



European Sea Ports Organisation



Annual Report

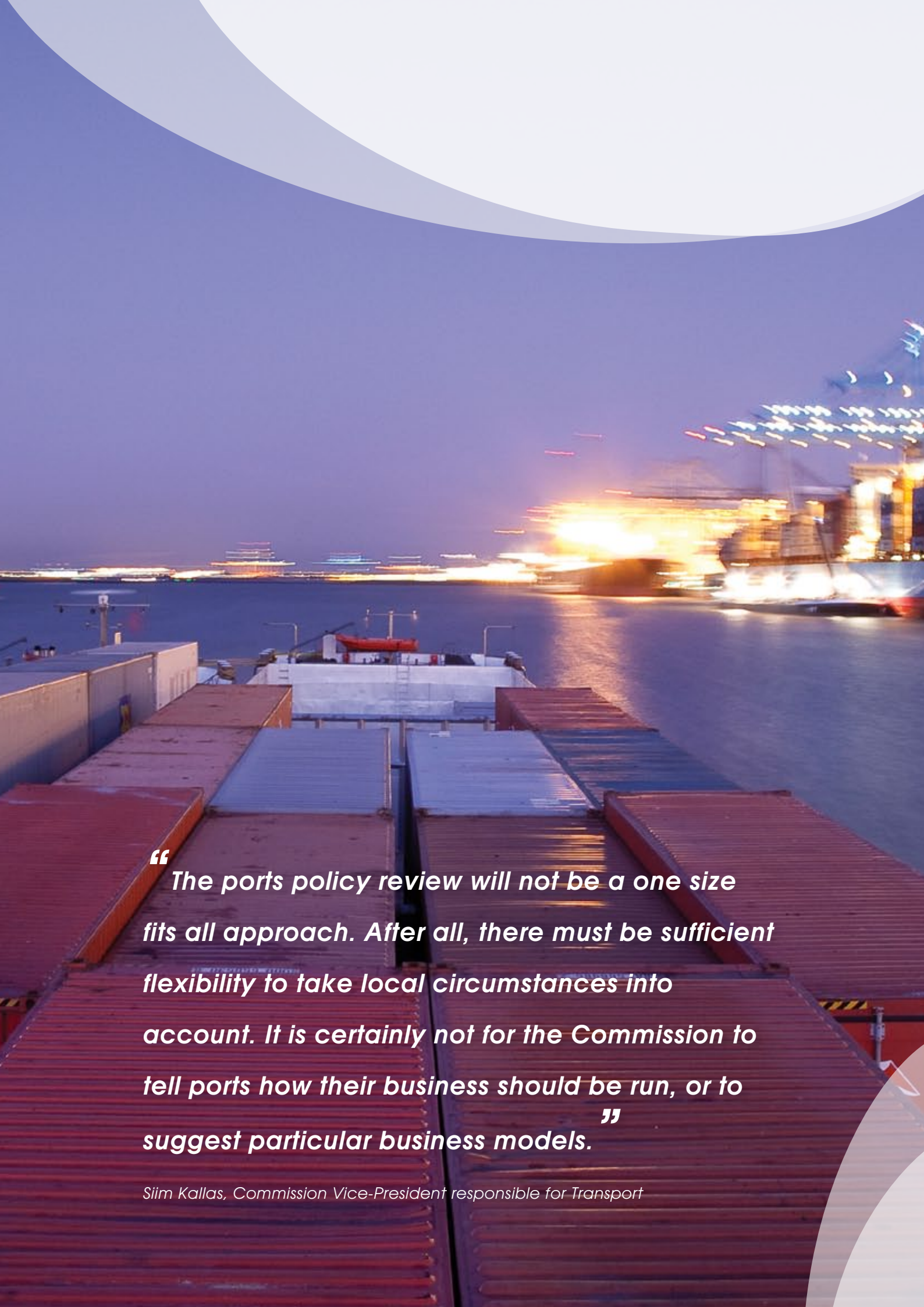
2011 - 2012

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“ The ports policy review will not be a one size fits all approach. After all, there must be sufficient flexibility to take local circumstances into account. It is certainly not for the Commission to tell ports how their business should be run, or to suggest particular business models. ”

Siim Kallas, Commission Vice-President responsible for Transport

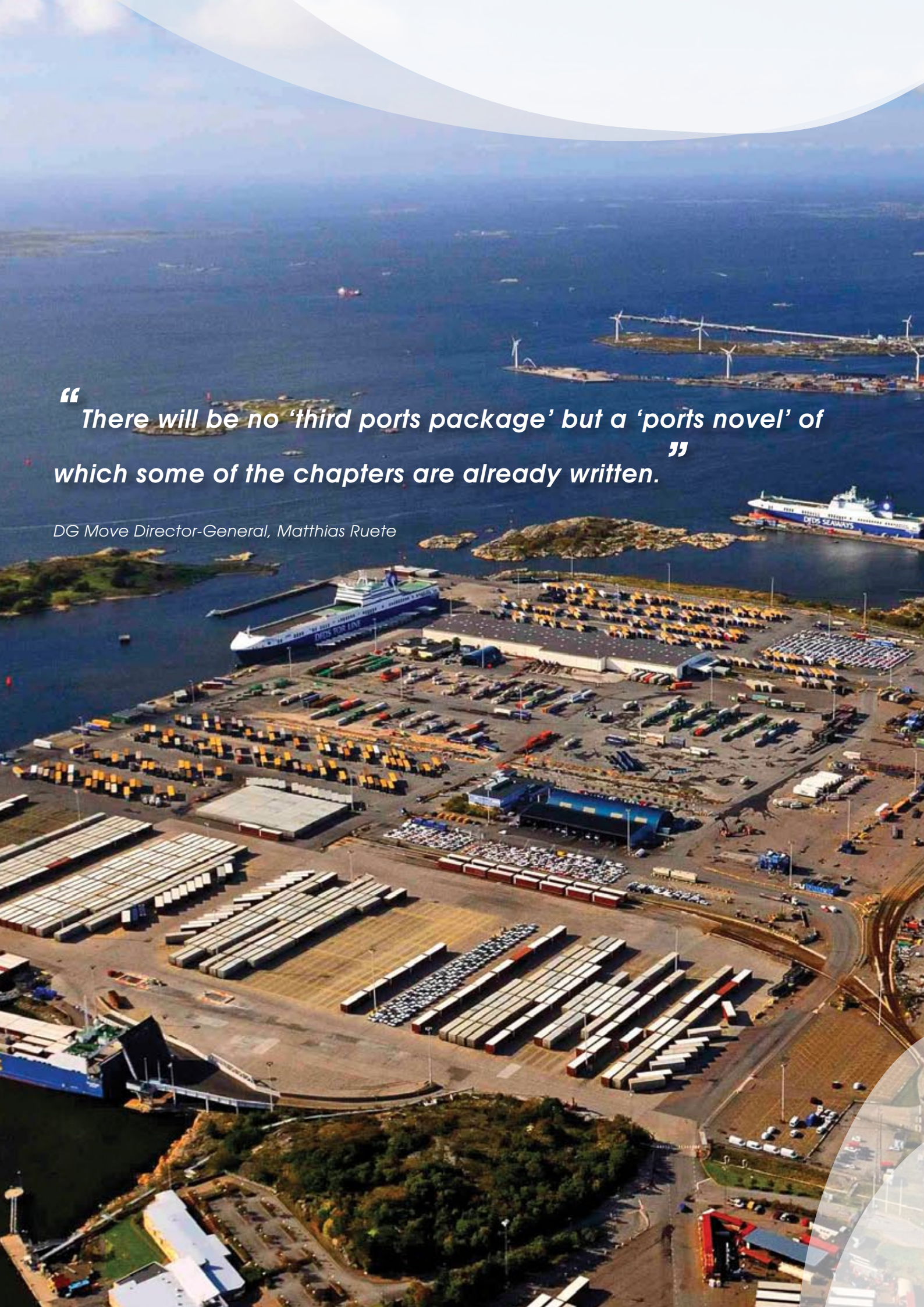
Foreword by Victor Schoenmakers, Chairman of ESPO

This is the last foreword I write in my capacity as Chairman of ESPO. It is four years ago since I was first elected to chair this organisation and, following my re-election in 2010, I have now served the maximum term of two mandates. The saying that 'time flies when you are having fun' has certainly applied. I have come to appreciate how much ESPO members form a real family. Like in the best families, we have had our share of discussions, but in the end we have always been able to form a united front. I believe that one of the principal strengths of our organisation lies in the fact that each member country has an equal voice in the decision-making process. This approach has yielded results. I want to mention especially our breakthrough position on the role of ports in the Trans-European Transport Networks. Here we finally succeeded in resolving the historical deadlock on the principle that different categories of ports have different roles to play in Europe. Our previous position did not allow us to distinguish between these roles, which prevented ports from having the prominent place in the TEN-T that they deserve. With the acceptance of a core and comprehensive network of ports we have made a giant leap forward. As regards the actual ports policy, my mandates coincided with a kind of 'interbellum', in between the old port packages and the dawn of a possible new set of measures next year. But the dialogue we had in this period with Commissioner Kallas and the services in DG MOVE was always based on mutual respect and understanding. I am convinced therefore that, whatever the outcome of the current policy review is going to be, we should be able to have a serene debate on it, leading to a result that works to the benefit of our industry.

I could mention the numerous other files on which we worked in ESPO, but you will find a full overview of those in this annual report. I prefer to mention the initiatives we undertook ourselves, such as the fact-finding report on port governance, our annual award on societal integration of ports, the EcoPorts network that we integrated into ESPO and the new Green Guide on environmental performance and sustainability which we published only a few weeks ago. I also mention the PPRISM project on port performance indicators, which not only set a significant step forward in creating a culture of performance measurement in the port sector, but also strengthened our ties with the academic world further. When I took up my position as Chairman, I said that, next to being an efficient lobby, ESPO should become a 'think-tank' on the different challenges that ports are facing. In the fields of governance and sustainability we have certainly achieved that and there is potential to expand it further in other areas. All these achievements were possible thanks to the great team effort we put in as an organisation. I therefore warmly thank my Vice-Chairmen, the Chairmen of the Technical Committees, all our members and of course the secretariat for the relentless support that they gave me during the past four years. I am convinced that the future of ESPO is a bright one and I will do my utmost to continue contributing to that as an active member. I now hand over the baton to my successor whom I wish the necessary vision and inspiration to lead our organisation in the years ahead.

Victor Schoenmakers



An aerial photograph of a busy port. In the foreground, there are large stacks of white and red shipping containers. A large blue and white ship is docked at a pier. In the background, several wind turbines are visible on a small island in the water. The sky is blue with some clouds.

“ There will be no ‘third ports package’ but a ‘ports novel’ of which some of the chapters are already written. ”

DG Move Director-General, Matthias Ruete

1. Port Governance

Since Commission Vice-President Siim Kallas announced the review of the European policy framework for ports and the preparation of a new set of measures for 2013, the Commission launched a number of studies to contribute to this process. Some of the preliminary results were presented and discussed at the European Ports Policy Conference which was held on 25-26 September in Brussels. The conference was organised by the European Commission and aimed at exchanging views with stakeholders on the challenges the port sector is facing.

At the conference, PricewaterhouseCoopers/NEA presented the initial results of the stakeholders' consultation survey which was launched in July. 512 replies were collected from shipping companies, port authorities, port users, terminal operators, workers and service providers. With this exercise, the Commission intended to identify the potential inefficiencies and problems in order to take action in these areas. While waiting for a more elaborated analysis of the results, a number of the initial conclusions of the survey appeared to be remarkably positive. In particular, 70% to 80% of the respondents said they did not encounter any particular challenges for port services. The preliminary results of the study on port labour were also presented at the conference. The study analyses the organisation of labour market, training and health and safety in seaports in Europe. The report, which will be available before the end of the year, describes the current situation in Member States and identifies the restrictions that exist on employment and working practices. After its publication, the study will possibly deliver policy actions at EU level.

ESPO acknowledges the potential of the European Union to be a positive force in establishing a renaissance of port management and policy. This can be achieved by ensuring a level playing field and legal certainty on the one hand, and by fostering growth and development of ports on the other hand. Among the specific challenges for port authorities, access to port land features as a specific point of attention. The way port authorities give operators access to this vital asset is essential, together with the ability to balance transparency and flexibility when using lease agreements or public domain concessions.

These points were also made in the discussion on the Commission's Directive proposal on the award of concessions, which was issued in December last year. The proposal is part of a wider package on public procurement. It aims at bringing clarification on the application of the Treaty principles on transparency and at equal treatment to the award of service concessions. It imposes rules on prior and post-publication notices, technical specifications, selection and award criteria, negotiations, deadlines imposed on tenderers and procedural safeguards. Furthermore, the proposal aims at providing a clearer and more precise definition of a concession, building on case law of the European Court of Justice. It provides judicial protection to interested parties through the extension of the scope of application of the Remedies Directives.

For ESPO, there is a need to clarify the scope of the proposal. Land lease contracts and public domain concessions in the port sector are not to be considered as service concessions in the meaning of the Directive proposal, given that these do not involve the acquisition of services. In this sense, ESPO proposes to clearly exclude these types of contracts from the scope of the Directive. For other services in the port sector, such as technical nautical services, the Directive applies. On the actual substance of the proposal, ESPO underlined the fact that the provisions are very heavy-handed, especially where it concerns modifications of contracts.

The concerns of ESPO were also voiced in the relevant working groups and committees of Council and Parliament. Both institutions are working on amendments to substantially simplify the Directive proposal. Some voices have been very critical, favouring its rejection, but this is unlikely to happen. ESPO participated together with other stakeholders in a public hearing organised in the European Parliament on 21 March, where it explained its position. Council and Parliament are aiming to conclude the legislative process in one reading, by the end of this year.

In November last year, the third ESPO Award on Societal Integration of Ports was handed out to the Ports of Stockholm, in the presence of Commission Vice-President Siim Kallas, EU policy-makers and more than 200 representatives from the European port and logistics community. The theme of the 2011 edition was 'Creative Strategies to Communicate the Port to the Wider Public'. Seventeen port authorities responded to the theme, with innovative and inspiring projects. Stockholm's project 'Port Vision 2015' charmed the jury most, and was considered to be nothing less than a manual of best practice for port communication campaigns. The theme of the 2012 ESPO Award is 'youth'. It aims at promoting projects that make future generations of employees, neighbours and other stakeholders aware of what the port sector has to offer. Early September, the jury selected a short list of ten port authorities: Antwerp, Bremen ports, Cartagena, Dover, Genoa, Marseilles, Piraeus, Rotterdam, Santa Cruz de Tenerife and Venice. The winner of the fourth ESPO Award will be announced on 7 November, during the traditional ceremony that will be held at the Town Hall of Brussels.

“ We ask European policy makers to fully recognise the added value of the development and completion of an efficient, sustainable and inclusive European transport infrastructure as one of the main driving forces for ensuring economic growth in the European Union and each of its Member States. We urge the Council and Parliament to back this proposal with all necessary means. If not, the proposed review of the Trans-European Transport Network policy remains a sand castle, to the detriment of Europe’s economy. ”

European transport organisations urged EU Member States and the European Parliament to safeguard the 32 billion Euro budget for the Trans-European Transport Networks



2. Intermodal Transport and Logistics

In autumn last year, the European Commission adopted two regulation proposals for the development of the Trans-European Transport Network (TEN-T). The proposals included a new set of guidelines, which determine TEN-T infrastructure in which projects are identified, and a proposal to establish a 'Connecting Europe Facility' which determines the conditions, methods and procedures for the provision of EU financial aid for transport, energy and telecommunications infrastructure.

The TEN-T guidelines proposal confirmed the dual-layer approach that consists of a comprehensive and a core network. The comprehensive network is composed of all existing and planned infrastructure that fulfils the requirements of the guidelines and is to be completed by 31 December 2050 at the latest. The core network overlays the comprehensive network and consists of its strategically most important parts. It focuses on those TEN-T components with the highest European added value: missing cross-border links, key bottlenecks and multi-modal nodes such as sea and inland ports. The core network should be completed by 31 December 2030 at the latest and will be implemented through the concept of core network corridors. The Commission identified ten of these multi-modal corridors which are expected to absorb 85% of the 31.7 billion Euros that were proposed for the period 2014-2020. Seaports feature prominently in the new TEN-T framework. 83 ports and port clusters were finally selected as part of the core network.

ESPO gave its first – supportive – response on the Commission's proposals during the TEN-T Days conference, which was held in Antwerp at the end of November last year. A more elaborated position concerning both proposals was adopted in March. As a principal point, ESPO called for a transparent methodology to assess the EU added value of projects in terms of transport efficiency, sustainability and territorial cohesion, before they are given the 'project of common interest' status. The ESPO position also pleads for a better integration of transport and environmental objectives into TEN-T guidelines, so that this will lead to more efficient planning and consent procedures. Finally, ESPO is promoting an increase in the co-funding rate for port projects.

In March, European Ministers of Transport reached a general approach agreement on the TEN-T guidelines. Member States weakened some key elements of the proposal, in particular, the goal to achieve a core and comprehensive network by 2030 and 2050 respectively, and elements which aimed to strengthen governance and coordination of the corridors, such as the role of the EU coordinators and corridor platforms. The Council also agreed on a partial general approach on the Connecting Europe Facility. The big challenge still remains the way to keep the budget allocated by the Commission for TEN-T implementation at the proposed level of 31.7 billion Euros. In this context, ESPO joined a campaign initiated by the European Federation of Inland Ports (EFIP) urging EU policy makers to safeguard the budget. This campaign was supported by more than 25 European transport organisations.

The European Parliament's draft report from co-rapporteurs Ismail Ertug (S&D, Germany) and Georgios Koumoutsakos (PPE, Greece) on the TEN-T guidelines was published in July and strongly supports the Commission's approach. It is quite in line with ESPO's view, by putting more emphasis on the European added value of projects. The vote in the Committee on Transport and Tourism (TRAN) is expected to take place end of November. The plenary vote should follow early 2013. For the Connecting Europe Facility, a joint draft report by TRAN and Industry, Research and Energy (ITRE) committees of the Parliament was published in September. TRAN co-rapporteurs Dominique Riquet (PPE, France) and Ayala Sender (S&D, Spain) intend to concentrate financial resources on projects which are already mature, which have a high EU added value and which deal with horizontal issues or sustainable forms of transport such as rail or inland waterways.

In spring this year, the European Court of Auditors (ECA) presented the results of a special report on the use of Structural and Cohesion Funds for transport infrastructure in seaports. The report covers the period 2000-2006 and looks at 27 projects in France, Spain, Italy and Greece, representing 85% of the total Structural and Cohesion budget that was spent on port infrastructure in that period. The report came to the conclusion that only 11 out of the 27 projects were effective in supporting transport policy objectives. The report blames the Commission for not remedying project weaknesses and for not providing adequate guidance on sound financial management in spending.

