Annual Report

2009-2010

ESPO

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Foreword

By Victor Schoenmakers, Chairman of ESPO

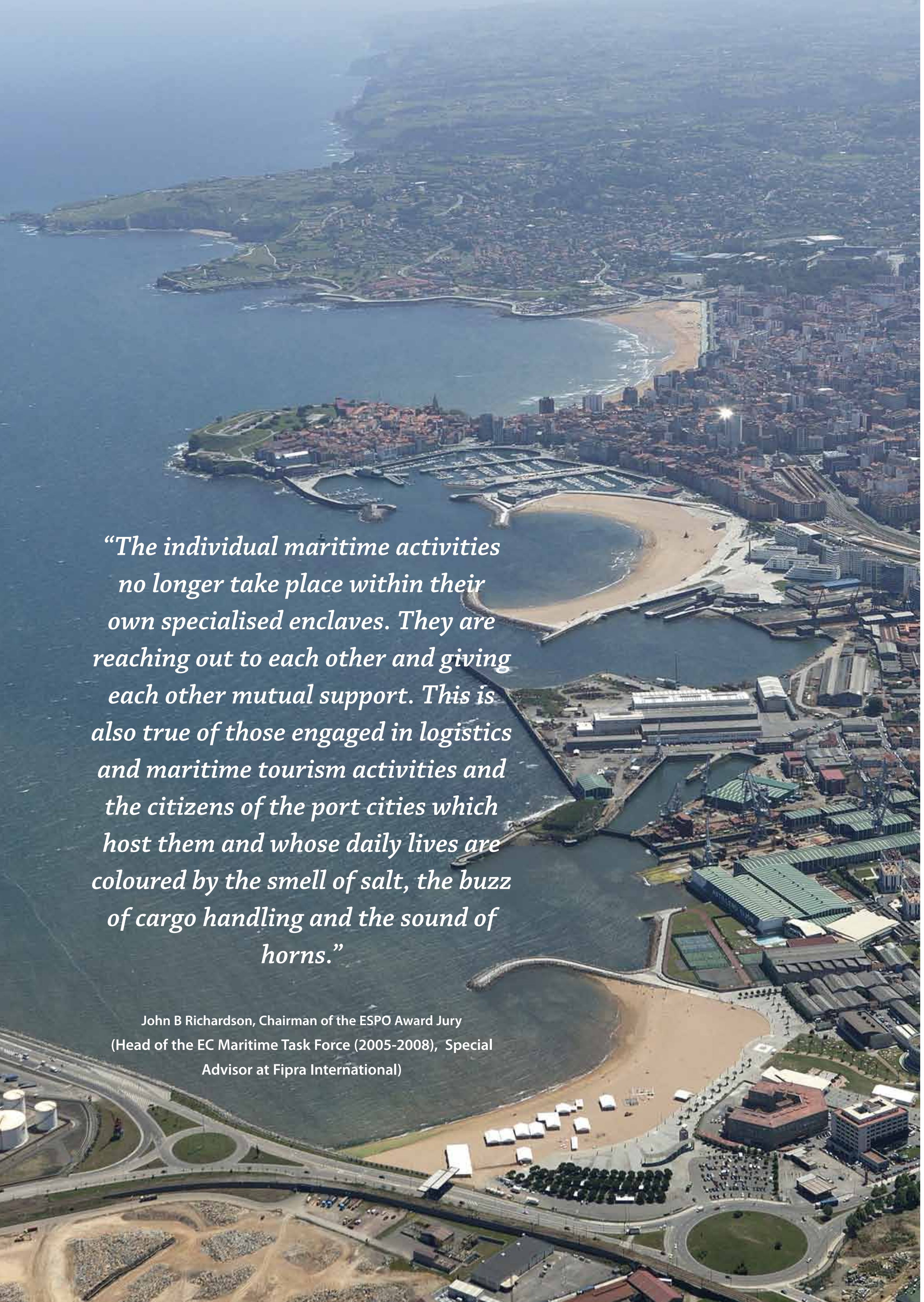
During the past year, many European ports started to see light at the end of the tunnel. Trade is indeed picking up and the worst part of the economic crisis seems to be over. How sustainable this growth is remains to be seen and it may take a while yet before we can go back to reporting record figures, if we will be able to do so at all. But let us by all means stay optimistic and not lose sight of the long-term needs of the European port sector.

Infrastructure development certainly ranks high among those needs. I am therefore particularly pleased that we managed to have a serene and factual discussion in ESPO on the role of ports in the Trans-European Transport Network (TEN-T), Europe's masterplan for transport infrastructure which is currently undergoing a major review. Whilst we already agreed in our response to the 2009 TEN-T Green Paper that ports should be key elements of a genuine pan-European approach, we were able to concretely elaborate our viewpoint in our contribution to the methodological consultation of the Commission. In this contribution we re-confirmed our support for the Commission's dual layer planning approach. We also agreed that seaports should be among the pillars of the future core infrastructure network of Europe. For this approach to be truly effective, choices need to be made and this in turn needs clear and transparent selection criteria. We feel that, above all, these criteria need to focus on competitiveness and sustainability. We have to acknowledge the different functions European ports have and the dual planning layer precisely offers opportunities for all of them. Whilst only ports with a genuine and long-term sustainable European gateway function have a place in the core network, all other ports must play their role in the underlying comprehensive network. These ports support regional and local economies, ensuring cohesion and access to the main transport networks. This balance respects the diversity of our port system and allows every European port to develop according to its own potential. We hope that Commission Vice-President Siim Kallas and his team will come up with a coherent and solid vision along these lines that will be able to resist the inevitable horse-trading that is to follow once the review proposal enters the political arena. Equally, the Commission should conceive an adequate financial strategy which increases the available TEN-T budget whilst ensuring that EU funds are cautiously spent on projects that generate true European added value.

To have well-performing seaports is not only a matter of constructing new infrastructure, but also of optimising existing infrastructure, providing quality services and ensuring a healthy degree of competition based on a level playing field. The Commission's 2007 ports communication still forms a good policy basis for this, although we cannot deny that, for several reasons, its implementation progresses rather slowly. We must however admit that the ports policy communication is essentially a soft-law instrument, which means we have to take our responsibility as sector too. We have taken up this challenge in ESPO through a variety of initiatives. We have made substantial progress last year with a project on performance indicators and a guide of good practice on concessions. In addition, we ordered a report on the organisation of dock labour and we conducted a major survey into the governance of European ports which will give us in-depth insight in what is perhaps the most significant feature of the renowned diversity of our sector. The results of that 'fact-finding' exercise will be issued early 2011.

Next to their traditional landlord and regulatory functions, port authorities have an important responsibility as facilitators and community managers. They are well-placed 'matchmakers' between the different commercial and societal stakeholders that surround their port. We stimulate this function very much in ESPO. Our first Award on Societal Integration of Ports handed out in November last year was a big success and led to a code of practice that will hopefully play the same pioneering role as our environmental code of practice did fifteen years ago. That particular code is up for review next year and this will tie in very nicely with the incorporation of EcoPorts into ESPO. The result of this integration means that the renowned EcoPorts tools and network will now become accessible to all European ports and that separate membership is no longer needed.

It is with satisfaction that I look back at another very productive year in ESPO. You will find an extensive overview of our 'work in progress' in this annual report and I am convinced that we have again a very exciting agenda ahead of us. I thank all members and the secretariat for their continuous efforts in making it all happen!



1.

Port Governance

The beginning of 2010 marked the installation of a new College of Commissioners. Estonian Siim Kallas was appointed Vice-President responsible for Transport and his administration was renamed 'DG Move', following the split of the transport and energy departments. With the changeover, a significant reshuffle took place whereby State aid in the transport sector is no longer the competence of the transport administration but of the competition authorities (DG Comp). This unfortunately meant that the long-awaited State aid guidelines for ports were delayed once again. Whilst it is far from clear when these guidelines will finally see the light of day, one should not loose sight of the individual case decisions that the Commission recently took, for instance with regard to the ports of Ventspils and Piraeus. Especially the Ventspils case clearly demonstrates a shift in thinking whereby the traditional distinction between general and commercial infrastructure may no longer hold. The most concrete guideline that therefore exists right now is that any public financing scheme is best notified to the Commission. Assuming that the funding would not constitute aid because the investment benefits the entire port community is no longer a safe choice. The second guideline is that if the aid concerns infrastructure operated by a third party, i.e. a terminal operator, then the port authority best ensures that this third party is selected through a public selection procedure. This is the optimal way of proving that a market price is being paid. Any alternative methods to demonstrate this find it much more difficult of being accepted by the Commission.

The relation between port authorities and service providers leads to the issue of concessions. Here a horizontal, cross-sectoral initiative may be forthcoming which would extend the provisions of the existing Directive on works concessions to service concessions. Whilst this is hardly an attempt to introduce a 'third ports package' as some were led to believe, ESPO thinks that such a horizontal instrument would not add much value and could even be counter-productive given the diversity of the sectors that would be covered by it. In its response to the consultation organised by DG Markt, ESPO said European port authorities are perfectly able to work responsibly with the guidance on port concessions that is included in the 2007 ports policy communication. ESPO is assisting its members in this process through a guide of good practice which is now close to completion. The guide covers all stages of the awarding process as well as contractual arrangements and will be continuously updated through an interactive database.

The use of concessions is very much influenced by the objectives port authorities set themselves and the related strategic choices they make. ESPO concluded last summer a major survey into the governance of European ports, which addressed institutional aspects such as ownership and structure, objectives and the functional profile of port authorities as well as financial capabilities. The results of the survey will be presented in the form of a new 'Fact-Finding' report which will be published early 2011. It will be the fifth edition ever since the first report was issued in 1977.

Progress has also been made last year with port labour. Both trade unions and employers concluded formal agreements on their respective delegations for the European social dialogue on ports. A joint request to the European Commission (DG Employment) to set up a sectoral committee ports is expected to be made before the year ends. ESPO will be part of the employers' delegation representing those port authorities that have direct responsibilities for dock labour. The social dialogue is expected to initially focus on cargo-handling and, more in particular, health, safety, training and worker qualifications. ESPO also asked the Institute of Transport and Maritime Management Antwerp (ITTMA) to produce a comparative study on organisational and market-related aspects of the labour market in the different Member States, including the wider effects of port employment. This report was presented at the ESPO conference in Helsinki which was entirely devoted to the human element in ports. As a follow–up the European Commission has now decided to launch a more in-depth study on port labour of which the results are expected to be available end of 2011.

At its annual conference, ESPO also presented its new Code of Practice on Societal Integration of Ports. The Code resulted from the project 'People around Ports' and wants to make port authorities aware of the need to invest in their public image, take an interest in employment and education and make people living around port areas their ambassadors. It is hoped that the Code will play the same pioneering role as the ESPO Code of Environmental Practice did fifteen years ago. The Code of Practice complements the ESPO Award on Societal Integration of Ports. The first call for proposals of this Award proved to be a big success with 26 members applying. The port of Gijón won the first edition with the project 'Gijón Port and City Together'. The shortlisted ports for the Award furthermore included Algeciras, Genoa, Ghent, Rotterdam, Stockholm and Turku. Apart from selecting Gijón as winner, the jury also decided on two Special Mentions, one for the Port of Genoa and its innovative 'Genoa Port Centre' and one for the Port of Ghent and its exemplary stakeholder project 'Ghent Canal Zone'. In the meantime the ESPO Award has entered in its second edition. 14 projects have been submitted and the winner will be announced on 9 November.

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2.

Intermodal Transport and Logistics

Since last working year the review of the Trans-European Transport Networks (TEN-T) has been at the core of ESPO's activities. The results of the TEN-T Green Paper consultation were discussed at a major stakeholder conference which was held in Naples in October 2009. Following this conference the Commission set up a number of TEN-T expert groups. Those expert groups were asked to develop a methodology for the review. Their recommendations were used as the basis for a new consultation document that was published on the eve of the 2010 TEN-T Days Conference held in Zaragossa on 8 and 9 June.

It is clear that the integration of ports into the TEN-T network is one of the big issues of this review. The Commission's planning approach is based on a dual layer, consisting of a fine-meshed comprehensive network and an overlaying core network. Nodal points such as ports play a crucial role in the development of these networks. The core network would even start from the main seaports, airports and capital cities. ESPO welcomes this approach and recognises that a focus on European added value is necessary. This inevitably implies that genuine pan-European priorities need to be identified. For ESPO, every European seaport engaged in international traffic should a priori form part of the comprehensive network. Port-related projects should be proposed in a bottom-up manner by Member States and selected on the basis of clear and transparent criteria. The criteria contained in the present TEN-T guidelines form a good starting point for this. The core network should be developed top-down. It should be future-oriented and be sufficiently robust to anticipate future needs and trends for the next 10 to 20 years. ESPO believes that ports in the core network should have potential for de-carbonisation and limitation of external costs, have a gateway function linking the main EU markets with the rest of the world, connect between maritime and land-based networks, be responsive to market needs and be reliable. Based on these guiding principles, a set of operational selection criteria can be devised. These include volume concentration, scale and other positive effects related to reduction of CO_2 emissions and other externalities, limitation of the total transportation time and cost to main markets, modal split in favour of co-modality, the network function with inland ports, dry ports and other seaports and the innovative use of existing infrastructure. ESPO is convinced that in this way a core network of seaports will emerge that holds the unique trump card of significantly contributing to the global competitiveness of the European Union and improving its overall sustainability at the same time.

