



European Sea Ports Organisation



Annual Report

2013 - 2014

Table of Contents

Foreword by Santiago Garcia-Milà, Chairman of ESPO	7
1. Port Governance	9
2. Intermodal Transport and Logistics	11
3. Sustainable Development	13
4. Marine Affairs and Security	15
5. Economic Analysis and Statistics	17
6. Passengers	19
7. Labour and Operations	19
8. ESPO Award on Societal Integration	21
9. Overview of ESPO Activities in 2013 - 2014	23
10. ESPO Structure and Membership	25
11. Overview of ESPO Membership	30
12. Market Development in Figures	34







Foreword by Santiago Garcia-Milà, Chairman of ESPO

As you know, 2014 is an election year at European political level. This is not without influence for our work within the European Sea Ports Organisation. The "election fever", which characterises this period, does not make it easier to discuss topics that are already difficult and controversial from the start. In this respect, I must say that the work that the European Parliament has been doing on the Port Regulation proposal in the months before the elections has been remarkable. Even if no vote took place we have to recognise that the main stakeholders in the Parliament have proven to be willing to discuss this difficult proposal in an open way with the European ports and with ESPO.

ESPO, for its part, has once again shown itself to be a critical but constructive partner in the decision making process. Even though European port authorities were not really supportive of the initial Commission proposal, we did not avoid the debate. During the past working year ESPO and its members had long debates with the Commission, the main players in the Parliament and the Council with a view to sharing our concerns regarding this proposal. At the beginning of October, the Council reached a general approach on the issue. This agreement certainly goes in the right direction, but more needs to be done to come to a ports policy that would help every port in Europe to become more autonomous. ESPO will continue in its efforts to pass this message to the new Commission and Parliament.

Last year also marked the beginning of a new Transport Infrastructure Policy for Europe in which seaports play a crucial role as important transport nodes, as well as start- and end- points of the nine multimodal corridors. European seaports are clearly on the TEN-T map. In the coming months, ESPO will contribute to strengthening the partnership between the different TEN-T actors aiming at a successful implementation of the new TEN-T framework.

From an environmental point of view we are just some months away from the Sulphur Directive coming into force, which will present a part of ESPO's membership – the so-called SECA countries – with a challenging framework. Over the last 12 months ESPO has been very active in looking for clear answers to some outstanding issues regarding the implementation of the Directive, and will continue its work during the upcoming months.

Finally, I would like to mention the agreement ESPO signed last September with different regional cruise port organisations aimed at strengthening the voice of the cruise and ferry ports towards EU policy makers and relevant stakeholders. With this agreement ESPO further emphasises the importance of cruise and ferry passengers for ports in Europe.

Of course, as you will read in this annual report, ESPO has been active on different other fronts and has also further strengthened its role as knowledge network, be it through growing the Ecoports network, the Portopia project or through its initiatives in the field of societal integration of ports.

Let me end with expressing my sincere thanks to the ESPO secretariat for all the valuable work, to our two Vice Chairmen and all ESPO members for their contribution in strengthening the voice of the European seaports and showing that European ports work!

Santiago Garcia-Milà





“ The administrative organisation and governance of European ports has to facilitate their role as engines for growth in Europe. They must be able to fully deploy their commercial activities, and at the same time fulfil the public functions which they invariably perform. ”

Dimitrios Theologitis, Head of Unit, Ports and Inland Navigation, DG MOVE

1. Port Governance

During the last year, once again the **Port Regulation Proposal** stood high on ESPO's political agenda. At the end of September 2013 ESPO adopted its official response to the draft proposal.

At the ESPO General Assembly in November, ESPO members had the opportunity to discuss their views and concerns at length with MEP Knut Fleckenstein (S&D- DE), the European Parliament's Rapporteur on this file and the then-Shadow Rapporteurs for the Christian Democrats, the Greek MEP Georgios Koumoutsakos. At the end of November, the draft report on the Port Regulation Proposal was presented to the Transport Committee (TRAN) of the European Parliament. Because of time pressure in view of the elections and the lack of agreement on the scope of the regulation, it was decided not to vote on the subject before the elections. However, the Rapporteur and Shadow Rapporteurs stressed that this postponement was not to be seen at all as a "rejection" of the proposal.

After the European elections, Knut Fleckenstein was confirmed as Rapporteur on behalf of the Transport Committee.

At the level of the Council, in February, the Greek Presidency started working on the proposal assessing the overall position of the Member States. In July, the Italian Presidency took over the work and developed a quite ambitious meeting agenda at the level of the working groups. This resulted in a common approach being adopted at the October Council meeting. In a reaction to this agreement, ESPO acknowledged the progress made by the Italian Presidency and the Council, in particular as concerns the provisions regarding the users committee, the stakeholder participation and the independent supervisory body. The European seaports also welcomed the fact that the Council was not longer considering dredging as a port service. ESPO members expressed however their concern about the watering down of the principle of autonomy of the port to set its own charges, as foreseen in the Commission proposal of 23 May 2013. They considered that the approach of the Council whereby Member States are given the option to give more autonomy or not in that respect, risks further undermining the level playing field between European ports. Moreover ESPO members stressed that transparency in public funding and guidance for state aid for port infrastructure remains a priority and an essential condition for leveling the playing field between ports.

In the forthcoming months ESPO hopes to continue the constructive dialogue with the Commission, the new Parliament and the Council in view of finding a final compromise that takes into consideration these outstanding points.

During the past year, ESPO followed with great interest the Commission's fact finding exercise on **public funding of port infrastructure** and **taxation of ports** across the EU. This initiative was part of the overall modernisation exercise of State aid rules and corresponds with one of the action points of the recent Ports Policy Communication. In the absence of sectoral guidelines, state aid assessment in the port sector is currently done on a case-by-case-basis. In this context, the Commission announced that DG Competition will explore the possibility to include certain types of port infrastructure investments in the General Block Exemption Regulation by December 2015. Early this year, the Commission also consulted stakeholders on a draft communication providing guidance on the concept of state aid, including a section providing guidance on the financing of infrastructure.

Furthermore, while examining corporate tax systems applicable to EU ports, the Commission started procedures with some Member States to ensure that there are no undue advantages being granted to port authorities in view of reaching a level playing field at Member State level and at European level.

Finally, in March together with a number of other transport organisations ESPO made a plea for a simplification and streamlining of the state aid clearance linked to TEN-T funding (and other EU funds) which involves DG Move, DG Regio and DG Competition.

Notwithstanding the diversity of European ports, ESPO members all favour giving financial transparency where ports receive public funding for their infrastructure and/or operations and ask the Commission to give clear guidance on state aid to ports.

In February, the Council adopted a **Directive on the award of concession contracts**. Since then, ESPO has been analysing with its membership the impact of the new Directive on port contracts, as well as the challenges linked to its transposition and implementation. In particular ESPO welcomed that public domain or land lease contracts, in seaports, do not fall within the scope of the concessions Directive. An important condition is that the port authority establishes only general conditions for the use of land, without becoming a recipient of specific works or services provided by the terminal operator. The provisions of this directive must be transposed into the law of the Member States by the end of April 2016.

ESPO also followed with interest the privatisation process of port authorities in Greece and will continue to do so in the months to come.

***“ Sea ports have a crucial role to play in the new TEN-T network:
They are the main providers of cargo and the main entry gates to
the European Union and facilitators of short sea shipping.
It is therefore important to consult ports and to listen to their
needs when developing the corridors.”***

ESPO Chairman, Santiago Garcia-Milà



2. Intermodal Transport and Logistics

In December the Council gave the final green light for Europe's new Transport Infrastructure policy, with the adoption of the Union Guidelines for the development of the **Trans-European Transport Network** (TEN-T) and the accompanying financial instrument, the Connecting Europe Facility (CEF). Europe's transport Infrastructure Plan identifies 104 core seaports, among 329 comprehensive sea ports, nine multimodal core network corridors and reserves a budget of €26 billion for the seven coming years. The new nine core network corridors are the main instrument to realise the TEN-T. A co-ordinator for each core network corridor was nominated. These are assisted by advisors in DG Move and by consultants, who have been tasked with developing a corridor work plan that contains the investment priorities for the coming years.

For each corridor a consultative corridor forum has been set up, which is to meet four times in the course of 2014. Since the second corridor forum, only selected ports have been invited to take part in the forum. That is why ESPO particularly welcomed the fact that a number of corridors have set up dedicated working groups for ports, which will allow for more in depth discussions on the issues that concern ports.

Planning infrastructure investments at a European level has a big practical added value for ports since their hinterland connections extend beyond the national scope. The corridor work plans will need to be ambitious in setting priorities on the basis of European added value and in embracing a more multi-modal approach.

As seaports are so prominently integrated in Europe's TEN-T policy, ESPO decided to set up a TEN-T info desk. As a result, on 21 January, ESPO organised together with the European Federation of Inland Ports (EFIP) a workshop on EU-funding opportunities in Brussels to discuss the then-open TEN-T call 2013 as well as future funding opportunities under CEF with representatives of the European Commission and the Innovation and Networks Executive Agency (INEA). The TEN-T information desk also developed a short guide on TEN-T that provides an overview of all relevant aspects of the policy.

To encourage ports to take advantage of the funding opportunities for ports in particular in the forthcoming Motorways of the Sea call for proposals under the new framework, the now former EU coordinator of the Motorways of the Sea, Mr. Valente de Oliveria and the European Commission participated in the spring meeting of the Intermodal and Logistics Committee of ESPO.

In addition, to support the work of the corridors, ESPO launched the collection of an inventory of infrastructure projects needed by the core ports in the period 2014-2020. With this inventory, ESPO could give the Commission a clear idea of the concrete financial needs and kind of investments ports are looking for.

During the last working year, ESPO developed **a stronger co-operation with DG TAXUD** in order to respond to the increasing interest of port authorities in customs performance. Customs and port authorities share a common interest in ensuring the smooth flow of trade through EU seaports. Therefore, the Intermodal and Logistics Committee is working on a set of indicators to monitor the evolution of the performance of customs services in EU core seaports in terms of availability, efficiency and uniformity of customs services/procedures.

In the course of 2014, ESPO also followed the review of the Commission Directive which sets the rules for the maximum **weight and dimensions of heavy-duty vehicles** operating international and national transport in the EU. One of the main aims of the review is to allow the use of 45-foot containers when used in intermodal transport, a proposal actively supported by ESPO. The European Parliament however decided to restrict the exemption by using the limitative "combined transport" definition. ESPO sent a joint letter together with FEPORT and ECSA to the transport attachés, highlighting the negative consequences of this restrictive definition towards short sea shipping/ sea transport. In June, the Council reached a political agreement that keeps the "combined transport" definition, but introduces an exception for waterborne transport which represents a step in the right direction. In autumn, the trilogue negotiations started in order to find an inter-institutional agreement between the Council and the newly elected Parliament.

This year, the European Commission started a stakeholder consultation on combined transport in the context of the planned revision of the Combined Transport Directive. ESPO is finalising its position paper on the Combined Transport Directive and will send it to the European institutions in the coming months.



“ I am happy with the positive trend that I see regarding the increased interest of ports in working with sustainable development, as well as their willingness to report the results of the work. ”

Gun Rudeberg, Chairman ESPO's Sustainable Development Committee (2010-2014)

3. Sustainable Development

The last working year, the ongoing implementation of **the Sulphur Directive** was one of the main priorities of ESPO's Sustainable Development committee. In December 2013, the European Sustainable Shipping Forum (ESSF) was established as the experts' platform that would provide recommendations towards the timely and harmonised implementation of the Sulphur Directive. ESPO is well represented in the ESSF Plenary, as well as the various sub-working groups on LNG, Scrubbers, financing, competitiveness, research and development, and the overall implementation of the Directive. After almost a year of work, some good progress has been achieved mainly in the area of building trust between the industry, the Commission and the Member States. However, significant challenges still remain, mainly regarding the harmonised enforcement of the Directive in the different Member States and the whole debate about whether or not to apply restrictions in the operation of certain types of scrubbers (open loop).

Another priority has been the proposal for a **Directive on the deployment of alternative fuels infrastructure**. In March 2014 Council and Parliament reached a political agreement on this proposal. The Directive sets two relevant requirements for ports. It requires ports to provide shore side electricity by 2025 if there is demand and the costs are not disproportionate to the benefits. In addition, an appropriate number of LNG refuelling points needs to be deployed in the ports of the TEN-T core network, again by 2025. This final outcome, that dictates a case-by-case feasibility examination, reflects to a large extent the pragmatic approach defended by ESPO during the whole legislative process.

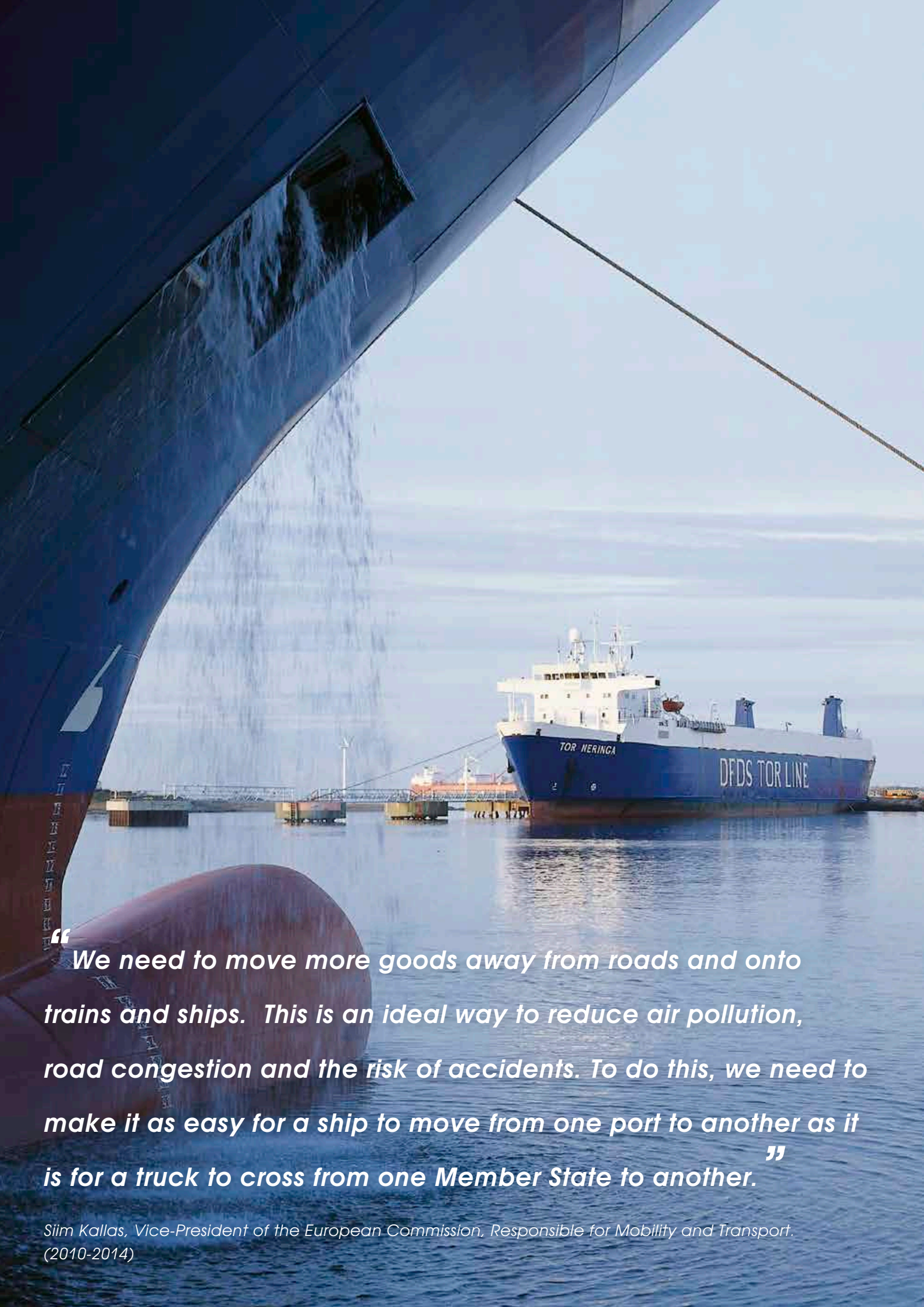
Furthermore, in December 2013, the Commission released its **air quality package**, including a revised National Emission Ceilings (NEC) Directive. The new NEC Directive introduces stricter emission ceilings for 2030 and sets intermediate reduction obligations for 2025. In addition, the new proposed Directive offers the possibility for Member States to offset part of their land-based emissions by achieving emissions reductions on the maritime side. The air quality package is now on the agenda of the new Parliament. The discussions in Council are ongoing, and are being closely followed by ESPO.