In the past working year, ESPO also contributed to the evaluation of the Blue Belt pilot project. A letter of support was sent to Commission Vice-President Siim Kallas and Commissioner Algirdas Semeta, who is responsible for taxation and customs. The Commission welcomed ESPO's message and acknowledged the further involvement of port authorities in the Blue Belt and Blue Lanes concepts. At its June meeting, the Transport Council generally endorsed the continued implementation and further development of the Blue Belt. The Commission is therefore aiming to introduce new measures for further facilitation of maritime transport. Although the Blue Belt pilot project has been completed, the service is still being provided.

The ESPO Intermodal and Logistics Committee meanwhile continued its active contribution to reduce administrative burdens in maritime transport by identifying a number of operational improvements in customs procedures which would speed up the flow of goods through ports. ESPO also raised its concerns about differing applications of Community customs rules in EU ports. These different practices lead to 'port shopping', distorting competition between European ports and resulting in unequal treatment of traders.

ESPO furthermore followed the review of the Directive which sets the rules for the maximum weights and dimensions of heavy-duty vehicles operating international and national transport in the EU. ESPO's contribution to the public consultation focused on the transport of 45 foot containers and its impact on ports and modal split. ESPO called for a bottom up approach which would take into account the results of the multiple field trials that are taking place in several Member States at local and regional level. ESPO also took note of the discussions between the European Parliament and Commission on the cross-border usage of longer modular trucks. ESPO remains sceptical until a sound assessment of the impact of heavy-duty vehicles on short sea shipping is available.

Finally, the ESPO Intermodal and Logistics Committee monitored the ongoing review of import controls under the Regulation which deals with veterinary and phyto-sanitary controls at border passage. A proposal from the Commission is expected to go under Parliament and Council's examination in autumn.

3. Sustainable Development

The most important achievement was the publication of the new ESPO Green Guide which was officially launched at the GreenPort Congress in Marseille on 3 October this year. This new guide re-establishes the vision of European port authorities on sustainability and fully revises and updates the last ESPO Environmental Code of Practice, which was produced almost ten years ago. Going a step further than previous editions, the guide introduces a common framework for action under a unique 'Five E' approach: Exemplify, Enable, Encourage, Engage and Enforce. This action framework is applied to five selected environmental issues: air quality, energy conservation and climate change, noise management, waste management and water management. The Guide is not merely a promotional tool of the sector's efforts and the evidence-based progress that has been achieved over time. Inspired by the positive trends, ESPO wants to trigger its member ports to evaluate and further improve their environmental performance. Overall, the ESPO Green Guide favours a bottom up approach, in which port authorities are proactively taking responsibility and living up to the expectations of the community. It encourages ports to be responsible for their own initiatives, to benchmark their performance, and to deliver science-based evidence of achievements. The ESPO Green Guide and its two accompanying online annexes can be accessed through the ESPO website.

In parallel with the publication of the Green Guide, ESPO continued to support its members through the services of EcoPorts which were fully integrated in the ESPO structure in 2011. Very encouraging trends have been demonstrated on the ports' interest for the EcoPorts tools and services during the first year of integration. Since the launch of the new EcoPorts website, more than 60 ports have registered, while 51 ports have completed the new online Self Diagnosis Method (SDM) checklist and achieved in this way the 'EcoPorts status'. In order to clearly highlight the progress achieved, it is interesting to note that only six ports had completed an SDM in 2010 when EcoPorts was still operating as a separate organisation. The completion of SDM is of utmost importance to ESPO and the port sector overall. This is because the data that are provided by ports contribute to the development and up-to-date maintenance of a European benchmark of environmental management performance. The evaluation of the benchmark over time is then used by ESPO to demonstrate progress and identify trends. The EcoPorts tools also include the Port Environmental Review System (PERS), which is the only port sector specific environmental management standard. Ports that have recently achieved PERS certification are the Port of Castellon (Spain), Milford Haven Port Authority (UK), the Port of Calais (France) and the Port of Moerdijk (Netherlands). ESPO highly recommends its member ports to use the well established EcoPorts tools and is committed to further promote the widespread use of SDM and PERS throughout the sector.

On the European policy level, the main emphasis has been on ship emissions, with ongoing initiatives addressing sulphur content of marine fuels and greenhouse gas emissions of maritime transport.

The controversial process of revising the Directive on the sulphur content of marine fuels will soon be concluded after Parliament adopted the compromise proposal which was negotiated in informal 'trilogue' meetings between Council, Parliament and Commission back in May. ESPO was pleased to see that the agreed compromise is in line with Annex VI of the MARPOL Convention and sets the limits for the sulphur content of marine fuels used in designated Sulphur Emission Control Areas (SECAs) to 1% until 31 December 2014 and to 0.1% as from 1 January 2015. However, the International Maritime Organisation (IMO) standard of 0.5 % for sulphur limits outside SECAs will be mandatory in EU waters by 2020 already. The possibility to postpone it until 2025, which is foreseen in MARPOL, will not apply in Europe. These requirements also cover passenger ships operating outside SECAs to which the current regime of 1.5 % applies until that date. According to the compromise, Member States should endeavour to ensure the availability of the required marine fuels. After the agreement on the compromise text, the focus is now placed on the potential compliance strategies by the industry, such as scrubbers and LNG, in order to tackle associated operational challenges within the pressing timetables. In this respect, ESPO actively participated in relevant initiatives, particularly on LNG, but underlined the urgent need to have effective supporting measures in place that would assist the industry to comply with the new standards starting in SECAs by 2015.



“ The application of the 5 Es (Exemplify, Enable, Encourage, Engage and Enforce) is showing the way towards a comprehensive and integrated approach. The Commission appreciates ESPO’s approach in assisting ports to implement the relevant EU rules rigorously and is following this initiative with great interest. ”

Slim Kallas, Commission Vice-President responsible for Transport

In parallel to the process of reviewing the Sulphur Directive, the European Commission has been examining for some time now the possibility of a regional CO₂ strategy, introducing a market-based measure to reduce CO₂ emissions from shipping. The initial results of the still ongoing Commission impact assessment seem to conclude that the socio-economic and environmental impacts of the different regional measures that are being assessed do not significantly differ and that the main challenge to be addressed is the political one. In that respect, the joint statement that Commissioners Kallas and Hedegaard issued early October this year is very significant. The statement implies that the Commission will for the time being, not be looking to introduce a specific European market-based instrument to reduce greenhouse gas emissions from ships. Instead, the Commission will be focusing on the introduction of a global system for monitoring, reporting and verification of emissions. It is not clear yet how the Commission's proposal would work. Initial suggestions point to shipowners being required to strictly monitor and report details of fuel burned against cargo carried. Findings based on this information would then feed into global discussions, forming the basis for a voluntary market-based mechanism that would ultimately become mandatory. Such a system would closely align the EU strategy with the US proposal for a phased approach and could end the deadlock in the international debate over market-based mechanisms within the IMO and the UN Framework Convention on Climate Change. ESPO has welcomed the new course of the Commission given the global nature of the shipping industry.

Next to the ship emission debate, the initiative of DG Mare and DG Environment to propose a common regulatory instrument linking Maritime Spatial Planning with Integrated Coastal Zone Management has to be mentioned. An impact assessment that was undertaken seems to confirm the need for action and to justify the introduction of a common instrument. A concrete proposal is expected to follow by the end 2012. ESPO believes that Marine Spatial Planning has the potential to make the planning regime for ports more efficient, delivering decisions more quickly while boosting sustainable development. As such it is important for all Member States to provide for it. Nevertheless, ESPO believes that any Commission framework should be generic and simple, avoiding over-regulation and leaving room for local implementation by Member States. Furthermore, any instrument should be compatible with the well functioning systems that are already in place in several Member States.

“ It is totally unacceptable that, in the Flaminia case, Member States were kicking the ball back and forward, whilst no-one took care of the vessel in distress. I believe that EMSA can support the Commission in this and, together, we can make all the efforts to improve legislation and regulations, so that this kind of incidents will no longer occur in the future. ”

Markku Mylly, New Executive Director of the European Maritime Safety Agency



4. Marine Affairs and Security

The revision of the Port Reception Facilities Directive has been in process during the current year with the Commission's proposals to be expected by spring 2013. DG MOVE's impact assessment will soon be completed along with a report that will be based on the findings. The two principal options that are being discussed are an in depth review of the Directive and the provision of guidance on some of its key elements. ESPO openly supports the latter option. In parallel, EMSA has been issuing a study collecting figures on volumes of waste collected by different ports over time with the aim of identifying trends and potentially linking those to the different applied systems for waste collection around Europe. Preliminary findings indicate differences in the implementation of the Directive by the Member States but at the same time there is no identifiable link between for instance the applied fee system for waste collection and the evolution of waste volumes. In addition, the International Organisation for Standardisation (ISO) is developing an international standard for the efficient operation of port reception facilities which is now in its final stage. ESPO has been active in contributing to all those ongoing initiatives. Together with the European shipowners association ECSA, it supported a dedicated workshop on the implementation of the Directive organised by Euroshore, the European organisation of waste collectors. This was held in Antwerp on 25 October. Fundamentally, ESPO believes that there is nothing wrong with the text of the Directive but there is room for improvement through the provision of guidance on key identified areas and through the application of better monitoring and reporting mechanisms.

A second major area of interest has been the electronic exchange of information within maritime transport in view of enhancing its efficiency and achieving more uniformity in Europe. Two concrete ongoing initiatives in this area are the further development of SafeSeaNet and the implementation of the Directive on reporting formalities for ships arriving in and/or departing from ports in Member States. Although presented as the main platform for the exchange of electronic data within the maritime community, from a port's perspective SafeSeaNet is still not a user friendly system and its added value for ports is limited. Although ports provide data to the system, the information flow often remains a one way matter and ports still need to rely on their own systems for data collection. The Directive on ship reporting formalities aims to simplify and harmonise the administrative procedures applied to maritime transport by standardising the electronic transmission of information and by rationalising reporting formalities. By 1 June 2015, Member States are required to receive electronic notifications via a Single Window. In order to assist with the implementation of the Directive, the Commission has established an expert group on maritime administrative simplification and electronic information services, known as the eMS group, with a mission to identify business processes and develop specifications for the national single windows. This group consists of representatives from the national maritime administrations and ESPO participates as an observer. ESPO is pleased that the work of the eMS group seems to be moving in the right direction, especially in terms of defining the Single Window concept in a flexible way admitting different approaches as regards national implementation. This is considered positive in view of integrating the existing port systems within the national frameworks.

Technical-nautical services and, especially, pilotage have also been on the agenda. Particular attention was paid to the Commission's study of the existing frameworks for granting Pilot Exemption Certificates (PECs) in Europe. The study was commissioned earlier this year with the objective to provide a comprehensive overview of the procedures and legal requirements that are in place in EU Member States. The study also examined voyages of vessels with and without pilots to better understand the impacts of exemptions to factors such as safety and turnaround times. DG MOVE is now in the process of preparing a report based on the study outcomes, because there is still no decision taken on forthcoming proposals. ESPO acknowledges that the driver for a potential common framework on PECs might be the facilitation of trade but believes that the granting of PECs must be based on risk analysis which is often specific to geographical areas and local circumstances. As such, even if a generic common framework is to be applied, port authorities need to remain the responsible parties that set the specific requirements for granting PECs.

Liquefied Natural Gas (LNG) has also been in the centre of attention as authorities, ports and the shipping industry all over Europe are looking at it as a promising solution to comply with the forthcoming IMO regulations on sulphur emissions and to respond to ship generated air pollution in general. Nevertheless, the current lack of consistent rules for LNG bunkering raises safety related concerns. To this end, ESPO organised a workshop on LNG bunkering on 19 April this year. The aim was to shed light on safety related considerations of LNG bunkering and operations. The workshop concluded that in order to make the provision and use of LNG a reality, practical organisation, fuel availability and price, safety and security implications and public perception need specific attention. Especially public perception is a vital issue. Although LNG is essentially a safe fuel as its safety track records demonstrate, it is not perceived as such. The safety rules and procedures need to be carefully considered in order to make LNG bunkering in ports both safe and realistic. ESPO believes that facilitating the

provision of LNG bunkering fits with the key task of port authorities in advancing the sustainability of the port community. At the same time, LNG should not become a panacea. Ports have to see what best suits their own profile and local air quality situation. In parallel, several national studies on LNG are currently ongoing and EMSA recently commissioned a GAP analysis study in order to identify the main missing links for safe LNG bunkering operations. In addition, under the umbrella of the World Ports Climate Initiative, a working group on LNG lead by the Port of Antwerp has been established. ESPO is active in participating and contributing on all these initiatives. Regarding port and maritime safety, two major issues emerged over the last months. First, a number of international maritime associations submitted a proposal to the International Maritime Organisation (IMO) aiming for a legal requirement to be introduced, which would oblige port terminal operators and ships to verify container weights before export. The proposal has been submitted by Denmark, the Netherlands, the United States, BIMCO, the International Association of Ports and Harbours (IAPH), the International Chamber of Shipping (ICS), the International Transport Workers' Federation (ITF), and the World Shipping Council (WSC). The International Convention for the Safety of Life at Sea (SOLAS) currently requires shippers to provide an accurate container weight declaration, but this requirement is often not met, or not enforced by SOLAS parties. Moreover, there is no requirement to actually weigh a loaded container. During its meeting last September, the IMO Subcommittee on Dangerous Goods, Solid Cargoes and Containers considered the proposal without reaching any concrete agreement on amending the SOLAS convention.

The second maritime safety issue was triggered by the fire on the German container ship MSC Flaminia in July. It revitalised the debate on places of refuge, for which a regime is established through the vessel traffic monitoring Directive. Members of the European Parliament accused Member State of washing their hands off the fate of the potentially hazardous ship that was only towed to safe harbour waters after weeks of delay. The Directive leaves the actual decision to Member States, but the Commission is expected to use the Flaminia case to improve coordination and cooperation between Member States. This is likely to happen during the revision of the Directive which is planned for 2013 or 2014.

Finally, on port security the good news this year came from the decision of the US Department of Homeland Security Secretary, Janet Napolitano. She decided to make use of her authority to delay the implementation of the 100% scanning requirement for two years and to renew the waiver in an additional two-year increments if certain conditions apply. This means that the measure will not come into effect before July 2014. The Department of Homeland Security shares the view of the shipping sector, which believes that the 100% scanning goal is impractical and will have a significant and negative impact on trade capacity and on the flow of cargo. ESPO very much welcomed the decision to delay the implementation, even if a full removal would still be better. Back in 2006, ESPO joined an industry alliance pointing at the impracticalities of the measure, a message which was also strongly supported by the European Commission.

5. Economic Analysis and Statistics

2012 started with the successful completion of the PPRISM project on port performance indicators which was co-funded by the European Commission. It led to the publication of the first European Port Performance Dashboard.

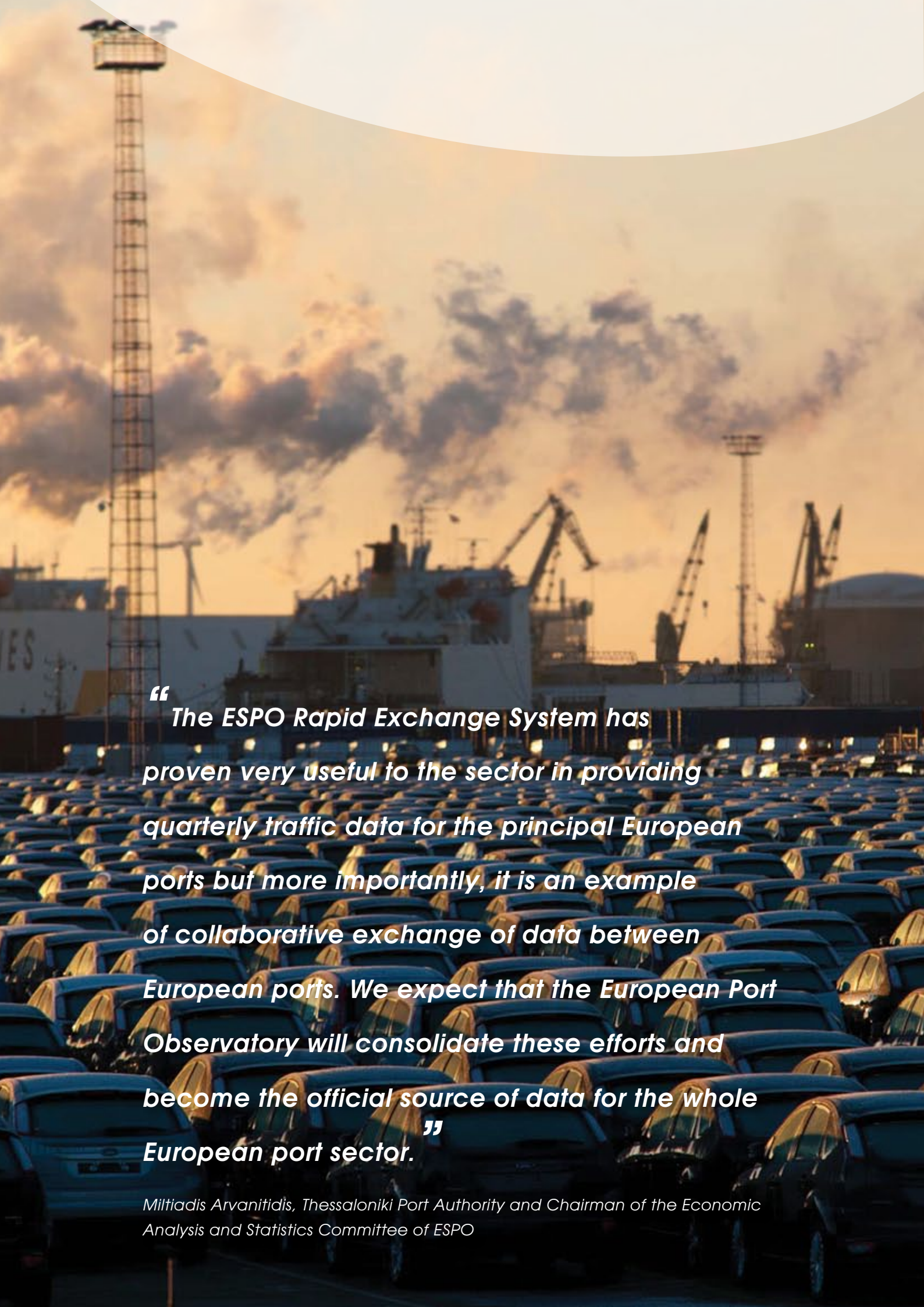
The last months of the project were devoted to the development of a concrete proposal setting out how a 'European Port Observatory' would function in practice. Project partners addressed crucial elements such as the Observatory's mission, scope, users and main functions. Additionally, the consortium examined the financial requirements involved and proposed a number of possible sources of funding. Furthermore, an implementation plan was proposed which includes a series of actions to be carried out as from this year.

The 'European Port Observatory' will provide insight into the overall performance of the European port system and, notably, the environmental, socio-economic and supply chain performance. In addition, the Observatory will provide an updated picture of the port sector in terms of governance models and market structure. It will achieve this goal by collecting data to populate a series of indicators. These indicators will be presented in the form of an online dashboard which will be periodically updated. Finally, the Observatory will also produce a number of outputs in the form of publications and events.