As regards funding, ESPO supports maintaining the two existing work programmes under a financial period. The multi-annual programme should be reserved for the achievement of the core network and the annual programme for supporting the development of the comprehensive network. In general terms, ESPO believes that the budget for TEN-T should substantially increase compared to the budget made available under the current framework. ESPO can support the Commission's proposal to develop a consistent funding strategy in the form of an integrated European funding framework to coordinate EU instruments for transport. It should however not be used as an alternative for not significantly raising the TEN-T budget as such.

“We have to acknowledge the different functions European ports have. The TEN-T dual planning layer precisely offers opportunities for all of them. Whilst only ports with a genuine and long-term sustainable European gateway function have a place in the core network, all other ports must play their role in the underlying comprehensive network. These ports support regional and local economies, ensuring cohesion and access to the main transport networks. This balance respects the diversity of our port system and allows every European port to develop according to its own potential.”

Victor Schoenmakers, Chairman of ESPO

The results of the second consultation round, which ended mid-September, will be published in autumn. It is expected that the Commission will then proceed with the actual identification of the comprehensive and core networks. The legislative proposal for the review will probably be issued by summer 2011.

In parallel with the review of the TEN-T policy, the European Commission is preparing a review of the instruments related to short sea shipping, i.e. the Marco Polo and Motorways of the Sea (MoS) programmes. This evaluation aims to meet concerns that were raised regarding potential distortion of competition, complex application procedures and the extension of the programmes to third countries. To prepare the review, a public consultation will be launched in autumn, which will result in a MoS conference being organised in December. In July DG Move launched a study into the economic impact of the MoS review. The results of this study are also expected by the end of the year.

In spring 2009, the European Commission published an action plan to create a Common Maritime Space without Barriers. The aim is to facilitate and simplify maritime transport between European ports and create a true internal market for shipping. The action plan contains a proposal on reporting formalities for ships arriving in and departing from Member State ports. The European Parliament discussed this proposal in 2010. Rapporteur Dirk Sterckx (ALDE/BE) took on board the suggestions of ESPO to make the role of SafeSeaNet proportional and to ensure that the need for data extraction would be properly motivated. Mr. Sterckx succeeded to get a first reading agreement in the Council. This compromise agreement was voted and endorsed by the European Parliament on 6 July. The new Directive enters into force in 2013. Meanwhile, the Belgian Presidency of the Council took the development of the Common Maritime Transport Space without Barriers a step further by introducing the ‘Blue Belt’ concept. This would involve the creation of ‘Blue Lanes’ in ports which would require virtual or physical segregation of intra- and extra-community traffic. ESPO will analyse the operational implications of this concept in the coming months.

Last but not least, the European Commission has been working over the past year on the preparation of a new White Paper, which will outline its transport strategy for the forthcoming decade. The debate on this forthcoming White Paper started already in spring 2009 with the publication of a consultative communication to which ESPO gave its views. In July this year, the European Parliament also presented its opinion on the future transport policy. The actual White Paper is due to be published early next year. The concrete content of this strategic document has not been revealed yet. Nevertheless, the Commission has already explained on different occasions that the new document would be based on six key concepts, being the three ‘C’s’ - Competitiveness, Citizen and Climate Change and the three ‘I’s’ referring to Innovation, Infrastructure and Internal market.

> *“It’s easy to be intimidated by the scale of the challenges and wonder what contribution a single port, or even the ports collectively, can make. That’s why we have to keep hold of the big picture. ESPO is in a unique position to do just that, using initiatives such as EcoPorts. As someone once said: change before you have to.”*

David Whitehead, Director, British Ports Association
(Chairman of ESPO (2001-2004), Chairman of the ESPO Environment Committee (1993-2001))

3.

Sustainable Development

The past working year was marked by the report on the ESPO / EcoPorts 2009 Port Environmental Review that was presented during the GreenPort 2010 Conference in Stockholm. The review shows how the sector is making progress in terms of raising awareness, sharing knowledge and implementing Environmental Management Systems. The results of this 2009 edition show a positive trend. Noise, air quality and waste management lead the ‘top-ten’ environmental priorities, just ahead of operational activities such as dredging and port expansion. Topics like climate change, energy consumption, and stakeholder involvement were identified as new issues on top of the list of the environmental priorities. ESPO and EcoPorts are stepping up their co-operation. EcoPorts will be fully integrated within the ESPO structure as from January 2011 onwards. From then on, ESPO will manage the EcoPorts brand and network. As a result, the EcoPort tools, i.e. the Self diagnosis Method (SDM) and the Port Environmental Review System (PERS), will be available to all ESPO members. A separate membership of EcoPorts is no longer needed. Ports wanting to carry the EcoPorts label will however be required to complete an SDM. ESPO is currently working on updating the EcoPorts tools and improving the service. In line with the integration process, ESPO is also responsible for organising the EcoPorts training workshops for interested ports and port associations. The first workshop for 2010 took place in March in Kotka, in co-operation with the Port of Kotka and the Finnish Port Association.

Climate change also continued to be a priority for ESPO. The organisation actively promotes and supports the projects under the umbrella of the World Port Climate Initiative (WPCI). At the end of 2009 ESPO and the European shipowners’ association ECSA hosted a common workshop on the Environmental Ship Index (ESI), which is currently one of the leading WPCI projects. Progress was presented and an open debate took place between the main stakeholders involved about the potential use of the index. ESI is a voluntary system, helping to improve the environmental performance of maritime shipping. A database and ESI website will go online shortly. Those will be fully administered by the International Association of Ports and Harbors (IAPH). The ESI project is one of three WPCI projects that have now reached a mature stage. The two others are the Carbon Footprinting and Onshore Power Supply (OPS) projects. ESPO facilitates the development and dissemination of these and other WPCI projects among European ports.

ESPO and ECSA also joined forces in making a request to the European Commission to obtain a VAT exemption for electricity provided through onshore power supply systems. Fuel sold to seagoing vessels and, in certain EU countries, to inland barges is free of value added tax (VAT). For electricity however, following the EU directive on taxation of energy, a tax exemption can only be introduced in case of green energy. As a result, electricity provided to vessels via onshore power supply is charged with all taxes. It is clear that the cost difference between the VAT free fuel and electricity use rises further in favour of heavy fuel oil. The European Commission is now examining whether tax exemptions could be provided for the supply of onshore power.

ESPO also supported ECSA and 53 other European and international industry organisations in pointing at the possible negative implications of the IMO decision to lower as of 2015 the sulphur content level for marine fuel to 0.1% in designated Sulphur Emission Control Areas (SECAs). Especially ports in the Baltic area are concerned about a potential modal back-shift that may occur as a result. It is meanwhile clear that neither the European Commission nor Member States want to reverse the IMO decision, but will rather look at ways to create a level playing field throughout Europe.

As regards port development, it looks as if the Commission's guidelines on the application of the Birds, Habitats and Water Framework Directives are now in the final stages. Publication of the guidelines is expected for the end of the year. They will be accompanied by a more policy-oriented communication and a technical annexe. ESPO was heavily involved in the preparation of the guidelines and looks forward to seeing the final results. As with State aid guidelines, the reality of individual cases has meanwhile moved on. Especially significant is the so called 'Papenburg' case, the judgement which the European Court of Justice issued in January this year. This case concerns the inclusion of a site on the river Ems as a designated site under the EU Habitats Directive. One of the concrete questions referred to the Luxembourg Court was whether ongoing maintenance works in the navigable channels of the estuary can be seen as a single operation, thus requiring a one-time assessment only. The Court seems to confirm this viewpoint although the full implications of the ruling are not fully clear yet.

Last year, ESPO also participated in the Commission's (DG Mare) work on Maritime Spatial Planning. Maritime Spatial Planning aims towards the rational and sustainable use and management of European seas. In October 2009 ESPO took part in the Commission's concluding conference on the issue held in Stockholm. It is however not clear at this stage which further steps the Commission will take on this subject.

Finally, ESPO has started working on a complete review of its Environmental Code of Practice. The first edition of this code appeared in 1994 already and it was last reviewed in 2003. The new review aims at outlining the environmental vision of the sector and will be giving specific guidance to port authorities on how to deal with environmental priority issues. It will also outline the commitments port authorities can and should make to improve the sustainability of their port. The new code of practice is due to be published end 2011.

4.

Marine Affairs and Security

The European Commission made further progress last year with its e-Maritime concept. A communication and framework Directive are expected which will be facilitating the implementation of e-Maritime services. Through the initiative the Commission wants to foster the use of advanced information technologies for working and doing business in the maritime transport sector. This must make maritime transport more efficient, safer and environmentally friendlier through improved information use, knowledge creation and facilitation of business collaborations. To assess the concept, ESPO organised a joint workshop of its Intermodal and Logistics and Marine Affairs and Security Committees and participated in a stakeholder group that was set up to assist the Commission in its preparatory work. ESPO also contributed to the official consultation that was organised in spring of this year. The conclusions were discussed at an e-Maritime conference on 1 July. ESPO supports the e-Maritime initiative and considers it an opportunity for ports to set requirements in view of facilitating the electronic exchanges between port stakeholders. Port Community Systems play an important role in this process as local single windows. The Commission Communication and framework Directive on e-Maritime are scheduled for 2011.

Last year, the Commission contemplated reviewing the Seveso II Directive, which sets out measures to prevent major-accident hazards of certain industrial activities. In one of the studies that were made anticipating a possible review, it was suggested that the scope of the current Directive should be extended to include 'other installations, such as pipelines, railway stations and harbours'. Together with EFIP and FEPORT, ESPO pleaded against the suggestion to broaden the scope. In essence, it was underlined that short–term storage of dangerous goods should remain excluded form the Directive. Ports and maritime transport are already subject to many international regulations in the field of hazardous goods. Furthermore, ports are housing different industrial installations that are already covered by the Directive and these should of course continue to be subject to the Seveso rules.

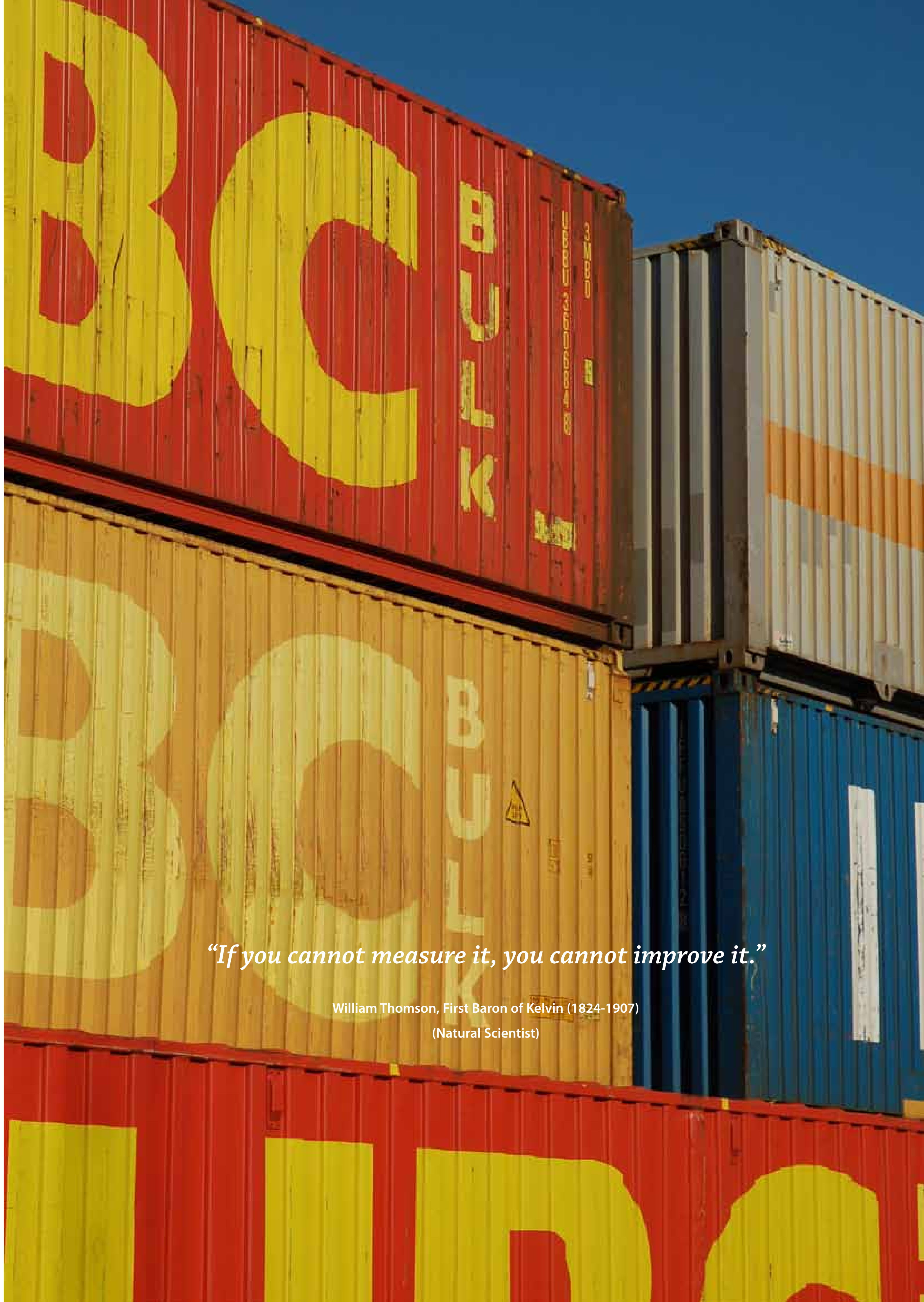
In the field of security, the Commission has been looking at the implementation of the Port Security Directive, where late transposition by some Member States has created a number of problems. Finally, it is still unclear how the 100% scanning concept, a US proposal that was made in the aftermath of the 9/11 terrorist attacks, will develop. The issue is high on the agenda of all bilateral meetings between the European Commission and US representatives. ESPO backed the European Commission in firmly opposing this measure, considering it as impracticable and detrimental to trade.