In addition to the work on the legislative initiatives, also this year ESPO has pursued and even further strengthened its pro-active approach as regards sustainable development.

In March this year, ESPO and Piraeus Port Authority (PPA) organised with great success **the first EcoPorts workshop** since its integration in ESPO in 2011. The workshop on "ship waste and waste reception facilities" brought together representatives from over 40 European port authorities, members of the EcoPorts network and the Sustainable Development Committee. Inspired by the success of this first EcoPorts workshop, ESPO is committed organising such workshops in the coming years.

In parallel, ESPO continued to support its members through the tools and methodologies of the EcoPorts Port Environmental Review System. Currently, 20 ports hold a valid **Port Environmental Review System (PERS)** certificate. So far, in 2014, the following ports have been certified with PERS: the ports of Peterhead, Piraeus, Bremen/Bremerhaven, Ghent, Castellon, Milford Haven, Aqaba, Calais, Cork, Moerdijk and Shannon Foynes. ESPO highly recommends that its member ports use the EcoPorts tools, and is committed to the further expansion of SDM and PERS throughout the sector.

Furthermore, ESPO has been active in disseminating its "**Green Guide: Towards Excellence on Port Environmental Management and Sustainability**", and in promoting the introduced 5 Es framework (exemplify, enable, encourage, engage and enforce) within its membership and in various international conferences and events. The GreenPort conference of October 2013 in Antwerp was actually built around the 5 Es framework and was a real success. In mid-October, the Port of Barcelona hosted the 2014 GreenPort Conference.



“We need to move more goods away from roads and onto trains and ships. This is an ideal way to reduce air pollution, road congestion and the risk of accidents. To do this, we need to make it as easy for a ship to move from one port to another as it is for a truck to cross from one Member State to another.”

*Slim Kallas, Vice-President of the European Commission, Responsible for Mobility and Transport.
(2010-2014)*

4. Marine Affairs and Security

During the past working year, the implementation of the **Reporting Formalities Directive** (RFD) has been the centre of attention. As a result of a common ad-hoc workshop bringing together members of the MA&S and I&LO committees in April this year, ESPO released a comprehensive policy paper assessing the implementation of the Directive. ESPO sees the implementation of the RFD as an opportunity to facilitate trade and to ease the administrative burden through harmonisation and standardisation. However, there are significant remaining challenges that threaten the proper implementation of the RFD in the pressing timeframes. These include the current non implementation of cargo related information due to disagreements between DG MOVE and DG Taxud on the e-manifest, as well as a lack of co-ordination between the expert group on the implementation of the Directive (eMS) and other ongoing projects (e.g. AnNa).

On 25 June, the European Commission adopted a report outlining the state of play of the implementation of the **Reporting Formalities Directive**. The report urges Member States to step up their efforts in implementing the national single window no later than 1 June 2015. The ESPO Secretariat continues to closely monitor the implementation of this Directive. Furthermore, ESPO warmly welcomed the Commission's intention to establish an e-Maritime forum as the platform through which the industry can provide input and feedback regarding the further facilitation of trade.

Related to the above, **the Commission is considering the revision of the Directive establishing a Community vessel traffic monitoring and information system (VTMIS)**. To this end, the Commission favours a step by step approach that avoids interference with the implementation of RFD. As a first step, the integration of existing information systems (Safe Sea Net (SSN), Clean Sea Net, etc) is foreseen through the updating of Annex III of the Directive. The Commission aims for this to enter into force by June 2015 in line with the RFD. It is worth mentioning that the Commission intends to use SSN as much as possible in the framework of the RFD and e-Maritime.

In addition, **the process of reviewing the Port Reception Facilities Directive restarted in 2014**. In July, DG MOVE contracted a study for the evaluation of the Directive and its shortcomings. The study is expected to be concluded by the beginning of 2015, and ESPO has agreed to contribute to the foreseen data collection exercise. At the same time, DG MOVE, with the assistance of EMSA, is working towards issuing guidelines on the implementation of the Directive focusing in particular on delivery of ship generated waste, exemptions and waste reception and handling plans. An information exchange system is also foreseen to be developed by early 2015, aiming to improve waste data collection and exchange. Any potential legislative proposal may follow, depending on the outcome of the study.

Another area of ports' interest has been the Commission's **evaluation of the applied frameworks for granting Pilot Exemption Certificates (PECs) in Europe**. There is still no definite decision by the Commission on whether to proceed with a Recommendation or a legislative proposal, so the final decision will be taken by the new Commissioner. In any case, no initiatives will be released before the start of 2015.

Regarding port and maritime safety, the IMO's MSC approved in May 2014 the amendment of SOLAS Regulation VI-2, regarding **Mandatory Weighing of Gross Mass of Containers** before loading onto ships. The committee also adopted relevant guidelines regarding the verified gross mass of a container carrying cargo. The amended rule requires shippers to submit verified gross weight of containers before loading onto ships and sufficiently in advance to be used in the preparation of the ship stowage plan. Without such documents, relevant export containers shall not be loaded onto ships. The amendment and its guidelines will be effective by July 2016, subject to final adoption by the MSC 94th session in November 2014.

Finally on security, DG MARE and the External Action Service released in March 2014 a joint Communication, **For an Open and Secure Global Maritime Domain: Elements for a European Union Maritime Security Strategy**. This Communication follows a rather uncommon procedure, meaning that it has to be endorsed by the Council and the Parliament, after which it will be implemented by an action plan. As a response, the Council adopted in June a European Union Maritime Security Strategy, which is quite generic and significantly differs from the Communication. ESPO is closely following all developments towards the formulation of an action plan.



“ Participation in the PORTOPIA project of ESPO makes it possible to learn from other ports, to share our knowledge with other ports and, last but not least, to benchmark our performance with the European Port Cluster. It’s important to constantly compare our performance with other ports to keep our current position in Europe. ”

Gaston Tchang, Department of Strategy and Innovation, Port of Amsterdam.

5. Economic Analysis and Statistics

This year, ESPO devoted a lot of attention to the Portopia project (www.portopia.eu), which was launched in September 2013. The project monitors and reports key performance data for European ports and thus assists the industry in moving towards a more sustainable and competitive port system.

PORTOPIA aims to provide facts and figures on different perspectives of performance: market trends, socio-economic impact of ports, port environmental management, occupational health, safety and security, logistic chain and operational efficiency, port governance and investment.

One of the main outcomes of the FP7 project is the PORTOPIA SERVICE CLOUD, a platform to enable port authorities and other stakeholders to securely upload, manage and analyse their individual data in the privacy of a single system, designed to enable benchmarking scenarios and other analytical instruments to boost European ports performance.

Furthermore, the improvement of the ESPO Rapid Exchange System (RES), which collects and reports port traffic data on a quarterly basis is one of the priorities. Currently RES provides up-to-date traffic data from more than 60 EU ports which is reported on the ESPO website.

During the last year, several technical committees of ESPO worked extensively with PORTOPIA partners to identify and develop indicators that better explain the complexity and diversity of the EU port system and its impact and links with European economy, sustainability and well being. When implementing indicators within PORTOPIA, the aim is not to disclose individual ports' figures, but to show trends over time at European level. Modal split, connectivity indicators, direct employment, added value, customs performance are among the measures under development.

Since the launch of the PORTOPIA project, three dedicated workshops were organised in Rome, London and Lisbon in combination with the regular meetings of the Economic Analysis and Statistics Committee. The goal was to allow the consortium to directly interact with port experts in order to get feedback on improving the user interface and processes of data collection and reporting as well as validating indicators, dashboards and analytical tools. The workshops also intended to explore new potential concepts to be implemented.

The excellent co-operation between Eurostat and ESPO also continued this year with exchanges on data collection and the production of maritime transport statistics and modal split data in ports.



“ Freight and cruise/passenger ports must respond to completely different needs, and in many cases both functions have to be combined. I am pleased that within ESPO we can have a closer look at how port authorities could face the challenges of this important and fast growing sector. ”

Eeva Hietanen, Chairman of ESPO's passenger committee



6. Passengers

As from last year, the Passenger Committee started to look into the current challenges of cruise and ferry ports in view of developing best practices to respond to those. As a result, ESPO decided in June to work on the development of a code of practice for both cruise and ferry ports. This new initiative aims at bringing together practical experience of cruise and ferry ports in Europe and setting out recommendations for European ports accommodating passenger and cruise ships as regards policy applied and services available. At the same time, this exercise will be an active contribution from the port sector to the Commission's Blue Growth Initiative. The publication of this code is due to be published at the end of 2015 and will be developed in close cooperation with other regional cruise port organisations.

Towards that direction, ESPO signed in September a strategic cooperation agreement with Cruise Baltic, Cruise Europe, Cruise Norway and MedCruise. The agreement foresees the establishment of a Cruise and Passenger port network within ESPO aiming to strengthen the voice of the European Cruise and Ferry port sector in Brussels.

At policy level, the Commission continues its monitoring of the current application of the Regulation on Passengers' Rights when travelling by sea and inland waterway. As part of this, the Commission developed a complaint form for passengers travelling by sea and inland waterway in close cooperation with the stakeholders and the National Enforcement Bodies (NEB). Finally, during the past year, the Passenger Committee got involved in the organisation of the GreenPort Cruise Congress, which was held on 14 October 2014 in Barcelona prior to GreenPort Congress. Different members participated actively to set up the programme and others will moderate or give a presentation at the conference.

7. Labour and Operations

The main responsibility of ESPO as concerns port labour issues is to assist and represent those port authorities that are employing port workers in the Social Dialogue Committee for Ports (SSDC).

During the last year, female employment in ports was one of the main topics on the agenda of the Social Dialogue Committee. In particular, social partners agreed to draft a joint questionnaire targeting the relevant 22 Member States asking for more information on female employment in ports. The questionnaire was sent to all relevant employers' members and targeted port work in terms of operational duties. Since the results of the joint questionnaire made clear that nowhere the number of women in port labour exceeded the 10%, the social partners decided to draft a joint statement on female employment in ports, aimed at increasing attractiveness of port jobs for women. Social partners are supposed to adopt the joint statement in the next fall and it will most probably be followed by a promotional campaign.

As regards port training, social partners sent a list of operational health and safety priorities to the consortium of the EU-PORTRAITS project, a project aimed at developing EU guidelines for port training. ESPO and the other social partners will follow the developments of the project, also in the context of the newly create Social Dialogue's sub-committee on Health and Safety, dealing with unsafe ships and container terminal traffic.

The Labour and Operations Committee also followed the developments of the PORTOPIA project (see section 5), notably on health and safety in the work place. The Committee discussed potential indicators in the field of health and safety and decided to continue to work with the project consortium.

“ Societal integration can unambiguously demonstrate the ports’ position as a generator of huge economic and social welfare for local and maritime communities. Ports are Maecenas of culture, arts, and sports. Port activities accelerate burgeoning of cities, whereas their residents guarantee the growth of ports. ”

Kristina Gontier, Head of Marketing Department, Klaipeda State Seaport Authority



8. ESPO Award on Societal Integration

On 6 November 2013, Vice-President and Commissioner for transport Siim Kallas handed out the fifth ESPO Award on Societal Integration to the Port of Antwerp for its project 'Heritage: the breadcrumbs trail between city and port'. The 2013 edition focused on 'heritage', because societal integration of ports also means focusing on the contemporary use and disclosure of port traditions. According to the jury, the project of the port of Antwerp celebrates the past, provides new civic amenities for the citizens of today, creates a new iconic building as the heritage of tomorrow, and sets out to educate its citizens about the importance of a thriving port for their lives. Fifteen ports submitted a project for the 2013 ESPO Award.

The theme of this year's competition is 'Innovative environmental projects' and focuses on reducing the environmental impact of port operations and improving the local environmental conditions for the people working and living around the port. In early September the jury made a first selection of the 20 submissions and shortlisted the projects of the ports of Huelva, Koper, Lisbon, Marseille and Rotterdam. . The sixth ESPO Award will be officially handed out during ESPO's Award Ceremony and Port Night taking place on 4 November in Brussels.



9. Overview of ESPO Activities in 2013-2014

Events organised, co-organised or supported:

- ESPO 2014 Conference – 15-16 May 2014, Gothenburg
- ESPO 2013 Award Ceremony – 6 November 2013, Brussels
- GreenPort Congress 2013 – 9-11 October 2013, Antwerp

Publications:

- ESPO 2014 Award Brochure – November 2014
- ESPO Annual Report 2013-2014 – November 2014
- European Ports Work – November 2014

Policy input:

- 2014-05-19 Common statement from transport organisations on state aid clearance in the context of TEN-T
- 2014-05-16 ESPO's memorandum for the European elections
- 2014-04-07 ESPO position on the implementation of the reporting formalities Directive
- 2014-03-20 ESPO, FEPORT and ECSA Joint letter to transport attachés regarding the Revision of the Weights and Dimensions Directive
- 2014-02-21 Common ESPO and FEPORT position paper on the proposed directive for the deployment of alternative fuels infrastructure
- 2014-01-20 ESPO position paper on the proposed revision of the Weights and Dimensions Directive
- 2013-11-12 ESPO position paper on the deployment of alternative fuels infrastructure
- 2013-09-30 ESPO response to the Regulation proposal establishing a framework on market access to port services and financial transparency of ports

Information on the above events, publications and policy statements can be found on the ESPO website: www.espo.be, in particular under the sections 'Events', 'Publications' and 'Policy Papers'.



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10. ESPO Structure and Membership

ESPO membership consists of the port authorities, port administrations and port associations of the seaports of the European Union. 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 EU member country has three official delegates (and in some instance official proxies or alternates) with voting right. Non-EU countries 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 2013-2014, ESPO was chaired by Santiago Garcia-Mila (Spain), assisted by Vice-Chairmen Eamonn O'Reilly (Ireland) and Julian Skelnik (Poland).

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 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. There are seven standing committees, dealing with port governance, intermodality and logistics, sustainable development, marine affairs and security, economic analysis and statistics, passengers and labour and operations. In addition, a horizontal advisory committee for legal matters works on an ad-hoc basis.