On the basis of the results of the pilot project which was carried out last year, academic partners delivered the content of the first European Port Performance Dashboard, including the implemented indicators with data provided through examples from participating ports, together with descriptions and testimonials from port stakeholders. The first European Port Performance Dashboard was presented at the ESPO Conference in Sopot, Poland, together with the foundations of the future European Port Observatory.

The achievements of PPRISM can be summarised as follows:

- PPRISM provided a final set of indicators that are relevant and both accepted by port stakeholders and detailed in terms of methods for data collection and analysis. These indicators will give insight into the overall performance of the European port system, notably, the environmental, socio-economic and supply chain performance, and they will provide an updated picture of the port sector in terms of governance models and market structure;
- The project tested in real conditions the implementation of 14 port performance indicators of the European port system;
- PPRISM delivered essential data for the development of the first version of the Port Performance Dashboard. The Dashboard also serves as a support tool for ports' own management programmes and for self assessment;
- The project produced a concrete proposal on how to set up and articulate a European Port Observatory, presenting recommendations on its organisational, process-related and financial characteristics and an implementation plan;
- PPRISM represents a big step towards establishing a culture of measuring and reporting port performance in European ports. Port professionals across Europe have been involved through ESPO in this learning exercise and are committed now to continue the work started. PPRISM results are also being disseminated to other port systems in the world.

The background image shows a large port facility during sunset. In the foreground, there are many rows of dark-colored cars parked in a lot. In the background, there are several large ships docked at a pier, with cranes visible. The sky is filled with orange and yellow clouds, and a tall crane structure is visible on the left side of the image.

“ The ESPO Rapid Exchange System has proven very useful to the sector in providing quarterly traffic data for the principal European ports but more importantly, it is an example of collaborative exchange of data between European ports. We expect that the European Port Observatory will consolidate these efforts and become the official source of data for the whole European port sector. ”


Miltiadis Arvanitidis, Thessaloniki Port Authority and Chairman of the Economic Analysis and Statistics Committee of ESPO

ESPO members, in particular the ESPO Technical Committees, actively participated in the project by providing expert advice, assessing the suitability of potential indicators and by providing data to test the feasibility of the proposed indicators. ESPO is most grateful to all members for the efforts and time devoted and looks forward to the follow-up of PPRISM.

The continuation of PPRISM efforts is ensured. ESPO is developing an improved interface to launch a new data collection round before the end of the year. The aim is to increase participation and encourage more ports to develop and support the culture of monitoring and reporting of the proposed performance indicators.

Moreover, ESPO joined together with the academic partners that participated in PPRISM, a consortium which will apply for a follow-up project under the EU 7th Framework Programme. The new project is expected to develop a ports observatory with a set of indicators measuring EU ports performance, activities and developments, taking into account the results of the PPRISM project and other relevant work. The scope will this time go beyond port authorities and reach the whole port community. Inland ports will also join seaports in this follow-up.

Finally, in the period 2011-2012, ESPO and EUROSTAT continued their fruitful cooperation. The ESPO Economic Analysis and Statistics Committee is currently examining the discrepancies that exist on port traffic statistics from different sources. Furthermore, the Committee is actively contributing to the Commission's initiative to develop more detailed statistics on short sea shipping and a modal split indicator for seaports, which will provide key data for policy making.



“ Our challenges today include not just the economic crisis, but also issues such as political uncertainty and rising fuel costs. There must be a combined effort by industry and regulators to overcome these issues so that the steady growth that the cruise sector has experienced over the last decade continues. ”

Manfredi Lefebvre d'Ovidio, Chairman of the European Cruise Council

6. Passengers

During its second year of operation, the ESPO Passenger Committee evolved to become a fully-fledged Technical Committee with a principal focus on the EU rights of passengers travelling by sea and the implementation of this relatively new Regulation, which will come into force in December 2012. In order to identify the responsibilities for ports within this regulation, the Passenger Committee has been working closely with the European Cruise Council, which has set up a Fact Sheet which covers the main elements of the Regulation. A principal point for ESPO is that the financial obligation to provide services to passengers with reduced mobility rests on the carriers.

Besides discussions on passenger rights, the past working year was also marked by the implications of the Costa Concordia accident. The accident raised many questions on the quality and efficiency of safety measures on board cruise ships. Moreover, other questions on the responsibilities of neighbouring ports and other institutions whenever an accident occurs emerged. The European Commission announced to have already started with a review of EU passenger ship safety legislation in 2010. However, the ongoing review will take full account of any lessons to be learnt from the Costa Concordia case. The Commission announced that its priorities will consist in promoting industry voluntary commitments, intensifying enforcement and implementation and proposing regulatory measures. Furthermore the Commission outlined the need for a twin-track approach with IMO. This means that the EU will either propose to re-enforce recent IMO standards or propose new European minimum norms, some of which could form the basis for new IMO standards.

ESPO participated in different workshops and conferences on passenger ship safety which were organised by the Commission or by other stakeholders. The European Cruise Council (ECC) conference for instance, which took place in June 2012, devoted a whole morning on passenger safety. The conclusion of this conference was that all stakeholders should work together towards better safety procedures for passengers on board a ship or at the port. ESPO largely supports this view and will closely follow up the works at the level of the Commission.

Finally, the ESPO Passenger Committee is still actively working on the idea of setting up a project to improve relationships between all players in the cruise and ferry sector. Continuous communication is essential to provide the best service to passengers. A concrete proposal is currently being developed.

7. Overview of ESPO Activities in 2011-2012

Events organised, co-organised or supported:

- GreenPort Congress – 3 - 5 October 2012, Marseille
- ESPO 2012 Conference 'Port Financing and Investment' – 10 - 11 May 2012, Sopot
- ESPO 2011 Award Ceremony – 9 November 2011, Brussels

Publications:

- ESPO 2012 Award Brochure – November 2012
- ESPO Annual Report 2011 - 2012 – November 2012
- ESPO Green Guide – October 2012
- European Port Performance Dashboard – May 2012

Policy input:

- ESPO Manifesto for Port Authorities, Governments and the European Union – May 2012
- Open Letter from European Transport Organisations to the EU to Safeguard the 32 Billion EUR Budget for EU Transport Infrastructure – April 2012
- ESPO Response EU GHG Consultation – April 2012
- ESPO position including amendment on the Proposals for a Regulation on Union guidelines for the development of the TEN-T and a Regulation establishing the Connecting Europe Facility – March 2012
- ESPO Response to the Recommendations of the EP Study on State Aid – December 2011
- Open letter (CLECAT-ERFA-ESC-EFIP-ESPO-ECSA) on the Recast of the Railway Package – December 2011
- ESPO Position on Sulphur Directive – October 2011
- ESPO contribution to EC review of the Directive on Port Reception Facilities – October 2011

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

8. ESPO Structure and Membership

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

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

The General Assembly sets the overall policy of the organisation and meets twice a year. It elects the Chairman and two Vice-Chairmen of ESPO. For the period 2010-2012, ESPO was chaired by Victor Schoenmakers (The Netherlands), assisted by Vice-Chairmen Manuel Gómez Martín (Spain) and Julian Skelnik (Poland). The General Assembly mandates the daily policy-making of the organisation to the Executive Committee which consists of one representative per EU member country and a number of observers. It meets about five times a year.

A series of Technical Committees provide technical recommendations to the Executive Committee on specific subjects which fall within their scope of competence. There are seven standing committees, dealing with port governance, intermodality and logistics, sustainable development, marine affairs and security, economic analysis and statistics, passengers and labour and operations. In addition, a horizontal advisory committee for legal matters works on an ad-hoc basis.

The ESPO Secretariat is responsible for the overall coordination of the organisation's activities, including policy advice, communication, representation and administrative management. The Secretariat is based in Brussels and consists of Patrick Verhoeven (Secretary General), Isabelle Ryckbost (Senior Advisor), Martina Fontanet and Antonis Michail (Policy Advisors), Cécile Overlau (Events and Office Manager, PA), Ombeline d'Hollander (Office Assistant), Daniëlla Arbyn (Communications Assistant), Hélène Vancompernelle (Office Assistant) and Jeanette Voosen (Consulting Accountant). ESPO also runs the secretariat of EcoPorts and is holding a joint office with the European Federation of Inland Ports (EFIP).







Overview of ESPO Membership

| Country | National Port Body | General Assembly Representative | Executive Committee Representative |
|----------|----------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------|
| Belgium | none | Eddy Bruyninckx (Port of Antwerp) | Kate Verslype (Port of Ghent) |
| | | Joachim Coens (Bruges-Zeebrugge Port Authority) | |
| | | Daan Schalck (Ghent Port Authority) | |
| Bulgaria | Bulgarian Ports Infrastructure Company | Stefan Neychev (Bulgarian Ports Infrastructure Company) | Stefan Neychev |
| | | Miroslav Petrov (Bulgarian Ports Infrastructure Company) | |
| | | Vladimir Todorov (Bulgarian Ports Infrastructure Company) | |
| Cyprus | Cyprus Ports Authority (CPA) | Anthia Klerides (CPA) | Yiannakis Kokkinos |
| | | Yiannakis Kokkinos (CPA) | |
| | | Demetris Phellas (CPA) | |
| | | Chrysis Prentzas (CPA) | |
| Denmark | Danish Ports | Bjarne Loef Henriksen (Danish Ports) | Bjarne Loef Henriksen |
| | | Uffe Steiner Jensen (Danish Ports) | |
| | | Bjarne Mathiesen (Port of Aarhus) | |
| | | Jens Peter Peters (Associated Danish Ports) | |
| Estonia | none | Ain Kaljurand (Port of Tallinn) | Alan Kill |
| | | Allan Kill (Port of Tallinn) | |
| | | Sven Ratassep (Port of Tallinn) | |
| Finland | Finnish Port Association | Annaleena Mäkilä (Finnish Port Association) | Annaleena Mäkilä |
| | | Henry Lindelöf (Finnish Port Association) | |
| | | Heikki Nissinen (Port of Helsinki) | |
| France | Union des Ports de France (UPF) | Geoffroy Caude (UPF) | Geoffroy Caude |
| | | Patrick Fourgeaud (CCI de la Côte d'Opale) | |
| | | Christine Cabau Woerhel (Grand Port Maritime de Dunkerque) | |
| | | Hervé Martel (Grand Port Maritime du Havre) | |
| | | Jean-Claude Terrier (Grand Port Maritime de Marseille) | |
| | | Philippe Deiss (Grand Port Maritime de Rouen) | |
| Germany | none | Bettina Linkogel (Freie Hansestadt Bremen) | Bernhard Zampolin |
| | | Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony) | |
| | | Jens Zingler (Ministry of Economy - Mecklenburg-Vorpommern) | |
| | | Bernhard Zampolin (Hamburg Port Authority) | |
| | | Bernd Unger (Ministry for Economy, Labour and Transport - Schleswig Holstein) | |
| Greece | ELIME | George Kastellanos (Hellenic Ports Association – ELIME) | George Anomeritis |
| | | George Anomeritis (Piraeus Port Authority) | |
| | | Stavros Hatzakos (Piraeus Port Authority) | |
| | | Stylianios Aggeloudis (Thessaloniki Port Authority) | |
| | | E. Michaelidis (Thessaloniki Port Authority) | |
| | | Kostas Platikostas (Patras Port Authority) | |
| Ireland | Irish Ports Association | Eamonn O'Reilly (Dublin Port) | Eamonn O'Reilly (Irish Ports Association) |
| | | Brendan Keating (Port of Cork Company) | |
| | | Enda Connellan (Irish Ports Association) | |

| Country | National Port Body | General Assembly Representative | Executive Committee Representative |
|-----------------|--------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------------------|
| Italy | Associazione Porti Italiana - Assoporti | Luigi Merlo (Assoporti) | Luigi Merlo |
| | | Paolo Ferrandino (Assoporti) | |
| | | Oliviero Giannotti (Assoporti) | |
| Latvia | none | Irina Gorbatkova (Freeport of Riga Authority) | Leonids Loginovs |
| | | Leonids Loginovs (Freeport of Riga Authority) | |
| | | Vladimirs Makarovs (Freeport of Riga Authority) | |
| Lithuania | none | Eugnieus Gentvilas (Klaipeda State Seaport Authority) | Eugnieus Gentvilas |
| | | Viktoras Lukocevicius (Klaipeda State Seaport Authority) | |
| | | NN | |
| Malta | Transport Malta | Jason Bongailas (Transport Malta) | David Bugeja |
| | | David Bugeja (Transport Malta) | |
| | | NN | |
| The Netherlands | none | Dertje Meijer (Port of Amsterdam) | Wilko Tijssse Claase (Port of Amsterdam) |
| | | Hans Smits (Port of Rotterdam) | |
| | | Hans van der Hart (Zeeland SeaPorts) | |
| Norway | Norwegian Ports | Arnt-Einar Litsheim (Norwegian Ports) | Arnt-Einar Litsheim |
| | | Ingvar M. Mathisen (Port of Bodø) | |
| | | Dag Sem (Port of Oslo) | |
| Poland | none | Ryszard Strzyzewicz (Port of Gdansk)) | Julian Skelnik (Port of Gdansk) |
| | | Janush Jarosinski (Port of Gdynia) | |
| | | Jaroslav Siergiej (Port of Szczecin-Swinoujscie) | |
| Portugal | APP - Association Ports of Portugal | Luis Marques (Association Ports of Portugal) | Luis Marques |
| | | João Matos Fernandes (APP) | |
| | | Lidia Sequiera (APP) | |
| Romania | none | Decebal Serban (National Company "Maritime Ports Administration" SA Constantza) | Decebal Serban |
| | | NN | |
| | | NN | |
| Slovenia | Luka Koper | Tomaz Jamnik (Luka Koper) | Boris Jerman |
| | | Boris Jerman (Luka Koper) | |
| | | NN | |
| Spain | Puertos del Estado | José Llorca Ortega (Puertos del Estado) | Manuel Gómez Martín (Puertos del Estado) |
| | | Manual Morón (Port of Algeciras Bay) | |
| | | Ramón Gomez-Ferrer Boldova (Port Authority of Valencia) | |
| Sweden | Ports of Sweden | Mikael Castanius (Ports of Sweden) | Mikael Castanius |
| | | Lennart Pettersson (Copenhagen Malmö Port) | |
| | | Magnus Karestedt (Port of Göteborg) | |
| United Kingdom | British Ports Association / UK Major Ports Group | Richard Bird (UK Major Ports Group) | Richard Bird and David Whitehead (alternate) |
| | | Paul Davey (Port of Felixstowe) | |
| | | Richard Ballantyne (British Ports Association) | |
| | | David Whitehead (British Ports Association) | |

| Observer Members | | |
|------------------|----------------------------|---------------------------------------------|
| Albania | Port of Durrës | Emanuela Hysenllari (Port of Durrës) |
| Croatia | Croatian Ports Association | Bojan Hlaca (Port of Rijeka Authority) |
| Iceland | Associated Icelandic Ports | Gisli Gislason (Associated Icelandic Ports) |
| Israel | Israel Ports Company | Dov Frohlinger (Israel Ports Company) |

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9. Market Development in Figures

The statistical section of this Annual Report has been prepared by Prof. Dr. Theo Notteboom of the University of Antwerp / Institute of Transport and Maritime Management Antwerp (ITMMA) with support from Dries Verbraeken and Indra Vonck. The statistics in tonnes are based on figures of Eurostat kindly made available by Mr. Vidar Lund. Eurostat data are as of 8 October 2012. Data for UK ports are provisional. Container statistics are compiled by ITMMA based on port authority statistics and statistics provided by organisations such as Puertos del Estado, Finnish Ports Association, etc..



Container traffic for selected European ports (in TEU)