5.

Economic Analysis and Statistics

In summer 2009, the European Commission published a call for proposals to define a series of objective and concrete port performance indicators. In response to this call, ESPO submitted a project proposal called PPRISM which was accepted end 2009. PPRISM stands for 'Port Performance Indicators: Selection and Measurement'. The project aims to identify a key list of sustainable, relevant and feasible indicators to monitor the overall performance of the EU port system and to assess its impact on European society, environment and economy. During the past working year the PPRISM project made up an important part of the agenda of ESPO's Technical Committees meetings, especially of the Economic Analysis and Statistics Committee. To launch the project, a kick-off meeting was organised on 16 February in Brussels. During this meeting an early pre-selection of indicators was presented and the main partners in the PPRISM project were introduced. The five academic partners who participate in the project are Cardiff University, Technical University of Eindhoven, Institute of Transport and Maritime Management Antwerp (ITMMA), University of the Aegean and Vrije Universiteit Brussel. The first phase of the project was completed last summer. A list of indicators was established, based on literature review and industry current practices in five pre-defined areas: market trends and structure, socio-economic impact, environment, logistic chain and operational performance, governance. In the second phase, stakeholders will assess and validate this shortlist of indicators. In September, ESPO members already assessed the academic pre-selection of indicators. To prepare this assessment, the secretariat organised four special workshop sessions in combination with ESPO's Technical Committee meetings. In a second stage, external stakeholders will be invited to participate in the assessment process. Following the assessment phase, a pilot project will be developed together with a series of recommendations to set up a European 'dashboard' of performance indicators.

Another significant topic on ESPO's agenda last year was the Rapid Exchange System (RES), a system that has been set up about 14 years ago on initiative of ESPO. RES consists of a voluntary exchange of quarterly traffic data between participating ports (currently more than 50). RES is coordinated by the French Transport Ministry. This year ESPO formalised an agreement with Eurostat so that the Rapid Exchange System data can be used to elaborate Eurostat Flash Estimates quoting ESPO as the source of information. Moreover, in partnership with the French Transport Ministry and Eurostat, the ESPO Secretariat launched a campaign to encourage more ports to participate in RES, so as to increase its representativeness for the whole of Europe.



"Cruise tourism can be a way to reinforce the port-city identity, by having ships mooring in the city centre and making the arrival and departure of these large passenger vessels a spectacle for the local population, comparable with the arrival and departure of the trans-atlantic liners in the golden age of sea travel."

ESPO Code of Practice on Societal Integration of Ports

6.

Passengers

This year ESPO decided to set up a Passenger Committee. This new Committee is dealing with passenger rights, sustainability issues for cruise and ferry ships, security and border control issues as well as economic and societal benefits, including societal integration. The ESPO Passenger Committee aims to represent both ferry and cruise ports. The European cruise port organisations MedCruise and Cruise Europe each have permanent representatives in this new committee.

Passenger rights is an issue of particular interest, following the new Regulation adopted this year which will install the same rights for maritime passengers that airline and train passengers already enjoy with regard to delays and denied boarding. Also provisions for passengers with reduced mobility are included. After the official adoption of the Regulation, Members States will have two years to implement it.

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HamnNytt

Nr 37, 7 oktober 2009

CMA CGM startar ny medelhavsservice

CMA CGM som i november satte in en egen feederlinje till Göteborg, ökar nu sin volym ytterligare i Göteborgs Hamn med en nystartad medelhavsservice. Den nya linjen anlöper bland annat Piraeus, Thessaloniki, Istanbul samt Malta och Tanger som är CMA CGM:s stora globala godsnav. Den nya servicen innebär en ökning av volymerna från ca 600 till 900 hanterade containrar per vecka.

Nytt järnvägsrekord – 20 000-gränsen passerad

Hanteringen på järnväg till och från hamnen fortsätter öka och ett nytt rekord sattes i september, med 20 395 enheter på en månad. Det förra rekordet lydde på 19 093 enheter och sattes i juni i år.
- Det här är väldigt glädjande, att mer och mer av godset flyttas över till järnväg. Nu är andelen järnvägstransporterat gods till och från hamnen uppe i 60 procent, säger Stig-Göran Thorén, järnvägsansvarig i Göteborgs Hamn.

Klart för råoljelagring i bergrum

Tillsammans med lagringsbolaget Scandinavian Tank Storage satsar Göteborgs Hamn nu på att erbjuda råoljelagring i ett av bergrummen i Torshamnen. Bergrummen har tidigare använts för beredskapslagring av oljeprodukter men har under längre tid stått oanvända. Oljetransit innebär att fartyg med råolja, framför allt från Ryssland, anlöper en av Torshamnens två kajer. Där pumpas oljan över och mellanlagras i bergrummet för att senare transporteras vidare med större fartyg till Asien och USA.

– Det känns oerhört roligt att vi snart kan erbjuda våra kunder även denna service. Det är ett fåtal andra hamnar som erbjuder råoljetransit vilket gör satsningen ännu mer intressant, säger vd Magnus Kårestedt. Lagring av råolja är ett väldigt bra alternativ till att läktra olja ute till havs. Modern lagring i bergrum är också att föredra miljömässigt eftersom gaserna som uppstår återvinns.

Den nya anläggningen beräknas innebära en ökning på 20 – 60 procent av dagens råoljevolymer på nio miljoner ton.

ESPO:s generalsekreterare besökte hamnen

- Göteborgs Hamns nya struktur med separata terminalbolag och ett kommunalägt hamnbolag som äger infrastrukturen, är en logisk utveckling och en anpassning till hur det ser ut i hamnvärlden i övrigt. Det sade Patrick Verhoeven, generalsekreterare i ESPO, den europeiska hamnorganisationen, när han på måndagen besökte Göteborgs Hamn och pratade inför ett antal medarbetare.

- En framgångsrik hamn har ett hambolag som jobbar proaktivt med såväl samhällsfrågor som marknadsfrågor, sade Patrick Verhoeven vid sitt besök i hamnen.

Grattis – ni vann Västtrafikkorten

Bland alla som deltog i Ställ bilen-kampanjen har det nu dragits fem vinnare som får varsitt Västtrafikkort värt 200 kronor. Dragningen förrättades tisdag förmiddag och det var Åsa Kjellberg från Kundservice som drog fram vinnarna.
Västtrafikkorten skickas hem till vinnarna, som är:

Ansvarig för ***HamnNytt*** är Marknadskommunikation. **Redaktör**: Per Öfverman, ansvarig internkommunikation Göteborgs Hamn. Kom gärna med tips på vad vi kan skriva om i *HamnNytt* på hamnnytt@portgot.se

Espo mahnt Leitlinien an

Seehäfen EU braucht Regeln für Hafenfinanzierung

Von Peter Wörnlein

Die Skepsis wächst

Seehäfen Espo-Spitze zur Hafenpolitik der EU

Espo-Präsident Victor Schoenmakers (rechts) und Generalsekretär Patrick Verhoeven haben klare Vorstellungen.

Vers un dialogue social européen élargie

Patrick Verhoeven, secrétaire général de l'ESPO.

Stadt und Hafen rücken zusammen

Der erste Espo Award geht an den spanischen Hafen Gijon

Der spanische Hafen Gijon ist der erste Gewinner einer Auszeichnung, die von der European Sea Ports Organisation (Espo) zum ersten Mal verliehen wurde – dem „Espo Award". Fernando Menendes Rexach, Präsident der Port Authority von Gijon, nahm die Auszeichnung am Mittwoch aus den Händen von Antonio Tajani entgegen, dem Vizepräsidenten der Europäischen Kommission. Ort der Feier war das Brüsseler Rathaus.

Hinter der Auszeichnung steht das Projekt „Gijon Port and City Together", ein Konzept, mit dem sich der Hafen in seine Umgebung sozial integrieren möchte. Mit dem Wettbewerb sollen Häfen dazu ermuntert werden, zu den sie umgebenden Städten und Gemeinden eine positive, nutzvolle, integrierende Verbindung herzustellen.

Zum Gewinnerkonzept gehören 76 mehr oder minder aufwendige Aktionen, die sich auf den Zeitraum 1985 bis über das Jahr 2010 hinaus erstrecken. Sie sollen dem Hafen zu einem Ort umwandeln, an dem sich gut leben und arbeiten lässt. Den Städtern soll bewusster werden, was der Hafen für die Wirtschaft und den Arbeitsmarkt bedeutet. DVZ 7.11.2009 (jm)

www.espo.be

Hafenchef Fernando Menendez Rexach (links) mit EU-Kommissar Tajani.

»Europese havens staan voor scharnierjaar«

»De havensector en de Europese vervoerspolitiek staan voor een cruciaal jaar. De nieuwe Europese Commissie krijgt geen tijd voor wittebroodsweken«, meent Patrick Verhoeven van de European Sea Ports Organisation (ESPO). »De herziening van de Trans-Europese Vervoersnetwerken (TEN's) vraagt meteen visie en politieke moed.«

»De keuze voor een prioritair netwerk binnen de TEN's gaat het nodige leiderschap vergen van Kallas.«

Patrick Verhoeven, secretaris-generaal ESPO

L'ESPO demande de clarifier les priorités pour les RTE-T

Dans un entretien avec le vice-président de la Commission européenne Siim Kallas, l'organisation portuaire européenne ESPO a plaidé en faveur de priorités clairement définies dans le développement du réseau transeuropéen de transport (RTE-T). En outre, l'ESPO a insisté sur l'urgence qu'il y a à formuler des directives relatives au financement des infrastructures portuaires.

Guy Mintiens

www.espo.be

Victor Schoenmakers, Siim Kallas et Patrick Verhoeven.

Le secteur du dragage au devant d'une tempête

Les ports maritimes et intérieurs veulent jouer un rôle important dans les RTE-T

7.

Overview of ESPO Activities in the Period 2009-2010

Public events organised, co-organised or supported:

- ESPO 2009 AGM and Award Ceremony – Brussels, 4 November 2009
- GreenPort 2010 – Stockholm, 24-25 February 2010
- ESPO 2010 Conference, Living and Working with Ports, the Human Face of a Global Business Sector – Helsinki, 27-28 May 2010

Publications:

- ESPO 2009 Award Brochure – November 2009
- ESPO-EcoPorts Environmental Review – February 2010
- ESPO Code of Practice on Societal Integration – May 2010
- Report on Dock Labour and Port–Related Employment in the European Seaport System – Key Factors to Port Competitiveness and Reform (Prepared by ITMMA for ESPO) – May 2010
- ESPO Annual Report 2009-2010 – November 2010

Policy input:

List of policy statements issued since September 2009:

- Policy View on the Future of Transport – September 2009
- Position Paper on the Review of the Seveso II Directive (with EFIP and FEPORT) – December 2009
- Open Letter to the TRAN Committee of the European Parliament on State Aid Guidelines – January 2010
- Position Paper on the Taxation of Electricity Provided Through Onshore Power Supply (with ECSA) – March 2010
- Letter to the Commission on IMO Emission Measures (with 53 other industry organisations) – May 2010
- Contribution to the EC Consultation on the Future TEN-T Policy – September 2010
- Contribution to the EC Consultation on Service Concessions – September 2010

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 and Projects', 'Policy Papers' and 'Publications'.