The ESPO Secretariat is 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 Isabelle Ryckbost (Secretary General), Martina Fontanet and Antonis Michail (Senior Advisors), Eugenio Quintieri (Policy Advisor), Cécile Overlau (Events and Office Manager, PA), Cillian Donnelly (Communication Advisor), Hélène Vancompernelle (Management Assistant) and Jeanette Voosen (Consulting Accountant). ESPO also shares a joint office with the European Federation of Inland Ports (EFIP).



Rapport Fleckenstein kan op bijval havens en loodsen rekenen

Zowel de Europese organisatie van zeehavens ESPO als de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

KNOX REINER

In het voorjaar publiceerde de Europese Commissie haar rapport over de havenregulering. Het rapport, dat is opgesteld door de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA), kan op bijval van de havenregulering rekenen. Volgens ESPO zou het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.



Knut Fleckenstein, voorzitter van ESPO. Hij heeft het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

knut van de bevoegdheid te organiseren en dat het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

Rusland vaart nieuwe havenkoers



Rusland vaart nieuwe havenkoers. Het land heeft een nieuwe havenregulering vastgesteld die de havenregulering in Rusland zal bepalen. Het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

HAVENS

Groei cruiseindustrie noopt tot nieuwe gedragscode voor havens

De Europese havenorganisatie ESPO gaat een gedragscode uitwerken voor cruise- en ferryhavens. Het aantal cruisevaarders neemt immers gestaag toe en ook het aantal havens dat door cruiseschepen wordt bezocht. Anderzijds zijn ook veel havens betrokken in reactiviteitsproblemen. Havenautoriteiten vragen in toenemende mate aandacht voor deze problematiek en willen beter gehoord worden als overheden hun beleid terzake bepalen. Het 'Passenger Committee' van ESPO besloot daarom een gedragscode op te stellen voor cruise- en ferryhavens. Bedoeling is ervaringen en best practices te verzamelen en pro-actief aanbevelingen te formuleren. ESPO zegt ook bereid te zijn tot constructief overleg met de organisaties die de cruise- en ferry-industrie vertegenwoordigen. Vrachthavens moeten aan totaal andere noden beantwoorden dan cruise/ferryhavens, maar in vele gevallen worden beide functies gecombineerd. Dat vormt een uitdaging, aldus Eeva Hietanen, die het 'Passenger Committee' van ESPO voorzigt.

Havenkapiteins vragen stem in opvang schepen in nood



Havenkapiteins vragen stem in opvang schepen in nood. Het is van groot belang dat havenkapiteins in een vroeg stadium worden betrokken bij het nemen van beslissingen over de opvang van schepen in nood. Het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

'Havens moeten er voor gaan in TEN-T-concept'



Havens moeten er voor gaan in TEN-T-concept. Het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

"EU soll schneller entscheiden"

Verbandsplädieren dafür, die Finanzierung von Verkehrsvorhaben effizienter zu prüfen

Verbandsplädieren dafür, die Finanzierung von Verkehrsvorhaben effizienter zu prüfen. Het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.

ESPO Green Guide: Towards greener and energy efficient ports

ESPO Green Guide: Towards greener and energy efficient ports. Het rapport van de Europese organisatie van zeehavens ESPO en de European Maritime Pilots' Association (EMPA) kunnen zich vinden in het rapport van Europees rapporteur Knut Fleckenstein over de havenregulering.



Europees akkoord over tankinstallaties voor alternatieve energie

De Transportland en het Europees Parlement hebben vorige week een akkoord bereikt over tankinstallaties voor alternatieve energie. Het akkoord voorziet in de installatie van tankinstallaties voor alternatieve energie op de haven van Antwerpen. Het akkoord is een belangrijk stap in de realisatie van de Europese strategie voor alternatieve energie.

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Geen resultaat in triloog over schone brandstofstrategie

Vorige week staken Parlement, Raad en Commissie de handen bij elkaar om een compromis te vinden over een uitkomst van de voortdurende onderhandelingen over een schone brandstofstrategie. Het overleg bleef, maar op korte termijn vindt een tweede overlegronde in triloog plaats.



Parlement, Raad en Commissie de handen bij elkaar om een compromis te vinden over een uitkomst van de voortdurende onderhandelingen over een schone brandstofstrategie. Het overleg bleef, maar op korte termijn vindt een tweede overlegronde in triloog plaats.

HPA soll mehr Transparenz zeigen

EU-Kommission stellt Beihilfe-Anfrage zur deutschen Hafenfinanzierung

Von Jan Peter Heumann

Die EU-Kommission verfügt im Falle der Hafenfinanzierung, die europäische Hilfen für nicht Wettbewerbs zu Gunsten, eines neuen Ansatz. Sie interessiert sich für die Geschäftsmodelle der Hafenfinanzierung. Es geht um einen möglichen Verstoß gegen europäisches Beihilferecht. In diesem Zusammenhang hat die Generaldirektion Wettbewerb die Bundesregierung angeschrieben, um sich über die Finanzierung der Hamburger Hafenbehörde Hamburg (HFA) zu informieren.



Die Aufgaben und Leistungen der Hamburger Hafenbehörde liegen im Bereich der EU-Kommission, weil Aufklärung.

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"Opletten met nieuwe richtlijn over toekennen van concessies"

De hervormde Miljoenenrichtlijn voorziet in een nieuw systeem voor het toekennen van concessies. De hervormde Miljoenenrichtlijn voorziet in een nieuw systeem voor het toekennen van concessies.



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Eerste jaar van implementering nieuw TEN-T-beleid

SANTIAGO GARCIA-MILA Voorzitter ESPO



SANTIAGO GARCIA-MILA Voorzitter ESPO. Santiago Garcia-Mila, President of ESPO, speaking at a podium.

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Port of Antwerp wins 2013 ESPO Award

On 6 November, Commission Vice-President Sílvia Kallas handed out the fifth edition of the ESPO Award on Societal Integration to the Port of Antwerp for its project 'Heritage: the breadcrumbs trail between city and port'. This year's edition of the ESPO Award had 'Heritage' as theme. The ESPO Award jury was especially impressed by the way the project of the port of Antwerp celebrates the past, provides new civic amenities for the citizens of today, creates a new iconic building in the heritage of tomorrow, and sets out to educate its citizens about the importance of a thriving port for their lives. It also marked the 20th anniversary of ESPO.

"Er is zoveel dat ons bindt"

De hervormde Miljoenenrichtlijn voorziet in een nieuw systeem voor het toekennen van concessies. De hervormde Miljoenenrichtlijn voorziet in een nieuw systeem voor het toekennen van concessies.



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11. Overview of ESPO Membership

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Belgium	none	Eddy Bruyninckx (Port of Antwerp)	Patrick Van Cauwenberghe (Port Authority of Bruges-Zeebrugge)
		Guy Janssens (Port of Antwerp)	
		Joachim Coens (Port Authority of Bruges-Zeebrugge)	
		Patrick Van Cauwenberghe (Port Authority of Bruges-Zeebrugge)	
		Daan Schalck (Ghent Port Authority)	
		Kate Verslype (Ghent Port Authority)	
Bulgaria	Bulgarian Ports Infrastructure Company	Angel Zabutov (Bulgarian Ports Infrastructure Company)	Angel Zabutov
		NN	
		NN	
Croatia	Croatian Ports Association	Vlado Mezak (Port of Rijeka Authority)	Desa Rathman (Port of Ploce Authority)
		Milan Blaževski (Port of Split Authority)	
		Nina Perko (Ministry of Maritime Affairs, Transport and Infrastructure)	
Cyprus	Cyprus Ports Authority (CPA)	Effychia Christodoulou (CPA)	Alec Michaelides (CPA)
		Alec Michaelides	
		Anthia Klerides (CPA)	
		Demetris Phellas (CPA)	
Denmark	Danish Ports	Peter Maskell (Danish Ports)	Gitte Lillelund Bech (Danish Ports)
		Tom Elmer Christensen (Danish Ports) (alternate)	
		Jakob Flyvbjerg Christensen (Port of Aarhus)	
		Jens Peter Peters (Associated Danish Ports)	
Estonia	none	Ain Kaljurand (Port of Tallinn)	Alan Kiil
		Allan Kiil (Port of Tallinn)	
		NN	
Finland	Finnish Port Association	Annaleena Mäkilä (Finnish Port Association)	Annaleena Mäkilä
		Henry Lindelöf (Finnish Port Association)	
		Kimmo Mäki (Port of Helsinki)	
France	Union des Ports de France (UPF)	Geoffroy Caude (UPF)	Geoffroy Caude
		Stéphane Raison (Grand Port Maritime de Dunkerque)	
		Hervé Martel (Grand Port Maritime du Havre)	
		Christine Cabau Woerhel (Grand Port Maritime de Marseille)	
		Philippe Deiss (Grand Port Maritime de Rouen)	
Germany	none	Bettina Linkogel (Freie Hansestadt Bremen)	Bernhard Zampolin
		Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony)	
		Bernd Unger (Ministry for Economy, Labour and Transport - Schleswig Holstein)	
		Bernhard Zampolin (Hamburg Port Authority)	
		Jens Zingler (Ministry of Economy - Mecklenburg-Vorpommern)	
Greece	Hellenic Ports Association - ELIME	George Anomeritis (ELIME)	Stavros Hatzakos
		Stavros Hatzakos (Piraeus Port Authority)	
		George Kastellanos (Hellenic Ports Association - ELIME)	
Ireland	Irish Ports Association	Eamonn O'Reilly (Dublin Port)	Eamonn O'Reilly (Irish Ports Association)
		Brendan Keating (Port of Cork Company)	
		NN	
Italy	Associazione Porti Italiana - Assoport	Pasqualino Monti (Assoport)	Pasqualino Monti (Assoport)
		Paolo Ferrandino (Assoport)	
		Oliviero Giannotti (Assoport)	
Latvia	none	Irina Gorbatiukova (Freeport of Riga Authority)	Leonids Loginovs
		Leonids Loginovs (Freeport of Riga Authority)	
		Inita Luna (Freeport of Riga Authority)	

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Lithuania	none	Adomas Alekna (Klaipeda State Seaport Authority)	Arturas Drungilas (Klaipeda State Seaport Authority)
		Arvydas Vaitkus (Klaipeda State Seaport Authority)	
		NN	
Malta	Authority for Transport Malta	Jason Bongailas	David Bugeja
		David Bugeja	
		NN	
The Netherlands	none	Dertje Meijer (Port of Amsterdam)	Wilko Tjisse Claase (Port of Amsterdam)
		Harm D. Post (Groningen Seaports)	
		Allard S. Castelein (Port of Rotterdam)	
		Ferdinand van den Oever (Havenschap Moerdijk)	
		Dick Gilhuis (Zeeland SeaPorts)	
Norway	Norwegian Ports	Arnt-Einar Litsheim (Norwegian Ports)	Arnt-Einar Litsheim
		Ingvar M. Mathisen (Port of Bodø)	
		Dag Sem (Port of Oslo)	
Poland	none	Dorota Raben (Port of Gdansk)	Julian Skelnik (Port of Gdansk)
		Janusz Jarosinski (Port of Gdynia)	
		Zbigniew Miklewicz (Port of Szczecin-Swinoujscie)	
Portugal	APP - Association Ports of Portugal	Marta Alves (APP)	Vitor Caldeirinha (APP)
		Vitor Caldeirinha (APP)	
		Andreia Fernandes Ventura (Port of Lisbon)	
Romania	none	Ambroziu Duma (National Company "Maritime Ports Administration" SA Constanza)	Valeriu Nicolae Ionescu
		Valeriu Nicolae Ionescu National Company "Maritime Ports Administration" SA Constanza)	
		NN	
Slovenia	Luka Koper	Boris Jerman (Luka Koper)	Boris Jerman
		NN	
		NN	
Spain	Puertos del Estado	José Llorca Ortega (Puertos del Estado)	Nuria Gaiton (Puertos del Estado)
		José Luis Hormaechea Escos (Port of Algeciras Bay)	
		Ramón Gomez-Ferrer Boldova (Port Authority of Valencia)	
Sweden	Ports of Sweden	Mikael Castanius (Ports of Sweden)	Mikael Castanius
		Lennart Pettersson (Copenhagen Malmö Port)	
		Magnus Karestedt (Port of Göteborg)	
United Kingdom	British Ports Association / UK Major Ports Group	Richard Bird (UK Major Ports Group)	Richard Bird and David Whitehead (alternate)
		Paul Davey (Port of Felixstowe)	
		Richard Ballantyne (British Ports Association)	
		David Whitehead (British Ports Association)	

Observer Members		
Country	National Port Body	General Assembly Representative
Albania	Port of Durrës	Emanuela Hysenllari (Port of Durrës)
Iceland	Associated Icelandic Ports	Gisli Gislason (Associated Icelandic Ports)
Israel	Israel Ports Company	Dov Frohlinger (Israel Ports Company)

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12. Market Development in Figures

The statistical section of this Annual Report has been prepared by Prof. Dr. Theo Notteboom and Indra Vonck of the University of Antwerp / Institute of Transport and Maritime Management Antwerp (ITMMA). The statistics in tonnes are based on figures of Eurostat kindly made available by Mr. Vidar Lund. Eurostat data are as of 20 October 2014. Data for French ports are provisional. Container statistics are compiled by ITMMA based on port authority statistics and statistics provided by organisations such as Puertos del Estado, Finnish Ports Association.