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

| Port | Country | 2008 | 2009 | 2010 | 2011 | % Growth 2010/2011 | % Growth 2008/2011 | TEU Growth 2010/2011 | TEU Growth 2008/2011 |
|------------------------|----------------|------------|-----------|------------|------------|-----------------------|-----------------------|-------------------------|-------------------------|
| Rotterdam | Netherlands | 10.783.825 | 9.743.290 | 11.145.804 | 11.876.921 | 6,6% | 10,1% | 731.117 | 1.093.096 |
| Hamburg | Germany | 9.737.110 | 7.007.704 | 7.895.736 | 9.014.165 | 14,2% | -7,4% | 1.118.429 | -722.945 |
| Antwerp | Belgium | 8.662.891 | 7.309.639 | 8.468.475 | 8.663.947 | 2,3% | 0,0% | 195.472 | 1.056 |
| Bremerhaven/Bremen | Germany | 5.448.189 | 4.578.642 | 4.888.655 | 5.915.487 | 21,0% | 8,6% | 1.026.832 | 467.298 |
| Valencia | Spain | 3.602.112 | 3.653.890 | 4.206.937 | 4.327.371 | 2,9% | 20,1% | 120.434 | 725.259 |
| Bahía de Algeciras | Spain | 3.327.616 | 3.042.782 | 2.806.884 | 3.602.631 | 28,3% | 8,3% | 795.747 | 275.015 |
| Felixstowe | United Kingdom | 3.132.000 | 3.020.942 | 3.415.134 | 3.248.634 | -4,9% | 3,7% | -166.500 | 116.634 |
| St-Petersburg | Russia | 1.983.110 | 1.343.675 | 1.931.382 | 2.365.174 | 22,5% | 19,3% | 433.792 | 382.064 |
| Marsaxlokk | Malta | 2.337.000 | 2.260.000 | 2.370.729 | 2.360.000 | -0,5% | 1,0% | -10.729 | 23.000 |
| Gioia Tauro | Italy | 3.467.772 | 2.857.000 | 2.851.261 | 2.338.000 | -18,0% | -32,6% | -513.261 | -1.129.772 |
| Le Havre | France | 2.488.654 | 2.240.714 | 2.358.077 | 2.215.262 | -6,1% | -11,0% | -142.815 | -273.392 |
| Zeebrugge | Belgium | 2.209.715 | 2.328.198 | 2.499.756 | 2.206.681 | -11,7% | -0,1% | -293.075 | -3.034 |
| Barcelona | Spain | 2.569.549 | 1.800.662 | 1.931.033 | 2.013.967 | 4,3% | -21,6% | 82.934 | -555.582 |
| Genoa | Italy | 1.766.605 | 1.533.627 | 1.758.858 | 1.847.102 | 5,0% | 4,6% | 88.244 | 80.497 |
| Piraeus | Greece | 433.582 | 660.837 | 863.808 | 1.680.133 | 94,5% | 287,5% | 816.325 | 1.246.551 |
| Southampton | United Kingdom | 1.617.000 | 1.384.670 | 1.566.550 | 1.588.553 | 1,4% | -1,8% | 22.003 | -28.447 |
| La Spezia | Italy | 1.246.000 | 1.046.063 | 1.285.155 | 1.307.274 | 1,7% | 4,9% | 22.119 | 61.274 |
| Las Palmas | Spain | 1.312.120 | 1.007.207 | 1.113.262 | 1.287.389 | 15,6% | -1,9% | 174.127 | -24.731 |
| Marseille | France | 851.425 | 876.757 | 953.435 | 944.047 | -1,0% | 10,9% | -9.388 | 92.622 |
| Göteborg | Sweden | 862.595 | 824.218 | 891.498 | 913.886 | 2,5% | 5,9% | 22.388 | 51.291 |
| Gdansk | Poland | 163.704 | 240.623 | 511.876 | 685.643 | 33,9% | 318,8% | 173.767 | 521.939 |
| Constantza | Romania | 1.380.192 | 594.299 | 556.694 | 662.796 | 19,1% | -52,0% | 106.102 | -717.396 |
| Liverpool | United Kingdom | 672.000 | 588.849 | 661.973 | 640.229 | -3,3% | -4,7% | -21.744 | -31.771 |
| Leghorn | Italy | 780.000 | 592.050 | 628.489 | 637.798 | 1,5% | -18,2% | 9.309 | -142.202 |
| Tilbury | United Kingdom | 962.000 | 646.418 | 732.697 | 632.475 | -13,7% | -34,3% | -100.222 | -329.525 |
| Gdynia | Poland | 610.767 | 378.321 | 485.255 | 616.441 | 27,0% | 0,9% | 131.186 | 5.674 |
| Cagliari | Italy | 256.564 | 736.984 | 629.340 | 613.933 | -2,4% | 139,3% | -15.407 | 357.369 |
| Hamina Kotka | Finland | 805.837 | 450.990 | 508.965 | 612.598 | 20,4% | -24,0% | 103.633 | -193.239 |
| Taranto | Italy | 786.655 | 741.428 | 581.936 | 604.404 | 3,9% | -23,2% | 22.468 | -182.251 |
| Koper | Slovenia | 353.880 | 343.165 | 476.731 | 589.314 | 23,6% | 66,5% | 112.583 | 235.434 |
| Bilbao | Spain | 557.345 | 443.464 | 531.457 | 572.784 | 7,8% | 2,8% | 41.327 | 15.439 |
| Naples | Italy | 481.521 | 515.868 | 532.432 | 526.768 | -1,1% | 9,4% | -5.664 | 45.247 |
| Dublin | Ireland | 676.000 | 548.000 | 554.000 | 526.000 | -5,1% | -22,2% | -28.000 | -150.000 |
| Lisbon | Portugal | 556.062 | 500.769 | 512.789 | 525.096 | 2,4% | -5,6% | 12.307 | -30.966 |
| Leixos | Portugal | 450.026 | 454.503 | 481.811 | 514.088 | 6,7% | 14,2% | 32.277 | 64.062 |
| Málaga | Spain | 428.623 | 289.871 | 298.041 | 476.997 | 60,0% | 11,3% | 178.956 | 48.374 |
| Venice | Italy | 379.072 | 369.474 | 393.913 | 458.363 | 16,4% | 20,9% | 64.450 | 79.291 |
| Aarhus | Denmark | 458.000 | 385.000 | 447.000 | n.a. | | | | |
| Sines | Portugal | 233.118 | 253.495 | 382.089 | 447.495 | 17,1% | 92,0% | 65.406 | 214.377 |
| Trieste | Italy | 335.943 | 276.957 | 281.629 | 393.193 | 39,6% | 17,0% | 111.564 | 57.250 |
| Helsinki | Finland | 419.809 | 357.204 | 392.988 | 392.342 | -0,2% | -6,5% | -646 | -27.467 |
| Klaipėda | Lithuania | 373.263 | 247.977 | 295.221 | 382.185 | 29,5% | 2,4% | 86.964 | 8.922 |
| Thamesport | United Kingdom | 773.000 | 422.884 | 439.766 | 361.255 | -17,9% | -53,3% | -78.511 | -411.745 |
| Santa Cruz de Tenerife | Spain | 397.788 | 346.254 | 357.472 | 338.622 | -5,3% | -14,9% | -18.850 | -59.166 |
| Riga | Latvia | 207.122 | 182.980 | 254.475 | 302.973 | 19,1% | 46,3% | 48.498 | 95.851 |
| Thessaloniki | Greece | 238.940 | 270.181 | 273.282 | 295.780 | 8,2% | 23,8% | 22.498 | 56.840 |
| Dunkerque | France | 214.485 | 212.000 | 200.300 | 274.000 | 36,8% | 27,7% | 73.700 | 59.515 |
| Teesport | United Kingdom | 155.000 | 178.467 | 252.438 | 258.783 | 2,5% | 67,0% | 6.345 | 103.783 |
| Hull | United Kingdom | 262.000 | 181.957 | 202.119 | 233.009 | 15,3% | -11,1% | 30.890 | -28.991 |
| Tarragona | Spain | 47.415 | 221.203 | 255.407 | 225.747 | -11,6% | 376,1% | -29.660 | 178.332 |
| Rauma | Finland | 172.155 | 143.269 | 160.582 | 223.005 | 38,9% | 29,5% | 62.423 | 50.850 |
| Ravenna | Italy | 214.324 | 185.022 | 183.041 | 215.336 | 17,6% | 0,5% | 32.295 | 1.012 |
| Vigo | Spain | 247.873 | 193.921 | 213.123 | 212.120 | -0,5% | -14,4% | -1.003 | -35.753 |
| Oslo | Norway | 190.307 | 178.943 | 201.893 | 208.799 | 3,4% | 9,7% | 6.906 | 18.492 |
| Lubeck | Germany | 214.000 | 185.022 | 195.578 | n.a. | | | | |
| Tallin | Estonia | 180.927 | 131.059 | 151.969 | 197.717 | 30,1% | 9,3% | 45.748 | 16.790 |
| St-Nazaire | France | 149.281 | 145.662 | 166.266 | 175.078 | 5,3% | 17,3% | 8.812 | 25.797 |

| Port | Country | 2008 | 2009 | 2010 | 2011 | % Growth 2010/2011 | % Growth 2008/2011 | TEU Growth 2010/2011 | TEU Growth 2008/2011 |
|------------------|----------------|---------|---------|---------|---------|-----------------------|-----------------------|-------------------------|-------------------------|
| Helsingborg | Sweden | 135.934 | 111.981 | 148.852 | 174.525 | 17,2% | 28,4% | 25.673 | 38.591 |
| Savona | Italy | 252.837 | 196.317 | 196.434 | 170.427 | -13,2% | -32,6% | -26.007 | -82.410 |
| Sevilla | Spain | 130.452 | 129.736 | 152.612 | 164.642 | 7,9% | 26,2% | 12.030 | 34.190 |
| Alicante | Spain | 150.827 | 132.059 | 147.308 | 154.257 | 4,7% | 2,3% | 6.949 | 3.430 |
| Rijeka | Croatia | 168.761 | 130.740 | 137.048 | 150.677 | 9,9% | -10,7% | 13.629 | -18.084 |
| Copenhagen/Malmö | Denmark/Sweden | 194.000 | 151.000 | 153.000 | 132.672 | -13,3% | -31,6% | -20.328 | -61.328 |
| Castellón | Spain | 88.208 | 67.075 | 103.956 | 130.963 | 26,0% | 48,5% | 27.007 | 42.755 |
| Varna | Bulgaria | 155.326 | 112.611 | 118.702 | 128.198 | 8,0% | -17,5% | 9.496 | -27.128 |
| Rouen | France | 142.035 | 121.126 | 129.585 | 124.013 | -4,3% | -12,7% | -5.572 | -18.022 |
| Bahía de Cádiz | Spain | 126.408 | 106.399 | 109.187 | 92.217 | -15,5% | -27,0% | -16.970 | -34.191 |
| Ghent | Belgium | 61.380 | 63.657 | 83.065 | 80.100 | -3,6% | 30,5% | -2.965 | 18.720 |
| Baleares | Spain | 176.186 | 127.935 | 78.425 | 67.210 | -14,3% | -61,9% | -11.215 | -108.976 |
| Bordeaux | France | 55.398 | 80.019 | 54.601 | 60.512 | 10,8% | 9,2% | 5.911 | 5.114 |
| Bordeaux | France | 55.397 | 80.018 | 54.600 | 60.511 | 10,8% | 9,2% | 5.911 | 5.114 |
| Amsterdam | Netherlands | 424.880 | 203.084 | 60.043 | 48.514 | -19,2% | -88,6% | -11.529 | -376.366 |

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

Liquid bulk traffic for selected European ports (1000 tonnes)

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|----------|-----------------------------------------------|--------|--------|--------|--------|---------------------|---------------------|
| BELGIUM | Antwerp | 38 991 | 38 978 | 40 471 | 45 401 | 12,2% | 16,4% |
| | Ghent | 3 918 | 3 727 | 4 240 | 4 450 | 5,0% | 13,6% |
| | Zeebrugge | 5 920 | 6 115 | 5 872 | 6 202 | 5,6% | 4,8% |
| | TOTAL SELECTED PORTS | 48 829 | 48 819 | 50 584 | 56 053 | 10,8% | 14,8% |
| BULGARIA | Burgas | 10 776 | 9 263 | 9 055 | 9 293 | 2,6% | -13,8% |
| | Varna | 945 | 1 135 | 1 085 | 1 214 | 11,9% | 28,5% |
| | TOTAL SELECTED PORTS | 11 721 | 10 398 | 10 141 | 10 507 | 3,6% | -10,4% |
| CROATIA | Bakar | 1 557 | 2 103 | 1 769 | 1 593 | -9,9% | 2,3% |
| | Omišalj | 6 594 | 5 970 | 5 931 | 4 796 | -19,1% | -27,3% |
| | Ploče | 579 | 350 | 409 | 436 | 6,5% | -24,8% |
| | TOTAL SELECTED PORTS | 8731 | 8422 | 8109 | 6825 | -15,8% | -21,8% |
| CYPRUS | Dekeleia (Dhekelia) | 517 | 516 | 493 | 563 | 14,1% | 8,9% |
| | Larnaca (Larnaka) Oil Terminal | 1 128 | 1 158 | 1 111 | 1 097 | -1,3% | -2,8% |
| | Vasiliko (Vasilico) | 683 | 744 | 844 | 587 | -30,4% | -14,1% |
| | TOTAL SELECTED PORTS | 2329 | 2417 | 2449 | 2247 | -8,2% | -3,5% |
| DENMARK | Aabenraa | 681 | 364 | 313 | 400 | 27,9% | -41,2% |
| | Aalborg | 1 590 | 1 571 | 1 324 | 1 245 | -6,0% | -21,7% |
| | Århus | 1 779 | 1 438 | 1 577 | 1 507 | -4,5% | -15,3% |
| | Esbjerg | 448 | 558 | 470 | 556 | 18,3% | 24,0% |
| | Fredericia (Og Shell-Havnen) | 12 409 | 11 458 | 10 505 | 9 769 | -7,0% | -21,3% |
| | Københavns Havn | 3 218 | 2 398 | 1 848 | 1 875 | 1,4% | -41,7% |
| | Statøil-Havnen | 7 700 | 7 741 | 6 978 | 6 814 | -2,4% | -11,5% |
| | TOTAL SELECTED PORTS | 27825 | 25528 | 23016 | 22166 | -3,7% | -20,3% |
| ESTONIA | Tallinn | 20 522 | 22 845 | 25 471 | 26 008 | 2,1% | 26,7% |
| | Vene-Balti | 730 | 336 | 264 | 787 | 198,5% | 7,8% |
| | TOTAL SELECTED PORTS | 21252 | 23181 | 25735 | 26795 | 4,1% | 26,1% |
| FINLAND | Hamina | 2 244 | 1 906 | 2 458 | n.a. | | |
| | Kemi | 525 | 439 | 461 | 578 | 25,5% | 10,1% |
| | Kokkola | 990 | 904 | 1 062 | 1 211 | 14,0% | 22,3% |
| | Kotka | 1 087 | 946 | 699 | n.a. | | |
| | Naantali | 4 651 | 4 385 | 4 670 | 4 408 | -5,6% | -5,2% |
| | Oulu | 1 315 | 1 211 | 1 455 | 1 383 | -5,0% | 5,2% |
| | Pori | 1 008 | 756 | 762 | 744 | -2,3% | -26,2% |
| | Sköldvik | 21 549 | 20 787 | 20 514 | 22 139 | 7,9% | 2,7% |
| | TOTAL SELECTED PORTS | 33369 | 31335 | 32080 | 30463 | -5,0% | -8,7% |
| FRANCE | Bayonne | 984 | 916 | 646 | 631 | -2,3% | -35,9% |
| | Bordeaux | 5 459 | 5 375 | 5 225 | 4 971 | -4,9% | -8,9% |
| | Brest | 1 075 | 1 072 | 1 108 | 879 | -20,7% | -18,2% |
| | Dunkerque | 14 839 | 12 423 | 5 589 | 8 082 | 44,6% | -45,5% |
| | Fort-de France (Martinique) | 1 307 | 1 415 | 1 505 | 1 187 | -21,1% | -9,2% |
| | Guadeloupe (Guadeloupe) | 830 | 754 | 747 | 707 | -5,3% | -14,9% |
| | La Rochelle | 2 587 | 2 637 | 2 678 | 2 638 | -1,5% | 2,0% |
| | Le Havre | 48 953 | 45 576 | 42 388 | 41 388 | -2,4% | -15,5% |
| | Lorient | 1 060 | 1 087 | 1 022 | 969 | -5,2% | -8,6% |
| | Marseille | 66 683 | 60 197 | 58 366 | 62 660 | 7,4% | -6,0% |
| | Nantes Saint-Nazaire | 22 102 | 19 511 | 20 166 | 19 590 | -2,9% | -11,4% |
| | Port-la-Nouvelle | 1 096 | 1 193 | 1 173 | 1 014 | -13,5% | -7,5% |
| | Port Réunion (ex Pointe-des-Galets) (Réunion) | 781 | 832 | 878 | 832 | -5,3% | 6,6% |
| | Rouen | 10 830 | 9 771 | 10 563 | 10 200 | -3,4% | -5,8% |
| | Sète | 1 415 | 1 613 | 1 829 | 1 767 | -3,4% | 24,9% |
| | TOTAL SELECTED PORTS | 180002 | 164372 | 153883 | 157515 | 2,4% | -12,5% |
| GERMANY | Bremen | 1 320 | 1 154 | 1 259 | 1 237 | -1,7% | -6,3% |
| | Brunsbüttel | 6 477 | 5 172 | 4 601 | 4 855 | 5,5% | -25,0% |
| | Bützfleth | 2 219 | 2 237 | 2 557 | 2 016 | -21,2% | -9,1% |
| | Emden | 867 | 839 | 1 057 | 882 | -16,6% | 1,7% |

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|-------------|------------------------------|---------|---------|---------|---------|---------------------|---------------------|
| | Hamburg | 15 600 | 14 416 | 14 140 | 14 050 | -0,6% | -9,9% |
| | Nordenham | 524 | 377 | 269 | 233 | -13,4% | -55,5% |
| | Rostock | 4 914 | 4 155 | 4 834 | 3 350 | -30,7% | -31,8% |
| | Wilhelmshaven | 36 629 | 30 394 | 21 660 | 20 746 | -4,2% | -43,4% |
| | TOTAL SELECTED PORTS | 68550 | 58744 | 50378 | 47369 | -6,0% | -30,9% |
| GREECE | Agii Theodori | 14 694 | 16 421 | 17 381 | 17 978 | 3,4% | 22,3% |
| | Eleusina | 13 490 | 10 954 | 8 308 | 7 443 | -10,4% | -44,8% |
| | Heraklio | 668 | 597 | 565 | 638 | 12,9% | -4,5% |
| | Lavrio | 1 234 | 759 | 450 | n.a. | | |
| | Megara | 9 661 | 8 788 | 8 339 | 5 730 | -31,3% | -40,7% |
| | Perama | 543 | 622 | 1 000 | 1 538 | 53,8% | 183,4% |
| | Piraeus | 68 | 251 | 394 | 418 | 6,1% | 513,4% |
| | Rhodes | 630 | 407 | n.a. | n.a. | | |
| | Thessaloniki | 8 084 | 7 950 | 8 495 | 6 089 | -28,3% | -24,7% |
| | TOTAL SELECTED PORTS | 49072 | 46747 | 44932 | 39834 | -11,3% | -18,8% |
| IRELAND | Bantry Bay | 784 | 911 | 1 061 | 1 403 | 32,3% | 78,9% |
| | Cork | 6 002 | 5 001 | 5 174 | 5 121 | -1,0% | -14,7% |
| | Dublin | 4 074 | 4 049 | 3 780 | 3 612 | -4,5% | -11,3% |
| | Galway | 737 | 650 | 598 | 487 | -18,5% | -34,0% |
| | Limerick | 1 482 | 1 032 | 1 070 | 1 130 | 5,7% | -23,8% |
| | TOTAL SELECTED PORTS | 13080 | 11643 | 11683 | 11753 | 0,6% | -10,1% |
| ITALY | Augusta | 25 681 | 23 285 | 25 302 | 24 496 | -3,2% | -4,6% |
| | Barletta | 578 | 749 | 397 | 335 | -15,5% | -42,0% |
| | Brindisi | 2 572 | 1 801 | 4 348 | 2 626 | -39,6% | 2,1% |
| | Cagliari | 650 | 233 | 188 | 482 | 155,7% | -25,9% |
| | Catania | 665 | 720 | 911 | 536 | -41,1% | -19,4% |
| | Civitavecchia | 1 160 | 1 149 | 364 | 1 053 | 189,5% | -9,2% |
| | Falconara Marittima | 5 724 | 5 134 | 4 886 | 5 077 | 3,9% | -11,3% |
| | Fiumicino | 7 177 | 6 246 | 5 735 | 6 086 | 6,1% | -15,2% |
| | Gaeta | 1 846 | 1 234 | 1 653 | 2 317 | 40,2% | 25,5% |
| | Gela | 9 421 | 6 876 | 7 939 | 8 150 | 2,7% | -13,5% |
| | Genova | 19 488 | 20 813 | 20 347 | 18 113 | -11,0% | -7,1% |
| | La Spezia | 4 345 | 3 878 | 4 146 | 2 970 | -28,4% | -31,7% |
| | Lipari | 1 654 | n.a. | 1 672 | 1 718 | 2,7% | 3,9% |
| | Livorno | 14 713 | 7 591 | 8 953 | 5 822 | -35,0% | -60,4% |
| | Milazzo | 15 021 | 11 820 | 12 107 | 14 780 | 22,1% | -1,6% |
| | Napoli | 4 409 | 5 028 | 6 741 | 6 120 | -9,2% | 38,8% |
| | Ortona | 736 | 561 | 756 | 909 | 20,3% | 23,5% |
| | Other - Italy | 546 | 1 670 | n.a. | 24 | | -95,6% |
| | Palermo | 1 746 | 1 091 | 1 716 | 1 780 | 3,8% | 1,9% |
| | Porto Foxi | 26 305 | 23 597 | 23 932 | 25 195 | 5,3% | -4,2% |
| | Porto Torres | 2 858 | 1 164 | 1 682 | 1 551 | -7,8% | -45,7% |
| | Portovesme | 936 | 791 | 232 | 170 | -26,8% | -81,8% |
| | Ravenna | 6 044 | 4 530 | 6 080 | 5 646 | -7,1% | -6,6% |
| | Santa Panagia | 17 224 | 14 383 | 14 056 | 12 368 | -12,0% | -28,2% |
| | Savona - Vado | 7 972 | 5 257 | 6 682 | 7 537 | 12,8% | -5,5% |
| | Taranto | 7 653 | 7 836 | 6 438 | 7 235 | 12,4% | -5,5% |
| | Trieste | 29 502 | 34 935 | 27 974 | 29 158 | 4,2% | -1,2% |
| | Venezia | 12 764 | 11 165 | 12 296 | 10 963 | -10,8% | -14,1% |
| | TOTAL SELECTED PORTS | 229391 | 203540 | 207533 | 203217 | -2,1% | -11,4% |
| LATVIA | Liepaja | 923 | 661 | 575 | 565 | -1,8% | -38,8% |
| | Riga | 5 301 | 6 609 | 6 593 | 7 746 | 17,5% | 46,1% |
| | Ventspils | 17 410 | 16 937 | 13 715 | 15 037 | 9,6% | -13,6% |
| | TOTAL SELECTED PORTS | 23634 | 24207 | 20884 | 23348 | 11,8% | -1,2% |
| LITHUANIA | Butinge | 9 068 | 8 389 | 9 017 | 8 933 | -0,9% | -1,5% |
| | Klaipeda | 10 955 | 10 514 | 9 809 | 11 049 | 12,6% | 0,9% |
| | TOTAL SELECTED PORTS | 20024 | 18903 | 18827 | 19982 | 6,1% | -0,2% |
| MALTA | Malta (Valletta) | 750 | 785 | 853 | 523 | -38,7% | -30,2% |
| | Marsaxlokk | 805 | 875 | 1 245 | 1 097 | -11,9% | 36,2% |
| | TOTAL SELECTED PORTS | 1555 | 1660 | 2098 | 1620 | -22,8% | 4,2% |
| NETHERLANDS | Amsterdam | 33 811 | 37 832 | 37 295 | 33 441 | -10,3% | -1,1% |
| | Moerdijk | 2 469 | 1 893 | 2 013 | 1 888 | -6,2% | -23,5% |
| | Rotterdam | 189 895 | 193 282 | 209 503 | 174 749 | -16,6% | -8,0% |
| | Terneuzen | 6 653 | 6 249 | 8 087 | 4 955 | -38,7% | -25,5% |
| | Velsen/IJmuiden | 2 784 | 108 | 149 | 38 | -74,5% | -98,6% |
| | Vlaardingen | 681 | 2 047 | 2 722 | 2 300 | -15,5% | 237,8% |
| | Vlissingen | 3 995 | 3 627 | 4 271 | 4 380 | 2,6% | 9,6% |
| | TOTAL SELECTED PORTS | 240287 | 245037 | 264040 | 221751 | -16,0% | -7,7% |
| NORWAY | Ålesund | 545 | 556 | 547 | 435 | -20,4% | -20,2% |
| | Bergen | 47 672 | 51 299 | 44 987 | 47 387 | 5,3% | -0,6% |
| | Bremanger | 1 591 | 2 081 | 3 886 | 3 583 | -7,8% | 125,2% |
| | Florø/Flora | 432 | 572 | 599 | 497 | -17,0% | 14,9% |
| | Fredrikstad/Sarpsborg | 847 | 714 | 848 | 989 | 16,6% | 16,8% |
| | Kristiansund N/Grip | 2 144 | 2 124 | 2 025 | 2 471 | 22,0% | 15,3% |
| | Molde | 3 894 | 3 278 | 3 938 | 4 194 | 6,5% | 7,7% |
| | Oslo | 2 052 | 2 082 | 2 086 | 2 075 | -0,5% | 1,1% |
| | Tønsberg/Slagentangen/Valløy | 10 860 | 10 679 | 9 939 | 10 169 | 2,3% | -6,4% |
| | Trondheim/Flakk | 620 | 589 | 634 | 643 | 1,5% | 3,6% |
| | TOTAL SELECTED PORTS | 70657 | 73973 | 69489 | 72443 | 4,3% | 2,5% |
| POLAND | Gdansk | 10 608 | 9 993 | 14 778 | 11 237 | -24,0% | 5,9% |
| | Gdynia | 1 331 | 1 187 | 1 400 | 1 116 | -20,3% | -16,2% |
| | Swinoujście | 658 | 857 | 1 088 | 1 283 | 17,9% | 95,0% |
| | Szczecin | 818 | 736 | 857 | 910 | 6,1% | 11,3% |
| | TOTAL SELECTED PORTS | 13415 | 12772 | 18124 | 14546 | -19,7% | 8,4% |