8.

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 2008-2010, ESPO is chaired by Victor Schoenmakers (The Netherlands), assisted by Vice-Chairmen Manuel Gómez Martín (Spain) 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 six standing committees, dealing with port governance, intermodality and logistics, sustainable development, marine affairs and security, economic analysis and statistics and passengers. 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 Patrick Verhoeven (Secretary General), Isabelle Ryckbost (Senior Advisor), Martina Fontanet and Antonis Michail (Policy Advisors), Cécile Overlau (Events and Office Manager, PA), Ombeline d'Hollander (Office Assistant) and Jeanette Voosen (Consulting Accountant). ESPO also runs the secretariat of EcoPorts and is holding a joint office with the European Federation of Inland Ports (EFIP).

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Overview of ESPO membership

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Belgium	none	Eddy Bruyninckx (Port of Antwerp)	Christien Van Vaerenberg (Port of Antwerp)
		Joachim Coens (Bruges-Zeebrugge Port Authority)	
		Daan Schalck (Ghent Port Authority)	
Bulgaria	Bulgarian Ports Infrastructure Company	Miroslav Milanov (Bulgarian Ports Infrastructure Company)	Stefan Neychev
		Evgeniy Moskov (Bulgarian Ports Infrastructure Company)	
		Stefan Neychev (Bulgarian Ports Infrastructure Company)	
Cyprus	Cyprus Ports Authority (CPA)	Anthia Klerides (CPA)	Yiannakis Kokkinos
		Yiannakis Kokkinos (CPA)	
		Demetris Phellas (CPA)	
		Chrysis Prentzas (CPA)	
Denmark	Danish Ports	Tom Elmer Christensen (Danish Ports)	Jakob Svane (Danish Ports)
		Uffe Steiner Jensen (Danish Ports)	
		Bjarne Mathiesen (Port of Aarhus)	
		Peter Jens Peters (Associated Danish Ports)	
Estonia	none	Ain Kaljurand (Port of Tallinn)	Alan Kiil
		Allan Kiil (Port of Tallinn)	
		Sven Ratassepp (Port of Tallinn)	
Finland	Finnish Port Association	Markku Mylly (Finnish Port Association)	Markku Mylly
		Henry Lindelöf (Finnish Port Association)	
		Heikki Nissinen (Port of Helsinki)	
France	Union des Ports de France (UPF)	Geoffroy Caude (UPF)	Geoffroy Caude
		François Soulet de Brugière (UPF)	
		Martine Bonny (Grand Port Maritime de Dunkerque)	
		Laurent Castaing (Grand Port Maritime du Havre)	
		Philippe Deiss (Grand Port Maritime de Rouen)	
		Patrick Fourgeaud (CCI de Calais)	
Germany	none	Bettina Linkogel (Freie Hansestadt Bremen)	Jana Schiedek
		Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony)	
		K. Richter (Ministry of Economy - Mecklenburg-Vorpommern)	
		Jana Schiedek (Hamburg Port Authority)	
		Bernd Unger (Ministry for Economy, Labour and Transport – Schleswig Holstein)	
Greece	ELIME	Yiorgos Anomeritis (Pyraeus Port Authority)	NN
		Stylianos Aggeloudis (Thessaloniki Port Authority)	
		Kostas Platikostas (Patras Port Authority)	
Ireland	Irish Ports Association	Eamonn O'Reilly (Dublin Port)	Enda Connellan (Irish Ports Association)
		Brendan Keating (Port of Cork Company)	
		Enda Connellan (Irish Ports Association)	
Italy	Associazione Porti Italiana - Assoporti	Francesco Nerli (Assoporti)	Francesco Nerli
		Paolo Ferrandino (Assoporti)	
		NN	
Latvia	none	Irina Gorbatikova (Freeport of Riga Authority)	Leonids Loginovs
		Leonids Loginovs (Freeport of Riga Authority)	
		Vladimirs Makarovs (Freeport of Riga Authority)	

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Lithuania	none	Eugnieus Gentvilas (Klaipeda State Seaport Authority)	Eugnieus Gentvilas
		Viktoras Lukocevicius (Klaipeda State Seaport Authority)	
		NN	
Malta	Transport Malta	Charles Abela (Transport Malta)	Charles Abela
		Jason Bongailas (Transport Malta)	
		David Bugeja (Transport Malta)	
The Netherlands	none	Dertje Meijer (Port of Amsterdam)	Wilko Tijsse Claase (Port of Amsterdam)
		Hans Smits (Port of Rotterdam)	
		David Moolenburgh (Zeeland SeaPorts)	
Norway	Norwegian Ports	Odd Gerhard Andreassen (Norwegian Ports)	Rune Mjös
		Finn Flogstad (Port of Grenland)	
		Rune Mjös (Norwegian Ports)	
Poland	none	Jaroslaw Siergiej (Port of Szczecin-Swinoujscie)	Julian Skelnik (Port of Gdansk)
		Janush Jarosinski (Port of Gdynia)	
		Ryszard Strzyzewicz (Port of Gdansk)	
Portugal	APP - Association Ports of Portugal	NN	NN
		João Matos Fernandes (APP)	
		Lidia Sequiera (APP)	
Romania	none	Ioan Balan (National Company "Maritime Ports Administration" SA Constantza)	Ioan Balan
		Andreea Nistor (National Company "Maritime Ports Administration" SA Constantza)	
		NN	
Slovenia	Luka Koper	Tomaz Jamnik (Luka Koper)	Boris Jerman
		Boris Jerman (Luka Koper)	
		NN	
Spain	Puertos del Estado	Fernando Gonzales Laxe (Puertos del Estado)	Manuel Gómez Martín (Puertos del Estado)
		Manual Morón (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)	
		Björn Nilsson (Port of Karlshamn)	
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)	
		Martin Putman (Portsmouth Commercial Port)	
		David Whitehead (British Ports Association)	

Observer Members			
Croatia	Croatian Ports Association	Bojan Hlaca (Port of Rijeka Authority)	
Iceland	Associated Icelandic Ports	Gisli Gislason (Associated Icelandic Ports)	
Israel	Israel Ports Company	Dov Frohlinger (Israel Ports Company)	

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9.

Market developments in figures

The statistical section of this Annual Report has been prepared by Prof. Dr. Theo Notteboom of the University of Antwerp / Institute of Transport and Maritime Management Antwerp (ITMMA).

Unless stated otherwise, the statistics in tonnes are based on figures of Eurostat kindly made available by Mr. Giuliano Amerini. Container statistics are compiled by ITMMA based on port authority statistics and statistics provided by national port organisations.

ITMMA INSTITUTE OF TRANSPORT AND MARITIME MANAGEMENT ANTWERP

Universiteit Antwerpen

TEU throughput in selected European ports - ranking based on TEU of 2009

Port	Country	2005	2008	2009	Growth 2008/2009	Growth 2005/2008
Rotterdam	Netherlands	9.286.757	10.783.825	9.743.290	-9,6%	4,9%
Antwerp	Belgium	6.482.029	8.662.891	7.309.639	-15,6%	12,8%
Hamburg	Germany	8.087.545	9.737.110	7.007.704	-28,0%	-13,4%
Bremerhaven/Bremen	Germany	3.743.969	5.448.189	4.578.642	-16,0%	22,3%
Valencia	Spain	2.409.821	3.602.112	3.653.890	1,4%	51,6%
Bahía de Algeciras	Spain	3.179.300	3.327.616	3.042.782	-8,6%	-4,3%
Felixstowe	United Kingdom	2.760.000	3.132.000	3.021.000	-3,5%	9,5%
Gioia Tauro	Italy	3.160.981	3.467.772	2.857.000	-17,6%	-9,6%
Marsaxlokk	Malta	1.309.000	2.337.000	2.330.000	-0,3%	78,0%
Zeebrugge	Belgium	1.407.933	2.209.715	2.328.198	5,4%	65,4%
Le Havre	France	2.118.509	2.488.654	2.240.714	-10,0%	5,8%
Barcelona	Spain	2.071.481	2.569.549	1.800.662	-29,9%	-13,1%
Genoa	Italy	1.624.964	1.766.605	1.533.627	-13,2%	-5,6%
Southampton	United Kingdom	1.382.000	1.617.000	1.381.000	-14,6%	-0,1%
St-Petersburg	Russia	1.119.346	1.983.110	1.343.675	-32,2%	20,0%
La spezia	Italy	1.024.455	1.246.000	1.046.063	-16,0%	2,1%
Las Palmas	Spain	1.203.154	1.312.120	1.005.844	-23,3%	-16,4%
Marseille	France	905.687	851.425	876.757	3,0%	-3,2%
Gothenburg	Sweden	787.705	862.595	824.218	-4,4%	4,6%
Cagliari	Italy	650.484	256.564	756.000	194,7%	16,2%
Taranto	Italy	716.856	786.655	741.428	-5,7%	3,4%
Leghorn	Italy	658.506	780.000	741.000	-5,0%	12,5%
Piraeus	Greece	1.394.512	433.582	660.837	52,4%	-52,6%
Tilbury	United Kingdom	705.915	962.000	647.000	-32,7%	-8,3%
Constantza	Romania	768.099	1.380.192	594.299	-56,9%	-22,6%
Liverpool	United Kingdom	612.000	672.000	588.000	-12,5%	-3,9%
Dublin	Ireland	590.000	676.000	548.000	-18,9%	-7,1%
Lisbon	Portugal	513.061	556.062	500.857	-9,9%	-2,4%
Naples	Italy	395.000	481.521	496.000	3,0%	25,6%
Leixos	Portugal	352.002	450.026	454.503	1,0%	29,1%
Bilbao	Spain	503.805	557.345	443.464	-20,4%	-12,0%
Thamesport	United Kingdom	707.000	773.000	423.000	-45,3%	-40,2%
Aarhus	Denmark	396.000	458.000	385.000	-15,9%	-2,8%
Gdynia	Poland	400.165	610.767	378.321	-38,1%	-5,5%

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Port	Country	2005	2008	2009	Growth 2008/2009	Growth 2005/2008
Venice	Italy	292.842	379.072	369.000	-2,7%	26,0%
Helsinki	Finland	459.744	419.809	357.204	-14,9%	-22,3%
Lemesos	Cyprus			353.652		
Santa Cruz	Spain	457.551	397.788	346.089	-13,0%	-24,4%
Kotka	Finland	366.667	627.769	345.939	-44,9%	-5,7%
Koper	Croatia	179.745	353.880	343.165	-3,0%	90,9%
Málaga	Spain	247.548	428.623	289.871	-32,4%	17,1%
Trieste	Italy	201.290	335.943	276.957	-17,6%	37,6%
Thessaloniki	Greece	365.925	238.940	270.181	13,1%	-26,2%
Savona	Italy	219.760	252.837	260.000	2,8%	18,3%
Sines	Portugal	50.994	233.118	253.495	8,7%	397,1%
Klaipeda	Lithuania	214.307	373.263	247.977	-33,6%	15,7%
Gdansk	Poland	70.014	163.704	240.623	47,0%	243,7%
Dunkerque	France	204.562	214.485	212.000	-1,2%	3,6%
Tarragona	Spain	8.980	47.415	203.873	330,0%	2170,3%
Amsterdam	Netherlands	65.844	424.880	203.084	-52,2%	208,4%
Vigo	Spain	205.497	247.873	193.921	-21,8%	-5,6%
Lubeck	Germany	170.000	214.000	185.022	-13,5%	8,8%
Ravenna	Italy	168.590	214.324	185.022	-13,7%	9,7%
Riga	Latvia	168.978	207.122	182.980	-11,7%	8,3%
Hull	United Kingdom	252.000	262.000	182.000	-30,5%	-27,8%
Oslo	Norway	170.506	190.307	178.943	-6,0%	4,9%
Teesport	United Kingdom	138.000	155.000	178.000	14,8%	29,0%
Copenhagen/Mälmo	Denmark	155.000	194.000	151.000	-22,2%	-2,6%
St-Nazaire	France	131.832	149.281	145.662	-2,4%	10,5%
Rauma	Finland	120.234	172.155	143.269	-16,8%	19,2%
Alicante	Spain	159.237	150.827	132.059	-12,4%	-17,1%
Tallin	Estonia	127.585	180.927	131.059	-27,6%	2,7%
Sevilla	Spain	115.669	130.452	129.736	-0,5%	12,2%
Baleares	Spain	191.332	176.186	127.429	-27,7%	-33,4%
Rouen	France	161.382	142.035	121.126	-14,7%	-24,9%
Varna	Bulgaria	84.100	155.326	112.611	-27,5%	33,9%
Helsingborg	Sweden	107.475	135.934	111.981	-17,6%	4,2%
Bahía de Cádiz	Spain	138.441	126.408	106.399	-15,8%	-23,1%
Hamina	Finland	159.783	178.068	105.051	-41,0%	-34,3%
Bordeaux	France	50.426	55.397	80.018	44,4%	58,7%
Castellón	Spain	43.773	88.208	67.075	-24,0%	53,2%
Gent	Belgium	30.529	61.380	63.657	3,7%	108,5%
Aalborg	Denmark	60.000	65.000	58.000	-10,8%	-3,3%
Cartagena	Spain	38.089	46.755	57.511	23,0%	51,0%
Szczecin	Poland	36.453	62.913	55.000	-12,6%	50,9%
Cuxhaven	Germany	45.000	63.271	52.198	-17,5%	16,0%
Hanko	Finland	52.351	59.731	38.071	-36,3%	-27,3%
Fredericia	Denmark	12.000	33.000	36.000	9,1%	200,0%
Esbjerg	Denmark	11.000	25.000	32.000	28,0%	190,9%
Marín y Ría de Pontevedra	Spain	32.128	29.160	30.590	4,9%	-4,8%
Oulu	Finland	19.744	30.921	30.224	-2,3%	53,1%
Burgas	Bulgaria	49.312	37.000	30.000	-18,9%	-39,2%
Pori	Finland	61.048	37.454	29.087	-22,3%	-52,4%
Stockholm	Sweden	38.122	37.292	27.402	-26,5%	-28,1%
Kemi	Finland	29.127	27.904	22.113	-20,8%	-24,1%
Turku	Finland	16.719	22.736	16.815	-26,0%	0,6%
Ventspils	Latvia	1.000	14.148	380	-97,3%	-62,0%
Subtotal of selected ports		70.386.276	86.310.023	74.384.935	-13,8%	5,7%
Estimated total European throughput		73.729.111	90.700.000	78.000.000	-14,0%	5,8%