Liquid bulk traffic for selected European ports (1000 tonnes)

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
BELGIUM	Antwerp	40 471	45 401	44 367	58 606	32,1%	44,8%
	Ghent	4 240	4 450	3 977	3 871	-2,7%	-8,7%
	Zeebrugge	5 872	6 202	5 552	4 683	-15,7%	-20,3%
	TOTAL SELECTED PORTS	50 584	56 053	53 895	67 159	24,6%	32,8%
BULGARIA	Burgas	9 055	9 280	10 467	10 853	3,7%	19,9%
	Varna	1 085	1 214	1 131	1 400	23,8%	29,0%
	TOTAL SELECTED PORTS	10 141	10 494	11 598	12 253	5,6%	20,8%
CROATIA	Bakar	1 769	1 593	1 868	1 885	0,9%	6,6%
	Omšalj	5 931	4 796	4 191	4 454	6,3%	-24,9%
	Ploče	409	436	463	328	-29,2%	-19,9%
	TOTAL SELECTED PORTS	8 109	6 824	6 523	6 667	2,2%	-17,8%
CYPRUS	Dekeleia (Dhekelia)	493	563	801	427	-46,6%	-13,4%
	Larnaca (Larnaka) Oil Terminal	1 111	1 097	1 047	931	-11,1%	-16,2%
	Vasiliko (Vasilico)	844	587	372	610	63,7%	-27,8%
	TOTAL SELECTED PORTS	2 449	2 248	2 220	1 968	-11,4%	-19,6%
DENMARK	Aabenraa	313	400	195	396	102,6%	26,5%
	Aalborg	1 324	1 245	779	716	-8,1%	-45,9%
	Århus	1 577	1 507	1 428	1 483	3,9%	-6,0%
	Esbjerg	470	566	606	513	-15,4%	9,2%
	Fredericia (Og Shell-Havnen)	10 505	9 769	8 744	8 405	-3,9%	-20,0%
	Københavns Havn	1 848	1 875	1 747	1 970	12,7%	6,6%
	Statøil-Havnen	6 978	6 814	7 547	7 441	-1,4%	6,6%
	TOTAL SELECTED PORTS	23 016	22 177	21 047	20 924	-0,6%	-9,1%
ESTONIA	Tallinn	25 471	26 008	19 100	18 745	-1,9%	-26,4%
	Vene-Balti	264	787	1 287	1 087	-15,6%	312,3%
	TOTAL SELECTED PORTS	25 735	26 795	20 387	19 832	-2,7%	-22,9%
FINLAND	Hamina	2 458	3 040	3 403	2 967	n.a	20,7%
	Kemi	461	578	589	513	-13,0%	11,3%
	Kokkola	1 062	1 211	873	819	-6,2%	-22,9%
	Kotka	699	n.a	n.a	n.a	n.a	n.a
	Naantali	4 670	4 408	3 766	4 206	11,7%	-9,9%
	Oulu	1 455	1 383	1 362	1 269	-6,9%	-12,8%
	Pori	762	744	681	723	6,1%	-5,1%
	Sköldvik	20 514	22 139	23 207	23 108	-0,4%	12,6%
	TOTAL SELECTED PORTS	32 080	33 503	33 883	29 306	-13,5%	-8,6%
FRANCE	Bayonne	646	631	235	229	-2,4%	-64,5%
	Bordeaux	5 225	4 971	4 780	4 185	-12,5%	-19,9%
	Brest	1 108	879	998	379	-62,0%	-65,8%
	Dunkerque	5 589	8 082	6 181	5 695	-7,9%	1,9%
	Fort-de France (Martinique)	1 505	1 187	1 487	1 213	-18,4%	-19,4%
	Guadeloupe (Guadeloupe)	747	707	629	694	10,4%	-7,0%
	La Rochelle	2 678	2 638	2 823	1 450	-48,6%	-45,9%
	Le Havre	42 388	41 388	36 502	37 731	3,4%	-11,0%
	Lorient	1 022	969	938	470	-49,9%	-54,1%
	Marseille	58 366	62 660	56 053	49 452	-11,8%	-15,3%
	Nantes Saint-Nazaire	20 166	19 590	18 715	16 021	-14,4%	-20,6%
	Port-la-Nouvelle	1 173	1 014	1 050	1 020	-2,9%	-13,0%
	Port Réunion (ex Pointe-des-Galets) (Réunion)	822	832	784	741	-5,6%	-9,9%
	Rouen	10 563	10 200	7 906	7 265	-8,1%	-31,2%
	Sète	1 829	1 767	1 443	1 201	-16,7%	-34,3%
	TOTAL SELECTED PORTS	153 826	157 516	140 525	127 746	-9,1%	-17,0%
GERMANY	Bremen	1 259	1 237	1 144	1 344	17,5%	6,8%
	Brunsbüttel	4 601	4 855	5 128	4 889	-4,7%	6,3%
	Bützfließ	2 557	2 016	2 336	2 324	-0,5%	-9,1%
	Emden	1 057	883	1 107	1 027	-7,2%	-2,9%
	Hamburg	14 140	14 053	14 014	14 541	3,8%	2,8%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
	Nordenham	269	233	138	154	12,3%	-42,6%
	Rostock	4 834	3 350	3 213	2 954	-8,1%	-38,9%
	Wilhelmshaven	21 660	20 746	22 815	19 150	-16,1%	-11,6%
	TOTAL SELECTED PORTS	50378	47372	49895	46384	-7,0%	-7,9%
GREECE	Agii Theodori	17 381	19 220	21 220	21 583	1,7%	24,2%
	Eleusina	8 308	7 727	8 214	11 309	37,7%	36,1%
	Heraklio	565	642	452	552	22,1%	-2,4%
	Lavrio	450	n.a.	551	n.a.	n.a.	n.a.
	Megara	8 339	6 349	8 933	8 918	-0,2%	6,9%
	Perama	1 000	1 906	1 688	1 239	-26,6%	24,0%
	Piraeus	394	420	395	410	3,8%	4,1%
	Rhodes	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Thessaloniki	8 495	6 122	6 562	5 177	-21,1%	-39,1%
	TOTAL SELECTED PORTS	44932	42387	48016	49188	2,4%	9,5%
IRELAND	Bantry Bay	1 224	1 403	3 261	1 469	-55,0%	20,0%
	Cork	5 190	5 121	5 200	5 047	-2,9%	-2,8%
	Dublin	3 780	3 612	3 444	3 502	1,7%	-7,4%
	Galway	620	487	415	409	-1,5%	-34,1%
	Limerick	1 082	1 130	1 097	1 081	-1,4%	-0,1%
	TOTAL SELECTED PORTS	11896	11754	13417	11507	-14,2%	-3,3%
ITALY	Augusta	25 302	24 496	24 650	23 184	-5,9%	-8,4%
	Barletta	397	335	276	337	22,3%	-15,0%
	Brindisi	4 348	2 626	2 506	2 387	-4,8%	-45,1%
	Cagliari	188	482	1 247	1 784	43,1%	846,5%
	Catania	911	536	221	18	-91,7%	-98,0%
	Civitavecchia	364	1 053	1 469	1 679	14,3%	361,5%
	Falconara Marittima	4 886	5 077	3 744	3 219	-14,0%	-34,1%
	Fiumicino	5 735	6 086	4 928	2 556	-48,1%	-55,4%
	Gaeta	1 653	2 317	2 070	2 214	7,0%	34,0%
	Gela	7 939	8 150	3 906	2 496	-36,1%	-68,6%
	Genova	20 347	18 113	18 032	17 631	-2,2%	-13,3%
	La Spezia	4 146	2 970	1 541	625	-59,4%	-84,9%
	Lipari	1 672	1 718	1 664	1 664	0,0%	-0,5%
	Livorno	8 953	5 822	6 975	8 057	15,5%	-10,0%
	Milazzo	12 107	14 780	14 747	14 318	-2,9%	18,3%
	Napoli	6 741	5 347	5 165	5 461	5,7%	-19,0%
	Ortona	756	909	857	828	-3,3%	9,6%
	Other - Italy	480	24	n.a.	n.a.	n.a.	n.a.
	Palermo	1 716	1 780	1 861	1 827	-1,8%	6,5%
	Porto Foxi	23 932	25 195	24 629	24 786	0,6%	3,6%
	Porto Torres	1 682	1 551	958	787	-17,9%	-53,2%
	Portovesme	232	170	150	70	-53,4%	-69,9%
	Ravenna	6 080	5 646	5 385	4 856	-9,8%	-20,1%
	Santa Panagia	14 056	12 368	12 158	10 458	-14,0%	-25,6%
	Savona - Vado	6 682	7 537	6 813	7 294	7,1%	9,1%
	Taranto	6 438	7 235	5 902	4 137	-29,9%	-35,7%
	Trieste	27 974	29 158	28 984	33 473	15,5%	19,7%
	Venezia	12 296	10 963	9 557	9 496	-0,6%	-22,8%
	TOTAL SELECTED PORTS	208014	202444	190393	185642	-2,5%	-10,8%
LATVIA	Liepaja	575	565	432	391	-9,5%	-32,1%
	Riga	6 593	7 746	7 904	7 082	-10,4%	7,4%
	Ventspils	13 715	15 037	16 092	14 891	-7,5%	8,6%
	TOTAL SELECTED PORTS	20884	23348	24428	22364	-8,4%	7,1%
LITHUANIA	Butinge	9 017	8 933	8 519	8 967	5,3%	-0,6%
	Klaipeda	9 809	11 049	10 227	8 776	-14,2%	-10,5%
	TOTAL SELECTED PORTS	18827	19981	18746	17743	-5,3%	-5,8%
MALTA	Malta (Valletta)	853	523	433	367	-15,4%	-57,0%
	Marsaxlokk	1 245	1 097	1 078	880	-18,3%	-29,3%
	TOTAL SELECTED PORTS	2098	1620	1511	1247	-17,5%	-40,6%
NETHERLANDS	Amsterdam	37 295	38 613	43 712	43 416	-0,7%	16,4%
	Moerdijk	2 013	2 205	1 985	1 874	-5,6%	-6,9%
	Rotterdam	209 503	193 975	210 870	200 394	-5,0%	-4,3%
	Terneuzen	8 087	6 139	7 134	7 064	-1,0%	-12,6%
	Velsen/IJmuiden	149	38	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	2 722	3 019	3 110	2 913	-6,4%	7,0%
	Vlissingen	4 271	5 409	4 391	5 404	23,1%	26,5%
	TOTAL SELECTED PORTS	264040	249398	271203	261065	-3,7%	-1,1%
NORWAY	Ålesund	547	435	547	556	1,7%	1,7%
	Bergen	44 987	47 387	46 681	46 988	0,7%	4,4%
	Bremanger	3 886	3 583	3 421	2 766	-19,1%	-28,8%
	Florø/Flora	599	497	586	674	15,0%	12,5%
	Fredrikstad/Sarpsborg	848	989	1 061	1 018	-4,1%	20,0%
	Kristiansund N/Grip	2 025	2 471	2 379	2 396	0,7%	18,3%
	Molde	3 938	4 194	4 206	3 881	-7,7%	-1,5%
	Oslo	2 086	2 075	2 123	2 091	-1,5%	0,2%
	Tønsberg/Slagentangen/Valøy	9 939	10 169	9 066	9 680	6,8%	-2,6%
	Trondheim/Flakk	634	643	568	719	26,6%	13,5%
	TOTAL SELECTED PORTS	69489	72442	70638	70769	0,2%	1,8%
POLAND	Gdansk	14 778	11 237	11 031	11 366	3,0%	-23,1%
	Gdynia	1 400	1 116	722	567	-21,4%	-59,5%
	Swinoujście	1 088	1 283	1 287	1 424	10,6%	30,9%
	Szczecin	857	910	897	1 040	15,9%	21,2%
	TOTAL SELECTED PORTS	18124	14547	13937	14397	3,3%	-20,6%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
PORTUGAL	Aveiro	925	1 033	984	1 032	4.9%	11.6%
	Leixões	6 730	7 506	7 048	7 825	11.0%	16.3%
	Lisboa	1 838	1 894	1 743	1 642	-5.8%	-10.6%
	Setúbal	699	628	558	467	-16.4%	-33.2%
	Sines	18 030	16 151	16 276	19 706	21.1%	9.3%
	TOTAL SELECTED PORTS	28223	27212	26609	30672	15.3%	8.7%
ROMANIA	Constanta	5 540	5 334	4 324	4 716	9.1%	-14.9%
	Midia	4 164	4 706	4 910	5 172	5.3%	24.2%
	TOTAL SELECTED PORTS	9705	10040	9234	9889	7.1%	1.9%
SLOVENIA	Koper	2 763	2 784	3 078	2 907	-5.6%	5.2%
	TOTAL SELECTED PORTS	2763	2784	3078	2907	-5.6%	5.2%
SPAIN	Algeciras	25 116	25 493	25 184	24 950	-0.9%	-0.7%
	Avilés	649	523	598	637	6.5%	-2.0%
	Barcelona	11 578	10 693	10 426	10 398	-0.3%	-10.2%
	Bilbao	19 763	17 861	15 061	15 761	4.7%	-20.2%
	Cartagena	15 122	17 863	24 215	23 724	-2.0%	56.9%
	Castellón	7 667	7 694	7 313	7 848	7.3%	2.4%
	Ceuta	944	1 022	984	811	-17.6%	-14.1%
	Ferrol	2 617	2 678	2 297	2 531	10.2%	-3.3%
	Gijón	1 245	1 039	957	792	-17.2%	-36.4%
	Huelva	16 444	21 681	22 921	21 508	-6.2%	30.8%
	La Coruña	7 586	6 645	7 208	6 561	-9.0%	-13.5%
	Las Palmas	4 549	4 981	4 518	4 627	2.4%	1.7%
	Motril	1 283	1 273	1 191	1 121	-5.8%	-12.6%
	Palma Mallorca	1 763	1 578	1 519	1 425	-6.2%	-19.2%
	Santa Cruz de Tenerife	7 873	7 261	7 507	6 477	-13.7%	-17.7%
	Tarragona	19 494	18 767	19 088	17 968	-5.9%	-7.8%
	Valencia	5 171	4 530	3 664	4 154	13.4%	-19.7%
	TOTAL SELECTED PORTS	148865	151580	154651	151294	-2.2%	1.6%
SWEDEN	Bergs Oljehamn	1 086	980	987	912	-7.6%	-16.1%
	Brofjorden Preenraff	n.a.	n.a.	n.a.	n.a.	n.a	n.a
	Gävle	1 614	1 710	1 541	1 927	25.0%	19.4%
	Göteborg	22 679	21 351	22 810	20 892	-8.4%	-7.9%
	Helsingborg	908	822	767	773	0.8%	-14.8%
	Karlshamn	2 259	2 062	2 029	1 672	-17.6%	-26.0%
	Malmö	4 917	2 686	3 446	2 949	-14.4%	-40.0%
	Nynäshamn (ports)	n.a.	n.a.	n.a.	n.a.	n.a	n.a
	Oxelösund (ports)	1 946	904	653	1 187	81.7%	-39.0%
	Skellefteå	466	591	566	592	4.5%	26.8%
	Stenungsund (Ports)	2 662	2 698	2 698	2 700	0.1%	1.4%
	Stockholm	623	584	504	547	8.7%	-12.2%
	Sundsvall	586	715	539	559	3.7%	-4.6%
	Västerås	543	467	444	494	11.4%	-8.9%
	TOTAL SELECTED PORTS	40289	35570	36985	35203	-4.8%	-12.6%
UNITED KINGDOM	Aberdeen	1 952	1 891	2 041	1 985	-2.7%	1.7%
	Belfast	2 485	2 078	2 151	2 166	0.7%	-12.9%
	Bristol	1 621	1 890	2 101	2 386	13.6%	47.2%
	Cardiff	1 060	917	859	901	4.9%	-15.0%
	Clydeport	4 794	5 107	5 971	5 828	-2.4%	21.6%
	Cromarty Firth	3 460	3 768	2 396	3 175	32.5%	-8.2%
	Dundee	494	573	469	376	-19.8%	-23.9%
	Forth	29 403	23 348	20 714	22 029	6.4%	-25.1%
	Hull	1 721	1 498	1 585	1 758	10.9%	2.2%
	Immingham	22 059	21 248	23 314	22 315	-4.3%	1.2%
	Kirkwall	2 997	2 094	1 485	805	-45.8%	-73.1%
	Liverpool	11 005	12 523	12 572	10 933	-13.0%	-0.7%
	London	19 636	19 812	15 519	12 584	-18.9%	-35.9%
	Londonderry	722	640	691	644	-6.7%	-10.8%
	Manchester	5 315	5 520	4 881	5 060	3.7%	-4.8%
	Medway	4 772	7 248	4 010	2 405	-40.0%	-49.6%
	Milford Haven	41 666	47 872	39 052	40 265	3.1%	-3.4%
	Newhaven	300	203	208	n.a.	n.a	n.a
	Plymouth	1 267	1 247	1 265	1 291	2.1%	1.9%
	River Hull & Humber	9 039	9 371	9 295	8 730	-6.1%	-3.4%
	Southampton	27 750	25 307	26 604	24 042	-9.6%	-13.4%
	Sullom Voe	11 204	10 120	11 343	6 357	-44.0%	-43.3%
	Tees & Hartlepool	24 731	24 509	20 793	19 136	-8.0%	-22.6%
	TOTAL SELECTED PORTS	229455	228782	209316	195172	-6.8%	-14.9%

Dry bulk traffic for selected European ports (1000 tonnes)