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|----------------|------------------------|--------|--------|--------|--------|---------------------|---------------------|
| PORTUGAL | Aveiro | 629 | 638 | 925 | 1 033 | 11,6% | 64,2% |
| | Leixões | 8 142 | 7 097 | 6 730 | 7 506 | 11,5% | -7,8% |
| | Lisboa | 1 563 | 1 950 | 1 838 | 1 894 | 3,1% | 21,2% |
| | Setúbal | 959 | 630 | 641 | 628 | -2,0% | -34,5% |
| | Sines | 17 780 | 15 977 | 18 320 | 16 151 | -11,8% | -9,2% |
| | TOTAL SELECTED PORTS | 29073 | 26293 | 28453 | 27212 | -4,4% | -6,4% |
| ROMANIA | Constanta | 11 915 | 7 251 | 5 540 | 5 334 | -3,7% | -55,2% |
| | Midia | 1 913 | 3 987 | 4 164 | 4 706 | 13,0% | 146,1% |
| | TOTAL SELECTED PORTS | 13827 | 11238 | 9705 | 10040 | 3,5% | -27,4% |
| SLOVENIA | Koper | 2 743 | 2 676 | 2 763 | 2 784 | 0,8% | 1,5% |
| | TOTAL SELECTED PORTS | 2743 | 2676 | 2763 | 2784 | 0,8% | 1,5% |
| SPAIN | Algeciras | 22 249 | 21 431 | 25 116 | 25 348 | 0,9% | 13,9% |
| | Avilés | 537 | 674 | 649 | 523 | -19,5% | -2,6% |
| | Barcelona | 12 106 | 12 340 | 11 578 | 10 694 | -7,6% | -11,7% |
| | Bilbao | 23 023 | 20 497 | 19 763 | 17 861 | -9,6% | -22,4% |
| | Cartagena | 20 110 | 16 169 | 15 122 | 17 863 | 18,1% | -11,2% |
| | Castellón | 7 761 | 7 777 | 7 667 | 7 694 | 0,3% | -0,9% |
| | Ceuta | 1 115 | 1 195 | 944 | 1 022 | 8,3% | -8,3% |
| | Ferrol | 2 225 | 2 402 | 2 617 | 2 678 | 2,3% | 20,4% |
| | Gijón | 1 478 | 1 389 | 1 245 | 1 039 | -16,6% | -29,7% |
| | Huelva | 13 667 | 13 028 | 16 500 | 21 689 | 31,4% | 58,7% |
| | La Coruña | 7 455 | 6 818 | 7 587 | 6 645 | -12,4% | -10,9% |
| | Las Palmas | 4 709 | 4 583 | 4 520 | 4 981 | 10,2% | 5,8% |
| | Motril | 1 420 | 1 330 | 1 283 | 1 273 | -0,8% | -10,3% |
| | Palma Mallorca | 2 074 | 2 024 | 1 763 | 1 578 | -10,5% | -23,9% |
| | Santa Cruz de Tenerife | 9 456 | 8 423 | 8 223 | 4 634 | -43,6% | -51,0% |
| | Tarragona | 19 018 | 20 000 | 19 455 | 18 767 | -3,5% | -1,3% |
| | Valencia | 5 969 | 5 767 | 5 171 | 4 530 | -12,4% | -24,1% |
| | TOTAL SELECTED PORTS | 154372 | 145846 | 149203 | 148819 | -0,3% | -3,6% |
| SWEDEN | Bergs Oljehamn | 934 | 1 067 | 1 086 | 980 | -9,8% | 4,9% |
| | Brofjorden Preemraff | 20 035 | 19 893 | n.a. | n.a. | | |
| | Gävle | 2 556 | 2 363 | 1 614 | 1 710 | 5,9% | -33,1% |
| | Göteborg | 22 929 | 21 343 | 22 679 | 21 351 | -5,9% | -6,9% |
| | Helsingborg | 896 | 694 | 908 | 822 | -9,5% | -8,3% |
| | Karlshamn | 2 629 | 2 088 | 2 259 | 2 062 | -8,7% | -21,6% |
| | Malmö | 4 419 | 4 599 | 4 917 | 2 686 | -45,4% | -39,2% |
| | Nynäshamn (ports) | 2 362 | 2 180 | n.a. | n.a. | | |
| | Oxelösund (ports) | 2 379 | 1 256 | 1 946 | 904 | -53,5% | -62,0% |
| | Skellefteå | 467 | 536 | 466 | 591 | 26,7% | 26,6% |
| | Stenungsund (Ports) | 2 964 | 2 559 | 2 662 | 2 698 | 1,3% | -9,0% |
| | Stockholm | 749 | 606 | 623 | 584 | -6,3% | -22,1% |
| | Sundsvall | 800 | 599 | 586 | 715 | 22,1% | -10,6% |
| | Västerås | 518 | 517 | 543 | 467 | -13,9% | -9,8% |
| | TOTAL SELECTED PORTS | 64638 | 60299 | 40289 | 35570 | -11,7% | -45,0% |
| UNITED KINGDOM | Aberdeen | 2 166 | 2 053 | 2 051 | 1 510 | -26,4% | -30,3% |
| | Belfast | 2 558 | 2 522 | 2 516 | 2 086 | -17,1% | -18,5% |
| | Bristol | 1 756 | 1 600 | 1 545 | 1 831 | 18,5% | 4,3% |
| | Cardiff | 1 345 | 1 243 | 938 | 716 | -23,7% | -46,8% |
| | Clydeport | 5 123 | 4 802 | 4 115 | 5 724 | 39,1% | 11,7% |
| | Cromarty Firth | 2 079 | 2 725 | 3 493 | 3 672 | 5,1% | 76,6% |
| | Dundee | 505 | 448 | 504 | 596 | 18,2% | 18,0% |
| | Forth | 33 925 | 31 894 | 29 979 | 23 644 | -21,1% | -30,3% |
| | Hull | 1 821 | 1 818 | 1 265 | 1 374 | 8,7% | -24,6% |
| | Immingham | 24 654 | 21 119 | 21 882 | 19 821 | -9,4% | -19,6% |
| | Kirkwall | 4 552 | 3 027 | 3 687 | 2 151 | -41,7% | -52,7% |
| | Liverpool | 12 189 | 11 765 | 11 174 | 12 349 | 10,5% | 1,3% |
| | London | 20 569 | 18 547 | 19 346 | 21 680 | 12,1% | 5,4% |
| | Londonderry | 774 | 654 | 901 | 622 | -31,0% | -19,6% |
| | Manchester | 5 868 | 5 394 | 5 600 | 5 770 | 3,0% | -1,7% |
| | Medway | 2 142 | 4 426 | 3 799 | 5 739 | 51,1% | 168,0% |
| | Milford Haven | 34 699 | 38 343 | 41 719 | 47 684 | 14,3% | 37,4% |
| | Newhaven | 343 | 230 | 709 | 297 | -58,1% | -13,5% |
| | Plymouth | 1 331 | 1 216 | 1 244 | 1 023 | -17,8% | -23,1% |
| | River Hull & Humber | 8 224 | 8 477 | 8 941 | 9 134 | 2,2% | 11,1% |
| | Southampton | 28 996 | 26 946 | 28 964 | 24 874 | -14,1% | -14,2% |
| | Sullom Voe | 14 507 | 11 217 | 11 268 | 10 162 | -9,8% | -30,0% |
| | Tees & Hartlepool | 27 044 | 25 400 | 24 990 | 23 854 | -4,5% | -11,8% |
| | TOTAL SELECTED PORTS | 237172 | 225866 | 230629 | 226313 | -1,9% | -4,6% |

Dry bulk traffic for selected European ports (1000 tonnes)

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|----------|----------------------|-------|-------|-------|-------|---------------------|---------------------|
| BELGIUM | Antwerp | 27132 | 17163 | 19438 | 18996 | -2,3% | -30,0% |
| | Ghent | 17896 | 12886 | 18159 | 17535 | -3,4% | -2,0% |
| | Ostend | 791 | 645 | 681 | 443 | -35,0% | -44,0% |
| | Zeebrugge | 1947 | 1508 | 1534 | 1538 | 0,3% | -21,0% |
| | TOTAL SELECTED PORTS | 47766 | 32202 | 39812 | 38512 | -3,3% | -19,4% |
| BULGARIA | Burgas | 2745 | 2692 | 2285 | 2342 | 2,5% | -14,7% |
| | Varna | 7352 | 5613 | 6864 | 8098 | 18,0% | 10,1% |
| | TOTAL SELECTED PORTS | 10097 | 8305 | 9149 | 10440 | 14,1% | 3,4% |

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|---------|-------------------------------------------|--------|--------|-------|-------|---------------------|---------------------|
| CROATIA | Bakar | 2436 | 1526 | 661 | 669 | 1,2% | -72,5% |
| | Ploce | 4028 | 1979 | 3615 | 3404 | -5,8% | -15,5% |
| | Rabac | 1068 | 524 | n.a. | n.a. | | |
| | Raša - Bršica | 1962 | 2223 | 1866 | 1098 | -41,1% | -44,0% |
| | Rijeka | 420 | 512 | 340 | 348 | 2,3% | -17,1% |
| | Split | 1671 | 1195 | 1684 | 1125 | -33,2% | -28,4% |
| | TOTAL SELECTED PORTS | 11485 | 7959 | 8166 | 2571 | -68,5% | -77,6% |
| CYPRUS | Larnaka (Larnaca) | 715 | 601 | 635 | 571 | -10,1% | -20,2% |
| | Vasiliko (Vasiliko) | 743 | 571 | 394 | 374 | -5,1% | -49,7% |
| | TOTAL SELECTED PORTS | 1458 | 1172 | 1029 | 945 | -8,2% | -35,2% |
| DENMARK | Aabenraa | 988 | 874 | 766 | 1013 | 32,3% | 2,6% |
| | Aalborg | 1043 | 857 | 922 | 907 | -1,6% | -13,1% |
| | Aalborg Portland (Cementfabrikken Rørdal) | 2574 | 1407 | 1396 | 1711 | 22,5% | -33,5% |
| | Århus | 3405 | 2155 | 2221 | 2534 | 14,1% | -25,6% |
| | Asnæsværkets Havn | 1284 | 997 | 510 | 739 | 44,8% | -42,4% |
| | Avedøreværkets Havn | 570 | 551 | 396 | 514 | 29,8% | -9,8% |
| | Enstedværkets Havn | 5824 | 5588 | 3053 | 7073 | 131,7% | 21,4% |
| | Esbjerg | 997 | 1103 | 871 | 1310 | 50,4% | 31,4% |
| | Fredericia (Og Shell-Havnen) | 1085 | 960 | 1396 | 1171 | -16,1% | 8,0% |
| | Kalundborg | 502 | 669 | 801 | 694 | -13,4% | 38,4% |
| | Kolding | 1026 | 748 | 802 | 857 | 6,9% | -16,5% |
| | Københavns Havn | 2084 | 1826 | 1584 | 1808 | 14,2% | -13,3% |
| | Køge | 831 | 782 | 1110 | 977 | -12,0% | 17,6% |
| | Nordjyllandsværkets Havn | 923 | 1038 | 1022 | 895 | -12,4% | -3,0% |
| | Odense | 2863 | 1926 | 1884 | 1564 | -17,0% | -45,4% |
| | Randers | 1084 | 780 | 773 | 952 | 23,1% | -12,2% |
| | Rønne | 1112 | 851 | 775 | 930 | 20,0% | -16,3% |
| | Stadstrupværkets Havn | 1232 | 1141 | 850 | 1148 | 35,1% | -6,8% |
| | Thyborøn | 1113 | 1035 | 473 | 783 | 65,5% | -29,6% |
| | TOTAL SELECTED PORTS | 30538 | 25287 | 21605 | 27580 | 27,7% | -9,7% |
| ESTONIA | Kunda | 597 | 514 | 591 | 552 | -6,7% | -7,5% |
| | Tallinn | 2261 | 3984 | 5500 | 3987 | -27,5% | 76,4% |
| | TOTAL SELECTED PORTS | 2858 | 4498 | 6091 | 4539 | -25,5% | 58,8% |
| FINLAND | Helsinki | 824 | 780 | 777 | 964 | 24,1% | 17,0% |
| | Inkoo | 1676 | 1144 | 1229 | 1679 | 36,6% | 0,2% |
| | Inland Ports | 1608 | 785 | 1309 | 1427 | 9,0% | -11,2% |
| | Kaskinen | 967 | 207 | 411 | 380 | -7,6% | -60,7% |
| | Kemi | 588 | 384 | 619 | 383 | -38,1% | -34,8% |
| | Kokkola | 4115 | 4090 | 4590 | 5987 | 30,4% | 45,5% |
| | Kotka | 2887 | 1135 | 3281 | n.a. | | |
| | Koverhar | 1161 | 737 | 1072 | 1020 | -4,9% | -12,1% |
| | Loviisa | 451 | 720 | 643 | 574 | -10,7% | 27,2% |
| | Naantali | 1071 | 874 | 1094 | 1302 | 19,0% | 21,6% |
| | Oulu | 589 | 506 | 485 | 566 | 16,7% | -3,9% |
| | Parainen | 1188 | 594 | 753 | 802 | 6,6% | -32,5% |
| | Pietarsaari | 1053 | 626 | 832 | 987 | 18,6% | -6,2% |
| | Pori | 3548 | 3880 | 3639 | 3781 | 3,9% | 6,6% |
| | Raahe | 5338 | 4068 | 5150 | 4759 | -7,6% | -10,8% |
| | Rauma | 2342 | 1336 | 1335 | 1568 | 17,5% | -33,1% |
| | Tornio | 842 | 668 | 1043 | 1043 | 0,0% | 23,9% |
| | Uusikaupunki | 724 | 509 | 876 | 1009 | 15,2% | 39,4% |
| | Vaasa | 628 | 620 | 580 | 814 | 40,3% | 29,6% |
| | TOTAL SELECTED PORTS | 31598 | 23663 | 29719 | 29045 | -2,3% | -8,1% |
| FRANCE | Bayonne | 1722 | 1670 | 1564 | 2149 | 37,4% | 24,8% |
| | Bordeaux | 2797 | 2408 | 2649 | 2649 | 0,0% | -5,3% |
| | Brest | 1353 | 1374 | 1411 | 1147 | -18,7% | -15,2% |
| | Caen | 529 | 345 | 741 | 622 | -16,1% | 17,5% |
| | Dieppe | 502 | 361 | 359 | 270 | -24,8% | -46,2% |
| | Dunkerque | 26832 | 17369 | 22712 | 23771 | 4,7% | -11,4% |
| | Guadeloupe (Guadeloupe) | 921 | 773 | 793 | 991 | 25,0% | 7,6% |
| | La Rochelle | 4338 | 4073 | 4809 | 4846 | 0,8% | 11,7% |
| | Le Havre | 4667 | 3893 | 3396 | 3058 | -9,9% | -34,5% |
| | Lorient | 1947 | 1463 | 1645 | 1151 | -30,0% | -40,9% |
| | Marseille | 14124 | 8473 | 11825 | 9839 | -16,8% | -30,3% |
| | Nantes Saint-Nazaire | 8423 | 7938 | 8121 | 7692 | -5,3% | -8,7% |
| | Port-la-Nouvelle | 725 | 608 | 806 | 998 | 23,9% | 37,8% |
| | Port Réunion (Réunion) | 1390 | 1260 | 1370 | 1370 | 0,0% | -1,4% |
| | Rouen | 9204 | 9791 | 12108 | 11092 | -8,4% | 20,5% |
| | Sète | 1292 | 996 | 1092 | 1103 | 1,0% | -14,7% |
| | St Malo | 892 | 742 | 1094 | 696 | -36,4% | -22,0% |
| | TOTAL SELECTED PORTS | 81658 | 63538 | 76495 | 73444 | -4,0% | -10,1% |
| GERMANY | Brake | 3370 | 3107 | 3085 | 3158 | 2,4% | -6,3% |
| | Bremen | 7747 | 6525 | 7653 | 7682 | 0,4% | -0,8% |
| | Brunsbüttel | 5119 | 3800 | 2826 | 2943 | 4,2% | -42,5% |
| | Bützfließ | 3346 | 2343 | 2664 | 3188 | 19,7% | -4,7% |
| | Flensburg | 581 | 487 | n.a. | n.a. | | |
| | Hamburg | 26638 | 22166 | 25844 | 25418 | -1,6% | -4,6% |
| | Kiel | 908 | 1076 | 909 | 689 | -24,2% | -24,2% |
| | Lübeck | 1215 | 1121 | 1026 | 850 | -17,1% | -30,0% |
| | Nordenham | 1995 | 2356 | 2679 | 3477 | 29,8% | 74,3% |
| | Rostock | 6959 | 6176 | 7003 | 6474 | -7,5% | -7,0% |
| | Wilhelmshaven | 3340 | 2995 | 2911 | 3622 | 24,4% | 8,4% |
| | Wismar | 1817 | 1605 | 1856 | 1854 | -0,1% | 2,1% |
| | TOTAL SELECTED PORTS | 144693 | 117294 | 58455 | 59355 | 1,5% | -59,0% |

