

ANNUAL REPORT

EUROPEAN SEA PORTS ORGANISATION
2018-2019



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TABLE OF CONTENTS

• Introduction	
▪ About ESPO	2
▪ Foreword by Eamonn O'Reilly, Chairman	4
▪ ESPO's Structure	6
• ESPO Committees	7
▪ Port Governance	8
▪ Intermodal, Logistics and Industry	11
▪ Marine Affairs	14
▪ Trade Facilitation, Customs and Security	17
▪ Sustainable Development	20
▪ Cruise and Ferry	25
▪ Social Dialogue for Ports	27
▪ Economic Analysis and Statistics	30
▪ Blue Growth Network	32
• Year in Review	35
▪ Overview of ESPO Activities in 2018-2019	35
▪ ESPO Conference	36
▪ ESPO Award on Social Integration	37
▪ Port Business Platform	38
▪ Port Pro of the Month	41
▪ ESPO in Numbers	45
▪ ESPO in the Press	47
• ESPO Secretariat	49
• Overview of ESPO Membership	50
• Market Development in Figures	56

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

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

ESPO **represents the port authorities, port associations and port administrations** of the seaports of 23 Member States of the European Union and Norway at EU political level. ESPO also has observer members in Iceland, Ukraine and Israel.

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

Edited by:
 Jacob Armstrong
 Céline Lefort
 Laurens Schautteet
 Anne-Rieke Stuhlmann

Cover picture: (c) Port Network Authority of the North Tyrrhenian Sea



Foreword

As the EU's seventh Commission comes into being, we will look back at the five years of the Juncker Commission as a decisive period in the development of EU ports policy.

After two previous unsuccessful attempts to introduce a package of measures to regulate the port sector, a comprehensive framework was created in recent years in the form of the Port Regulation (2017), the expansion of the Global Block Exemption Regulation to cover ports (2017), the Port Reception Facilities Directive (2019) and completion of the European Maritime Single Window environment (2019).



All of these measures required detailed consultation between the port sector, the Commission, the European Parliament and the Member States. The ultimate framework that has emerged is a sensible and workable compromise, addressing most of our concerns. Particular thanks are due to outgoing Commissioner Bulc and her team, and to the Members of the last European Parliament who worked so assiduously on these important legislative initiatives.

Seldom can an incoming Commission President have been faced by a more challenging agenda. Ursula von der Leyen's leitmotiv of *strive for more at home to lead in the world* resonates with ports. In particular, we very much welcome the new President's headline ambition for a European Green Deal as a way to address the existential challenges of decarbonisation and climate change.

Ports are the gateways for international trade in hydrocarbons and 40% of port volumes are energy related. Ports have an active role to play in the green transition. Ports exist to serve the needs of shipping and are "the face" of the maritime industry on land. International shipping accounts for 2.2% of greenhouse gas emissions and the IMO has committed to reducing these at least by 50% by 2050 (compared to 2008 levels). With the 2018 target, a big first step has been made at IMO level, and now the shipping sector needs to implement it. The transition to sustainable fuels is the first priority. There are many different options being prepared and deployed, however there is no silver bullet. This makes it difficult for ports to make long term choices and invest in the required infrastructure. A lot of dialogue between all stakeholders involved will be needed. It will require a policy that is ambitious, but flexible; a policy that encourages innovation without picking one specific technology over another; a policy that achieves at the same time carbon savings and air quality benefits.

ESPO unequivocally supports decarbonisation and the energy transition; a commitment we confirmed when we set out our priorities for the five years from 2019 to 2024 in our memorandum *What ports do for Europe What Europe can do for ports*, first presented at the ESPO Conference in Livorno of May 2019. The diversity of issues facing EU ports was reflected both in the contents of the memorandum and in the conference's agenda.

As we try to address these huge environmental and industry challenges, ports must remain relevant and connected to the society we serve. ESPO has understood this since its foundation and, for many years now, we have encouraged and supported member ports to address the challenge of societal integration. As part of this, ESPO has made the theme for the 11th edition of its award *Transparency and the role of social media in reaching out to the local community*.

ESPO's success as the representative body of Europe's port sector depends mostly on the work of our Committees and I would like to thank all of the port and port association executives who give their time and expertise to attend meetings and contribute to this important work. It is particularly important that our Committees are representative of ports throughout Europe, from the Baltic all the way to the Black Sea and I would urge all ports and port associations to encourage executives and officials to participate in the work of ESPO.

As a sign of growing participation, we have held Executive Committee meetings during the year in Riga and Trieste.

We also held the first meeting of the Port Business Platform in July 2019 on the theme of co-operation and merger between European Seaports. I would like to thank Daan Schalck (CEO of North Sea Port), Zeno D'Agostino (President of the Port Network Authority of Eastern Adriatic Sea and Vice-Chairman ESPO) and Guy Janssens (Chief Corporate Affairs of Port of Antwerp) for agreeing to contribute their thoughts and insights. I believe that the Port Business Platform will become an ever more important part of the work of ESPO, allowing ports to learn from each other and, in doing so, help ESPO to better reflect the diverse needs of European ports in our ongoing engagement with the Commission and the Parliament.

Elsewhere, both the EU and ESPO face the continuing uncertainty because of Brexit. What I said in the foreword to last year's Annual Report remains true: we simply do not know today what the outcome of Brexit will be. One thing we can all learn from the experience of Brexit is the damage which prolonged uncertainty can do.

If we can see little other than the negative in Brexit, we should at least take from it a commitment to work determinedly and expeditiously on the wider policy issues facing our sector particularly on the challenges of climate change, digitalisation and the safeguarding of a free and open trade environment. We know we cannot waste time.

I would like to thank the former Chairs for their continued guidance, support and continued participation in the work of our Committees. Furthermore, I would like to thank Annaleena Mäkilä and Zeno D'Agostino for their work as Vice Chairs.

ESPO is only as good as its executive team and we are very fortunate to have an excellent team ably led by Isabelle Ryckbost. The success of ESPO requires a professional and proactive engagement with the Commission, the Parliament and with other representative organisations. This remains particularly true now as we face common challenges in achieving sustainability in our sector and throughout the supply chain.

Eamonn O'Reilly
ESPO Chairman

ESPO's Structure

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

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

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



Eamonn O'Reilly
Chief Executive of the Port
of Dublin



Annaleena Mäkilä
Managing Director of the
Finnish Port Association



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

ESPO Committees

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

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

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

This year, as a result of an overlap in work, the General Assembly decided to **merge the Trade Facilitation, Customs and Security and Marine Affairs Committees** into one Committee with two sub-Committees, one on Marine Affairs and one on Trade Facilitation. It was also decided that a Network should be set up on Blue Growth to prepare the work of the blue growth subgroup of the European Ports Forum.

In what follows, an overview of each Committee's work for the past year will be provided. Main topics for each group can be identified under the 'Year in Brief' summaries.

This report presents ESPO's work for the period October 2018 until October 2019.

PORT GOVERNANCE



THE YEAR IN BRIEF

✦ Participation in the European Ports Forum

✦ Follow up monitoring of the implementation of the Port Services Regulation with members

✦ Contribution to the public consultation on the evaluation of the Consortia Block Exemption Regulation (BER)

The Port Governance Committee has been ESPO's main forum to follow the legislative process of the **Port Services Regulation** (EU 2017/352¹ and remains central for members to voice concerns and exchange experiences on the implementation of the Regulation since it became applicable on 24 March 2019.

The European Commission set up the **European Ports Forum** with the objective of following up on the implementation of the Port Services Regulation (PSR). The forum features two subgroups, one on "Sustainable Ports", which had its first meeting in April 2019 and one on "Blue Growth", still to be set up. While actively participating in the meetings as one of the main stakeholders, ESPO has continued to call for stronger port representation at the forum. As port issues are at the core of the forum, stronger representation of European ports will facilitate an effective platform for exchange of best practices and existing bottom up initiatives, in addition to accompanying the implementation of the PSR.

Within the framework of the Port Governance Committee, ESPO has continued to monitor the European Commission's **inquiries into the different national tax regimes related to ports**. After having taken decisions on the Netherlands (2016), Belgium (2017) and France (2017), the Commission adopted recommendations for Spain and Italy in

January 2019. Belgium and France appealed the decisions before the European Court of Justice (ECJ), but the Court rejected both appeals. ESPO will continue to monitor the issue and to facilitate the exchange between members on the different tax systems.

ESPO participated in the public consultation on **the evaluation of the Consortia Block Exemption Regulation (BER)**.² The Regulation allows, under certain conditions, shipping lines with a combined market share of below 30% to enter into cooperation agreements to provide joint cargo transport services without notifying the Commission. The current exemption will expire on 25 April 2020. Thus, the Commission is due to take a decision on whether to prolong the Regulation by 5 years with or without an amendment, or to let it expire. ESPO emphasised the need for more transparency on the current state of alliances, as well as increased monitoring by the Commission of both vertical and horizontal alliances, especially in terms of their negotiating power and pressure on the ports' investment policies. The Commission is due to put together a staff working paper containing a technical assessment to prepare the incoming Commissioner, who is expected to make the final decision in 2020.

In May 2019, the European Commission published the study **"Sustainable Transport Infrastructure Charging and Internalisation**

of Transport Externalities", which has been discussed in the Port Governance Committee from the governance perspective (for more information, see section on Sustainable Development p.20). ESPO will continue to follow-up any initiative by the new Commission on this subject.

Within the framework of the **Connecting Europe Facility 2021-2027 (CEF II) and the TEN-T evaluation**, the Port Governance Committee dealt with the topics of **military mobility and port clusters**. Under CEF II, the Commission proposed to include a new funding envelope of €6.5bn for dual-use infrastructure (infrastructure that can serve both military and civilian purposes). After the Member States defined their military requirements in 2018, the European Commission consulted ESPO in 2019 on the civilian port requirements, which will feed into the definition of the dual-use requirements by the Commission. In relation to the forthcoming

review of the TEN-T guidelines (see also Intermodal, Logistics and Industry p.11), the Committee discussed the notion of "port clusters". The concept had already been acknowledged in the Staff Working Paper accompanying the current TEN-T regulation. As European ports are increasingly involved in a process of cooperation, clustering and merging, ESPO sees the necessity to further develop and define the concept of "port clusters" for the future TEN-T guidelines.

Throughout the year, work on the digitalisation of the **ESPO Fact Finding Questionnaire** on port governance has continued. The data collected in the 2015 survey has been integrated into the PortinSights platform. Future fact-finding exercises, which are carried out every five years, will be fully operational on ESPO's new online data platform PortinSights (for more information, see section on Economic Analysis and Statistics p.30).

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R0352>

² <https://www.espo.be/news/consultation-on-the-evaluation-of-the-consortia-bl>

INTERMODAL, LOGISTICS & INDUSTRY



THE YEAR IN BRIEF

- ⇒ Work towards increased budget for transport and ports in CEF II as part of the Multiannual Financial Framework (MFF) negotiations
- ⇒ Contribution to the evaluation of the TEN-T guidelines
- ⇒ Preparation of joint ESPO-EFIP position paper on rail
- ⇒ Support given to members for CEF Transport Calls

This year's work focused on the European Commission's [proposal for the 2021-2027 Connecting Europe Facility \(CEF II\)](#)³, the EU's main financial instrument for transport. The Commission proposed a total transport budget of €30.6bn, of which €12.8bn are earmarked for the general envelope, €11.3bn for the cohesion envelope and €6.5bn for military mobility. In March 2019, the European Parliament reached a Common Understanding on all provisions, excluding the budget and horizontal issues, which will be decided in the negotiations on the Multiannual-Financial Framework (MFF) and the respective legislative files.

In light of the negotiations on the future EU budget, [ESPO strongly supported the increased budget of €33.5 bn requested by the European Parliament](#), as it considers the Commission's proposal insufficient to complete the TEN-T network and to provide for a safe, modern and sustainable transport network. ESPO has also been advocating for an increased share for ports in the transport budget, which only received 4% of the CEF budget in the last few years. The budget will be decided within the MFF negotiations, expected to start at the end of 2019. To give the transport sector a strong voice for the negotiations, ESPO renewed its work with the

40 organisations of the "EU budget for transport" coalition, launching an updated campaign for the new Parliament and Commission.⁴

€33.5 bn: EP's proposal for transport budget. ESPO continues to lead efforts to ensure the increased transport budget through the "EU budget for transport" coalition.

Another important aspect of the CEF II proposal is [the military mobility envelope](#). For the first time, a budget has been allocated for the purpose of developing dual-use infrastructure. ESPO members requested a clear prioritisation of the civil transport use over the military use in any dual-use projects and invited the Commission to provide more transparency and clarity about the modalities of this priority. ESPO gave its input for the targeted consultation on the civilian port requirements, which will feed into the definition of the dual-use requirements by the Commission.

The [2019 CEF Transport Call](#) for proposals opened for applications on 8 January 2019. [The Call, with a total budget of €117 million, was available for ports of the comprehensive network only](#). The Call priorities covered reducing the noise

³ <https://ec.europa.eu/digital-single-market/en/news/connecting-europe-facility-2021-2027-commission-launches-public-consultation-cef2-digital>

⁴ <https://www.espo.be/news/more-than-40-organisations-jointly-call-for-a-stronger-eu-budget-for-transport>

generated by freight trains, developing and improving cross-border railway links and upgrading crucial infrastructure in ports. The Commission announced the project selection on 27 September, which included 18 port projects.

€117 million: total budget of 2019 CEF Transport Call

In addition, on 16 October 2019 the Commission launched another CEF transport call with the returned funds from non-executed projects. The call has an overall budget of €1.4 billion, available to the Core Network, as well as Motorways of the Sea (MoS) projects (€30 million). The deadline for submitting application under this call is 27 February 2020.

In mid-November 2019 a further rolling call for the CEF Blending Facility is expected to be launched. The Blending Facility is a cooperation framework established between the European Commission and implementing partners to support blending operations for ERTMS and alternative fuels with quarterly cut-off dates until March 2021 (unless the budget is exhausted earlier).

In mid-2019, the Commission started **the evaluation of the current TEN-T guidelines with a public consultation as a first step in the review process**. ESPO requested that the review recognises the changing role of ports and new market realities. In that regard, the ports' role as strategic nodes in the network should be stressed more over ports as simply a component of maritime infrastructure. Another essential point is to address ports' increasing involvement in a process of cooperation, clustering and merging by developing clear definitions and concepts. In general, ESPO sees the need for a stronger maritime dimension in the predominantly land-based corridor approach, both in terms of acknowledging the cross-border dimension of ports and by giving more importance to MoS.

The **new MoS Coordinator Kurt Bodewig** has structured the stakeholder exchanges by sea basin. ESPO participated in the meeting of the Atlantic basin in Dublin in April 2019 and will participate in the meeting of the western Mediterranean in Madrid in late October 2019. The remaining meetings will be organised in 2020.

The European Commission held a public consultation on its proposal to extend **the General Block Exemption Regulation (GBER)** to cover national co-funding in combination with certain EU funding programmes. The proposal suggests the extension of the GBER exemption when national funding is combined with InvestEU, Horizon Europe or European Territorial Cooperation (ETC) projects. ESPO participated in the consultation, requesting to additionally exempt funds combined with CEF funding under certain conditions. ESPO believes that the currently separate "CEF evaluation" and state aid procedures can cause unnecessary delays.

In the course of 2018 and 2019, **the rail expert group** held several meetings in preparation of a joint ESPO-EFIP position paper on rail, to be published in November 2019. In essence, the paper asks EU rail policy makers to consider the specificities of port-rail connections. Additionally, ESPO actively participated in the meeting of the national regulatory bodies for rail, discussing the definition and the implications of rail service facilities. Finally, ESPO was invited to join the interim governance board for the European Rail Facilities Portal.

In a joint effort with EFIP, ESPO conducted a survey in September among its members on **the potential of inland waterway transport**. In the framework of the transport decarbonisation agenda, a modal shift to more sustainable transport modes can help to reach the set targets. ESPO will evaluate the received responses and proceed accordingly.

MARINE AFFAIRS



THE YEAR IN BRIEF

- ⇒ The revision of the Port Reception Facilities Directive was high on the agenda
- ⇒ Contribution to the European Commission's consultation on Places of Refuge

In January 2018, [the European Commission published a new proposal on the revision of the Port Reception Facilities Directive](#). The new Port Reception Facilities Directive 2019/883,⁵ which repeals the previous Directive 2000/59, entered into force on 27 June 2019 and has a transposition period of two years. Along with the Sustainable Development Committee, the Marine Affairs sub-Committee followed all relevant developments closely before finalising ESPO's position paper on the issue.

ESPO welcomed the conclusion of the revision as a step towards more efficiency: the new directive aims at streamlining administrative procedures, addressing discrepancies between EU and international law and achieving higher levels of environmental protection.⁶ However, a number of issues remained, particularly regarding enforcement of the "polluter pays" principle and mandatory rebates.

ESPO [regretted the initial proposal envisaging a flat fee irrespective of waste generated](#). Without a cap on the amount of waste allowed to be generated – and a higher fee charged over that cap – producers would have no incentive to curtail waste production; in some cases unreasonable quantities of waste may be produced. [ESPO welcomed an improved submission from the parliament and the council providing for a cap](#), over which the fixed fee would not apply, but nonetheless regrets the possibility of more efficient waste producers subsidising less

efficient producers under the fixed price system.

ESPO [approved the provision for differentiated fees](#) on the basis of the hazardous nature of the waste and welcomed the revision from the Parliament and the Council with regard to the [communication of the fee systems](#) in the waste reception and handling plans. Under the new law, only the structure of the costs and a description of the cost recovery systems will be communicated to the port users. Furthermore, ESPO [welcomed the provision of special exemptions](#) for small non-commercial ports as well as for remotely located ports and small ports with unmanned facilities.

However, European ports concurred that, contrary to the legislation's provisions, [a separate collection of ship waste should be organised](#) on the basis of EU law and given that food packaging including plastic waste from intra-EU journeys could now be recycled. Moreover, ESPO [regretted that green rebates for ships have become mandatory](#), as these mandatory rebates will not ensure that less waste is delivered at port level.