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
BELGIUM	Antwerp	19 438	18 996	18 774	14 230	-24,2%	-26,8%
	Ghent	18 159	17 535	16 817	16 652	-1,0%	-8,3%
	Ostend	681	443	843	468	-44,5%	-31,3%
	Zeebrugge	1 534	1 538	1 521	1 281	-15,8%	-16,4%
	TOTAL SELECTED PORTS	39812	38511	37955	32631	-14,0%	-18,0%
BULGARIA	Burgas	2 285	2 342	2 255	2 733	21,2%	19,6%
	Varna	6 864	8 098	7 441	8 883	19,4%	29,4%
	TOTAL SELECTED PORTS	9149	10440	9695	11616	19,8%	27,0%
CROATIA	Bakar	661	669	1 002	272	-72,9%	-58,9%
	Ploce	3 615	3 404	1 493	1 567	4,9%	-56,7%
	Rabac	524	n.a.	n.a.	n.a.	n.a.	n.a.
	Raša - Bršica	1 866	1 098	547	401	-26,7%	-78,5%
	Rijeka	340	348	441	404	-8,5%	18,8%
	Split	1 684	1 125	1 493	1 667	11,6%	-1,0%
	TOTAL SELECTED PORTS	8690	6644	2482	4311	73,7%	-50,4%
CYPRUS	Larnaka (Larnaca)	635	571	564	608	7,8%	-4,3%
	Vasiliko (Vasiliko)	394	374	525	1 412	168,8%	258,3%
	TOTAL SELECTED PORTS	1029	945	1089	2020	85,5%	96,2%
DENMARK	Aabenraa	766	1 013	835	1 123	34,4%	46,6%
	Aalborg	922	907	1 082	937	-13,4%	1,7%
	Aalborg Portland (Cementfabrikken Rørdal)	1 396	1 711	1 800	1 848	2,7%	32,3%
	Århus	2 221	2 534	2 586	2 487	-3,8%	12,0%
	Asnæsværkets Havn	510	739	461	523	13,5%	2,4%
	Åvedgræværkets Havn	396	514	361	523	45,1%	32,2%
	Enstedværkets Havn	3 053	7 073	5 015	4 596	-8,4%	50,5%
	Esbjerg	871	1 310	1 484	1 752	18,0%	101,1%
	Fredericia (Og Shell-Havnen)	1 396	1 171	885	925	4,5%	-33,7%
	Kalundborg	801	694	672	832	23,8%	3,8%
	Kolding	802	857	989	910	-8,0%	13,6%
	Københavns Havn	1 584	1 808	1 471	2 030	38,0%	28,2%
	Køge	1 110	977	927	1 009	8,9%	-9,1%
	Nordjyllandsværkets Havn	1 022	895	458	846	84,7%	-17,2%
	Odense	1 884	1 564	1 941	1 684	-13,3%	-10,6%
	Randers	773	952	750	637	-15,0%	-17,6%
	Rønne	775	930	1 004	746	-25,7%	-3,7%
	Studstrupværkets Havn	850	1 148	929	1 128	21,4%	32,7%
	Thyborøn	473	783	954	666	-30,1%	40,9%
	TOTAL SELECTED PORTS	21605	27580	24604	25203	2,4%	16,7%
ESTONIA	Kunda	591	552	655	523	-20,2%	-11,6%
	Tallinn	5 500	3 987	4 076	3 210	-21,3%	-41,6%
	TOTAL SELECTED PORTS	6091	4539	4731	3733	-21,1%	-38,7%
FINLAND	Helsinki	777	964	931	883	-5,2%	13,7%
	Inkoo	1 229	1 679	1 359	1 211	-10,8%	-1,5%
	Inland Ports	1 309	1 427	1 383	1 439	4,0%	9,9%
	Kaskinen	411	380	351	475	35,4%	15,5%
	Kemi	619	383	337	440	30,4%	-29,0%
	Kokkola	4 590	5 987	5 869	6 374	8,6%	38,9%
	Kotka	3 281	n.a.	n.a.	n.a.	n.a.	n.a.
	Koverhar	1 072	1 020	372	66	-82,4%	-93,9%
	Loviisa	643	574	430	363	-15,8%	-43,6%
	Naantali	1 094	1 302	818	1 030	25,9%	-5,9%
	Oulu	485	566	506	509	0,5%	4,9%
	Parainen	753	802	723	855	18,3%	13,6%
	Pietarsaari	832	987	631	556	-11,8%	-33,2%
	Pori	3 639	3 781	2 395	2 927	22,3%	-19,6%
	Raahe	5 150	4 758	4 639	4 197	-9,5%	-18,5%
	Rauma	1 335	1 568	1 325	1 350	1,9%	1,1%
	Tornio	1 043	1 043	1 094	1 267	15,8%	21,4%
	Uusikaupunki	876	1 009	1 019	1 162	14,0%	32,8%
	Vaasa	580	814	434	530	22,1%	-8,6%
	TOTAL SELECTED PORTS	29719	29045	24616	25634	4,1%	-13,7%
FRANCE	Bayonne	1 564	2 149	2 012	399	-80,2%	-74,5%
	Bordeaux	2 649	2 649	2 534	1 975	-22,0%	-25,4%
	Brest	1 411	1 147	691	541	-21,7%	-61,7%
	Caen	741	622	524	472	-9,8%	-36,3%
	Dieppe	359	270	337	0	-100,0%	-100,0%
	Dunkerque	22 712	23 771	23 547	19 014	-19,3%	-16,3%
	Guadeloupe (Guadeloupe)	793	991	1 069	262	-75,5%	-67,0%
	La Rochelle	4 809	4 846	4 642	2 011	-56,7%	-58,2%
	Le Havre	3 396	3 058	2 827	1 436	-49,2%	-57,7%
	Lorient	1 645	1 151	915	461	-49,6%	-72,0%
	Marseille	11 825	9 839	9 473	12 225	29,0%	3,4%
	Nantes Saint-Nazaire	8 121	7 692	7 486	5 293	-29,3%	-34,8%
	Port-la-Nouvelle	806	998	732	704	-3,8%	-12,6%
	Port Réunion (Réunion)	1 433	1 370	1 327	986	-25,7%	-31,2%
	Rouen	12 108	11 092	9 049	9 027	-0,2%	-25,4%
	Sète	1 092	1 103	1 095	784	-28,4%	-28,2%
	St Malo	1 094	696	235	210	-10,5%	-80,8%
	TOTAL SELECTED PORTS	76557	73442	68494	55800	-18,5%	-27,1%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
GERMANY	Brake	3 085	3 158	3 820	3 349	-12,3%	8,6%
	Bremen	7 653	7 682	8 621	8 053	-6,6%	5,2%
	Brunsbüttel	2 826	2 943	3 623	3 496	-3,5%	23,7%
	Bützfließ	2 656	3 188	3 310	2 950	-10,9%	11,1%
	Flensburg	n.a.	n.a.	n.a.	392	n.a.	n.a.
	Hamburg	25 844	25 418	25 357	27 702	9,2%	7,2%
	Kiel	909	689	686	500	-27,2%	-45,0%
	Lübeck	1 026	850	835	875	4,8%	-14,7%
	Nordenham	2 679	3 477	2 885	2 234	-22,6%	-16,6%
	Rostock	7 003	6 474	5 978	6 776	13,4%	-3,2%
	Wilhelmshaven	2 911	3 622	3 321	4 381	31,9%	50,5%
	Wismar	1 856	1 854	2 300	2 068	-10,1%	11,4%
	TOTAL SELECTED PORTS	2010	59356	60736	62776	3,4%	3023,2%
GREECE	Aliverio	1 583	1 425	1 255	1 593	27,0%	0,7%
	Almyros (Amaliapoli) Volou	3407	2270	n.a.	n.a.	n.a.	n.a.
	Antikyra	1 655	1 760	1 512	1 635	8,1%	-1,2%
	Chalkida	708	579	480	n.a.	n.a.	n.a.
	Eleusina	2 070	1 029	1 847	2 111	14,3%	2,0%
	Heraklio	423	255	243	186	-23,4%	-55,9%
	Igoumenitsa	227	159	79	95	20,9%	-58,1%
	Kavala	1 132	908	589	751	27,6%	-33,7%
	Larymna	2 995	3 812	3 978	3 238	-18,6%	8,1%
	Milos Island	1 921	1 768	1 640	1 536	-6,4%	-20,0%
	Thessaloniki	3 970	3 533	3 839	3 663	-4,6%	-7,7%
	Volos	4 499	3 289	4 045	4 357	7,7%	-3,1%
	TOTAL SELECTED PORTS	24590	20785	19506	19166	-1,7%	-22,1%
IRELAND	Cork	1 630	1 543	1 759	1 979	12,5%	21,4%
	Dublin	1 488	1 639	1 813	1 999	10,2%	34,3%
	Limerick	7 965	8 694	8 938	9 105	1,9%	14,3%
	Waterford	785	795	814	1 010	24,1%	28,6%
	TOTAL SELECTED PORTS	11870	12670	13325	14092	5,8%	18,7%
ITALY	Ancona	854	398	618	587	-5,1%	-31,3%
	Augusta	292	202	158	824	422,4%	182,0%
	Bari	2 125	1 606	1 247	1 413	13,2%	-33,5%
	Barletta	533	625	640	591	-7,7%	10,9%
	Brindisi	4 534	6 247	6 360	4 572	-28,1%	0,8%
	Chioggia	1 863	1 772	552	1 536	178,1%	-17,5%
	Civitavecchia	805	941	4 633	3 573	-22,9%	343,9%
	Gaeta	424	603	578	916	58,4%	115,9%
	Genova	2 695	2 034	1 829	1 382	-24,4%	-48,7%
	La Spezia	1 729	1 573	1 571	1 835	16,8%	6,1%
	Manfredonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Marina Di Carrara	442	541	929	840	-9,6%	90,2%
	Monfalcone	796	1 351	337	456	35,3%	-42,7%
	Oriстано	988	1 191	1 110	965	-13,0%	-2,4%
	Other - Italy	43	1	n.a.	n.a.	n.a.	n.a.
	Piombino	3 290	3 121	3 696	2 980	-19,4%	-9,4%
	Porto Torres	1 788	1 733	1 323	1 026	-22,4%	-42,6%
	Portovesme	1 551	1 511	1 674	662	-60,5%	-57,3%
	Pozzallo	1 128	822	764	715	-6,4%	-36,6%
	Ravenna	9 574	8 321	9 469	8 394	-11,4%	-12,3%
	Savona - Vado	3 458	3 777	3 908	3 137	-19,7%	-9,3%
	Taranto	15 428	21 850	18 754	13 327	-28,9%	-13,6%
	Trieste	653	1 362	1 656	1 330	-19,7%	103,7%
	Venezia	8 012	8 250	8 162	6 711	-17,8%	-16,2%
	TOTAL SELECTED PORTS	63005	69833	69968	57770	-17,4%	-8,3%
LATVIA	Liepaja	1 849	2 333	3 942	2 774	-29,6%	50,0%
	Riga	16 683	19 189	20 804	20 646	-0,8%	23,8%
	Ventspils	7 965	10 117	10 641	9 709	-8,8%	21,9%
	TOTAL SELECTED PORTS	26497	31639	35387	33129	-6,4%	25,0%
LITHUANIA	Klaipeda	11 773	14 511	14 064	14 034	-0,2%	19,2%
	TOTAL SELECTED PORTS	11773	14511	14064	14034	-0,2%	19,2%
MALTA	Malta (Valletta)	498	395	465	431	-7,4%	-13,6%
	TOTAL SELECTED PORTS	498	395	465	431	-7,4%	-13,6%
NETHERLANDS	Amsterdam	31 513	24 174	18 757	40 128	113,9%	27,3%
	Delfzijl/Eemshaven	2 346	1 926	1 988	1 747	-12,1%	-25,5%
	Dordrecht	2 347	2 279	1 691	731	-56,8%	-68,8%
	Harlingen	880	156	223	55	-75,4%	-93,8%
	Moerdijk	1 610	2 079	1 425	1 425	0,0%	-11,5%
	Rotterdam	81 190	84 772	71 396	83 736	17,3%	3,1%
	Terneuzen	3 717	4 039	4 918	4 252	-13,6%	14,4%
	Velsen/IJmuiden	14 608	19 998	20 197	n.a.	n.a.	n.a.
	Vlissingen	5 041	7 393	5 360	4 911	-8,4%	-2,6%
	TOTAL SELECTED PORTS	143251	146815	125956	136985	8,8%	-4,4%
NORWAY	Bergen	2 628	2 642	2 843	3 254	14,4%	23,8%
	Brønnøy	2 144	2 107	1 917	1 794	-6,4%	-16,4%
	Drammen	978	1 167	1 275	1 302	2,1%	33,1%
	Fredrikstad/Sarpsborg	1 196	1 125	1 053	1 033	-1,9%	-13,6%
	Haugesund	2 413	2 797	2 275	1 549	-31,9%	-35,8%
	Kristiansund N/Grip	1 639	1 880	2 257	2 895	28,3%	76,6%
	Mo i Rana/Rana	2 285	2 238	2 708	2 536	-6,3%	11,0%
	Molde	2 793	2 969	2 927	2 790	-4,7%	-0,1%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
	Narvik	17 544	17 644	19 361	19 781	2,2%	12,7%
	Oslo	1 019	1 337	1 311	1 447	10,4%	42,0%
	Other - Norway	11 154	16 221	14 662	17 876	21,9%	60,3%
	Porsgrunn	5 903	6 026	6 372	n.a.	n.a.	n.a.
	Stavanger	1 123	1 153	1 035	829	-19,9%	-26,2%
	Trondheim/Flakk	781	992	846	1 763	108,3%	125,7%
	Verdal/Levanger	821	809	773	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	54422	61106	61614	58849	-4,5%	8,1%
POLAND	Gdansk	6 664	7 017	6 959	8 337	19,8%	25,1%
	Gdynia	5 322	5 375	5 625	6 744	19,9%	26,7%
	Police	1 802	1 949	1 628	1 263	-22,4%	-29,9%
	Swinoujscie	5 252	4 650	5 115	5 706	11,6%	8,6%
	Szczecin	5 050	4 821	4 362	4 550	4,3%	-9,9%
	TOTAL SELECTED PORTS	24090	23813	23688	26599	12,3%	10,4%
PORTUGAL	Aveiro	1 649	1 296	1 098	1 367	24,5%	-17,1%
	Leixões	2 229	2 503	2 169	2 095	-3,4%	-6,0%
	Lisboa	4 698	4 625	4 269	4 817	12,8%	2,5%
	Setúbal	3 841	3 115	2 646	2 817	6,5%	-26,7%
	Sines	2 996	4 042	5 407	4 615	-14,6%	54,0%
	TOTAL SELECTED PORTS	15412	15581	15589		-100,0%	-100,0%
ROMANIA	Constanta	17 043	16 903	18 400	20 613	12,0%	20,9%
	TOTAL SELECTED PORTS	17043	16903	18400	20613	12,0%	20,9%
SLOVENIA	Koper	6 219	6 506	7 200	6 868	-4,6%	10,4%
	TOTAL SELECTED PORTS	6219	6506	7200	n.a.	n.a.	n.a.
SPAIN	Algeciras	1 471	1 458	1 874	1 545	-17,6%	5,0%
	Alicante	727	721	717	941	31,2%	29,5%
	Almería	3 213	3 931	4 704	4 163	-11,5%	29,6%
	Avilés	2 747	3 297	3 386	2 807	-17,1%	2,2%
	Barcelona	3 535	3 539	4 656	4 325	-7,1%	22,3%
	Bilbao	4 452	4 000	4 262	4 424	3,8%	-0,6%
	Cádiz	1 687	1 949	1 815	1 864	2,7%	10,5%
	Cartagena	3 114	3 665	4 880	4 516	-7,5%	45,0%
	Castellón	2 941	3 245	3 114	3 103	-0,4%	5,5%
	Ferrol	7 435	8 686	10 505	8 999	-14,3%	21,0%
	Gijón	13 394	12 574	14 482	14 860	2,6%	10,9%
	Huelva	5 394	4 459	4 831	4 213	-12,8%	-21,9%
	La Coruña	3 192	3 472	4 180	3 688	-11,8%	15,6%
	Las Palmas	750	522	375	335	-10,7%	-55,3%
	Málaga	773	894	782	869	11,1%	12,4%
	Marín-Pontevedra	961	854	806	826	2,5%	-14,0%
	Palma Mallorca	1 855	1 637	1 618	1 310	-19,1%	-29,4%
	Pasajes	1 657	1 247	1 420	1 212	-14,6%	-26,8%
	Santa Cruz de Tenerife	732	782	567	488	-14,0%	-33,3%
	Santander	2 880	3 060	3 237	2 989	-7,7%	3,8%
	Sevilla	2 133	1 998	1 813	1 825	0,7%	-14,5%
	Tarragona	9 452	9 286	10 889	7 375	-32,3%	-22,0%
	Valencia	2 591	2 374	2 177	2 441	12,1%	-5,8%
	TOTAL SELECTED PORTS	77086	77648	87093	79119	-9,2%	2,6%
SWEDEN	Gävle	559	579	527	492	-6,7%	-12,0%
	Halmstad	716	686	1 119	438	-60,9%	-38,8%
	Helsingborg	760	553	418	216	-48,3%	-71,5%
	Karlshamn	1 782	1 346	815	698	-14,4%	-60,8%
	Köping	665	670	665	619	-6,9%	-6,9%
	Luleå	8 508	8 228	7 445	7 331	-1,5%	-13,8%
	Malmö	929	1 086	917	1 016	10,8%	9,4%
	Oxelösund (ports)	4 097	3 178	2 319	2 532	9,2%	-38,2%
	Skellefteå	852	882	879	769	-12,5%	-9,7%
	Stockholm	791	883	769	723	-5,9%	-8,6%
	Uddevalla	420	475	416	384	-7,7%	-8,7%
	Västerås	702	745	744	594	-20,1%	-15,4%
	TOTAL SELECTED PORTS	20781	19311	17034	15813	-7,2%	-23,9%
UNITED KINGDOM	Belfast	3 894	4 026	4 715	6 722	42,6%	72,6%
	Bristol	4 167	4 887	7 315	6 738	-7,9%	61,7%
	Cardiff	635	590	449	290	-35,4%	-54,3%
	Clydeport	6 852	7 579	8 748	8 323	-4,9%	21,5%
	Forth	1 897	1 385	1 294	1 167	-9,8%	-38,5%
	Fowey	773	688	641	656	2,3%	-15,2%
	Glensanda	5 846	6 060	5 541	5 746	3,7%	-1,7%
	Hull	2 036	1 900	2 655	3 396	27,9%	66,8%
	Immingham	17 017	20 556	22 544	23 953	6,3%	40,8%
	Ipswich	2 152	1 947	1 646	1 497	-9,1%	-30,5%
	Liverpool	6 668	8 117	8 701	7 998	-8,1%	19,9%
	London	10 963	11 635	11 401	11 568	1,5%	5,5%
	Londonderry	938	989	895	1 127	26,0%	20,1%
	Manchester	1 665	1 747	1 487	2 344	57,6%	40,8%
	Medway	3 297	3 404	4 241	2 132	-49,7%	-35,3%
	Newport, Gwent	850	599	1 123	1 209	7,7%	42,3%
	Plymouth	818	781	1 000	790	-21,0%	-3,3%
	Port Talbot	8 829	7 051	5 404	8 475	56,8%	-4,0%
	River Hull & Humber	815	641	794	725	-8,7%	-11,1%
	Shoreham	1 458	1 695	1 493	1 250	-16,3%	-14,2%
	Southampton	2 242	2 141	1 661	1 629	-1,9%	-27,4%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
	Tees & Hartlepool	6 072	5 882	6 873	11 613	69,0%	91,3%
	Trent River	676	589	522	575	10,3%	-14,9%
	Tyne	1 748	3 594	4 821	6 423	33,2%	267,5%
	TOTAL SELECTED PORTS	92309	98483	105965	116348	9,8%	26,0%