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|-------------|----------------------------|--------|--------|--------|--------|---------------------|---------------------|
| GREECE | Aliverio | 2615 | 2013 | 1583 | 1139 | -28,0% | -56,4% |
| | Almyros (Amaliapoli) Volou | 3328 | 3407 | 2270 | n.a. | | |
| | Antikyra | 1529 | 1528 | 1655 | 1605 | -3,0% | 5,0% |
| | Chalkida | 1622 | 803 | 708 | 565 | -20,2% | -65,2% |
| | Eleusina | 2734 | 2126 | 2070 | 947 | -54,3% | -65,4% |
| | Heraklio | 791 | 636 | 423 | 238 | -43,7% | -69,9% |
| | Igoumenitsa | 670 | 623 | 227 | 139 | -38,8% | -79,3% |
| | Kavala | 1002 | 835 | 1132 | 854 | -24,6% | -14,8% |
| | Larymna | 3313 | 1884 | 2995 | 3478 | 16,1% | 5,0% |
| | Milos Island | 2932 | 1884 | 1921 | 1762 | -8,3% | -39,9% |
| | Thessaloniki | 4254 | 3440 | 3970 | 3530 | -11,1% | -17,0% |
| | Volos | 7237 | 6752 | 4499 | 3245 | -27,9% | -55,2% |
| | TOTAL SELECTED PORTS | 32028 | 25932 | 23453 | 17502 | -25,4% | -45,4% |
| IRELAND | Cork | 1763 | 1316 | 1566 | 1543 | -1,5% | -12,5% |
| | Dublin | 2385 | 1571 | 1469 | 1639 | 11,6% | -31,3% |
| | Limerick | 9089 | 6400 | 7753 | 8694 | 12,1% | -4,3% |
| | Waterford | 706 | 640 | 747 | 795 | 6,5% | 12,6% |
| | TOTAL SELECTED PORTS | 13942 | 9927 | 11535 | 12671 | 9,9% | -9,1% |
| ITALY | Ancona | 1270 | 1295 | 854 | 398 | -53,4% | -68,7% |
| | Augusta | 846 | 479 | 292 | 202 | -30,9% | -76,1% |
| | Bari | 868 | 1275 | 2125 | 1606 | -24,4% | 85,0% |
| | Barletta | 680 | 732 | 533 | 625 | 17,3% | -8,1% |
| | Brindisi | 7220 | 7407 | 4534 | 6247 | 37,8% | -13,5% |
| | Chioggia | 1912 | 3033 | 1863 | 1772 | -4,9% | -7,3% |
| | Civitavecchia | 702 | 606 | 805 | 941 | 16,9% | 34,1% |
| | Gaeta | 658 | 695 | 424 | 603 | 42,1% | -8,4% |
| | Genova | 3839 | 2452 | 2695 | 2034 | -24,5% | -47,0% |
| | La Spezia | 2300 | 3944 | 1729 | 1573 | -9,0% | -31,6% |
| | Manfredonia | 823 | n.a. | n.a. | n.a. | | |
| | Marina Di Carrara | 601 | 517 | 442 | 541 | 22,4% | -9,9% |
| | Monfalcone | 2124 | 2346 | 796 | 1351 | 69,8% | -36,4% |
| | Oristano | 1404 | 1153 | 988 | 1191 | 20,5% | -15,2% |
| | Other - Italy | 425 | 476 | n.a. | 1 | | |
| | Piombino | 5426 | 5356 | 3290 | 3121 | -5,1% | -42,5% |
| | Porto Torres | 1800 | 2933 | 1788 | 1733 | -3,1% | -3,7% |
| | Portovesme | 4929 | 2130 | 1551 | 1511 | -2,6% | -69,3% |
| | Pozzallo | 1130 | 1472 | 1128 | 822 | -27,2% | -27,2% |
| | Ravenna | 16620 | 14196 | 9574 | 8321 | -13,1% | -49,9% |
| | Savona - Vado | 5008 | 8886 | 3458 | 3777 | 9,2% | -24,6% |
| | Taranto | 24843 | 18109 | 15428 | 21850 | 41,6% | -12,0% |
| | Trieste | 1117 | 745 | 653 | 1362 | 108,6% | 22,0% |
| | Venezia | 10096 | 9997 | 8012 | 8250 | 3,0% | -18,3% |
| | TOTAL SELECTED PORTS | 96643 | 90234 | 62963 | 69832 | 10,9% | -27,7% |
| LATVIA | Liepaja | 1834 | 1997 | 1849 | 2333 | 26,2% | 27,2% |
| | Riga | 18654 | 18471 | 16683 | 19189 | 15,0% | 2,9% |
| | Ventspils | 7825 | 6815 | 7965 | 10117 | 27,0% | 29,3% |
| | TOTAL SELECTED PORTS | 28313 | 27283 | 26497 | 31639 | 19,4% | 11,7% |
| LITHUANIA | Klaipeda | 9744 | 9677 | 11773 | 14511 | 23,3% | 48,9% |
| | TOTAL SELECTED PORTS | 9744 | 9677 | 11773 | 14511 | 23,3% | 48,9% |
| MALTA | Malta (Valletta) | 675 | 578 | 498 | 395 | -20,7% | -41,5% |
| | TOTAL SELECTED PORTS | 675 | 578 | 498 | 395 | -20,7% | -41,5% |
| NETHERLANDS | Amsterdam | 34195 | 30941 | 31513 | 22194 | -29,6% | -35,1% |
| | Delfzijl/Eemshaven | 2106 | 1150 | 2346 | 1602 | -31,7% | -23,9% |
| | Dordrecht | 1105 | 509 | 2347 | 2036 | -13,2% | 84,3% |
| | Harlingen | 765 | 512 | 880 | 156 | -82,3% | -79,6% |
| | Moerdijk | 1693 | 1003 | 1610 | 1735 | 7,7% | 2,5% |
| | Rotterdam | 93930 | 64195 | 81190 | 80787 | -0,5% | -14,0% |
| | Terneuzen | 3493 | 3099 | 3717 | 2489 | -33,0% | -28,7% |
| | Velsen/IJmuiden | 17955 | 10373 | 14608 | 19992 | 36,9% | 11,3% |
| | Vlissingen | 6666 | 6202 | 5041 | 7183 | 42,5% | 7,8% |
| | TOTAL SELECTED PORTS | 161907 | 117983 | 143251 | 138174 | -3,5% | -14,7% |
| NORWAY | Bergen | 2348 | 2386 | 2628 | 2642 | 0,5% | 12,5% |
| | Brønnøy | 2231 | 1789 | 2144 | 2107 | -1,7% | -5,6% |
| | Drammen | 1256 | 998 | 978 | 1167 | 19,3% | -7,1% |
| | Fredrikstad/Sarpsborg | 1301 | 1199 | 1196 | 1125 | -5,9% | -13,5% |
| | Haugesund | 3021 | 2553 | 2413 | 2797 | 15,9% | -7,4% |
| | Kristiansund N/Grip | 2031 | 1974 | 1639 | 1880 | 14,7% | -7,4% |
| | Mo i Rana/Rana | 1912 | 1609 | 2285 | 2238 | -2,1% | 17,0% |
| | Molde | 3259 | 2234 | 2793 | 2969 | 6,3% | -8,9% |
| | Narvik | 14558 | 12571 | 17544 | 17644 | 0,6% | 21,2% |
| | Oslo | 1401 | 1057 | 1019 | 1337 | 31,2% | -4,5% |
| | Other - Norway | 10521 | 9527 | 11154 | 16221 | 45,4% | 54,2% |
| | Porsgrunn | 5940 | 4507 | 5903 | 6026 | 2,1% | 1,4% |
| | Stavanger | 1565 | 1274 | 1123 | 1153 | 2,6% | -26,3% |
| | Trondheim/Flakk | 848 | 623 | 781 | 992 | 27,0% | 17,0% |
| | Verdal/Levanger | 779 | 594 | 821 | 809 | -1,5% | 3,9% |
| | TOTAL SELECTED PORTS | 214878 | 162878 | 197673 | 61107 | -69,1% | -71,6% |
| POLAND | Gdansk | 4037 | 5853 | 6664 | 7017 | 5,3% | 73,8% |
| | Gdynia | 4780 | 5397 | 5322 | 5375 | 1,0% | 12,5% |
| | Police | 1897 | 768 | 1802 | 1949 | 8,2% | 2,8% |
| | Swinoujscie | 4531 | 2633 | 5252 | 4650 | -11,5% | 2,6% |
| | Szczecin | 4678 | 4489 | 5050 | 4821 | -4,5% | 3,1% |
| | TOTAL SELECTED PORTS | 19923 | 19140 | 24090 | 23812 | -1,2% | 19,5% |

| | | 2008 | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2008/2011 |
|----------------|------------------------|--------|-------|-------|--------|---------------------|---------------------|
| PORTUGAL | Aveiro | 1370 | 1432 | 1649 | 1296 | -21.4% | -5.4% |
| | Leixões | 2187 | 2090 | 2229 | 2503 | 12.3% | 14.4% |
| | Lisboa | 5340 | 4425 | 4698 | 4625 | -1.5% | -13.4% |
| | Setúbal | 3144 | 3019 | 3507 | 3115 | -11.2% | -0.9% |
| | Sines | 4354 | 5296 | 2996 | 4042 | 34.9% | -7.2% |
| | TOTAL SELECTED PORTS | 16395 | 16262 | 15079 | 15581 | 3.3% | -5.0% |
| ROMANIA | Constanta | 18656 | 13769 | 17043 | 16903 | -0.8% | -9.4% |
| | TOTAL SELECTED PORTS | 18656 | 13769 | 17043 | 16903 | -0.8% | -9.4% |
| SLOVENIA | Koper | 9619 | 6385 | 6219 | 6506 | 4.6% | -32.4% |
| | TOTAL SELECTED PORTS | 9619 | 6385 | 6219 | 6506 | 4.6% | -32.4% |
| SPAIN | Algeciras | 1587 | 1661 | 1471 | 1455 | -1.1% | -8.3% |
| | Alicante | 1087 | 1111 | 727 | 721 | -0.8% | -33.6% |
| | Almería | 4907 | 3292 | 3215 | 3931 | 22.3% | -19.9% |
| | Avilés | 3115 | 2293 | 2747 | 3297 | 20.0% | 5.9% |
| | Barcelona | 3506 | 3913 | 3535 | 3539 | 0.1% | 0.9% |
| | Bilbao | 5266 | 3828 | 4452 | 4000 | -10.2% | -24.0% |
| | Cádiz | 2118 | 1615 | 1687 | 1851 | 9.7% | -12.6% |
| | Cartagena | 4623 | 3616 | 3114 | 3665 | 17.7% | -20.7% |
| | Castellón | 4017 | 1866 | 2941 | 3245 | 10.3% | -19.2% |
| | Ferrol | 9781 | 9268 | 7435 | 8686 | 16.8% | -11.2% |
| | Gijón | 16870 | 12456 | 13394 | 12574 | -6.1% | -25.5% |
| | Huelva | 6525 | 4292 | 5416 | 4502 | -16.9% | -31.0% |
| | La Coruña | 3290 | 3216 | 3192 | 3472 | 8.8% | 5.5% |
| | Las Palmas | 1159 | 764 | 743 | 522 | -29.7% | -54.9% |
| | Málaga | 1343 | 767 | 773 | 894 | 15.7% | -33.4% |
| | Marín-Pontevedra | 847 | 880 | 961 | 854 | -11.1% | 0.8% |
| | Palma Mallorca | 2131 | 1689 | 1855 | 1637 | -11.8% | -23.2% |
| | Pasajes | 2353 | 1658 | 1657 | 1247 | -24.7% | -47.0% |
| | Santa Cruz de Tenerife | 1353 | 848 | 819 | 519 | -36.6% | -61.6% |
| | Santander | 3732 | 2920 | 2880 | 3060 | 6.3% | -18.0% |
| | Sevilla | 2343 | 2421 | 2133 | 1998 | -6.3% | -14.7% |
| | Tarragona | 12421 | 10485 | 9433 | 9286 | -1.6% | -25.2% |
| | Valencia | 5137 | 3524 | 2578 | 2374 | -7.9% | -53.8% |
| | TOTAL SELECTED PORTS | 99510 | 78383 | 77158 | 77329 | 0.2% | -22.3% |
| SWEDEN | Gävle | 540 | 546 | 559 | 579 | 3.6% | 7.2% |
| | Halmstad | 844 | 674 | 716 | 686 | -4.2% | -18.8% |
| | Helsingborg | 697 | 673 | 760 | 553 | -27.3% | -20.7% |
| | Karlshamn | 2379 | 1933 | 1782 | 1346 | -24.5% | -43.4% |
| | Köping | 793 | 528 | 665 | 670 | 0.8% | -15.5% |
| | Luleå | 8307 | 5848 | 8508 | 8228 | -3.3% | -0.9% |
| | Malmö | 1162 | 924 | 929 | 1086 | 16.9% | -6.5% |
| | Oxelösund (ports) | 3516 | 1981 | 4097 | 3178 | -22.4% | -9.6% |
| | Skellefteå | 951 | 864 | 852 | 882 | 3.5% | -7.2% |
| | Stockholm | 980 | 878 | 791 | 883 | 11.6% | -9.9% |
| | Uddevalla | 582 | 390 | 420 | 475 | 13.0% | -18.4% |
| | Västerås | 805 | 657 | 702 | 745 | 6.1% | -7.4% |
| | TOTAL SELECTED PORTS | 21557 | 15895 | 20781 | 19311 | -7.1% | -10.4% |
| UNITED KINGDOM | Belfast | 3412 | 3138 | 3885 | 4053 | 4.3% | 18.8% |
| | Bristol | 7828 | 5980 | 4205 | 4898 | 16.5% | -37.4% |
| | Cardiff | 527 | 389 | 615 | 693 | 12.6% | 31.4% |
| | Clydeport | 8241 | 6815 | 7604 | 6878 | -9.6% | -16.5% |
| | Forth | 1990 | 1837 | 1943 | 1441 | -25.8% | -27.6% |
| | Fowey | 935 | 774 | 773 | 688 | -11.0% | -26.4% |
| | Glensanda | 6336 | 5591 | 5846 | 6060 | 3.7% | -4.4% |
| | Hull | 3698 | 2560 | 2229 | 1936 | -13.1% | -47.6% |
| | Immingham | 23116 | 18720 | 17205 | 21577 | 25.4% | -6.7% |
| | Ipswich | 1664 | 1640 | 2124 | 1908 | -10.2% | 14.6% |
| | Liverpool | 7376 | 7027 | 6152 | 7442 | 21.0% | 0.9% |
| | London | 14383 | 11650 | 12008 | 11392 | -5.1% | -20.8% |
| | Londonderry | 922 | 919 | 730 | 1026 | 40.5% | 11.2% |
| | Manchester | 1447 | 1153 | 1355 | 1532 | 13.1% | 5.9% |
| | Medway | 6235 | 3510 | 3113 | 4744 | 52.4% | -23.9% |
| | Newport, Gwent | 1940 | 1936 | 753 | 1823 | 142.1% | -6.0% |
| | Plymouth | 870 | 645 | 842 | 968 | 15.0% | 11.2% |
| | Port Talbot | 8086 | 5147 | 8769 | 6884 | -21.5% | -14.9% |
| | River Hull & Humber | 977 | 825 | 884 | 810 | -8.4% | -17.1% |
| | Shoreham | 1280 | 1304 | 1473 | 1704 | 15.7% | 33.1% |
| | Southampton | 1968 | 1700 | 2308 | 1998 | -13.4% | 1.5% |
| | Tees & Hartlepool | 10977 | 8250 | 5565 | 5865 | 5.4% | -46.6% |
| | Trent River | 894 | 592 | 578 | 561 | -2.9% | -37.2% |
| | Tyne | 3853 | 2423 | 1754 | 3400 | 93.8% | -11.8% |
| | TOTAL SELECTED PORTS | 118954 | 94524 | 92712 | 100281 | 8.2% | -15.7% |

