726.547	996.632	37,17	La Spezia	3.575.701	4.005.436	12,02
Perama	841.001	890.797	5,92	Brindisi	2.814.240	2.730.671	-2,97
Heraklio	671.206	739.760	10,21	Porto Torres	2.738.915	2.730.576	-0,30
Rhodes	658.466	627.609	-4,69	Civitavecchia	2.441.594	2.130.133	-12,76
Other Greek ports	1.321.889	2.071.509	56,71	Gaeta	1.944.235	1.768.467	-9,04
Greece	42.039.027	46.436.809	10,46	Palermo	1.234.998	1.519.008	23,00
Algeciras	21.447.343	22.591.001	5,33	Lipari	1.231.125	1.469.129	19,33
Bilbao	19.717.492	22.289.781	13,05	Portovesme	1.089.976	1.044.061	-4,21
Cartagena	20.847.760	19.348.681	-7,19	Vibo Valentia	905.728	937.174	3,47
Tarragona	17.904.143	18.646.934	4,15	Cagliari	603.237	860.480	42,64
Huelva	12.936.171	13.400.183	3,59	Ortona	838.963	821.586	-2,07
Barcelona	12.202.205	10.536.387	-13,65	Catania	523.051	561.020	7,26
Santa Cruz de Tenerife	9.558.027	9.589.551	0,33	Piombino	347.696	512.434	47,38
La Coruña	8.533.773	8.205.047	-3,85	Other Italian ports	3.583.695	2.979.088	-16,87
Castellón	8.949.177	8.120.278	-9,26	Italy	241.679.801	240.740.149	-0,39

Source: Eurostat, with modifications (see further)

Port	2005	2006	Growth (%)	Port	2005	2006	Growth (%)
Larnaca (Lamaka) Oil Terminal	1.277.913	1.228.638	-3,86	Oxelösund (ports)	1.251.887	2.001.923	59,91
Vassiliko (Vassiliko)	527.630	676.749	28,26	Gävle	1.320.899	1.885.944	42,78
Other Cypriot ports	963.082	706.672	-26,62	Norrköping	1.351.987	1.501.630	11,07
Cyprus	2.768.625	2.612.059	-5,66	Bergs Oljehamn	1.025.949	1.025.624	-0,03
Ventspils	18.109.500	17.997.000	-0,62	Helsingborg	740.990	976.409	31,77
Riga	3.458.900	4.933.100	42,62	Stockholm	1.051.850	955.825	-9,13
Liepāja	668.000	965.700	44,57	Skellefteå	541.849	566.276	4,51
Latvia	22.236.400	23.895.800	7,46	Sundsvall	561.170	525.289	-6,39
Klaipeda	7.214.523	8.158.136	13,08	Västerås	526.032	495.980	-5,71
Butinge	6.126.919	5.888.445	-3,89	Other Swedish ports	2.325.563	2.299.075	-1,14
Lithuania	13.341.442	14.046.581	5,29	Sweden	60.488.071	62.715.457	3,68
Malta (Valetta)	1.090.550	974.146	-10,67	Tees & Hartlepool	36.894.324	34.752.350	-5,81
Marsaxlokk	665.123	928.915	39,66	Milford Haven	36.384.369	33.078.967	-9,08
Malta	1.755.673	1.903.061	8,39	Southampton	28.170.916	28.240.766	0,25
Rotterdam	167.869.712	173.369.956	3,28	Forth	29.100.329	26.207.856	-9,94
Amsterdam	20.743.000	25.358.000	22,25	Immingham	24.291.746	23.779.934	-2,11
Terneuzen	6.583.085	6.768.479	2,82	Sullom Voe	20.492.480	19.417.057	-5,25
Vlissingen	3.779.905	3.918.145	3,66	London	20.170.666	19.107.091	-5,27
Moerdijk	2.093.788	2.463.570	17,66	Liverpool	13.148.158	12.483.885	-5,05
Vlaardingen	1.618.214	982.810	-39,27	Kirkwall	14.372.940	11.092.021	-22,83
Other Dutch ports	1.089.720	624.105	-42,73	River Hull & Humber	8.637.580	8.928.055	3,36
Netherlands	203.777.424	213.485.065	4,76	Manchester	5.453.570	6.083.229	11,55
Gdansk	11.731.621	13.320.944	13,55	Medway	2.694.050	4.057.415	50,61
Gdynia	1.046.743	1.419.234	35,59	Glydeport	3.498.541	3.825.217	9,34
Szczecin	627.657	655.025	4,36	Cromarty Firth	3.115.021	2.975.259	-4,49
Other Polish ports	503.297	567.299	12,72	Belfast	3.106.938	2.870.399	-7,61
Poland	13.909.318	15.962.502	14,76	Aberdeen	1.995.581	2.149.949	7,74
Sines	18.552.681	19.506.181	5,14	Bristol	2.664.831	2.094.040	-21,42
Leixões	7.713.006	7.404.132	-4,01	Hull	2.438.029	1.982.065	-18,70
Lisboa	1.608.907	1.392.372	-13,46	Plymouth	1.314.783	1.388.873	5,64
Setúbal	1.716.537	1.091.909	-36,39	Cardiff	1.263.941	1.379.459	9,14
Aveiro	536.486	534.707	-0,33	Sunderland	468146	650.636	38,98
Other Portuguese ports	704.927	863.192	22,45	Dundee	662.685	621.690	-6,19
Portugal	30.832.544	30.792.493	-0,13	Londonderry	263576	610.448	131,60
Constanta	13.824.543	12.630.615	-8,64	Peterhead	501.369	480.825	-4,10
Midia	1.314.963	1.811.825	37,79	Other UK ports	1.654.453	1.906.780	15,25
Other Romanian ports	182.591	71.900	-60,62	United Kingdom	262.759.022	250.164.266	-4,79
Romania	15.322.097	14.514.340	-5,27	Rijeka	7.022.789	5.877.906	-16,30
Koper	2.039.003	2.078.241	1,92	Ploce	303691	510.551	68,12
Slovenia	2.039.003	2.078.241	1,92	Split	520.510	449.252	-13,69
Sköldvik	17.349.524	19.738.751	13,77	Other Croatian ports	416.843	411.247	-1,34
Naantali	4.053.655	3.773.598	-6,91	Croatia	8.263.833	7.248.956	-12,28
Hamina	1.703.243	1.787.645	4,96	Bergen Ports	68.981.252	62.889.874	-8,83
Oulu	1.091.239	1.257.995	15,28	Tønsberg/Slagentangen/Valøy	9.637.771	11.308.924	17,34
Kokkola	939.185	989.438	5,35	Haugesund Ports	9.295.468	8.669.901	-6,73
Kotka	1.075.660	883.081	-17,90	Porsgrunn Ports	2.856.500	3.325.554	16,42
Pori	664.298	839.549	26,38	Oslo	1.927.885	2.043.622	6,00
Kemi	526.055	489.382	-6,97	Kristiansund N/Grip	1.781.600	1.725.582	-3,14
Other Finnish ports	2.465.252	2.404.177	-2,48	Bremanger	1.156.233	1.366.741	18,21
Finland	29.868.111	32.163.616	7,69	Stavanger Ports	843.870	902.728	6,97
Göteborg	19.673.855	20.942.331	6,45	Fredrikstad/Sarpsborg	894.089	867.467	-2,98
Brofjorden Preemraff	19.221.261	18.590.993	-3,28	Trondheim/Flakk	583.334	595.267	2,05
Stenungsund (Ports)	3.362.723	2.979.555	-11,39	Other Norwegian ports	5.603.160	5.700.820	1,74
Malmö	2.943.541	2.966.407	0,78	Norway	103.561.162	99.396.480	-4,02
Karlshamn	2.285.702	2.928.256	28,11	Total all ports	1.580.701.816	1.591.198.433	0,66
Nynäshamn (ports)	2.302.813	2.073.940	-9,94				