Roro traffic for selected European ports

Ro Ro, mobile self-propelled units and other Ro Ro, mobile non-self-propelled units (1000 tonnes)

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
BELGIUM	Antwerp	5 480	5 842	6 668	5 838	-12,4%	6,5%
	Ghent	1 825	1 796	1 698	1 967	15,8%	7,8%
	Ostend	3 365	2 240	1 806	440	-75,6%	-86,9%
	Zeebrugge	12 997	12 993	12 321	12 591	2,2%	-3,1%
	TOTAL SELECTED PORTS	23 667	22 871	22 494	20 836	-7,4%	-12,0%
CROATIA	Split	600	536	752	535	-28,9%	-10,9%
	TOTAL SELECTED PORTS	600	536	752	535	-28,9%	-10,9%
CYPRUS	Lemesos (Limassol)	273	193	133	115	-13,3%	-57,9%
	TOTAL SELECTED PORTS	273	193	n.a.	115	n.a.	-57,9%
DENMARK	Århus	2 424	2 145	1 457	1 185	-18,7%	-51,1%
	Esbjerg	1 677	1 762	1 757	1 796	2,3%	7,1%
	Fredericia (Og Shell-Havnen)	305	334	357	323	-9,5%	6,1%
	Frederikshavn	2 173	2 162	2 211	2 207	-0,1%	1,6%
	Gedser	1 401	1 524	1 507	1 529	1,5%	9,1%
	Grenå	563	595	610	591	-3,2%	4,9%
	Helsingør (Elsinore)	3 990	4 014	3 979	3 964	-0,4%	-0,6%
	Hirtshals	1 184	1 239	1 287	1 308	1,7%	10,6%
	Kalundborg	2 154	1 833	1 169	873	-25,3%	-59,5%
	København Havn	301	272	322	357	10,9%	18,7%
	Køge	350	401	375	403	7,3%	15,0%
	Rødby (Færgehavn)	5 832	6 057	6 140	6 463	5,3%	10,8%
	Rønne	443	517	478	501	4,8%	13,1%
	TOTAL SELECTED PORTS	22796	22855	21649	21502	-0,7%	-5,7%
FINLAND	Hamina	280	n.a.	n.a.	n.a.	n.a.	n.a.
	Hanko	1 641	2 417	2 600	3 013	15,9%	83,6%
	Helsinki	6 271	7 104	6 741	6 541	-3,0%	4,3%
	Kemi	563	615	429	392	-8,8%	-30,5%
	Kotka	612	n.a.	n.a.	n.a.	n.a.	n.a.
	Naantali	2 203	2 125	1 912	1 713	-10,4%	-22,3%
	Oulu	974	1 010	824	826	0,2%	-15,2%
	Turku	1 986	2 002	1 872	2 051	9,6%	3,3%
	Vaasa	244	226	232	253	9,0%	4,0%
	TOTAL SELECTED PORTS	14774	15499	14610	4843	-66,8%	-67,2%
FRANCE	Ajaccio		n.a.	n.a.	476	n.a.	n.a.
	Bastia	1 155	1 379	1 217	1 142	-6,2%	-1,2%
	Caen	1 575	1 474	1 341	1 241	-7,5%	-21,3%
	Calais	17 500	18 229	15 007	15 227	1,5%	-13,0%
	Cherbourg	985	802	705	719	2,0%	-27,1%
	Dieppe	47	561	512	567	10,8%	1102,4%
	Le Havre	881	927	880	471	-46,4%	-46,5%
	Marseille	2 358	2 221	4 772	4 654	-2,5%	97,4%
	Nantes Saint-Nazaire	259	663	875	1 017	16,1%	293,2%
	St Malo	208	179	38	83	116,5%	-59,9%
	Toulon	70	182	880	913	3,7%	1201,4%
	TOTAL SELECTED PORTS	25039	26617	26227	26033	-0,7%	4,0%
GERMANY	Bremerhaven	2 744	3 723	4 022	3 964	-1,5%	44,5%
	Cuxhaven	1 218	1 373	1 339	1 355	1,2%	11,3%
	Emden	1 555	1 854	1 869	1 852	-1,0%	19,1%
	Hamburg	526	567	676	640	-5,3%	21,7%
	Kiel	2 076	2 693	2 558	2 449	-4,3%	18,0%
	Lübeck	14 257	14 486	14 047	13 769	-2,0%	-3,4%
	Puttgarden	3 990	4 282	4 639	4 784	3,1%	19,9%
	Rostock	6 269	6 982	6 336	6 337	0,0%	1,1%
	Sassnitz	1 603	1 550	1 257	1 255	-0,2%	-21,7%
	TOTAL SELECTED PORTS	34236	37510	36744	36404	-0,9%	6,3%
GREECE	Antirio	1 736	2 008	1 920	1 695	-11,7%	-2,4%
	Corfu	320	n.a.	n.a.	n.a.	n.a.	n.a.
	Heraklio	1 885	1 782	1 692	1 913	13,1%	1,5%
	Igoumenitsa	2 293	2 283	2 199	2 203	0,2%	-3,9%
	Megara	230	481	405	370	-8,6%	60,8%
	Paloukia Salaminas	1 596	1 564	1 437	1 394	-3,0%	-12,7%
	Patras	2 919	2 635	2 169	2 388	10,1%	-18,2%
	Perama	1 596	1 564	1 437	1 394	-3,0%	-12,7%
	Piraeus	4 216	3 906	4 069	4 199	3,2%	-0,4%
	Rhodes	na	n.a.	n.a.	n.a.	n.a.	n.a.
	Rio	1 736	2 008	1 920	1 695	-11,7%	-2,4%
	TOTAL SELECTED PORTS	18527	18231	17248	17251	0,0%	-6,9%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
IRELAND	Dublin	9 664	9 760	9 691	10 152	4,8%	5,1%
	TOTAL SELECTED PORTS	9664	9760	9691	10152	4,8%	5,1%
ITALY	Ancona	2 404	2 425	2 238	2 053	-8,3%	-14,6%
	Bari	1 482	1 769	1 430	1 341	-6,2%	-9,6%
	Brindisi	902	608	618	984	59,3%	9,1%
	Cagliari	2 194	3 629	3 641	3 150	-13,5%	43,6%
	Civitavecchia	2 863	3 514	3 531	3 695	4,6%	29,1%
	Genova	7 164	8 518	8 117	7 829	-3,5%	9,3%
	Gioia Tauro	58	29	81	245	203,5%	326,5%
	Livorno	6 968	8 203	6 728	7 597	12,9%	9,0%
	Messina	9 997	9 482	8 952	9 109	1,8%	-8,9%
	Monfalcone	377	415	1 015	1 021	0,6%	170,7%
	Napoli	4 111	4 194	3 442	3 754	9,1%	-8,7%
	Olbia	8 985	8 127	6 769	6 014	-11,2%	-33,1%
	Palermo	4 045	4 720	5 366	5 434	1,3%	34,3%
	Piombino	2 384	2 540	2 623	2 656	1,3%	11,4%
	Porto Torres	2 087	2 122	1 771	1 901	7,4%	-8,9%
	Salerno	3 148	4 420	4 184	3 767	-9,9%	19,7%
	Taranto	3 437	5 283	4 255	1 411	-66,8%	-59,0%
	Trapani	732	704	368	315	-14,6%	-57,0%
	Trieste	7 271	6 658	6 523	6 000	-8,0%	-17,5%
	Venezia	1 021	1 165	1 278	1 094	-14,4%	7,2%
	TOTAL SELECTED PORTS	71630	78525	72930	69370	-4,9%	-3,2%
LATVIA	Riga	360	173	185	200	7,9%	-44,5%
	Ventspils	1 250	1 825	1 808	1 823	0,8%	45,8%
	TOTAL SELECTED PORTS	1610	1998	1993	2022	1,5%	25,6%
LITHUANIA	Klaipeda	2 536	2 858	2 919	2 828	-3,1%	11,5%
	TOTAL SELECTED PORTS	2536	2858	2919	2828	-3,1%	11,5%
MALTA	Malta (Valletta)	301	371	456	450	-1,2%	49,4%
	TOTAL SELECTED PORTS	301	371	456	450	-1,2%	49,4%
NETHERLANDS	Amsterdam	227	2 500	1 158	901	-22,3%	296,9%
	Rotterdam	8 136	15 359	14 015	12 890	-8,0%	58,4%
	Velsen/IJmuiden	383	189	173	n.a.	n.a.	n.a.
	Vlaardingen	4 242	9	1 551	1 760	13,5%	-58,5%
	Vlissingen	1 092	2 245	1 042	1 179	13,1%	8,0%
	TOTAL SELECTED PORTS	14080	20302	17941	16730	-6,7%	18,8%
NORWAY	Haugesund	2 184	2 475	2 129	2 551	19,8%	16,8%
	Kristiansand S	490	485	502	492	-2,0%	0,4%
	Larvik	553	561	526	548	4,3%	-0,8%
	Oslo	758	723	691	694	0,4%	-8,4%
	Porsgrunn, Rafnes, Herøya, Brevik, Skien, Langesund, Voldsfjorden	269	261	268	0	-100,0%	-100,0%
	Sandefjord	214	213	168	161	-4,5%	-24,8%
	Stavanger, Sola/Risavik, Forus, Dusavik, Mekjarvik	3 038	3 236	3 110	4 675	50,3%	53,9%
	TOTAL SELECTED PORTS	7504	7954	7394	9121	23,4%	21,5%
POLAND	Gdansk	361	348	295	133	-54,9%	-63,1%
	Gdynia	1 539	1 571	1 536	1 710	11,3%	11,1%
	Swinoujscie	3 950	4 281	4 403	4 529	2,9%	14,7%
	TOTAL SELECTED PORTS	5849	6200	6233	6372	2,2%	8,9%
PORTUGAL	Setúbal	255	265	211	198	-6,4%	-22,3%
	TOTAL SELECTED PORTS	255	265	211	198	-6,4%	-22,3%
SPAIN	Algeciras	804	792	1 059	1 148	8,4%	42,8%
	Almería	238	158	162	142	-12,2%	-40,4%
	Barcelona	4 409	4 669	4 648	4 945	6,4%	12,2%
	Cádiz	554	181	96	39	-59,2%	-92,9%
	Ceuta	346	346	392	384	-1,9%	11,2%
	Las Palmas	1 399	1 550	1 608	1 651	2,7%	18,0%
	Málaga	250	164	157	179	13,6%	-28,7%
	Melilla	302	204	239	244	2,0%	-19,1%
	Palma Mallorca	2 876	3 167	3 686	3 857	4,6%	34,1%
	Pasajes	362	388	305	307	0,6%	-15,2%
	Santa Cruz de Tenerife	1 467	1 572	1 779	1 698	-4,5%	15,7%
	Santander	725	731	652	752	15,5%	3,7%
	Tarragona	148	92	93	97	4,8%	-34,6%
	Vigo	645	664	609	667	9,5%	3,4%
	TOTAL SELECTED PORTS	14526	14677	15485	16111	4,0%	10,9%
SWEDEN	Göteborg	11 615	11 021	9 499	9 186	-3,3%	-20,9%
	Helsingborg	4 167	4 884	4 543	4 147	-8,7%	-0,5%
	Kappelskär	2 518	2 578	2 376	2 231	-6,1%	-11,4%
	Karlshamn	1 353	1 634	1 781	1 573	-11,7%	16,2%
	Karlskrona	961	1 015	1 103	1 163	5,5%	21,0%
	Malmö	3 523	3 884	4 096	4 309	5,2%	22,3%
	Nynäshamn (ports)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Oskarshamn	293	306	293	278	-5,0%	-5,1%
	Stockholm	2 634	2 680	2 659	2 868	7,9%	8,9%
	Trelleborg	10 638	10 652	10 075	9 769	-3,0%	-8,2%
	Umeå	218	194	229	282	23,1%	29,3%
	Varberg	147	157	131	129	-1,6%	-12,4%
	Ystad	2 575	2 863	2 776	3 069	10,6%	19,2%
	TOTAL SELECTED PORTS	40643	41869	39559	39004	-1,4%	-4,0%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
UNITED KINGDOM	Aberdeen	224	260	301	300	-0,4%	34,0%
	Belfast	4 557	5 387	6 281	5 837	-7,1%	28,1%
	Bristol	636	685	516	581	12,6%	-8,7%
	Cairnryan	2 632	2 932	2 610	2 364	-9,4%	-10,2%
	Dover	23 661	23 807	22 439	24 872	10,8%	5,1%
	Felixstowe	1 870	2 735	2 335	2 679	14,7%	43,3%
	Fishguard	416	345	323	331	2,3%	-20,6%
	Fleetwood	1 137	n.a.	n.a.	n.a.	n.a.	n.a.
	Forth	767	632	533	583	9,5%	-23,9%
	Harwich	2 591	2 533	2 745	2 983	8,7%	15,1%
	Heysham	3 355	4 234	3 949	3 793	-3,9%	13,1%
	Holyhead	2 617	3 089	3 022	3 183	5,3%	21,6%
	Hull	3 354	3 302	3 061	2 773	-9,4%	-17,3%
	Immingham	13 273	13 651	12 427	14 549	17,1%	9,6%
	Ipswich	434	370	367	n.a.	n.a.	n.a.
	Larne	4 609	4 373	2 893	2 366	-18,2%	-48,7%
	Liverpool	6 950	6 385	6 344	6 649	4,8%	-4,3%
	London	8 948	8 953	10 064	7 617	-24,3%	-14,9%
	Medway	427	417	619	648	4,7%	51,8%
	Milford Haven	1 051	789	740	801	8,3%	-23,8%
	Newhaven	523	551	584	537	-8,1%	2,7%
	Poole	488	496	388	270	-30,5%	-44,7%
	Portsmouth	2 704	2 773	2 564	2 438	-4,9%	-9,9%
	Ramsgate	1 703	1 076	868	208	-76,0%	-87,8%
	Southampton	1 139	1 326	1 656	1 793	8,3%	57,4%
	Stranraer	1 017	986	1 815	1 783	-1,7%	75,3%
	Tees & Hartlepool	2 068	2 113	1 826	1 739	-4,8%	-15,9%
	Tyne	867	994	1 014	996	-1,8%	14,9%
	Warrenpoint	1 835	1 948	1 850	1 937	4,7%	5,5%
	TOTAL SELECTED PORTS	95853	97140	94135	94609	0,5%	-1,3%