Port Reception Facilities Directive

- ✓ Cap on waste quantity under fixed fee regime
- ✓ Provision of Differentiated Fees
- ✓ Communication of fee systems
- ✓ Special exemptions for small and remote ports
- ✓ Separate collection of ship waste should be organised
- ✗ Mandatory Green Rebates
- ✗ Subsidising efficient waste producers under fixed fee system

The Marine Affairs sub-Committee followed and discussed the latest developments with regard to [places of refuge](#). ESPO contributed to the consultation of the European Commission and successfully convinced the EU to submit a follow-up to the IMO. ESPO emphasised that ports which accommodate a ship that has been granted a place of refuge must receive prompt and appropriate compensation in respect of liabilities that arise from the accommodation of a damaged ship. In addition, the Marine Affairs sub-Committee followed the developments in the Safe Sea Net Group Meeting of experts organised by EMSA.

⁵ <https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1560353042047&uri=CELEX:32019L0883>

⁶ <https://www.espo.be/news/espo-welcomes-steps-towards-better-enforcement-for>

TRADE FACILITATION, CUSTOMS & SECURITY



THE YEAR IN BRIEF

- ✦ Defence of European ports' interests in the developments of the European Maritime Single Window environment Regulation, including publication of a position paper
- ✦ Follow-up of Brexit developments Digital Transport and Logistics Forum (DTLF) and cybersecurity issues

This year, the Trade Facilitation, Customs and Security sub-Committee, together with the Marine Affairs sub-Committee, focused on the legislative process leading up to the [Regulation establishing a European Maritime Single Window environment 2019/1239 \(EMSWe Regulation\)](#).⁷

In May 2018, the Commission published its proposal for a regulation establishing a EMSWe, concluding the revision process of the Reporting Formalities Directive (2010/65) launched in Spring 2016. In short, the proposal was built on three main pillars. First, it establishes harmonised National Single Windows, while retaining existing Port Community Systems as (voluntary) reporting channels. Second, the proposal establishes a harmonised maximum data set, containing all requirements stemming from national, EU and international legislation. Finally, it contains the reporting once principle, enabling a declarant (shipowner or his representative) to submit information only once per port call, so that the information can be reused on subsequent port calls.

On 24 September 2018, [ESPO published its position paper](#) on the new proposal, asking for more ambition on the harmonisation of data, while maintaining flexibility in reporting systems. On 15 October, rapporteur Deirdre Clune (EPP, Ireland) published her draft report on the proposal. ESPO welcomed the

rapporteur's report, which in general reflected European ports' priorities, especially the possibility for ports to continue to make use of their Port Community Systems as entry gates for information submitted by declarants (the shipowner or his representative). The final report of the Transport Committee was well received by ESPO, with the exception of a proposal to investigate the establishment of a centralised European Maritime Single Window interface. On 7 February, the Parliament and Council agreed on a final text, leaving out the proposal for a centralised interface. The final text was welcomed by ESPO and published in the official journal on 25 July 2019. The Commission has set up a number of groups in preparation of the implementation of the regulation. ESPO will closely monitor the work being done in those groups and stay closely involved to defend the interests of European ports. The new regulation is expected to apply as from 2025.

Ever since the referendum on British membership of the EU took place in 2016, [Brexit](#) has continued to feature as a major item on ESPO's agenda. This year, the Trade Facilitation sub-Committee closely monitored all relevant developments with regards to the negotiations and provided a platform to exchange good practices for ports in order to prepare for Brexit. ESPO will continue to monitor all relevant developments and will adopt an active role in the second phase of

⁷ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R1239&from=EN>

negotiations (if and when a Brexit deal is reached) with the aim of preserving an optimal EU-UK trade environment.

Over the last working year, ESPO continued to follow EU initiatives in the field of digitalisation, remaining active in the **Digital Transport and Logistics Forum (DTLF)**.⁸ This forum has brought together Member States and stakeholders from all transport and logistics communities to support the digitalisation of freight transport and logistics. In particular, the forum aims to identify areas where common action in the EU is needed, providing recommendations and implementing proposals where appropriate.

Finally, **cybersecurity and the Directive concerning measures for a high common level of security of network and information systems across the Union (NIS Directive, 2016/1148)**⁹ also appeared on this year's agenda of the Trade Facilitation sub-Committee. Besides the exchange of best practices on cybersecurity for ports, the sub-Committee followed up the implementation of the NIS Directive. As cybersecurity in maritime transport climbs ever higher up the agenda of EU policy makers, ESPO will endeavour to closely monitor relevant developments in the field.

⁸ <http://www.dtlf.eu/>

⁹ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016L1148&from=EN>

SUSTAINABLE DEVELOPMENT



THE YEAR IN BRIEF

- **Contribution to the European Sustainable Shipping Forum, the 'Navigating a Changing Climate' coalition and the Sustainable Transport Forum**
- **Follow-up of Parliament's work on Onshore Power Supply (OPS), monitoring of Commission's initiatives for Alternative fuels Infrastructure and water quality**
- **Publication of 2018 Environmental Report, alongside continued management of EcoPorts and PERS Certification**

This year, ESPO renewed its active participation in [the European Sustainable Shipping Forum \(ESSF\)](#). ESPO took part in the discussions with regard to the scope and the deliverables of the new sub-groups, while at the same time following the work of the ESSF sub-group on Air Emissions from Shipping. ESPO also participated in the work of the newly established Sustainable Ports sub-group under the European Ports Forum.

ESPO continued supporting the objectives of the [Navigating a Changing Climate coalition](#).¹⁰ The coalition brings together nine associations that have committed to reduce greenhouse gas emissions and to shift to low carbon maritime or inland navigation infrastructure, as well as to act urgently to improve preparedness to adapt to the changing climate. Furthermore, ESPO followed the work of the EU Water Framework Directive (WFD) Navigation Task Group where key issues for industry stakeholders are discussed and identified. ESPO participated in meetings with the consultants responsible for the Fitness Check and fed into the consultation process.

ESPO contributed to the work of the [Sustainable Transport Forum](#) of the European Commission which is the main consultation body with regard to the implementation of the Alternative Fuels Infrastructure Directive. In particular, ESPO

participated in consultation rounds regarding the deployment of alternative fuels infrastructure in preparation of a potential review of the Directive.

In the same vein, ESPO welcomed the European Parliament's support for its longstanding proposal to tax-exempt [Onshore Power Supply \(OPS\)](#) for ships at berth.¹¹ Taxation on shore-side electricity has been a significant barrier for the uptake of this form of energy over power generated onboard, weakening in each case the business case for OPS. ESPO believes that a permanent and EU wide tax exemption for the use of shore-side electricity under the Energy Taxation Directive would put it on an equal footing with electricity generated on board (produced from the combustion of tax-exempted marine fuel). In general, with regard to all alternative fuels, the risk is that there is currently no market for certain investments, or that certain investments will be outdated before the pay-back period of the investment. To avoid the chicken or the egg dilemma, policy measures on the port side should be accompanied by corresponding measures for the users.

[Alternative fuels infrastructure](#) has been another focus of the Sustainable Development Committee's work. Aiming to begin an open dialogue, ESPO invited Commission officials,

infrastructure and fuel experts, shipping stakeholders and NGOs to the internal meetings of the Committee.

Furthermore, ESPO conveyed to EU policy makers and stakeholders the message that a gradual but mandatory transition plan to cleaner fuels must be developed which delivers both in terms of air quality and decarbonisation. In particular, ESPO asked policymakers to start the discussion on the implementation of an EU Emission Control Area (SECA and NECA), in close cooperation with all relevant stakeholders.

With regard to [water quality](#), ESPO supported an EU proposal to discuss a harmonised approach on scrubbers at IMO level.¹² The proposal aims to start the discussion at international level on the discharges from scrubbers into the water, especially in sensitive areas such as ports. To protect the water quality and to respect the EU standards provided for by the Water Framework Directive, some EU Member States have taken initiatives to limit liquid discharges from scrubbers in port areas. ESPO supported the proposal for prompt and harmonised action on the basis of scientific evidence available with regard to the impact of liquid discharges from scrubbers on water quality. The proposal was accepted by the IMO member states during the meeting of the Marine Environment Protection Committee (MEPC 74).

This year also saw the publication of the European Commission's long-awaited study ['Transport Infrastructure Charging and Internalisation of Transport Externalities'](#). The paper has the core aim of examining to what extent the principles of 'user pays' and 'polluter pays' are realised in the European transport sector. Relevant conclusions for maritime transport include: alternative EU-wide instruments may be preferred for transport taxes/charges, given the difficulty of

EU-wide harmonisation; non-pricing instruments can be applied in a harmonised way at EU level; and environmentally differentiated port charges or fairway dues may be options to further internalise the air pollution cost of maritime transport. The paper is set to become an integral part of future transport policy. ESPO will thus continue to closely monitor relevant developments.

Furthermore, ESPO published its [annual Environmental Report for 2018](#)¹³ at the GreenPort Congress in Valencia in October 2018. The report has become a point of reference for all interested stakeholders, local communities, civil society, researchers and industry.

[Air quality](#) retained its position as the top priority for European ports, a place it has held since 2013. Interest in the [relationship with local community](#) rose to fourth position, possibly reflecting air quality's standing as a concern for citizens of port cities and urban areas. Similarly, [climate change](#) is becoming an issue of high priority for European ports, having entered the Top 10 for the first time in 2017 and climbed to seventh position in 2018.

New survey questions this year revealed the **significance of climate change** for port project planning:

- **8/10 European ports** take climate change into consideration when they develop new infrastructure projects
- **59%** of ports strengthen the climate resilience of existing infrastructure
- **41%** of ports have already dealt with operational challenges due to climate change

[Marine litter](#)-related priorities rose in importance. [Waste](#) remained the most monitored issue with the number of respondents declaring to monitor this

¹⁰ <https://navclimate.pianc.org/about/think-climate-coalition>

¹¹ <https://www.espo.be/news/european-ports-welcome-parliaments-explicit-support>

¹² <https://www.espo.be/news/espo-supports-eu-proposal-to-discuss-a-harmonized->

¹³ <https://www.espo.be/media/ESPO%20Environmental%20Report%202018.pdf>

indicator having increased 17% since 2013. 73% of ports are certified with an **environmental standard** (ISO, EMAS, PERS) – an increase of 19% since 2013. 68% of ports currently make their environmental report publicly available. These figures clearly demonstrate the readiness of ports to address environmental issues such as marine litter.

On the development of **alternative fuels infrastructure**, the report finds:

- ⇒ **51%** of ports provide shore-side electricity for ships at berth
- ⇒ **30%** of ports provide LNG refuelling points
- ⇒ **24%** of ports are currently developing LNG infrastructure projects

Set up in 1997, **EcoPorts**¹⁴ is the main bottom-up initiative of European ports to address the

environmental challenges the sector faces. After the revision of the Self Diagnosis Method (SDM) and the Port Environmental Review System (PERS) in 2017, the number of EcoPorts members and PERS certified ports has steadily increased, showing that the sector is ready to address the environmental challenges, increase transparency in communicating their environmental policies, build an even closer relationship with port cities' communities and enhance their market reputation. Both SDM and PERS are now listed as a source of Good International Industry Practices by the World Bank. The European Investment Bank and the European Bank for Reconstruction and Development are also considering these tools as a reference in their assessment of projects. Below you can find a list of all the ports that are PERS certified as of October 2019.

Port de Commerce de Lorient	France
Tanger Med Port Authority	Morocco
Ports of Bremen/Bremerhaven	Germany
NV Port of Harlingen	Netherlands
Peterhead Port Authority	United Kingdom
Groningen Seaports	Netherlands
Dublin Port Company	Ireland
Piraeus Port Authority SA	Greece
Shannon Foynes Port Company	Ireland
Port of Moerdijk	Netherlands
JadeWeserPort Realisierungs GmbH & Co. KG	Germany
Autoridad Portuaria de Valencia	Spain
Autoridad Portuaria de Castellón	Spain
Shoreham Port Authority	United Kingdom
Port of Le Havre Authority	France
Port of Barcelona	Spain
Aqaba Container Terminal	Jordan
Port of Rotterdam Authority	Netherlands
Port of Vigo	Spain
Port of Cartagena	Spain

Asyaport Liman A. S.	Turkey
Port of Den Helder	Netherlands
Authority Port of Algeciras Bay	Spain
port of Den Oever-Hollands Kroon	Netherlands
Port Authority of Huelva	Spain
Autoridad Portuaria de Melilla	Spain
Grand Port Maritime de Dunkerque	France
Niedersachsen Ports GmbH & Co. KG, Cuxhaven Branch	Germany
Niedersachsen Ports GmbH & Co. KG, Brake Branch	Germany
Port of Pori Ltd	Finland
Baku International Sea Trade Port CJSC	Azerbaijan
Ceuta/Autoridad Portuaria de Ceuta	Spain
Niedersachsen Ports GmbH & Co. KG	Germany

¹⁴ <https://www.ecoports.com/>

CRUISE AND FERRY

THE YEAR IN BRIEF

➤ Assessment of externalities related to cruise activity in ports

➤ Follow-up on Commission study on Security Measures for Ro-Ro ferries

This year, work in the Cruise and Ferry Port Network (CFPN) focused on the [externalities of cruise and ferry traffic](#) in European ports. In particular, the Network exchanged views and best practices on how to cope with issues like air pollution and tourist saturation. In this context, the Network conducted a small survey to identify how ports are dealing with challenges such as sustainability and the relationship with the local community. The results of this survey were discussed internally, as well as with representatives of the cruise lines.

European ports aim at developing their cruise activities in a sustainable way, finding the right balance between their role as entry gates for visitors wanting to experience Europe's cultural and natural heritage and the need to safeguard the way of life of local communities.

ESPO has continued to follow up on a [study on security measures for Ro-Ro ferries](#), which was commissioned by DG MOVE and conducted by ICF Consulting Services Limited (ICF). The aim of the study was to analyse maritime security aspects and measures in place for Ro-Ro ferries in Europe and assess the case to improve those maritime security

measures. The study focused primarily on one threat, namely attacks conducted by terrorists and/or violent extremist groups or individuals with criminal motives. In this context, the study examines the security measures in place both on the ferry side as well as on the port side.

ESPO has been following all relevant developments as well as supporting the Commission with respect to the [pan-European and regional cruise dialogues](#). Furthermore, the Cruise and Ferry Port Network, together with the Marine Affairs and Sustainable Development Committees, continued to follow all relevant developments of the revision of the [Port Reception Facilities Directive](#) (see section on Marine Affairs p.14 for more information).

Finally, the Cruise and Ferry Port Network will gather in Oslo for the [GreenPort Cruise Conference](#) on 16 October 2019. The Network traditionally plays an active role in this conference, which brings together relevant stakeholders of the cruise port industry to discuss the environmental agenda of cruise ports.

SOCIAL DIALOGUE



THE YEAR IN BRIEF

- ✦ Finalisation of the study “The changing face of ports: socio-economic impact of market-based and technological developments on EU ports”
- ✦ Monitoring of the implementation of the directive on safe loading and unloading of bulk carriers
- ✦ Set-up of working group on fumigation of containers
- ✦ Efforts continued to support and boost gender inclusivity in the sector

For six years now, the [Sectoral Social Dialogue Committee on Ports \(SSDCP\)](#) has successfully brought EU employers' organisations (European Sea Ports Organisation and Federation of European Private Port Operators) and employees' organisations (European Transport Workers' Federation and International Dockworkers Council) together. These social partners jointly contribute not only to the improvement of working and living conditions for the people employed in the sector, but also to the competitiveness and productivity within EU ports. ESPO contributes to this Committee by assisting and representing those port authorities that are employing port workers.

The Social Dialogue Committee for ports finalised the work on the EU-financed study “[The changing face of ports: socio-economic impact of market-based and technological developments on EU ports](#)” with a study visit to Hamburg. The programme included a visit to the training centre Ma-Co and the Hamburg Vessel Coordination Centre, discussions with the HHLA and Eurogate terminal operator and works council about the recently agreed collective agreement (Eurogate), as well as the manager of the labour pool. ESPO participated in the study as an associate partner and was represented in the steering group, composed of the other social partner organisations (ETF, IDC and Feport), which is monitoring the advancement and reviewing the results of the study.

Safety on board ships has remained a point of concern, as the [implementation of the Directive on safe loading and unloading of bulk carriers](#) has been still very unsatisfactory. EMSA has started its visits to Member States to monitor the implementation of the Directive. In order to tackle the issue in a comprehensive manner, the Social Partners are envisioning a joint dialogue with the ship owners and seafarers.

Furthermore, the Social Partners set up a [working group on fumigation of containers](#), in order to develop guidelines based on best practices on “Training for port workers in relation to fumigated containers”. While the guidelines specifically deal with port workers and with the fumigation of containers, the Social partners recognise that risks exist along the entire logistics chain and that other health risks exist from entering containers. On 18 October, the final agreement was adopted. The objective of the agreement is to assist port operators and workers in creating a framework for identifying risk in their respective operations and training port workers.

ESPO continued to participate in the European Commission's initiative “[EU Platform for Change – Women in Transport](#)”, launched in November 2017. The initiative's objective is to strengthen women's employment and equal opportunities in the transport sector through concrete actions and the exchange of good practices. ESPO participated in the annual

conference “Towards a more inclusive and diverse transport sector”, where the concept of European diversity ambassadors was launched. Furthermore, ESPO has been actively monitoring the gender balance in Committee meetings to raise awareness and to ultimately improve it. In early 2019, the

outcome of ESPO’s monitoring exercise revealed that overall 31,76% of port professionals attending technical Committee meetings were women, 68,24% men. Through publishing this information, ESPO hopes to support efforts for greater gender balance in the sector.

