

# ANNUAL REPORT

EUROPEAN SEA PORTS ORGANISATION  
2019-2020



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## About ESPO

THE FIRST PORT OF CALL FOR EUROPEAN TRANSPORT POLICY MAKERS IN BRUSSELS

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ESPO **ensures that seaports have a clear voice in the European Union**: it represents the common interests and promotes the common views and values of its members to the European institutions and its policy makers.

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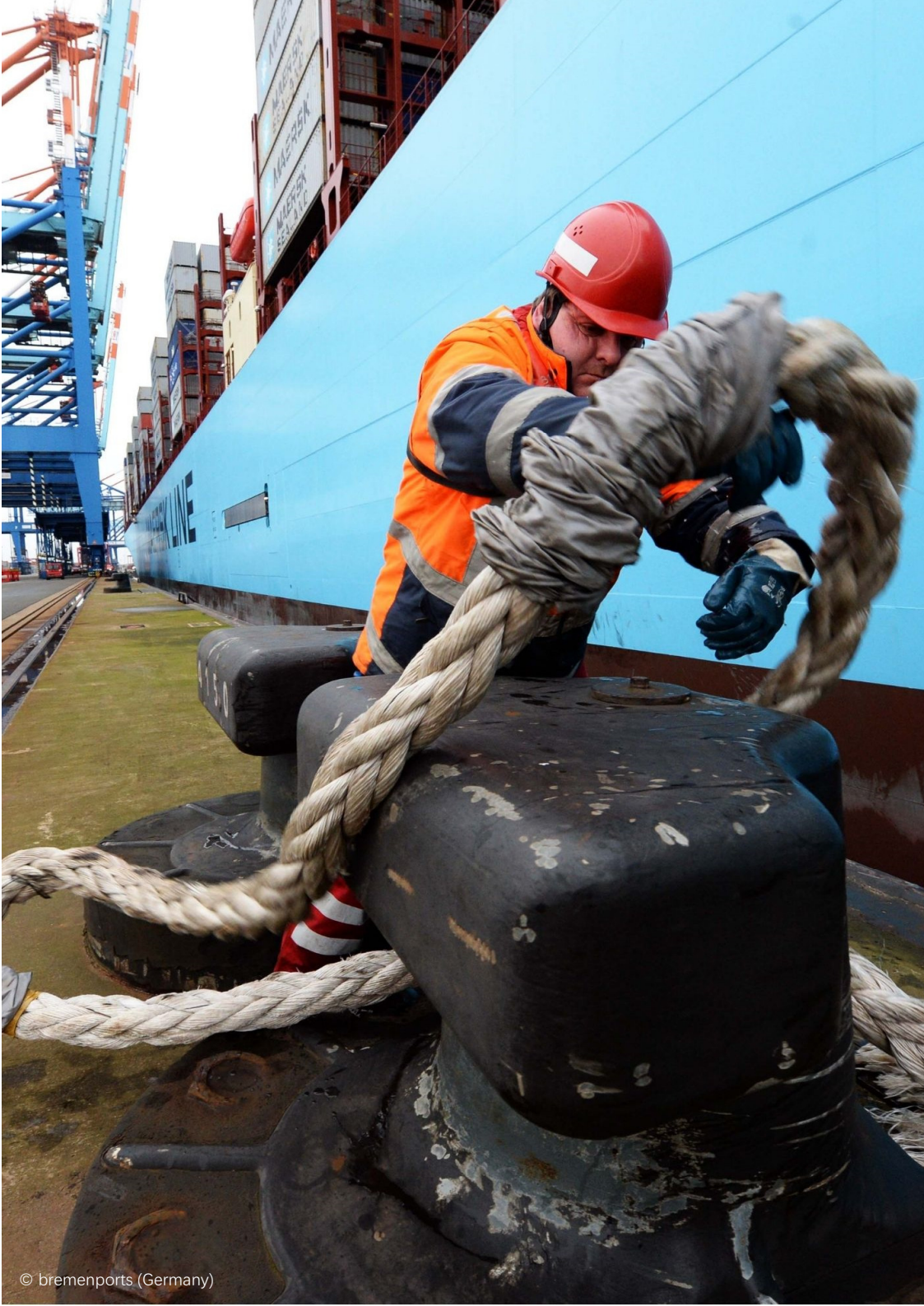
ESPO **represents the port authorities, port associations and port administrations** of the seaports of 22 Member States of the European Union and Norway at EU political level. ESPO also has observer members in Iceland, Israel, Ukraine and the United Kingdom.

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ESPO's **mission is to influence public policy in the European Union in order to achieve a safe, efficient and environmentally sustainable European port sector**, operating as a key element of a transport industry where free and undistorted market conditions prevail, as far as practicable.

Edited by:  
Jacob Armstrong  
Céline Lefort

Cover picture: (c) Port of Tallinn (Estonia)



## Foreword

We began the year looking forward, in particular, to the challenge of the European Green Deal for ports. At that time, we re-emphasised our sector's unequivocal support for decarbonisation and the energy transition, a commitment we had previously reflected in our priorities for the five years from 2019 to 2024 when we launched What ports do for Europe, What Europe can do for ports in Livorno in May 2019.



In addition to the challenge for ports of the European Green Deal, many members of ESPO also looked ahead to the challenge of Brexit and began to prepare for the reintroduction of border controls in their ports which the Single Market had removed in 1992.

These were big enough challenges in themselves and we could not have foreseen that they would have been rapidly dwarfed by the Covid-19 pandemic in just a few months.

Many lives have been lost throughout Europe, businesses and industries have been decimated and many people have lost their jobs. Supply chains have been challenged but have held firm and the goods essential for our daily lives have continued to flow through our ports even if the passenger side of our industry has hugely diminished for the time being.

So many of the things we had thought we could take for granted have been undermined and our sector, like all others, is in the middle of a period of unprecedented challenge and change. Navigating in such turbulent times requires a lodestar and the European Green Deal continues to provide the over-arching priority for ESPO. Finding the way forward in turbulent times also requires a unity of purpose and the past year has demonstrated the importance of ESPO both as a voice for Europe's port sector and also as a forum for our members to cooperate and learn from each other as we face into shared challenges.

ESPO's success as the representative body of Europe's port sector depends on the work of our Committees and I would like to thank all of the port and port association executives who give their time and expertise to attend meetings and contribute to this important work. It is particularly important that our Committees are representative of ports throughout Europe; from the Baltic to the North Sea and along the English Channel; to the Atlantic seaboard; into the Mediterranean and all the way to the Black Sea. I would again urge all ports and port associations to encourage executives and officials to participate in the work of ESPO so that the perspectives of all ports in the EU are understood and reflected in our work.

The response of our committees to having to do their work remotely for much of the past year has, if anything, cemented the unity of purpose of our organisation and I am very pleased to have seen such a high continued level of participation by members in ESPO's work.

Having held the first meeting of the ESPO Port Business Platform in July 2019, further successful meetings were held during the past year both in person and remotely. The creation of the Port Business Platform was an important initiative two years ago and the continued enthusiastic

support for it during the past twelve months underpins the importance of ESPO as, not only a representative organisation for Europe's ports, but increasingly now as a resource for the sharing of best practice throughout our sector.

In addition to the Port Business Platform, the Port Pro of the Month continues to provide a window into what is happening in individual ports across Europe and the ESPO Awards continue to provide inspirational insights into how ports throughout Europe are responding to the ever-present challenge of societal integration.

For ESPO to represent its members, we need to be able to simply and clearly explain what is happening in our sector. I was delighted during the year to see significant progress being made in PortinSights. We often comment on the huge diversity of Europe's ports and it is a considerable challenge to provide a complete and coherent view of our sector when we engage with Europe's institutions. PortinSights now allows us to see and report on important trends not only in volume terms but also in relation to governance and the response of the port sector to the many dimensions of the green agenda. The relevance and success of PortinSights depends on the responses of individual ports in sharing data and responding to questionnaires and it is important that we all support the work of the secretariat by consistently providing the information it needs.

I would like to thank the former Chairs for their guidance, support and continued participation in the work of our Committees.

Among the former Chairs of our organisation, I always enjoyed debates and discussions with Giuliano Gallanti who, sadly, passed away last January. Giuliano was chairman of ESPO from 2004 until 2008 and brought enormous knowledge and wisdom from his experience in the ports of Genoa and Livorno. Giuliano was one of the founding fathers of ESPO and his commitment to the European vision was matched by his dedication to his home port-city of Genoa. Giuliano argued his case with equal passion for his port, his country and for Europe and his legacy can be seen in ESPO's unity of purpose which is so important in this difficult period. He is sadly missed.

I would particularly like to thank Annaleena Mäkilä and Zeno D'Agostino for their work as Vice Chairs over the past year.

ESPO is only as good as its secretariat and we are very fortunate to have an excellent team ably led by Isabelle Ryckbost. The success of ESPO requires a professional and proactive engagement with the Commission, the Parliament and with other representative organisations. This remains particularly true now as we face the shared challenge to achieve sustainability in our sector and throughout the supply chain made all the more difficult by our having to work in the middle of a pandemic.

On a personal note, I have now come to the end of a four-year period as Chairman of ESPO and I have been greatly honoured to have had the opportunity to make some small contribution to the work of our organisation. I leave the position certain that ESPO is in good hands and fully confident that it will continue to represent the interests of all members for many years to come. My only regret is having had to say goodbye this year to the British Ports Association and the UK Major Ports Group as members of ESPO. However, I am certain that the strong relationship ESPO has with UK ports will continue in the years ahead.

Eamonn O'Reilly,  
ESPO Chairman

## ESPO's Structure

ESPO's membership consists of port authorities, port administrations and port associations of the seaports of the European Union and Norway. Furthermore, the organisation is open to observer members from European countries adjacent to the EU. ESPO currently has observer members in Iceland, Israel, Ukraine and the United Kingdom.

The membership structure is organised on a national level. This finds its reflection in the General Assembly of the organisation, where each EU member state, as well as Norway, has three official delegates with voting rights. Observer members have one delegate each.

The General Assembly sets the overall policy of the organisation and meets twice a year. It elects the Chairman and two Vice-Chairs. For the period 2018-2020, ESPO has been chaired by Eamonn O'Reilly (Ireland), assisted by Vice-Chairs Annaleena Mäkilä (Finland) and Zeno D'Agostino (Italy). The General Assembly mandates the daily policy-making of the organisation to the Executive Committee, which consists of one representative per member state and, upon invitation, representatives of observer countries. The Executive Committee meets about five times a year.



**Eamonn O'Reilly**  
Chief Executive of the Port  
of Dublin



**Annaleena Mäkilä**  
Managing Director of the  
Finnish Port Association



**Zeno D'Agostino**  
President of the Port Network  
Authority of the Eastern Adriatic  
Sea

## ESPO Committees

Technical expertise and advisor input come from the **Technical Committees and Networks** on the following topics:

Port Governance and Management – chaired by Santiago Garcia Mila (ES)  
Intermodal, Logistics and Industry – chaired by Jean-Pierre Chalus (FR)  
Trade Facilitation, Customs and Security – Subcommittee chaired by Kristin van Kesteren-Stefan (BE)  
Marine Affairs – Subcommittee chaired by Claus Holm Christensen (DK)  
Sustainable Development – chaired by Edvard Molitor (SE)  
Cruise and Ferry Port Network – chaired by Antonio Revedin (IT)  
Labour and Operations Network – chaired by Carmen Costache (RO)  
Economic Analysis and Statistics – chaired by Aernoud Willeumier (NL)  
Blue Growth Network – chaired by Carlos Botana (ES)

These specialised Committees and Networks are made up of experts from the member ports and are coordinated by the ESPO secretariat. The recommendations of the technical Committees are submitted to ESPO's Executive Committee who then take the final decision on the issue at hand.

At the end of 2019, ESPO's General Assembly agreed to change the title of the Port Governance Committee to "Committee on Port Governance and Management". This change to the Committee's scope has been proposed to cover new and evolving organisational and business models of European ports.

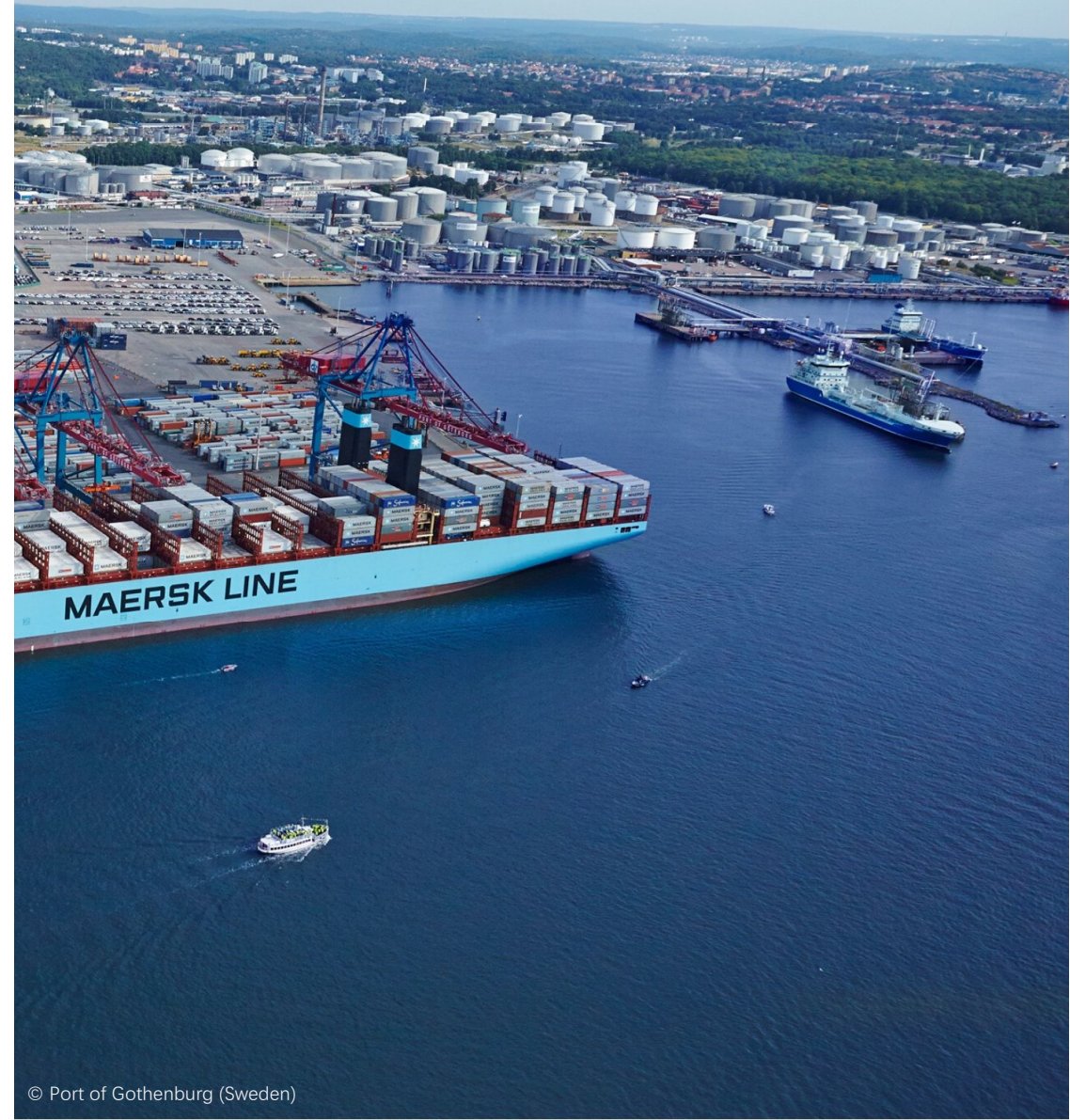
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**In what follows, an overview of each Committee's work for the past year will be provided.**

Main topics for each group can be identified under the 'Year in Brief' summaries.

This report presents ESPO's work for the period mid-October 2019 until mid-October 2020.

# PORT GOVERNANCE AND MANAGEMENT



## THE YEAR IN BRIEF

### Advocating for European ports' position relating to the temporary amendment of the Port Services Regulation

### Publication of a position paper on the upcoming Strategy for Sustainable and Smart Mobility

### Development of ESPO's position on the EU Taxonomy for Sustainable Finance

During the past year, the work of the Committee on Port Governance and Management has been marked by the COVID-19 pandemic. European ports remained operational throughout the health crisis, despite local and regional lockdowns. As essential and critical infrastructures, ESPO emphasised the role of European ports in ensuring the continuity of supply chains and the supply of necessary goods.

The Committee on Port Governance and Management remained ESPO's main forum to follow the implementation of the [Port Services Regulation](#) (EU) 2017/352<sup>1</sup> and is central for members to exchange their questions on, and experiences with, the implementation of the Regulation since it became applicable on 24 March 2019. In response to the pandemic, the Commission proposed a temporary amendment to the Port Services Regulation to allow for a suspension, deferral or a complete waiver of port infrastructure charges. ESPO members did not see any added value or any need for such an amendment. They were supported by the Council and the Parliament, who limited the scope, application and duration of the measure. ESPO worked closely with Members of the European Parliament and

Member States' permanent representations to ensure that their positions reflected the views of European ports. As an additional response to the economic impact of the COVID-19 crisis, the European Commission adopted a [temporary framework for state aid measures](#) to support the economy, which the Committee also discussed.

A large contingent of the Committee's work this year was in relation to the upcoming EU Transport Strategy. Due to the COVID-19 crisis, many events linked to the evaluation of the 2011 Transport White Paper and the development of a new transport strategy were cancelled, with public consultations considerably delayed. In response to the uncertainty caused by the health crisis, ESPO called for a [two-step approach to the upcoming Sustainable and Smart Mobility Strategy](#).<sup>2</sup> As a first step, the Commission should develop a restart and recovery plan focusing on how to overcome the short-term effects of the crisis. Then, only as a second step once the health and economic crises have abated, the discussion on a new long-term strategy should begin. The European Commission, however, chose to stick to the original timetable.

ESPO submitted [its views on the transport strategy](#) in the framework of an open public consultation. For ESPO, the strategy should deliver the decarbonisation and digitalisation of the transport sector. The critical role of European ports should be further recognised and the internal market should be made more resilient. Europe's ports should be recognised as the cornerstone of a sustainable, competitive, innovative and resilient European transport system and should be seen as a precondition for the success of the 'Next Generation EU' initiative. Yet in order to weather the COVID-19 pandemic and contribute to the success of the EU's recovery package, seaports will need a clear and flexible policy framework. In the coming months, the Committee will maintain its efforts to ensure the transport policy adequately recognises the critical role of European ports.

Within the framework of ESPO's position on the upcoming "Strategy on sustainable and smart mobility"<sup>3</sup>, the Committee on Port Governance and Management reiterated the need for more transparency and monitoring in the application of the [Consortia Block Exemption Regulation \(BER\)](#)<sup>4</sup>, which the Commission prolonged until 2024 without amendments. ESPO emphasised the need for transparency on the current state of alliances, as well as increased monitoring by the Commission of both vertical and horizontal alliances, especially in terms of their negotiating power and pressure on the ports' investment policies.

Over the last months, the Committee on Governance and Management also worked

on the [Regulation on the establishment of a framework to facilitate sustainable investment](#)<sup>5</sup> ("EU taxonomy"), adopted in June 2020. In light of the planned delegated acts to specify the screening criteria, ESPO issued a statement<sup>6</sup> underlining the following points:

- The sustainability requirements and financing priorities put forward in sectoral legislation should remain the basis for EU funding and financing instruments;
- Ports should not only be considered components of maritime transport but also clusters of transport, energy and industry;
- The delegated acts should be developed in a fully transparent way in close cooperation and consultation with all relevant stakeholders.

Finally, the preparations for ESPO's [first digital questionnaire on port governance](#) kicked off in mid-2020. The data collected in the 2015 survey has been integrated into ESPO's new online data platform, PortinSights. The results from this and future fact-finding exercises will be stored on the PortinSights platform. To prepare for ESPO's fact-finding report on port governance, members will only need to review and update the data stored in the PortinSights platform (see Economic Analysis and Statistics, p.30). The new ESPO report on Trends in governance is due to come out in May 2021.

<sup>3</sup> 'Strategy For Sustainable and Smart Mobility', ESPO, 29 September 2020

<sup>4</sup> 'Consultation on the Evaluation of the Consortia Block Exemption Regulation', ESPO, 28 January 2019

<sup>5</sup> 'Regulation establishing establishment of a framework to facilitate sustainable investment

(EU taxonomy)', Official Journal of the European Union, 22 June 2020

<sup>6</sup> 'ESPO Statement on the Process Towards an EU Taxonomy for Sustainable Investments', ESPO, 2 July 2020

<sup>1</sup> 'Regulation establishing a framework for the provision of port services and common rules on the financial transparency of ports', Official Journal of the European Union, 15 February 2017

<sup>2</sup> 'ESPO Proposes a Two-step Approach to the New EU Transport Strategy' ESPO, 30 April 2020



# INTERMODAL, LOGISTICS & INDUSTRY

## THE YEAR IN BRIEF

Monitoring the negotiations for the 2021-2027 EU budget and the Connecting Europe Facility II

Contribution to the evaluation of TEN-T Guidelines and involvement with the MoS Detailed Implementation Plan

Organisation of workshops on the cooperation between sea and inland ports

One of the main topics of the Intermodal, Logistics and Industry Committee over the last year was the negotiations for the future transport budget. Although an agreement was reached in 2019 between the co-legislators on the **2021-2027 Connecting Europe Facility (CEF II)**, the budget for the transport envelope of the instrument will only be decided once the next Multi-annual Financial Framework (MFF) is finalised. Since the provisional agreement, a number of important further legislative actions were proposed that will impact the future EU budget, including the EU Green Deal and the COVID-19 recovery plan "Next Generation EU". Together with fourteen other organisations linked to the transport sector, ESPO published a call for a **Bold and Realistic European Green Deal**<sup>7</sup> as part of the next MFF. Furthermore, under the heading "**Transport keeps us going**"<sup>8</sup>, ESPO led the efforts of the "More EU Budget for Transport Coalition" to highlight the key role transport and logistics played in the supply of essential goods during the COVID-19 crisis. The Committee strongly supported the Commission's updated MFF proposal and has pushed for an additional budget of €1.5 billion for the CEF Transport envelope. ESPO continues to monitor the trilogues and advocate for a strong transport budget.

In January 2020, the European Commission published the **Sustainable Europe Investment Plan/European Green Deal Investment Plan** as the investment pillar of the European Green Deal. Through a combination of funds and instruments, the Commission aims to mobilise at least €1 Trillion over the next ten years to implement the objectives of the Green Deal, with CEF and InvestEU to play a major role. ESPO also ensured that the interests of European ports were represented in the Commission's public consultation on the **Renewed Sustainable Finance Strategy**, which will contribute to the objectives of the European Green Deal Investment Plan, in particular to create an enabling framework for private investors and the public sector to facilitate sustainable investments (see Port Governance and Management Committee p.8). As part of its work in the Committee, ESPO ensured that the ports are recognised as engines for growth and key investment partners.

The Committee informed members of significant developments in regards to funding, with a record number of ports attaining a record number of grants and loans. Firstly, the **2019 CEF Transport "Reflow" Call (MAP)** awarded a total of €143 million to 23 seaport projects, amounting to 6.5% of the total call budget of €2.2 billion. In this call, priority was given to short-sea

<sup>7</sup> '15 Organisations from the Transport Sector Call for a Bold and Realistic European Green Deal', ESPO, 12 February 2020

<sup>8</sup> 'COVID-19: Transport Keeps us Going', EU Budget for Transport Coalition, 24 March 2020

shipping, alternative fuels and onshore power supply (OPS). Secondly, in November 2019, the Commission launched the rolling call for the [CEF Blending Facility](#). The instrument has quarterly cut-off dates until March 2021 (unless the budget is exhausted earlier) and a budget of €198 million.

The Commission also launched the [ETS Innovation Call](#) in July 2020 with a budget of €1 billion. Projects related to waterborne transport are eligible for the fund, in particular initiatives relating to renewable energy, Carbon Capture and Storage (CCS) and energy storage. Only projects over €7.5 million were available for the first call, with a further call for smaller projects planned for the future. Finally, in September 2020, the European Commission opened the [Horizon 2020 Green Deal Call](#). The call is open until 26 January 2021 and contains one thematic area dedicated to mobility, “Green airports and ports as multimodal hubs for sustainable and smart mobility”. It has an indicative budget of €100 million.

The Committee continued to monitor developments regarding the Trans European Transport Network (TEN-T). In mid-2019, the Commission launched [the evaluation of the current TEN-T guidelines](#) with a public consultation as a first step in the review process. ESPO submitted a position paper to the public consultation<sup>9</sup>, requesting that the review recognises the changing role of ports and strengthens the maritime dimension of the TEN-T network. ESPO repeated these priorities in the next stages of the review: a targeted stakeholder consultation from the Commission and an own-initiative report by the European Parliament, to which ESPO successfully gave substantial input, advocating for a more accurate reflection of the role of ports and the maritime sector. ESPO worked with several TRAN Committee

<sup>9</sup> ‘TEN-T Review Consultation’ ESPO, 9 September 2019

Members across different political groups to ensure that the strategic role and cross-border nature of ports was well reflected in the final report. In addition, ESPO managed to improve the initial draft report by rapporteur Jens Gieseke (EPP, German) by including short sea shipping as an alternative transport mode, by stressing the importance of the maritime dimension for the TEN-T network and by emphasising the need for a simplification of the Motorways of the Sea criteria.

This year, ESPO engaged actively with the Motorways of the Sea initiative. The European Coordinator for Motorways of the Sea (MoS), Prof. Kurt Bodewig, has organised stakeholder exchanges by sea basin since 2019. ESPO participated in the MoS meeting for the Black Sea basin in October 2020, which was held as a webinar. In addition, ESPO presented the impact of COVID-19 on European ports at an extraordinary MoS meeting, organised to facilitate the exchange of the impact of COVID-19 on the maritime sector. Furthermore, Prof. Bodewig presented the Third Detailed Implementation Plan entitled ‘[Shaping the future policy of the European Maritime Space](#)’,<sup>10</sup> which sets the future priorities of Motorways of the Sea and will feature in the revision of the TEN-T guidelines.

Concerning EU rail policy, the Commission launched a public consultation on the evaluation of [Regulation \(EU\) 913/2010 concerning a European rail network for competitive freight](#) (Rail

<sup>10</sup> ‘Shaping the future policy of the European Maritime Space’ Prof. Kurt Bodewig, June 2020

Freight Corridors),<sup>11</sup> carried out in tandem with the review of the TEN-T Regulation. In its position paper,<sup>12</sup> ESPO highlighted the need to update current corridor definitions and to ensure coherence of EU legislation, as well as to address last-mile connections and improve the coordination between rail freight stakeholders. In addition, ESPO actively participated in the [working group on the TAF/TSI revision](#). ESPO argued that – given their role as rail service facilities operators – ports should receive relevant train communications. This would help to optimise transport flows between the port and the wider transport network, as well as within the port itself. Furthermore, ESPO continued to serve its role on the governance board for the European Rail Facilities Portal, participating in the bi-annual meetings.