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
BELGIUM	Antwerp	10 984	12 398	10 634	9 861	-7,3%	-10,2%
	Gent (Ghent)	3 207	3 422	3 186	3 156	-0,9%	-1,6%
	Oostende (Ostend)	841	843	415	680	63,8%	-19,1%
	Zeebrugge	1 078	1 137	1 359	1 672	23,0%	55,2%
	TOTAL SELECTED PORTS	16 110	17 799	15 594	15 370	-1,4%	-4,6%
BULGARIA	Burgas	1 211	1 555	1 670	1 728	3,5%	42,7%
	Varna	786	860	976	1 104	13,1%	40,4%
	TOTAL SELECTED PORTS	1 998	2 414	2 646	2 833	7,1%	41,8%
CROATIA	Ploče	285	346	378	451	19,2%	58,1%
	Rijeka	862	758	941	1 282	36,1%	48,7%
	TOTAL SELECTED PORTS	1 147	1 104	1 319	1 732	31,3%	51,0%
CYPRUS	Larnaka (Larnaca)	149	108	107	51	-52,5%	-65,9%
	Lemesos (Limassol)	337	253	150	127	-15,4%	-62,4%
	TOTAL SELECTED PORTS	486	361	256	177	-30,9%	-63,5%
DENMARK	Aalborg	196	258	294	328	11,5%	67,6%
	Århus	168	128	142	155	8,9%	-8,0%
	Avedøreværkets Havn	688	618	809	808	-0,1%	17,4%
	Esbjerg	251	269	366	397	8,5%	58,4%
	Fredericia (Og Shell-Havnen)	196	194	123	146	18,2%	-25,7%
	Grenå	125	100	178	248	39,2%	98,2%
	Kolding	154	187	188	150	-20,2%	-2,8%
	Københavns Havn	240	370	518	205	-60,4%	-14,4%
	Køge	158	149	125	136	9,5%	-13,8%
	Odense	91	103	98	101	2,1%	10,5%
	Randers	333	368	287	319	11,2%	-4,2%
	Vejle	267	331	292	283	-3,1%	5,9%
	TOTAL SELECTED PORTS	2867	3076	3420	3275	-4,2%	14,2%
ESTONIA	Kunda	1 034	1 242	1 128	1 155	2,4%	11,7%
	Pärnu	1 517	1 661	1 420	1 566	10,2%	3,2%
	Tallinn	463	754	505	597	18,3%	29,1%
	Vene-Balti	208	267	159	216	35,8%	4,0%
	TOTAL SELECTED PORTS	3223	3924	3212	3535	10,0%	9,7%
FINLAND	Hamina	659	n.a.	n.a.	n.a.	n.a.	n.a.
	Hanko	1 508	1 445	633	542	-14,4%	-64,1%
	Helsinki	335	353	331	328	-0,8%	-2,2%
	Inkoo	56	45	36	36	1,2%	-35,1%
	Inland Ports	353	339	335	327	-2,3%	-7,2%
	Kaskinen	566	533	467	480	2,7%	-15,2%
	Kemi	463	499	560	628	12,2%	35,6%
	Kokkola	533	497	486	510	4,8%	-4,4%
	Kotka	3 364	n.a.	n.a.	n.a.	n.a.	n.a.

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
	Koverhar	265	230	99	n.a.	n.a.	n.a.
	Loviisa	505	542	604	668	10,6%	32,4%
	Naantali	140	174	168	98	-41,7%	-30,3%
	Oulu	310	389	648	633	-2,3%	104,6%
	Pietarsaari	648	593	569	565	-0,7%	-12,8%
	Pori	364	459	421	345	-18,1%	-5,4%
	Raahe	746	633	591	558	-5,6%	-25,1%
	Rauma	2 748	2 587	2 469	2 266	-8,2%	-17,5%
	Tornio	595	528	688	823	19,6%	38,2%
	Turku	423	413	344	318	-7,6%	-24,9%
	Uusikaupunki	98	113	129	124	-4,0%	26,9%
	Vaasa	134	139	135	169	25,6%	26,2%
	TOTAL SELECTED PORTS	14813	10513	9712	9418	-3,0%	-36,4%
FRANCE	Bayonne	2 002	944	696	1 144	64,4%	-42,8%
	Bordeaux	218	136	135	159	17,3%	-27,2%
	Calais	108	67	60	3 904	6401,8%	3506,3%
	Dunkerque	6 368	6 919	6 787	511	-92,5%	-92,0%
	La Rochelle	874	888	913	412	-54,8%	-52,8%
	Le Havre	61	66	64	510	699,4%	737,8%
	Marseille	2 225	2 072	2 094	36	-98,3%	-98,4%
	Nantes Saint-Nazaire	565	413	395	10	-97,6%	-98,3%
	Port-la-Nouvelle	95	135	93	21	-77,4%	-78,0%
	Rouen	1 001	1 102	948	336	-64,6%	-66,4%
	Sète	144	190	193	143	-25,9%	-0,8%
	St Malo	251	495	180	772	328,9%	207,2%
	TOTAL SELECTED PORTS	13912	13426	12558	7958	-36,6%	-42,8%
GERMANY	Brake	1 570	1 694	1 848	1 672	-9,5%	6,5%
	Bremen	4 157	3 886	3 679	3 078	-16,3%	-26,0%
	Bremerhaven	818	929	1 015	1 033	1,7%	26,3%
	Cuxhaven	274	204	236	226	-4,5%	-17,7%
	Duisburg, Homburg, Walsum	727	632	814	954	17,3%	31,2%
	Emden	991	799	603	685	13,6%	-30,9%
	Hamburg	2 219	1 956	1 409	1 204	-14,6%	-45,7%
	Kiel	360	351	418	311	-25,5%	-13,7%
	Lübeck	543	517	413	588	42,4%	8,2%
	Nordenham	303	53	26	61	134,4%	-79,8%
	Rostock	1 367	1 273	1 334	1 716	28,6%	25,5%
	Wilhelmshaven	156	20	20	43	118,0%	-72,7%
	Wismar	1 500	1 316	1 373	1 661	21,0%	10,7%
	TOTAL SELECTED PORTS	14987	13630	13188	13232	0,3%	-11,7%
GREECE	Almyros (Amaliapoli) Volou	339	377	323	321	-0,6%	-5,5%
	Antikyra	101	276	308	191	-37,8%	88,3%
	Chalkida	495	476	370	n.a.	n.a.	n.a.
	Corfu	166	n.a.	n.a.	n.a.	n.a.	n.a.
	Eleusina	1 040	1 008	1 342	1 087	-19,0%	4,5%
	Heraklio	112	92	105	69	-34,5%	-38,7%
	Igoumenitsa	228	111	33	9	-73,5%	-96,2%
	Kavala	251	169	225	232	2,9%	-7,7%
	Patras	74	69	57	47	-17,7%	-37,1%
	Rhodes	115	n.a.	n.a.	n.a.	n.a.	n.a.
	Thessaloniki	910	1 001	655	593	-9,5%	-34,9%
	Volos	382	454	580	804	38,7%	110,6%
	TOTAL SELECTED PORTS	4215	4033	3996	3351	-16,1%	-20,5%
IRELAND	Cork	233	244	183	163	-11,2%	-30,0%
	Drogheda	33	114	80	100	24,7%	199,4%
	Dublin	67	76	59	39	-34,4%	-42,4%
	Limerick	87	76	59	104	76,2%	20,2%
	Waterford	71	79	52	52	0,6%	-26,3%
	TOTAL SELECTED PORTS	490	590	433	457	5,6%	-6,7%
ITALY	Augusta	127	18	59	50	-16,2%	-61,0%
	Bari	258	252	367	76	-79,2%	-70,5%
	Barletta	542	559	552	210	-61,9%	-61,3%
	Brindisi	871	1 131	745	885	18,7%	1,6%
	Cagliari	72	136	71	220	210,5%	204,2%
	Catania	244	138	239	300	25,4%	22,8%
	Chioggia	1 863	1 827	1 864	939	-49,6%	-49,6%
	Civitavecchia	1 175	118	267	192	-28,3%	-83,7%
	Gaeta	98	83	91	63	-30,2%	-35,7%
	Genova	476	1 916	831	612	-26,4%	28,5%
	La Spezia	638	850	304	183	-39,7%	-71,3%
	Livorno	1 522	1 195	1 375	1 627	18,3%	6,9%
	Marina Di Carrara	1 045	1 010	876	979	11,8%	-6,3%
	Messina	4	10	6	2	-60,3%	-38,5%
	Milazzo	121	225	128	58	-54,6%	-52,1%
	Monfalcone	1 963	1 756	2 457	2 531	3,0%	28,9%
	Napoli	1 019	840	584	387	-33,7%	-62,0%
	Olbia	37	154	311	84	-72,9%	127,0%
	Ortona	78	78	119	134	12,8%	71,6%
	Piombino	2 207	1 164	619	274	-55,8%	-87,6%
	Porto Nogaro	1 112	992	1 293	876	-32,3%	-21,2%
	Pozzallo	398	735	173	158	-9,0%	-60,4%
	Ravenna	4 385	6 008	4 257	5 531	29,9%	26,1%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
	Salerno	768	260	207	268	29,2%	-65,2%
	Savona - Vado	745	458	618	1 339	116,7%	79,8%
	Taranto	5 092	4 418	5 047	4 640	-8,1%	-8,9%
	Trieste	2 136	1 110	1 426	1 354	-5,0%	-36,6%
	Venezia	2 212	2 781	3 101	2 244	-27,6%	1,5%
	TOTAL SELECTED PORTS	31210	30222	27986	26215	-6,3%	-16,0%
LATVIA	Liepaja	1 695	1 481	2 312	892	-61,4%	-47,4%
	Riga	2 840	2 721	2 339	2 197	-6,1%	-22,6%
	Ventspils	894	857	577	504	-12,7%	-43,6%
	TOTAL SELECTED PORTS	5429	5060	5228	3593	-31,3%	-33,8%
LITHUANIA	Klaipeda	1 844	1 851	1 748	1 439	-17,7%	-21,9%
	TOTAL SELECTED PORTS	1844	1851	1748	1439	-17,7%	-21,9%
NETHERLANDS	Amsterdam	3 074	1 588	5 713	8 567	50,0%	178,7%
	Delfzijl/Eemshaven	533	309	2 254	821	-63,6%	54,0%
	Den Helder	265	48	150	153	2,0%	-42,2%
	Dordrecht	444	487	706	325	-54,0%	-26,8%
	Harlingen	117	26	125	124	-1,1%	5,5%
	Moerdijk	1 583	805	1 139	975	-14,4%	-38,4%
	Rotterdam	11 004	8 788	12 566	17 981	43,1%	63,4%
	Terneuzen	1 839	777	1 892	2 348	24,1%	27,7%
	Velsen/IJmuiden	2 056	947	1 411	n.a.	n.a.	n.a.
	Vlissingen	5 676	1 990	6 800	6 266	-7,8%	10,4%
	TOTAL SELECTED PORTS	26592	15763	32756	37561	14,7%	41,2%
NORWAY	Ålesund	510	345	339	286	-15,8%	-44,0%
	Bergen	1 884	1 955	2 621	1 267	-51,7%	-32,8%
	Florø/Flora	369	441	312	262	-16,0%	-29,1%
	Fredrikstad/Sarpsborg	266	320	330	273	-17,0%	2,8%
	Kristiansand S	126	110	102	85	-16,7%	-32,7%
	Kristiansund N/Grip	1 304	1 024	1 396	1 331	-4,7%	2,1%
	Larvik	129	59	113	110	-2,1%	-14,7%
	Molde	125	202	122	162	32,6%	29,2%
	Mo i Rana/Rana	1 032	1 226	1 340	1 174	-12,4%	13,8%
	Oslo	239	226	236	249	5,3%	4,1%
	Other - Norway	2 999	1 813	3 342	1 252	-62,6%	-58,3%
	Tromsø/Buvik	263	303	249	443	77,9%	68,5%
	Trondheim/Flakk	326	326	423	1 040	145,6%	218,6%
	Verdal/Levanger	682	655	676	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	10254	9006	11601	7932	-31,6%	-22,6%
POLAND	Gdansk	690	350	495	313	-36,7%	-54,6%
	Gdynia	649	576	547	641	17,1%	-1,2%
	Swinoujście	392	465	475	361	-24,0%	-7,9%
	Szczecin	1 595	1 825	1 907	1 815	-4,8%	13,8%
	TOTAL SELECTED PORTS	3327	3216	3424	3130	-8,6%	-5,9%
PORTUGAL	Aveiro	1 158	982	1 216	1 552	27,6%	34,0%
	Leixões	596	935	916	888	-3,0%	49,0%
	Lisboa	287	222	129	95	-26,4%	-66,9%
	Setúbal	1 693	2 166	2 179	2 893	32,8%	70,9%
	TOTAL SELECTED PORTS	3734	4306	4440	5428	22,2%	45,4%
ROMANIA	Constanta	2 937	3 402	3 566	4 899	37,4%	66,8%
	Galati	1 118	935	826	723	-12,5%	-35,4%
	TOTAL SELECTED PORTS	4055	4337	4392	5621	28,0%	38,6%
SLOVENIA	Koper	1 538	1 670	1 520	1 681	10,6%	9,3%
	TOTAL SELECTED PORTS	1538	1670	1520	1681	10,6%	9,3%
SPAIN	Algeciras	1 506	1 622	2 354	2 592	10,1%	72,2%
	Alicante	150	147	140	140	0,0%	-6,7%
	Almería	106	118	146	195	33,4%	83,8%
	Avilés	1 174	1 244	1 083	1 183	9,2%	0,8%
	Barcelona	621	688	778	876	12,6%	41,2%
	Bilbao	3 161	2 913	2 351	2 250	-4,3%	-28,8%
	Cádiz	111	178	215	229	6,1%	105,7%
	Cartagena	180	243	140	141	1,2%	-21,5%
	Castellón	455	407	354	332	-6,2%	-27,1%
	Ferrol	621	680	886	973	9,8%	56,8%
	Gijón	464	399	502	601	19,7%	29,7%
	Huelva	283	419	689	656	-4,8%	131,7%
	La Coruña	1 006	1 164	1 383	1 107	-19,9%	10,1%
	Las Palmas	583	709	675	471	-30,3%	-19,2%
	Marín-Pontevedra	572	627	695	748	7,5%	30,6%
	Motril	145	135	131	101	-22,6%	-30,1%
	Palma Mallorca	334	301	151	187	24,2%	-43,9%
	Pasajes	1 819	1 561	1 321	1 387	5,0%	-23,8%
	Santander	567	617	674	678	0,7%	19,7%
	Sevilla	638	752	962	956	-0,6%	49,9%
	Tarragona	641	1 083	958	896	-6,5%	39,7%
	Valencia	4 872	4 607	4 813	5 132	6,6%	5,4%
	Vigo	560	478	519	471	-9,3%	-15,9%
	Villagarcía (de Arosa)	127	165	223	224	0,1%	75,7%
	TOTAL SELECTED PORTS	20693	21259	22143	22526	1,7%	8,9%