ECONOMIC ANALYSIS AND STATISTICS



THE YEAR IN BRIEF

- Continued development of PortinSights
- Preparation of modal split data collection

ESPO's digital data platform **PortinSights**¹⁵ was launched in September 2018, having been developed based on the outcome of the EU co-funded FP7 project PORTOPIA.¹⁶ The data platform includes traffic throughput data (Rapid Exchange System, RES, data), environmental data (EcoPorts Data) and port governance data (Fact Finding Survey). Through PortinSights, ESPO promotes the voluntary data exchange between members and facilitates their data analysis. In terms of the RES data, PortinSights replaces ESPO's previous Excel data exchange system.

In the course of 2019, work continued to populate the platform with data. More than 70 European ports have signed up to the platform and many have started to upload their data. The Economic Analysis & Statistics Committee has been instrumental in the development of the platform, by exchanging experiences and providing feedback. This year's work has focused on drafting the template of the quarterly report, which is to feature the main developments and trends of different commodities, aggregated by port ranges. Once finalised, this report will be publicly

available on the ESPO website on a quarterly basis.

In addition, the members of the Economic Analysis and Statistics Committee continued their efforts to develop a **harmonised model for modal split data**. In order to calculate their modal split, European ports often rely on external parties for the necessary data to make the calculations. Despite this obstacle, the model has been improved, tested and finalised. Going forward, data collection will take place on an annual basis.

The **reduction of the EU's carbon footprint** is high on the agenda of the European Commission. Transport, as one of the main sources of the CO2 emissions, will be closely in the focus, including the shift to more sustainable transport modes. The modal split data collection is essential to demonstrate the positive impacts of the initiatives taken by European ports to promote sustainable transport modes.

Finally, the Economic Analysis and Statistics Committee **renewed the exchange with Eurostat's maritime statistics unit**.

¹⁵ <http://www.portinsights.eu/account/login?ReturnUrl=%2F>

¹⁶ portopia.eu

BLUE GROWTH NETWORK

(C) Port of Vigo (Spain)



(C) Port of Vigo (Spain)

THE YEAR IN BRIEF

➤ Establishment of ESPO's Blue Growth Network

Following the European Commission's decision to establish a sub-group on Blue Growth under the European Ports forum (EPF), **ESPO decided to set up its own Blue Growth Network**. A first meeting of the ESPO Blue Growth Network was held in Brussels in June to discuss the internal organisation of its work and the election of its chair before the EPF sub-group begins to work.

Blue growth covers all marine-based or marine-related activities, not only in established but also in emerging and innovative sectors. Furthermore, among these sectors and activities are marine living resources, marine extraction of non-living resources, marine transport, port activities, shipbuilding and repair, coastal tourism, marine equipment and machinery, prepared seafood meals and manufacture of seafood oils and fats, desalinisation, blue renewable energy and blue bio economy.

According to the recent Commission report, almost 45% of the EU population (214 million people) live in coastal regions and blue economy directly employs over 4 million people with €658 billion of turnover and €180 billion of gross value added. Coastal tourism, marine living resources and port activities have grown by over 10% over the last 10 years and employment grew in coastal tourism by 10% and in port activities by 25% between 2009 and 2017.

Blue Growth in numbers

- ⇒ **45%** of the EU population – **214 million people** – live in coastal regions
- ⇒ Blue economy directly employs over **4 million people**
- ⇒ Blue growth adds **€658 billion** per year to the EU economy
- ⇒ **€180 billion** of gross value added

The constituent meeting of the new technical Committee took place on 26 June. In that meeting, the core tasks of the Blue Growth Network were decided as the following: to **discuss and put forward best practice**, to **highlight financial constraints** the sector faces when blue growth initiatives are taken **and follow the European Ports Forum Sub-group** when it starts its work.



Year in Review

Overview of ESPO Activities in 2018-2019

Events organised, co-organised or supported:

- ESPO Award 2018 Ceremony, 7 November 2018, Brussels
- Transport Week 2019, 6-7 March 2019, Gdynia
- ESPO Conference 2019, 23-24 May 2019, Livorno
- Port Business Platform, 4 July 2019, Brussels
- GreenPort Cruise & Congress, 16 October 2019, Oslo

Publications:

- ESPO Award 2018 Booklet with Summary of Applications
- ESPO's Liber Amicorum: ESPO at 25: Connecting People and Ports
- ESPO Memorandum
- "More EU Budget for Transport, The Best Investment Plan for Europe", with EU transport Coalition
- ESPO Environmental Report 2019
- Top 10 Environmental Priorities 2019

Policy input:

- 8 January 2019, ESPO Contribution to the Consultation on the Evaluation of the Consortia Block Exemption Regulation
- 9 September 2019, TEN-T Review Consultation
- 30 September 2019, ESPO Contribution to the Public Consultation on the GBER

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

2019 Conference "Europe's ports in a new world", Livorno

The 16th edition of the ESPO Conference took place on 23-24 May in Livorno, hosted by the Port Network Authority of the North Tyrrhenian Sea. The theme chosen this year was "Europe's ports in a new world", which encouraged an array of responses, from familiar themes such as new technologies and the climate transition to more novel themes such as geopolitical changes and ports' role in sustainable energy.

The first day kicked off with welcome speeches from Eamonn O'Reilly, ESPO's Chairman, and members of Italian national and regional governments. Sessions focused on new technologies – in particular the future of container transport, automation, road transport and port greening – and new players in transport, before a profile of the Italian maritime economy closed the first day's presentations. The second day began with a speech discussing the implementation of the 'polluter pays' principle in transport policy, before moving on to sessions considering geopolitical changes affecting the port sector and the changing face of ports. The conference ended with an insightful closing roundtable debating investment in the sector, sustainability and digitalisation.

ESPO took the opportunity of its Conference to present its memorandum, which presents ESPO's priorities for the next five years.¹⁷ The memorandum was created to coincide with the mandate of the new European Parliament and the new European Commission, who will both have begun their new five year terms by the end of 2019. Key messages in the memorandum include: ports' centrality to the transport sector's competitiveness, ports' role in the Europe's transport networks, digitalisation's contribution to growth, the need for cooperation to achieve decarbonisation and the importance of investment to achieve social goals in the future.

ESPO was hugely pleased with the outcome of the conference, and the warm reception from the city of Livorno. More than 240 people attended the conference, with participants including national and European officials, industry representatives, academics and business people. ESPO hopes to build even further upon this success at next year's conference. The 17th edition will take place in Oslo on 28-29 May 2020.¹⁸



¹⁷ <https://www.espo.be/publications/espo-memorandum>

¹⁸ <https://www.espo-conference.com/>

ESPO Award on Social Integration

This year, the 10th edition of the ESPO Award continued its decade long record of rewarding and encouraging exciting projects from European ports. This year's theme was "Ports as a Good Work Environment For Everyone". Although the number of project submissions was lower than in previous years, quality and innovation were evident in each of the four entries. Submissions came from Associated British Ports, North Sea Port, Port of Rotterdam Authority and the Port of Tallinn.

The Port of Rotterdam emerged as winner for their project "The Port of Rotterdam creates a good working environment for everyone." The project was praised for tackling local challenges, such as high unemployment, and wider issues, such as making sure the future workforce have necessary skills to respond to changing environments. Specific initiatives included giving employees skills matching the needs of companies in the port, providing training for the port's current and future talents, and stimulating co-working between different companies within the port. In using their project to help schools, the unemployed and consolidate the skills of their existing workforce, the programme achieved the 2018 ESPO Award's aims of investing in a diverse and inclusive environment, facilitating mutual respect, non-discrimination and personal development.

The event was also a chance to celebrate ESPO's 25th anniversary. A concert and a birthday cake were organised to commemorate the milestone. Furthermore, ESPO also published a Liber Amicorum to celebrate the occasion. This book of friends gathered memories, anecdotes and reflections from diverse voices who have been part of ESPO's history, hopefully laying the ground for another 25 successful years ahead.

Looking forward, the theme for the ESPO Award 2019 is "Transparency and the role of social media in reaching out to the local community". Out of 9 submissions, a shortlist of 4 submissions has already been announced. The winner will be chosen from one of the ports of Dover, Dublin, Stockholm and Union des Ports de France (UPF) on 13 November 2019 at the 11th edition of the ESPO Award Ceremony.¹⁹



¹⁹ <https://www.espo.be/news/espo-award-jury-puts-the-ports-of-dublin-dover-sto>

ESPO Port Business Platform

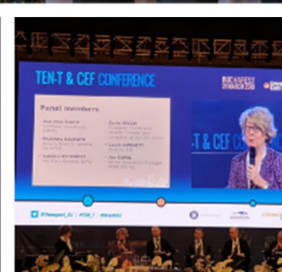
ESPO built on its role as a knowledge network through the establishment of its Port Business Platform in July this year. The proposal for the platform was initially agreed in November 2018, as a means of bringing port executives and port strategy professionals together to discuss and exchange specific trends, challenges, strategies and best practices in the sector. The platform operates in full compliance with ESPO's Competition Compliance Guidelines.

The first meeting took place the European Port House on 4 July with the theme 'Cooperation and Merger between European Seaports'. The particular focus was on the question "Does the scale increase in different related sectors lead to stronger cooperation and/or merger between port managing bodies?" Initial presentations were given by Daan Schalck (CEO of North Sea Port), Zeno D'Agostino (President of the Port Network Authority of Eastern Adriatic Sea and Vice-Chairman of ESPO) and Guy Janssens (Chief Corporate Affairs of Port of Antwerp). Port professionals from across the continent actively contributed to a fruitful discussion, with pertinent planned or executed mergers used as examples.

ESPO looks forward to bringing together even more professionals at the next meeting provisionally planned in early 2020.



The platform's first meeting included a presentation on the recent merger of the Port of Ghent and the Port of Zeeland to form North Sea Port.



Port pro of the Month

Each month, ESPO interviews a CEO or Port Director from one of its member ports to highlight how each port works and to help us understand what it means to lead a European port. Below is the collection of the port pros from the past 12 months. Read the full interviews by clicking on the pictures below.

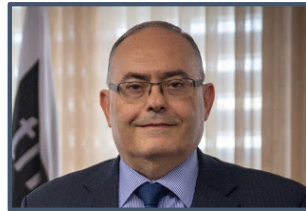


September 2019: Zeno D'Agostino (President of the Port Network Authority of Eastern Adriatic Sea and Vice-Chairman ESPO)

"The railway allows Trieste to be the only Italian port with a truly international catchment area, with more than 200 trains every week linking the port to key industrial and logistics hubs in 13 countries. One of our main strategic targets is a further increase of the modal share because we believe that rail intermodality is crucial for becoming more environmentally friendly."

August 2019: Joseph Bugeja (CEO and Chairman, Malta Transport Authority)

"The opportunities that can be provided by Malta in this sector stem from the Islands' rich maritime heritage with a cultural legacy intimately linked to the sea that is unique in the Mediterranean"



June 2019: Doug Bannister (CEO, Port of Dover)

"Where I want to see us in ten years' time is fully utilising [our] deep knowledge alongside technology and innovation to further improve the efficiency and effectiveness of our operation. I want to ensure that the enduring economic advantages of Dover's geographical position are matched by 21st century requirements for sustainability that ultimately delivers the best outcomes for all."

May 2019: Barbara Scheel Agersnap (CEO, Copenhagen Malmö Port)

"The biggest issue at present in our communication with the local population is related to the environment. We aim to use the most environmentally-friendly rolling stock."



April 2019: Brendan Keating (Chief Executive, Port of Cork)

"Going forward, and even in the face of continued uncertainties related to Brexit, the Port of Cork has much to be positive about as it expects to see further growth in traffic [...] the first direct service from Ireland to Spain, offers the option for freight carriers and passengers to bypass the UK and French land-bridge to Spain as Brexit uncertainty continues [...]. This more efficient supply chain offers freight customers a direct route to the market, enabling them to get their produce to the market quicker than if they travel through traditional ports."

March 2019: Sotirios Theofanis (Chairman and CEO, Thessaloniki Port Authority)

"We can say that, based on my international experience, the port-city relationship in our case is a model case. The regeneration of the Old Pier I and the hosting of the cultural entities (Cinema Festival, Museum of Modern Arts, Museum of Photography etc.) on this Pier gave the opportunity to the City to learn what the port is and convinced the citizens that the port is a part of their history, their culture and their life."





February 2019: Ingvar M. Mathisen (CEO, Port of Oslo)

"Although Oslo and Norway are humble players in a big world, we have one of the world's leading maritime clusters and score particularly well in maritime finance, law and technology. Oslo is also considered to be one of the best in coping with the digital transformation in the maritime sector. Port of Oslo is proud of being part of the city's maritime cluster."



October 2018: Jacques Vandermeiren (CEO, Port of Antwerp)

"As port authority, we have to evolve in the role we assume, in order to be ready for 'Change'. Instead of our historic role as passive landlord, we will become more and more an active facilitator and community builder."

January 2019: Valdo Kalm (CEO, Port of Tallinn)

"We represent the image of Estonia and are one of the engines behind Estonia's economy. Our role is to improve Estonia's competitiveness as a maritime country. Our main challenges are related to boosting our competitive ability in our four fields of business and doing it in a smart and environmentally friendly way."



December 2018: Dan Nicolae Tivilichi (Former Director General, Maritime Ports Administration SA Constanta)

"Constanta has the largest container terminal on the Black Sea, but the latest major achievement is its status as agribulk hub for Central and Eastern Europe. The connection to the Danube river plays a major role in achieving this status. The low cost of transportation and the large quantities that can be shipped on the Danube offer an efficient alternative to the congested European rail and road transport."



November 2018: Aurelio Martínez Estévez (Chairman, Port of Valencia)

"Now, our goal is to consolidate these excellent relationships and develop projects that facilitate and streamline trade between Asian and European companies using modern technological tools and blockchain solutions."



ESPO in Numbers



Almost **8/10 European ports** take climate change into consideration when they develop new infrastructure projects.

59% of ports strengthen the climate resilience of existing infrastructure.



41% of ports have already dealt with operational challenges due to climate change.

47% of ports now experience operational challenges related to climate change (6% increase since 2018).



62% of ports take steps to strengthen the resilience of its existing infrastructure in order to adapt to climate change.

Out of the **71%** of ports with a certified Environmental Managements System, **26.9%** opted for EcoPorts' PERS.



Overall **31,76%** of port professionals attending technical Committee meetings were women, **68,24%** men

1 – Air Quality remained the number 1 priority for European Ports in 2018 (a place it has consistently held since annual reporting began in 2016).



29
May 19

European Ports are a Strategic Partner in Building a Sustainable, Competitive and Smart Europe

In view of the European elections, which will lead to a new Commission, a new European Parliament and a new vision for Europe, European ports have prepared a memorandum emphasizing the role port managing bodies can play as facilitators of the port ecosystem.

The ESPO memorandum identifies ten priorities, ten fields of action and importance for the next five years.

The memorandum has been presented during the ESPO annual conference in Livorno, taking place in Livorno, by ESPO's Secretary General, Isabelle Ryckbost: "The memorandum explains how ports can contribute to Europe's competitiveness. It's more than just a shopping list of what Europe needs to do or not for European ports. European ports are the entry gates for trade, are at the crossroads of supply chains and are hotspots of energy, industry, innovation and digitalisation. We believe that European ports are a strategic partner in achieving Europe's goals in terms of digitalisation and decarbonisation."



© On the MoS Way

ESPO Re-elects Eamonn O'Reilly As Chairman

Eamonn O'Reilly was unanimously re-elected as Chairman following a vote of ESPO's General Assembly in Brussels on Wednesday afternoon. E. O'Reilly has been chairing the organisation during the last two years.



The General Assembly also re-elected Anneliese Mäkilä and elected Zeno d'Agostino as Vice-Chair. Ms Mäkilä is currently Managing Director of the Finnish ports Association and has been Vice Chair since 2014. Mr d'Agostino is President of Ascoports, the Italian Association of Ports and President of the Port Network Authority of the Eastern Adriatic. Sék. Z. d'Agostino replaces Bernard Mazuel (UPF-France) who has been Vice Chair for the last four years.

© IMDO - Irish Maritime Development Office

Port of Rotterdam Wins ESPO Award 2018

Shailaja A. Lakshmi November 8, 2018



Port of Rotterdam Authority wins the ESPO Award 2018. Photo: European Sea Ports Organisation

The largest port in Europe the Port of Rotterdam Authority has been awarded the European Sea Ports Organisation (ESPO) Award 2018.

The award was made in recognition of the port's engagement with the city or wider community through the creation of a good workplace environment for its current and future employees and the demonstration of its investment in a diverse and inclusive environment, facilitating mutual respect, non-discrimination and personal development.

The ESPO Award was handed out by the Deputy Director-General of DG Move, Maja Bakran, during a ceremony at "Palais des Académies" in Brussels.

At this occasion, Maja Bakran said: "We truly see the ports at the heart of our transport system and you can count on our continuous support. Congratulations to the 2018 ESPO Award winner: the Port of Rotterdam Authority!"

© MarineLink

ESPO entrega certificación EcoPorts a terminales portuarios de España e Irlanda

24 Mayo, 2019

Por Redacción PortalPortuario.d

@PortalPortuario



European Sea Ports Organisation (ESPO) certifica a tres nuevos terminales portuarios con el estándar de EcoPorts.

La entidad indicó que el Puerto de Cádiz, la Compañía Portuaria Shannon Foynes (Irlanda) y el Puerto de Melilla obtuvieron el estándar de gestión ambiental (EcoPorts) de EcoPorts.

Isabelle Ryckbost, secretaria General de ESPO, Eamonn O'Reilly, presidenta de ESPO, y Sotiri Rapts, coordinadora de EcoPorts, entregaron los certificados de PERS a los representantes de los puertos durante la Conferencia anual de ESPO en Livorno.

En cuanto a la certificación EcoPorts, Ryckbost señaló que "me gustaría felicitar al Puerto de Cádiz por obtener el estándar ambiental de EcoPorts y a la Compañía Portuaria Shannon Foynes y al Puerto de Melilla por renovarlo. Los puertos europeos están claramente intensificando sus esfuerzos para comunicarse sobre sus políticas ambientales y para comprometerse con los ciudadanos y la comunidad circundante. El ciudadano de 2019 quiere estar mejor informado y está más comprometido".