In response to the intra-EU border closings during the start of the COVID-19 crisis, the European Commission introduced the “[Green Lanes](#)” concept throughout Europe to ensure the supply of essential goods. ESPO supported the concept, but provided input to the Commission stressing that for

<sup>11</sup> ‘Regulation concerning a European rail network for competitive freight’, Official Journal of the European Union, 22 September 2010

future crises the resilience of the TEN-T network should be strengthened, that is, the Green Lanes should not be restricted to a limited amount of land border crossings, but should be applied to the entire European transport network.

In a joint effort with EFIP, ESPO conducted a survey at the end of 2019 among its members on [the potential of inland waterway transport and further cooperation between sea and inland ports](#). A first presentation and exchange took place in the Intermodal, Logistics and Industry Committee, which was followed by a series of two webinars in September 2020. The webinars served as an exchange platform between the different stakeholders in inland waterway transport and to explore unused potential, as well as areas for cooperation between sea and inland ports. Possible avenues for further cooperation that were explored during the meeting were a joint ESPO-EFIP working group. The Committee will explore this possibility in greater detail in the coming months, with a decision expected at the end of 2020.

<sup>12</sup> ‘Ports in the European Rail System’, ESPO, 6 November 2019



# TRADE FACILITATION, CUSTOMS & SECURITY



## THE YEAR IN BRIEF

### Continued focus on Brexit and related impact on the port sector

#### Follow-up of initiatives related to digitalisation and EU trade policy

Ever since the referendum on British membership of the EU took place in 2016, **Brexit** has featured as a major item on ESPO's agenda. This year, the Trade Facilitation sub-Committee closely monitored all relevant developments with regards to the negotiations and provided a platform to exchange good practices for ports in order to prepare for Brexit. On 1 February 2020, the UK officially left the EU, marking the beginning of the negotiations on a future relationship between the EU and the UK. During these negotiations, ESPO has ensured that the Commission was aware of the challenges and priorities for European ports.

This year, ESPO continued to follow EU initiatives in the field of **digitalisation**. On 19 February, the Commission published its Communication on Shaping Europe's digital future, setting out the digital initiatives the Commission will take in the next five years. ESPO informed its members about relevant initiatives for ports, including initiatives on artificial intelligence and data. As the digital transition is one of the top priorities of the EU, ESPO will continue to monitor and discuss all relevant policy initiatives and issues with its members.

ESPO also remained active in the **Digital Transport and Logistics Forum (DTLF)**. This forum has brought together Member States and stakeholders from all transport and logistics communities to support the digitalisation of freight transport and logistics. In particular, the forum aims to

identify areas where common action in the EU is needed, providing recommendations and implementing proposals where appropriate.

The Trade Facilitation, Customs and Security sub-Committee also engaged with new initiatives in the field of **EU trade policy**. As part of the European Green Deal, the Commission launched a public consultation in August 2020 on its Carbon Border Adjustment Mechanism, which is intended to ensure that the price of imports reflects the emissions at the place of production. Furthermore, on 16 June 2020 the Commission launched a public consultation on its priorities for a new EU Trade Policy Strategy. The Commission proposed that the EU should pursue a model of "Open strategic autonomy", which should strengthen the EU's capacity to pursue its own interests independently and assertively, while continuing to work with partners around the world.

ESPO has also been actively involved in the Commission's work on enhancing the protection and **resilience of critical infrastructure**, including ports, in the EU. In February 2020, the Commission launched a feasibility study into the potential effects of different possible measures aimed at further enhancing protection and resilience of critical infrastructures in the EU. The study was carried out by consultants from EY and RAND Europe. ESPO was asked by the consultants to support them in the study and asked members for their feedback on a

number of targeted questions. ESPO then communicated that feedback to the consultants. On 30 June 2020, ESPO subsequently attended a workshop organised by the Commission, intended to discuss the first results of the study.

Finally, the Trade Facilitation, Customs and Security sub-Committee looked into developments in the field of **EU customs policy**. ESPO informed members about relevant initiatives taken by the Commission to effectively deal with the consequences of both Brexit as well as the COVID-19 crisis in

the field of customs. Furthermore, the sub-Committee discussed the Commission's customs action plan for the period up to 2025, which sets out a series of measures to make EU customs smarter, more innovative and more efficient. Concretely, the new customs union action plan lists seventeen actions, which contain a number of policy initiatives in the areas of risk management, managing e-commerce, promotion of compliance and customs authorities acting as one. ESPO will monitor developments relevant to EU ports.

# MARINE AFFAIRS



## THE YEAR IN BRIEF

### Contribution to the implementation of the EMSWe Regulation

#### Monitoring of EU Cybersecurity Policy developments including the revision of the NIS Directive

This year, the Marine Affairs sub-Committee, together with the Trade Facilitation, Customs and Security sub-Committee, closely followed up the implementation of the Regulation establishing a [European Maritime Single Window environment 2019/1239 \(EMSWe Regulation\)](#). ESPO has been closely following up and contributing to the work done in the thematic working groups set up by the Commission, where it defended the interests of European ports. The EMSWe regulation is expected to apply as from 2025.

[Cybersecurity](#) appeared high on the Marine Affairs sub-Committee's agenda this year. Besides the exchange of best practices on cybersecurity for ports, the sub-Committee actively contributed to a study on cybersecurity in ports carried out by ENISA (the EU's cybersecurity agency) as well as the development of a cybersecurity toolkit by DG MOVE. ESPO also closely followed up the revision process of the Directive concerning measures for a high common level of

security of network and information systems across the Union (NIS Directive, 2016/1148), which was launched in July 2020. In this context, ESPO submitted a position to the public consultation on the NIS Directive. The position stressed the importance of protecting the entire process of moving goods, the need for guidance as to which ports and what aspects of the port should be under the Directive, the need for awareness raising about the importance of cybersecurity and the need to invest more in cyber-resilience. As maritime transport cybersecurity climbs ever-higher up the agenda of EU policy makers, ESPO will continue to monitor all relevant developments in the field.

The Marine Affairs sub-Committee also monitored relevant developments with regards to the implementation of the Port Reception Facilities Directive and followed the developments in the Safe Sea Net Group Meeting of experts organised by EMSA.

# SUSTAINABLE DEVELOPMENT

An aerial photograph of a port facility, likely Zeebrugge in Belgium. The image shows a large body of water in the foreground, a sandy beach, and a complex of industrial and port infrastructure including docks, cranes, and buildings. The sky is clear and blue.

## THE YEAR IN BRIEF

### Contribution to the ongoing discussions forming part of the policies foreseen by the European Green Deal

### Follow-up participation in the European Sustainable Shipping Forum (ESSF) and election as Vice-Chair for the ESSF subgroup on Port Reception Facilities (PRF)

### Publication of the 2019 Environmental Report, alongside continued management of EcoPorts and PERS certification

The European Green Deal, launched in December 2019, steered the Sustainable Development Committee's work over the last year. In February, ESPO published [its position on the European Green Deal Communication](#), detailing ESPO's Roadmap to implement the Green Deal objectives in ports. ESPO expressed its support for the Green Deal ambition for Europe to become the first carbon neutral continent by 2050. ESPO emphasised that this ambition must be delivered in the most effective way whilst safeguarding the competitiveness of Europe's economy and the European maritime sector. For Europe's ports, achieving the goals of the European Green Deal will require an unprecedented level of cooperation across all policy departments and stakeholders. The greening of the shipping sector is a priority for European ports, and responsibility lies primarily with the shipping sector. Europe's ports are committed to playing their part in helping the shipping sector to make this transition and are also committed to greening their own fleet and operations. To help deliver on this, ESPO calls for a goal-based and technology-neutral approach, and encourages the Commission to develop a roadmap to prepare for the energy transition of shipping.

ESPO has been especially involved in the discussions on the [FuelEU Maritime Initiative](#), which is intended to increase the uptake of sustainable alternative fuels and help decarbonise the maritime sector. ESPO contributed to both the inception impact assessment, the public consultation, and a targeted consultation. ESPO also participated in a panel discussion as part of a joint roundtable organised by DG MOVE. During this process, ESPO consistently underlined that when it comes to sustainable fuels, there is no time or money to waste. Europe must invest in technologies that are feasible and deliver tangible decarbonisation and air quality improvements in navigation and at berth. A goal-based, technology-neutral approach is best suited to ensure the uptake of clean fuels for shipping without curtailing technological innovation.

ESPO also monitored the discussions surrounding a [market-based measure](#), with the aim to assess potential measures based on the interests and preferences of European ports. During the meeting of the Sustainable Development Committee on 20 April, an internal expert group was set up, which analysed upcoming proposals intending to include the maritime sector in EU climate policy and developed a draft ESPO position. In its position, ESPO

welcomed the introduction of a market-based measure to reduce emissions from shipping in the most effective way. Regardless of the exact market-based measure proposed, it should abide by a number of criteria in order to deliver on this overarching goal. The most important of these is that the proposal must deliver real and effective GHG reductions in the shipping sector. At the same time, revenues should be reinvested in the maritime sector to expedite the decarbonisation of shipping through the deployment of sustainable alternative fuels and designated infrastructure in ports.

ESPO also followed up on the review of the [climate change adaptation strategy](#). After consulting members, ESPO published a position paper outlining the importance of mainstreaming climate change adaptation into EU legislation and financial instruments and the need to invest in reliable data-driven climate proofing guidance. The position also highlighted the key role of port infrastructure in the protection of cities to extreme weather events. As such, ESPO argued that the strategy must recognise ports' role as critical infrastructure.

ESPO continued its active participation in the [European Sustainable Shipping Forum \(ESSF\)](#), in particular the Sub-group on Air Emissions from Shipping, Ship Energy Efficiency and was elected Vice-Chair of the subgroup on Waste from Ships. ESPO also participated in the work of the Sustainable Ports sub-group under the European Ports Forum and continued supporting the Navigating a Changing Climate coalition, an organisation that gathers together nine associations that have committed to reducing greenhouse gas emissions, shifting

to low carbon infrastructure, and improving climate change adaptation.

As demonstrated during the publication of ESPO's 4<sup>th</sup> annual [Environmental Report 2019](#), European ports are climate leaders that will continue to play an important role in EU climate policy as critical nodes of transport, energy and industry. The report presents more than 60 different indicators based on port performance. Among the main indicators are the existence of an inventory of environmental legislation, the existence of an environmental policy and the number of certified environmental management systems. Other key themes addressed in the report were: the supply of OPS facilities and LNG bunkering. The reporting of the Top 10 environmental priorities for ports, continued to provide noteworthy results, with air quality retaining the top place, followed by energy consumption and climate change. The 2020 Environmental Report is due to come out in November.

The Sustainable Development Committee continued its role supporting the [EcoPorts network](#).<sup>13</sup> During the past year, the number of EcoPorts members and PERS certified ports has been on an upward trajectory, showing that the sector is ready to address the environmental challenges, increase transparency in communicating their environmental policies, build an even closer relationship with port cities' communities and enhance their market reputation. Both SDM and PERS are now listed as a source of Good International Industry Practices by the World Bank. The European Investment Bank and the European Bank for Reconstruction and Development are also considering these

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<sup>13</sup> [Ecoports](#)

tools as a reference in their assessment of projects. In numbers, EcoPorts represents (at the time of writing) 117 members from 24 countries. 24 ports are currently PERS-certified and 56 ports are certified by the International Organisation for Standardisation (ISO). The number of PERS-certified ports decreased slightly during the

first half of 2020, as a number of ports were unable to submit or renew their PERS due to the COVID-19 pandemic. Below can be found a list of all the ports that are PERS certified as of October 2020.

<b>Peterhead Port Authority</b>	United Kingdom
<b>Port of Moerdijk</b>	Netherlands
<b>Tanger Med Port Authority</b>	Morocco
<b>Port of Den Helder</b>	Netherlands
<b>Autoridad Portuaria de Valencia</b>	Spain
<b>Port of Rotterdam Authority</b>	Netherlands
<b>Grand Port Maritime de Dunkerque</b>	France
<b>JadeWeserPort Realisierungs GmbH &amp; Co. KG</b>	Germany
<b>NV Port of Harlingen</b>	Netherlands
<b>Authority Port of Algeciras Bay</b>	Spain
<b>Igoumenitsa Port Authority S.A.</b>	Greece
<b>Guadeloupe Port Authority</b>	France
<b>Port of Barcelona</b>	Spain
<b>Port of Vigo</b>	Spain
<b>Baku International Sea Trade Port CJSC</b>	Azerbaijan
<b>Niedersachsen Ports GmbH &amp; Co. KG</b>	Netherlands
<b>Shoreham Port Authority</b>	United Kingdom
<b>Port of Pori</b>	Finland
<b>Port Authority of Heulva</b>	Spain
<b>Asyaport Liman</b>	Turkey
<b>Ceuta/Autoridad Portuaria de Ceuta</b>	Spain
<b>Autoridad Portuaria de Melilla</b>	Spain
<b>Shannon Foynes Port Company</b>	Ireland
<b>Autoridad Portuaria de Castellón</b>	Spain

# CRUISE AND FERRY



## THE YEAR IN BRIEF

### ESPO statement on safeguarding the development of sustainable cruise activity in European Ports

#### Development of the COVID-19 Exit and Recovery Strategy

#### Follow-up on Commission study on security measures for Ro-Ro ferries

ESPO's work in the Cruise and Ferry Port Network began with renewed focus on sustainable cruise transport. In November 2019, ESPO published a statement on [safeguarding the development of sustainable cruise activity in European ports](#). In this publication, ESPO argued that cruise lines should step up their efforts to reduce the environmental footprint of cruise activity. European ports believe that the energy transition of the shipping sector, including the cruise lines, is the first and most important way to guarantee the sustainable development of the cruise business in Europe. To this end, close dialogue with the port citizens and local community must continue. Ports must be fully transparent towards the local community about the economic added value, but also about the environmental and societal impact of the sector, as well as the way it is going to address those challenges. ESPO continues to monitor the efforts in the European Commission and European Parliament to facilitate sustainable cruise transport.

As from March 2020, work in the Network focused on addressing the COVID-19 pandemic, which has radically changed the circumstances for passenger transport in Europe and around the world. Since the start of the ongoing crisis, Europe's ports have been doing everything possible to ensure the continuity of their operations, which

includes the transport of passengers within and between EU member states. In practice, ports have played an important role in conducting border checks and enforcing social distancing in ports, whilst providing medical assistance and repatriation support to crews and passengers. ESPO pushed for a constructive approach to passenger transport in its proposal for a two-step approach to the new European Commission [Sustainable and Smart Mobility Strategy](#) (see Port Governance and Management Committee, page 8). ESPO argued that the COVID-19 pandemic can present the silver lining of re-evaluating what constitutes responsible and sustainable passenger transport in European seaports. The resumption of passenger transport should equally avoid placing a disproportionate amount of risk on the ports. To this end, the Strategy should provide earmarked investments for ports and the maritime sector, for instance by investing in expanded terminals and port areas and the renovation of tourism infrastructure. ESPO continues to follow negotiations around future European transport policy and advocate for a workable approach to cruise and passenger transport.

ESPO has also made significant contributions to the development of [Operational COVID-19 guidelines for cruise and Ro-Ro transport](#), monitoring and communicating on the Commission guidelines on the progressive restoration of

transport services and connectivity, and disseminating guidance on PPE in ports.

In addition, the Network continued to monitor issues related to [Brexit](#), focusing specifically on the issue of potential border controls being introduced by the upcoming

implementation of the Entry Exit System (EES) Regulation in ferry ports such as Dover and Calais. The Network will follow closely the developments up until the end of the Brexit transition period.

# LABOUR AND OPERATIONS



## THE YEAR IN BRIEF

### Ongoing reaction to COVID-19 health and safety measures

#### Action on safety on board of vessels

#### Establishment of a working group on the fumigation of containers

For seven years, the Sectoral Social Dialogue Committee on Ports (SSDCP) has successfully brought EU employers' organisations (ESPO and the Federation of European Private Port Operators, FEPORT) together with employees' organisations (the European Transport Workers' Federation, ETF and the International Dockworkers Council, IDC). These social partners contribute not only to the improvement of working and living conditions for those working in the sector, but also to the competitiveness and productivity of EU ports. ESPO contributes to this Committee by assisting and representing those port authorities that employ port workers. This year, Committee members agreed on a [Work Programme for 2020-2023](#), including topics on occupational health and safety, safety on board of ships, technological change, skills and training, as well as women and youth in the port sector.

The safety of transport workers was a major concern for the Social Partners in 2020. This was especially the case in the early period of the COVID-19 pandemic, when protective material was in short supply despite most transport workers continuing their work. In response to this issue, in March, ESPO, FEPORT, ETF and IDC [jointly called on workers and employers to strictly respect health and safety measures](#). The Social Partners also called on the European Commission to provide general guidance regarding health contingency measures to be applied in ports and to recommend Member States to take all necessary actions

to preserve health and safety. In addition, ESPO was closely involved in developing the EU Healthy Gateways guidance "Overview of personal protective equipment (PPE) recommended for personnel, crew and passengers at points of entry and on-board conveyances in the context of the COVID-19 pandemic", ensuring that the interests of European ports were included.

On the subject of [crew changes](#), ESPO stressed that all European ports are open for crew changes and that the main obstacles were linked to the land border crossings, availability of flights and visas. Over the last six months, ESPO has been calling for Member States to give frontline status to transport workers and crews despite border closures and to better coordinate the movements of ship crews and seafarers who need to embark on a vessel or return home. ESPO welcomed the Green Lane border crossings concept as a possible way to ensure progress in this area.

The Committee members also discussed the [social impact of EU competition policy](#) on the sector in light of the Commission's decision to prolong the Consortia Block Exemption Regulation without amendment (see Port Governance and Management Committee p.8). The Regulation declares shipping alliances, under certain circumstances, in line with EU competition law. The Social Partners discussed the altered balance of power between the ports and the shipping sector, as well as the lack of monitoring of consortia agreements by the European Commission.

# ECONOMIC ANALYSIS AND STATISTICS

Safety on board ships remained a point of concern in the context of the poor implementation of the [Directive on safe loading and unloading of bulk carriers](#). In order to tackle the issue, the Social Partners envisage a joint dialogue with the ship owners and seafarers. ESPO nonetheless welcomes the news that EMSA has started its visits to Member States to monitor the implementation of the Directive.

The World Maritime University (WMU) presented the findings of the report [“Transport 2040: Automation Technology Employment - the Future of Work”](#) to the SSDC members. In October, ESPO participated in the workshop on the social dimension of the transition to automation and digitalisation in transport, focusing on the labour force, organised by the European Commission. In addition, ESPO will continue to participate in the dedicated hearings for Social Partners on the upcoming Strategy for Sustainable and Smart Mobility (see Port Governance and Management Committee, p.8).

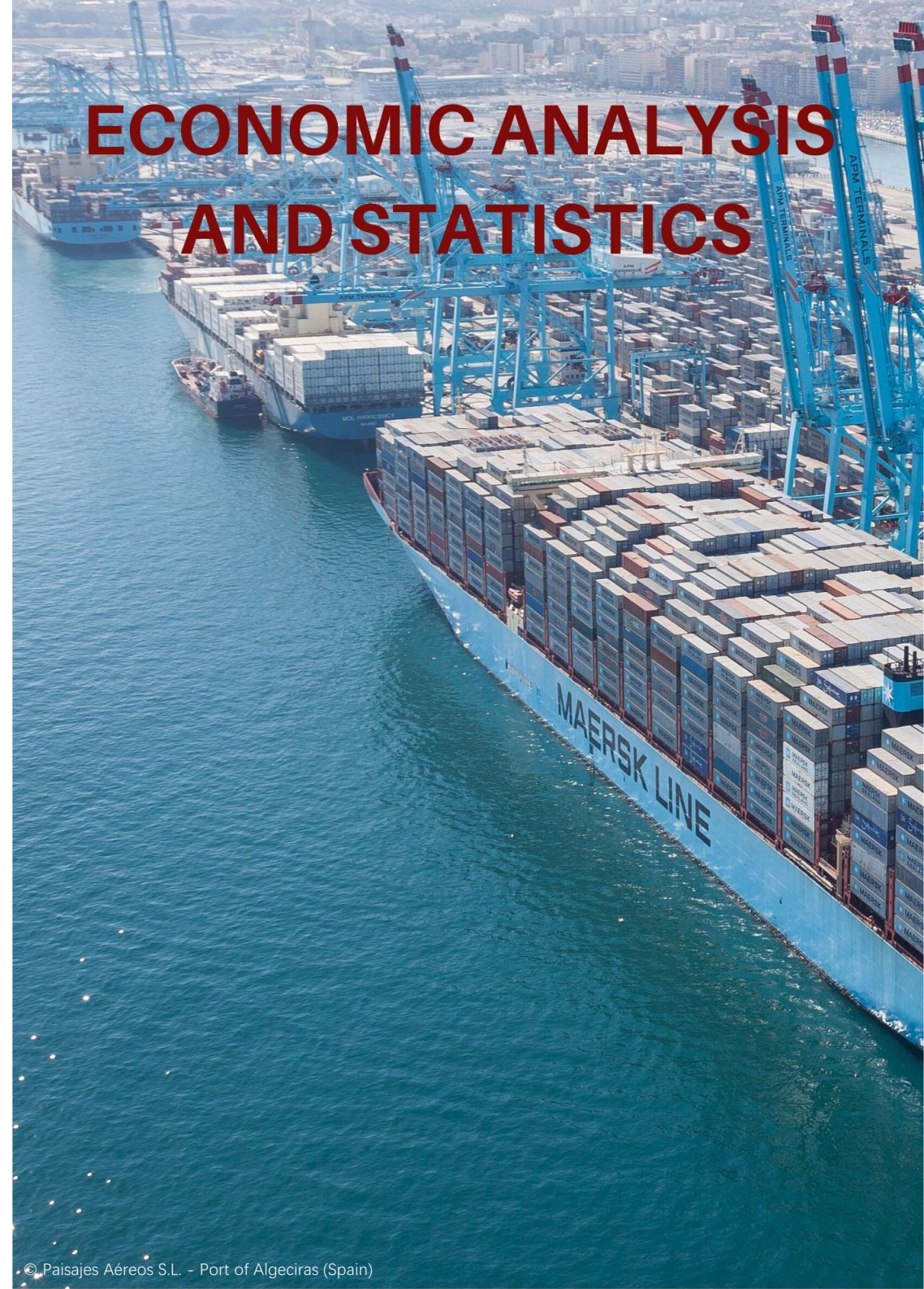
In 2019, the Social Partners set up a [working group on the fumigation of containers](#),

which developed guidelines based on best practices on “Training for port workers in relation to fumigated containers”. The promotion of the guidelines was planned for 2020 but was postponed until 2021 due to the COVID-19 pandemic.

ESPO continued to participate in the European Commission’s initiative [EU Platform for Change – Women in Transport](#), launched in November 2017. The initiative’s objective is to strengthen women’s employment and equal opportunities in the transport sector through concrete actions and the exchange of good practices. ESPO has been actively monitoring the gender balance in its Committee meetings since 2018. In early 2020, the outcome of ESPO’s monitoring exercise revealed that overall 31,76% of port professionals attending technical Committee meetings in 2019 were women, 68,24% men.<sup>14</sup> In all its future meetings, ESPO will continue to log the gender balance of participants with the aim of raising awareness of the issue’s importance and, ultimately, facilitating a more diverse gender balance.

<sup>14</sup> [‘Second ESPO Gender Balance Assessment Confirms One-Third Share of Women Active in](#)

[ESPO Committee Meetings’, ESPO, 6 March 2020](#)





## THE YEAR IN BRIEF

### Active participation of more than 60 ports – representing two thirds of the EU-27 total throughput<sup>15</sup> – into the PortinSights platform

#### Launch of a modal split data collection exercise

The Economic Analysis and Statistics Committee prepared and discussed the [impacts of the COVID-19 pandemic](#) on the throughput of European ports. While the first quarter saw moderate drops compared to previous years, the real impact of the crisis unfolded in Q2 with a decrease of 13.2% in the total throughput of European ports. The data analysis was performed on the basis of the available data on PortinSights, with 61 ports included in the analysis.

Work continued to populate ESPO's digital data platform [PortinSights](#)<sup>16</sup> with more data. More than 70 European ports have signed up to the platform and more than 60 regularly upload their quarterly traffic data. The Economic Analysis and Statistics Committee has been instrumental in the development of the platform, by exchanging experiences and providing feedback. This year, Committee members finalised a template for the quarterly report, which will feature the main developments and trends of different commodities, aggregated by port ranges. The report will be publicly available each quarter as from 2021 on the ESPO website.

As background, the platform was initially launched in September 2018, having been developed based on the outcome of the EU co-funded FP7 project PORTOPIA.<sup>17</sup> The data platform includes traffic throughput data (Rapid Exchange System (RES) data),

environmental data (EcoPorts data) and port governance data (Fact Finding Survey). Through PortinSights, ESPO promotes the voluntary data exchange between members and facilitates their data analysis. In terms of the RES data, PortinSights replaces ESPO's previous Excel data exchange system.

ESPO also continued its work to develop an [annual modal split data collection](#). ESPO considers the modal split data collection essential, especially to demonstrate ports' efforts in promoting sustainable hinterland transport. European ports often rely on external parties for data on modal share, meaning that port managing bodies cannot always provide exact data. The members of the Economic Analysis and Statistics Committee therefore developed a harmonised model for modal split data, which will be used for data collection on an annual basis. With the first data collection exercise, ESPO gathered data from more than 25 European ports and is looking to increase the number in the coming years to make the data representative of the entire European port sector. The analysis showed that many ports already use rail, inland waterway transport and pipelines for a substantial share of their hinterland transport. ESPO will continue to develop its analyses to support the policy debates in the framework of the EU Green Deal.

Finally, Eurostat's maritime statistics unit participated in a meeting of the Economic Analysis and Statistics Committee to carry out a [comparison between ESPO's](#)

[throughput data and the Eurostat data](#) (2018 data). The joint exercise will be repeated on an annual basis in order to optimise both parties' data quality.

<sup>15</sup> The 2018 total throughput data included in PortinSights accounted for 66.5% of the 2018 Eurostat total throughput for EU-27.