Source: Eurostat, with modifications (see further)

Note on the source of the statistics

For the preparation of the Statistics Annex of the ESPO Annual Report 2008 the authors primarily relied on data from websites of Port Authorities for containers and on Eurostat-figures for other cargo types. Following the recommendations of the ESPO-members, however, other sources were used for certain ports, as listed below.

Containers		
Country	Port	Source
Denmark	Aalborg	Danish Statistical Bureau
	Aarhus	Danish Statistical Bureau
	Esbjerg	Danish Statistical Bureau
	Fredericia	Danish Statistical Bureau
France	All ports	Member Information
Greece	Piraeus	Member Information
	Thessaloniki	Member Information
Latvia	Ventspils	Member Information

RoRo		
Country	Port	Source
France	All ports	Member Information
Ireland	Other Irish ports	Member Information
Italy	Ravenna	Ravenna Port Authority
Latvia	Liepaja	Member Information
	Riga	Member Information
	Ventspils	Member Information
Netherlands	Amsterdam	CBS
Norway	Porsgrunn Ports	Statistics Norway
	Stavanger Ports	Statistics Norway
	Other Norwegian ports	Statistics Norway

General Cargo		
Country	Port	Source
Croatia	Rijeka	Port of Rijeka Authority
France	All ports	Member Information
Ireland	Other Irish ports	Member Information
Netherlands	Amsterdam	CBS
	Velsen/Ijmuiden	CBS

Dry Bulk		
Country	Port	Source
Croatia	Pula	Member Information
	Rijeka	Port of Rijeka Authority
	Sibenik	Member Information
France	All ports	Member Information
Greece	Thessaloniki	Member Information
Ireland	Other Irish ports	Member Information
Latvia	Liepaja	Member Information
	Riga	Member Information
	Ventspils	Member Information
Netherlands	Amsterdam	CBS
	Velsen/Ijmuiden	CBS

Liquid Bulk		
Country	Port	Source
Croatia	Rijeka	Port of Rijeka Authority
France	All ports	Member Information
Greece	Lavrio	Member Information
Ireland	Galway	Member Information
	Other Irish ports	Member Information
Latvia	Liepaja	Member Information
	Riga	Member Information
	Ventspils	Member Information
Netherlands	Amsterdam	CBS





Colophon

The European Sea Ports Organisation (ESPO) represents the seaports of the Member States of the European Union and Norway, and has observer members in several other European countries.

Photographic credits

Ecoports: p. 10
ESPO: p. 7 - 13 - 15
European Commission: p. 5
Giuliano Gallanti: p. 4
Malta: p. 11
Port of Antwerp: p. 2 - 6 - 7 - 9 - 11 - 20
Port of Gdynia: p. 10
Port of Ghent: p. 9
Port of Hamburg: cover - p. 6 - 8
Port of Helsinki: p. 9
Port of Marseilles: p. 11

Although all efforts have been made to ensure the accuracy, currency and reliability of the information contained in this Report, neither the European Sea Ports Organisation nor the Institute of Transport and Maritime Management Antwerp (ITMMA) nor the University of Antwerp nor those individuals that have contributed to the publication accept any responsibility in this regard.



Contact details ESPO Secretariat:

ESPO vzw/asbl
Treurenberg 6
B - 1000 Brussel / Bruxelles

Tel: +32 2 736 34 63 – Fax: +32 2 736 63 25
E-mail: mail@espo.be
Website: www.espo.be