© PortalPortuario

Huelva port renews PERS certification

April 24, 2019 Huelva, Port Operations, Spain



Source: Autoridad Portuaria de Huelva

Huelva, Spain (PortEurope) April 24, 2019 – Autoridad Portuaria de Huelva (APH – Port Authority of Huelva) has renewed its Port Environmental Review System (PERS) environmental certification, the only environmental management standard specific to the port sector, promoted by the European Sea Ports Organisation (ESPO).

Huelva port has met the requirement to increase transparency in environmental matters through the publication of periodic reports, ESPO said. The president of Huelva port authority, Pilar Miranda, emphasised that "this certification supports the compliance with environmental standards needed in a port like ours that is committed to being a green port, sustainable, integrated and respectful of its environment."

The general secretary of ESPO, Isabelle Ryckbost, has congratulated the port of Huelva for renewing this certification in compliance with the transparency and communication standards, which reinforce its position in the face of environmental challenges such as climate change or improving air quality, among others.

© PortEurope

European Ports Welcome Agreement On CEF II

Port News 27/03/2019



The European Seaports Organisation (ESPO) welcomes the Common Understanding between the European Parliament and the Council on the future Connecting Europe Facility (CEF II). With its vote on 25 March, the European Parliament's Transport and Industry Committees confirmed the partial agreement, which sets out the EU's funding priorities and modalities in the transport sector for the period 2021-2027. The precise budget, as well as horizontal provisions such as Cohesion funding and the way third countries can participate in the programme will be negotiated under the new Parliament.

ESPO strongly supports the European Parliament's call for an increased transport budget of €33.5 bn. The budget proposed by the European Commission is insufficient to complete the TEN-T network and to invest in a safe, modern and sustainable transport network. Moreover, ESPO believes the proposed €10 bn transfer from the Cohesion Fund to CEF II should be safeguarded.

"The Parliament has given a strong signal in favour of an increased transport budget for the coming years. We embrace this decision and hope it will be confirmed in the further negotiations. Completing the TEN-T network as foreseen is crucial for the future of Europe. But on



© Hellenic Shipping News

Porti: Espo, investire in scali 'intelligenti' e sostenibili

Zeno D'Agostino, "l'Africa è una grande opportunità economica"

25 maggio, 21:41

Industria Stampa Invia Scrivi alla redazione Suggerisci



"Investire in porti efficienti, sostenibili e intelligenti significa investire nell'Europa". Si è chiusa con questo messaggio l'assemblea internazionale di Espo, l'associazione che riunisce gli enti di amministrazione portuale di 23 Stati europei, che si è svolta ieri e oggi a Livorno. Nella due giorni, ospitata al teatro Goldoni di Livorno e organizzata dalla locale Autorità di sistema insieme con Ascoports, sono stati analizzati le prospettive di sviluppo di questo settore. Tra queste l'automazione nei trasporti, il viaggio compatto dei camion su strada, il cosiddetto 'plateforming', e la transizione energetica verso le rinnovabili nei porti e sulle navi. Nel corso del dibattito finale, moderato dal parlamentare europeo Wim van de Camp, il presidente dell'Autorità di sistema portuale di Trieste, Zeno d'Agostino ha ricordato anche l'importanza dell'Africa. "L'Africa è una grande opportunità economica per l'Europa - ha detto D'Agostino - Dobbiamo anticipare le politiche cinesi su quel continente".

© ANSA Mare

«Παρέμβαση» ESPO για τα ανοικτού τύπου scrubbers

10 ΜΑΡΤΙΟΥ 2019



Ενός της επικείμενης συνεδρίασης της Επιτροπής Προστασίας Θαλάσσιου Περιβάλλοντος

Ενός της επικείμενης συνεδρίασης της Επιτροπής Προστασίας Θαλάσσιου Περιβάλλοντος (MEPC 74), του IMDO ο ESPO με παρέμβαση του όσον αφορά τα ανοικτού τύπου scrubbers σημειώνει ότι πρέπει να γίνει σφαιρική η νομοθεσία της ΕΕ για την προστασία των θαλάσσιων υδάτων εναντίον αερίων και στίς πρωτοβουλίες που έχουν λάβει: ορισμένα κράτη μέλη της ΕΕ για τον περιορισμό των υγρών απορριμμάτων.

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ESPO: One Third of port Professionals are Women



Photo: ESPO

The European Sea Ports Organisation (ESPO) said that it has been monitoring the gender balance through the effective attendance of port professionals to the different meetings of the organisation over the past year.

"The outcome of this monitoring reveals that, all technical committees together, overall 31,76% of port professionals attending the meetings were women, 68,24% men," announced the industry body.

Looking in more detail into the different committees, the results of this monitoring reveals that the Port Governance committee, the Trade Facilitation, Customs and Security committee, the Sustainable Development committee and the Cruise and Ferry port

network are scoring very well with almost an equal representation of men and women at the meetings.

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ESPO Secretariat

ESPO's Permanent Secretariat in Brussels ensures the communication between the European institutions and the ports throughout Europe and is responsible for the general management of the organisation.

Isabelle Ryckbost Secretary General	Anne-Rieke Stuhlmann Senior Advisor Intermodal & Logistics, Social Dialogue, Statistics, Port Governance	Sotiris Raptis Senior Advisor Environment and Safety, EcoPorts Coordinator
Turi Fiorito Senior Advisor	Laurens Schautteet Policy Advisor Cruise and Ferry Network, Trade Facilitation, Customs and Security	Jacob Armstrong Trainee Policy Advisor
Cécile Overlau Finance and Office Manager	Hélène Vancompernelle Personal Assistant, Events and Communication Manager	Céline Lefort Administrative and Event Assistant

Overview of ESPO Membership (2019-11-04)

Country	National Port Body	General Assembly Representative	Executive Committee Representative 2018-2020
Belgium	<i>none</i>	Guy Janssens (Antwerp Port Authority)	Guy Janssens (Port of Antwerp)
		Daan Schalck (North Sea Port)	
		Joachim Coens (Port Authority Zeebrugge)	
Bulgaria	Bulgarian Ports Infrastructure Company	Georgi Todorov (Bulgarian Ports Infrastructure Company)	Angel Zaubrtov (Bulgarian Ports Infrastructure Company)
		Angel Zaubrtov (Bulgarian Ports Infrastructure Company)	
Croatia	Croatian Ports Association	Milan Blaževski (Port of Split Authority)	Tomislav Batur (Port of Ploce Authority)
		Nina Perko (Ministry of Maritime Affairs, Transport and Infrastructure)	
		Marino Juretic (Port of Rijeka Authority)	
Cyprus	Cyprus Ports Authority (CPA)	Anthimos Christodoulides (CPA)	Michel Christensen (CPA)
		Anthia Klerides (CPA)	
		Petros Krassas (CPA)	
Denmark	Danish Ports	Carsten Aa (Lindø Port of Odense)	Tine Kirk Pedersen (Danish Ports Association)
		Rune Rasmussen (Associated Danish Ports – ADP)	
		Thomas Elm	

		Kampmann (Port of Koge)	
Estonia	<i>none</i>	Ellen Kaasik (Port of Tallinn)	Magnus Vihman (Port of Tallinn)
		Magnus Vihman (Port of Tallinn)	
Finland	Finnish Port Association	Torbjörn Witting (Port of Kokkola)	Annaleena Mäkilä (Finnish Port Association)
		Hannu Asumalahti (Finnish Port Association)	
		Annaleena Mäkilä (Finnish Port Association)	
France	Union des Ports de France (UPF)		Jean-Pierre Chalus (UPF)
		Mériadec Le Mouillour (CCI de Brest)	
		Hervé Martel (Grand Port Maritime de Marseille)	
Germany	<i>none</i>	Bettina Linkogel (Ministry of Economics and Ports, Bremen)	Bernhard Zampolin (Hamburg Port Authority)
		Jens Zingler (Min. f. Verkehr, Bau u. Landesentwicklung Mecklenburg Vorpommern)	
		Bernhard Zampolin (Hamburg Port Authority)	
Greece	Hellenic Ports Association - ELIME	George Kastellanos (ELIME)	Sotiris Theofanis (Port of Thessaloniki)
		Theodora Riga (Piraeus Port Authority SA)	
		Sotiris Theofanis (Port of Thessaloniki)	
		Brendan Keating (Port	Pat Keating (Irish Ports

Ireland	Irish Ports Association	of Cork Company)	Association)
		Eamonn O'Reilly (Dublin Port Company)	
		Pat Keating (Shannon Foynes Port Company)	
Italy	Associazione Porti Italiana - Assoport	Zeno D'Agostino (Assoport)	Zeno D'Agostino (Assoport)
		Daniele Rossi (Assoport)	
		Oliviero Giannotti (Assoport)	
Latvia	<i>none</i>	Irina Gorbaticova (Freeport of Riga Authority)	Martins Ziemanis (Freeport of Riga Authority)
		Inita Luna (Freeport of Riga Authority)	
		Ansis Zeltins (Freeport of Riga Authority)	
Lithuania	<i>none</i>	Adomas Alekna (Klaipeda State Seaport Authority)	Arturas Drungilas (Klaipeda State Seaport Authority)
Malta	Authority for Transport Malta	David Bugeja (Authority for Transport Malta)	David Bugeja (Authority for Transport Malta)
		Joseph Bugeja (Authority for Transport Malta)	
		Roberto Vassallo (Authority for Transport Malta)	
The Netherlands	<i>none</i>	Koen Overtoom (Port of Amsterdam)	Victor Schoenmakers (Port of Rotterdam)
		Cas König (Groningen Seaports)	
		Ferdinand van den Oever (Havenschap	

		Moerdijk)	
		Allard S. Castelein (Port of Rotterdam)	
		Jan Lagasse (North Sea Port)	
Norway	Norwegian Ports Association	Arnt-Einar Litsheim (Norwegian Ports Association)	Arnt-Einar Litsheim (Norwegian Ports Association)
		Halvard Aglen (Norwegian Ports Association-Port of Kristiansand)	
		Tore Lundestad (Port of Borg)	
Poland	none	Krzysztof Zalewski (Port of Gdansk)	Aneta Szreder-Piernicka (Port of Szczecin-Swinoujscie)
		Adam Meller (Port of Gdynia Authority SA)	
		Krzysztof Urbaś (Port of Szczecin-Swinoujscie)	
Portugal	APP - Association Ports of Portugal	Lidia Sequeira (APP)	Lidia Sequeira (APP)
		Ligia Correia (APRAM – Administração dos Portos da Região Autónoma da Madeira, SA)	
		José Luis Cacho (APS – Administração dos Portos de Sines e do Algarve, S.A)	
Romania	none	Daniela Serban (Maritime Ports Administration SA)	Alexandru Madalin Craciun (Maritime Ports Administration SA)
		Marcella Daniella Costea (National Company “Maritime Danube Ports Administration” Galati/APDM)	

		Dumitru Poalelungi (National Company “Maritime Danube Ports Administration” Galati/APDM)	
Slovenia	Luka Koper	Boris Jerman (Luka Koper)	Dimitrij Zadel (Luka Koper)
		Ziga Fiser (Luka Koper)	
		Dimitrij Zadel (Luka Koper)	
Spain	Puertos del Estado	Salvador de la Encina (Puertos del Estado)	Nuria Gaiton Redondo (Puertos del Estado)
		José Luis Hormaechea Escos (Port Authority of Algeciras Bay)	
		Ramón Gomez-Ferrer Boldova (Port Authority of Valencia)	
Sweden	Ports of Sweden	Joakim Ärlund (Ports of Sweden)	Christine Hanefalk (Ports of Sweden)
		Christine Hanefalk (Ports of Sweden)	
		Elvir Dzanic (Port of Göteborg AB)	
United Kingdom	British Ports Association / UK Major Ports Group	Richard Ballantyne (British Ports Association)	Tim Morris and Richard Ballantyne (Alternate)
		Mark Simmonds (British Ports Association)	
		Paul Davey (Hutchison Ports (UK) Ltd / Port of Felixstowe)	
		Tim Morris (UKMPG)	

Observer Members			
Country	National Port Body	General Assembly Representative	
Iceland	Associated Icelandic Ports - AIP	Gisli Gislason (Associated Icelandic Ports – AIP)	
Israel	Israel Ports Company	Dov Frohlinger (Israel Ports- Development and Assets Co., Ltd)	
Ukraine	State Enterprise “Ukrainian Sea Ports Authority”	Raivis Veckagans (State Enterprise “Ukrainian Sea Ports Authority”)	

Market Development in Figures

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

Liquid bulk traffic for selected European ports (1000 tonnes)