<sup>16</sup> [PortinSights](#)

<sup>17</sup> ['Facts and Figures: Portopia', ESPO](#)

# BLUE GROWTH NETWORK



## THE YEAR IN BRIEF

Contribution to the European Commission's consultation on an Offshore Renewable Energy Strategy

Preparation of ESPO's position on the Sustainable Blue Economy Strategy

In November 2018, ESPO set up the Blue Growth Network to prepare for the work of the European Ports' Forum subgroup 'Ports as Hubs of Blue Growth'. Although the launch of the Subgroup encountered delays, a call for interest is expected to be published before the end of 2020 and the work of the subgroup is expected to begin in early 2021. This delay has not stopped the ESPO Blue Growth Network from gathering information to define the role of Europe's port managing bodies in the field of the blue economy, exchanging best practices and identifying common challenges and concerns.

The Network decided to work not only as an internal ESPO network to prepare the work of the Commission's subgroup on blue growth, but also to serve as a network that prepares position papers on EU initiatives and proposals in the field of blue economy of importance to Europe's ports. Moreover, the network would also look into ways of further profiling the role of ports in the development of sustainable blue economy in line with the ambitions of the European Green Deal.

Over the last working year, two meetings were convened. At each meeting, members exchanged good practices on the basis of presentations made by different members of the Network. Moreover, members started to reflect on what a Sustainable Blue Economy

Strategy should entail for EU port managing bodies in preparation of the Commission's public consultation. Commissioner for Environment Sinkevičius is in the process of developing a new approach for the blue economy aiming to make the blue economy sectors more sustainable. ESPO has developed a draft position based on the input of members, which will be further refined as input to the Commission's consultation.

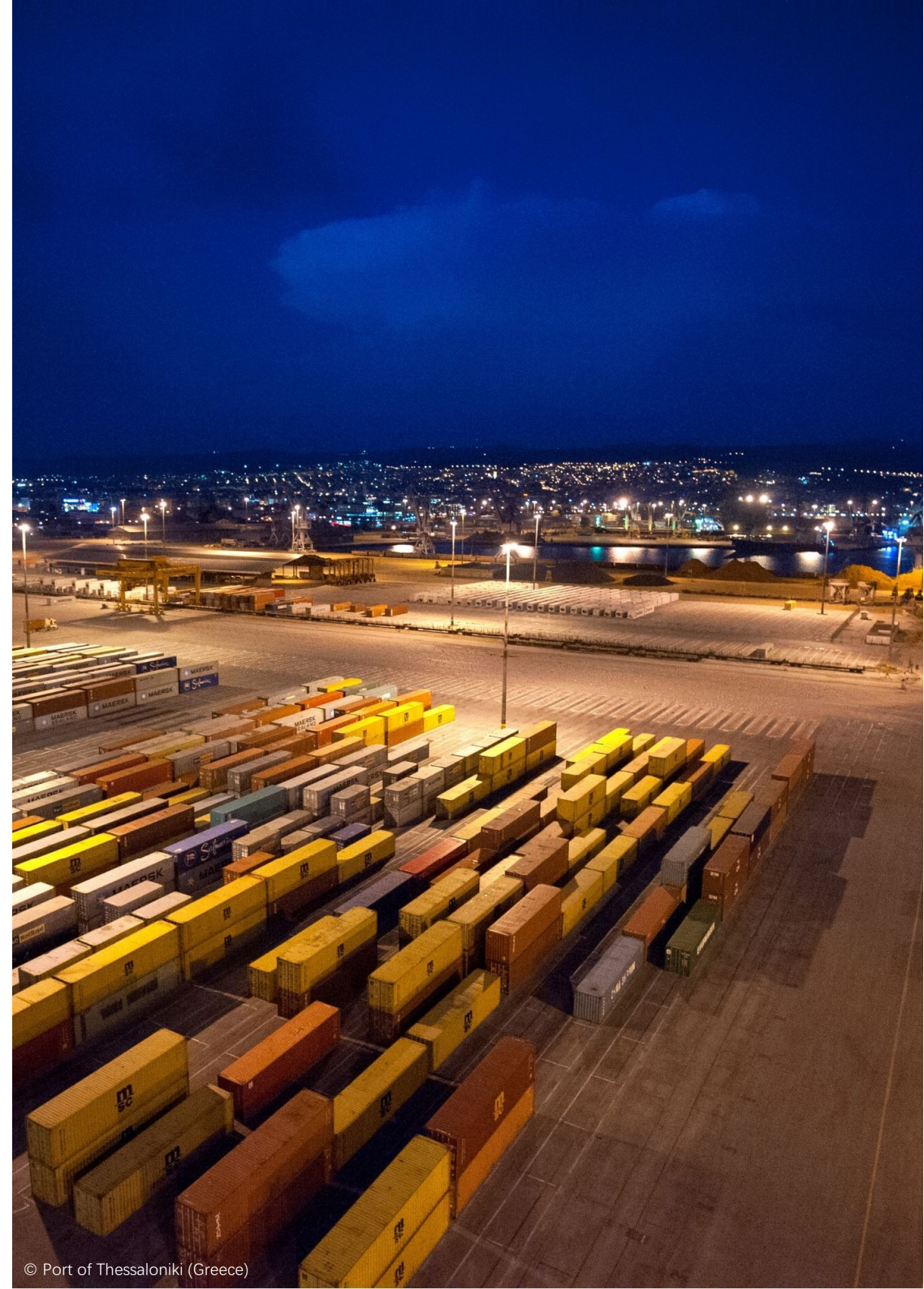
ESPO also responded to the Commission's consultations on offshore renewable energy and blue energy, highlighting some of the key issues for a key emerging blue economy sector for ports: the importance of ports in the production, facilities, storage and maintenance of offshore energy infrastructure and energy; ports as users of renewable energy; and the importance of Maritime Spatial Planning (MSP) and related dialogue platforms to take into account ports' concerns regarding e.g. maritime access lines, anchorage areas and cables.

Finally, ESPO reacted to the Commission's 2020 Blue Economy Report, liaising with DG MARE to go through the report's content and correct some information regarding ports and the blue economy.

## ESPO's Port Business Platform

The ESPO Port Business Platform is an internal knowledge-sharing network agreed upon in 2018 as a means of bringing port executives and port strategy professionals together to discuss and exchange on specific trends, challenges, strategies and best practices in response to specific topics. The platform operates in full compliance with ESPO's Competition Compliance Guidelines.

Following on from the successful first edition of the ESPO Port Business Platform in July 2019, ESPO followed up with a second event in January 2020, on the topic of **'Energy Transition in Ports'**. A third event followed virtually on 16 October 2020 with the title **'Digitalisation and Smart Port Projects: The Many Faces of Port Digitalisation'**.



## Year in Review

### Overview of ESPO Activities in 2019-2020

#### Events organised, co-organised or supported:

- ESPO Award 2019 Ceremony, 13 November 2019, Brussels
- European Shipping Week, Workshop on "Decarbonising the shipping industry: What's already happening and how can we help accelerate it?", 19 February 2020, Brussels
- ESPO Conference 2020, postponed to 27-28 May 2021, Oslo
- ESPO and BPO Comprehensive Ports Webinar "EU policy and financing opportunities for smaller ports", 15 October 2020, Online
- Launch of ESPO's 2020 Environmental Report, 10 November, Online

#### Publications:

- ESPO Award 2019 Booklet with Summary of Applications
- ESPO Environmental Report 2019
- Top 10 Environmental Priorities 2019

#### Policy input:

- 6 November 2019, Ports in the European Rail System
- 12 November 2019, ESPO Statement on safeguarding the development of sustainable cruise activity in European ports
- 18 December 2019, ESPO contribution to the Consultation on the Commission's proposal to prolong the Consortia Block Exemption Regulation
- 12 February 2020, 15 organisations from the transport Sector call for a bold and realistic European Green Deal
- 19 February 2020, ESPO Position Paper on EU Green Deal
- 19 March 2020, ETF, FEPORT, IDC and ESPO call on workers and employers to strictly respect health and safety measures during COVID-19 pandemic
- ESPO Position on the evaluation of AFID
- ESPO position on review energy taxation directive
- 24 March 2020, COVID-19: Transport keeps us going
- 30 April 2020, ESPO proposes a two-step approach on the new EU Transport Strategy
- 26 May 2020, Position on amendment to the port regulation on port infrastructure charges – COVID-19
- 2 July 2020, ESPO Statement on the process towards an EU taxonomy for sustainable investments
- 3 September 2020, Climate Change Adaptation Position Paper
- 7 September 2020, ESPO position paper on FuelEU Maritime Initiative
- 25 September 2020, ESPO Position Paper on Offshore Renewable Energy Strategy
- 29 September 2020, Strategy for Sustainable and Smart Mobility

Information on the above events, publications and policy statements can be found on the ESPO website: [www.espo.be](http://www.espo.be), in particular under the sections 'Our events', 'Our publications', 'Our views' and 'Our news'.

### COVID-19: ESPO Keeps Going

Over the last working year and despite the unprecedented health crisis Europe has been facing, the ESPO secretariat has been able to continue not only its regular work, following up on all EU policy work and initiatives, but has also succeeded in playing an important role in the exchange of best practices between ports as concerns contingency plans, continuity of operations and health measures to overcome this crisis.

As a first initiative – and on top of regular meetings with members and policy-makers – the secretariat set up a **Dropbox** in February to monitor the effects of the pandemic on port business. The Dropbox ensured ESPO received all this information as soon as it occurred on the ground. ESPO's ability to then efficiently channel this information from the ports to policy-makers was one of the key successes of its COVID-19 response.

ESPO has also been instrumental in voicing the critical and essential role Europe's seaports have been playing in ensuring the continuity of supply chains and the supply of essential goods to EU citizens.

But, as a European organisation with members all over the continent, the secretariat has been obliged to review temporarily its way of communicating with members and almost completely moved to digital meetings. To avoid a bigger gap between the Brussels political forum and the ports, and to compensate for the postponement of the ESPO Conference planned in May 2020 to May 2021, the secretariat has set up different initiatives.

The secretariat organised a series of **newsletters with information on European initiatives as well as editorials from 'port brains'**.<sup>18</sup> Under the title 'ESPO keeps going', ESPO connected the following academics: Prof. Guido Nassimbeni (University of Udine), Prof. Dr.-Ing. Carola Hein (Delft University of Technology), Dr. Indra Vonck, (Deloitte Port Centre of Excellence) Dr. Thanos Pallis (University of the Aegean), Prof. Dr. Michaël Dooms (Vrije Universiteit Brussel), Prof. Theo Notteboom (Shanghai Maritime University, University of Antwerp and Ghent University), Dr. Peter De Langen (owner and principal consultant of PLA) and Dr. Bart Kuipers (Erasmus Centre for Urban, Port and Transport Economics). These experts gave their views on a range of topics, from what shape the recovery would take to what the lasting effects on the industry would be, providing members with the bigger picture and the opportunity to step back and look at potential silver linings at the margins of the cloud of the crisis.

As from May, the secretariat decided to set up a weekly **'Morning Coffee'** with its members, in order to debrief members on relevant news in Brussels each week and to give members the opportunity to ask questions and share their concerns.

<sup>18</sup> 'ESPO Keeps Going with the Help of Some "Port Brains"', ESPO, 22 May 2020

## ESPO Award 2019: Transparency and the role of social media in reaching out to the local community

On 13 November 2019, EU policy-makers, port authority representatives and friends of the ports met to discover who would be the winner of the 11<sup>th</sup> edition of the ESPO Award. The event took place in the Albert Hall in Brussels, with the Award presented by the Director-General of DG MOVE, Henrik Hololei.

The theme of the 2019 edition was “Transparency and the role of social media in reaching out to the local community”. The Port of Dover emerged victorious, in recognition of its successful strategy to reach out to the local community and to directly communicate with the port citizens. Its project, entitled ‘Transparen-SEA (Socially Engaged Accountability)’, used social media to engage with stakeholders and the local community. The aim was to demonstrate a high level of transparency about operational achievements, future strategies and the port’s environmental policies. The project showed that stakeholder engagement around issues such as the environment is becoming increasingly important.

The ESPO Award 2020 focuses on “Enhancing the port-city relationship by encouraging innovators and local start-ups to be part of the port ecosystem”. The winner will be announced during a special virtual event on 10 November. Out of 7 submissions received this year, the four shortlisted projects of Algeciras Port Authority, Port of Amsterdam, Port Authority of Lisbon and Puertos del Estado<sup>19</sup> will all be hoping to (virtually) take home the Award.



Port of Dover wins the ESPO Award 2019

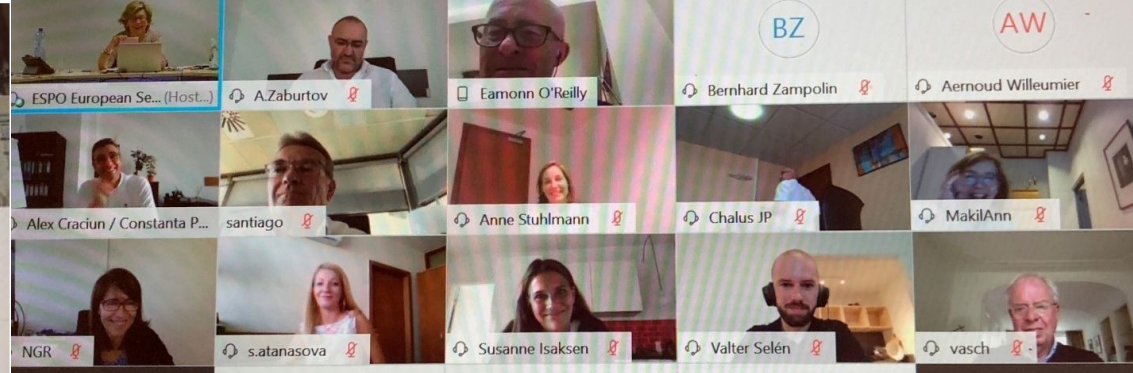
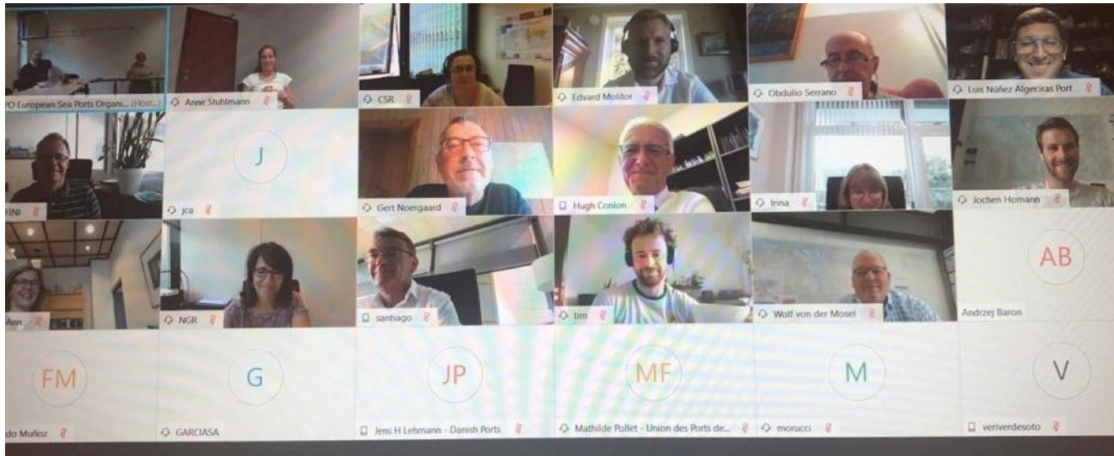
## ESPO Conference 2020 postponed to 27-28 May 2021, Oslo

This year, the 2020 edition of the annual ESPO Conference, due to take place in Oslo in May, has been exceptionally postponed due to the COVID-19 pandemic.<sup>20</sup> The 17th edition of the ESPO Conference will take place on 27-28 May 2021 in Oslo.



<sup>19</sup> 'ESPO Award 2020: Jury puts the ports of Algeciras, Amsterdam, Lisbon, and Puertos del Estado in final competition', ESPO, 18 September 2020

<sup>20</sup> 'ESPO Conference postponed to 27-28 May 2021, still in Oslo!', ESPO, 24 April 2020



## Port pro of the Month

Each month, ESPO interviews a CEO or Port Director from one of its member ports to highlight how each port works and to help us understand what it means to lead a European port. Below you will find a selection of quotes from interviews of the last twelve months. Read the full interviews by clicking on the pictures below.



**Stéphane Raison (CEO, Port of Dunkirk), September 2020**

"The various challenges that Dunkirk will have to face in the coming decades are rather similar to those of other European ports. They are directly linked to the awareness of acting together on global warming. By instituting the principle of carbon neutrality by 2050, the Green Deal will profoundly change all areas of the economy: energy, industry, transport, etc. Ports are at the crossroads of these important changes."

**José Luis Cacho (President, Ports of Sines and the Algarve, APS), May 2020**

"Today, the port goes far beyond its terminals and quays, it spreads its influence along the hinterland and the foreland. Digitalisation and innovation are more and more key competitiveness factors; operational efficiency is no longer enough."



**Gísli Gíslason (Director, Associated Icelandic Ports, Faxaports), April 2020**

"In my career I have been lucky to have had many highlights. Seeing projects become a vital part of the community is rewarding. A tunnel, quays and the development of bleak areas into areas buzzing with life is a good and rewarding feeling. My motto has been to take one step at the time and ensure that the coming generations accept our decisions."

**Algis Latakas (CEO, Port of Klaipėda), August 2020**

"A proactive and client-orientated approach of all port stakeholders will generate cargo volumes. Port development in Klaipėda is carried out in close cooperation with the port users who identify the needs and priorities. Our vision is to have a port which would be equally attractive to all maritime industry players and neighbouring communities: a port with innovations and values, cargo carriers, safe for navigation and as environmentally friendly as possible."



**Ville Haapasaari (CEO, Port of Helsinki), March 2020**

"The total economic impact of the Port of Helsinki has been estimated to be around 4.1 billion euros annually. The passengers alone create 700 million euros worth of consumption in the city of Helsinki annually. It is therefore self-evident that our task is in our investments to safeguard this positive impact and enable growth."



**Elvir Džanić (CEO, Port of Gothenburg), July/June 2020**

"We cannot do business of any kind on a dead planet, and therefore I truly believe that ports, connecting shipping with hinterland logistics industry, have the possibility but also the obligation to act. I would like to see ports acting together in more collaborations leading to concrete actions."



**Vice Mihanović (CEO, Split Port Authority), February 2020**

"The Port of Split is facing new challenges with the constant growth of ferry volumes and cruise ships. However, limited port area and berthing spaces congestion may, if unattended, become a problem. Therefore a Smart Port system is necessary for the Port of Split to reduce congestion and improve efficiency in the long run, in order to be able to handle both passenger and cargo volumes without disrupting the port users or citizens of the city."

**Panayiotis Agathocleous (Port Manager, Port of Limassol), November 2019**

"In the case of Cyprus, an island economy with almost 90% of its trade being performed through its ports, maritime links are of key importance. Being a peripheral, small and insular Member State of the EU, Cyprus depends entirely on its ports for its trade, making the development and improvement of port infrastructures and the establishment of an efficient transport system high on the agenda of the Cyprus government. Relevant support is therefore expected and needed from the EU."



**Dimitrij Zadel (President, Port of Koper), January 2020**

"Managing at the same time terminal operations and the planning of new facilities, as well as managing new investments, taking care of relations between the port and local community, considering environmental requirements, expectations of shareholders, etc. is sometimes a challenge, but on the other hand, such a model is very business-oriented, with the needed flexibility, efficiency and productivity of port operations."



**Marcela-Daniela Costea (former General Manager, Maritime Danube Ports Administration, APDM), October 2019**

"The company's mission is also to develop and promote ports in the maritime sector of the Danube, to integrate them into river, sea, road and rail transport routes, to promote inland waterway-maritime trade by providing competitive port services which respect the community and the environment and are in line with European Union standards."



**Dr Dirk Claus (Managing Director, Port of Kiel), December 2019**

"The two biggest challenges that we are tackling at the moment are the fine balance of creating continuous, strong economic growth whilst achieving this in a sustainable way and finding skilled and highly qualified personnel for the future. Only through achieving both will we be able to reach our goal of making the port climate-neutral by 2030."



**ESPO's Gender Balance Assessment Confirms Almost One Third of Women in Committees**  
7th March 2020 / Arlene Ashmore

Nearly one third of port professionals active in ESPO are women

European Sea Ports Organisation (ESPO) publishes statistics for committee meeting gender balance for 2019. Photo: ESPO Secretariat leader

On the occasion of this year's International Women's Day, tomorrow, Sunday (8 March), the European Sea Ports Organisation (ESPO) published the statistics for their committee meeting gender balance for 2019.

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## COVID-19: Transport Keeps Us Going

in Port News 25/03/2020



With the slogan "Transport keeps us going", ESPO, together with 33 organisations has issued a Declaration stressing the essential role transport is playing in the corona crisis.

"Transport and logistics play a crucial role in the supply of essential goods in this critical period. To ensure that transport can continue to

keep us going, the free flow of goods between Member States must be guaranteed. We must also support and encourage all the people working in transport. Their contribution in overcoming this crisis is vital. In times of emergency, ports have an essential role in providing citizens, health services and businesses with the goods and materials they need. Europe's ports take this public responsibility very seriously. We hope the Member States are following the recommendations of the Commission to ensure that goods keep moving in Europe, in the interest of every single EU citizen," comments Isabelle Ryckbost, ESPO Secretary General.

On 11 March 2020, the World Health Organization (WHO) declared the COVID-19 a pandemic and governments worldwide have taken wide-ranging measures to contain the spread of the virus.

The transport sector has a crucial role to play in the supply of goods, in particular medicines, medical devices, food and other essential commodities needed to overcome this crisis. The transport sector also proves to be a vital instrument in these times where many European citizens are restricted in their mobility.



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## Grand Port Maritime de Dunkerque renews and obtains EcoPorts' Environmental Performance Standard (PERS)

ASSOCIATIONS, AWARDS, ENVIRONMENT, PORTS & TERMINALS – BY ADMIN ON JULY 31, 2020 AT 2:09 PM



Stéphane Raisson, CEO of Grand Port Maritime de Dunkerque, (c) Dunkerque-Port Grand Port

Maritime de Dunkerque renews and obtains EcoPorts' Environmental Performance Standard (PERS)

ESPO congratulates the Grand Port Maritime de Dunkerque for renewing their EcoPorts' Port Environmental Review System (PERS), the only port sector specific environmental management standard.

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## Decarbonizzare il trasporto marittimo: il piano ESPO

Scritto da Abele Carruazzo  
Ambiente, Cultura, Europa, Infrastrutture, Legislazione, News, Trasporti  
mercoledì, settembre 23rd, 2020



**Bruxelles.** Il processo di decarbonizzazione del trasporto marittimo non è così semplice come vogliono far credere i sostenitori del green deal. Gli armatori sono consapevoli che il trasporto marittimo dovrà prepararsi e iniziare il percorso di decarbonizzazione della navigazione; si dovrà iniziare con il gas, che per ora rappresenta la migliore scelta di carburante per le prossime due generazioni di navi. Sicuramente aspettare la migliore e perfetta scelta del carburante non aiuterà a far fronte al riscaldamento globale: GNL e il GPL offrono entrambi vantaggi immediati di riduzione del carbonio che vanno dal 15 al 25%.

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## Port of Dover wins ESPO Award



BY THE MARITIME EXECUTIVE 11-14-2019 06:46:52

The Port of Dover in the U.K. has been awarded the European Sea Ports Organization (ESPO) Award 2019 in recognition of its successful strategy to reach out to the local community and to directly communicate with the port citizens.

Using social media and demonstrating a high level of transparency about operational achievements, future strategies and environmental performance is becoming increasingly important for European ports.

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## The winners of the first GREEN4SEA – EUROPORT Awards announced

SAFETY4SEA is pleased to announce the winners of the 2019 GREEN4SEA – EUROPORT Awards on energy efficiency, clean shipping, technology, ship operator and initiative that have showcased excellence and innovation within the maritime industry towards a greener and more sustainable shipping. The awards were presented at a prestigious ceremony which successfully concluded on November the 6th, on the sidelines of EUROPORT, the leading international exhibition that took place in Rotterdam, November 5-8, 2019.

GREEN SHIPPING | 06/11/19

© Safety4Sea

## ESPO Publishes Its Position Paper On The European Green Deal Objectives In Ports

in Port News 20/02/2020



Yesterday, ESPO has published its Position Paper on the European Green Deal objectives in ports.

The publication of this position paper fits into the European Shipping Week (ESW), currently taking place in Brussels. In the framework of the ESW, ESPO and ECSA have organised today a workshop on

"Decarbonising the shipping industry: What's already happening and how can we help accelerate it?".

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ACTUALIDAD • ADMINISTRACIÓN MARÍTIMA • ECONOMÍA MARÍTIMA • EMPRESAS MARÍTIMAS • INTERNACIONAL • PUERTOS  
**ESPO reclama a la UE una estrategia de recuperación para superar la crisis económica**  
por Redacción Naucher | 15 abril, 2020

Desde el comienzo de la crisis de COVID 19, los puertos europeos han hecho todo lo posible para asegurar la continuidad de sus operaciones y, por lo tanto, la seguridad del suministro. Los puertos europeos han activado planes de contingencia para garantizar que los puertos sigan siendo plenamente operativos durante esta crisis. Más que nunca, los puertos europeos han demostrado su papel como infraestructuras esenciales y críticas que desempeñan un papel crucial en el suministro de las mercancías necesarias.

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## ESPO Secretariat

ESPO's permanent secretariat in Brussels ensures communication between European ports and the European institutions and is responsible for the general management of the organisation.