Roro traffic for selected European ports

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

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|---------|------------------------------|--------|--------|--------|---------------------|---------------------|
| BELGIUM | Antwerp | 4 668 | 5 480 | 5 842 | 6,6% | 25,1% |
| | Ghent | 1 559 | 1 825 | 1 796 | -1,6% | 15,2% |
| | Ostend | 3 933 | 3 365 | 2 240 | -33,4% | -43,0% |
| | Zeebrugge | 12 995 | 12 997 | 12 993 | 0,0% | 0,0% |
| | TOTAL SELECTED PORTS | 23 155 | 23 667 | 22 871 | -3,4% | -1,2% |
| CROATIA | Split | 550 | 600 | 536 | -10,6% | -2,5% |
| | TOTAL SELECTED PORTS | 550 | 600 | 536 | -10,6% | -2,5% |
| CYPRUS | Lemesos (Limassol) | 187 | 273 | n.a. | | |
| | TOTAL SELECTED PORTS | 187 | 273 | 0 | -100,0% | -100,0% |
| DENMARK | Århus | 2 407 | 2 424 | 2 145 | -11,5% | -10,9% |
| | Esbjerg | 1 597 | 1 677 | 1 762 | 5,0% | 10,3% |
| | Fredericia (Og Shell-Havnen) | 231 | 305 | 334 | 9,8% | 44,9% |
| | Frederikshavn | 2 096 | 2 173 | 2 162 | -0,5% | 3,2% |
| | Gedser | 1 341 | 1 401 | 1 524 | 8,8% | 13,7% |
| | Grenå | 597 | 563 | 595 | 5,7% | -0,3% |
| | Helsingør (Elsinore) | 3 720 | 3 990 | 4 014 | 0,6% | 7,9% |
| | Hirtshals | 1 132 | 1 184 | 1 239 | 4,6% | 9,4% |
| | Kalundborg | 2 148 | 2 154 | 1 833 | -14,9% | -14,7% |
| | Københavns Havn | 261 | 301 | 272 | -9,5% | 4,2% |
| | Køge | 346 | 350 | 401 | 14,6% | 15,9% |
| | Rødby (Færgehavn) | 5 219 | 5 832 | 6 057 | 3,9% | 16,1% |
| | Rønne | 438 | 443 | 517 | 16,9% | 18,0% |
| | TOTAL SELECTED PORTS | 21 531 | 22 796 | 22 855 | 0,3% | 6,1% |
| FINLAND | Hamina | 211 | 280 | n.a. | | |
| | Hanko | 1 381 | 1 641 | 2 417 | 47,3% | 75,0% |
| | Helsinki | 5 277 | 6 271 | 7 104 | 13,3% | 34,6% |
| | Kemi | 388 | 563 | 615 | 9,1% | 58,6% |
| | Kotka | 770 | 612 | n.a. | | |
| | Naantali | 1 848 | 2 203 | 2 125 | -3,6% | 15,0% |
| | Oulu | 935 | 974 | 1 010 | 3,8% | 8,0% |
| | Turku | 1 894 | 1 986 | 2 002 | 0,8% | 5,7% |
| | Vaasa | 208 | 244 | 226 | -7,3% | 8,4% |
| | TOTAL SELECTED PORTS | 12 911 | 14 774 | 15 499 | 4,9% | 20,0% |
| FRANCE | Ajaccio | 1 062 | n.a. | n.a. | | |
| | Bastia | 2 635 | 1 155 | 1 379 | 19,3% | -47,7% |
| | Caen | 1 446 | 1 575 | 1 474 | -6,4% | 1,9% |
| | Calais | 18 508 | 17 500 | 18 229 | 4,2% | -1,5% |
| | Cherbourg | 1 096 | n.a. | 802 | | -26,9% |
| | Dieppe | 1 029 | n.a. | 561 | | -45,5% |
| | Le Havre | 1 277 | n.a. | 927 | | -27,4% |
| | Marseille | 2 162 | 2 358 | 2 221 | -5,8% | 2,7% |
| | Nantes Saint-Nazaire | 200 | 259 | 663 | 156,3% | 231,8% |
| | St Malo | 231 | 208 | 196 | -5,9% | -15,4% |
| | Toulon | 1 010 | n.a. | 182 | | -82,0% |
| | TOTAL SELECTED PORTS | 30 657 | 23 055 | 26 633 | 15,5% | -13,1% |
| GERMANY | Bremerhaven | 2 046 | 165 | 271 | 64,1% | -86,7% |
| | Cuxhaven | 765 | 866 | 854 | -1,4% | 11,6% |
| | Emden | 1 211 | 0 | 2 | 5782,4% | -99,8% |
| | Hamburg | 487 | 6 | 6 | -4,4% | -98,8% |
| | Kiel | 1 547 | 2 004 | 2 578 | 28,6% | 66,6% |
| | Lübeck | 13 954 | 13 970 | 14 148 | 1,3% | 1,4% |
| | Puttgarden | 3 479 | 3 990 | 4 282 | 7,3% | 23,1% |
| | Rostock | 5 972 | 6 269 | 6 981 | 11,4% | 16,9% |
| | Sassnitz | 1 435 | 1 603 | 1 550 | -3,3% | 8,0% |
| | TOTAL SELECTED PORTS | 30 896 | 28 873 | 30 672 | 6,2% | -0,7% |
| GREECE | Antirio | 1 869 | 724 | n.a. | | |
| | Corfu | 436 | 314 | n.a. | | |
| | Heraklio | 1 684 | 1 885 | 1 782 | -5,5% | 5,8% |
| | Igoumenitsa | 2 226 | 2 287 | 2 283 | -0,2% | 2,6% |
| | Megara | 346 | 99 | 439 | 345,0% | 26,7% |
| | Paloukia Salaminas | 2 255 | 500 | n.a. | | |
| | Patras | 2 720 | 2 919 | 2 635 | -9,7% | -3,1% |
| | Perama | 2 255 | 500 | 1 338 | 167,6% | -40,6% |
| | Piraeus | 4 123 | 4 216 | 3 906 | -7,4% | -5,3% |
| | Rhodes | 235 | n.a. | n.a. | | |
| | Rio | 1 869 | 724 | n.a. | | |
| | TOTAL SELECTED PORTS | 20 018 | 14 166 | 12 384 | -12,6% | -38,1% |

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|-------------|-------------------------------------------------------------------|--------|--------|--------|---------------------|---------------------|
| IRELAND | Dublin | 8 543 | 9 664 | 9 760 | 1,0% | 14,3% |
| | TOTAL SELECTED PORTS | 8543 | 9664 | 9760 | 1,0% | 14,3% |
| ITALY | Ancona | 2 076 | 2 404 | 2 425 | 0,9% | 16,8% |
| | Bari | 926 | 1 482 | 1 769 | 19,4% | 91,0% |
| | Brindisi | 204 | 902 | 614 | -32,0% | 200,4% |
| | Cagliari | 2 800 | 2 194 | 3 629 | 65,4% | 29,6% |
| | Civitavecchia | 2 101 | 2 863 | 3 514 | 22,7% | 67,2% |
| | Genova | 4 689 | 7 164 | 8 518 | 18,9% | 81,7% |
| | Gioia Tauro | n.a. | n.a. | 29 | | |
| | Livorno | 6 789 | 6 968 | 8 203 | 17,7% | 20,8% |
| | Messina | 2 459 | 9 997 | 9 482 | -5,1% | 285,7% |
| | Monfalcone | 403 | 377 | 415 | 9,9% | 2,8% |
| | Napoli | 2 735 | 3 557 | 4 201 | 18,1% | 53,6% |
| | Olbia | 8 608 | 8 985 | 8 127 | -9,6% | -5,6% |
| | Palermo | 2 318 | 4 045 | 4 720 | 16,7% | 103,6% |
| | Piombino | 1 499 | 2 384 | 2 540 | 6,5% | 69,5% |
| | Porto Torres | 960 | 2 087 | 2 122 | 1,7% | 121,0% |
| | Salerno | 2 546 | 3 148 | 4 420 | 40,4% | 73,6% |
| LATVIA | Taranto | 2 668 | 3 437 | 5 283 | 53,7% | 98,0% |
| | Trapani | n.a. | 732 | 704 | -3,8% | |
| | Trieste | 2 922 | 7 271 | 6 658 | -8,4% | 127,8% |
| | Venezia | 480 | 1 021 | 1 165 | 14,1% | 142,7% |
| | TOTAL SELECTED PORTS | 47186 | 71019 | 78538 | 10,6% | 66,4% |
| LITHUANIA | Riga | 435 | 360 | 173 | -52,0% | -60,3% |
| | Ventspils | 866 | 1 250 | 1 825 | 46,0% | 110,7% |
| LITHUANIA | TOTAL SELECTED PORTS | 1301 | 1610 | 1998 | 24,1% | 53,6% |
| LITHUANIA | Klaipeda | 1 860 | 2 536 | 2 858 | 12,7% | 53,6% |
| | TOTAL SELECTED PORTS | 1860 | 2536 | 2858 | 12,7% | 53,6% |
| MALTA | Malta (Valletta) | 303 | 301 | 371 | 23,1% | 22,5% |
| | TOTAL SELECTED PORTS | 303 | 301 | 371 | 23,1% | 22,5% |
| NETHERLANDS | Amsterdam | 586 | 227 | 570 | 151,0% | -2,8% |
| | Rotterdam | 7 536 | 8 136 | 8 752 | 7,6% | 16,1% |
| | Velsen/Ijmuiden | 381 | 383 | 167 | -56,4% | -56,3% |
| | Vlaardingen | 3 805 | 4 242 | n.a. | | |
| | Vlissingen | 986 | 1 092 | 887 | -18,7% | -10,0% |
| | TOTAL SELECTED PORTS | 13294 | 14080 | 10376 | -26,3% | -22,0% |
| NORWAY | Haugesund | 1 758 | 2 184 | 2 475 | 13,3% | 40,8% |
| | Kristiansand S | 496 | 490 | 485 | -1,0% | -2,1% |
| | Larvik | 521 | 553 | 561 | 1,5% | 7,7% |
| | Oslo | 753 | 758 | 723 | -4,6% | -4,0% |
| | Porsgrunn, Rafnes, Herøya, Brevik, Skien, Langesund, Voldsfjorden | 251 | 269 | 261 | -3,0% | 4,1% |
| | Sanderfjord | 243 | 214 | 213 | -0,3% | -12,3% |
| | Stavanger, Sola/Risavik, Forus, Duvavik, Mekjarvik | 3 629 | 3 038 | 3 236 | 6,5% | -10,8% |
| | TOTAL SELECTED PORTS | 7650 | 7504 | 7954 | 6,0% | 4,0% |
| POLAND | Gdansk | 336 | 361 | 348 | -3,5% | 3,5% |
| | Gdynia | 1 348 | 1 539 | 1 571 | 2,1% | 16,5% |
| | Swinoujscie | 3 124 | 3 950 | 4 281 | 8,4% | 37,0% |
| | TOTAL SELECTED PORTS | 4808 | 5849 | 6200 | 6,0% | 28,9% |
| PORTUGAL | Setúbal | 184 | 233 | 266 | 13,8% | 44,5% |
| | TOTAL SELECTED PORTS | 184 | 233 | 266 | 13,8% | 44,5% |
| SPAIN | Algeciras | 855 | 804 | 3 304 | 311,2% | 286,4% |
| | Almería | 233 | 238 | 158 | -33,7% | -32,3% |
| | Barcelona | 4 319 | 4 411 | 4 669 | 5,9% | 8,1% |
| | Cádiz | 567 | 554 | 181 | -67,3% | -68,0% |
| | Ceuta | 370 | 346 | 346 | 0,1% | -6,6% |
| | Las Palmas | 1 319 | 1 398 | 1 550 | 10,9% | 17,5% |
| | Málaga | 289 | 250 | 164 | -34,3% | -43,2% |
| | Melilla | 293 | 302 | 204 | -32,5% | -30,3% |
| | Palma Mallorca | 3 130 | 2 876 | 3 167 | 10,1% | 1,2% |
| | Pasajes | 318 | 362 | 388 | 7,0% | 22,0% |
| | Santa Cruz de Tenerife | 1 530 | 1 585 | 1 030 | -35,0% | -32,7% |
| | Santander | 374 | 725 | 731 | 0,7% | 95,3% |
| | Tarragona | 139 | 147 | 92 | -37,6% | -33,8% |
| | Vigo | 596 | 645 | 664 | 2,9% | 11,3% |
| SWEDEN | TOTAL SELECTED PORTS | 14333 | 14643 | 16648 | 13,7% | 16,2% |
| | Göteborg | 10 348 | 11 615 | 11 021 | -5,1% | 6,5% |
| | Helsingborg | 3 858 | 4 167 | 4 884 | 17,2% | 26,6% |
| | Kappelskär | 2 115 | 2 518 | 2 578 | 2,4% | 21,9% |
| | Karlshamn | 1 003 | 1 353 | 1 634 | 20,7% | 62,9% |
| | Karlskrona | 829 | 961 | 1 015 | 5,6% | 22,5% |
| | Malmö | 3 452 | 3 523 | 3 884 | 10,3% | 12,5% |
| | Nynäshamn (ports) | 888 | n.a. | n.a. | | |
| | Oskarshamn | 310 | 293 | 306 | 4,4% | -1,5% |
| | Stockholm | 2 326 | 2 634 | 2 680 | 1,7% | 15,2% |
| | Trelleborg | 10 057 | 10 638 | 10 652 | 0,1% | 5,9% |
| | Umeå | 225 | 218 | 194 | -11,1% | -13,9% |
| | Varberg | 566 | 563 | 597 | 6,0% | 5,5% |
| | Ystad | 2 209 | 2 575 | 2 863 | 11,2% | 29,6% |
| | TOTAL SELECTED PORTS | 38187 | 41060 | 42309 | 3,0% | 10,8% |

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|----------------|----------------------|--------|--------|--------|---------------------|---------------------|
| UNITED KINGDOM | Aberdeen | 216 | 383 | 395 | 3,2% | 83,1% |
| | Belfast | 4 504 | 4 497 | 5 326 | 18,4% | 18,2% |
| | Bristol | 577 | 572 | 659 | 15,2% | 14,2% |
| | Cairnryan | 2 572 | 2 609 | 2 932 | 12,4% | 14,0% |
| | Dover | 24 694 | 23 560 | 23 848 | 1,2% | -3,4% |
| | Felixstowe | 2 149 | 2 314 | 2 735 | 18,2% | 27,3% |
| | Fishguard | 366 | 416 | 337 | -19,1% | -8,0% |
| | Fleetwood | 1 327 | 1 137 | n.a. | | |
| | Forth | 316 | 896 | 822 | -8,3% | 159,9% |
| | Harwich | 2 396 | 2 385 | 2 306 | -3,3% | -3,8% |
| | Heysham | 2 960 | 3 338 | 4 232 | 26,8% | 42,9% |
| | Holyhead | 2 659 | 2 609 | 3 074 | 17,8% | 15,6% |
| | Hull | 3 419 | 2 964 | 2 940 | -0,8% | -14,0% |
| | Immingham | 12 877 | 14 605 | 14 121 | -3,3% | 9,7% |
| | Ipswich | 754 | 462 | 396 | -14,3% | -47,5% |
| | Larne | 4 280 | 4 608 | 4 373 | -5,1% | 2,2% |
| | Liverpool | 6 522 | 7 357 | 7 480 | 1,7% | 14,7% |
| | London | 7 900 | 11 437 | 9 926 | -13,2% | 25,6% |
| | Medway | 410 | 245 | 496 | 102,2% | 20,8% |
| | Milford Haven | 891 | 1 001 | 980 | -2,1% | 10,0% |
| | Newhaven | 631 | 633 | 852 | 34,6% | 35,0% |
| | Poole | 801 | 467 | 498 | 6,7% | -37,8% |
| | Portsmouth | 2 849 | 2 395 | 3 414 | 42,5% | 19,8% |
| | Ramsgate | 1 575 | 1 687 | 1 093 | -35,2% | -30,6% |
| | Southampton | 944 | 1 010 | 1 241 | 22,9% | 31,5% |
| | Stranraer | 1 177 | 1 017 | 986 | -3,1% | -16,3% |
| | Tees & Hartlepool | 2 236 | 2 278 | 2 323 | 2,0% | 3,9% |
| | Tyne | 672 | 841 | 1 121 | 33,3% | 66,7% |
| | Warrenpoint | 1 332 | 1 874 | 2 134 | 13,9% | 60,2% |
| | TOTAL SELECTED PORTS | 94005 | 99597 | 101036 | 1,4% | 7,5% |

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|----------|------------------------------|--------|--------|--------|---------------------|---------------------|
| BELGIUM | Antwerp | 10 166 | 10 984 | 12 398 | 12,9% | 22,0% |
| | Gent (Ghent) | 2 351 | 3 207 | 3 422 | 6,7% | 45,6% |
| | Oostende (Ostend) | 725 | 841 | 843 | 0,2% | 16,1% |
| | Zeebrugge | 862 | 1 078 | 1 137 | 5,5% | 31,8% |
| | TOTAL SELECTED PORTS | 14105 | 16110 | 17799 | 10,5% | 26,2% |
| BULGARIA | Burgas | 1 108 | 1 211 | 1 555 | 28,3% | 40,3% |
| | Varna | 646 | 786 | 860 | 9,3% | 33,1% |
| | TOTAL SELECTED PORTS | 1754 | 1998 | 2414 | 20,9% | 37,6% |
| CROATIA | Ploce | 209 | 285 | 346 | 21,3% | 65,3% |
| | Rijeka | 886 | 862 | 758 | -12,1% | -14,4% |
| | TOTAL SELECTED PORTS | 1095 | 1147 | 1104 | -3,8% | 0,8% |
| CYPRUS | Larnaka (Larnaca) | 135 | 149 | 108 | -27,3% | -19,8% |
| | Lemesos (Limassol) | 331 | 337 | 253 | -25,1% | -23,7% |
| | TOTAL SELECTED PORTS | 466 | 486 | 361 | -25,7% | -22,6% |
| DENMARK | Aalborg | 185 | 196 | 258 | 31,9% | 39,7% |
| | Århus | 211 | 168 | 128 | -23,7% | -39,3% |
| | Avedøreværkets Havn | 358 | 688 | n.a. | | |
| | Esbjerg | 294 | 261 | 269 | 7,2% | -8,6% |
| | Fredericia (Og Shell-Havnen) | 264 | 196 | 194 | -0,9% | -26,3% |
| | Grenå | 114 | 125 | 100 | -20,0% | -12,0% |
| | Kolding | 155 | 154 | 187 | 21,2% | 20,4% |
| | Københavns Havn | 139 | 240 | 370 | 54,5% | 166,0% |
| | Køge | 128 | 158 | 149 | -5,8% | 16,3% |
| | Odense | 199 | 91 | 103 | 12,8% | -48,5% |
| | Randers | 227 | 333 | 368 | 10,7% | 62,6% |
| | Vejle | 224 | 267 | 331 | 23,9% | 47,8% |
| | TOTAL SELECTED PORTS | 2498 | 2867 | 2458 | -14,3% | -1,6% |
| ESTONIA | Kunda | 685 | 1 034 | 1 242 | 20,1% | 81,5% |
| | Pärnu | 1 152 | 1 517 | 1 661 | 9,5% | 44,1% |
| | Tallinn | 3 362 | 463 | 754 | 62,8% | -77,6% |
| | Vene-Balti | 137 | 208 | 267 | 28,4% | 95,1% |
| FINLAND | TOTAL SELECTED PORTS | 5336 | 3223 | 3924 | 21,8% | -26,5% |
| | Hamina | 509 | 659 | n.a. | | |
| | Hanko | 718 | 1 508 | 1 445 | -4,2% | 101,2% |
| | Helsinki | 295 | 335 | 353 | 5,3% | 19,9% |
| | Inkoo | 39 | 56 | 45 | -19,9% | 13,3% |
| | Inland Ports | 298 | 353 | 339 | -3,9% | 13,9% |
| | Kaskinen | 473 | 566 | 533 | -5,8% | 12,6% |
| | Kerni | 383 | 463 | 499 | 7,7% | 30,4% |
| | Kokkola | 416 | 533 | 497 | -6,7% | 19,6% |
| | Kotka | 1 872 | 3 364 | n.a. | | |
| | Koverhar | 159 | 265 | 230 | -13,2% | 44,3% |