Country	City	2015	2016	2017	2018	Growth 2017-2018	Growth 2015-2018
BELGIUM	Antwerpen	66.123	68.282	71.944	74.242	3,2%	12,3%
	Gent (Ghent)	3.692	5.414	5.366	5.419	1,0%	46,8%
	Oostende (Ostend)	43	51	104	22	-78,8%	-48,5%
	Zeebrugge	4.791	4.338	2.532	5.169	104,2%	7,9%
	TOTAL SELECTED PORTS	74.648	78.085	79.946	84.852	6,1%	13,7%
BULGARIA	Burgas	11.050	11.298	12.077	10.088	-16,5%	-8,7%
	Varna	1.246	915	1.346	858	-36,3%	-31,1%
	TOTAL SELECTED PORTS	12.296	12.213	13.424	10.946	-18,5%	-11,0%
CROATIA	Bakar	2.010	2.208	2.251	2.281	1,3%	13,5%
	Omisalj	4.665	6.689	7.980	8.405	5,3%	80,2%
	Ploce	459	554	811	497	-38,7%	8,3%
	Rijeka	1	1	2	5	219,9%	885,6%
	Split	408	342	437	510	16,6%	25,0%
	TOTAL SELECTED PORTS	7.542	9.794	11.482	11.699	1,9%	55,1%
CYPRUS	Dekeleia (Dhekelia)	380	451	362	251	-30,8%	-34,0%
	Larnaka (Larnaca)	943	1.023	246	859	249,7%	-8,9%
	Lemesos (Limassol)	195	229	15	n/a	n/a	n/a
	Moni	215	215	115	n/a	n/a	n/a
	Zygi (Zygi)	747	2.736	1.880	426	-77,3%	-42,9%
	TOTAL SELECTED PORTS	2.480	4.654	2.617	1.536	-41,3%	-38,1%
DENMARK	Aabenraa	399	166	224	169	-24,5%	-57,6%
	Aalborg	1.488	907	951	781	-17,9%	-47,5%
	Arhus	1.486	1.790	1.513	1.498	-1,0%	0,8%
	Asnaes Inter Terminal	305	757	623	133	-78,6%	-56,3%
	Asnaesvaerkets Havn	1.591	1.084	1.083	1.252	15,7%	-21,3%
	Avedorevaerkets Havn	5	7	5	3	-43,1%	-39,9%
	Ensted Inter Terminal	1.182	884	195	1.476	655,2%	24,9%
	Esbjerg	602	613	559	491	-12,1%	-18,3%
	Fredericia (Og Shell-Havnen)	6.597	5.760	5.486	4.827	-12,0%	-26,8%
	Frederikshavn	n/a	n/a	n/a	56	n/a	n/a
	Grena	81	85	85	100	17,4%	23,8%
	Gulfhavnen	1.290	968	896	379	-57,7%	-70,6%
	Hirtshals	n/a	n/a	n/a	48	n/a	n/a
	Kalundborg	162	138	130	99	-24,5%	-39,1%
	Kobenhavns Havn	2.981	3.474	2.829	2.237	-20,9%	-24,9%
	Koge	47	57	42	17	-60,6%	-64,6%
	Kolding	30	35	36	34	-4,6%	13,7%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Odense	20	24	25	41	62,8%	102,7%
	Randers	n/a	n/a	n/a	3	n/a	n/a
	Ronne	62	65	65	67	2,6%	8,7%
	Statoil Havnen	8.735	8.060	8.501	8.332	-2,0%	-4,6%
	Stigsnaes Inter Terminal	4.152	3.842	935	1.265	35,4%	-69,5%
	Studstrupvaerkets Havn	3	5	6	3	-56,8%	-0,8%
	Thyboron	102	91	93	81	-12,7%	-19,9%
	TOTAL SELECTED PORTS	31.318	28.813	24.284	23.394	-3,7%	-25,3%
ESTONIA	Kunda	38	89	59	83	41,0%	119,4%
	Sillamae	3.662	4.623	6.389	5.861	-8,3%	60,1%
	Tallinn	12.680	9.262	7.223	8.593	19,0%	-32,2%
	Vene Balti	594	439	262	208	-20,8%	-65,0%
	TOTAL SELECTED PORTS	16.973	14.413	13.934	14.745	5,8%	-13,1%
FINLAND	Hamina Kotka	2.959	3.357	3.074	2.840	-7,6%	-4,0%
	Hanko	n/a	n/a	n/a	15	n/a	n/a
	Helsinki	134	140	147	142	-3,6%	6,1%
	Inkoo	195	321	354	522	47,2%	167,0%
	Kaskinen	67	80	98	131	32,8%	96,4%
	Kemi	501	473	477	494	3,5%	-1,3%
	Kokkola	591	588	713	787	10,3%	33,1%
	Naantali	3.947	3.956	3.751	5.064	35,0%	28,3%
	Oulu	1.284	1.329	1.351	1.298	-3,9%	1,1%
	Parainen	9	n/a	n/a	n/a	n/a	n/a
	Pietarsaari	130	141	83	127	53,1%	-2,6%
	Pori	841	799	1.238	892	-28,0%	6,0%
	Raahe	163	48	49	48	-1,6%	-70,4%
	Rauma	144	234	356	117	-67,2%	-18,8%
	Skoldvik	20.400	24.799	24.766	24.657	-0,4%	20,9%
	Tornio	91	70	54	89	65,3%	-2,1%
	Turku	111	93	114	150	32,1%	35,9%
	Uusikaupunki	311	283	339	365	7,7%	17,3%
	Vaasa	463	429	392	403	2,7%	-13,0%
	TOTAL SELECTED PORTS	32.339	37.140	37.357	38.140	2,1%	17,9%
FRANCE	Bastia	272	283	304	111	-63,5%	-59,2%
	Bayonne	349	349	366	425	16,0%	21,7%
	Bordeaux	5.064	4.835	4.794	4.673	-2,5%	-7,7%
	Brest	696	996	818	903	10,5%	29,7%
	Caen	17	11	16	3	-83,4%	-84,7%
	Calais	54	92	137	169	23,8%	215,6%
	Dieppe	75	73	53	9	-82,7%	-87,7%
	Dunkerque	4.152	4.228	5.057	5.469	8,1%	31,7%
	Fort de France (Martinique)	1.405	1.484	1.197	1.094	-8,7%	-22,1%
	La Rochelle	3.135	3.095	2.808	3.108	10,7%	-0,9%
	Le Havre	40.070	37.580	40.053	39.815	-0,6%	-0,6%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Lorient	834	1.001	966	897	-7,2%	7,5%
	Marseille	49.933	49.399	46.328	45.269	-2,3%	-9,3%
	Nantes Saint Nazaire	15.726	16.841	20.047	22.930	14,4%	45,8%
	Pointe a Pitre (Guadeloupe)	636	444	610	538	-11,9%	-15,5%
	Port la Nouvelle	1.057	1.172	1.100	1.165	5,8%	10,2%
	Port Reunion (ex Pointe des Galets) (Reunion)	761	895	887	913	2,9%	20,0%
	Rouen	9.624	9.943	9.846	9.836	-0,1%	2,2%
	Sete	1.691	1.622	1.633	1.830	12,1%	8,3%
	St Malo	197	156	125	137	9,4%	-30,5%
	Toulon	104	81	90	97	6,9%	-7,5%
	TOTAL SELECTED PORTS	135.854	134.580	137.236	139.390	1,6%	2,6%
GERMANY	Brake	539	479	448	555	23,9%	3,0%
	Bremen	1.371	1.221	1.197	1.270	6,0%	-7,4%
	Bremerhaven	330	523	274	269	-1,6%	-18,5%
	Brunsbüttel	5.009	5.097	5.990	5.497	-8,2%	9,7%
	Butzfleth	2.649	2.573	n/a	n/a	n/a	n/a
	Cuxhaven	n/a	1	2	12	n/a	n/a
	Dortmund	1	1	n/a	n/a	n/a	n/a
	Duisburg	1	13	2	n/a	n/a	n/a
	Emden	981	995	892	894	0,2%	-8,9%
	Greifswald	47	46	46	41	-10,3%	-11,4%
	Hamburg	14.020	14.321	13.650	13.354	-2,2%	-4,8%
	Helgoland I.	6	5	5	5	-6,8%	-14,1%
	Kiel	29	33	38	17	-56,2%	-42,3%
	Köln	38	38	43	n/a	n/a	n/a
	Krefeld	34	38	37	n/a	n/a	n/a
	Lubeck	15	n/a	3	8	144,7%	-45,9%
	Neuss	6	1	6	n/a	n/a	n/a
	Nordenham	145	50	44	50	14,9%	-65,4%
	Rostock	2.997	3.471	3.653	2.896	-20,7%	-3,3%
	Stade	n/a	n/a	2.608	2.546	-2,4%	n/a
	Wilhelmshaven	16.668	17.070	18.472	17.027	-7,8%	2,2%
	Wismar	104	111	111	126	12,7%	20,3%
	Wolgast	5	4	1	1	-28,8%	-78,7%
	TOTAL SELECTED PORTS	44.995	46.092	47.522	44.568	-6,2%	-0,9%
GREECE	Aegina	1.547	1.849	1.684	1.590	-5,6%	2,8%
	Agii Theodori	23.441	23.734	24.695	26.068	5,6%	11,2%
	Aliverio	n/a	79	57	12	-80,0%	n/a
	Antikyra	96	66	67	98	46,5%	1,7%
	Aspropyrgos	1.409	912	1.248	1.561	25,1%	10,9%
	Eleusina	11.152	13.102	13.493	13.807	2,3%	23,8%
	Heraklio	453	211	79	51	-35,9%	-88,8%
	Kavala	290	304	375	546	45,6%	88,3%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Larymna	8	13	5	7	28,2%	-20,3%
	Lavrio	821	1.229	1.426	1.403	-1,6%	70,9%
	Megara	9.350	10.727	9.750	10.451	7,2%	11,8%
	Milos (Adamas)	20	23	31	19	-37,6%	-1,8%
	Patras	239	232	326	239	-26,8%	-0,2%
	Perama	1.629	1.882	1.687	1.713	1,5%	5,1%
	Piraeus	356	377	418	822	96,4%	130,5%
	Souda Bay	453	470	543	470	-13,5%	3,7%
	Thessaloniki	7.481	6.729	7.445	6.497	-12,7%	-13,2%
	Volos	80	79	72	80	10,6%	0,0%
	TOTAL SELECTED PORTS	58.825	62.018	63.401	65.431	3,2%	11,2%
IRELAND	Bantry Bay	1.165	298	846	542	-36,0%	-53,5%
	Cork	5.932	5.430	5.548	5.323	-4,1%	-10,3%
	Drogheda	30	33	33	36	8,1%	19,0%
	Dublin	3.849	4.017	4.285	4.635	8,2%	20,4%
	Galway	401	438	n/a	n/a	n/a	n/a
	Limerick	1.045	1.050	1.037	1.193	15,0%	14,2%
	New Ross	n/a	3	n/a	n/a	n/a	n/a
	Waterford	10	n/a	n/a	n/a	n/a	n/a
	TOTAL SELECTED PORTS	12.432	11.269	11.749	11.728	-0,2%	-5,7%
ITALY	Ancona	n/a	7	193	277	43,3%	n/a
	Augusta	19.257	19.149	20.370	20.037	-1,6%	4,1%
	Bari	4	93	184	299	62,6%	7778,9%
	Barletta	384	442	566	404	-28,6%	5,2%
	Brindisi	1.787	1.826	2.070	1.997	-3,5%	11,8%
	Cagliari	1.383	841	1.642	1.139	-30,6%	-17,7%
	Catania	n/a	3	n/a	5	n/a	n/a
	Chioggia	23	71	64	112	75,4%	393,2%
	Civitavecchia	645	812	815	674	-17,3%	4,4%
	Falconara Marittima	5.045	5.444	4.944	4.880	-1,3%	-3,3%
	Fiumicino	2.812	2.602	2.629	3.590	36,5%	27,6%
	Gaeta	1.641	1.581	1.427	1.756	23,1%	7,0%
	Gela	1.958	1.472	1.122	1.320	17,7%	-32,6%
	Genova	15.091	16.262	14.124	17.691	25,3%	17,2%
	Gioia Tauro	916	911	972	924	-4,9%	0,9%
	IT - offshore installations	4.378	3.705	5.009	4.335	-13,5%	-1,0%
	La Spezia	631	862	1.294	1.103	-14,8%	74,7%
	Lipari	1.356	1.441	1.753	1.662	-5,1%	22,6%
	Livorno	9.514	6.679	7.739	7.440	-3,9%	-21,8%
	Marina Di Carrara	1	4	n/a	n/a	n/a	n/a
	Messina	40	n/a	n/a	n/a	n/a	n/a
	Milazzo	15.171	15.396	17.211	17.582	2,2%	15,9%
	Napoli	6.114	6.243	6.759	5.510	-18,5%	-9,9%
	Oristano	99	288	160	403	151,9%	306,0%
	Ortona	614	449	287	492	71,6%	-19,8%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Palermo	1.917	1.865	1.722	1.705	-1,0%	-11,0%
	Piombino	98	109	76	13	-83,0%	-86,9%
	Porto Empedocle	73	n/a	n/a	n/a	n/a	n/a
	Porto Foxi	24.644	24.671	24.614	24.746	0,5%	0,4%
	Porto Nogaro	21	33	36	27	-23,9%	31,9%
	Porto Torres	985	825	795	635	-20,2%	-35,6%
	Portoferraio	16	13	11	13	17,3%	-17,1%
	Portovesme	224	369	226	184	-18,5%	-18,1%
	Pozzallo	30	5	34	41	19,9%	35,6%
	Ravenna	5.417	5.712	6.907	7.118	3,1%	31,4%
	Salerno	83	29	34	44	31,9%	-46,4%
	Santa Panagia	7.913	8.181	8.626	10.244	18,8%	29,5%
	Savona	8.228	7.909	5.343	5.856	9,6%	-28,8%
	Taranto	4.152	4.056	4.504	5.304	17,8%	27,7%
	Trieste	34.527	37.910	42.090	32.437	-22,9%	-6,1%
	Venezia	8.691	7.698	8.142	8.138	0,0%	-6,4%
	TOTAL SELECTED PORTS	185.887	185.966	194.490	190.140	-2,2%	2,3%
LATVIA	Liepaja	353	372	467	423	-9,5%	19,7%
	Riga	10.582	8.107	5.532	3.983	-28,0%	-62,4%
	Ventspils	14.083	10.376	10.473	10.335	-1,3%	-26,6%
	TOTAL SELECTED PORTS	25.019	18.855	16.472	14.741	-10,5%	-41,1%
LITHUANIA	Butinge	8.679	9.315	9.829	9.662	-1,7%	11,3%
	Klaipeda	9.414	10.970	11.497	10.296	-10,4%	9,4%
	TOTAL SELECTED PORTS	18.092	20.285	21.326	19.958	-6,4%	10,3%
MALTA	Malta (Valletta)	456	752	476	132	-72,3%	-71,0%
	Marsaxlokk	892	756	1.376	776	-43,6%	-13,0%
	TOTAL SELECTED PORTS	1.347	1.508	1.851	908	-51,0%	-32,6%
NETHERLANDS	Amsterdam	43.861	45.691	45.961	46.871	2,0%	6,9%
	Delfzijl	331	328	685	624	-8,9%	88,4%
	Dordrecht	668	765	676	n/a	n/a	n/a
	Harlingen	133	113	106	n/a	n/a	n/a
	Moerdijk	1.791	1.550	1.736	1.858	7,0%	3,7%
	Other - Netherlands	75	117	130	306	134,8%	306,4%
	Rotterdam	216.571	216.130	206.610	207.425	0,4%	-4,2%
	Vlaardingen	2.370	2.775	2.962	3.198	8,0%	34,9%
	Zeeland Seaports	12.681	13.892	13.780	14.918	8,3%	17,6%
	TOTAL SELECTED PORTS	278.481	281.361	272.645	275.199	0,9%	-1,2%
NORWAY	Alesund	420	473	526	464	-11,8%	10,6%
	Bergen	39.199	40.725	44.136	40.805	-7,5%	4,1%
	Bodo	113	n/a	21	118	453,6%	4,9%
	Borg	901	968	n/a	n/a	n/a	n/a
	Bremanger	3.500	3.623	n/a	n/a	n/a	n/a
	Bronnoy	12	11	n/a	n/a	n/a	n/a
	Bronnoysund	n/a	n/a	9	8	-13,4%	n/a
	Drammen	42	104	153	252	64,8%	498,6%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Egersund	n/a	n/a	63	61	-3,7%	n/a
	Eigersund	74	75	n/a	n/a	n/a	n/a
	Floro	736	585	470	523	11,4%	-28,9%
	Fredrikstad	n/a	n/a	1.089	1.027	-5,7%	n/a
	Hammerfest	4.320	5.675	5.237	5.306	1,3%	22,8%
	Harstad	160	165	205	184	-10,5%	14,9%
	Haugesund	n/a	n/a	9.190	7.927	-13,7%	n/a
	Karmsund	8.843	9.191	n/a	n/a	n/a	n/a
	Kirkenes	13.175	5.499	68	55	-18,2%	-99,6%
	Kristiansand	347	361	357	345	-3,3%	-0,5%
	Kristiansund	2.388	2.272	2.199	1.986	-9,7%	-16,8%
	Maloy	83	74	87	84	-3,4%	1,2%
	Mo i Rana	n/a	n/a	128	103	-19,6%	n/a
	Molde	2.458	3.287	3.342	3.064	-8,3%	24,6%
	Mosjoen	67	54	393	777	97,6%	1056,7%
	Narvik	16	12	16	99	538,4%	530,1%
	Oslo	1.926	1.944	1.886	2.016	6,9%	4,7%
	Porsgrunn	3.491	3.256	3.720	3.857	3,7%	10,5%
	Rana	114	139	n/a	n/a	n/a	n/a
	Stavanger	616	319	443	209	-52,9%	-66,1%
	Sveagruva	7	4	3	3	-27,4%	-66,6%
	Svelgen	n/a	n/a	3.421	3.209	-6,2%	n/a
	Tonsberg	9.510	7.694	8.932	9.637	7,9%	1,3%
	Tromso	276	272	286	451	57,6%	63,4%
	Trondheim	638	627	680	689	1,4%	7,9%
	TOTAL SELECTED PORTS	93.435	87.408	87.061	83.258	-4,4%	-10,9%
POLAND	Gdansk	14.992	13.112	13.505	15.621	15,7%	4,2%
	Gdynia	836	1.960	2.237	2.228	-0,4%	166,4%
	Police	74	50	117	48	-58,7%	-34,6%
	Swinoujscie	1.687	2.681	3.910	4.432	13,3%	162,7%
	Szczecin	1.257	1.291	1.574	1.449	-7,9%	15,2%
	TOTAL SELECTED PORTS	18.847	19.094	21.343	23.778	11,4%	26,2%
PORTUGAL	Aveiro	1.027	1.242	1.272	1.424	12,0%	38,7%
	Cais do Pico (Ilha do Pico- Acores)	n/a	n/a	n/a	18	n/a	n/a
	Canical	291	295	314	313	-0,5%	7,6%
	Figueira da Foz	12	29	10	17	70,4%	41,4%
	Horta (Ilha das Faial-Acores)	n/a	n/a	n/a	29	n/a	n/a
	Lajes das Flores (Ilha das Flores- Acores)	n/a	n/a	n/a	4	n/a	n/a
	Leixoes	8.353	6.119	8.796	7.775	-11,6%	-6,9%
	Lisboa	1.422	1.422	1.637	1.567	-4,3%	10,2%
	Ponta Delgada (Ilha de S. Miguel- Acores)	309	332	340	327	-3,8%	5,8%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Porto Santo (Ilha de Porto Santo- Madeira)	n/a	n/a	n/a	13	n/a	n/a
	Praia da Graciosa (Ilha da Graciosa- Acores)	n/a	n/a	n/a	5	n/a	n/a
	Praia da Vitoria (Ilha Terceira- Acores)	n/a	n/a	n/a	114	n/a	n/a
	Setubal	314	269	285	319	11,9%	1,7%
	Sines	21.537	24.606	22.498	20.503	-8,9%	-4,8%
	Velas (Ilha de S. Jorge-Acores)	n/a	n/a	n/a	11	n/a	n/a
	Viana do Castelo	n/a	n/a	n/a	42	n/a	n/a
	Vila do Porto (Ilha de Sta Maria- Acores)	n/a	n/a	n/a	14	n/a	n/a
	TOTAL SELECTED PORTS	33.263	34.313	35.152	32.494	-7,6%	-2,3%
ROMANIA	Constanta	5.892	6.296	5.737	5.991	4,4%	1,7%
	Galati	85	69	92	93	0,9%	9,5%
	Midia	5.788	6.594	6.759	7.246	7,2%	25,2%
	TOTAL SELECTED PORTS	11.765	12.959	12.588	13.329	5,9%	13,3%
SLOVENIA	Koper	3.287	3.416	3.833	3.805	-0,7%	15,8%
	TOTAL SELECTED PORTS	3.287	3.416	3.833	3.805	-0,7%	15,8%
SPAIN	Algeciras	27.344	27.465	29.070	31.874	9,6%	16,6%
	Alicante	72	46	54	89	63,5%	23,2%
	Almeria	23	29	2	44	2820,7%	91,1%
	Aviles	631	625	658	620	-5,8%	-1,7%
	Barcelona	11.913	11.520	14.484	15.328	5,8%	28,7%
	Bilbao	18.259	18.087	19.798	20.491	3,5%	12,2%
	Cadiz	296	405	579	688	18,9%	132,3%
	Carboneras	n/a	n/a	30	n/a	n/a	n/a
	Cartagena	25.741	25.026	27.271	25.675	-5,9%	-0,3%
	Castellon	8.654	8.360	7.835	10.394	32,7%	20,1%
	Ceuta	627	823	999	2.276	127,9%	263,1%
	Ferrol	2.194	2.332	2.078	2.156	3,7%	-1,8%
	Gijon	915	821	900	775	-13,9%	-15,3%
	Huelva	21.600	24.123	24.905	25.110	0,8%	16,3%
	La Coruna	8.078	8.447	9.092	9.623	5,8%	19,1%
	Las Palmas de Gran Canaria	6.509	6.137	6.847	7.148	4,4%	9,8%
	Malaga	107	168	151	81	-46,3%	-24,1%
	Melilla	70	77	79	76	-3,1%	8,7%
	Motril	1.162	1.197	1.010	1.336	32,3%	15,0%
	Palma de Mallorca	1.525	1.542	1.553	1.694	9,1%	11,1%
	San Carlos de la Rapita	4	3	3	4	45,9%	20,7%
	San Ciprian	n/a	n/a	235	n/a	n/a	n/a
	Santa Cruz de Tenerife	5.733	6.158	5.138	4.502	-12,4%	-21,5%
	Santander	271	140	234	340	44,8%	25,3%
	Sevilla	274	230	423	269	-36,4%	-2,0%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Tarragona	22.327	20.273	21.003	18.764	-10,7%	-16,0%
	Valencia	3.814	3.806	3.203	1.910	-40,4%	-49,9%
	Vigo	60	60	68	94	38,6%	57,6%
	Villagarcia	95	184	194	168	-13,4%	76,9%
	TOTAL SELECTED PORTS	168.299	168.084	177.895	181.527	2,0%	7,9%
SWEDEN	Bergs Oljehamn	807	787	672	707	5,2%	-12,4%
	Gavle	2.756	1.626	2.043	1.675	-18,0%	-39,2%
	Goteborg	20.845	23.778	23.281	23.520	1,0%	12,8%
	Halmstad	478	468	431	423	-1,8%	-11,6%
	Helsingborg	876	932	811	707	-12,9%	-19,4%
	Husum	129	128	129	130	1,0%	0,8%
	Iggesund	27	31	30	30	-0,1%	8,9%
	Jattersson	51	50	47	52	9,0%	1,5%
	Kalmar	448	424	500	364	-27,2%	-18,8%
	Karlshamn	1.613	1.735	1.445	1.452	0,5%	-10,0%
	Karlstad	3	n/a	11	15	40,9%	455,5%
	Koping	206	187	187	254	36,0%	23,6%
	Kristinehamn	34	29	36	32	-10,8%	-4,6%
	Landskrona	17	21	29	29	-0,4%	69,9%
	Lulea	361	384	298	294	-1,4%	-18,6%
	Malmö	2.022	2.290	2.384	2.574	8,0%	27,3%
	Norrköping	1.652	1.670	1.954	1.534	-21,5%	-7,2%
	Ornskoldsvik	168	195	171	183	7,1%	9,4%
	Oskarshamn	62	45	64	73	12,8%	18,0%
	Oxelösund (ports)	1.078	1.762	916	267	-70,8%	-75,2%
	Pitea	303	292	382	498	30,4%	64,3%
	Skattkarr	2	2	n/a	n/a	n/a	n/a
	Skelleftea	538	522	630	550	-12,7%	2,3%
	Söderhamn	50	50	65	33	-48,6%	-33,3%
	Södertälje	309	379	469	518	10,5%	67,8%
	Sölvesborg	68	74	76	76	-0,8%	10,9%
	Stenungsund (Ports)	2.938	3.108	3.449	3.311	-4,0%	12,7%
	Stockholm	2.557	3.062	431	551	27,8%	-78,4%
	Sundsvall	739	912	618	544	-11,9%	-26,3%
	Trelleborg	n/a	20	29	40	35,3%	n/a
	Uddevalla	117	118	97	115	18,5%	-1,9%
	Umeå	350	331	312	344	10,3%	-1,5%
	Varberg	38	36	21	n/a	n/a	n/a
	Västeraås	478	486	575	599	4,3%	25,5%
	Västervik	104	95	106	86	-18,7%	-17,6%
	Visby	68	67	67	72	7,3%	5,7%
	Ystad	n/a	2	n/a	n/a	n/a	n/a
	TOTAL SELECTED PORTS	42.290	46.098	42.768	41.652	-2,6%	-1,5%
UNITED KINGDOM	Aberdeen	2.181	2.177	2.130	2.092	-1,8%	-4,1%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Belfast	2.255	2.280	2.264	2.312	2,1%	2,5%
	Boston	11	9	9	9	-4,9%	-14,5%
	Bristol	2.069	2.318	2.490	2.599	4,4%	25,6%
	Cardiff	1.073	1.168	1.092	1.078	-1,3%	0,4%
	Clydeport	6.768	6.117	6.899	7.102	2,9%	4,9%
	Cromarty Firth	97	221	60	35	-42,0%	-64,2%
	Dundee	157	147	144	178	23,3%	13,5%
	Felixstowe	71	38	31	27	-12,8%	-61,7%
	Fishguard	10	11	11	10	-13,3%	-5,6%
	Forth	23.105	23.307	23.536	22.710	-3,5%	-1,7%
	Goole	39	53	47	55	15,2%	39,7%
	Great Yarmouth	198	233	226	211	-6,3%	7,0%
	Harwich	342	252	358	359	0,2%	5,0%
	Heysham	32	29	n/a	n/a	n/a	n/a
	Holyhead	16	25	19	8	-55,0%	-48,8%
	Hull	1.778	1.792	1.833	1.776	-3,1%	-0,1%
	Immingham	21.301	19.213	20.065	18.771	-6,4%	-11,9%
	Ipswich	56	48	124	108	-12,8%	92,6%
	Killroot Power Station Jetty	49	50	61	46	-23,9%	-5,1%
	Kirkwall	3.690	4.340	4.585	3.193	-30,3%	-13,5%
	Larne	6	4	3	4	31,9%	-37,6%
	Liverpool	11.358	11.508	10.762	10.217	-5,1%	-10,0%
	London	11.876	15.030	14.660	15.191	3,6%	27,9%
	Londonderry	705	622	580	535	-7,7%	-24,1%
	Manchester	5.309	4.922	5.443	5.264	-3,3%	-0,9%
	Medway	2.547	3.122	2.638	3.392	28,6%	33,1%
	Milford Haven	36.746	33.667	30.966	29.907	-3,4%	-18,6%
	Newport- Gwent	n/a	n/a	n/a	68	n/a	n/a
	Peterhead	735	524	497	605	21,9%	-17,6%
	Plymouth	1.336	1.416	1.387	1.409	1,6%	5,5%
	River Hull and Humber	7.529	9.425	9.262	9.152	-1,2%	21,6%
	Shoreham	31	76	68	65	-5,2%	109,0%
	Southampton	22.826	20.565	21.446	21.092	-1,7%	-7,6%
	Sullom Voe	6.114	6.179	5.176	5.326	2,9%	-12,9%
	Tees & Hartlepool	21.857	20.010	19.975	19.110	-4,3%	-12,6%
	Trent River	20	24	22	25	14,0%	24,9%
	Tyne	37	59	66	54	-18,0%	46,6%
	TOTAL SELECTED PORTS	194.331	190.982	188.932	184.096	-2,6%	-5,3%
Grand Total		1.525.967	1.530.527	1.542.260	1.535.097	-0,5%	0,6%