<b>Isabelle Ryckbost</b> Secretary General	<b>Anne-Rieke Stuhlmann</b> Senior Policy Advisor Intermodal & Logistics, Social Dialogue, Statistics, Port Governance	<b>Valter Selén</b> Senior Advisor Sustainable Development, Cruise and Ferry Network, EcoPorts Coordinator
<b>Turi Fiorito</b> Senior Advisor	<b>Laurens Schutteet</b> Senior Policy Advisor Trade Facilitation, Customs and Security, Marine Affairs	<b>Jacob Armstrong</b> Policy Advisor Blue Growth
<b>Cécile Overlau</b> Finance and Office Manager	<b>Hélène Vancompernelle</b> Personal Assistant, Events and Communication Manager	<b>Céline Lefort</b> Administrative and Event Assistant



## Overview of ESPO Membership (2020-10-20)

Country	National Port Body	General Assembly Representative	Executive Committee Representative 2018-2020
<b>Belgium</b>	<i>None</i>	Guy Janssens (Antwerp Port Authority)	Daan Schalck (North Sea Port)
		Daan Schalck (North Sea Port)	
		Tom Hautekiet (Port Authority Zeebrugge)	
<b>Bulgaria</b>	Bulgarian Ports Infrastructure Company	Georgi Todorov (Bulgarian Ports Infrastructure Company)	Angel Zaburtov (Bulgarian Ports Infrastructure Company)
		Angel Zaburtov (Bulgarian Ports Infrastructure Company)	
<b>Croatia</b>	Croatian Port Authorities Association	Milan Blaževski (Port of Split Authority)	Tomislav Batur (Port of Ploce Authority)
		Nina Perko (Ministry of Maritime Affairs, Transport and Infrastructure)	
		Marino Juretic (Port of Rijeka Authority)	
<b>Cyprus</b>	Cyprus Ports Authority (CPA)	Anthimos Christodoulides (CPA)	Vera Anastasiou (CPA)
		Anthia Klerides (CPA)	
		Petros Krassas (CPA)	
<b>Denmark</b>	Danish Ports	Carsten Aa (Lindø Port of Odense)	

		Rune Rasmussen (Associated Danish Ports – ADP)	Tine Kirk Pedersen (Danish Ports Association)
		Thomas Elm Kampmann (Port of Koge)	
<b>Estonia</b>	<i>None</i>	Ellen Kaasik (Port of Tallinn)	Magnus Vihman (Port of Tallinn)
		Magnus Vihman (Port of Tallinn)	
<b>Finland</b>	Finnish Port Association	Torbjörn Witting (Port of Kokkola)	Annaleena Mäkilä (Finnish Port Association)
		Hannu Asumalahti (Finnish Port Association)	
		Annaleena Mäkilä (Finnish Port Association)	
<b>France</b>	Union des Ports de France (UPF)	Jean-Pierre Chalus (UPF)	Jean-Pierre Chalus (UPF)
		Mériadec Le Mouillour (CCI de Brest)	
		Stéphane Raison (GPM Dunkirk)	
<b>Germany</b>	<i>none</i>	Bettina Linkogel (Ministry of Economics and Ports, Bremen)	Bernhard Zampolin (Hamburg Port Authority)
		Jens Zingler (Ministry of Energy, Infrastructure and Digitalisation Mecklenburg Vorpommern)	
		Bernhard Zampolin (Hamburg Port Authority)	

<b>Greece</b>	Hellenic Ports Association - ELIME	George Kastellanos (ELIME)	Sotiris Theofanis (Port of Thessaloniki)
		Theodora Riga (Piraeus Port Authority SA)	
		Sotiris Theofanis (Port of Thessaloniki)	
<b>Ireland</b>	Irish Ports Association	Eoin McGettigan (Port of Cork Company)	Pat Keating (Irish Ports Association)
		Eamonn O'Reilly (Dublin Port Company)	
		Pat Keating (Shannon Foynes Port Company)	
<b>Italy</b>	Associazione Porti Italiana - Assoporti	Zeno D'Agostino (Port Network Authority of the Eastern Adriatic Sea)	Zeno D'Agostino (Port Network Authority of the Eastern Adriatic Sea)
		Daniele Rossi (Assoporti)	
		Oliviero Giannotti (Assoporti)	
<b>Latvia</b>	<i>none</i>	Irina Gorbaticova (Freeport of Riga Authority)	Martins Ziemanis (Freeport of Riga Authority)
		Inita Luna (Freeport of Riga Authority)	
		Ansis Zeltins (Freeport of Riga Authority)	
<b>Lithuania</b>	<i>none</i>	Adomas Alekna (Klaipeda State Seaport Authority)	Arturas Drungilas (Klaipeda State Seaport Authority)
		Algis Latakas (Klaipeda State Seaport Authority)	
<b>Malta</b>	Authority for Transport Malta	David Bugeja (Authority for Transport Malta)	David Bugeja (Authority for Transport Malta)

		Joseph Bugeja (Authority for Transport Malta)	
		Roberto Vassallo (Authority for Transport Malta)	
<b>The Netherlands</b>	<i>none</i>	Koen Overtoom (Port of Amsterdam)	Victor Schoenmakers (Port of Rotterdam)
		Cas König (Groningen Seaports)	
		Ferdinand van den Oever (Havenschap Moerdijk)	
		Allard S. Castelein (Port of Rotterdam)	
		Jan Lagasse (North Sea Port)	
<b>Norway</b>	Norwegian Ports Association	Arnt-Einar Litsheim (Norwegian Ports Association)	Arnt-Einar Litsheim (Norwegian Ports Association)
		Halvard Aglen (Norwegian Ports Association-Port of Kristiansand)	
		Tore Lundestad (Port of Borg)	
<b>Poland</b>	<i>none</i>		Aneta Szreder-Piernicka (Port of Szczecin-Swinoujscie)
		Adam Meller (Port of Gdynia Authority SA)	
		Krzysztof Urbaś (Port of Szczecin-Swinoujscie)	
<b>Portugal</b>		José Luis Cacho (APS – Administração dos	José Luis Cacho (APS – Administração dos

	APP - Association Ports of Portugal	Portos de Sines e do Algarve, S.A)	Portos de Sines e do Algarve, S.A)
		Nuno Araujo (APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, S.A.)	
		Miguel Costa (PA – Ports of the Açores, SA)	
<b>Romania</b>	<i>none</i>	Costel Stanca (Port of Constantza)	Alexandru Madalin Craciun (Maritime Ports Administration SA)
		Alexandru Gabriel Serban (National Company “Maritime Danube Ports Administration” Galati/APDM)	
<b>Slovenia</b>	Luka Koper	Boris Jerman (Luka Koper)	Dimitrij Zadel (Luka Koper)
		Ziga Fiser (Luka Koper)	
		Dimitrij Zadel (Luka Koper)	
<b>Spain</b>	Puertos del Estado	Francesco Toledo Lobo (Puertos del Estado)	Nuria Gaiton Redondo (Puertos del Estado)
		José Luis Hormaechea Escos (Port Authority of Algeciras Bay)	
		Francesc Sánchez Sánchez (Port Authority of Valencia)	
<b>Sweden</b>	Ports of Sweden	Joakim Ärlund (Ports of Sweden)	Eric Tedesjö (Ports of Sweden)
		Eric Tedesjö (Ports of Sweden)	

		Elvir Dzanic (Port of Göteborg AB)	
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## Market Development in Figures

The statistical section of this Annual Report is based on figures of Eurostat, kindly made available by Mrs. Boryana Milusheva and Mr. Georges Xenellis.

### Liquid bulk traffic for selected European ports (1000 tonnes)

Observer Members			
Country	National Port Body	General Assembly Representative	
Iceland	Associated Icelandic Ports - AIP	Magnús Þór Ásmundsson (Associated Icelandic Ports – AIP)	
Israel	Israel Ports Company	Dov Frohlinger (Israel Ports-Development and Assets Co., Ltd)	
Ukraine	State Enterprise “Ukrainian Sea Ports Authority”	Oleksandr Golodnytskyy (State Enterprise “Ukrainian Sea Ports Authority”)	
United Kingdom	British Ports Association / UK Major Ports Group	Richard Ballantyne (British Ports Association)	
		Tim Morris (UKMPG)	

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
BELGIUM	Antwerpen	68.282	71.944	74.242	71.089	-4%	4%
	Gent (Ghent)	5.414	5.366	5.419	6.156	14%	12%
	Oostende (Ostend)	51	104	22	182	727%	72%
	Zeebrugge	4.338	2.532	5.169	9.320	80%	53%
	<b>TOTAL SELECTED PORTS</b>	<b>78.085</b>	<b>79.946</b>	<b>84.852</b>	<b>86.747</b>	<b>2%</b>	<b>10%</b>
BULGARIA	Burgas	11.298	12.077	10.088	11.933	18%	5%
	Varna	915	1.346	858	1.090	27%	16%
	<b>TOTAL SELECTED PORTS</b>	<b>12.213</b>	<b>13.424</b>	<b>10.946</b>	<b>13.023</b>	<b>19%</b>	<b>6%</b>
CROATIA	Bakar	2.208	2.251	2.281	2.035	-11%	-8%
	Omislalj	6.689	7.980	8.405	6.814	-19%	2%
	Ploce	554	811	497	774	56%	28%
	Rijeka	1	2	5	1	-88%	-3%
	Split	342	437	510	546	7%	37%
	<b>TOTAL SELECTED PORTS</b>	<b>9.794</b>	<b>11.482</b>	<b>11.699</b>	<b>10.170</b>	<b>-13%</b>	<b>4%</b>
CYPRUS	Dekeleia (Dhekelia)	451	362	251	306	22%	-48%
	Larnaka (Larnaca)	1.023	246	859	944	10%	-8%
	Zygi (Zyyi)	2.736	1.880	426	814	91%	-236%
	<b>TOTAL SELECTED PORTS</b>	<b>4.654</b>	<b>2.617</b>	<b>1.536</b>	<b>2.064</b>	<b>34%</b>	<b>-126%</b>
DENMARK	Aabenraa	166	224	169	108	-36%	-53%
	Aalborg	907	951	781	1.004	29%	10%
	Arhus	1.790	1.513	1.498	1.434	-4%	-25%
	Asnaes Inter Terminal	757	623	133	848	536%	11%
	Asnaesvaerkets Havn	1.084	1.083	1.252	828	-34%	-31%
	Avedorevaerkets Havn	7	5	3	0	n/a	n/a
	Ensted Inter Terminal	884	195	1.476	2.428	64%	64%
	Esbjerg	613	559	491	540	10%	-13%
	Fredericia (Og Shell-Havnen)	5.760	5.486	4.827	4.847	0%	-19%
	Frederikshavn	0	0	56	72	27%	100%
	Grena	85	85	100	106	7%	20%
	Gulfhavnen	968	896	379	764	102%	-27%
	Hirtshals	0	0	48	69	42%	100%
	Kalundborg	138	130	99	97	-2%	-42%
Kobenhavns Havn	3.474	2.829	2.237	2.844	27%	-22%	
Koge	57	42	17	12	-30%	-385%	
Kolding	35	36	34	27	-20%	-27%	

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Odense	24	25	41	75	82%	69%
	Randers	0	0	3	3	-12%	100%
	Ronne	65	65	67	68	1%	4%
	Statoil Havnen	8.060	8.501	8.332	7.902	-5%	-2%
	Stignsnaes Inter Terminal	3.842	935	1.265	859	-32%	-347%
	Studstrupvaerkets Havn	5	6	3	2	-26%	-174%
	Thyboron	91	93	81	89	10%	-2%
	<b>TOTAL SELECTED PORTS</b>	<b>28.813</b>	<b>24.284</b>	<b>23.394</b>	<b>25.026</b>	<b>7%</b>	<b>-15%</b>
<b>ESTONIA</b>	Kunda	89	59	83	42	-50%	-113%
	Sillamae	4.623	6.389	5.861	7.711	32%	40%
	Tallinn	9.262	7.223	8.593	7.367	-14%	-26%
	Vene Balti	439	262	208	126	-39%	-247%
	<b>TOTAL SELECTED PORTS</b>	<b>14.413</b>	<b>13.934</b>	<b>14.745</b>	<b>15.246</b>	<b>3%</b>	<b>5%</b>
<b>FINLAND</b>	Hamina Kotka	3.357	3.074	2.840	3.217	13%	-4%
	Hanko	0	0	15	21	40%	100%
	Helsinki	140	147	142	138	-3%	-1%
	Inkoo	321	354	522	401	-23%	20%
	Kaskinen	80	98	131	161	23%	50%
	Kemi	473	477	494	534	8%	11%
	Kokkola	588	713	787	882	12%	33%
	Naantali	3.956	3.751	5.064	4.807	-5%	18%
	Oulu	1.329	1.351	1.298	1.157	-11%	-15%
	Pietarsaari	141	83	127	92	-28%	-54%
	Pori	799	1.238	892	921	3%	13%
	Raahe	48	49	48	47	-3%	-3%
	Rauma	234	356	117	80	-32%	-194%
	Skoldvik	24.799	24.766	24.657	25.161	2%	1%
	Tornio	70	54	89	87	-2%	20%
	Turku	93	114	150	112	-26%	17%
	Uusikaupunki	283	339	365	273	-25%	-4%
	Vaasa	429	392	403	360	-11%	-19%
	<b>TOTAL SELECTED PORTS</b>	<b>37.140</b>	<b>37.357</b>	<b>38.140</b>	<b>38.449</b>	<b>1%</b>	<b>3%</b>
<b>FRANCE</b>	Bastia	283	304	111	0	n/a	n/a
	Bayonne	349	366	425	349	-18%	0%
	Bordeaux	4.835	4.794	4.673	4.727	1%	-2%
	Brest	996	818	903	893	-1%	-12%
	Caen	11	16	3	8	207%	-32%
	Calais	92	137	169	139	-18%	33%
	Dieppe	73	53	9	5	-47%	-1386%
	Dunkerque	4.228	5.057	5.469	9.445	73%	55%
	Fort de France (Martinique)	1.484	1.197	1.094	1.111	2%	-34%
	La Rochelle	3.095	2.808	3.108	3.174	2%	2%
	Le Havre	37.580	40.053	39.815	36.131	-9%	-4%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Lorient	1.001	966	897	960	7%	-4%
	Marseille	49.399	46.328	45.269	45.563	1%	-8%
	Nantes Saint Nazaire	16.841	20.047	22.930	22.632	-1%	26%
	Pointe a Pitre (Guadeloupe)	444	610	538	0	n/a	n/a
	Port la Nouvelle	1.172	1.100	1.165	1.139	-2%	-3%
	Port Reunion (ex Pointe des Galets) (Reunion)	895	887	913	932	2%	4%
	Rouen	9.943	9.846	9.836	9.791	0%	-2%
	Sete	1.622	1.633	1.830	1.650	-10%	2%
	St Malo	156	125	137	108	-21%	-44%
	Toulon	81	90	97	113	17%	28%
	<b>TOTAL SELECTED PORTS</b>	<b>134.580</b>	<b>137.236</b>	<b>139.390</b>	<b>138.870</b>	<b>0%</b>	<b>3%</b>
<b>GERMANY</b>	Brake	479	448	555	532	-4%	10%
	Bremen	1.221	1.197	1.270	1.720	35%	29%
	Bremerhaven	523	274	269	388	44%	-35%
	Brunsbüttel	5.097	5.990	5.497	6.129	11%	17%
	Butzfleth	2.573	0	0	2.524	n/a	-2%
	Cuxhaven	1	2	12	24	92%	95%
	Duisburg	13	2	0	0	n/a	n/a
	Emden	995	892	894	752	-16%	-32%
	Greifswald	46	46	41	49	19%	6%
	Hamburg	14.321	13.650	13.354	12.405	-7%	-15%
	Helgoland I.	5	5	5	4	-8%	-5%
	Kiel	33	38	17	50	197%	33%
	Koln	38	43	0	0	n/a	n/a
	Krefeld	38	37	0	0	n/a	n/a
	Lubeck	0	3	8	30	266%	100%
	Nordenham	50	44	50	34	-33%	-48%
	Rostock	3.471	3.653	2.896	3.816	32%	9%
	Stade	0	2.608	2.546	0	n/a	n/a
	Wilhelmshaven	17.070	18.472	17.027	20.153	18%	15%
	Wismar	111	111	126	131	4%	15%
	Wolgast	4	1	1	7	513%	45%
	<b>TOTAL SELECTED PORTS</b>	<b>46.101</b>	<b>47.535</b>	<b>44.569</b>	<b>48.747</b>	<b>9%</b>	<b>5%</b>
<b>GREECE</b>	Aegina	1.849	1.684	1.590	2.001	26%	8%
	Agii Theodori	23.734	24.695	26.068	25.416	-3%	7%
	Aliverio	79	57	12	8	-30%	-881%
	Antikyra	66	67	98	85	-13%	22%
	Aspropyrgos	912	1.248	1.561	874	-44%	-4%
	Eleusina	13.102	13.493	13.807	12.852	-7%	-2%
	Heraklio	211	79	51	107	112%	-96%
	Kavala	304	375	546	478	-12%	36%
	Larymna	13	5	7	3	-50%	-280%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Lavrio	1.229	1.426	1.403	1.210	-14%	-2%
	Megara	10.727	9.750	10.451	11.403	9%	6%
	Milos (Adamas)	23	31	19	27	41%	15%
	Patras	232	326	239	209	-12%	-11%
	Perama	1.882	1.687	1.713	2.387	39%	21%
	Piraeus	377	418	822	1.314	60%	71%
	Souda Bay	470	543	470	442	-6%	-6%
	Thessaloniki	6.729	7.445	6.497	6.618	2%	-2%
	Volos	79	72	80	74	-7%	-7%
	<b>TOTAL SELECTED PORTS</b>	<b>62.018</b>	<b>63.401</b>	<b>65.434</b>	<b>65.510</b>	<b>0%</b>	<b>5%</b>
<b>IRELAND</b>	Bantry Bay	298	846	542	728	34%	59%
	Cork	5.430	5.548	5.323	4.882	-8%	-11%
	Drogheda	33	33	36	35	-3%	5%
	Dublin	4.017	4.285	4.635	4.652	0%	14%
	Limerick	1.050	1.037	1.193	1.066	-11%	1%
	<b>TOTAL SELECTED PORTS</b>	<b>11.269</b>	<b>11.749</b>	<b>11.728</b>	<b>11.364</b>	<b>-3%</b>	<b>1%</b>
<b>ITALY</b>	Ancona	7	193	277	119	-57%	94%
	Augusta	19.149	20.370	20.570	20.532	0%	7%
	Bari	93	184	299	300	0%	69%
	Barletta	442	566	404	422	4%	-5%
	Brindisi	1.826	2.070	2.007	2.241	12%	19%
	Cagliari	841	1.642	1.139	1.058	-7%	21%
	Catania	3	0	5	4	-26%	29%
	Chioggia	71	64	112	66	-41%	-7%
	Civitavecchia	812	815	674	784	16%	-4%
	Eolie	0	0	0	1.844	n/a	n/a
	Falconara Marittima	5.444	4.944	4.880	4.976	2%	-9%
	Fiumicino	2.602	2.629	3.590	3.677	2%	29%
	Gaeta	1.581	1.427	1.788	1.507	-16%	-5%
	Gela	1.472	1.122	1.320	1.071	-19%	-37%
	Genova	16.262	14.124	17.827	15.835	-11%	-3%
	Gioia Tauro	911	972	924	1.883	104%	52%
	IT - offshore installations	3.705	5.009	4.335	4.316	0%	14%
	La Spezia	862	1.294	1.114	2.243	101%	62%
	Lipari	1.441	1.753	1.662	0	n/a	n/a
	Livorno	6.679	7.739	7.440	5.547	-25%	-20%
	Milazzo	15.396	17.211	17.582	15.453	-12%	0%
	Napoli	6.243	6.759	5.536	6.321	14%	1%
	Oristano	288	160	418	422	1%	32%
	Ortona	449	287	492	552	12%	19%
	Palermo	1.865	1.722	1.705	1.799	5%	-4%
	Piombino	109	76	13	132	922%	17%
	Porto Foxi	24.671	24.614	24.848	26.721	8%	8%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Porto Nogaro	33	36	27	27	-2%	-22%
	Porto Torres	825	795	635	753	19%	-10%
	Portoferraio	13	11	13	0	n/a	n/a
	Portovesme	369	226	184	282	54%	-31%
	Pozzallo	5	34	41	82	101%	94%
	Ravenna	5.712	6.907	7.211	7.970	11%	28%
	Salerno	29	34	44	43	-4%	33%
	Santa Panagia	8.181	8.626	10.332	0	n/a	n/a
	Savona	7.909	5.343	5.941	7.561	27%	-5%
	Taranto	4.056	4.504	5.333	3.925	-26%	-3%
	Trieste	37.910	42.090	32.498	39.882	23%	5%
	Venezia	7.698	8.142	8.234	8.448	3%	9%
	<b>TOTAL SELECTED PORTS</b>	<b>185.967</b>	<b>194.490</b>	<b>191.477</b>	<b>201.359</b>	<b>5%</b>	<b>8%</b>
<b>LATVIA</b>	Liepaja	372	467	423	566	34%	34%
	Riga	8.107	5.532	3.983	3.747	-6%	-116%
	Ventspils	10.376	10.473	10.335	10.232	-1%	-1%
	<b>TOTAL SELECTED PORTS</b>	<b>18.855</b>	<b>16.472</b>	<b>14.741</b>	<b>14.545</b>	<b>-1%</b>	<b>-30%</b>
<b>LITHUANIA</b>	Butinge	9.315	9.829	9.662	9.542	-1%	2%
	Klaipeda	10.970	11.497	10.296	10.400	1%	-5%
	<b>TOTAL SELECTED PORTS</b>	<b>20.285</b>	<b>21.326</b>	<b>19.958</b>	<b>19.941</b>	<b>0%</b>	<b>-2%</b>
<b>MALTA</b>	Malta (Valletta)	752	476	235	8	-97%	-9727%
	Marsaxlokk	756	1.376	1.659	2.053	24%	63%
	<b>TOTAL SELECTED PORTS</b>	<b>1.508</b>	<b>1.851</b>	<b>1.893</b>	<b>2.060</b>	<b>9%</b>	<b>27%</b>
<b>NETHERLANDS</b>	Amsterdam	45.691	45.961	46.871	49.914	6%	8%
	Delfzijl	328	685	624	456	-27%	28%
	Dordrecht	765	676	0	0	n/a	n/a
	Harlingen	113	106	0	0	n/a	n/a
	Moerdijk	1.550	1.736	1.858	1.848	-1%	16%
	Other - Netherlands	117	130	306	436	43%	73%
	Rotterdam	216.130	206.610	207.425	207.365	0%	-4%
	Vlaardingen	2.775	2.962	3.198	2.954	-8%	6%
	Zeeland Seaports	13.892	13.780	14.918	13.499	-10%	-3%
	<b>TOTAL SELECTED PORTS</b>	<b>281.361</b>	<b>272.645</b>	<b>275.199</b>	<b>276.482</b>	<b>0%</b>	<b>-2%</b>
<b>NORWAY</b>	Alesund	473	526	464	423	-9%	-12%
	Bergen	40.725	44.136	40.805	40.522	-1%	-1%
	Bodo	0	21	118	153	30%	100%
	Borg	968	0	0	0	n/a	n/a
	Bremanger	3.623	0	0	0	n/a	n/a
	Drammen	104	153	252	331	31%	69%
	Egersund	0	63	61	57	-6%	100%
	Floro	585	470	523	551	5%	-6%
	Fredrikstad	0	1.089	1.027	876	-15%	100%
	Hammerfest	5.675	5.237	5.306	5.529	4%	-3%
	Harstad	165	205	184	151	-18%	-9%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Haugesund	0	9.190	7.927	7.569	-5%	100%
	Karmsund	9.191	0	0	0	n/a	n/a
	Kirkenes	5.499	68	55	53	-4%	-10225%
	Kristiansand	361	357	345	347	1%	-4%
	Kristiansund	2.272	2.199	1.986	2.136	8%	-6%
	Maloy	74	87	84	70	-18%	-6%
	Mo i Rana	0	128	103	96	-7%	100%
	Molde	3.287	3.342	3.064	2.844	-7%	-16%
	Mosjoen	54	393	777	496	-36%	89%
	Narvik	12	16	99	3	-97%	-273%
	Oslo	1.944	1.886	2.016	2.020	0%	4%
	Other - Norway (Reported in other datasets by NO)	201	212	248	233	-6%	13%
	Porsgrunn	3.256	3.720	3.857	3.741	-3%	13%
	Stavanger	319	443	209	215	3%	-48%
	Sveagruva	4	3	3	0	n/a	n/a
	Svelgen	0	3.421	3.209	513	-84%	100%
	Tonsberg	7.694	8.932	9.637	10.659	11%	28%
	Tromso	272	286	451	298	-34%	9%
	Trondheim	627	680	689	769	12%	18%
	<b>TOTAL SELECTED PORTS</b>	<b>87.610</b>	<b>87.274</b>	<b>83.508</b>	<b>80.654</b>	<b>-3%</b>	<b>-9%</b>
<b>POLAND</b>	Gdansk	13.112	13.505	15.621	18.000	15%	27%
	Gdynia	1.960	2.237	2.228	2.499	12%	22%
	Police	50	117	48	87	80%	43%
	Swinoujscie	2.681	3.910	4.432	4.831	9%	44%
	Szczecin	1.291	1.574	1.449	1.417	-2%	9%
	<b>TOTAL SELECTED PORTS</b>	<b>19.094</b>	<b>21.343</b>	<b>23.778</b>	<b>26.834</b>	<b>13%</b>	<b>29%</b>
<b>PORTUGAL</b>	Aveiro	1.242	1.272	1.424	1.446	2%	14%
	Cais do Pico (Ilha do Pico- Acores)	0	0	18	17	-4%	100%
	Canical	295	314	313	309	-1%	5%
	Figueira da Foz	29	10	17	19	13%	-53%
	Leixoes	6.119	8.796	7.775	7.759	0%	21%
	Lisboa	1.422	1.637	1.567	1.661	6%	14%
	Ponta Delgada (Ilha de S. Miguel- Acores)	332	340	327	329	1%	-1%
	Porto Santo (Ilha de Porto Santo- Madeira)	0	0	13	14	13%	100%
	Praia da Graciosa (Ilha da Graciosa- Acores)	0	0	5	5	-9%	100%
	Praia da Vitoria (Ilha Terceira- Acores)	0	0	114	88	-23%	100%
	Setubal	269	285	319	367	15%	27%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Sines	24.606	22.498	20.503	21.332	4%	-15%
	Velas (Ilha de S. Jorge- Acores)	0	0	11	11	-2%	100%
	Viana do Castelo	0	0	42	46	10%	100%
	Vila do Porto (Ilha de Sta Maria- Acores)	0	0	14	10	-29%	100%
	<b>TOTAL SELECTED PORTS</b>	<b>34.313</b>	<b>35.152</b>	<b>32.494</b>	<b>33.443</b>	<b>3%</b>	<b>-3%</b>
<b>ROMANIA</b>	Constanta	6.296	5.737	5.991	6.827	14%	8%
	Galati	69	92	93	104	13%	34%
	Midia	6.594	6.759	7.246	7.206	-1%	8%
	<b>TOTAL SELECTED PORTS</b>	<b>12.959</b>	<b>12.588</b>	<b>13.329</b>	<b>14.138</b>	<b>6%</b>	<b>8%</b>
<b>SLOVENIA</b>	Koper	3.416	3.833	3.805	4.288	13%	20%
	<b>TOTAL SELECTED PORTS</b>	<b>3.416</b>	<b>3.833</b>	<b>3.805</b>	<b>4.288</b>	<b>13%</b>	<b>20%</b>
<b>SPAIN</b>	Algeciras	27.465	29.070	31.874	30.703	-4%	11%
	Alicante	46	54	89	32	-64%	-45%
	Almeria	29	2	44	57	29%	49%
	Aviles	625	658	620	718	16%	13%
	Barcelona	11.520	14.484	15.314	16.132	5%	29%
	Bilbao	18.087	19.798	20.491	20.821	2%	13%
	Cadiz	405	579	687	1.332	94%	70%
	Cartagena	25.026	27.271	25.675	25.982	1%	4%
	Castellon	8.360	7.835	10.394	10.602	2%	21%
	Ceuta	823	999	836	872	4%	6%
	Ferrol	2.332	2.078	2.156	2.312	7%	-1%
	Gijon	821	900	775	900	16%	9%
	Huelva	24.123	24.905	25.106	26.696	6%	10%
	La Coruna	8.447	9.092	9.623	9.104	-5%	7%
	Las Palmas de Gran Canaria	6.137	6.847	7.150	8.070	13%	24%
	Malaga	168	151	66	84	26%	-100%
	Melilla	77	79	76	76	0%	-1%
	Motril	1.197	1.010	1.341	1.324	-1%	10%
	Palma de Mallorca	1.542	1.553	1.694	1.545	-9%	0%
	San Carlos de la Rapita	3	3	4	0	n/a	n/a
	Santa Cruz de Tenerife	6.158	5.138	4.502	4.811	7%	-28%
	Santander	140	234	340	324	-5%	57%
	Sevilla	230	423	269	293	9%	22%
	Tarragona	20.273	21.003	18.764	20.413	9%	1%
	Valencia	3.806	3.203	1.910	3.120	63%	-22%
	Vigo	60	68	94	47	-50%	-29%
	Villagarcia	184	194	168	183	9%	-1%
	<b>TOTAL SELECTED PORTS</b>	<b>168.084</b>	<b>177.897</b>	<b>180.060</b>	<b>186.553</b>	<b>4%</b>	<b>10%</b>
<b>SWEDEN</b>	Bergs Oljehamn	787	672	707	822	16%	4%
	Falkenberg	0	0	1	1	12%	100%



Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Gavle	1.626	2.043	1.675	1.453	-13%	-12%
	Goteborg	23.778	23.281	23.520	22.311	-5%	-7%
	Halmstad	468	431	423	424	0%	-10%
	Helsingborg	932	811	707	758	7%	-23%
	Husum	128	129	130	122	-6%	-4%
	Iggesund	31	30	30	29	-1%	-7%
	Jattersson	50	47	52	43	-17%	-18%
	Kalmar	424	500	364	336	-8%	-26%
	Karlshamn	1.735	1.445	1.452	1.846	27%	6%
	Karlstad	0	11	15	107	612%	100%
	Koping	187	187	254	249	-2%	25%
	Kristinehamn	29	36	32	29	-10%	0%
	Landskrona	21	29	29	33	12%	35%
	Lulea	384	298	294	246	-16%	-56%
	Malmo	2.290	2.384	2.574	2.252	-12%	-2%
	Norrkoping	1.670	1.954	1.534	1.497	-2%	-12%
	Ornskoldsvik	195	171	183	202	10%	4%
	Oskarshamn	45	64	73	43	-41%	-4%
	Oxelosund (ports)	1.762	916	267	697	161%	-153%
	Pitea	292	382	498	455	-9%	36%
	Skelleftea	522	630	550	528	-4%	1%
	Soderhamn	50	65	33	32	-4%	-57%
	Sodertalje	379	469	518	458	-12%	17%
	Solvesborg	74	76	76	83	10%	12%
	Special code for confidentiality treatment	20.913	22.723	23.505	17.192	-27%	-22%
	Stenungsund (Ports)	3.108	3.449	3.311	3.329	1%	7%
	Stockholm	3.062	431	551	347	-37%	-782%
	Sundsvall	912	618	544	619	14%	-47%
	Trelleborg	20	29	40	44	12%	54%
	Uddevalla	118	97	115	123	7%	4%
	Umea	331	312	344	363	5%	9%
	Varberg	36	21	0	0	n/a	n/a
	Vasteras	486	575	599	543	-9%	10%
	Vastervik	95	106	86	85	-1%	-12%
	Visby	67	67	72	61	-15%	-9%
	<b>TOTAL SELECTED PORTS</b>	<b>67.011</b>	<b>65.491</b>	<b>65.162</b>	<b>57.764</b>	<b>-11%</b>	<b>-16%</b>
<b>UNITED KINGDOM</b>	Aberdeen	2.177	2.130	2.092	2.198	5%	1%
	Belfast	2.280	2.264	2.312	2.182	-6%	-4%
	Boston	9	9	9	9	1%	3%
	Bristol	2.318	2.490	2.599	2.547	-2%	9%
	Cardiff	1.168	1.092	1.078	1.020	-5%	-14%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Clydeport	6.117	6.899	7.102	7.210	2%	15%
	Cromarty Firth	221	60	35	21	-40%	-963%
	Dundee	147	144	178	154	-13%	5%
	Felixstowe	38	31	27	45	67%	16%
	Fishguard	11	11	10	10	1%	-9%
	Forth	23.307	23.536	22.710	21.202	-7%	-10%
	Goole	53	47	55	41	-26%	-32%
	Great Yarmouth	233	226	211	235	11%	1%
	Harwich	252	358	359	337	-6%	25%
	Holyhead	25	19	8	2	-78%	-1214%
	Hull	1.792	1.833	1.776	1.616	-9%	-11%
	Immingham	19.213	20.065	18.771	19.268	3%	0%
	Ipswich	48	124	108	112	3%	58%
	Killroot Power Station Jetty	50	61	46	34	-26%	-46%
	Kirkwall	4.340	4.585	3.193	2.775	-13%	-56%
	Larne	4	3	4	4	11%	-2%
	Liverpool	11.508	10.762	10.217	11.926	17%	4%
	London	15.030	14.660	15.191	14.561	-4%	-3%
	Londonderry	622	580	535	593	11%	-5%
	Manchester	4.922	5.443	5.264	5.855	11%	16%
	Medway	3.122	2.638	3.392	6.674	97%	53%
	Milford Haven	33.667	30.966	29.907	34.051	14%	1%
	Newport- Gwent	0	0	68	100	47%	100%
	Peterhead	524	497	605	590	-2%	11%
	Plymouth	1.416	1.387	1.409	1.415	0%	0%
	River Hull and Humber	9.425	9.262	9.152	9.703	6%	3%
	Shoreham	76	68	65	63	-2%	-20%
	Southampton	20.565	21.446	21.092	20.113	-5%	-2%
	Sullom Voe	6.179	5.176	5.326	7.368	38%	16%
	Tees & Hartlepool	20.010	19.975	19.110	18.578	-3%	-8%
	Trent River	24	22	25	23	-6%	-2%
	Tyne	59	66	54	27	-50%	-118%
	<b>TOTAL SELECTED PORTS</b>	<b>190.982</b>	<b>188.932</b>	<b>184.096</b>	<b>192.663</b>	<b>5%</b>	<b>1%</b>
<b>Grand Total</b>		<b>1.530.527</b>	<b>1.542.260</b>	<b>1.535.934</b>	<b>1.565.941</b>	<b>2%</b>	<b>2%</b>

### Dry bulk traffic for selected European ports (1000 tonnes)

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
<b>BELGIUM</b>	Antwerpen	12.588	11.840	13.015	13.729	5%	8%
	Gent (Ghent)	18.736	22.345	22.052	21.389	-3%	12%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Oostende (Ostend)	496	0	0	0	n/a	n/a
	Zeebrugge	1.481	1.305	1.231	1.326	8%	-12%
	<b>TOTAL SELECTED PORTS</b>	<b>33.301</b>	<b>35.490</b>	<b>36.299</b>	<b>36.444</b>	<b>0%</b>	<b>9%</b>
<b>BULGARIA</b>	Burgas	3.533	4.180	3.665	4.075	11%	13%
	Varna	7.602	7.824	7.188	7.703	7%	1%
	<b>TOTAL SELECTED PORTS</b>	<b>11.135</b>	<b>12.003</b>	<b>10.853</b>	<b>11.779</b>	<b>9%</b>	<b>5%</b>
<b>CROATIA</b>	Bakar	427	669	1.099	902	-18%	53%
	Ploce	1.627	1.886	2.225	2.163	-3%	25%
	Rijeka	318	320	230	198	-14%	-61%
	Split	1.263	1.537	1.340	1.122	-16%	-13%
	<b>TOTAL SELECTED PORTS</b>	<b>3.636</b>	<b>4.413</b>	<b>4.895</b>	<b>4.385</b>	<b>-10%</b>	<b>17%</b>
<b>CYPRUS</b>	Larnaka (Larnaca)	1.141	765	1.059	1.238	17%	8%
	Lemesos (Limassol)	96	20	0	4	2856%	-2370%
	Zygi (Zygi)	1.396	1.426	984	1.024	4%	-36%
	<b>TOTAL SELECTED PORTS</b>	<b>2.634</b>	<b>2.210</b>	<b>2.043</b>	<b>2.266</b>	<b>11%</b>	<b>-16%</b>
<b>DENMARK</b>	Aabenraa	1.197	1.282	1.399	1.297	-7%	8%
	Aalborg	1.272	1.498	1.376	1.331	-3%	4%
	Aalborg Portland (Cementfabrikken Rordal)	2.395	2.429	2.272	2.379	5%	-1%
	Arhus	2.790	3.014	3.212	3.009	-6%	7%
	Asnaesvaerkets Havn	437	465	381	66	-83%	-559%
	Avedorevaerkets Havn	833	547	46	69	51%	-1103%
	Enstedvaerkets Havn	1.199	1.149	1.852	1.915	3%	37%
	Esbjerg	1.394	1.357	1.231	1.121	-9%	-24%
	Fredericia (Og Shell-Havnen)	894	650	924	951	3%	6%
	Frederikshavn	0	0	232	291	25%	100%
	Frederiksvaerk Havn (Frederiksvaerk Stalvalsevaerk)	63	57	68	19	-72%	-238%
	Grena	550	629	671	592	-12%	7%
	Hirtshals	0	0	45	4	-91%	100%
	Kalundborg	713	658	445	487	9%	-47%
	Kobenhavns Havn	2.163	2.254	2.283	1.845	-19%	-17%
	Koge	1.294	1.139	978	888	-9%	-46%
	Kolding	962	991	910	869	-5%	-11%
	Odense	1.837	2.162	2.184	1.611	-26%	-14%
	Randers	800	871	886	804	-9%	0%
	Ronne	823	746	784	689	-12%	-19%
	Stigsnaesvaerkets Havn	917	780	555	199	-64%	-360%
	Studstrupvaerkets Havn	1.007	475	400	156	-61%	-544%
	Thyboron	1.392	1.640	1.435	1.246	-13%	-12%
	<b>TOTAL SELECTED PORTS</b>	<b>24.933</b>	<b>24.791</b>	<b>24.569</b>	<b>21.837</b>	<b>-11%</b>	<b>-14%</b>

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
<b>ESTONIA</b>	Kunda	355	461	515	567	10%	37%
	Parnu	251	297	269	265	-2%	5%
	Sillamae	1.451	1.509	1.843	2.465	34%	41%
	Tallinn	3.545	3.958	3.916	4.516	15%	22%
	Vene Balti	68	54	40	271	579%	75%
	<b>TOTAL SELECTED PORTS</b>	<b>5.669</b>	<b>6.279</b>	<b>6.583</b>	<b>8.083</b>	<b>23%</b>	<b>30%</b>
<b>FINLAND</b>	Hamina Kotka	2.190	2.994	4.690	5.385	15%	59%
	Hanko	12	38	73	130	78%	91%
	Helsinki	876	1.717	1.804	1.544	-14%	43%
	Inkoo	1.127	1.443	2.038	2.518	24%	55%
	Inland Ports	1.358	1.672	2.260	882	-61%	-54%
	Kaskinen	297	276	357	368	3%	19%
	Kemi	390	395	678	412	-39%	5%
	Kokkola	5.367	6.084	5.685	4.940	-13%	-9%
	Naantali	946	944	666	763	15%	-24%
	Other - Finland	0	0	0	2.218	n/a	n/a
	Oulu	467	478	439	442	1%	-6%
	Parainen	949	1.017	908	878	-3%	-8%
	Pietarsaari	161	154	440	432	-2%	63%
	Pori	1.673	1.372	2.609	2.234	-14%	25%
	Raahe	4.458	4.273	4.815	4.211	-13%	-6%
	Rauma	1.035	1.021	1.113	1.438	29%	28%
	Tornio	1.551	1.484	1.392	1.540	11%	-1%
	Turku	57	69	41	38	-7%	-50%
	Uusikaupunki	998	1.299	1.288	1.315	2%	24%
	Vaasa	501	182	376	390	4%	-28%
	<b>TOTAL SELECTED PORTS</b>	<b>24.666</b>	<b>26.912</b>	<b>31.674</b>	<b>32.077</b>	<b>1%</b>	<b>23%</b>
<b>FRANCE</b>	Bastia	40	25	32	32	-1%	-24%
	Bayonne	1.108	1.114	1.099	1.043	-5%	-6%
	Bordeaux	2.382	1.704	1.577	1.444	-8%	-65%
	Brest	1.247	1.173	1.330	1.199	-10%	-4%
	Caen	529	399	618	450	-27%	-18%
	Calais	1.102	1.165	292	324	11%	-240%
	Dieppe	410	364	262	407	55%	-1%
	Dunkerque	22.142	24.239	25.923	23.108	-11%	4%
	Fort de France (Martinique)	220	237	255	385	51%	43%
	La Rochelle	5.176	4.920	5.582	5.801	4%	11%
	Le Havre	1.888	2.238	1.366	1.224	-10%	-54%
	Les Sables d Olonne	876	914	897	0	n/a	n/a
	Lorient	1.189	1.247	1.587	1.709	8%	30%
	Marseille	12.958	13.615	14.986	12.595	-16%	-3%
	Nantes Saint Nazaire	5.975	7.054	6.733	5.339	-21%	-12%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	Pointe a Pitre (Guadeloupe)	858	742	727	794	9%	-8%
	Port la Nouvelle	480	669	582	471	-19%	-2%
	Port Reunion (ex Pointe des Galets) (Reunion)	1.235	1.161	1.202	1.067	-11%	-16%
	Rouen	9.736	8.880	11.890	12.542	5%	22%
	Sete	1.494	1.662	1.362	1.394	2%	-7%
	St Malo	684	748	707	727	3%	6%
	Toulon	28	139	180	767	327%	96%
	<b>TOTAL SELECTED PORTS</b>	<b>71.757</b>	<b>74.408</b>	<b>79.190</b>	<b>72.822</b>	<b>-8%</b>	<b>1%</b>
<b>GERMANY</b>	Brake	3.890	3.497	3.704	4.038	9%	4%
	Bremen	7.617	7.302	6.717	6.823	2%	-12%
	Bremerhaven	121	108	76	216	185%	44%
	Brunsbüttel	3.713	3.833	3.786	3.981	5%	7%
	Burgstaaken/Fehmarn	73	51	60	59	-2%	-24%
	Busum	115	102	165	144	-12%	21%
	Butzfleth	3.048	0	0	3.951	n/a	23%
	Cuxhaven	693	552	538	1.562	190%	56%
	Dagebull	21	23	7	4	-46%	-486%
	Duisburg	201	39	0	0	n/a	n/a
	Emden	615	1.189	894	752	-16%	18%
	Emmelsum	9	3	0	0	n/a	n/a
	Flensburg	291	227	262	281	7%	-3%
	Glückstadt	61	60	45	43	-4%	-43%
	Greifswald	49	92	54	152	179%	68%
	Hamburg	30.426	30.818	30.710	28.139	-8%	-8%
	Heiligenhafen	78	62	67	100	49%	22%
	Helgoland I.	31	33	8	6	-24%	-395%
	Husum	244	276	291	243	-17%	-1%
	Kiel	702	738	608	722	19%	3%
	Leer	39	59	48	29	-40%	-36%
	Lubeck	962	1.045	1.070	983	-8%	2%
	Neustadt/Holstein	19	31	21	20	-6%	6%
	Norddeich	116	120	132	131	0%	11%
	Nordenham	1.730	2.324	2.061	1.600	-22%	-8%
	Norderney I.	99	107	129	123	-5%	19%
	Nordstrand- Insel	0	8	4	11	192%	100%
	Oldenburg/Oldenburg	65	63	80	67	-17%	3%
	Papenburg	339	425	357	364	2%	7%
	Pellworm I.	34	6	8	16	92%	-112%
	Rendsburg	222	236	286	222	-23%	0%
	Rostock	7.831	7.187	6.395	6.288	-2%	-25%
	Sassnitz	659	1.030	953	841	-12%	22%
	Stade	8	3.175	3.091	0	n/a	n/a