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

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Ports with positive growth in 2009 (compared to 2008) - in % growth

Port	Country	2008	2009	Growth 2008/2009
Tarragona	Spain	47.415	203.873	330,0%
Cagliari	Italy	256.564	756.000	194,7%
Piraeus	Greece	433.582	660.837	52,4%
Gdansk	Poland	163.704	240.623	47,0%
Bordeaux	France	55.397	80.026	44,5%
Esbjerg	Denmark	25.000	32.000	28,0%
Cartagena	Spain	46.755	57.511	23,0%
Teesport	United Kingdom	155.000	178.000	14,8%
Thessaloniki	Greece	238.940	270.181	13,1%
Fredericia	Denmark	33.000	36.000	9,1%
Sines	Portugal	233.118	253.495	8,7%
Zeebrugge	Belgium	2.209.715	2.328.198	5,4%
Marín y Ría de Pontevedra	Spain	29.160	30.590	4,9%
Gent	Belgium	61.380	63.657	3,7%
Naples	Italy	481.521	496.000	3,0%
Marseille	France	851.425	876.757	3,0%
Savona	Italy	252.837	260.000	2,8%
Valencia	Spain	3.602.112	3.653.890	1,4%
Leixos	Portugal	450.026	454.503	1,0%
Dunkerque	France	197.811	214.485	8,4%
Antwerp	Belgium	8.176.614	8.663.736	6,0%
Ravenna	Italy	193.989	203.702	5,0%
La spezia	Italy	1.187.040	1.246.000	5,0%

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

Ports with positive growth in 2009 (compared to 2008) - in TEU growth

Port	Country	2008	2009	"TEU Growth 2008/2009"
Cagliari	Italy	256.564	756.000	499.436
Piraeus	Greece	433.582	660.837	227.255
Tarragona	Spain	47.415	203.873	156.458
Zeebrugge	Belgium	2.209.715	2.328.198	118.483
Gdansk	Poland	163.704	240.623	76.919
Valencia	Spain	3.602.112	3.653.890	51.778
Thessaloniki	Greece	238.940	270.181	31.241
Marseille	France	851.425	876.757	25.332
Bordeaux	France	55.397	80.026	24.629
Teesport	United Kingdom	155.000	178.000	23.000
Sines	Portugal	233.118	253.495	20.377
Naples	Italy	481.521	496.000	14.479
Cartagena	Spain	46.755	57.511	10.756
Savona	Italy	252.837	260.000	7.163
Esbjerg	Denmark	25.000	32.000	7.000
Leixos	Portugal	450.026	454.503	4.477
Fredericia	Denmark	33.000	36.000	3.000
Gent	Belgium	61.380	63.657	2.277
Marín y Ría de Pontevedra	Spain	29.160	30.590	1.430

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

Ports with largest traffic losses in 2009 (compared to 2008) Traffic decline of 20% or more

Port	Country	2008	2009	"Growth 2008/2009"
Ventspils	Latvia	14.148	380	-97,3%
Constantza	Romania	1.380.192	594.299	-56,9%
Amsterdam	Netherlands	424.880	203.084	-52,2%
Thamesport	United Kingdom	773.000	423.000	-45,3%
Kotka	Finland	627.769	345.939	-44,9%
Hamina	Finland	178.068	105.051	-41,0%
Gdynia	Poland	610.767	378.321	-38,1%
Hanko	Finland	59.731	38.071	-36,3%
Klaipeda	Lithuania	373.263	247.977	-33,6%
Tilbury	United Kingdom	962.000	647.000	-32,7%
Málaga	Spain	428.623	289.871	-32,4%
St-Petersburg	Russia	1.983.110	1.343.675	-32,2%
Hull	United Kingdom	262.000	182.000	-30,5%
Barcelona	Spain	2.569.549	1.800.662	-29,9%
Hamburg	Germany	9.737.110	7.007.704	-28,0%
Baleares	Spain	176.186	127.429	-27,7%
Tallin	Estonia	180.927	131.059	-27,6%
Varna	Bulgaria	155.326	112.611	-27,5%
Stockholm	Sweden	37.292	27.402	-26,5%
Turku	Finland	22.736	16.815	-26,0%
Castellón	Spain	88.208	67.075	-24,0%
Las Palmas	Spain	1.312.120	1.005.844	-23,3%
Pori	Finland	37.454	29.087	-22,3%
Copenhagen/Mälmo	Denmark	194.000	151.000	-22,2%
Vigo	Spain	247.873	193.921	-21,8%
Kemi	Finland	27.904	22.113	-20,8%
Rauma	Finland	169.993	135.040	-20,6%
Bilbao	Spain	557.345	443.464	-20,4%

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

Ports with largest traffic losses in 2009 (compared to 2008)
Traffic decline of 100,000 TEU or more

Port	Country	2008	2009	"TEU Growth 2008/2009"
Hamburg	Germany	9.737.110	7.007.704	-2.729.406
Antwerp	Belgium	8.662.891	7.309.639	-1.353.252
Rotterdam	Netherlands	10.783.825	9.743.290	-1.040.535
Bremerhaven/Bremen	Germany	5.448.189	4.578.642	-869.547
Constantza	Romania	1.380.192	594.299	-785.893
Barcelona	Spain	2.569.549	1.800.662	-768.887
St-Petersburg	Russia	1.983.110	1.343.675	-639.435
Gioia Tauro	Italy	3.467.772	2.857.000	-610.772
Thamesport	United Kingdom	773.000	423.000	-350.000
Tilbury	United Kingdom	962.000	647.000	-315.000
Las Palmas	Spain	1.312.120	1.005.844	-306.276
Bahía de Algeciras	Spain	3.327.616	3.042.782	-284.834
Kotka	Finland	627.769	345.939	-281.830
Le Havre	France	2.488.654	2.240.714	-247.940
Southampton	United Kingdom	1.617.000	1.381.000	-236.000
Genoa	Italy	1.766.605	1.533.627	-232.978
Gdynia	Poland	610.767	378.321	-232.446
Amsterdam	Netherlands	424.880	203.084	-221.796
La spezia	Italy	1.246.000	1.046.063	-199.937
Málaga	Spain	428.623	289.871	-138.752
Dublin	Ireland	676.000	548.000	-128.000
Klaipeda	Lithuania	373.263	247.977	-125.286
Bilbao	Spain	557.345	443.464	-113.881
Felixstowe	United Kingdom	3.132.000	3.021.000	-111.000

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

General non-containerised cargo traffic for selected European ports (>100,000 tonnes in 2008 or 2009) Other cargo, not elsewhere specified (1000 tonnes)

Port	2008	2009	Growth (%)
Antwerp	16938	10450	-38,3%
Gent (Ghent)	3100	2351	-24,2%
Oostende (Ostend)	793	725	-8,5%
Zeebrugge	852	866	1,6%
Belgium	21684	14392	-33,6%
Burgas	1939	1108	-42,8%
Varna	788	646	-18,1%
Bulgaria	2727	1754	-35,7%
Ploce	193	209	8,3%
Rijeka	950	886	-6,7%
Croatia	1143	1095	-4,2%
Larnaka (Larnaca)	198	135	-31,9%
Lemesos (Limassol)	497	331	-33,4%
Cyprus	695	466	-33,0%
Aalborg	246	185	-24,9%
Århus	378	211	-44,2%
Avedøreværkets Havn	339	358	5,8%
Esbjerg	347	294	-15,2%
Fredericia (Og Shell-Havnen)	298	264	-11,4%
Frederiskværk Havn	866	483	-44,3%
Grenå	156	114	-27,0%
Kolding	212	155	-26,8%
Københavns Havn	167	139	-16,8%
Køge	124	128	3,3%
Odense	261	199	-23,7%
Randers	282	227	-19,7%
Vejle	545	224	-58,9%
Denmark	4221	2981	-29,4%
Kunda	908	685	-24,6%
Pärnu	1013	1152	13,7%
Tallinn	4797	3362	-29,9%
Vene-Balti	169	137	-18,8%
Estonia	6887	5336	-22,5%
Hamina	966	509	-47,3%
Hanko	1010	718	-28,9%
Helsinki	505	295	-41,7%
Inkoo	138	39	-71,4%
Inland Ports	506	298	-41,1%
Kaskinen	743	473	-36,2%
Kemi	505	383	-24,2%
Kokkola	543	416	-23,5%
Kotka	2120	1872	-11,7%
Koverhar	306	159	-47,8%
Loviisa	526	459	-12,7%
Naantali	164	144	-12,3%
Oulu	335	106	-68,3%
Pietarsaari	614	525	-14,5%
Pori	372	425	14,2%

Port	2008	2009	Growth (%)
Raahe	684	663	-3,1%
Rauma	3029	2278	-24,8%
Tornio	475	443	-6,6%
Turku	453	307	-32,3%
Uusikaupunki	122	144	17,8%
Vaasa	126	123	-2,4%
Finland	14242	10780	-24,3%
Bayonne	1041	1733	66,5%
Bordeaux	142	181	27,5%
Calais	72	114	58,3%
Dunkerque	7364	6579	-10,7%
La Rochelle	924	731	-20,9%
Le Havre	13	14	7,7%
Marseille	2396	1792	-25,2%
Nantes Saint-Nazaire	681	329	-51,7%
Port-la-Nouvelle	106	104	-1,6%
Rouen	1448	897	-38,1%
Sète	239	199	-16,7%
St Malo	312	190	-39,1%
France	14738	12863	-12,7%
Brake	2160	1268	-41,3%
Bremen	5264	3417	-35,1%
Bremerhaven	1333	810	-39,2%
Cuxhaven	197	325	64,6%
Duisburg, Homberg, Walsum	1595	709	-55,6%
Emden	1561	1235	-20,9%
Hamburg	2348	2068	-12,0%
Kiel	306	167	-45,5%
Lübeck	421	355	-15,7%
Nordenham	1077	741	-31,3%
Rostock	1255	1042	-17,0%
Wilhelmshaven	586	807	37,6%
Wismar	1340	1384	3,3%
Germany	19444	14328	-26,3%
Almyros (Amaliapoli) Volou	358	287	-19,9%
Antikyra	64	125	95,8%
Chalkida	581	444	-23,6%
Corfu	248	52	-79,0%
Eleusina	1770	1365	-22,9%
Heraklio	145	94	-34,7%
Igoumenitsa	234	71	-69,6%
Kavala	233	319	37,2%
Patras	113	140	23,7%
Rhodes	127	115	-9,4%
Thessaloniki	1014	741	-27,0%
Volos	626	356	-43,2%
Greece	5512	4109	-25,5%