Dry bulk traffic for selected European ports (1000 tonnes)

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
BELGIUM	Antwerpen	13.910	12.588	11.840	13.015	9,9%	-6,4%
	Gent (Ghent)	16.814	18.736	22.345	22.052	-1,3%	31,2%
	Oostende (Ostend)	587	496	n/a	n/a	n/a	n/a
	Zeebrugge	1.286	1.481	1.305	1.231	-5,7%	-4,2%
	TOTAL SELECTED PORTS	32.596	33.301	35.490	36.299	2,3%	11,4%
BULGARIA	Burgas	2.886	3.533	4.180	3.665	-12,3%	27,0%
	Varna	7.191	7.602	7.824	7.188	-8,1%	0,0%
	TOTAL SELECTED PORTS	10.077	11.135	12.003	10.853	-9,6%	7,7%
CROATIA	Bakar	1.143	427	669	1.099	64,2%	-3,8%
	Omislalj	3	1	n/a	n/a	n/a	n/a
	Ploce	1.697	1.627	1.886	2.225	18,0%	31,1%
	Rijeka	1.117	318	320	230	-28,0%	-79,4%
	Split	1.602	1.263	1.537	1.340	-12,8%	-16,4%
	TOTAL SELECTED PORTS	5.563	3.636	4.413	4.895	10,9%	-12,0%
CYPRUS	Larnaka (Larnaca)	912	1.141	765	1.059	38,4%	16,1%
	Lemesos (Limassol)	167	96	20	n/a	n/a	n/a
	Zygi (Zygi)	1.500	1.396	1.426	984	-31,0%	-34,4%
	TOTAL SELECTED PORTS	2.579	2.634	2.210	2.043	-7,6%	-20,8%
DENMARK	Aabenraa	1.154	1.197	1.282	1.399	9,1%	21,2%
	Aalborg	857	1.272	1.498	1.376	-8,1%	60,7%
	Aalborg Portland (Cementfabrikken Rordal)	2.104	2.395	2.429	2.272	-6,5%	8,0%
	Arhus	2.742	2.790	3.014	3.212	6,6%	17,1%
	Asnaesvaerkets Havn	371	437	465	381	-18,0%	2,8%
	Avedorevaerkets Havn	1.107	833	547	46	-91,6%	-95,8%
	Enstedvaerkets Havn	1.400	1.199	1.149	1.852	61,2%	32,3%
	Esbjerg	1.124	1.394	1.357	1.231	-9,3%	9,5%
	Fredericia (Og Shell- Havnen)	940	894	650	924	42,3%	-1,7%
	Frederikshavn	n/a	n/a	n/a	232	n/a	n/a
	Frederiksvaerk Havn (Frederiksvaerk Stalvalsevaerk)	52	63	57	68	19,0%	31,6%
	Grena	427	550	629	671	6,7%	57,2%
	Hirtshals	n/a	n/a	n/a	45	n/a	n/a
	Kalundborg	824	713	658	445	-32,4%	-46,1%
	Kobenhavns Havn	2.063	2.163	2.254	2.283	1,3%	10,7%
	Koge	1.027	1.294	1.139	978	-14,1%	-4,8%
	Kolding	919	962	991	910	-8,1%	-1,0%
	Odense	2.253	1.837	2.162	2.184	1,0%	-3,1%
	Randers	777	800	871	886	1,8%	14,1%
	Ronne	790	823	746	784	5,1%	-0,8%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Stigsnaesvaerkets Havn	1.011	917	780	555	-28,9%	-45,1%
	Studstrupvaerkets Havn	660	1.007	475	400	-15,6%	-39,3%
	Thyboron	684	1.392	1.640	1.435	-12,5%	110,0%
	TOTAL SELECTED PORTS	23.285	24.933	24.791	24.569	-0,9%	5,5%
ESTONIA	Kunda	347	355	461	515	11,8%	48,2%
	Parnu	229	251	297	269	-9,6%	17,4%
	Sillamae	1.386	1.451	1.509	1.843	22,2%	33,0%
	Tallinn	3.002	3.545	3.958	3.916	-1,1%	30,5%
	Vene Balti	58	68	54	40	-26,0%	-31,0%
	TOTAL SELECTED PORTS	5.022	5.669	6.279	6.583	4,8%	31,1%
FINLAND	Hamina Kotka	2.345	2.190	2.994	4.649	55,3%	98,2%
	Hanko	n/a	12	38	73	94,7%	n/a
	Helsinki	856	876	1.717	1.803	5,0%	110,6%
	Inkoo	1.209	1.127	1.443	1.653	14,5%	36,7%
	Kaskinen	392	297	276	357	29,2%	-9,0%
	Kemi	316	390	395	678	71,6%	114,6%
	Kokkola	4.405	5.367	6.084	5.685	-6,6%	29,0%
	Koverhar	8	n/a	n/a	n/a	n/a	n/a
	Loviisa	281	252	n/a	n/a	n/a	n/a
	Naantali	1.089	946	944	666	-29,4%	-38,9%
	Oulu	467	467	478	439	-8,2%	-6,0%
	Parainen	967	949	1.017	908	-10,7%	-6,1%
	Pietarsaari	154	161	154	440	186,1%	185,7%
	Pori	1.875	1.673	1.372	2.608	90,1%	39,1%
	Raahe	4.759	4.458	4.273	4.815	12,7%	1,2%
	Rauma	1.176	1.035	1.021	1.113	9,0%	-5,3%
	Tornio	1.382	1.551	1.484	1.392	-6,2%	0,7%
	Turku	70	57	69	41	-40,5%	-41,7%
	Uusikaupunki	1.069	998	1.299	1.288	-0,8%	20,5%
	Vaasa	275	501	182	376	106,4%	36,7%
	TOTAL SELECTED PORTS	23.096	23.308	25.240	28.986	14,8%	25,5%
FRANCE	Bastia	n/a	40	25	32	29,6%	n/a
	Bayonne	1.137	1.108	1.114	1.099	-1,3%	-3,3%
	Bordeaux	2.681	2.382	1.704	1.577	-7,5%	-41,2%
	Brest	1.183	1.247	1.173	1.330	13,4%	12,4%
	Caen	537	529	399	618	55,0%	15,1%
	Calais	163	1.102	1.165	292	-74,9%	79,2%
	Cherbourg	85	2	n/a	n/a	n/a	n/a
	Dieppe	448	410	364	262	-28,1%	-41,6%
	Dunkerque	21.832	22.142	24.239	25.923	7,0%	18,7%
	Fort de France (Martinique)	197	220	237	255	7,5%	29,6%
	La Rochelle	5.817	5.176	4.920	5.582	13,5%	-4,0%
	Le Havre	1.606	1.888	2.238	1.366	-38,9%	-14,9%
	Les Sables d Olonne	931	876	914	897	-1,8%	-3,6%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Lorient	1.321	1.189	1.247	1.587	27,3%	20,2%
	Marseille	13.895	12.958	13.615	14.986	10,1%	7,9%
	Nantes Saint Nazaire	7.045	5.975	7.054	6.733	-4,6%	-4,4%
	Pointe a Pitre (Guadeloupe)	801	858	742	727	-2,1%	-9,3%
	Port la Nouvelle	438	480	669	582	-12,9%	32,9%
	Port Reunion (ex Pointe des Galets) (Reunion)	1.361	1.235	1.161	1.202	3,5%	-11,7%
	Rouen	11.206	9.736	8.880	11.890	33,9%	6,1%
	Sete	1.399	1.494	1.662	1.362	-18,0%	-2,6%
	St Malo	921	684	748	707	-5,5%	-23,3%
	Toulon	5	28	139	180	29,7%	3673,2%
	TOTAL SELECTED PORTS	75.009	71.757	74.408	79.190	6,4%	5,6%
GERMANY	Berlin	1	4	24	n/a	n/a	n/a
	Berndshof	65	56	n/a	n/a	n/a	n/a
	Borkum I.	6	5	6	1	-76,7%	-77,6%
	Brake	4.188	3.890	3.497	3.704	5,9%	-11,6%
	Bremen	7.335	7.617	7.302	6.717	-8,0%	-8,4%
	Bremerhaven	126	121	108	76	-29,5%	-39,5%
	Brunsbüttel	3.245	3.713	3.833	3.786	-1,2%	16,7%
	Burgstaaken/Fehmarn	66	73	51	60	17,5%	-8,4%
	Busum	83	115	102	165	60,6%	97,2%
	Butzfleth	2.821	3.048	n/a	n/a	n/a	n/a
	Carolinensiel	6	4	n/a	n/a	n/a	n/a
	Cuxhaven	598	693	552	538	-2,5%	-10,0%
	Dagebüll	5	21	23	7	-71,1%	38,6%
	Duisburg	169	201	39	n/a	n/a	n/a
	Düsseldorf	1	2	n/a	n/a	n/a	n/a
	Emden	600	615	1.189	894	-24,8%	48,9%
	Emmelsum	1	9	3	n/a	n/a	n/a
	Flensburg	348	291	227	262	15,4%	-24,6%
	Glückstadt	92	61	60	45	-24,9%	-51,1%
	Greifswald	63	49	92	54	-41,0%	-13,2%
	Hamburg	31.250	30.426	30.818	30.710	-0,3%	-1,7%
	Hanau	2	1	n/a	n/a	n/a	n/a
	Heiligenhafen	75	78	62	67	7,4%	-10,2%
	Helgoland I.	3	31	33	8	-75,0%	171,4%
	Husum	294	244	276	291	5,5%	-1,0%
	Kiel	743	702	738	608	-17,6%	-18,2%
	Krefeld	7	5	5	n/a	n/a	n/a
	Langeoog- Insel	n/a	5	n/a	n/a	n/a	n/a
	Leer	38	39	59	48	-18,9%	25,3%
	Lubeck	1.046	962	1.045	1.070	2,4%	2,2%
	Ludwigshafen	n/a	n/a	2	n/a	n/a	n/a
	Mühlheim an der Ruhr	33	16	6	n/a	n/a	n/a