		2010	2011	2012	2013	Growth 12/13	Growth 10/13
SWEDEN	Gävle	948	995	941	918	-2,4%	-3,2%
	Halmstad	596	606	577	419	-27,4%	-29,6%
	Helsingborg	243	224	442	567	28,2%	133,2%
	Husum	1 080	1 093	1 217	1 307	7,4%	21,0%
	Jättersön	1 360	1 448	1 234	1 239	0,4%	-8,8%
	Kalmar	353	405	359	234	-34,8%	-33,9%
	Karlshamn	594	629	528	461	-12,6%	-22,4%
	Köping	169	150	127	99	-22,2%	-41,2%
	Luleå	319	290	303	188	-38,1%	-41,2%
	Oskarshamn	402	375	330	332	0,5%	-17,4%
	Oxelösund (ports)	1 164	1 382	953	819	-14,0%	-29,6%
	Piteå	1 392	1 206	1 360	1 345	-1,1%	-3,4%
	Skellefteå	225	139	135	147	9,2%	-34,8%
	Sölvesborg	533	563	440	486	10,3%	-8,8%
	Stockholm	240	241	144	265	84,1%	10,3%
	Sundsvall	920	781	368	410	11,4%	-55,4%
	Uddevalla	449	477	279	238	-14,6%	-47,0%
	Umeå	971	993	930	840	-9,6%	-13,5%
	Varberg	861	792	859	972	13,2%	12,9%
	Västerås	249	209	167	113	-32,6%	-54,8%
	TOTAL SELECTED PORTS	13067	12997	11692	11398	-2,5%	-12,8%
UNITED KINGDOM	Aberdeen	1 294	1 256	1 536	1 319	-14,1%	1,9%
	Belfast	268	329	296	443	49,6%	65,5%
	Boston	507	477	620	584	-5,8%	15,2%
	Bristol	178	155	176	188	7,0%	5,8%
	Cardiff	387	360	381	385	1,1%	-0,6%
	Clydeport	127	145	110	132	20,4%	3,9%
	Dover	270	310	340	341	0,3%	26,4%
	Forth	256	469	522	272	-47,9%	6,0%
	Goole	1 032	1 065	1 000	979	-2,1%	-5,1%
	Great Yarmouth	126	181	229	261	14,1%	107,5%
	Hull	939	1 234	1 216	1 377	13,2%	46,7%
	Immingham	881	909	736	786	6,7%	-10,8%
	Ipswich	127	150	124	140	12,7%	10,0%
	Liverpool	530	715	619	908	46,7%	71,2%
	London	2 298	2 184	1 396	3 266	134,0%	42,1%
	Manchester	103	88	70	85	20,8%	-18,0%
	Medway	2 078	2 025	1 530	1 483	-3,1%	-28,6%
	Newport, Gwent	1 219	1 845	1 341	1 233	-8,1%	1,2%
	Peterhead	509	505	542	554	2,4%	9,0%
	Portsmouth	548	599	505	536	6,2%	-2,2%
	River Hull & Humber	180	175	194	220	13,6%	22,0%
	Shoreham	229	290	318	349	10,0%	52,8%
	Sunderland	106	143	101	217	114,3%	104,5%
	Tees & Hartlepool	882	646	2 443	3 376	38,2%	282,9%
	Tyne	232	192	205	246	19,8%	6,0%
	TOTAL SELECTED PORTS	15308	16446	16550	19681	18,9%	28,6%

Container traffic for selected European ports (in TEU)

TEU throughput in selected European ports - ranking based on TEU of 2011

Port	Country	2008	2009	2010	2011	% Growth 2010/2011	% Growth 2008/2011	TEU Growth 2010/2011	TEU Growth 2008/2011
Rotterdam	Netherlands	10.783.825	9.743.290	11.145.804	11.876.921	6,6%	10,1%	731.117	1.093.096
Hamburg	Germany	9.737.110	7.007.704	7.895.736	9.014.165	14,2%	-7,4%	1.118.429	-722.945
Antwerp	Belgium	8.662.891	7.309.639	8.468.475	8.663.947	2,3%	0,0%	195.472	1.056
Bremerhaven/Bremen	Germany	5.448.189	4.578.642	4.888.655	5.915.487	21,0%	8,6%	1.026.832	467.298
Valencia	Spain	3.602.112	3.653.890	4.206.937	4.327.371	2,9%	20,1%	120.434	725.259
Bahía de Algeciras	Spain	3.327.616	3.042.782	2.806.884	3.602.631	28,3%	8,3%	795.747	275.015
Felixstowe	United Kingdom	3.132.000	3.020.942	3.415.134	3.248.634	-4,9%	3,7%	-166.500	116.634
St-Petersburg	Russia	1.983.110	1.343.675	1.931.382	2.365.174	22,5%	19,3%	433.792	382.064
Marsaxlokk	Malta	2.337.000	2.260.000	2.370.729	2.360.000	-0,5%	1,0%	-10.729	23.000
Gioia Tauro	Italy	3.467.772	2.857.000	2.851.261	2.338.000	-18,0%	-32,6%	-513.261	-1.129.772
Le Havre	France	2.488.654	2.240.714	2.358.077	2.215.262	-6,1%	-11,0%	-142.815	-273.392
Zeebrugge	Belgium	2.209.715	2.328.198	2.499.756	2.206.681	-11,7%	-0,1%	-293.075	-3.034
Barcelona	Spain	2.569.549	1.800.662	1.931.033	2.013.967	4,3%	-21,6%	82.934	-555.582
Genoa	Italy	1.766.605	1.533.627	1.758.858	1.847.102	5,0%	4,6%	88.244	80.497
Piraeus	Greece	433.582	660.837	863.808	1.680.133	94,5%	287,5%	816.325	1.246.551
Southampton	United Kingdom	1.617.000	1.384.670	1.566.550	1.588.553	1,4%	-1,8%	22.003	-28.447
La Spezia	Italy	1.246.000	1.046.063	1.285.155	1.307.274	1,7%	4,9%	22.119	61.274
Las Palmas	Spain	1.312.120	1.007.207	1.113.262	1.287.389	15,6%	-1,9%	174.127	-24.731
Marseille	France	851.425	876.757	953.435	944.047	-1,0%	10,9%	-9.388	92.622
Gothenburg	Sweden	862.595	824.218	891.498	913.886	2,5%	5,9%	22.388	51.291
Gdansk	Poland	163.704	240.623	511.876	685.643	33,9%	318,8%	173.767	521.939
Constantza	Romania	1.380.192	594.299	556.694	662.796	19,1%	-52,0%	106.102	-717.396
Liverpool	United Kingdom	672.000	588.849	661.973	640.229	-3,3%	-4,7%	-21.744	-31.771

Port	Country	2008	2009	2010	2011	% Growth 2010/2011	% Growth 2008/2011	TEU Growth 2010/2011	TEU Growth 2008/2011
Leghorn	Italy	780.000	592.050	628.489	637.798	1,5%	-18,2%	9.309	-142.202
Tilbury	United Kingdom	962.000	646.418	732.697	632.475	-13,7%	-34,3%	-100.222	-329.525
Gdynia	Poland	610.767	378.321	485.255	616.441	27,0%	0,9%	131.186	5.674
Cagliari	Italy	256.564	736.984	629.340	613.933	-2,4%	139,3%	-15.407	357.369
Hamina Kotka	Finland	805.837	450.990	508.965	612.598	20,4%	-24,0%	103.633	-193.239
Taranto	Italy	786.655	741.428	581.936	604.404	3,9%	-23,2%	22.468	-182.251
Koper	Slovenia	353.880	343.165	476.731	589.314	23,6%	66,6%	112.583	235.434
Bilbao	Spain	557.345	443.464	531.457	572.784	7,8%	2,8%	41.327	15.439
Naples	Italy	481.521	515.868	532.432	526.768	-1,1%	9,4%	-5.664	45.247
Dublin	Ireland	676.000	548.000	554.000	526.000	-5,1%	-22,2%	-28.000	-150.000
Lisbon	Portugal	556.062	500.769	512.789	525.096	2,4%	-5,6%	12.307	-30.966
Leixos	Portugal	450.026	454.503	481.811	514.088	6,7%	14,2%	32.277	64.062
Málaga	Spain	428.623	289.871	298.041	476.997	60,0%	11,3%	178.956	48.374
Venice	Italy	379.072	369.474	393.913	458.363	16,4%	20,9%	64.450	79.291
Aarhus	Denmark	458.000	385.000	447.000	n.a.				
Sines	Portugal	233.118	253.495	382.089	447.495	17,1%	92,0%	65.406	214.377
Trieste	Italy	335.943	276.957	281.629	393.193	39,6%	17,0%	111.564	57.250
Helsinki	Finland	419.809	357.204	392.988	392.342	-0,2%	-6,5%	-646	-27.467
Klaipėda	Lithuania	373.263	247.977	295.221	382.185	29,5%	2,4%	86.964	8.922
Thamesport	United Kingdom	773.000	422.884	439.766	361.255	-17,9%	-53,3%	-78.511	-411.745
Santa Cruz de Tenerife	Spain	397.788	346.254	357.472	338.622	-5,3%	-14,9%	-18.850	-59.166
Riga	Latvia	207.122	182.980	254.475	302.973	19,1%	46,3%	48.498	95.851
Thessaloniki	Greece	238.940	270.181	273.282	295.780	8,2%	23,8%	22.498	56.840
Dunkerque	France	214.485	212.000	200.300	274.000	36,8%	27,7%	73.700	59.515
Teesport	United Kingdom	155.000	178.467	252.438	258.783	2,5%	67,0%	6.345	103.783
Hull	United Kingdom	262.000	181.957	202.119	233.009	15,3%	-11,1%	30.890	-28.991
Tarragona	Spain	47.415	221.203	255.407	225.747	-11,6%	376,1%	-29.660	-178.332
Rauma	Finland	172.155	143.269	160.582	223.005	38,9%	29,5%	62.423	50.850
Ravenna	Italy	214.324	185.022	183.041	215.336	17,6%	0,5%	32.295	1.012
Vigo	Spain	247.873	193.921	213.123	212.120	-0,5%	-14,4%	-1.003	-35.753
Oslo	Norway	190.307	178.943	201.893	208.799	3,4%	9,7%	6.906	18.492
Lubeck	Germany	214.000	185.022	195.578	n.a.				
Tallin	Estonia	180.927	131.059	151.969	197.717	30,1%	9,3%	45.748	16.790
St-Nazaire	France	149.281	145.662	166.266	175.078	5,3%	17,3%	8.812	25.797
Helsingborg	Sweden	135.934	111.981	148.852	174.525	17,2%	28,4%	25.673	38.591
Savona	Italy	252.837	196.317	196.434	170.427	-13,2%	-32,6%	-26.007	-82.410
Sevilla	Spain	130.452	129.736	152.612	164.642	7,9%	26,2%	12.030	34.190
Alicante	Spain	150.827	132.059	147.308	154.257	4,7%	2,3%	6.949	3.430
Rijeka	Croatia	168.761	130.740	137.048	150.677	9,9%	-10,7%	13.629	-18.084
Copenhagen/Malmö	Denmark/Sweden	194.000	151.000	153.000	132.672	-13,3%	-31,6%	-20.328	-61.328
Castellón	Spain	88.208	67.075	103.956	130.963	26,0%	48,5%	27.007	42.755
Varna	Bulgaria	155.326	112.611	118.702	128.198	8,0%	-17,5%	9.496	-27.128
Rouen	France	142.035	121.126	129.585	124.013	-4,3%	-12,7%	-5.572	-18.022
Bahía de Cádiz	Spain	126.408	106.399	109.187	92.217	-15,5%	-27,0%	-16.970	-34.191
Ghent	Belgium	61.380	63.657	83.065	80.100	-3,6%	30,5%	-2.965	18.720
Baleares	Spain	176.186	127.935	78.425	67.210	-14,3%	-61,9%	-11.215	-108.976
Bordeaux	France	55.398	80.019	54.601	60.512	10,8%	9,2%	5.911	5.114
Bordeaux	France	55.397	80.018	54.600	60.511	10,8%	9,2%	5.911	5.114
Amsterdam	Netherlands	424.880	203.084	60.043	48.514	-19,2%	-88,6%	-11.529	-376.366

Source: Websites Port Authorities, Puertos del Estado, Finnish Ports Association, etc..

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