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	Stralsund	699	899	1.259	988	-22%	29%
	Ueckermunde	0	18	32	0	n/a	n/a
	Vierow	0	468	360	364	1%	n/a
	Wangerooze I.	8	320	9	14	53%	44%
	Wedel-Schulau	0	0	33	0	n/a	n/a
	Wilhelmshaven	3.104	4.180	4.120	2.942	-29%	-6%
	Wismar	1.539	1.915	2.161	1.661	-23%	7%
	Wittmund	0	4	4	3	-32%	100%
	Wolgast	116	149	131	151	15%	23%
	Wyk/Fohr	41	42	25	21	-15%	-94%
	<b>TOTAL SELECTED PORTS</b>	<b>70.457</b>	<b>72.974</b>	<b>70.829</b>	<b>68.133</b>	<b>-4%</b>	<b>-3%</b>
<b>GREECE</b>	Aegina	21	20	21	38	78%	44%
	Agii Theodori	66	71	21	0	n/a	n/a
	Aliverio	2.896	2.819	2.390	2.153	-10%	-35%
	Amaliapolis Magnissias	3.117	2.935	3.066	3.073	0%	-1%
	Antikyra	1.885	1.853	2.136	2.047	-4%	8%
	Aspropyrgos	29	30	35	50	45%	42%
	Dombraina Boiotias	0	0	362	456	26%	100%
	Drepano Riou	960	1.087	1.281	1.232	-4%	22%
	Eleusina	2.957	3.081	2.985	2.732	-8%	-8%
	Heraklio	188	180	181	273	51%	31%
	Igoumenitsa	89	77	78	86	10%	-3%
	Itea	1.347	1.202	1.262	936	-26%	-44%
	Kavala	886	1.083	1.005	1.147	14%	23%
	Keramoti	41	37	33	15	-54%	-174%
	Larymna	4.116	4.077	3.765	2.957	-21%	-39%
	Lavrio	1	2	2	5	152%	88%
	Milos (Adamas)	1.594	1.575	1.850	1.665	-10%	4%
	Nissyros	0	0	762	791	4%	100%
	North Evoikos	1.693	1.656	1.621	1.076	-34%	-57%
	Patras	143	163	192	155	-19%	8%
	Piraeus	473	353	422	352	-17%	-35%
	Politika	1.387	1.317	1.073	900	-16%	-54%
	Rio	293	227	121	96	-20%	-204%
	Souda Bay	99	107	97	80	-17%	-23%
	Thassos	54	69	44	65	46%	17%
	Thessaloniki	2.909	3.112	3.296	3.914	19%	26%
	Volos	5.028	4.497	4.489	4.550	1%	-11%
	<b>TOTAL SELECTED PORTS</b>	<b>32.275</b>	<b>31.632</b>	<b>32.593</b>	<b>30.843</b>	<b>-5%</b>	<b>-5%</b>
<b>IRELAND</b>	Cork	1.435	1.499	1.993	1.525	-23%	6%
	Drogheda	891	987	1.207	1.197	-1%	26%
	Dublin	2.053	2.034	2.335	1.821	-22%	-13%
	Limerick	9.714	9.966	9.263	8.269	-11%	-17%
	Waterford	970	1.212	1.552	1.359	-12%	29%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	<b>TOTAL SELECTED PORTS</b>	15.314	15.711	16.349	14.170	-13%	-8%
<b>ITALY</b>	Ancona	423	602	446	470	5%	10%
	Augusta	422	591	989	885	-10%	52%
	Bari	2.110	1.778	1.643	2.404	46%	12%
	Barletta	502	577	454	481	6%	-4%
	Brindisi	3.158	3.854	2.638	3.789	44%	17%
	Cagliari	723	850	1.207	2.842	135%	75%
	Catania	325	362	1.850	383	-79%	15%
	Chioggia	1.249	1.066	865	1.312	52%	5%
	Civitavecchia	3.361	3.396	3.113	2.203	-29%	-53%
	Gaeta	448	440	248	216	-13%	-108%
	Genova	1.416	1.662	1.851	1.279	-31%	-11%
	Gioia Tauro	44	59	70	2.604	3626%	98%
	IT - offshore installations	3	2	1	2	175%	-59%
	La Spezia	817	1.050	817	421	-48%	-94%
	Livorno	410	626	1.306	723	-45%	43%
	Marina Di Carrara	819	830	888	1.282	44%	36%
	Messina	0	4	4	0	-95%	100%
	Milazzo	66	105	121	16	-87%	-318%
	Monfalcone	2.769	3.784	3.518	3.725	6%	26%
	Napoli	1.055	1.029	1.056	1.247	18%	15%
	Olbia	140	713	580	102	-82%	-37%
	Oristano	1.147	1.236	1.386	1.079	-22%	-6%
	Ortona	551	619	482	536	11%	-3%
	Palermo	39	159	50	888	1663%	96%
	Piombino	1.151	1.141	1.532	2.641	72%	56%
	Porto Foxi	1	15	0	21	n/a	93%
	Porto Nogaro	912	1.067	1.313	1.315	0%	31%
	Porto Torres	147	261	1.798	1.426	-21%	90%
	Portovesme	719	906	939	1.005	7%	28%
	Pozzallo	586	659	626	696	11%	16%
	Ravenna	13.881	15.692	15.848	15.793	0%	12%
	Reggio Di Calabria	53	47	25	35	42%	-50%
	Salerno	222	320	766	619	-19%	64%
	Savona	2.075	2.884	4.525	3.089	-32%	33%
	Taranto	11.992	12.227	11.880	9.595	-19%	-25%
	Trieste	905	2.437	3.702	4.301	16%	79%
	Venezia	8.555	9.502	9.291	10.460	13%	18%
	<b>TOTAL SELECTED PORTS</b>	63.198	72.554	77.912	79.965	3%	21%
<b>LATVIA</b>	Liepaja	4.258	4.887	5.728	5.488	-4%	22%
	Riga	21.803	20.394	23.234	20.103	-13%	-8%
	Ventspils	5.161	6.535	6.837	7.438	9%	31%
	<b>TOTAL SELECTED PORTS</b>	31.223	31.816	35.799	33.029	-8%	5%
<b>LITHUANIA</b>	Klaipeda	16.714	19.113	19.865	20.667	4%	19%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	<b>TOTAL SELECTED PORTS</b>	16.714	19.113	19.865	20.667	4%	19%
<b>MALTA</b>	Malta (Valletta)	501	569	698	787	13%	36%
	Marsaxlokk	105	105	226	403	78%	74%
	<b>TOTAL SELECTED PORTS</b>	606	674	924	1.190	29%	49%
<b>NETHERLANDS</b>	Amsterdam	43.786	44.585	43.474	44.524	2%	2%
	Delfzijl	4.630	5.193	5.482	4.370	-20%	-6%
	Den Helder	34	44	24	11	-54%	-215%
	Dordrecht	1.934	2.334	0	0	n/a	n/a
	Harlingen	306	397	349	463	33%	34%
	Moerdijk	1.500	1.711	1.561	1.521	-3%	1%
	Other - Netherlands	449	506	911	733	-20%	39%
	Rotterdam	77.210	74.804	74.799	70.612	-6%	-9%
	Vlaardingen	1.241	1.122	832	432	-48%	-187%
	Zeeland Seaports	8.957	9.042	10.446	13.762	32%	35%
	<b>TOTAL SELECTED PORTS</b>	140.047	139.737	137.877	136.428	-1%	-3%
<b>NORWAY</b>	Alesund	486	520	519	508	-2%	4%
	Bergen	2.687	2.856	2.266	2.297	1%	-17%
	Bodo	441	326	726	616	-15%	28%
	Bronnoysund	0	2.112	2.105	1.827	-13%	n/a
	Drammen	1.373	1.308	1.809	3.539	96%	61%
	Egersund	0	438	400	349	-13%	100%
	Floro	1.441	1.137	1.350	1.226	-9%	-18%
	Fredrikstad	0	1.554	1.596	1.523	-5%	n/a
	Hammerfest	13	16	31	36	19%	65%
	Harstad	419	349	448	206	-54%	-104%
	Haugesund	0	1.795	1.666	1.515	-9%	n/a
	Kirkenes	109	49	4	8	79%	-1338%
	Kristiansand	464	506	463	504	9%	8%
	Kristiansund	2.336	2.248	2.300	2.708	18%	14%
	Larvik	405	762	696	254	-64%	-60%
	Maloy	58	87	62	43	-30%	-34%
	Mo i Rana	0	2.836	2.806	2.795	0%	100%
	Molde	2.763	2.856	2.761	2.450	-11%	-13%
	Mosjoen	624	310	243	248	2%	-151%
	Moss	38	50	57	58	1%	33%
	Narvik	20.733	21.213	20.243	20.079	-1%	-3%
	Oslo	1.780	1.740	1.766	1.588	-10%	-12%
	Other - Norway (Reported in other datasets by NO)	16.745	18.869	18.821	20.574	9%	19%
	Porsgrunn	6.754	7.153	7.543	7.079	-6%	5%
	Sauda	881	1.103	1.155	1.239	7%	29%
	Stavanger	377	935	1.350	738	-45%	49%
	Sveagruva	932	105	112	77	-31%	-1105%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Svelgen	0	78	49	4.708	9489%	100%
	Tonsberg	72	77	82	50	-40%	-45%
	Tromso	443	410	373	376	1%	-18%
	Trondheim	2.477	2.534	2.558	2.234	-13%	-11%
	<b>TOTAL SELECTED PORTS</b>	<b>73.347</b>	<b>76.332</b>	<b>76.359</b>	<b>81.453</b>	<b>7%</b>	<b>10%</b>
<b>POLAND</b>	Gdansk	9.128	8.712	10.937	10.951	0%	17%
	Gdynia	7.080	6.916	7.098	7.356	4%	4%
	Police	1.689	1.726	1.477	1.575	7%	-7%
	Swinoujscie	3.401	3.959	5.521	4.441	-20%	23%
	Szczecin	4.915	4.341	4.665	4.999	7%	2%
	<b>TOTAL SELECTED PORTS</b>	<b>26.213</b>	<b>25.655</b>	<b>29.698</b>	<b>29.322</b>	<b>-1%</b>	<b>11%</b>
<b>PORTUGAL</b>	Aveiro	1.842	2.594	2.597	2.536	-2%	27%
	Canical	89	85	83	100	20%	10%
	Figueira da Foz	871	880	1.021	842	-18%	-3%
	Funchal (Madeira)	0	0	60	71	18%	n/a
	Leixoes	2.043	2.353	2.593	2.607	1%	22%
	Lisboa	4.547	5.373	5.216	4.924	-6%	8%
	Ponta Delgada (Ilha de S. Miguel- Acores)	331	352	366	337	-8%	2%
	Porto Santo (Ilha de Porto Santo- Madeira)	0	0	2	4	89%	n/a
	Praia da Vitoria (Ilha Terceira- Acores)	0	0	118	105	-11%	n/a
	Setubal	2.762	2.970	3.268	3.446	5%	20%
	Sines	5.863	6.361	5.186	3.160	-39%	-86%
	Viana do Castelo	0	0	89	147	65%	100%
	<b>TOTAL SELECTED PORTS</b>	<b>18.348</b>	<b>20.968</b>	<b>20.603</b>	<b>18.276</b>	<b>-11%</b>	<b>0%</b>
<b>ROMANIA</b>	Constanta	23.185	23.654	25.435	27.338	7%	15%
	Galati	469	587	865	1.383	60%	66%
	Midia	140	202	231	306	32%	54%
	<b>TOTAL SELECTED PORTS</b>	<b>23.794</b>	<b>24.444</b>	<b>26.531</b>	<b>29.027</b>	<b>9%</b>	<b>18%</b>
<b>SLOVENIA</b>	Koper	7.295	7.345	7.438	6.368	-14%	-15%
	<b>TOTAL SELECTED PORTS</b>	<b>7.295</b>	<b>7.345</b>	<b>7.438</b>	<b>6.368</b>	<b>-14%</b>	<b>-15%</b>
<b>SPAIN</b>	Alcanar	965	1.161	783	0	n/a	n/a
	Algeciras	1.621	1.942	1.608	848	-47%	-91%
	Alicante	1.904	1.877	1.562	1.441	-8%	-32%
	Almeria	4.696	902	6.166	4.412	-28%	-6%
	Aviles	2.919	2.897	3.168	2.797	-12%	-4%
	Barcelona	4.437	4.466	4.225	4.071	-4%	-9%
	Bermeo	21	37	42	53	24%	61%
	Bilbao	4.362	4.543	4.758	4.681	-2%	7%
	Cadiz	1.764	1.748	1.736	1.859	7%	5%
	Cartagena	5.324	5.820	6.573	6.836	4%	22%
	Castellon	5.232	6.464	7.425	7.097	-4%	26%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Ceuta	22	22	32	25	-23%	10%
	Ferrol	9.461	5.385	10.757	8.095	-25%	-17%
	Garrucha	4.914	5.770	6.211	6.623	7%	26%
	Gijon	16.007	19.192	17.197	14.500	-16%	-10%
	Huelva	5.800	6.487	6.657	5.756	-14%	-1%
	La Coruna	4.388	5.057	4.853	3.475	-28%	-26%
	Las Palmas de Gran Canaria	534	500	474	453	-4%	-18%
	Malaga	1.748	1.675	1.337	1.465	10%	-19%
	Marin Pontevedra	1.042	916	930	889	-4%	-17%
	Melilla	6	7	5	7	35%	18%
	Motril	451	462	558	618	11%	27%
	Palamos	11	32	39	53	35%	80%
	Palma de Mallorca	1.546	1.611	1.405	1.224	-13%	-26%
	Pasajes	1.099	834	996	1.031	4%	-7%
	Santa Cruz de Tenerife	415	414	447	422	-6%	2%
	Santander	2.823	3.429	3.314	3.647	10%	23%
	Sevilla	2.238	2.202	2.170	2.294	6%	2%
	Tarragona	9.071	9.516	9.988	9.757	-2%	7%
	Valencia	2.476	2.279	2.544	2.190	-14%	-13%
	Vigo	235	262	272	298	10%	21%
	Vilanova i la Geltru	140	160	47	0	n/a	n/a
	Villagarcia	321	419	448	480	7%	33%
	<b>TOTAL SELECTED PORTS</b>	<b>97.991</b>	<b>108.283</b>	<b>108.729</b>	<b>97.396</b>	<b>-10%</b>	<b>-1%</b>
<b>SWEDEN</b>	Ahus	459	377	519	473	-9%	3%
	Amal	0	16	35	18	-50%	n/a
	Elleholm	319	371	348	463	33%	31%
	Falkenberg	90	133	165	179	9%	50%
	Gavle	706	908	949	989	4%	29%
	Goteborg	91	143	77	57	-26%	-60%
	Halmstad	567	616	630	604	-4%	6%
	Hargshamn	36	6	15	168	1010%	79%
	Helsingborg	862	809	712	707	-1%	-22%
	Husum	10	104	5	11	98%	9%
	Iggesund	4	4	3	4	22%	1%
	Kalmar	206	221	313	262	-16%	21%
	Karlshamn	489	481	534	570	7%	14%
	Karlskrona	11	29	31	14	-55%	19%
	Karlstad	53	44	25	43	73%	-25%
	Klintehamn	116	125	119	128	7%	9%
	Koping	698	782	689	650	-6%	-7%
	Kristinehamn	69	76	83	68	-18%	-2%
	Landskrona	483	479	434	427	-2%	-13%
	Lidkoping	418	460	441	457	4%	8%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Lulea	6.078	6.824	7.169	6.855	-4%	11%
	Lysekil	28	27	24	28	14%	-2%
	Malmö	842	952	679	577	-15%	-46%
	Norrköping	1.037	1.103	995	1.269	28%	18%
	Ornskoldsvik	54	65	55	67	22%	20%
	Oskarshamn	69	118	99	135	37%	49%
	Other - Sweden (unknown MCA)	0	363	823	622	-24%	100%
	Otterbacken	356	325	309	324	5%	-10%
	Oxelösund (ports)	2.725	3.063	2.792	3.407	22%	20%
	Pitea	14	11	5	7	58%	-83%
	Skattkarr	30	33	23	17	-29%	-79%
	Skelleftea	896	877	842	819	-3%	-9%
	Söderhamn	138	145	95	108	13%	-28%
	Södertälje	88	85	84	128	53%	31%
	Solvesborg	157	189	422	170	-60%	7%
	Soraker	42	48	60	67	10%	37%
	Special code for confidentiality treatment	5.881	5.979	6.059	5.218	-14%	-13%
	Stenungsund (Ports)	289	313	178	282	58%	-3%
	Stockholm	677	1.030	935	921	-2%	26%
	Sundsvall	287	305	321	289	-10%	1%
	Trelleborg	26	23	30	38	27%	32%
	Uddevalla	667	709	679	671	-1%	1%
	Umeå	153	122	119	138	16%	-11%
	Underås	0	66	80	52	-36%	100%
	Vanersborg	45	128	108	83	-23%	46%
	Varberg	67	51	83	67	-20%	-1%
	Västervik	509	548	496	581	17%	12%
	Västervik	20	57	55	13	-76%	-55%
	Visby	20	83	44	36	-19%	45%
	Ystad	88	82	56	75	34%	-19%
	<b>TOTAL SELECTED PORTS</b>	<b>26.987</b>	<b>29.909</b>	<b>29.848</b>	<b>29.354</b>	<b>-2%</b>	<b>8%</b>
<b>UNITED KINGDOM</b>	Aberdeen	364	404	513	491	-4%	26%
	Belfast	6.489	6.616	7.014	6.677	-5%	3%
	Boston	213	125	58	75	29%	-182%
	Bristol	3.957	4.111	3.592	3.510	-2%	-13%
	Cardiff	304	345	410	409	0%	26%
	Clydeport	1.669	1.146	1.134	814	-28%	-105%
	Cromarty Firth	103	144	105	730	594%	86%
	Dover	39	22	62	41	-33%	5%
	Dundee	304	330	356	286	-20%	-6%
	Forth	958	978	1.182	1.355	15%	29%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Fowey	493	480	449	346	-23%	-42%
	Glensanda	5.487	6.138	5.943	6.646	12%	17%
	Goole	448	568	577	505	-12%	11%
	Great Yarmouth	884	747	815	828	2%	-7%
	Harwich	96	70	30	40	34%	-138%
	Hull	3.438	2.283	2.294	2.080	-9%	-65%
	Immingham	15.712	14.056	16.507	14.264	-14%	-10%
	Ipswich	2.345	1.855	1.733	2.043	18%	-15%
	Killroot Power Station Jetty	793	595	533	467	-12%	-70%
	Kirkwall	9	10	15	8	-43%	-11%
	Larne	1	4	21	19	-12%	95%
	Liverpool	6.536	7.510	7.439	7.345	-1%	11%
	London	15.328	15.644	14.879	15.141	2%	-1%
	Londonderry	1.158	1.159	1.246	1.252	1%	7%
	Manchester	1.150	1.271	1.460	1.406	-4%	18%
	Medway	2.820	2.979	3.167	3.650	15%	23%
	Milford Haven	89	86	73	43	-41%	-107%
	Newhaven	136	146	136	253	86%	46%
	Newport- Gwent	964	1.324	888	866	-3%	-11%
	Peterhead	64	30	42	59	40%	-8%
	Plymouth	841	937	974	951	-2%	12%
	Poole	296	262	242	268	11%	-11%
	Port Talbot	7.799	7.589	6.635	6.712	1%	-16%
	Portsmouth	362	426	424	405	-4%	11%
	Ramsgate	54	57	77	82	8%	34%
	River Hull and Humber	465	439	666	739	11%	37%
	Shoreham	1.602	1.615	1.646	1.565	-5%	-2%
	Southampton	2.367	2.109	1.930	2.087	8%	-13%
	Sullom Voe	4	3	3	3	23%	-22%
	Sunderland	323	401	360	337	-6%	4%
	Swansea	418	484	455	430	-5%	3%
	Tees & Hartlepool	2.261	3.519	3.870	3.901	1%	42%
	Trent River	547	447	399	454	14%	-21%
	Tyne	2.152	1.743	2.955	3.452	17%	38%
	Warrenpoint	561	617	679	455	-33%	-23%
	<b>TOTAL SELECTED PORTS</b>	<b>92.400</b>	<b>91.822</b>	<b>93.990</b>	<b>93.492</b>	<b>-1%</b>	<b>1%</b>
<b>Grand Total</b>		<b>913.939</b>	<b>955.477</b>	<b>981.449</b>	<b>958.804</b>	<b>-2%</b>	<b>5%</b>

## Roro traffic for selected European ports

Roro, mobile self-propelled units (1000 tonnes) & other roro, mobile non-self-propelled units (1000 tonnes)

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019	
BELGIUM	Antwerpen	5.245	6.215	6.891	6.353	-8%	17%	
	Gent (Ghent)	2.103	2.341	2.320	2.125	-8%	1%	
	Zeebrugge	14.211	14.396	14.358	14.361	0%	1%	
	<b>TOTAL SELECTED PORTS</b>	<b>21.559</b>	<b>22.952</b>	<b>23.570</b>	<b>22.838</b>	<b>-3%</b>	<b>6%</b>	
BULGARIA	Burgas	88	80	77	93	20%	5%	
	Varna	160	147	152	122	-20%	-31%	
	<b>TOTAL SELECTED PORTS</b>	<b>248</b>	<b>227</b>	<b>229</b>	<b>215</b>	<b>-6%</b>	<b>-16%</b>	
CROATIA	Rijeka	0	1	1	4	505%	98%	
	Split	389	115	97	111	15%	-250%	
	<b>TOTAL SELECTED PORTS</b>	<b>389</b>	<b>116</b>	<b>98</b>	<b>116</b>	<b>19%</b>	<b>-236%</b>	
CYPRUS	Larnaka (Larnaca)	10	8	9	8	-6%	-18%	
	Lemesos (Limassol)	159	165	202	149	-26%	-7%	
	<b>TOTAL SELECTED PORTS</b>	<b>172</b>	<b>173</b>	<b>211</b>	<b>157</b>	<b>-25%</b>	<b>-9%</b>	
DENMARK	Arhus	443	432	385	346	-10%	-28%	
	Esbjerg	1.809	1.765	1.848	1.790	-3%	-1%	
	Fredericia (Og Shell-Havnen)	255	297	325	327	1%	22%	
	Frederikshavn	2.105	2.162	2.217	2.145	-3%	2%	
	Gedser	1.713	1.986	2.173	2.056	-5%	17%	
	Grena	679	662	640	564	-12%	-20%	
	Helsingor (Elsinore)	4.805	4.958	5.169	5.052	-2%	5%	
	Hirtshals	1.599	1.672	1.796	1.704	-5%	6%	
	Kalundborg	41	30	27	2	-93%	-2099%	
	Kobenhavns Havn	289	245	238	223	-6%	-29%	
	Koge	471	503	547	533	-3%	12%	
	Rodby (Faergehavn)	7.222	8.181	8.726	8.395	-4%	14%	
	Ronne	564	586	617	607	-2%	7%	
	Thyboron	92	94	90	73	-19%	-26%	
		<b>TOTAL SELECTED PORTS</b>	<b>22.087</b>	<b>23.577</b>	<b>24.798</b>	<b>23.816</b>	<b>-4%</b>	<b>7%</b>
	ESTONIA	Tallinn	4.564	5.067	5.346	5.365	0%	15%
<b>TOTAL SELECTED PORTS</b>		<b>4.588</b>	<b>5.067</b>	<b>5.346</b>	<b>5.365</b>	<b>0%</b>	<b>14%</b>	
FINLAND	Hamina Kotka	1.042	885	846	780	-8%	-34%	
	Hanko	3.974	3.616	3.824	3.963	4%	0%	
	Helsinki	7.111	8.115	8.097	8.018	-1%	11%	
	Kemi	407	416	500	486	-3%	16%	
	Naantali	1.822	1.861	2.015	1.930	-4%	6%	
	Oulu	821	817	846	685	-19%	-20%	
	Rauma	245	313	287	288	0%	15%	
	Turku	1.709	1.713	1.616	1.623	0%	-5%	

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Uusikaupunki	309	641	876	907	4%	66%
	Vaasa	262	312	290	260	-10%	-1%
	<b>TOTAL SELECTED PORTS</b>	<b>17.703</b>	<b>18.690</b>	<b>19.197</b>	<b>18.947</b>	<b>-1%</b>	<b>7%</b>
FRANCE	Bastia	1.224	718	1.156	1.555	35%	21%
	Caen	1.287	1.351	1.242	1.292	4%	0%
	Calais	19.343	19.823	18.404	17.590	-4%	-10%
	Cherbourg	915	921	863	0	n/a	n/a
	Dieppe	606	624	631	700	11%	13%
	Dunkerque	7.140	6.306	5.978	5.762	-4%	-24%
	Fort de France (Martinique)	112	115	124	126	1%	11%
	La Rochelle	2	2	4	3	-30%	7%
	Le Havre	880	949	984	844	-14%	-4%
	Marseille	2.294	2.392	2.477	2.490	1%	8%
Nantes Saint Nazaire	380	446	470	465	-1%	18%	
Pointe a Pitre (Guadeloupe)	43	56	37	95	155%	54%	
Port Reunion (ex Pointe des Galets) (Reunion)	42	47	58	54	-7%	23%	
Sete	297	510	618	950	54%	69%	
St Malo	26	147	68	87	28%	70%	
Toulon	1.086	1.192	1.125	859	-24%	-26%	
	<b>TOTAL SELECTED PORTS</b>	<b>35.678</b>	<b>35.600</b>	<b>34.240</b>	<b>32.872</b>	<b>-4%</b>	<b>-9%</b>
GERMANY	Amrum	21	23	23	27	18%	21%
	Bremen	2	32	14	35	158%	94%
	Bremerhaven	3.883	4.611	4.621	4.440	-4%	13%
	Cuxhaven	1.479	1.437	1.564	1.190	-24%	-24%
	Dagebull	137	142	147	175	19%	22%
	Emden	2.096	2.334	2.250	2.270	1%	8%
	Esens	0	31	34	21	-38%	100%
	Gröde	0	0	1	3	249%	100%
	Hamburg	410	360	424	469	11%	13%
	Helgoland I.	0	0	0	0	20%	51%
	Kiel	2.665	2.826	2.243	2.713	21%	2%
	Langeoog- Insel	43	32	34	18	-47%	-134%
	List/Sylt	0	0	42	110	161%	100%
Lubeck	12.069	12.719	12.840	12.718	-1%	5%	
Neuharlingersiel	11	9	8	8	-6%	-32%	
Norddeich	205	201	203	136	-33%	-50%	
Norderney I.	201	184	192	136	-29%	-48%	
Nordstrand- Insel	0	0	11	26	138%	99%	
Other - Germany North Sea	0	0	1	3	291%	100%	
Pellworm I.	0	0	11	26	137%	99%	

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Puttgarden	5.209	5.493	5.502	5.375	-2%	3%
	Rostock	7.050	6.863	8.400	7.985	-5%	12%
	Sassnitz	70	66	56	46	-19%	-53%
	Spieckeroog I.	11	0	1	8	881%	-32%
	Wangerooge I.	19	29	14	1	-91%	-1477%
	Wittmund	0	11	7	1	-84%	100%
	Wyk/Fohr	117	113	107	154	45%	24%
	<b>TOTAL SELECTED PORTS</b>	<b>35.746</b>	<b>37.537</b>	<b>38.771</b>	<b>38.100</b>	<b>-2%</b>	<b>6%</b>
<b>GREECE</b>	Aegina	151	92	90	76	-15%	-97%
	Aliverio	0	1	3	1	-75%	100%
	Antirio	1.245	1.148	1.063	940	-12%	-32%
	Eleusina	12	22	35	47	34%	74%
	Heraklio	1.750	1.883	1.813	2.239	23%	22%
	Igoumenitsa	3.008	3.083	3.471	3.619	4%	17%
	Kavala	101	86	82	82	0%	-24%
	Keramoti	969	985	1.042	1.012	-3%	4%
	Lavrio	180	161	205	245	19%	27%
	Megara	308	301	310	327	6%	6%
	Milos (Adamas)	24	29	25	26	1%	6%
	Nissyros	0	0	6	5	-8%	n/a
	Paloukia Salaminas	1.401	1.450	1.319	1.313	0%	-7%
	Patras	2.818	2.303	2.787	3.281	18%	14%
	Perama	1.401	1.450	1.320	1.313	0%	-7%
	Piraeus	4.697	4.997	5.050	5.276	4%	11%
	Rio	1.245	1.148	1.063	940	-12%	-32%
	Souda Bay	877	1.054	1.196	1.188	-1%	26%
	Thassos	1.004	1.020	1.069	1.044	-2%	4%
	Thessaloniki	3	0	0	28	n/a	91%
	Volos	41	54	51	52	2%	21%
	<b>TOTAL SELECTED PORTS</b>	<b>21.235</b>	<b>21.267</b>	<b>22.001</b>	<b>23.054</b>	<b>5%</b>	<b>8%</b>
<b>IRELAND</b>	Cork	84	53	110	134	23%	37%
	Dublin	12.667	13.324	13.807	14.041	2%	10%
	Rosslare Harbour	2.133	2.121	2.123	2.010	-5%	-6%
	Waterford	0	6	2	4	148%	100%
	<b>TOTAL SELECTED PORTS</b>	<b>14.884</b>	<b>15.503</b>	<b>16.041</b>	<b>16.189</b>	<b>1%</b>	<b>8%</b>
<b>ITALY</b>	Ancona	2.237	2.336	3.091	2.697	-13%	17%
	Augusta	2	7	7	0	n/a	n/a
	Bari	1.790	2.193	1.962	2.791	42%	36%
	Brindisi	3.028	2.604	2.968	1.928	-35%	-57%
	Cagliari	4.132	4.057	4.764	5.129	8%	19%
	Catania	4.111	5.538	3.526	4.363	24%	6%
	Chioggia	5	1	2	3	131%	-44%
	Civitavecchia	3.909	3.458	5.383	5.154	-4%	24%
	Gela	13	0	4	25	516%	47%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Genova	7.622	9.667	9.828	10.354	5%	26%
	Gioia Tauro	25	100	376	45	-88%	45%
	La Maddalena	631	205	242	0	-100%	n/a
	Livorno	8.980	8.144	11.041	13.426	22%	33%
	Marina Di Carrara	91	284	105	228	116%	60%
	Messina	6.632	6.891	6.504	7.293	12%	9%
	Milazzo	219	10	4	1	-63%	-
							15425%
	Monfalcone	1.147	1.112	976	590	-40%	-95%
	Napoli	3.176	3.947	3.519	4.162	18%	24%
	Olbia	5.051	3.998	4.550	5.649	24%	11%
	Ortona	1	11	13	9	-33%	89%
	Palau	635	207	243	0	n/a	n/a
	Palermo	5.998	6.736	7.630	6.647	-13%	10%
	Piombino	1.754	1.004	1.010	513	-49%	-242%
	Porto Nogaro	3	8	3	2	-23%	-21%
	Porto Torres	1.904	1.794	1.281	2.324	81%	18%
	Portoferraio	1.119	463	536	0	n/a	n/a
	Portovesme	179	0	122	5	-96%	-3660%
	Pozzallo	386	490	408	473	16%	18%
	Ravenna	3.395	2.806	3.086	2.739	-11%	-24%
	Reggio Di Calabria	4.612	5.431	4.558	4.484	-2%	-3%
	Salerno	4.182	4.728	4.448	3.928	-12%	-6%
	Savona	1.563	1.688	2.387	2.180	-9%	28%
	Taranto	3.988	3.280	2.366	3.223	36%	-24%
	Trieste	4.108	1.815	7.128	3.108	-56%	-32%
	Venezia	1.496	1.380	1.827	2.185	20%	32%
	<b>TOTAL SELECTED PORTS</b>	<b>88.160</b>	<b>86.397</b>	<b>95.902</b>	<b>97.427</b>	<b>2%</b>	<b>10%</b>
<b>LATVIA</b>	Liepaja	496	382	475	471	-1%	-5%
	Riga	76	130	148	142	-4%	47%
	Ventspils	1.966	1.238	1.344	1.302	-3%	-51%
	<b>TOTAL SELECTED PORTS</b>	<b>2.538</b>	<b>1.750</b>	<b>1.967</b>	<b>1.915</b>	<b>-3%</b>	<b>-33%</b>
<b>LITHUANIA</b>	Klaipeda	2.839	2.883	3.118	3.305	6%	14%
	<b>TOTAL SELECTED PORTS</b>	<b>2.839</b>	<b>2.883</b>	<b>3.118</b>	<b>3.305</b>	<b>6%</b>	<b>14%</b>
<b>MALTA</b>	Malta (Valletta)	608	549	629	714	14%	15%
	Marsaxlokk	10	38	24	1	-97%	-1260%
	<b>TOTAL SELECTED PORTS</b>	<b>618</b>	<b>588</b>	<b>652</b>	<b>715</b>	<b>10%</b>	<b>14%</b>
<b>NETHERLANDS</b>	Amsterdam	610	620	597	630	6%	3%
	Delfzijl	64	31	62	21	-67%	-207%
	Other - Netherlands	3	8	3	0	-98%	-3508%
	Rotterdam	11.617	11.581	12.087	12.039	0%	4%
	Vlaardingen	5.776	6.325	6.227	5.747	-8%	-1%
	Zeeland Seaports	1.180	1.024	954	845	-11%	-40%
	<b>TOTAL SELECTED PORTS</b>	<b>19.249</b>	<b>19.589</b>	<b>19.930</b>	<b>19.285</b>	<b>-3%</b>	<b>0%</b>



Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
NORWAY	Alesund	1	1	1	2	89%	39%
	Bergen	126	147	142	168	18%	25%
	Drammen	184	180	175	171	-3%	-8%
	Egersund	0	2	1	3	393%	100%
	Floro	159	143	173	129	-25%	-23%
	Fredrikstad	0	0	1	62	8226%	100%
	Harstad	0	1	1	1	67%	77%
	Haugesund	0	108	123	151	22%	100%
	Kristiansand	384	404	403	380	-6%	-1%
	Kristiansund	7	2	2	22	994%	70%
	Larvik	640	664	671	638	-5%	0%
	Oslo	742	697	663	702	6%	-6%
	Porsgrunn	420	480	467	388	-17%	-8%
	Sandefjord	170	186	163	154	-6%	-11%
	Stavanger	485	464	451	673	49%	28%
Trondheim	8	13	21	43	106%	81%	
	<b>TOTAL SELECTED PORTS</b>	<b>3.437</b>	<b>3.492</b>	<b>3.493</b>	<b>3.690</b>	<b>6%</b>	<b>7%</b>
POLAND	Gdansk	206	287	294	395	35%	48%
	Gdynia	2.268	2.326	2.505	2.297	-8%	1%
	Swinoujscie	5.927	6.315	6.418	6.225	-3%	5%
	Szczecin	4	1	1	8	732%	44%
	<b>TOTAL SELECTED PORTS</b>	<b>8.406</b>	<b>8.928</b>	<b>9.217</b>	<b>8.926</b>	<b>-3%</b>	<b>6%</b>
PORTUGAL	Leixoes	587	845	916	1.047	14%	44%
	Lisboa	5	10	9	8	-9%	40%
	Ponta Delgada (Ilha de S. Miguel- Acores)	9	12	10	10	-2%	16%
	Setubal	262	350	415	519	25%	50%
	Sines	8	6	16	34	107%	76%
		<b>TOTAL SELECTED PORTS</b>	<b>870</b>	<b>1.224</b>	<b>1.376</b>	<b>1.627</b>	<b>18%</b>
ROMANIA	Constanta	161	169	250	230	-8%	30%
	Midia	93	87	75	96	29%	3%
	<b>TOTAL SELECTED PORTS</b>	<b>254</b>	<b>256</b>	<b>325</b>	<b>326</b>	<b>0%</b>	<b>22%</b>
SLOVENIA	Koper	1.158	1.155	1.183	1.128	-5%	-3%
		<b>TOTAL SELECTED PORTS</b>	<b>1.158</b>	<b>1.155</b>	<b>1.183</b>	<b>1.128</b>	<b>-5%</b>
SPAIN	Agate	169	190	398	414	4%	59%
	Algeciras	550	933	1.099	1.250	14%	56%
	Alicante	39	37	47	10	-79%	-300%
	Almeria	200	208	191	311	62%	36%
	Barcelona	3.604	1.175	6.346	6.339	0%	43%
	Bilbao	276	337	375	458	22%	40%
	Cadiz	412	479	498	420	-16%	2%
	Cartagena	72	108	89	79	-12%	9%
	Castellon	13	9	2	4	119%	-226%
	Ceuta	341	283	274	271	-1%	-26%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Corralejo	75	70	157	133	-15%	44%
	Ferrol	13	20	14	5	-64%	-156%
	Huelva	127	135	91	222	144%	43%
	Las Palmas de Gran Canaria	2.031	2.054	2.234	2.337	5%	13%
	Malaga	467	488	248	257	4%	-82%
	Melilla	364	374	276	281	2%	-29%
	Morro Jable	8	8	130	123	-5%	94%
	Motril	174	330	422	361	-15%	52%
	Palma de Mallorca	4.589	5.012	5.580	6.169	11%	26%
	Pasajes	210	175	240	459	91%	54%
	Playa Blanca	75	70	157	132	-16%	44%
	Santa Cruz de Tenerife	2.112	2.198	2.254	2.339	4%	10%
	Santander	980	1.026	1.158	1.384	20%	29%
	Sevilla	174	133	126	104	-17%	-67%
	Tarragona	253	351	331	341	3%	26%
	Valencia	1.650	1.714	1.689	1.532	-9%	-8%
	Vigo	879	945	929	982	6%	11%
	<b>TOTAL SELECTED PORTS</b>	<b>19.857</b>	<b>18.863</b>	<b>25.356</b>	<b>26.716</b>	<b>5%</b>	<b>26%</b>
SWEDEN	Goteborg	9.388	10.569	9.580	8.988	-6%	-4%
	Grisslehamn	38	38	47	45	-4%	16%
	Halmstad	172	121	112	118	6%	-45%
	Helsingborg	4.805	4.545	5.169	5.052	-2%	5%
	Husum	298	353	371	334	-10%	11%
	Kappelskar	2.501	2.527	2.722	2.646	-3%	5%
	Karlshamn	1.533	1.560	1.740	1.586	-9%	3%
	Karlskrona	1.722	1.949	1.880	1.778	-5%	3%
	Malmo	4.377	4.540	4.531	4.297	-5%	-2%
	Oskarshamn	342	346	370	369	0%	7%
	Oxelosund (ports)	99	163	207	225	9%	56%
	Pitea	11	6	12	19	58%	43%
	Sodertalje	161	145	143	151	6%	-7%
Special code for confidentiality treatment	220	1.914	2.124	2.102	-1%	90%	
Stockholm	3.915	2.561	2.550	2.451	-4%	-60%	
Stromstad	184	188	163	153	-6%	-20%	
Sundsvall	411	361	363	376	3%	-9%	
Trelleborg	10.904	11.215	11.154	11.715	5%	7%	
Uddevalla	15	14	9	2	-81%	-798%	
Umea	396	440	479	421	-12%	6%	
Varberg	679	628	640	556	-13%	-22%	
Visby	643	662	683	663	-3%	3%	
Ystad	3.330	3.452	3.598	3.088	-14%	-8%	
	<b>TOTAL SELECTED PORTS</b>	<b>46.153</b>	<b>48.297</b>	<b>48.646</b>	<b>47.135</b>	<b>-3%</b>	<b>2%</b>