Port	2008	2009	Growth (%)
Cork	286	190	-33,4%
Drogheda	177	75	-57,4%
Dublin	232	157	-32,3%
Limerick	248	146	-41,2%
Waterford	170	72	-57,8%
Ireland	1113	641	-42,4%
Augusta	305	347	13,6%
Bari	523	618	18,1%
Barletta	227	208	-8,4%
Brindisi	153	135	-11,9%
Cagliari	2813	2580	-8,3%
Catania	505	478	-5,3%
Chioggia	1157	963	-16,8%
Civitavecchia	278	334	19,9%
Gaeta	234	225	-3,6%
Genova	1189	1116	-6,1%
La Spezia	952	854	-10,3%
Livorno	6119	5187	-15,2%
Marina Di Carrara	1549	1691	9,2%
Messina	121	122	1,4%
Milazzo	129	144	11,7%
Monfalcone	2334	1937	-17,0%
Napoli	99	114	15,6%
Olbia	265	143	-46,1%
Ortona	136	160	17,4%
Piombino	1329	1330	0,1%
Porto Nogaro	1165	1198	2,8%
Pozzallo	318	297	-6,5%
Ravenna	4726	4008	-15,2%
Salerno	332	315	-5,0%
Savona - Vado	1378	1387	0,6%
Taranto	8907	7933	-10,9%
Trieste	1483	1605	8,2%
Venezia	2265	2230	-1,6%
Italy[1]	40992	37658	-8,1%

Port	2008	2009	Growth (%)
Liepaja	1394	1347	-3,3%
Riga	2244	1929	-14,0%
Ventspils	677	666	-1,6%
Latvia	4314	3942	-8,6%
Klaipeda	2074	1595	-23,1%
Lithuania	2074	1595	-23,1%
Amsterdam	2854	2564	-10,2%
Delfzijl/Eemshaven	605	586	-3,2%
Den Helder	231	231	0,0%
Dordrecht	255	326	27,6%
Harlingen	103	125	21,9%
Moerdijk	1117	1448	29,7%
Rotterdam	8243	9215	11,8%
Terneuzen	1932	1762	-8,8%
Velsen/Ijmuiden	2353	1772	-24,7%
Vlissingen	5968	4542	-23,9%
Netherlands	23662	22572	-4,6%
Ålesund	413	445	7,8%
Bergen	1973	2031	3,0%
Florø/Flora	314	384	22,4%
Fredrikstad/Sarpsborg	328	196	-40,2%
Kristiansand S	200	140	-30,2%
Kristiansund N/Grip	1266	1168	-7,7%
Larvik	183	99	-45,8%
Måløy	131	123	-6,6%
Mo i Rana/Rana	1391	1135	-18,4%
Oslo	254	201	-21,1%
Other - Norway	4026	2197	-45,4%
Tromsø/Buvik	262	264	0,7%
Trondheim/Flakk	358	279	-22,3%
Verdal/Levanger	752	622	-17,3%
Norway	11851	9283	-21,7%
Gdansk	871	703	-19,2%
Gdynia	736	702	-4,5%
Swinoujscie	421	423	0,6%
Szczecin	1771	1273	-28,1%
Poland	3798	3102	-18,3%

Port	2008	2009	Growth (%)
Aveiro	1464	560	-61,8%
Leixões	648	346	-46,5%
Lisboa	406	298	-26,6%
Setúbal	1518	1410	-7,1%
Figueira da Foz	412.751	466.704	13,07
Portugal	4036	2614	-35,2%
Constanta	3955	2936	-25,8%
Galati	1344	1008	-25,0%
Romania	5299	3944	-25,6%
Koper	1374	1555	13,2%
Slovenia	1374	1555	13,2%
Algeciras	1389	1506	8,4%
Alicante	269	207	-23,3%
Almería	297	113	-62,0%
Avilés	1177	962	-18,2%
Barcelona	777	861	10,8%
Bilbao	3515	2200	-37,4%
Cádiz	224	151	-32,5%
Cartagena	452	138	-69,5%
Castellón	515	545	5,7%
Ferrol	823	555	-32,6%
Gijón	572	349	-39,1%
Huelva	450	316	-29,8%
La Coruña	1561	1336	-14,4%
Las Palmas	468	544	16,4%
Marín-Pontevedra	527	483	-8,4%
Motril	193	155	-19,9%
Palma Mallorca	285	311	8,9%
Pasajes	1921	1492	-22,3%
Santander	732	536	-26,8%
Sevilla	762	653	-14,2%
Tarragona	766	597	-22,0%
Valencia	5209	3975	-23,7%
Vigo	885	504	-43,1%
Villagarcía (de Arosa)	171	123	-28,1%
Spain	23939	18610	-22,3%
Gävle	1021	672	-34,2%
Halmstad	812	535	-34,1%
Helsingborg	217	310	42,6%
Husum	1814	1103	-39,2%
Jätterssön	1069	880	-17,7%
Kalmar	543	255	-53,0%
Karlshamn	948	774	-18,4%
Köping	152	155	1,8%
Luleå	236	184	-22,1%
Oskarshamn	633	415	-34,4%
Oxelösund (ports)	1352	886	-34,4%
Piteå	1416	1196	-15,6%
Skellefteå	278	218	-21,4%
Sölvesborg	684	295	-56,8%
Stockholm	244	210	-13,9%
Sundsvall	1054	928	-11,9%
Uddevalla	352	348	-1,0%
Umeå	989	902	-8,8%
Varberg	771	738	-4,4%
Västerås	149	148	-0,8%
Sweden	14734	11152	-24,3%

Port	2008	2009	Growth (%)
Aberdeen	2001	1779	-11,1%
Belfast	594	327	-45,0%
Boston	537	389	-27,6%
Bristol	297	369	24,4%
Cardiff	567	259	-54,3%
Clydeport	516	267	-48,4%
Dover	222	215	-3,1%
Forth	491	577	17,5%
Goole	1149	1023	-11,0%
Great Yarmouth	119	112	-5,4%
Hull	1245	1170	-6,0%
Immingham	1579	896	-43,2%
Ipswich	178	155	-13,2%
Liverpool	927	498	-46,3%
London	2142	1215	-43,3%
Manchester	123	119	-2,9%
Medway	1760	1715	-2,6%
Newport, Gwent	1253	883	-29,5%
Peterhead	339	265	-21,8%
Portsmouth	665	546	-17,8%
River Hull & Humber	150	235	56,5%
Shoreham	285	214	-24,9%
Sunderland	210	200	-4,4%
Tees & Hartlepool	2948	2002	-32,1%
Tyne	273	181	-33,6%
United Kingdom	20569	15611	-24,1%

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RoRo traffic for selected European ports (>200,000 tonnes in 2008 or 2009) Ro Ro, mobile self-propelled units and other Ro Ro, mobile non-self-propelled units (1000 tonnes)

Port	2008	2009	Growth (%)
Antwerp	4427	3203	-27,6%
Gent (Ghent)	1963	1559	-20,6%
Oostende (Ostend)	6724	3933	-41,5%
Zeebrugge	11814	9514	-19,5%
Belgium	24928	18209	-27,0%
Split	676	550	-18,6%
Croatia	676	550	-18,6%
Lemesos (Limassol)	271	187	-30,9%
Cyprus	271	187	-30,9%
Århus	3055	2407	-21,2%
Esbjerg	1705	1597	-6,3%
Fredericia (Og Shell-Havnen)	261	231	-11,7%
Frederikshavn	2456	2096	-14,7%
Gedser	1779	1341	-24,6%
Grenå	624	597	-4,4%
Helsingør (Elsinore)	4429	3720	-16,0%
Hirtshals	1037	1132	9,2%
Kalundborg	2653	2148	-19,0%
Københavns Havn	333	261	-21,4%
Køge	374	346	-7,4%
Rødby (Færgehavn)	6148	5219	-15,1%
Rønne	467	438	-6,0%
Denmark	25320	21531	-15,0%
Hamina	348	211	-39,5%
Hanko	2198	1381	-37,2%
Helsinki	6653	5277	-20,7%
Kemi	382	388	1,3%
Kotka	1367	770	-43,7%
Naantali	2832	1848	-34,8%
Oulu	796	935	17,5%
Turku	2203	1894	-14,0%
Vaasa	261	208	-20,2%
Finland	17041	12911	-24,2%
Ajaccio	1064	1062	-0,2%
Bastia	2587	2635	1,9%
Caen	3017	2848	-5,6%
Calais	39843	40370	1,3%
Cherbourg	2480	2026	-18,3%
Dieppe	1416	1029	-27,3%
Dunkerque	12742	12435	-2,4%
Le Havre	1916	2100	9,6%
Marseille	4338	4062	-6,4%
Nantes Saint-Nazaire	649	405	-37,6%
St Malo	248	554	123,4%
Toulon	1337	1010	-24,4%
France	71637	70536	-1,5%

Port	2008	2009	Growth (%)
Bremerhaven	3425	2046	-40,3%
Cuxhaven	1000	765	-23,5%
Emden	1678	1211	-27,8%
Hamburg	531	487	-8,4%
Kiel	1493	1547	3,6%
Lübeck	16619	13954	-16,0%
Puttgarden	4073	3479	-14,6%
Rostock	8103	5972	-26,3%
Sassnitz	2323	1435	-38,2%
Germany	39246	30896	-21,3%
Antirio	2361	1869	-20,8%
Corfu	528	436	-17,3%
Heraklio	2092	1688	-19,3%
Igoumenitsa	2554	2229	-12,7%
Megara	272	346	27,2%
Paloukia Salaminas	1323	2255	70,5%
Patras	3575	2732	-23,6%
Perama	1323	2255	70,5%
Piraeus	5401	4127	-23,6%
Rhodes	383	235	-38,7%
Rio	2361	1869	-20,8%
Greece	22173	20041	-9,6%
Dublin	9222	8546	-7,3%
Ireland	9222	8546	-7,3%
Ancona	2412	2222	-7,9%
Bari	1029	1023	-0,6%
Brindisi	819	764	-6,7%
Cagliari	3672	3344	-8,9%
Civitavecchia	2586	3178	22,9%
Genova	5731	5743	0,2%
Gioia Tauro	421	393	-6,7%
Livorno	5265	4469	-15,1%
Messina	3542	3550	0,2%
Monfalcone	474	391	-17,6%
Napoli	2313	2780	20,2%
Olbia	12582	7574	-39,8%
Palermo	3685	2899	-21,3%
Piombino	1493	1497	0,3%
Porto Torres	1458	1300	-10,8%
Salerno	4290	3778	-11,9%
Taranto	2457	2173	-11,5%
Trapani	810	919	13,4%
Trieste	3170	3722	17,4%
Venezia	1444	1414	-2,0%
Italy	59655	53132	-10,9%

Port	2008	2009	Growth (%)
Riga	650	611	-6,0%
Ventspils	1312	866	-34,0%
Latvia	1962	1477	-24,7%
Klaipeda	1966	1860	-5,4%
Lithuania	1966	1860	-5,4%
Malta (Valetta)	331	303	-8,7%
Malta	331	303	-8,7%
Amsterdam	633	284	-55,1%
Rotterdam	9130	7536	-17,5%
Velsen/Ijmuiden	217	381	75,7%
Vlaardingen	4533	3805	-16,1%
Vlissingen	1442	986	-31,6%
Netherlands	15956	12993	-18,6%
Haugesund	2254	1758	-22,0%
Kristiansand S	552	496	-10,2%
Larvik	353	521	47,5%
Oslo	937	753	-19,6%
Porsgrunn, Rafnes, Herøya, Brevik, Skien, Langesund, Voldsfjorden	404	251	-38,0%
Sandefjord	259	243	-6,3%
Stavanger, Sola/Risavik, Forus, Dusavik, Mekjarvik	3683	3629	-1,5%
Norway	8442	7650	-9,4%
Gdansk	602	336	-44,2%
Gdynia	1892	1348	-28,7%
Swinoujscie	3221	3124	-3,0%
Poland	5714	4808	-15,8%
Setúbal	322	202	-37,2%
Portugal	322	202	-37,2%
Algeciras	1169	855	-26,8%
Almería	230	233	1,4%
Barcelona	5142	4319	-16,0%
Cádiz	707	567	-19,8%
Ceuta	393	370	-5,8%
Las Palmas	1460	1319	-9,6%
Málaga	240	289	20,4%
Melilla	265	293	10,6%
Palma Mallorca	3644	3130	-14,1%
Pasajes	451	318	-29,5%
Santa Cruz de Tenerife	1650	1530	-7,3%
Santander	453	374	-17,4%
Tarragona	297	139	-53,3%
Vigo	845	596	-29,4%
Spain	16946	14333	-15,4%