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Neuss	27	48	10	n/a	n/a	n/a
	Neustadt/Holstein	21	19	31	21	-32,1%	0,3%
	Norddeich	106	116	120	132	10,1%	24,6%
	Nordenham	1.838	1.730	2.324	2.061	-11,3%	12,1%
	Norderney I.	103	99	107	129	20,2%	25,4%
	Nordstrand- Insel	n/a	n/a	8	4	-53,5%	n/a
	Oldenburg/Oldenburg	76	65	63	80	27,4%	5,6%
	Papenburg	345	339	425	357	-16,1%	3,2%
	Pellworm I.	1	34	6	8	47,7%	597,1%
	Rendsburg	222	222	236	286	21,0%	29,2%
	Rostock	7.414	7.831	7.187	6.395	-11,0%	-13,7%
	Salzgitter	1	2	n/a	n/a	n/a	n/a
	Sassnitz	359	659	1.030	953	-7,5%	165,6%
	Spiek	1	6	6	n/a	n/a	n/a
	Stade	n/a	8	3.175	3.091	-2,7%	n/a
	Stralsund	890	699	899	1.259	40,1%	41,5%
	Ueckermünde	n/a	n/a	18	32	82,2%	n/a
	Vierow	n/a	n/a	468	360	-23,1%	n/a
	Walsum	n/a	n/a	29	n/a	n/a	n/a
	Wangerooge I.	9	8	320	9	-97,2%	5,4%
	Wedel-Schulau	n/a	n/a	n/a	33	n/a	n/a
	Wesel	8	18	22	n/a	n/a	n/a
	Wilhelmshaven	4.574	3.104	4.180	4.120	-1,4%	-9,9%
	Wismar	2.316	1.539	1.915	2.161	12,8%	-6,7%
	Wittmund	n/a	n/a	4	4	5,0%	n/a
	Wolgast	207	116	149	131	-11,9%	-36,6%
	Wyk/Föhr	2	41	42	25	-41,7%	1048,9%
	TOTAL SELECTED PORTS	71.829	69.799	72.926	70.762	-3,0%	-1,5%
GREECE	Aegina	18	21	20	21	8,1%	19,9%
	Agii Theodori	n/a	66	71	21	-70,2%	n/a
	Aliverio	2.453	2.896	2.819	2.390	-15,2%	-2,6%
	Amaliapolis Magnissias	2.932	3.117	2.935	3.066	4,5%	4,6%
	Antikyra	1.672	1.885	1.853	2.136	15,2%	27,7%
	Aspropyrgos	51	29	30	35	13,5%	-32,1%
	Dombraina Boiotias	n/a	n/a	n/a	362	n/a	n/a
	Drepano Riou	n/a	960	1.087	1.281	17,9%	n/a
	Eleusina	2.948	2.957	3.081	2.985	-3,1%	1,3%
	Heraklio	203	188	180	181	0,7%	-10,6%
	Igoumenitsa	75	89	77	78	1,8%	5,3%
	Itea	1.233	1.347	1.202	1.262	5,0%	2,3%
	Kavala	1.072	886	1.083	1.005	-7,2%	-6,3%
	Keramoti	n/a	41	37	33	-11,7%	n/a
	Larymna	4.267	4.116	4.077	3.765	-7,6%	-11,7%
	Lavrio	7	1	2	2	-27,0%	-75,2%
	Milos (Adamas)	1.534	1.594	1.575	1.850	17,5%	20,6%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Nissyros	n/a	n/a	n/a	762	n/a	n/a
	North Evoikos	1.832	1.693	1.656	1.621	-2,1%	-11,5%
	Patras	112	143	163	192	18,4%	71,6%
	Perama	n/a	4	n/a	n/a	n/a	n/a
	Piraeus	416	473	353	422	19,5%	1,5%
	Politika	1.322	1.387	1.317	1.073	-18,5%	-18,8%
	Rio	160	293	227	121	-46,8%	-24,2%
	Souda Bay	89	99	107	97	-10,0%	8,2%
	Thassos	49	54	69	44	-35,7%	-9,9%
	Thessaloniki	3.712	2.909	3.112	3.296	5,9%	-11,2%
	Volos	4.683	5.028	4.497	4.489	-0,2%	-4,1%
	TOTAL SELECTED PORTS	30.840	32.275	31.632	32.593	3,0%	5,7%
IRELAND	Cork	1.567	1.435	1.499	1.993	32,9%	27,2%
	Drogheda	826	891	987	1.207	22,3%	46,2%
	Dublin	1.810	2.053	2.034	2.335	14,8%	29,0%
	Dundalk	n/a	19	13	n/a	n/a	n/a
	Galway	94	90	n/a	n/a	n/a	n/a
	Kinsale	n/a	18	n/a	n/a	n/a	n/a
	Limerick	9.669	9.714	9.966	9.263	-7,1%	-4,2%
	New Ross	n/a	124	n/a	n/a	n/a	n/a
	Waterford	1.099	970	1.212	1.552	28,0%	41,2%
	TOTAL SELECTED PORTS	15.064	15.314	15.711	16.349	4,1%	8,5%
ITALY	Ancona	502	423	602	446	-25,9%	-11,1%
	Augusta	592	422	591	966	63,4%	63,1%
	Bari	1.759	2.110	1.778	1.643	-7,6%	-6,6%
	Barletta	697	502	577	454	-21,3%	-34,9%
	Brindisi	4.912	3.158	3.854	2.638	-31,6%	-46,3%
	Cagliari	800	723	850	1.207	42,0%	50,9%
	Catania	333	325	362	1.850	410,6%	454,7%
	Chioggia	1.211	1.249	1.066	838	-21,4%	-30,8%
	Civitavecchia	5.036	3.361	3.396	2.921	-14,0%	-42,0%
	Falconara Marittima	n/a	n/a	n/a	32	n/a	n/a
	Gaeta	385	448	440	248	-43,7%	-35,7%
	Genova	1.169	1.416	1.662	1.851	11,4%	58,4%
	Gioia Tauro	30	44	59	70	19,1%	132,1%
	La Spezia	1.453	817	1.050	817	-22,2%	-43,8%
	Livorno	897	410	626	1.177	88,1%	31,2%
	Marina Di Carrara	827	819	830	888	7,0%	7,4%
	Messina	9	n/a	4	4	0,0%	-52,5%
	Milazzo	72	66	105	121	15,2%	68,4%
	Monfalcone	1.235	2.769	3.784	3.507	-7,3%	183,9%
	Napoli	1.006	1.055	1.029	1.056	2,6%	5,0%
	Olbia	92	140	713	580	-18,6%	532,2%
	Oristano	1.215	1.147	1.236	1.386	12,2%	14,1%
	Ortona	446	551	619	482	-22,2%	7,9%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Palermo	42	39	159	50	-68,3%	21,1%
	Piombino	683	1.151	1.141	1.519	33,2%	122,6%
	Porto Empedocle	226	n/a	n/a	n/a	n/a	n/a
	Porto Foxi	n/a	1	15	n/a	n/a	n/a
	Porto Nogaro	915	912	1.067	1.311	22,8%	43,3%
	Porto Torres	822	147	261	1.798	587,5%	118,7%
	Portoferraio	1	n/a	n/a	23	n/a	1544,9%
	Portovesme	863	719	906	939	3,6%	8,8%
	Pozzallo	616	586	659	626	-4,9%	1,7%
	Ravenna	11.343	13.881	15.692	15.804	0,7%	39,3%
	Reggio Di Calabria	120	53	47	25	-47,0%	-79,2%
	Salerno	335	222	320	766	139,3%	128,8%
	Santa Panagia	n/a	n/a	n/a	29	n/a	n/a
	Savona	1.928	2.075	2.884	4.525	56,9%	134,7%
	Taranto	9.597	11.992	12.227	11.869	-2,9%	23,7%
	Trieste	582	905	2.437	3.702	51,9%	535,8%
	Venezia	8.064	8.555	9.502	9.232	-2,9%	14,5%
	TOTAL SELECTED PORTS	60.817	63.195	72.552	77.400	6,7%	27,3%
LATVIA	Liepaja	3.891	4.258	4.887	5.728	17,2%	47,2%
	Riga	22.624	21.803	20.394	23.234	13,9%	2,7%
	Ventspils	5.309	5.161	6.535	6.837	4,6%	28,8%
	TOTAL SELECTED PORTS	31.823	31.223	31.816	35.799	12,5%	12,5%
LITHUANIA	Klaipeda	16.659	16.714	19.113	19.865	3,9%	19,2%
	TOTAL SELECTED PORTS	16.659	16.714	19.113	19.865	3,9%	19,2%
MALTA	Malta (Valletta)	663	501	569	566	-0,5%	-14,6%
	Marsaxlokk	52	105	105	90	-15,0%	72,0%
	TOTAL SELECTED PORTS	715	606	674	656	-2,8%	-8,3%
NETHERLANDS	Amsterdam	42.716	43.786	44.585	43.474	-2,5%	1,8%
	Delfzijl	4.369	4.630	5.193	5.482	5,6%	25,5%
	Den Helder	63	34	44	24	-45,8%	-62,5%
	Dordrecht	1.820	1.934	2.334	n/a	n/a	n/a
	Harlingen	130	306	397	349	-12,1%	169,0%
	Moerdijk	1.196	1.500	1.711	1.561	-8,8%	30,6%
	Other - Netherlands	459	449	506	911	80,1%	98,6%
	Rotterdam	82.693	77.210	74.804	74.799	0,0%	-9,5%
	Vlaardingen	1.260	1.241	1.122	832	-25,8%	-34,0%
	Zeeland Seaports	8.906	8.957	9.042	10.446	15,5%	17,3%
	TOTAL SELECTED PORTS	143.612	140.047	139.737	137.877	-1,3%	-4,0%
NORWAY	Alesund	389	486	520	519	-0,1%	33,5%
	Bergen	2.665	2.687	2.856	2.266	-20,6%	-15,0%
	Bodo	586	441	326	726	122,7%	23,9%
	Borg	1.056	1.263	n/a	n/a	n/a	n/a
	Bremanger	79	78	n/a	n/a	n/a	n/a
	Bronnøy	1.868	1.940	n/a	n/a	n/a	n/a
	Bronnoysund	n/a	n/a	2.112	2.105	-0,4%	n/a

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Drammen	1.124	1.373	1.308	1.809	38,3%	60,9%
	Egersund	n/a	n/a	438	400	-8,7%	n/a
	Eigersund	507	410	n/a	n/a	n/a	n/a
	Floro	1.377	1.441	1.137	1.350	18,7%	-2,0%
	Fredrikstad	n/a	n/a	1.554	1.596	2,7%	n/a
	Hammerfest	12	13	16	31	90,6%	162,3%
	Harstad	359	419	349	448	28,3%	24,7%
	Haugesund	n/a	n/a	1.795	1.666	-7,2%	n/a
	Karmsund	1.808	1.927	n/a	n/a	n/a	n/a
	Kirkenes	2.034	109	49	4	-91,4%	-99,8%
	Kristiansand	386	464	506	463	-8,4%	20,0%
	Kristiansund	2.761	2.336	2.248	2.300	2,3%	-16,7%
	Larvik	643	405	762	696	-8,7%	8,2%
	Maloy	83	58	87	62	-29,3%	-25,3%
	Mo i Rana	n/a	n/a	2.836	2.806	-1,1%	n/a
	Molde	2.194	2.763	2.856	2.761	-3,3%	25,9%
	Mosjoen	724	624	310	243	-21,4%	-66,4%
	Moss	45	38	50	57	13,7%	27,2%
	Narvik	17.523	20.733	21.213	20.243	-4,6%	15,5%
	Oslo	1.622	1.780	1.740	1.766	1,5%	8,9%
	Porsgrunn	7.186	6.754	7.153	7.543	5,5%	5,0%
	Rana	3.085	2.879	n/a	n/a	n/a	n/a
	Sauda	n/a	881	1.103	1.155	4,7%	n/a
	Stavanger	586	377	935	1.350	44,3%	130,2%
	Sveagruva	1.209	932	105	112	6,5%	-90,8%
	Svelgen	n/a	n/a	78	49	-37,2%	n/a
	Tonsberg	50	72	77	82	7,5%	66,0%
	Tromso	187	443	410	373	-9,1%	99,6%
	Trondheim	2.458	2.477	2.534	2.558	0,9%	4,1%
	TOTAL SELECTED PORTS	54.606	56.601	57.463	57.539	0,1%	5,4%
POLAND	Gdansk	8.546	9.128	8.712	10.937	25,5%	28,0%
	Gdynia	6.338	7.080	6.916	7.098	2,6%	12,0%
	Police	1.647	1.689	1.726	1.477	-14,4%	-10,3%
	Swinoujscie	3.876	3.401	3.959	5.521	39,5%	42,4%
	Szczecin	4.800	4.915	4.341	4.665	7,5%	-2,8%
	TOTAL SELECTED PORTS	25.208	26.213	25.655	29.698	15,8%	17,8%
PORTUGAL	Aveiro	1.942	1.842	2.594	2.597	0,1%	33,7%
	Canical	64	89	85	83	-3,2%	29,2%
	Faro	n/a	n/a	n/a	5	n/a	n/a
	Figueira da Foz	795	871	880	1.021	16,0%	28,4%
	Funchal (Madeira)	n/a	n/a	n/a	60	n/a	n/a
	Leixoes	2.568	2.043	2.353	2.593	10,2%	1,0%
	Lisboa	4.977	4.547	5.373	5.216	-2,9%	4,8%
	Ponta Delgada (Ilha de S. Miguel- Acores)	287	331	352	366	3,7%	27,2%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Porto Santo (Ilha de Porto Santo- Madeira)	n/a	n/a	n/a	2	n/a	n/a
	Praia da Vitoria (Ilha Terceira- Acores)	n/a	n/a	n/a	118	n/a	n/a
	Setubal	2.765	2.762	2.970	3.268	10,0%	18,2%
	Sines	5.850	5.863	6.361	5.186	-18,5%	-11,4%
	Viana do Castelo	n/a	n/a	n/a	89	n/a	n/a
	TOTAL SELECTED PORTS	19.249	18.348	20.968	20.603	-1,7%	7,0%
ROMANIA	Constanta	21.772	23.185	23.654	25.435	7,5%	16,8%
	Galati	424	469	587	865	47,3%	104,1%
	Midia	140	140	202	231	14,4%	64,5%
	TOTAL SELECTED PORTS	22.337	23.794	24.444	26.531	8,5%	18,8%
SLOVENIA	Koper	7.080	7.295	7.345	7.438	1,3%	5,1%
	TOTAL SELECTED PORTS	7.080	7.295	7.345	7.438	1,3%	5,1%
SPAIN	Alcanar	1.166	965	1.161	783	-32,6%	-32,9%
	Algeciras	2.131	1.621	1.942	1.608	-17,2%	-24,5%
	Alicante	1.244	1.904	1.877	1.562	-16,8%	25,5%
	Almeria	5.758	4.696	902	6.337	602,7%	10,0%
	Aviles	3.260	2.919	2.897	3.168	9,3%	-2,8%
	Barcelona	4.473	4.437	4.466	4.225	-5,4%	-5,6%
	Bermeo	29	21	37	42	14,3%	45,6%
	Bilbao	4.528	4.362	4.543	4.758	4,7%	5,1%
	Cadiz	1.624	1.764	1.748	1.828	4,6%	12,6%
	Carboneras	n/a	n/a	4.720	n/a	n/a	n/a
	Cartagena	5.554	5.324	5.820	6.573	12,9%	18,4%
	Castellon	4.637	5.232	6.464	7.425	14,9%	60,1%
	Ceuta	26	22	22	82	275,2%	220,7%
	Ferrol	9.840	9.461	5.385	10.757	99,8%	9,3%
	Garrucha	4.556	4.914	5.770	6.211	7,6%	36,3%
	Gijon	18.897	16.007	19.192	17.177	-10,5%	-9,1%
	Huelva	5.136	5.800	6.487	6.756	4,1%	31,5%
	La Coruna	4.912	4.388	5.057	4.853	-4,0%	-1,2%
	Las Palmas de Gran Canaria	473	534	500	474	-5,2%	0,2%
	Malaga	1.366	1.748	1.675	1.539	-8,1%	12,6%
	Marin Pontevedra	999	1.042	916	930	1,6%	-6,9%
	Melilla	3	6	7	5	-28,8%	53,3%
	Motril	452	451	462	564	22,0%	24,7%
	Palamos	n/a	11	32	39	23,4%	n/a
	Palma de Mallorca	1.216	1.546	1.611	1.405	-12,8%	15,6%
	Pasajes	1.688	1.099	834	996	19,3%	-41,0%
	San Carlos de la Rapita	4	n/a	4	1	-77,5%	-79,5%
	San Ciprian	n/a	n/a	5.071	n/a	n/a	n/a
	Santa Cruz de Tenerife	407	415	414	447	8,1%	9,9%
	Santander	3.519	2.823	3.429	3.314	-3,3%	-5,8%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Sevilla	2.074	2.238	2.202	2.170	-1,4%	4,6%
	Tarragona	8.391	9.071	9.516	9.988	5,0%	19,0%
	Valencia	2.685	2.476	2.279	2.544	11,6%	-5,2%
	Vigo	288	235	262	272	3,9%	-5,6%
	Vilanova i la Geltru	271	140	160	47	-70,6%	-82,6%
	Villagarcia	403	321	419	448	7,0%	11,1%
	TOTAL SELECTED PORTS	102.010	97.991	108.283	109.328	1,0%	7,2%
SWEDEN	Ahus	478	459	377	519	37,8%	8,5%
	Amal	4	n/a	16	35	123,6%	892,0%
	Elleholm	96	319	371	348	-6,1%	261,5%
	Falkenberg	83	90	133	165	23,3%	98,9%
	Gavle	643	706	908	949	4,5%	47,4%
	Goteborg	193	91	143	77	-46,1%	-60,1%
	Halmstad	570	567	616	630	2,1%	10,4%
	Hargshamn	384	36	6	15	135,4%	-96,1%
	Helsingborg	779	862	809	712	-12,1%	-8,7%
	Husum	6	10	104	5	-94,8%	-7,0%
	Iggesund	n/a	4	4	3	-16,9%	n/a
	Kalmar	200	206	221	313	41,4%	56,5%
	Karlshamn	839	489	481	534	10,8%	-36,4%
	Karlskrona	32	11	29	31	8,2%	-2,4%
	Karlstad	27	53	44	25	-44,3%	-8,7%
	Klintehamn	111	116	125	119	-4,8%	7,7%
	Koping	687	698	782	689	-11,9%	0,2%
	Kristinehamn	69	69	76	83	10,4%	21,0%
	Landskrona	571	483	479	434	-9,4%	-24,0%
	Lidköping	375	418	460	441	-4,0%	17,8%
	Lulea	7.403	6.078	6.824	7.169	5,0%	-3,2%
	Lysekil	34	28	27	24	-7,9%	-28,8%
	Malmo	750	842	952	679	-28,6%	-9,4%
	Norrköping	1.052	1.037	1.103	995	-9,8%	-5,4%
	Ornskoldsvik	110	54	65	55	-16,0%	-50,0%
	Oskarshamn	121	69	118	99	-16,1%	-18,4%
	Otterbacken	336	356	325	309	-4,7%	-7,8%
	Oxelosund (ports)	3.887	2.725	3.063	2.792	-8,9%	-28,2%
	Pitea	13	14	11	5	-58,9%	-64,1%
	Skattkarr	3	30	33	23	-28,8%	719,3%
	Skelleftea	830	896	877	842	-3,9%	1,5%
	Soderhamn	114	138	145	95	-34,3%	-16,4%
	Sodertalje	138	88	85	84	-1,1%	-39,4%
	Solvesborg	122	157	189	422	123,5%	246,7%
	Soraker	37	42	48	60	26,7%	65,0%
	Stenungsund (Ports)	372	289	313	178	-43,1%	-52,2%
	Stockholm	802	677	1.030	935	-9,2%	16,6%
	Sundsvall	321	287	305	321	5,3%	0,0%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Trelleborg	35	26	23	30	27,9%	-15,5%
	Trollhattan (Ports)	5	17	n/a	n/a	n/a	n/a
	Uddevalla	703	667	709	679	-4,2%	-3,4%
	Umea	128	153	122	119	-3,0%	-7,5%
	Underas	n/a	n/a	66	80	21,6%	n/a
	Vanersborg	59	45	128	108	-15,4%	82,1%
	Varberg	104	67	51	83	61,8%	-19,9%
	Vasteras	565	509	548	496	-9,5%	-12,1%
	Vastervik	53	20	57	55	-3,6%	4,0%
	Visby	15	20	83	44	-46,8%	195,1%
	Ystad	100	88	82	56	-31,9%	-44,2%
	TOTAL SELECTED PORTS	24.359	21.106	23.567	22.966	-2,5%	-5,7%
UNITED KINGDOM	Aberdeen	484	364	404	513	27,1%	6,0%
	Belfast	6.602	6.489	6.616	7.014	6,0%	6,2%
	Boston	160	213	125	58	-53,4%	-63,6%
	Bristol	4.822	3.957	4.111	3.592	-12,6%	-25,5%
	Cardiff	321	304	345	410	18,8%	27,9%
	Clydeport	4.860	1.669	1.146	1.134	-1,0%	-76,7%
	Cromarty Firth	107	103	144	105	-26,8%	-1,6%
	Dover	14	39	22	62	178,3%	349,0%
	Dundee	310	304	330	356	7,9%	14,8%
	Forth	973	958	978	1.182	20,8%	21,5%
	Fowey	513	493	480	449	-6,4%	-12,5%
	Glensanda	5.597	5.487	6.138	5.943	-3,2%	6,2%
	Goole	346	448	568	577	1,6%	66,8%
	Great Yarmouth	718	884	747	815	9,1%	13,5%
	Harwich	40	96	70	30	-56,7%	-24,7%
	Hull	2.722	3.438	2.283	2.294	0,5%	-15,7%
	Immingham	18.929	15.712	14.056	16.507	17,4%	-12,8%
	Ipswich	2.028	2.345	1.855	1.733	-6,5%	-14,5%
	Killroot Power Station Jetty	847	793	595	533	-10,4%	-37,0%
	Kirkwall	16	9	10	15	48,9%	-6,0%
	Larne	2	1	4	21	417,1%	1047,0%
	Liverpool	6.428	6.536	7.510	7.439	-0,9%	15,7%
	London	13.949	15.328	15.644	14.879	-4,9%	6,7%
	Londonderry	919	1.158	1.159	1.246	7,4%	35,6%
	Manchester	1.141	1.150	1.271	1.460	14,9%	27,9%
	Medway	3.173	2.820	2.979	3.167	6,3%	-0,2%
	Milford Haven	61	89	86	73	-15,5%	19,2%
	Newhaven	154	136	146	136	-6,8%	-11,4%
	Newport- Gwent	1.053	964	1.324	888	-32,9%	-15,7%
	Peterhead	97	64	30	42	37,9%	-56,7%
	Plymouth	792	841	937	974	3,9%	23,0%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Poole	318	296	262	242	-7,5%	-23,9%
	Port Talbot	8.111	7.799	7.589	6.635	-12,6%	-18,2%
	Portsmouth	349	362	426	424	-0,3%	21,6%
	Ramsgate	24	54	57	77	35,2%	214,0%
	River Hull and Humber	503	465	439	666	51,8%	32,6%
	Shoreham	1.450	1.602	1.615	1.646	1,9%	13,5%
	Southampton	2.074	2.367	2.109	1.930	-8,5%	-7,0%
	Sullom Voe	5	4	3	3	-18,4%	-53,1%
	Sunderland	359	323	401	360	-10,2%	0,1%
	Swansea	413	418	484	455	-5,9%	10,3%
	Tees & Hartlepool	7.597	2.261	3.519	3.870	10,0%	-49,1%
	Trent River	458	547	447	399	-10,8%	-12,9%
	Tyne	3.617	2.152	1.743	2.955	69,5%	-18,3%
	Warrenpoint	536	561	617	679	9,9%	26,7%
	TOTAL SELECTED PORTS	103.992	92.400	91.822	93.990	2,4%	-9,6%
Grand Total		931.385	913.939	955.477	980.444	2,6%	5,3%