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
UNITED KINGDOM	Aberdeen	262	425	474	400	-16%	34%
	Belfast	6.637	6.937	7.412	7.570	2%	12%
	Bristol	1.172	1.159	991	937	-5%	-25%
	Cairnryan	2.738	2.847	2.857	2.705	-5%	-1%
	Dover	27.086	25.931	24.462	22.998	-6%	-18%
	Felixstowe	3.393	3.643	3.716	3.581	-4%	5%
	Fishguard	293	369	433	495	14%	41%
	Forth	571	533	148	0	n/a	n/a
	Harwich	4.035	4.156	3.673	3.663	0%	-10%
	Heysham	4.532	4.566	4.645	4.536	-2%	0%
	Holyhead	4.918	5.219	5.214	5.324	2%	8%
	Hull	2.382	2.396	2.378	2.463	4%	3%
	Immingham	16.197	16.441	16.915	17.113	1%	5%
	Kirkwall	195	208	243	241	-1%	19%
	Larne	2.738	2.847	2.857	2.705	-5%	-1%
	Liverpool	7.634	7.755	8.019	7.768	-3%	2%
	Loch Ryan port	2.356	2.388	2.546	2.650	4%	11%
	London	7.824	7.829	8.012	7.708	-4%	-2%
	Medway	420	343	675	718	6%	41%
	Milford Haven	977	898	949	852	-10%	-15%
Newhaven	667	560	552	525	-5%	-27%	
Plymouth	76	59	55	65	19%	-17%	
Poole	240	442	430	412	-4%	42%	
Portsmouth	2.641	2.614	2.593	2.635	2%	0%	
Ramsgate	16	1	7	13	89%	-19%	
Southampton	1.800	1.306	2.008	1.822	-9%	1%	
Tees & Hartlepool	1.850	2.168	2.181	2.060	-6%	10%	
Tyne	943	949	843	709	-16%	-33%	
Warrenpoint	2.077	2.119	2.301	2.324	1%	11%	
	<b>TOTAL SELECTED PORTS</b>	<b>106.671</b>	<b>107.108</b>	<b>107.589</b>	<b>104.992</b>	<b>-2%</b>	<b>-2%</b>
<b>Grand Total</b>		<b>474.499</b>	<b>481.238</b>	<b>503.258</b>	<b>498.855</b>	<b>-1%</b>	<b>5%</b>

### General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
BELGIUM	Antwerpen	10.429	10.180	10.196	8.286	-19%	-26%
	Gent (Ghent)	3.704	3.607	3.777	3.606	-5%	-3%
	Oostende (Ostend)	730	1.126	626	1.241	98%	41%
	Zeebrugge	1.475	1.309	1.036	896	-14%	-65%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	<b>TOTAL SELECTED PORTS</b>	<b>16.338</b>	<b>16.223</b>	<b>15.634</b>	<b>14.029</b>	<b>-10%</b>	<b>-16%</b>
BULGARIA	Burgas	1.489	1.494	2.015	1.987	-1%	25%
	Varna	1.316	1.342	1.244	1.206	-3%	-9%
	<b>TOTAL SELECTED PORTS</b>	<b>2.805</b>	<b>2.837</b>	<b>3.258</b>	<b>3.193</b>	<b>-2%</b>	<b>12%</b>
CROATIA	Bakar	21	46	50	73	45%	72%
	Ploce	267	239	317	266	-16%	-1%
	Rijeka	575	480	414	412	0%	-39%
	Split	29	55	58	69	20%	57%
	<b>TOTAL SELECTED PORTS</b>	<b>895</b>	<b>821</b>	<b>840</b>	<b>820</b>	<b>-2%</b>	<b>-9%</b>
CYPRUS	Larnaka (Larnaca)	76	123	271	233	-14%	67%
	Lemesos (Limassol)	156	214	438	413	-6%	62%
	Zygi (Zygi)	40	38	33	29	-12%	-38%
	<b>TOTAL SELECTED PORTS</b>	<b>273</b>	<b>375</b>	<b>743</b>	<b>676</b>	<b>-9%</b>	<b>60%</b>
DENMARK	Aabenraa	16	40	35	8	-78%	-115%
	Aalborg	275	250	244	234	-4%	-18%
	Aalborg Portland (Cementfabrikken Rørdal)	24	22	12	6	-50%	-307%
	Århus	58	42	12	19	57%	-207%
	Avedøreværkets Havn	0	670	1.110	1.091	-2%	n/a
	Enstedværkets Havn	0	5	16	27	66%	n/a
	Esbjerg	551	712	662	653	-1%	16%
	Fredericia (Og Shell-Havnen)	128	140	92	52	-43%	-144%
	Frederikshavn	0	0	48	60	26%	n/a
	Frederiksværk Havn (Frederiksværk Stalvalseværk)	987	1.010	1.173	1.190	1%	17%
	Grena	36	39	95	28	-71%	-30%
	Hirtshals	1	1	7	169	2349%	99%
	Kalundborg	53	52	64	51	-21%	-4%
	København Havn	316	338	343	400	17%	21%
	Køge	256	241	241	203	-16%	-26%
	Kolding	214	265	305	235	-23%	9%
	Odense	106	138	123	112	-9%	5%
Randers	301	355	390	362	-7%	17%	
Rønne	23	40	54	30	-45%	22%	
Stigsnaesværkets Havn	0	0	14	36	163%	n/a	
Studsstrupværkets Havn	0	302	512	580	13%	n/a	
Thyborøn	32	41	39	122	210%	73%	
	<b>TOTAL SELECTED PORTS</b>	<b>3.379</b>	<b>4.703</b>	<b>5.590</b>	<b>5.741</b>	<b>3%</b>	<b>41%</b>
ESTONIA	Kunda	1.044	966	1.033	968	-6%	-8%
	Pärnu	1.665	1.668	1.822	1.923	6%	13%
	Sillamae	169	192	182	184	1%	9%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Tallinn	788	788	634	553	-13%	-43%
	Vene Balti	99	201	95	84	-11%	-18%
	<b>TOTAL SELECTED PORTS</b>	<b>3.766</b>	<b>3.816</b>	<b>3.765</b>	<b>3.712</b>	<b>-1%</b>	<b>-1%</b>
<b>FINLAND</b>	Hamina Kotka	2.722	3.102	3.384	4.140	22%	34%
	Hanko	853	1.278	1.201	2.133	78%	60%
	Helsinki	238	798	1.054	952	-10%	75%
	Inkoo	21	46	46	31	-32%	34%
	Inland Ports	324	304	207	171	-17%	-89%
	Kaskinen	546	525	606	549	-9%	1%
	Kemi	571	541	593	520	-12%	-10%
	Kokkola	535	529	526	504	-4%	-6%
	Naantali	46	68	65	88	36%	48%
	Oulu	657	557	518	478	-8%	-37%
	Parainen	5	18	8	0	n/a	n/a
	Pietarsaari	622	713	656	814	24%	24%
	Pori	553	411	364	379	4%	-46%
	Raahe	599	568	623	707	13%	15%
	Rauma	2.296	2.253	2.435	2.206	-9%	-4%
	Skoldvik	0	8	4	38	862%	100%
	Tornio	1.080	1.141	1.181	1.136	-4%	5%
	Turku	418	412	421	347	-18%	-20%
	Uusikaupunki	183	114	112	124	11%	-48%
	Vaasa	217	223	164	166	1%	-31%
	<b>TOTAL SELECTED PORTS</b>	<b>12.811</b>	<b>13.609</b>	<b>14.169</b>	<b>17.537</b>	<b>24%</b>	<b>27%</b>
<b>FRANCE</b>	Bayonne	878	884	828	911	10%	4%
	Bordeaux	80	96	115	81	-29%	1%
	Brest	10	61	232	234	1%	96%
	Caen	8	13	15	38	149%	80%
	Calais	19	22	45	46	4%	60%
	Cherbourg	4	2	1	0	n/a	n/a
	Dunkerque	1.167	1.178	1.125	1.239	10%	6%
	La Rochelle	893	793	896	744	-17%	-20%
	Le Havre	15	18	18	39	113%	63%
	Lorient	4	13	9	17	87%	74%
	Marseille	2.297	2.750	2.443	2.541	4%	10%
	Nantes Saint Nazaire	324	325	351	315	-10%	-3%
	Pointe a Pitre (Guadeloupe)	134	118	97	41	-58%	-230%
	Port la Nouvelle	53	43	9	1	-86%	-4377%
	Port Reunion (ex Pointe des Galets) (Reunion)	42	50	39	26	-33%	-64%
	Rouen	656	700	834	686	-18%	4%
	Sete	150	121	117	103	-12%	-45%
	St Malo	83	92	167	138	-17%	40%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	<b>TOTAL SELECTED PORTS</b>	<b>6.866</b>	<b>7.278</b>	<b>7.343</b>	<b>7.203</b>	<b>-2%</b>	<b>5%</b>
<b>GERMANY</b>	Brake	1.954	1.630	2.001	2.028	1%	4%
	Bremen	3.309	4.600	4.181	3.524	-16%	6%
	Bremerhaven	1.275	571	428	474	11%	-169%
	Brunsbüttel	38	59	29	22	-22%	-69%
	Busum	1	1	7	22	218%	97%
	Cuxhaven	186	228	304	372	22%	50%
	Dagebull	4	8	5	2	-66%	-150%
	Drochtersen	0	0	0	2	589%	100%
	Duisburg	2.000	521	0	0	n/a	n/a
	Emden	538	619	723	643	-11%	16%
	Esens	0	38	47	53	13%	100%
	Gluckstadt	32	6	3	6	89%	-426%
	Hamburg	1.200	1.117	1.126	896	-20%	-34%
	Helgoland I.	33	28	24	21	-14%	-60%
	Husum	66	37	9	35	288%	-87%
	Juist	33	32	32	37	13%	9%
	Kiel	549	1.096	966	966	0%	43%
	Langeoog- Insel	45	37	46	56	20%	18%
	List/Sylt	111	83	41	0	n/a	n/a
	Lubeck	662	645	651	466	-28%	-42%
	Nessmersiel	0	0	1	4	671%	100%
	Neuharlingensiel	9	3	1	9	1333%	0%
	Norddeich	75	75	78	86	10%	12%
	Nordenham	47	77	157	92	-41%	49%
	Norderney I.	48	40	40	52	31%	8%
	Papenburg	88	93	82	107	31%	18%
	Rendsburg	19	41	11	27	144%	29%
	Rostock	2.599	2.677	1.915	1.818	-5%	-43%
	Sassnitz	611	446	816	830	2%	26%
	Spieckeroog I.	9	0	0	9	n/a	1%
	Stralsund	165	71	80	51	-37%	-224%
	Vierow	0	0	5	17	245%	100%
	Wangerooge I.	10	13	9	10	10%	2%
	Wilhelmshaven	6	5	7	1	-79%	-361%
	Wisshafen	7	5	6	2	-65%	-241%
	Wismar	1.593	1.227	757	997	32%	-60%
	Wittmund	0	2	4	9	156%	100%
	Wolgast	3	5	32	15	-54%	79%
	Wyk/Föhr	6	13	7	1	-82%	-343%
	<b>TOTAL SELECTED PORTS</b>	<b>17.505</b>	<b>16.418</b>	<b>14.687</b>	<b>13.868</b>	<b>-6%</b>	<b>-26%</b>
<b>GREECE</b>	Aliverio	32	11	8	16	102%	-102%
	Amaliapolis Magnissias	350	511	414	370	-11%	5%
	Antikyra	89	109	127	113	-11%	21%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Aspropyrgos	12	26	20	10	-48%	-16%
	Dombraina Boiotias	0	0	1.084	633	-42%	100%
	Drepano Riou	84	0	5	12	159%	-608%
	Eleusina	573	430	498	583	17%	2%
	Heraklio	39	35	30	32	5%	-24%
	Igoumenitsa	16	0	0	20	n/a	n/a
	Itea	0	0	4	1	-86%	n/a
	Kavala	171	235	156	186	19%	8%
	Larymna	67	55	43	35	-19%	-94%
	Lavrio	44	60	51	54	7%	18%
	Milos (Adamas)	0	9	8	6	-25%	95%
	Nissyros	0	0	310	253	-18%	100%
	Patras	16	31	24	25	5%	38%
	Piraeus	12	14	16	16	-1%	24%
	Souda Bay	5	7	9	12	33%	62%
	Thessaloniki	518	573	551	737	34%	30%
	Volos	392	369	391	388	-1%	-1%
	<b>TOTAL SELECTED PORTS</b>	<b>2.458</b>	<b>2.478</b>	<b>3.752</b>	<b>3.504</b>	<b>-7%</b>	<b>30%</b>
<b>IRELAND</b>	Cork	139	144	260	271	4%	49%
	Drogheda	299	262	213	299	40%	0%
	Dublin	50	22	24	17	-27%	-190%
	Limerick	184	280	225	286	27%	36%
	Rosslare Harbour	23	45	19	31	59%	25%
	Waterford	76	110	148	172	16%	56%
	<b>TOTAL SELECTED PORTS</b>	<b>831</b>	<b>863</b>	<b>889</b>	<b>1.076</b>	<b>21%</b>	<b>23%</b>
<b>ITALY</b>	Ancona	135	213	440	323	-27%	58%
	Augusta	237	103	436	45	-90%	-431%
	Bari	25	57	783	10	-99%	-144%
	Barletta	40	157	225	181	-20%	78%
	Brindisi	576	414	596	611	2%	6%
	Cagliari	2.929	2.204	919	2.168	136%	-35%
	Catania	773	1	9	577	6490%	-34%
	Chioggia	349	47	701	215	-69%	-62%
	Civitavecchia	787	300	21	6	-72%	-13249%
	Gaeta	38	45	175	86	-51%	55%
	Genova	902	3.435	211	313	49%	-188%
	Gioia Tauro	72	141	565	483	-14%	85%
	La Spezia	71	240	3	23	678%	-207%
	Livorno	4.790	5.552	13	22	71%	-21985%
	Marina Di Carrara	453	34	770	892	16%	49%
	Messina	3	4	6	0	n/a	n/a
	Milazzo	65	40	56	0	n/a	n/a

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Monfalcone	845	57	399	172	-57%	-392%
	Napoli	43	813	11	214	1781%	80%
	Oristano	14	23	281	186	-34%	93%
	Ortona	127	69	227	170	-25%	25%
	Palermo	154	260	228	395	74%	61%
	Piombino	505	428	938	118	-87%	-328%
	Porto Nogaro	79	52	54	95	75%	16%
	Porto Torres	93	123	0	92	n/a	-1%
	Portovesme	3	29	331	92	-72%	97%
	Pozzallo	358	144	285	156	-45%	-129%
	Ravenna	1.950	1.097	2.359	2.106	-11%	7%
	Reggio Di Calabria	2	2	12	2	-84%	25%
	Salerno	1.265	982	746	1.463	96%	14%
	Savona	1.575	2.131	372	253	-32%	-523%
	Taranto	946	137	788	865	10%	-9%
	Trieste	1.852	2.817	5.421	5.155	-5%	64%
	Venezia	3.029	1.300	1.840	916	-50%	-231%
	<b>TOTAL SELECTED PORTS</b>	<b>25.102</b>	<b>23.465</b>	<b>20.229</b>	<b>18.611</b>	<b>-8%</b>	<b>-35%</b>
<b>LATVIA</b>	Liepaja	496	522	558	463	-17%	-7%
	Riga	2.347	2.320	3.133	2.783	-11%	16%
	Ventspils	444	488	665	625	-6%	29%
	<b>TOTAL SELECTED PORTS</b>	<b>3.287</b>	<b>3.331</b>	<b>4.356</b>	<b>3.871</b>	<b>-11%</b>	<b>15%</b>
<b>LITHUANIA</b>	Klaipeda	2.001	1.842	2.573	1.675	-35%	-19%
	<b>TOTAL SELECTED PORTS</b>	<b>2.001</b>	<b>1.842</b>	<b>2.573</b>	<b>1.675</b>	<b>-35%</b>	<b>-19%</b>
<b>MALTA</b>	Malta (Valletta)	169	95	98	103	5%	-64%
	Marsaxlokk	59	15	48	97	101%	39%
	<b>TOTAL SELECTED PORTS</b>	<b>228</b>	<b>110</b>	<b>146</b>	<b>200</b>	<b>37%</b>	<b>-14%</b>
<b>NETHERLANDS</b>	Amsterdam	5.975	7.008	7.878	8.090	3%	26%
	Delfzijl	1.203	695	973	1.137	17%	-6%
	Den Helder	156	225	158	80	-50%	-95%
	Harlingen	143	164	169	166	-2%	14%
	Moerdijk	551	742	663	587	-11%	6%
	Other - Netherlands	381	392	788	1.324	68%	71%
	Rotterdam	20.899	20.364	22.018	21.713	-1%	4%
	Vlaardingen	140	216	115	104	-10%	-35%
	Zeeland Seaports	8.691	9.485	9.381	8.569	-9%	-1%
	<b>TOTAL SELECTED PORTS</b>	<b>38.771</b>	<b>39.970</b>	<b>42.144</b>	<b>41.770</b>	<b>-1%</b>	<b>7%</b>
<b>NORWAY</b>	Alesund	373	383	503	404	-20%	8%
	Bergen	950	780	884	976	10%	3%
	Bodo	59	28	83	16	-81%	-267%
	Bronnoysund	0	13	6	11	82%	n/a
	Drammen	501	469	559	391	-30%	-28%
	Egersund	0	127	102	149	46%	n/a
	Floro	307	320	299	467	56%	34%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	Fredrikstad	0	351	432	329	-24%	100%
	Hammerfest	124	142	100	98	-2%	-27%
	Harstad	63	53	65	44	-32%	-41%
	Haugesund	0	645	696	633	-9%	n/a
	Kirkenes	20	18	19	9	-50%	-119%
	Kristiansand	118	79	76	78	3%	-51%
	Kristiansund	1.383	1.718	1.517	1.478	-3%	6%
	Larvik	213	144	181	176	-3%	-21%
	Maloy	125	147	116	111	-4%	-12%
	Mo i Rana	0	1.268	1.116	1.277	14%	n/a
	Molde	90	114	112	79	-29%	-14%
	Mosjoen	71	231	183	205	12%	66%
	Moss	131	90	40	17	-58%	-674%
	Narvik	18	4	2	5	173%	-291%
	Oslo	355	273	292	252	-14%	-41%
	Other - Norway (Reported in other datasets by NO)	1.182	1.259	1.319	783	-41%	-51%
	Porsgrunn	220	222	221	273	23%	19%
	Stavanger	343	483	412	362	-12%	5%
	Svelgen	0	6	4	6	62%	n/a
	Tromso	240	267	238	453	90%	47%
	Trondheim	1.139	1.102	1.126	1.346	19%	15%
	<b>TOTAL SELECTED PORTS</b>	<b>10.902</b>	<b>10.737</b>	<b>10.702</b>	<b>10.430</b>	<b>-3%</b>	<b>-5%</b>
<b>POLAND</b>	Gdansk	571	762	948	816	-14%	30%
	Gdynia	649	948	2.159	1.244	-42%	48%
	Police	0	8	9	10	7%	96%
	Swinoujscie	546	483	399	420	5%	-30%
	Szczecin	2.220	2.345	2.765	2.603	-6%	15%
	<b>TOTAL SELECTED PORTS</b>	<b>3.986</b>	<b>4.546</b>	<b>6.280</b>	<b>5.092</b>	<b>-19%</b>	<b>22%</b>
<b>PORTUGAL</b>	Aveiro	1.457	1.286	1.604	1.513	-6%	4%
	Cais do Pico (Ilha do Pico- Acores)	0	0	17	13	-25%	n/a
	Canical	30	32	30	34	11%	10%
	Faro	0	0	141	112	-21%	n/a
	Figueira da Foz	974	994	825	916	11%	-6%
	Leixoes	1.002	1.121	982	1.032	5%	3%
	Lisboa	232	178	139	159	14%	-46%
	Ponta Delgada (Ilha de S. Miguel- Acores)	17	18	17	13	-25%	-34%
	Setubal	2.044	1.702	1.398	1.267	-9%	-61%
	Sines	114	109	105	136	29%	16%
	Viana do Castelo	0	0	194	187	-4%	n/a
	<b>TOTAL SELECTED PORTS</b>	<b>5.870</b>	<b>5.441</b>	<b>5.540</b>	<b>5.451</b>	<b>-2%</b>	<b>-8%</b>