Port	2008	2009	Growth (%)
Göteborg	11907	10348	-13,1%
Helsingborg	4544	3858	-15,1%
Kappelskär	3202	2115	-33,9%
Karlshamn	1145	1003	-12,4%
Karlskrona	1062	829	-21,9%
Malmö	5109	3452	-32,4%
Nynäshamn (ports)	961	888	-7,6%
Oskarshamn	299	310	3,8%
Stockholm	2367	2326	-1,8%
Trelleborg	12280	10057	-18,1%
Umeå	263	225	-14,4%
Varberg	626	566	-9,6%
Ystad	1968	2209	12,2%
Sweden	45734	38187	-16,5%
Aberdeen	240	404	68,5%
Belfast	4569	4456	-2,5%
Bristol	896	426	-52,5%
Cairnryan	2928	2572	-12,2%
Dover	23911	24693	3,3%
Felixstowe	2726	2166	-20,5%
Fishguard	560	365	-34,8%
Fleetwood	1571	1327	-15,5%
Forth	194	333	72,0%
Harwich	3082	2123	-31,1%
Heysham	3043	2923	-4,0%
Holyhead	3143	2654	-15,6%
Hull	3985	2632	-34,0%
Immingham	14704	12880	-12,4%
Ipswich	431	821	90,6%
Larne	5154	4280	-17,0%
Liverpool	6856	6690	-2,4%
London	7571	9903	30,8%
Medway	395	365	-7,5%
Milford Haven	1122	1108	-1,3%
Newhaven	838	895	6,8%
Poole	1016	767	-24,5%
Portsmouth	2776	2743	-1,2%
Ramsgate	1942	1559	-19,7%
Southampton	1236	529	-57,2%
Stranraer	1190	1143	-4,0%
Tees & Hartlepool	3147	2462	-21,8%
Tyne	879	646	-26,5%
Warrenpoint	1490	1499	0,6%
United Kingdom	101593	95364	-6,1%

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Liquid bulk traffic for selected European ports (>500,000 tonnes in 2008 or 2009) (1000 tonnes)

Port	2008	2009	Growth (%)
Antwerp	39322	39522	0,5%
Gent (Ghent)	3918	3727	-4,9%
Zeebrugge	6202	7993	28,9%
Belgium	49442	51242	3,6%
Burgas	10776	9263	-14,0%
Varna	945	1135	20,1%
Bulgaria	11721	10398	-11,3%
Bakar	1557	2103	35,1%
Omišalj	6594	5970	-9,5%
Ploce	579	350	-39,7%
Croatia	8731	8422	-3,5%
Dekeleia (Dhekelia)	517	516	-0,3%
Larnaca (Larnaka) Oil Terminal	1128	1158	2,6%
Vasiliko (Vasilico)	683	744	8,9%
Cyprus	2329	2417	3,8%
Aabenraa	681	364	-46,5%
Aalborg	1590	1571	-1,2%
Århus	1779	1438	-19,2%
Esjberg	449	558	24,3%
Fredericia (Og Shell-Havnen)	12409	11458	-7,7%
Københavns Havn	3218	2398	-25,5%
Statoil-Havnen	7700	7741	0,5%
Other Danish Ports	587.849	503.062	-14,42
Denmark	27826	25528	-8,3%
Tallinn	20522	22845	11,3%
Vene-Balti	730	336	-53,9%
Estonia	21252	23181	9,1%
Hamina	2244	1906	-15,0%
Kemi	525	439	-16,3%
Kokkola	990	904	-8,7%
Kotka	1087	946	-12,9%
Naantali	4651	4385	-5,7%
Oulu	1315	1211	-7,9%
Pori	1008	756	-25,0%
Sköldvik	21549	20787	-3,5%
Finland	33369	31335	-6,1%
Bayonne	984	916	-6,9%
Bordeaux	5.459	5.385	-1,4%
Brest	1.075	1.072	-0,3%
Dunkerque	14.839	12.423	-16,3%

Port	2008	2009	Growth (%)
Fort-de France (Martinique)	1.401	1.415	1,0%
Guadeloupe (Guadeloupe)	830	754	-9,2%
La Rochelle	2.855	2.637	-7,6%
Le Havre	49.029	45.581	-7,0%
Lorient	1.060	1.087	2,6%
Marseille	66.683	60.200	-9,7%
Nantes Saint-Nazaire	22.102	19.511	-11,7%
Port-la-Nouvelle	1.096	1.193	8,8%
Port Réunion (ex Pointe-des-Galets) (Réunion)	781	832	6,6%
Rouen	10.834	11.585	6,9%
Sète	1.415	1.613	14,0%
France	180444	166204	-7,9%
Bremen	1682	1327	-21,1%
Brunsbüttel	6477	5172	-20,1%
Bützfleth	2219	2237	0,8%
Emden	867	839	-3,3%
Hamburg	15600	14416	-7,6%
Nordenham	524	377	-28,1%
Rostock	4914	4155	-15,4%
Wilhelmshaven	36629	30394	-17,0%
Germany	68912	58917	-14,5%
Agii Theodori	14694	16421	11,8%
Eleusina	13490	10954	-18,8%
Heraklio	668	597	-10,7%
Lavrio	1234	759	-38,5%
Megara	9661	8788	-9,0%
Perama	543	622	14,7%
Rhodes	630	407	-35,5%
Thessaloniki	8084	7950	-1,7%
Greece	49003	46496	-5,1%
Bantry Bay	784	911	16,2%
Cork	6002	5022	-16,3%
Dublin	4074	4238	4,0%
Galway	737	661	-10,4%
Limerick	1482	1032	-30,4%
Ireland	13080	11863	-9,3%

Port	2008	2009	Growth (%)
Augusta	25681	27541	7,2%
Barletta	578	515	-10,9%
Brindisi	2572	2374	-7,7%
Cagliari	650	589	-9,4%
Catania	665	844	27,0%
Civitavecchia	1160	1445	24,6%
Falconara Marittima	5724	4877	-14,8%
Fiumicino	7177	6246	-13,0%
Gaeta	1846	1758	-4,7%
Gela	9421	8020	-14,9%
Genova	19488	18928	-2,9%
La Spezia	4345	3861	-11,1%
Lipari	1654	1530	-7,5%
Livorno	14713	12554	-14,7%
Milazzo	15021	16195	7,8%
Napoli	4409	5204	18,0%
Ortona	736	818	11,1%
Other - Italy	546	710	30,1%
Palermo	1746	1363	-22,0%
Porto Foxi	26305	26184	-0,5%
Porto Torres	2858	2541	-11,1%
Portovesme	936	893	-4,7%
Ravenna	6044	5131	-15,1%
Santa Panagia	17224	18529	7,6%
Savona - Vado	7972	6946	-12,9%
Taranto	7653	6759	-11,7%
Trieste	29502	34148	15,7%
Venezia	12764	12694	-0,5%
Italy[1]	229391	229196	-0,1%
Liepaja	923	661	-28,4%
Riga	5425	6567	21,1%
Ventspils	17410	16937	-2,7%
Latvia	23758	24164	1,7%
Butinge	9068	8389	-7,5%
Klaipeda	10955	10514	-4,0%
Lithuania	20024	18903	-5,6%
Malta (Valletta)	750	785	4,8%
Marsaxlokk	805	875	8,6%
Malta	1555	1660	6,7%
Amsterdam	33811	36690	8,5%
Moerdijk	2469	1893	-23,4%
Rotterdam	189895	189250	-0,3%
Terneuzen	6653	6249	-6,1%
Velsen/Ijmuiden	2784	1700	-38,9%
Vlaardingen	681	443	-34,9%
Vlissingen	3995	3627	-9,2%
Netherlands	240287	239852	-0,2%

Port	2008	2009	Growth (%)
Ålesund	545	556	2,0%
Bergen	47672	51299	7,6%
Bremanger	1591	2081	30,8%
Florø/Flora	432	572	32,2%
Fredrikstad/Sarpsborg	847	714	-15,7%
Kristiansund N/Grip	2144	2124	-0,9%
Molde	3894	3278	-15,8%
Oslo	2052	2082	1,4%
Tønsberg/Slagentangen/Valløy	10860	10679	-1,7%
Trondheim/Flakk	620	589	-5,1%
Trondheim/Flakk	595.267	569.112	-4,39
Norway	70657	73973	4,7%
Gdansk	10608	9993	-5,8%
Gdynia	1331	1187	-10,9%
Swinoujscie	658	857	30,2%
Szczecin	818	736	-9,9%
Poland	13415	12772	-4,8%
Aveiro	629	428	-32,0%
Leixões	8142	7097	-12,8%
Lisboa	1563	1950	24,7%
Setúbal	959	686	-28,4%
Sines	17780	16059	-9,7%
Portugal	29073	26220	-9,8%
Constanta	11915	7251	-39,1%
Midia	1913	3987	108,5%
Romania	13827	11238	-18,7%
Koper	2743	2676	-2,4%
Slovenia	2743	2676	-2,4%
Algeciras	22249	21431	-3,7%
Avilés	537	674	25,5%
Barcelona	12104	11756	-2,9%
Bilbao	23023	20497	-11,0%
Cartagena	20110	16169	-19,6%
Castellón	7761	7777	0,2%
Ceuta	1115	1195	7,2%
Ferrol	2225	2402	8,0%
Gijón	1478	1389	-6,1%
Huelva	13667	13028	-4,7%
La Coruña	7455	6818	-8,5%
Las Palmas	4709	4583	-2,7%
Motril	1420	1330	-6,3%
Palma Mallorca	2074	2024	-2,4%
Santa Cruz de Tenerife	9456	8423	-10,9%
Tarragona	19018	20000	5,2%
Valencia	5969	5767	-3,4%
Spain	154371	145263	-5,9%

Port	2008	2009	Growth (%)
Bergs Oljehamn	934	1067	14,2%
Brofjorden Preemraff	20035	19893	-0,7%
Gävle	2556	2363	-7,6%
Göteborg	22929	21343	-6,9%
Helsingborg	896	694	-22,6%
Karlshamn	2629	2088	-20,6%
Malmö	4419	4599	4,1%
Nynäshamn (ports)	2362	2180	-7,7%
Oxelösund (ports)	2379	1256	-47,2%
Skellefteå	467	536	14,8%
Stenungsund (Ports)	2964	2559	-13,7%
Stockholm	749	606	-19,1%
Sundsvall	800	599	-25,1%
Västerås	518	517	-0,2%
Västerås	495.980	487.090	-1,79
Sweden	64638	60299	-6,7%
Aberdeen	2166	1677	-22,6%
Belfast	2558	2601	1,7%
Bristol	1756	1292	-26,4%
Cardiff	1345	1278	-5,0%
Clydeport	5123	4055	-20,9%
Cromarty Firth	2079	2638	26,9%
Dundee	505	458	-9,3%
Forth	33925	31799	-6,3%
Hull	1821	1432	-21,4%
Immingham	24654	22393	-9,2%
Kirkwall	4552	7435	63,3%
Liverpool	12189	12076	-0,9%
London	20569	16903	-17,8%
Londonderry	774	623	-19,5%
Manchester	5868	5394	-8,1%
Medway	2142	4276	99,6%
Milford Haven	34699	38112	9,8%
Plymouth	1331	1270	-4,6%
River Hull & Humber	8224	8240	0,2%
Southampton	28996	27581	-4,9%
Sullom Voe	14507	11240	-22,5%
Tees & Hartlepool	27044	25093	-7,2%
United Kingdom	236828	227867	-3,8%

Dry bulk traffic for selected European ports (>500,000 tonnes in 2008 or 2009) (1000 tonnes)

Port	2008	2009	Growth (%)
Antwerp	27346	17384	-36,4%
Gent (Ghent)	17896	12886	-28,0%
Oostende (Ostend)	791	645	-18,4%
Zeebrugge	1953	1598	-18,2%
Belgium	47986	32513	-32,2%
Burgas	2745	2692	-1,9%
Varna	7352	5613	-23,7%
Bulgaria	10097	8305	-17,7%
Bakar	2436	1526	-37,4%
Ploce	4028	1979	-50,9%
Rabac	1068	524	-50,9%
Raša - Bršica	1962	2223	13,3%
Rijeka	420	512	22,1%
Split	1571	1195	-24,0%
Croatia	11485	7959	-30,7%
Larnaka (Larnaca)	715	601	-16,1%
Vasiliko (Vasilico)	743	571	-23,1%
Cyprus	1458	1172	-19,6%
Aabenraa	988	874	-11,5%
Aalborg	1043	857	-17,9%
Aalborg Portland (Cementfabrikken Rordal)	2574	1407	-45,3%
Århus	3405	2155	-36,7%
Asnæsværkets Havn	1284	997	-22,3%
Avedøreværkets Havn	570	551	-3,4%
Enstedværkets Havn	5824	5588	-4,1%
Esbjerg	997	1103	10,7%
Fredericia (Og Shell-Havnen)	1085	960	-11,5%
Kalundborg	502	669	33,3%
Kolding	1026	748	-27,1%
Københavns Havn	2084	1826	-12,4%
Køge	831	782	-5,9%
Nordjyllandsværkets Havn	923	1038	12,4%
Odense	2863	1926	-32,7%
Randers	1084	780	-28,1%
Rønne	1112	851	-23,4%
Studstrupværkets Havn	1232	1141	-7,4%
Thyborøn	1113	1035	-7,0%
Denmark	30538	25287	-17,2%
Kunda	597	514	-13,9%
Tallinn	2261	3984	76,2%
Estonia	2858	4498	57,4%