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|---------|----------------------------|-------|-------|-------|---------------------|---------------------|
| | Lovisa | 459 | 505 | 542 | 7,4% | 18,0% |
| | Naantali | 144 | 140 | 174 | 24,3% | 21,1% |
| | Oulu | 106 | 310 | 389 | 25,5% | 265,8% |
| | Pietarsaari | 525 | 648 | 593 | -8,6% | 12,9% |
| | Pori | 425 | 364 | 459 | 26,2% | 8,2% |
| | Raahe | 663 | 746 | 633 | -15,1% | -4,5% |
| | Rauma | 2 278 | 2 748 | 2 587 | -5,9% | 13,6% |
| | Tornio | 443 | 595 | 528 | -11,2% | 19,2% |
| | Turku | 307 | 423 | 413 | -2,3% | 34,7% |
| | Uusikaupunki | 144 | 98 | 113 | 15,8% | -21,5% |
| | Vaasa | 123 | 134 | 139 | 4,0% | 13,1% |
| | TOTAL SELECTED PORTS | 10780 | 14813 | 10513 | -29,0% | -2,5% |
| FRANCE | Bayonne | 1 733 | 2 002 | 944 | -52,9% | -45,6% |
| | Bordeaux | 181 | 218 | 136 | -37,4% | -24,7% |
| | Calais | 113 | 108 | 67 | -38,1% | -40,6% |
| | Dunkerque | 6 579 | 6 369 | 6 919 | 8,6% | 5,2% |
| | La Rochelle | 726 | 874 | 888 | 1,6% | 22,3% |
| | Le Havre | 58 | 61 | 66 | 9,1% | 14,9% |
| | Marseille | 1 877 | 2 225 | 2 072 | -6,9% | 10,4% |
| | Nantes Saint-Nazaire | 328 | 565 | 413 | -27,0% | 25,7% |
| | Port-la-Nouvelle | 104 | 95 | 135 | 41,8% | 29,4% |
| | Rouen | 897 | 1 001 | 1 102 | 10,0% | 22,9% |
| | Sète | 110 | 144 | 190 | 32,3% | 73,6% |
| | St Malo | 190 | 251 | 495 | 96,9% | 160,6% |
| | TOTAL SELECTED PORTS | 12895 | 13913 | 13426 | -3,5% | 4,1% |
| GERMANY | Brake | 1 268 | 1 570 | 1 694 | 7,9% | 33,6% |
| | Bremen | 3 417 | 4 179 | 3 935 | -5,8% | 15,1% |
| | Bremerhaven | 810 | 3 396 | 4 380 | 29,0% | 440,4% |
| | Cuxhaven | 325 | 667 | 723 | 8,3% | 122,4% |
| | Duisburg, Homberg, Walsum | 709 | 727 | 616 | -15,3% | -13,1% |
| | Emden | 1 235 | 2 546 | 2 649 | 4,0% | 114,5% |
| | Hamburg | 2 068 | 2 738 | 2 517 | -8,1% | 21,7% |
| | Kiel | 167 | 432 | 466 | 8,0% | 179,6% |
| | Lübeck | 355 | 830 | 855 | 3,0% | 140,7% |
| | Nordenham | 741 | 303 | 53 | -82,4% | -92,8% |
| | Rostock | 1 042 | 1 367 | 1 273 | -6,9% | 22,2% |
| | Wilhelmshaven | 807 | 156 | 20 | -87,0% | -97,5% |
| | Wismar | 1 384 | 1 500 | 1 316 | -12,3% | -4,9% |
| | TOTAL SELECTED PORTS | 14328 | 20413 | 20498 | 0,4% | 43,1% |
| GREECE | Almyros (Amaliapoli) Volou | 287 | 339 | n.a. | | |
| | Antikyra | 125 | 101 | 254 | 150,1% | 102,9% |
| | Chalkida | 444 | 492 | 470 | -4,3% | 6,0% |
| | Corfu | 52 | 166 | n.a. | | |
| | Eleusina | 1 365 | 1 038 | 834 | -19,6% | -38,9% |
| | Heraklio | 94 | 112 | 77 | -30,9% | -18,2% |
| | Igoumenitsa | 71 | 228 | 111 | -51,4% | 55,9% |
| | Kavala | 319 | 251 | 1 165 | 363,4% | 264,9% |
| | Patras | 140 | 74 | 63 | -15,5% | -55,2% |
| | Rhodes | 115 | n.a. | n.a. | | |
| | Thessaloniki | 741 | 910 | 998 | 9,7% | 34,8% |
| | Volos | 356 | 382 | 446 | 16,8% | 25,5% |
| | TOTAL SELECTED PORTS | 4109 | 4094 | 4419 | 7,9% | 7,5% |
| IRELAND | Cork | 188 | 214 | 244 | 14,1% | 29,8% |
| | Drogheda | 75 | 32 | 114 | 254,5% | 52,5% |
| | Dublin | 119 | 67 | 76 | 14,1% | -36,0% |
| | Limerick | 146 | 84 | 76 | -9,8% | -48,2% |
| | Waterford | 72 | 71 | 79 | 11,7% | 10,1% |
| | TOTAL SELECTED PORTS | 600 | 468 | 590 | 26,0% | -1,8% |
| ITALY | Augusta | 113 | 127 | 1 481 | 1067,2% | 1213,0% |
| | Bari | 118 | 258 | 2 721 | 955,1% | 2197,4% |
| | Barletta | 88 | 542 | 857 | 58,0% | 871,4% |
| | Brindisi | 108 | 871 | 1 131 | 29,8% | 947,5% |
| | Cagliari | 123 | 72 | 136 | 87,8% | 9,8% |
| | Catania | 230 | 231 | 138 | -40,0% | -39,9% |
| | Chioggia | 826 | 1 863 | 1 827 | -1,9% | 121,1% |
| | Civitavecchia | 230 | 1 175 | 118 | -90,0% | -49,0% |
| | Gaeta | 37 | 98 | 83 | -15,8% | 125,0% |
| | Genova | 943 | 476 | 1 916 | 302,4% | 103,2% |
| | La Spezia | 506 | 638 | 850 | 33,2% | 68,2% |
| | Livorno | 1 627 | 1 522 | 1 195 | -21,5% | -26,6% |
| | Marina Di Carrara | 1 411 | 1 045 | 1 010 | -3,3% | -28,4% |
| | Messina | 15 | 4 | 10 | 171,1% | -31,9% |
| | Milazzo | 100 | 121 | 225 | 85,8% | 124,8% |
| | Monfalcone | 2 293 | 1 963 | 1 756 | -10,5% | -23,4% |
| | Napoli | 899 | 1 003 | 840 | -16,2% | -6,6% |
| | Olbia | 67 | 37 | 154 | 315,8% | 131,6% |
| | Ortona | 137 | 78 | 78 | -0,8% | -43,5% |
| | Piombino | 1 330 | 2 207 | 1 164 | -47,2% | -12,5% |
| | Porto Nogaro | 860 | 1 112 | 992 | -10,7% | 15,3% |
| | Pozzallo | 151 | 398 | 735 | 84,4% | 387,9% |
| | Ravenna | 2 026 | 4 385 | 6 008 | 37,0% | 196,5% |
| | Salerno | 332 | 768 | 260 | -66,1% | -21,6% |
| | Savona - Vado | 343 | 745 | 458 | -38,5% | 33,4% |
| | Taranto | 3 538 | 5 092 | 4 418 | -13,2% | 24,9% |
| | Trieste | 323 | 2 136 | 1 110 | -48,0% | 243,5% |

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|-------------|-----------------------|-------|--------|--------|---------------------|---------------------|
| | Venezia | 2 307 | 2 212 | 2 784 | 25,9% | 20,7% |
| | TOTAL SELECTED PORTS | 21084 | 31181 | 34456 | 10,5% | 63,4% |
| LATVIA | Liepāja | 1 347 | 1 695 | 1 481 | -12,6% | 10,0% |
| | Rīga | 1 897 | 2 840 | 2 721 | -4,2% | 43,4% |
| | Ventspils | 666 | 894 | 857 | -4,2% | 28,8% |
| | TOTAL SELECTED PORTS | 3910 | 5429 | 5060 | -6,8% | 29,4% |
| LITHUANIA | Klaipėda | 1 595 | 1 844 | 1 851 | 0,4% | 16,1% |
| | TOTAL SELECTED PORTS | 1595 | 1844 | 1851 | 0,4% | 16,1% |
| NETHERLANDS | Amsterdam | 1 883 | 3 074 | 3 161 | 2,8% | 67,9% |
| | Delfzijl/Eemshaven | 586 | 533 | 373 | -30,1% | -36,4% |
| | Den Helder | 231 | 265 | 243 | -8,3% | 5,4% |
| | Dordrecht | 326 | 444 | 499 | 12,3% | 53,1% |
| | Harlingen | 125 | 117 | 121 | 3,1% | -3,6% |
| | Moerdijk | 1 448 | 1 583 | 849 | -46,4% | -41,4% |
| | Rotterdam | 9 215 | 11 004 | 12 714 | 15,5% | 38,0% |
| | Terneuzen | 1 762 | 1 839 | 1 480 | -19,5% | -16,0% |
| | Velsen/IJmuiden | 1 992 | 2 056 | 1 006 | -51,1% | -49,5% |
| | Vlissingen | 4 542 | 5 676 | 2 695 | -52,5% | -40,7% |
| | TOTAL SELECTED PORTS | 22110 | 26592 | 23140 | -13,0% | 4,7% |
| NORWAY | Ålesund | 445 | 510 | 345 | -32,5% | -22,6% |
| | Bergen | 2 031 | 1 884 | 1 955 | 3,7% | -3,8% |
| | Flørø/Flora | 384 | 369 | 441 | 19,5% | 14,8% |
| | Fredrikstad/Sarpsborg | 196 | 266 | 320 | 20,3% | 63,0% |
| | Kristiansand S | 140 | 126 | 110 | -12,9% | -21,4% |
| | Kristiansund N/Grip | 1 168 | 1 304 | 1 024 | -21,4% | -12,3% |
| | Larvik | 99 | 129 | 59 | -54,0% | -39,9% |
| | Måløy | 123 | 125 | 202 | 61,4% | 64,8% |
| | Mo i Rana/Rana | 1 135 | 1 032 | 1 226 | 18,9% | 8,1% |
| | Oslo | 201 | 239 | 226 | -5,3% | 12,7% |
| | Other - Norway | 2 197 | 2 999 | 1 813 | -39,6% | -17,5% |
| | Tromsø/Buvik | 264 | 263 | 303 | 15,2% | 14,7% |
| | Trondheim/Flakk | 279 | 326 | 326 | 0,0% | 17,2% |
| | Verdal/Levanger | 622 | 682 | 655 | -3,9% | 5,4% |
| | TOTAL SELECTED PORTS | 9283 | 10254 | 9006 | -12,2% | -3,0% |
| POLAND | Gdańsk | 703 | 690 | 350 | -49,2% | -50,2% |
| | Gdynia | 702 | 649 | 576 | -11,2% | -17,9% |
| | Swinoujście | 423 | 392 | 465 | 18,6% | 10,0% |
| | Szczecin | 1 273 | 1 595 | 1 825 | 14,4% | 43,3% |
| | TOTAL SELECTED PORTS | 3102 | 3327 | 3216 | -3,3% | 3,7% |
| PORTUGAL | Aveiro | 890 | 1 158 | 982 | -15,2% | 10,4% |
| | Leixões | 346 | 596 | 935 | 56,8% | 170,0% |
| | Lisboa | 298 | 287 | 222 | -22,5% | -25,3% |
| | Setúbal | 1 297 | 1 584 | 2 167 | 36,7% | 67,0% |
| | TOTAL SELECTED PORTS | 2831 | 3625 | 4306 | 18,8% | 52,1% |
| ROMANIA | Constanța | 2 936 | 2 937 | 3 402 | 15,8% | 15,9% |
| | Galati | 1 008 | 1 118 | 935 | -16,4% | -7,2% |
| | TOTAL SELECTED PORTS | 3944 | 4055 | 4337 | 6,9% | 10,0% |
| SLOVENIA | Koper | 1 555 | 1 538 | 1 670 | 8,6% | 7,4% |
| | TOTAL SELECTED PORTS | 1555 | 1538 | 1670 | 8,6% | 7,4% |
| SPAIN | Algeciras | 1 506 | 1 622 | 380 | -76,6% | -74,7% |
| | Alicante | 207 | 149 | 147 | -1,4% | -28,7% |
| | Almería | 113 | 102 | 118 | 15,4% | 4,8% |
| | Avilés | 962 | 1 174 | 1 244 | 6,0% | 29,3% |
| | Barcelona | 861 | 622 | 688 | 10,6% | -20,1% |
| | Bilbao | 2 200 | 3 161 | 2 913 | -7,8% | 32,4% |
| | Cádiz | 151 | 109 | 338 | 209,9% | 123,4% |
| | Cartagena | 138 | 180 | 243 | 35,1% | 76,5% |
| | Castellón | 545 | 455 | 407 | -10,7% | -25,3% |
| | Ferrol | 555 | 621 | 680 | 9,6% | 22,6% |
| | Gijón | 349 | 464 | 399 | -14,0% | 14,4% |
| | Huelva | 316 | 283 | 416 | 46,9% | 31,7% |
| | La Coruña | 1 336 | 1 006 | 1 164 | 15,8% | -12,8% |
| | Las Palmas | 544 | 608 | 709 | 16,6% | 30,1% |
| | Marín-Pontevedra | 483 | 572 | 627 | 9,6% | 29,9% |
| | Motril | 155 | 145 | 135 | -7,1% | -13,0% |
| | Palma Mallorca | 311 | 334 | 301 | -9,8% | -3,0% |
| | Pasajes | 1 492 | 1 819 | 1 561 | -14,2% | 4,6% |
| | Santander | 536 | 567 | 617 | 9,0% | 15,2% |
| | Sevilla | 653 | 638 | 752 | 17,9% | 15,1% |
| | Tarragona | 597 | 665 | 1 083 | 63,0% | 81,4% |
| | Valencia | 3 975 | 4 837 | 4 797 | -0,8% | 20,7% |
| | Vigo | 504 | 560 | 478 | -14,6% | -5,1% |
| | Vilagarcía (de Arosa) | 123 | 127 | 165 | 30,0% | 35,0% |
| | TOTAL SELECTED PORTS | 18610 | 20820 | 20365 | -2,2% | 9,4% |
| SWEDEN | Gävle | 672 | 948 | 995 | 4,9% | 48,1% |
| | Halmstad | 535 | 596 | 606 | 1,7% | 13,2% |
| | Helsingborg | 310 | 243 | 224 | -7,7% | -27,6% |
| | Husum | 1 103 | 1 080 | 1 093 | 1,2% | -0,9% |
| | Jättarsön | 880 | 1 360 | 1 448 | 6,5% | 64,6% |
| | Kalmar | 255 | 353 | 405 | 14,7% | 58,6% |
| | Karlshamn | 774 | 594 | 629 | 5,9% | -18,7% |
| | Köping | 155 | 169 | 150 | -11,1% | -3,2% |
| | Luleå | 184 | 319 | 290 | -9,2% | 57,7% |

| | | 2009 | 2010 | 2011 | Growth 2010/2011 | Growth 2009/2011 |
|----------------|----------------------|--------|--------|--------|---------------------|---------------------|
| | Oskarshamn | 415 | 402 | 375 | -6,7% | -9,7% |
| | Oxelösund (ports) | 886 | 1 164 | 1 382 | 18,8% | 55,9% |
| | Piteå | 1 196 | 1 392 | 1 206 | -13,4% | 0,8% |
| | Skellefteå | 218 | 225 | 139 | -38,2% | -36,2% |
| | Sölvesborg | 295 | 533 | 563 | 5,8% | 90,7% |
| | Stockholm | 210 | 240 | 241 | 0,3% | 14,4% |
| | Sundsvall | 928 | 920 | 781 | -15,1% | -15,9% |
| | Uddevalla | 348 | 449 | 477 | 6,4% | 37,1% |
| | Umeå | 902 | 971 | 993 | 2,2% | 10,1% |
| | Varberg | 738 | 861 | 792 | -8,1% | 7,3% |
| | Västerås | 148 | 249 | 209 | -16,2% | 41,4% |
| | TOTAL SELECTED PORTS | 11 152 | 13 067 | 12 997 | -0,5% | 16,5% |
| UNITED KINGDOM | Aberdeen | 1 846 | 1 555 | 1 362 | -12,4% | -26,2% |
| | Belfast | 305 | 285 | 343 | 20,5% | 12,6% |
| | Boston | 357 | 513 | 480 | -6,4% | 34,7% |
| | Bristol | 137 | 279 | 231 | -17,0% | 69,3% |
| | Cardiff | 252 | 505 | 446 | -11,7% | 76,6% |
| | Clydeport | 447 | 97 | 186 | 91,0% | -58,5% |
| | Dover | 220 | 367 | 276 | -24,7% | 25,6% |
| | Forth | 448 | 249 | 431 | 73,1% | -3,7% |
| | Goole | 971 | 1 033 | 1 076 | 4,1% | 10,7% |
| | Great Yarmouth | 91 | 147 | 152 | 3,3% | 67,1% |
| | Hull | 909 | 1 351 | 1 355 | 0,2% | 49,1% |
| | Immingham | 1 008 | 862 | 789 | -8,5% | -21,7% |
| | Ipswich | 134 | 136 | 161 | 17,9% | 19,9% |
| | Liverpool | 424 | 876 | 656 | -25,1% | 54,6% |
| | London | 1 814 | 1 501 | 1 205 | -19,7% | -33,5% |
| | Manchester | 119 | 141 | 96 | -31,8% | -19,5% |
| | Medway | 1 667 | 1 516 | 2 285 | 50,7% | 37,1% |
| | Newport, Gwent | 798 | 1 300 | 1 823 | 40,3% | 128,6% |
| | Peterhead | 331 | 444 | 478 | 7,6% | 44,2% |
| | Portsmouth | 594 | 443 | 695 | 56,8% | 17,0% |
| | River Hull & Humber | 163 | 209 | 243 | 16,6% | 49,5% |
| | Shoreham | 235 | 226 | 286 | 26,1% | 21,4% |
| | Sunderland | 210 | 98 | 144 | 46,8% | -31,7% |
| | Tees & Hartlepool | 2 037 | 967 | 963 | -0,4% | -52,7% |
| | Tyne | 198 | 249 | 341 | 37,0% | 72,2% |
| | TOTAL SELECTED PORTS | 15 716 | 15 349 | 16 504 | 7,5% | 5,0% |

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