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
<b>ROMANIA</b>	Constanta	2.447	2.653	2.628	2.550	-3%	4%
	Galati	563	498	362	574	58%	2%
	Midia	28	30	7	23	214%	-22%
	<b>TOTAL SELECTED PORTS</b>	<b>3.038</b>	<b>3.180</b>	<b>2.998</b>	<b>3.146</b>	<b>5%</b>	<b>3%</b>
<b>SLOVENIA</b>	Koper	1.583	1.490	1.539	1.358	-12%	-17%
	<b>TOTAL SELECTED PORTS</b>	<b>1.583</b>	<b>1.490</b>	<b>1.539</b>	<b>1.358</b>	<b>-12%</b>	<b>-17%</b>
<b>SPAIN</b>	Algeciras	3.419	3.122	3.300	3.332	1%	-3%
	Alicante	232	208	183	173	-6%	-34%
	Almeria	242	183	269	88	-67%	-176%
	Aviles	1.365	1.219	1.180	1.572	33%	13%
	Barcelona	3.160	5.815	814	826	2%	-282%
	Bermeo	201	198	187	137	-27%	-46%
	Bilbao	2.509	2.627	2.714	2.461	-9%	-2%
	Cadiz	130	296	173	159	-8%	18%
	Cartagena	153	207	242	288	19%	47%
	Castellon	255	298	238	231	-3%	-11%
	Ferrol	745	703	701	664	-5%	-12%
	Gijon	683	734	742	967	30%	29%
	Huelva	178	150	235	158	-33%	-13%
	La Coruna	1.012	915	1.102	1.006	-9%	-1%
	Las Palmas de Gran Canaria	551	570	695	609	-12%	10%
	Malaga	14	25	30	26	-14%	45%
	Marin Pontevedra	654	685	644	676	5%	3%
	Motril	123	232	170	148	-13%	17%
	Palamos	136	106	154	154	0%	12%
	Palma de Mallorca	117	106	116	133	15%	13%
	Pasajes	1.784	1.661	1.648	1.688	2%	-6%
	Santa Cruz de Tenerife	34	40	71	46	-35%	26%
	Santander	614	590	680	598	-12%	-3%
	Sevilla	907	823	794	620	-22%	-46%
	Tarragona	910	2.051	2.280	1.721	-25%	47%
	Valencia	6.297	7.038	8.725	9.034	4%	30%
	Vigo	365	387	468	472	1%	23%
	Vilanova i la Geltru	45	65	61	0	n/a	n/a
	Vilagarcia	322	293	287	312	9%	-3%
	<b>TOTAL SELECTED PORTS</b>	<b>27.165</b>	<b>31.429</b>	<b>28.907</b>	<b>28.299</b>	<b>-2%</b>	<b>4%</b>
<b>SWEDEN</b>	Ahus	21	7	23	12	-48%	-71%
	Falkenberg	285	255	372	382	3%	25%
	Gavle	969	972	1.249	1.083	-13%	11%
	Goteborg	431	509	530	426	-20%	-1%
	Halmstad	344	374	366	328	-11%	-5%
	Hargshamn	293	348	403	633	57%	54%
	Helsingborg	280	222	213	153	-28%	-83%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Husum	1.249	1.445	1.737	1.646	-5%	24%
	Iggesund	837	939	867	912	5%	8%
	Jattersson	768	763	1.299	1.206	-7%	36%
	Kalmar	298	258	204	271	33%	-10%
	Karlshamn	542	987	1.523	1.522	0%	64%
	Karlskrona	27	6	54	15	-72%	-81%
	Karlstad	143	154	130	131	1%	-9%
	Klintehamn	122	105	89	130	45%	6%
	Koping	99	117	149	148	-1%	33%
	Kristinehamn	127	107	85	83	-2%	-53%
	Landskrona	57	48	85	80	-6%	29%
	Lulea	166	186	212	253	20%	35%
	Lysekil	83	77	95	67	-29%	-23%
	Malmo	51	109	355	502	41%	90%
	Norrkoping	485	409	565	600	6%	19%
	Ornskoldsvik	611	494	695	636	-8%	4%
	Oskarshamn	268	265	272	307	13%	13%
	Otterbacken	31	33	20	30	52%	-3%
	Oxelosund (ports)	937	967	1.113	999	-10%	6%
	Pitea	1.189	1.113	1.350	1.036	-23%	-15%
	Skelleftea	101	112	146	91	-38%	-11%
	Soderhamn	599	637	576	592	3%	-1%
	Sodertalje	323	312	370	403	9%	20%
	Solvesborg	502	508	507	483	-5%	-4%
	Soraker	41	10	53	51	-4%	20%
	Special code for confidentiality treatment	2.359	2.382	2.949	2.934	-1%	20%
	Stockholm	192	617	514	585	14%	67%
	Sundsvall	366	367	365	621	70%	41%
	Uddevalla	246	271	293	275	-6%	10%
	Umea	816	877	774	867	12%	6%
	Varberg	909	1.117	1.548	1.450	-6%	37%
	Vasteras	246	273	262	355	36%	31%
	Vastervik	60	24	33	45	36%	-33%
	Ystad	23	34	31	17	-44%	-33%
	<b>TOTAL SELECTED PORTS</b>	<b>17.556</b>	<b>18.815</b>	<b>22.481</b>	<b>22.362</b>	<b>-1%</b>	<b>21%</b>
<b>UNITED KINGDOM</b>	Aberdeen	814	1.020	1.045	1.087	4%	25%
	Belfast	489	716	472	332	-30%	-48%
	Boston	628	604	644	737	14%	15%
	Bristol	151	164	280	283	1%	47%
	Cardiff	95	117	281	268	-4%	65%
	Clydeport	304	214	209	179	-14%	-69%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Cromarty Firth	71	23	134	178	32%	60%
	Dover	201	267	256	248	-3%	19%
	Dundee	83	92	73	63	-14%	-32%
	Felixstowe	7	7	3	4	18%	-83%
	Forth	364	273	133	232	75%	-57%
	Goole	878	824	828	734	-11%	-20%
	Great Yarmouth	166	224	155	223	43%	26%
	Harwich	179	167	134	140	5%	-27%
	Heysham	29	64	58	0	n/a	n/a
	Hull	1.043	1.533	1.291	1.606	24%	35%
	Immingham	1.241	1.191	1.301	1.292	-1%	4%
	Ipswich	167	198	230	210	-9%	20%
	Kirkwall	15	16	19	26	38%	44%
	Larne	27	18	20	39	93%	31%
	Liverpool	928	1.093	1.162	1.001	-14%	7%
	London	1.312	1.313	1.475	1.732	17%	24%
	Londonderry	69	68	73	64	-13%	-8%
	Manchester	61	72	66	46	-30%	-33%
	Medway	2.112	2.072	1.620	1.387	-14%	-52%
	Milford Haven	35	40	7	5	-22%	-547%
	Newport- Gwent	1.788	2.126	1.863	1.622	-13%	-10%
	Peterhead	560	761	484	441	-9%	-27%
	Plymouth	10	0	3	0	n/a	n/a
	Poole	121	114	160	132	-17%	9%
	Portsmouth	636	521	176	214	22%	-197%
	River Hull and Humber	265	244	250	257	3%	-3%
	Shoreham	408	380	413	364	-12%	-12%
	Southampton	116	58	91	100	9%	-17%
	Sunderland	399	435	510	451	-12%	11%
	Swansea	103	58	73	25	-66%	-311%
	Tees & Hartlepool	552	623	865	577	-33%	4%
	Trent River	684	672	685	570	-17%	-20%
	Tyne	91	97	89	61	-31%	-49%
	Warrenpoint	250	299	270	294	9%	15%
	<b>TOTAL SELECTED PORTS</b>	<b>17.456</b>	<b>18.781</b>	<b>17.902</b>	<b>17.227</b>	<b>-4%</b>	<b>-1%</b>
<b>Grand Total</b>		<b>224.873</b>	<b>232.557</b>	<b>236.466</b>	<b>230.851</b>	<b>-2%</b>	<b>3%</b>

## Container traffic for selected European ports (in TEU)

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
<b>BELGIUM</b>	Antwerpen	9.890.702	10.032.236	10.829.636	11.676.025	8%	15%
	Gent (Ghent)	6.788	16.553	10.787	46.275	329%	85%
	Zeebrugge	185.103	281.813	378.258	477.398	26%	61%
	<b>TOTAL SELECTED PORTS</b>	<b>10.082.593</b>	<b>10.330.601</b>	<b>11.218.681</b>	<b>12.199.698</b>	<b>9%</b>	<b>17%</b>
<b>BULGARIA</b>	Burgas	66.181	76.572	81.361	103.104	27%	36%
	Varna	139.930	151.972	160.355	158.840	-1%	12%
	<b>TOTAL SELECTED PORTS</b>	<b>206.111</b>	<b>228.544</b>	<b>241.716</b>	<b>261.944</b>	<b>8%</b>	<b>21%</b>
<b>CROATIA</b>	Ploce	22.961	28.168	31.182	33.955	9%	32%
	Rijeka	175.885	207.270	222.650	287.919	29%	39%
	Split	9.287	10.091	10.567	9.430	-11%	2%
	<b>TOTAL SELECTED PORTS</b>	<b>208.133</b>	<b>245.528</b>	<b>264.399</b>	<b>331.304</b>	<b>25%</b>	<b>37%</b>
<b>CYPRUS</b>	Larnaka (Larnaca)	57	74	276	62	-78%	8%
	Lemesos (Limassol)	360.805	393.127	416.253	389.900	-6%	7%
	<b>TOTAL SELECTED PORTS</b>	<b>360.862</b>	<b>393.201</b>	<b>416.529</b>	<b>389.962</b>	<b>-6%</b>	<b>7%</b>
<b>DENMARK</b>	Aalborg	62.937	61.409	40.849	62.549	53%	-1%
	Arhus	455.311	513.515	540.390	574.056	6%	21%
	Esbjerg	25.677	25.074	27.837	27.740	0%	7%
	Fredericia (Og Shell-Havnen)	72.840	71.369	80.907	71.288	-12%	-2%
	Kalundborg	5.884	5.801	4.960	4.994	1%	-18%
	Kobenhavns Havn	147.562	143.484	138.912	139.365	0%	-6%
	<b>TOTAL SELECTED PORTS</b>	<b>770.210</b>	<b>821.759</b>	<b>833.918</b>	<b>880.176</b>	<b>6%</b>	<b>12%</b>
<b>ESTONIA</b>	Sillamae	1.850	14.454	16.922	18.754	11%	90%
	Tallinn	202.327	215.407	222.654	222.584	0%	9%
	<b>TOTAL SELECTED PORTS</b>	<b>204.177</b>	<b>229.861</b>	<b>239.576</b>	<b>241.338</b>	<b>1%</b>	<b>15%</b>
<b>FINLAND</b>	Hamina Kotka	566.588	632.404	598.778	626.896	5%	10%
	Hanko	82	0	0	134	n/a	39%
	Helsinki	426.721	456.846	479.700	495.058	3%	14%
	Kemi	16.347	12.349	14.137	17.782	26%	8%
	Kokkola	17.074	18.574	20.870	16.752	-20%	-2%
	Oulu	27.734	34.199	38.403	29.159	-24%	5%
	Pori	17.906	17.654	10.748	933	-91%	-1819%
	Raahe	1.036	958	406	492	21%	-111%
	Rauma	233.365	252.346	236.950	234.482	-1%	0%
	Tornio	16.393	15.555	15.257	14.587	-4%	-12%
	Turku	0	48	981	1.025	4%	100%
	Vaasa	3	234	146	140	-4%	98%
		<b>TOTAL SELECTED PORTS</b>	<b>1.323.260</b>	<b>1.441.165</b>	<b>1.416.375</b>	<b>1.437.549</b>	<b>1%</b>
<b>FRANCE</b>	Bordeaux	56.219	53.711	40.795	30.643	-25%	-83%
	Brest	57.450	39.731	43.879	38.838	-11%	-48%
	Cherbourg	244	781	142	0	n/a	n/a
	Dunkerque	334.455	367.866	420.432	451.506	7%	26%

Country	Port	2016	2017	2018	2019	Growth 2018-2019	Growth 2016-2019
	Fort de France (Martinique)	153.453	116.229	172.201	178.277	4%	14%
	La Rochelle	7.901	6.226	6.577	8.279	26%	5%
	Le Havre	2.479.532	2.798.562	2.865.840	2.762.733	-4%	10%
	Marseille	1.244.121	1.362.217	1.398.413	1.454.626	4%	14%
	Nantes Saint Nazaire	178.338	194.227	187.292	176.404	-6%	-1%
	Pointe a Pitre (Guadeloupe)	220.975	212.717	222.067	198.886	-10%	-11%
	Port Reunion (ex Pointe des Galets) (Reunion)	229.860	303.256	336.246	374.848	11%	39%
	Rouen	78.403	74.856	68.227	61.657	-10%	-27%
	Sete	1.143	1.221	1.732	4.857	180%	76%
	St Malo	8.189	102	539	1.984	268%	-313%
	<b>TOTAL SELECTED PORTS</b>	<b>5.050.289</b>	<b>5.531.702</b>	<b>5.764.386</b>	<b>5.743.537</b>	<b>0%</b>	<b>12%</b>
<b>GERMANY</b>	Baltrum I.	420	482	396	523	32%	20%
	Brake	191	46	95	24	-75%	-697%
	Bremen	7.404	10.923	6.594	7.192	9%	-3%
	Bremerhaven	5.510.369	5.458.392	5.442.152	4.849.673	-11%	-14%
	Brunsbüttel	116	56	207	219	6%	47%
	Cuxhaven	47.879	43.502	40.842	43.503	7%	-10%
	Emden	1.583	1.096	1.536	2.701	76%	41%
	Esens	0	1.556	1.540	1.490	-3%	100%
	Hamburg	8.928.583	8.859.983	8.740.930	9.281.987	6%	4%
	Helgoland I.	2	0	26	59	127%	97%
	Juist	1.396	1.566	1.512	2.221	47%	37%
	Kiel	25.438	28.311	19.471	24.380	25%	-4%
	Langeoog- Insel	1.636	1.591	1.552	1.500	-3%	-9%
Lubeck	168.350	158.932	162.959	178.774	10%	6%	
Neuharlingersiel	0	1.186	4.675	0	n/a	n/a	
Norddeich	3.964	4.751	4.540	5.063	12%	22%	
Nordenham	180	150	0	4	n/a	-4400%	
Norderney I.	2.766	2.421	2.410	2.791	16%	1%	
Rostock	1.971	4.145	2.890	2.266	-22%	13%	
Wangerooge I.	8.902	13.022	9.494	7.958	-16%	-12%	
Wilhelmshaven	494.513	526.433	667.990	640.667	-4%	23%	
Wittmund	0	18.135	16.070	7.912	-51%	100%	
	<b>TOTAL SELECTED PORTS</b>	<b>15.216.049</b>	<b>15.138.109</b>	<b>15.132.676</b>	<b>15.061.029</b>	<b>0%</b>	<b>-1%</b>
<b>GREECE</b>	Eleusina	282	819	10	52	420%	-442%
	Heraklio	23.488	20.708	23.490	21.887	-7%	-7%
	Lavrio	20.817	15.882	18.294	11.315	-38%	-84%
	Patras	0	0	2.920	5.204	78%	100%
	Piraeus	3.735.804	4.120.343	4.886.050	5.646.459	16%	34%
Thessaloniki	598.206	650.024	677.964	618.816	-9%	3%	
	Volos	25.245	19.070	24.425	25.088	3%	-1%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
IRELAND	<b>TOTAL SELECTED PORTS</b>	4.403.841	4.826.846	5.633.171	6.328.821	12%	30%
	Cork	209.861	217.774	229.283	240.099	5%	13%
	Dublin	663.729	696.754	727.331	774.043	6%	14%
	Waterford	43.240	42.377	43.944	49.347	12%	12%
ITALY	<b>TOTAL SELECTED PORTS</b>	916.829	956.904	1.000.558	1.063.488	6%	14%
	Ancona	223.892	208.938	197.256	212.444	8%	-5%
	Augusta	7.391	1.957	310	504	63%	-1366%
	Bari	77.117	58.931	84.377	86.087	2%	10%
	Barletta	0	534	842	0	n/a	n/a
	Brindisi	4.281	1.975	974	1.654	70%	-159%
	Cagliari	551.995	310.517	430.705	354.947	-18%	-56%
	Catania	25.140	16.492	88.439	73.663	-17%	66%
	Chioggia	0	0	662	0	n/a	n/a
	Civitavecchia	74.881	110.233	133.530	144.936	9%	48%
	Eolie	0	0	0	980	n/a	n/a
	Gela	408	0	530	744	40%	45%
	Genova	2.356.487	2.332.494	2.554.201	2.175.615	-15%	-8%
	Gioia Tauro	3.796.308	3.391.139	4.005.457	2.981.889	-26%	-27%
	La Maddalena	808	428	3.754	0	n/a	n/a
	La Spezia	1.605.365	1.611.576	1.652.582	1.658.873	0%	3%
	Livorno	652.651	787.253	1.181.737	987.192	-16%	34%
	Marina Di Carrara	0	43.068	39.020	67.412	73%	100%
	Monfalcone	565	473	578	319	-45%	-77%
	Napoli	561.274	311.216	593.571	375.455	-37%	-49%
	Olbia	44	0	22	68	209%	35%
	Ortona	10	34	0	6	n/a	-67%
	Other - Italy	0	0	0	13.320	n/a	n/a
	Palermo	24.008	15.567	24.567	32.222	31%	25%
	Piombino	0	0	0	71	n/a	n/a
	Porto Foxi	0	0	4.884	11.415	134%	n/a
Porto Torres	0	156	333	0	n/a	n/a	
Pozzallo	8.633	10.050	15.745	16.010	2%	46%	
Ravenna	221.878	234.177	234.286	246.983	5%	10%	
Salerno	159.227	136.808	209.698	172.206	-18%	8%	
Savona	53.829	76.373	88.592	53.658	-39%	0%	
Taranto	34	0	1.918	104	-95%	67%	
Trapani	0	0	0	8.433	n/a	n/a	
Trieste	579.084	652.735	976.020	917.866	-6%	37%	
Venezia	395.093	508.486	547.500	547.563	0%	28%	
LATVIA	<b>TOTAL SELECTED PORTS</b>	11.380.401	10.821.620	13.079.560	11.142.634	-15%	-2%
	Liepaja	2.205	3.496	2.909	2.932	1%	25%
	Riga	387.975	449.910	473.868	472.489	0%	18%
	Ventspils	117	232	2.102	301	-86%	61%
	<b>TOTAL SELECTED PORTS</b>	390.298	453.638	478.879	475.722	-1%	18%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
LITHUANIA	Klaipeda	441.665	474.209	749.067	705.222	-6%	37%
	<b>TOTAL SELECTED PORTS</b>	441.665	474.209	749.067	705.222	-6%	37%
MALTA	Malta (Valletta)	5.588	4.475	4.087	2.835	-31%	-97%
	Marsaxlokk	109.446	119.694	129.623	130.074	0%	16%
	<b>TOTAL SELECTED PORTS</b>	115.034	124.169	133.710	132.909	-1%	13%
NETHERLANDS	Amsterdam	26.701	28.435	52.005	50.736	-2%	47%
	Delfzijl	142	951	4.585	10.042	119%	99%
	Moerdijk	148.501	169.014	164.968	162.057	-2%	8%
	Other - Netherlands	1.901	463	640	8	-99%	-23659%
	Rotterdam	11.674.520	12.891.938	13.597.929	13.492.767	-1%	13%
	Vlaardingeng	0	1	0	10	n/a	n/a
	Zeeland Seaports	26.855	31.984	68.034	164.401	142%	84%
	<b>TOTAL SELECTED PORTS</b>	11.878.642	13.122.784	13.888.161	13.880.019	0%	14%
NORWAY	Alesund	49.232	63.945	53.960	55.947	4%	12%
	Bergen	28.302	28.228	34.254	36.823	7%	23%
	Bronnoysund	0	0	4	6	50%	n/a
	Drammen	55.056	50.863	38.983	31.479	-19%	-75%
	Egersund	0	7.636	6.725	6.680	-1%	n/a
	Floro	3.908	3.033	6.510	9.296	43%	58%
	Fredrikstad	0	54.387	64.187	54.672	-15%	n/a
	Hammerfest	2	0	291	450	55%	100%
	Harstad	540	907	785	126	-84%	-329%
	Haugesund	0	27.837	27.659	26.828	-3%	n/a
	Kristiansand	54.299	46.185	49.930	51.323	3%	-6%
	Kristiansund	19.460	19.165	18.471	17.016	-8%	-14%
	Larvik	60.181	72.947	79.267	82.519	4%	27%
	Maloy	12.749	17.744	16.457	18.044	10%	29%
	Mo i Rana	0	53	0	597	n/a	n/a
	Molde	16	0	739	118	-84%	86%
	Mosjoen	23.283	23.293	29.404	32.310	10%	28%
	Moss	57.899	56.609	47.997	54.349	13%	-7%
Narvik	0	0	0	6	n/a	n/a	
Oslo	206.533	207.804	237.951	257.026	8%	20%	
Porsgrunn	32.357	28.807	25.390	29.197	15%	-11%	
Stavanger	26.831	31.741	33.167	44.722	35%	40%	
Sveagrauva	127	29	2	0	n/a	n/a	
Svelgen	0	5.259	6.256	5.789	-7%	100%	
Tromso	4.215	4.920	6.399	7.640	19%	45%	
Trondheim	16.794	17.120	17.389	13.864	-20%	-21%	
	<b>TOTAL SELECTED PORTS</b>	726.949	768.509	802.175	836.823	4%	13%
POLAND	Gdansk	1.559.169	1.472.750	1.735.521	1.800.219	4%	13%
	Gdynia	656.740	689.595	831.950	876.958	5%	25%
	Swinoujscie	4.725	8.910	6.422	2.399	-63%	-97%
	Szczecin	85.679	85.187	76.548	75.563	-1%	-13%



Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	<b>TOTAL SELECTED PORTS</b>	2.306.312	2.256.441	2.650.440	2.755.138	4%	16%
<b>PORTUGAL</b>	Aveiro	63	66	50	12	-76%	-425%
	Cais do Pico (Ilha do Pico- Acores)	0	0	8.349	8.685	4%	n/a
	Canical	101.592	107.567	111.407	100.871	-9%	-1%
	Figueira da Foz	24.210	24.354	19.625	20.280	3%	-19%
	Funchal (Madeira)	0	0	640	828	29%	n/a
	Horta (Ilha das Faial-Acores)	0	0	7.824	7.814	0%	n/a
	Lajes das Flores (Ilha das Flores- Acores)	0	0	2.550	1.625	-36%	n/a
	Leixoes	602.543	580.616	613.541	620.718	1%	3%
	Lisboa	392.625	497.079	429.516	462.900	8%	15%
	Ponta Delgada (Ilha de S. Miguel- Acores)	71.755	71.785	76.059	75.616	-1%	5%
	Porto Santo (Ilha de Porto Santo- Madeira)	0	0	1.575	2.061	31%	n/a
	Praia da Graciosa (Ilha da Graciosa- Acores)	0	0	2.300	2.282	-1%	n/a
	Praia da Vitoria (Ilha Terceira- Acores)	0	0	31.611	33.662	6%	n/a
	Setubal	153.484	158.828	129.731	141.697	9%	-8%
	Sines	1.513.089	1.669.057	1.750.444	1.423.212	-19%	-6%
	Velas (Ilha de S. Jorge-Acores)	0	0	6.757	6.455	-4%	n/a
	Viana do Castelo	0	0	239	140	-42%	n/a
	Vila do Porto (Ilha de Sta Maria- Acores)	0	0	2.912	2.697	-7%	n/a
	<b>TOTAL SELECTED PORTS</b>	2.859.362	3.109.352	3.195.130	2.911.553	-9%	2%
<b>ROMANIA</b>	Constanta	706.157	692.032	667.977	664.695	0%	-6%
	<b>TOTAL SELECTED PORTS</b>	706.157	692.032	667.977	664.695	0%	-6%
<b>SLOVENIA</b>	Koper	845.547	919.652	980.196	934.055	-5%	9%
	<b>TOTAL SELECTED PORTS</b>	845.547	919.652	980.196	934.055	-5%	9%
<b>SPAIN</b>	Agaete	69.528	80.826	3.280	1.711	-48%	-3964%
	Algeciras	4.762.070	4.380.849	4.773.158	5.125.385	7%	7%
	Alicante	159.893	164.409	162.522	171.264	5%	7%
	Almeria	6.269	6.684	9.427	23.476	149%	73%
	Aviles	0	0	5	4	-20%	n/a
	Barcelona	2.224.862	2.997.836	3.422.298	3.313.321	-3%	33%
	Bilbao	598.077	605.404	638.397	628.413	-2%	5%
	Cadiz	74.322	82.188	68.544	57.839	-16%	-28%
	Cartagena	96.115	84.328	84.143	67.606	-20%	-42%
	Castellon	226.903	240.895	228.737	202.828	-11%	-12%
	Ceuta	22.135	16.351	11.058	10.797	-2%	-105%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	Corralejo	17.761	20.039	1.977	17	-99%	-
	Ferrol	871	455	4.532	8.277	83%	89%
	Gijon	65.793	76.349	80.047	76.313	-5%	14%
	Huelva	11.822	58.151	68.177	71.852	5%	84%
	La Coruna	214	3	27	6	-78%	-3467%
	Las Palmas de Gran Canaria	916.597	1.174.187	1.141.710	1.006.853	-12%	9%
	Malaga	119.847	87.567	154.464	209.395	36%	43%
	Marin Pontevedra	67.563	88.987	87.405	76.645	-12%	12%
	Melilla	39.445	36.421	22.130	17.924	-19%	-120%
	Morro Jable	7.260	6.455	1.186	158	-87%	-4495%
	Motril	2.640	1.463	343	612	78%	-331%
	Palma de Mallorca	129.675	120.798	121.319	120.426	-1%	-8%
	Pasajes	5.892	8	14	0	n/a	n/a
	Playa Blanca	17.761	20.039	1.977	17	-99%	-
	San Carlos de la Rapita	1.429	918	1.069	0	n/a	n/a
	Santa Cruz de Tenerife	328.971	433.298	477.539	373.830	-22%	12%
	Santander	1.268	6.895	10.539	14.316	36%	91%
	Sevilla	145.672	105.566	138.458	136.627	-1%	-7%
	Tarragona	83.700	62.888	58.106	47.985	-17%	-74%
	Valencia	4.692.986	4.813.868	5.168.903	5.420.777	5%	13%
	Vigo	184.229	183.756	184.987	181.310	-2%	-2%
	Vilagarcia	32.585	34.815	35.039	41.282	18%	21%
	<b>TOTAL SELECTED PORTS</b>	15.114.156	15.992.695	17.161.528	17.407.266	1%	13%
<b>SWEDEN</b>	Ahus	18.553	15.748	17.673	14.873	-16%	-25%
	Gavle	160.073	209.550	203.529	176.816	-13%	9%
	Goteborg	795.233	638.822	749.883	762.902	2%	-4%
	Halmstad	51.592	46.461	43.686	54.660	25%	6%
	Helsingborg	203.723	259.306	243.506	269.472	11%	24%
	Husum	361	78	0	0	n/a	n/a
	Iggesund	11.483	14.190	9.556	15.514	62%	26%
	Karlshamn	274	9.801	9.702	1.473	-85%	81%
	Karlskrona	217	167	83	185	124%	-18%
	Malmo	17.170	23.574	21.806	18.248	-16%	6%
	Norrkoping	77.151	107.574	101.874	103.601	2%	26%
	Oxelosund (ports)	12.063	13.320	9.681	10.084	4%	-20%
	Pitea	20.791	18.517	18.832	15.453	-18%	-35%
	Sodertalje	11.078	12.733	13.999	15.622	12%	29%
	Special code for confidentiality treatment	8.042	10.209	7.753	8.059	4%	0%
	Stockholm	54.650	63.308	57.410	61.639	7%	11%

Country	Port	2016	2017	2018	2019	Growth 2018- 2019	Growth 2016- 2019
	Sundsvall	28.807	45.916	37.776	38.779	3%	26%
	Uddevalla	774	1.029	497	23	-95%	-3300%
	Umea	19.548	29.334	27.054	23.699	-12%	18%
	Varberg	12.276	25.292	14.159	16.490	16%	26%
	Vasteras	14.922	16.027	14.554	16.164	11%	8%
	<b>TOTAL SELECTED PORTS</b>	<b>1.518.778</b>	<b>1.561.100</b>	<b>1.603.012</b>	<b>1.623.756</b>	<b>1%</b>	<b>6%</b>
<b>UNITED KINGDOM</b>	Aberdeen	29.689	17.309	2.071	2.418	17%	-1128%
	Belfast	211.279	214.715	220.834	229.550	4%	8%
	Bristol	119.325	104.912	120.004	112.228	-6%	-6%
	Cardiff	3.998	2.751	434	0	n/a	n/a
	Clydeport	95.045	88.428	99.059	93.636	-5%	-2%
	Dover	0	7.044	25.303	26.917	6%	n/a
	Felixstowe	4.015.817	4.160.413	3.780.626	3.838.252	2%	-5%
	Forth	248.899	236.291	248.396	250.515	1%	1%
	Harwich	455	511	239	9.285	3785%	95%
	Hull	236.163	267.940	301.463	346.788	15%	32%
	Immingham	335.446	380.286	356.420	369.464	4%	9%
	Liverpool	729.056	761.637	817.857	885.481	8%	18%
	London	1.492.390	1.375.077	1.679.663	1.730.996	3%	14%
	Medway	110.358	103.483	143.777	112.632	-22%	2%
	Portsmouth	71.346	79.876	60.354	67.022	11%	-6%
	Southampton	2.040.039	2.008.106	1.969.624	1.879.606	-5%	-9%
	Tees & Hartlepool	350.454	351.865	404.188	457.496	13%	23%
	Tyne	53.042	49.493	60.223	56.525	-6%	6%
	Warrenpoint	41.171	32.442	25.878	35.720	38%	-15%
	<b>TOTAL SELECTED PORTS</b>	<b>10.195.699</b>	<b>10.249.572</b>	<b>10.316.411</b>	<b>10.504.533</b>	<b>2%</b>	<b>3%</b>
<b>Grand Total</b>		<b>97.221.352</b>	<b>100.689.990</b>	<b>107.868.225</b>	<b>107.913.167</b>	<b>0%</b>	<b>11%</b>