Port	2008	2009	Growth (%)
Helsinki	824	780	-5,3%
Inkoo	1676	1144	-31,7%
Inland Ports	1608	785	-51,1%
Kaskinen	967	207	-78,6%
Kemi	588	384	-34,6%
Kokkola	4115	4090	-0,6%
Kotka	2887	1135	-60,7%
Koverhar	1161	737	-36,5%
Loviisa	451	720	59,7%
Naantali	1071	874	-18,4%
Oulu	589	506	-14,1%
Parainen	1188	594	-50,0%
Pietarsaari	1053	626	-40,5%
Pori	3548	3880	9,4%
Raahe	5338	4068	-23,8%
Rauma	2342	1336	-43,0%
Tornio	842	668	-20,7%
Uusikaupunki	724	509	-29,7%
Vaasa	628	620	-1,3%
Finland	31598	23663	-25,1%
Bayonne	1722	1670	-3,0%
Bordeaux	2797	2408	-13,9%
Brest	1353	1374	1,6%
Caen	529	345	-34,9%
Dieppe	502	334	-33,5%
Dunkerque	26832	17369	-35,3%
Guadeloupe (Guadeloupe)	947	773	-18,4%
La Rochelle	4341	4087	-5,9%
Le Havre	4707	3877	-17,6%
Lorient	1950	1463	-25,0%
Marseille	14124	8473	-40,0%
Nantes Saint-Nazaire	8518	7938	-6,8%
Port-la-Nouvelle	725	622	-14,1%
Port Réunion (Réunion)	1390	1260	-9,4%
Rouen	9204	9791	6,4%
Sète	1292	996	-23,0%
St Malo	892	742	-16,9%
France	81825	63522	-22,4%
Brake	3370	3107	-7,8%
Bremen	8098	6530	-19,4%
Brunsbüttel	5119	3800	-25,8%
Bützfleth	3346	2343	-30,0%
Flensburg	581	487	-16,2%
Hamburg	26638	22166	-16,8%
Kiel	908	1076	18,4%
Lübeck	1215	1121	-7,7%
Nordenham	1995	2356	18,1%
Rostock	6959	6176	-11,3%
Wilhelmshaven	3340	2995	-10,3%
Wismar	1817	1605	-11,7%
Germany	63386	53761	-15,2%

Port	2008	2009	Growth (%)
Aliverio	2615	2013	-23,0%
Almyros (Amaliapoli) Volou	3328	3407	2,4%
Antikyra	1529	1528	0,0%
Chalkida	1622	803	-50,5%
Eleusina	2734	2126	-22,2%
Heraklio	791	636	-19,6%
Igoumenitsa	670	623	-7,1%
Kavala	1002	835	-16,7%
Larymna	3313	1884	-43,1%
Milos Island	2932	1884	-35,8%
Thessaloniki	4254	3440	-19,1%
Volos	7237	6752	-6,7%
Greece	32028	25932	-19,0%
Cork	1763	1336	-24,2%
Dublin	2385	1657	-30,5%
Limerick	9089	7739	-14,8%
Waterford	706	753	6,7%
Ireland	13942	11485	-17,6%
Ancona	1270	1171	-7,8%
Augusta	846	877	3,7%
Bari	868	838	-3,5%
Barletta	680	601	-11,5%
Brindisi	7220	6770	-6,2%
Chioggia	1912	1591	-16,8%
Civitavecchia	702	850	21,1%
Gaeta	658	622	-5,5%
Genova	3839	3617	-5,8%
La Spezia	2300	2037	-11,5%
Manfredonia	823	822	-0,1%
Marina Di Carrara	601	665	10,8%
Monfalcone	2124	1808	-14,9%
Oristano	1404	1727	23,0%
Other - Italy	425	573	35,0%
Piombino	5426	5356	-1,3%
Porto Torres	1800	1586	-11,9%
Portovesme	4929	4704	-4,6%
Pozzallo	1130	1071	-5,2%
Ravenna	16620	14024	-15,6%
Savona - Vado	5008	4338	-13,4%
Taranto	24843	21909	-11,8%
Trieste	1117	1302	16,6%
Venezia	10096	9935	-1,6%
Italy[1]	96643	88794	-8,1%
Liepaja	1834	1997	8,9%
Riga	19333	18752	-3,0%
Ventspils	7825	6815	-12,9%
Latvia	28992	27563	-4,9%

Port	2008	2009	Growth (%)
Klaipeda	9744	9677	-0,7%
Lithuania	7.488.554	8.912.229	19,01
Malta (Valletta)	675	578	-14,4%
Malta	675	578	-14,4%
Amsterdam	34195	32523	-4,9%
Delfzijl/Eemshaven	2106	1150	-45,4%
Dordrecht	1105	509	-53,9%
Harlingen	765	512	-33,1%
Moerdijk	1693	1003	-40,8%
Rotterdam	93930	62864	-33,1%
Terneuzen	3493	3099	-11,3%
Velsen/Ijmuiden	17955	5269	-70,7%
Vlissingen	6666	4101	-38,5%
Netherlands	161907	111029	-31,4%
Bergen	2348	2386	1,6%
Brønnøy	2231	1789	-19,8%
Drammen	1256	998	-20,6%
Fredrikstad/Sarpsborg	1301	1199	-7,8%
Haugesund	3021	2553	-15,5%
Kristiansund N/Grip	2031	1974	-2,8%
Mo i Rana/Rana	1912	1609	-15,9%
Molde	3259	2234	-31,5%
Narvik	14558	12571	-13,6%
Oslo	1401	1057	-24,5%
Other - Norway	10521	9527	-9,4%
Porsgrunn	5940	4507	-24,1%
Stavanger	1565	1274	-18,6%
Trondheim/Flakk	848	623	-26,4%
Verdal/Levanger	779	594	-23,7%
Norway	52971	44895	-15,2%
Gdansk	4037	5853	45,0%
Gdynia	4780	5397	12,9%
Police	1897	768	-59,5%
Swinoujscie	4531	2633	-41,9%
Szczecin	4678	4489	-4,0%
Poland	19923	19140	-3,9%
Aveiro	1370	911	-33,5%
Leixões	2187	2090	-4,4%
Lisboa	5340	4422	-17,2%
Setúbal	3144	3310	5,3%
Sines	4354	5296	21,7%
Portugal	16395	16030	-2,2%
Constanta	18656	13769	-26,2%
Romania	18656	13769	-26,2%
Koper	9619	6385	-33,6%
Slovenia	9619	6385	-33,6%

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Port	2008	2009	Growth (%)
Algeciras	1587	1661	4,7%
Alicante	1087	1111	2,3%
Almería	4907	3292	-32,9%
Avilés	3115	2293	-26,4%
Barcelona	3506	3913	11,6%
Bilbao	5266	3828	-27,3%
Cádiz	2118	1615	-23,7%
Cartagena	4623	3616	-21,8%
Castellón	4017	1866	-53,6%
Ferrol	9781	9268	-5,2%
Gijón	16870	12456	-26,2%
Huelva	6525	4292	-34,2%
La Coruña	3290	3216	-2,3%
Las Palmas	1159	764	-34,1%
Málaga	1343	767	-42,9%
Marín-Pontevedra	847	880	3,8%
Palma Mallorca	2131	1689	-20,7%
Pasajes	2353	1658	-29,6%
Santa Cruz de Tenerife	1353	848	-37,3%
Santander	3732	2920	-21,8%
Sevilla	2343	2421	3,3%
Tarragona	12421	10485	-15,6%
Valencia	5137	3524	-31,4%
Spain	99510	78383	-21,2%
Gävle	540	546	1,2%
Halmstad	844	674	-20,2%
Helsingborg	697	673	-3,5%
Karlshamn	2379	1933	-18,7%
Köping	793	528	-33,5%
Luleå	8307	5848	-29,6%
Malmö	1162	924	-20,5%
Oxelösund (ports)	3516	1981	-43,7%
Skellefteå	951	864	-9,1%
Stockholm	980	878	-10,4%
Uddevalla	582	390	-33,1%
Västerås	805	657	-18,4%
Sweden	21557	15895	-26,3%

Port	2008	2009	Growth (%)
Belfast	3412	3100	-9,1%
Bristol	7828	6132	-21,7%
Cardiff	527	390	-26,0%
Clydeport	8241	7785	-5,5%
Forth	1990	2287	14,9%
Fowey	935	774	-17,2%
Glensanda	6336	5591	-11,8%
Hull	3698	3535	-4,4%
Immingham	23116	17490	-24,3%
Ipswich	1664	1604	-3,6%
Liverpool	7376	6662	-9,7%
London	14383	13474	-6,3%
Londonderry	922	961	4,2%
Manchester	1447	1153	-20,3%
Medway	6235	3836	-38,5%
Newport, Gwent	1940	1851	-4,6%
Plymouth	870	593	-31,9%
Port Talbot	8086	5095	-37,0%
River Hull & Humber	977	983	0,6%
Shoreham	1280	1354	5,8%
Southampton	1968	1960	-0,4%
Tees & Hartlepool	10977	8016	-27,0%
Trent River	894	568	-36,4%
Tyne	3853	2465	-36,0%
United Kingdom	118954	97657	-17,9%

Note on the source of the statistics

For the preparation of the Statistics Annex of the ESPO Annual Report 2009 the authors primarily relied on data from websites of Port Authorities for containers and on Eurostat-figures for other cargo types. Following the recommendations of the ESPO-members, however, other sources were used for certain ports, as listed below.

Containers		
Country	Port	Source
Belgium	Zeebrugge	Member Information
Denmark	Aalborg	Member Information
	Esbjerg	Member Information
	Fredericia	Member Information
Finland	All ports	Finnish Port Association
France	All ports	Member Information
Greece	Piraeus	Member Information
Ireland	Dublin	Member Information
Italy	All ports	Member Information
Latvia	Riga	Member Information
Netherlands	Amsterdam	Member Information
Norway	Oslo	Member Information
Spain	All ports	Member Information
United Kingdom	Hull	National Statistics
	Liverpool	National Statistics
	Teesport	National Statistics
	Tilbury	National Statistics

RoRo		
Country	Port	Source
Belgium	Zeebrugge	Member Information
Denmark	Other Danish ports	Danish Statistical Bureau
Finland	Hanko	Finnish Maritime Administration
	Helsinki	Finnish Maritime Administration
	Kotka	Finnish Maritime Administration
	Naantali	Finnish Maritime Administration
	Turku	Finnish Maritime Administration
	Uusikaupunki	Finnish Maritime Administration
France	All ports	Member Information
Ireland	Other Irish ports	Member Information
Italy	All ports	Member Information
Latvia	Riga	Member Information
Netherlands	Amsterdam	Member Information
	Beverwijk	Member Information
	Velsen/Ijmuiden	Member Information
	Zaanstad	Member Information
Spain	All ports	Member Information

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General Cargo		
Country	Port	Source
Belgium	Zeebrugge	Member Information
France	All ports	Member Information
Greece	Elefsina	Member Information
	Thessaloniki	Member Information
Italy	All ports	Member Information
Latvia	Riga	Member Information
Netherlands	Amsterdam	Member Information
	Beverwijk	Member Information
	Velsen/Ijmuiden	Member Information
	Zaanstad	Member Information
Spain	All ports	Member Information

Liquid Bulk		
Country	Port	Source
Belgium	Zeebrugge	Member Information
France	All ports	Member Information
Germany	Hamburg	Member Information
Greece	Elefsina	Member Information
	Thessaloniki	Member Information
Italy	All ports	Member Information
Latvia	Riga	Member Information
Netherlands	Amsterdam	Member Information
	Beverwijk	Member Information
	Velsen/Ijmuiden	Member Information
	Zaanstad	Member Information
Spain	All ports	Member Information

Dry Bulk		
Country	Port	Source
Belgium	Zeebrugge	Member Information
Denmark	Other Danish ports	Danish Statistical Bureau
France	All ports	Member Information
Germany	Hamburg	Member Information
Greece	Thessaloniki	Member Information
Italy	All ports	Member Information
Latvia	Riga	Member Information
Spain	All ports	Member Information

Photo credits

Cover: Port of Helsinki
P 4-5: Port of Helsingborg
P 8: Port of Gijon
P 12: Port of Le Havre
P 14: Port of Ghent
P 18: Port of Helsingborg
P 20: Port of Helsingborg
P 30-31: Port of Helsinki
P 51: Port of Piraeus
All other photos: ESPO

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