Roro traffic for selected European ports

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

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
BELGIUM	Antwerpen	4.733	5.245	6.215	6.891	10,9%	45,6%
	Gent (Ghent)	2.070	2.103	2.341	2.320	-0,9%	12,1%
	Zeebrugge	13.907	14.211	14.396	14.358	-0,3%	3,2%
	TOTAL SELECTED PORTS	20.709	21.559	22.952	23.570	2,7%	13,8%
BULGARIA	Burgas	45	88	80	77	-3,2%	71,1%
	Varna	184	160	147	152	3,0%	-17,3%
	TOTAL SELECTED PORTS	229	248	227	229	0,9%	0,1%
CROATIA	Rijeka	5	n/a	1	1	-22,9%	-84,6%
	Split	325	389	115	97	-15,5%	-70,2%
	TOTAL SELECTED PORTS	330	389	116	98	-15,5%	-70,4%
CYPRUS	Larnaka (Larnaca)	10	10	8	9	10,5%	-9,2%
	Lemesos (Limassol)	145	159	165	202	22,4%	39,5%
	Zygi (Zygi)	2	3	n/a	n/a	n/a	n/a
	TOTAL SELECTED PORTS	157	172	173	211	21,9%	34,5%
DENMARK	Arhus	468	443	432	385	-10,9%	-17,8%
	Esbjerg	1.775	1.809	1.765	1.848	4,7%	4,1%
	Fredericia (Og Shell-Havnen)	257	255	297	325	9,5%	26,7%
	Frederikshavn	2.168	2.105	2.162	2.217	2,5%	2,3%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Frederiksvaerk Havn (Frederiksvaerk Stalvalsevaerk)	n/a	n/a	3	n/a	n/a	n/a
	Gedser	1.716	1.713	1.986	2.173	9,4%	26,7%
	Grena	661	679	662	640	-3,2%	-3,2%
	Helsingor (Elsinore)	4.524	4.805	4.958	5.169	4,3%	14,3%
	Hirtshals	1.498	1.599	1.672	1.796	7,4%	19,9%
	Kalundborg	37	41	30	27	-11,8%	-26,9%
	Kobenhavns Havn	315	289	245	238	-3,0%	-24,3%
	Koge	435	471	503	547	8,9%	25,9%
	Rodby (Faergehavn)	6.674	7.222	8.181	8.726	6,7%	30,7%
	Ronne	537	564	586	617	5,4%	14,9%
	Thyboron	103	92	94	90	-4,4%	-12,5%
	TOTAL SELECTED PORTS	21.166	22.087	23.577	24.798	5,2%	17,2%
ESTONIA	Sillamae	51	24	n/a	n/a	n/a	n/a
	Tallinn	4.330	4.564	5.067	5.346	5,5%	23,5%
	TOTAL SELECTED PORTS	4.381	4.588	5.067	5.346	5,5%	22,0%
FINLAND	Hamina Kotka	1.201	1.042	885	846	-4,4%	-29,5%
	Hanko	3.558	3.974	3.616	3.824	5,8%	7,5%
	Helsinki	6.974	7.111	8.115	8.097	-0,2%	16,1%
	Kemi	423	407	416	500	20,2%	18,1%
	Kokkola	12	n/a	n/a	n/a	n/a	n/a
	Naantali	1.796	1.822	1.861	2.015	8,2%	12,2%
	Oulu	930	821	817	846	3,5%	-9,0%
	Pori	33	n/a	n/a	n/a	n/a	n/a
	Rauma	303	245	313	287	-8,5%	-5,3%
	Skoldvik	76	n/a	n/a	n/a	n/a	n/a
	Turku	1.636	1.709	1.713	1.616	-5,7%	-1,3%
	Uusikaupunki	504	309	641	876	36,7%	73,9%
	Vaasa	290	262	312	290	-6,9%	0,2%
	TOTAL SELECTED PORTS	17.736	17.703	18.689	19.197	2,7%	8,2%
FRANCE	Bastia	1.253	1.224	718	1.156	61,1%	-7,7%
	Caen	1.334	1.287	1.351	1.242	-8,1%	-6,9%
	Calais	19.464	19.343	19.823	18.404	-7,2%	-5,4%
	Cherbourg	816	915	921	863	-6,3%	5,8%
	Dieppe	721	606	624	631	1,2%	-12,5%
	Dunkerque	7.248	7.140	6.306	5.978	-5,2%	-17,5%
	Fort de France (Martinique)	95	112	115	124	8,7%	30,4%
	La Rochelle	n/a	2	2	4	67,3%	n/a
	Le Havre	792	880	949	984	3,6%	24,3%
	Marseille	2.072	2.294	2.392	2.477	3,5%	19,6%
	Nantes Saint Nazaire	357	380	446	470	5,5%	31,7%
	Pointe a Pitre (Guadeloupe)	10	43	56	37	-33,6%	259,2%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Port Reunion (ex Pointe des Galets) (Reunion)	47	42	47	58	23,7%	24,9%
	Rouen	7	1	n/a	n/a	n/a	n/a
	Sete	346	297	510	618	21,1%	78,6%
	St Malo	67	26	147	68	-53,7%	1,6%
	Toulon	1.060	1.086	1.192	1.125	-5,6%	6,1%
	TOTAL SELECTED PORTS	35.689	35.678	35.600	34.240	-3,8%	-4,1%
GERMANY	Amrum	25	21	23	23	-0,8%	-6,7%
	Bensersiel	30	37	n/a	n/a	n/a	n/a
	Bremen	n/a	2	32	14	-57,8%	n/a
	Bremerhaven	3.909	3.883	4.611	4.621	0,2%	18,2%
	Carolinensiel	7	8	n/a	n/a	n/a	n/a
	Cuxhaven	1.448	1.479	1.437	1.564	8,9%	8,0%
	Dagebull	134	137	142	147	3,3%	9,6%
	Emden	2.209	2.096	2.334	2.250	-3,6%	1,9%
	Esens	n/a	n/a	31	34	10,8%	n/a
	Hamburg	574	410	360	424	18,0%	-26,1%
	Kiel	2.477	2.665	2.826	2.243	-20,7%	-9,5%
	Langeoog- Insel	30	43	32	34	8,7%	16,0%
	Lubeck	12.779	12.069	12.719	12.840	1,0%	0,5%
	Neuharlingersiel	13	11	9	8	-4,5%	-37,3%
	Norddeich	195	205	201	203	0,9%	3,8%
	Norderney I.	190	201	184	192	4,1%	1,1%
	Puttgarden	4.733	5.209	5.493	5.502	0,2%	16,3%
	Rostock	7.803	7.050	6.863	8.400	22,4%	7,6%
	Sassnitz	238	70	66	56	-14,7%	-76,4%
	Spieckeroog I.	16	11	n/a	1	n/a	-95,0%
	Stade	n/a	n/a	6	8	34,1%	n/a
	Wangerooge I.	21	19	29	14	-51,9%	-32,9%
	Wittmund	n/a	n/a	11	7	-34,9%	n/a
	Wyk/Fohr	107	117	113	107	-6,0%	-0,6%
	TOTAL SELECTED PORTS	36.938	35.742	37.524	38.693	3,1%	4,8%
GREECE	Aegina	58	151	92	90	-1,6%	55,4%
	Aliverio	n/a	n/a	1	3	331,1%	n/a
	Antirio	1.609	1.245	1.148	1.063	-7,5%	-33,9%
	Eleusina	9	12	22	35	56,3%	300,4%
	Heraklio	1.808	1.750	1.883	1.813	-3,7%	0,3%
	Igoumenitsa	2.877	3.008	3.083	3.471	12,6%	20,6%
	Kavala	114	101	86	82	-5,7%	-28,4%
	Keramoti	n/a	969	985	1.042	5,7%	n/a
	Lavrio	190	180	161	205	27,4%	7,9%
	Megara	282	308	301	310	3,0%	9,7%
	Milos (Adamas)	15	24	29	25	-11,9%	65,0%
	Nissyros	n/a	n/a	n/a	6	n/a	n/a
	Paloukia Salaminas	1.255	1.401	1.450	1.319	-9,0%	5,2%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Patras	2.720	2.818	2.303	2.787	21,1%	2,5%
	Perama	1.255	1.401	1.450	1.320	-9,0%	5,2%
	Piraeus	4.249	4.697	4.997	5.050	1,1%	18,9%
	Rio	1.609	1.245	1.148	1.063	-7,5%	-33,9%
	Souda Bay	808	877	1.054	1.196	13,5%	48,0%
	Thassos	979	1.004	1.020	1.069	4,9%	9,2%
	Thessaloniki	n/a	3	n/a	n/a	n/a	n/a
	Volos	35	41	54	51	-4,9%	45,3%
	TOTAL SELECTED PORTS	19.872	21.235	21.267	22.001	3,5%	10,7%
IRELAND	Cork	75	84	53	110	107,6%	45,3%
	Dublin	11.770	12.667	13.324	13.807	3,6%	17,3%
	Rosslare Harbour	2.061	2.133	2.121	2.123	0,1%	3,0%
	Waterford	n/a	n/a	6	2	-70,4%	n/a
	TOTAL SELECTED PORTS	13.907	14.884	15.503	16.041	3,5%	15,3%
ITALY	Ancona	2.188	2.237	2.336	3.091	32,3%	41,3%
	Augusta	7	2	7	7	-2,5%	-2,6%
	Bari	1.612	1.790	2.193	1.962	-10,5%	21,7%
	Brindisi	2.567	3.028	2.604	2.968	14,0%	15,6%
	Cagliari	3.897	4.132	4.057	4.876	20,2%	25,1%
	Catania	2.690	4.111	5.538	3.580	-35,4%	33,1%
	Chioggia	2	5	1	2	78,4%	-3,6%
	Civitavecchia	3.515	3.909	3.458	5.734	65,8%	63,1%
	Gela	n/a	13	n/a	4	n/a	n/a
	Genova	8.023	7.622	9.667	10.112	4,6%	26,0%
	Gioia Tauro	116	25	100	376	276,0%	224,0%
	La Maddalena	1.510	631	205	242	18,6%	-83,9%
	La Spezia	2	n/a	n/a	1	n/a	n/a
	Lipari	39	30	4	n/a	n/a	n/a
	Livorno	9.506	8.980	8.144	11.046	35,6%	16,2%
	Marina Di Carrara	5	91	284	105	-62,8%	1855,9%
	Messina	7.878	6.632	6.891	6.504	-5,6%	-17,4%
	Milazzo	246	219	10	4	-60,9%	-98,4%
	Monfalcone	1.051	1.147	1.112	976	-12,2%	-7,2%
	Napoli	5.002	3.176	3.947	3.815	-3,3%	-23,7%
	Olbia	4.383	5.051	3.998	4.550	13,8%	3,8%
	Ortona	n/a	1	11	13	21,5%	n/a
	Palau	1.510	635	207	243	17,2%	-83,9%
	Palermo	5.090	5.998	6.736	7.448	10,6%	46,3%
	Piombino	2.184	1.754	1.004	1.010	0,6%	-53,7%
	Porto Empedocle	103	n/a	n/a	n/a	n/a	n/a
	Porto Nogaro	9	3	8	3	-63,2%	-68,1%
	Porto Torres	1.329	1.904	1.794	1.281	-28,6%	-3,6%
	Portoferraio	1.293	1.119	463	536	15,7%	-58,5%
	Portovesme	135	179	n/a	122	n/a	-10,1%
	Pozzallo	150	386	490	408	-16,7%	172,5%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Ravenna	1.691	3.395	2.806	3.086	10,0%	82,5%
	Reggio Di Calabria	5.609	4.612	5.431	4.558	-16,1%	-18,7%
	Salerno	4.226	4.182	4.728	4.451	-5,8%	5,3%
	Savona	1.033	1.563	1.688	2.387	41,5%	131,0%
	Taranto	3.364	3.988	3.280	2.366	-27,9%	-29,7%
	Trieste	5.517	4.108	1.815	7.128	292,7%	29,2%
	Venezia	1.006	1.496	1.380	1.827	32,4%	81,5%
	TOTAL SELECTED PORTS	88.490	88.155	86.396	96.822	12,1%	9,4%
LATVIA	Liepaja	613	496	382	475	24,5%	-22,5%
	Riga	72	76	130	148	13,8%	107,1%
	Ventspils	1.719	1.966	1.238	1.344	8,6%	-21,8%
	TOTAL SELECTED PORTS	2.404	2.538	1.750	1.967	12,4%	-18,2%
LITHUANIA	Klaipeda	2.548	2.839	2.883	3.118	8,2%	22,4%
	TOTAL SELECTED PORTS	2.548	2.839	2.883	3.118	8,2%	22,4%
MALTA	Malta (Valletta)	624	608	549	525	-4,5%	-16,0%
	Marsaxlokk	14	10	38	18	-53,3%	25,0%
	TOTAL SELECTED PORTS	639	618	588	543	-7,7%	-15,0%
NETHERLANDS	Amsterdam	653	610	620	597	-3,8%	-8,7%
	Delfzijl	111	64	31	62	102,2%	-44,0%
	Moerdijk	24	n/a	n/a	n/a	n/a	n/a
	Other - Netherlands	4	3	8	3	-57,8%	-8,2%
	Rotterdam	11.726	11.617	11.581	12.087	4,4%	3,1%
	Vlaardingen	4.981	5.776	6.325	6.227	-1,5%	25,0%
	Zeeland Seaports	1.275	1.180	1.024	954	-6,9%	-25,2%
	TOTAL SELECTED PORTS	18.774	19.249	19.589	19.930	1,7%	6,2%
NORWAY	Alesund	2	1	1	1	-6,5%	-40,2%
	Bergen	133	126	147	142	-3,6%	6,3%
	Bodo	104	n/a	n/a	n/a	n/a	n/a
	Borg	4	3	n/a	n/a	n/a	n/a
	Drammen	168	184	180	175	-2,6%	4,3%
	Egersund	n/a	n/a	2	1	-66,4%	n/a
	Eigersund	2	n/a	n/a	n/a	n/a	n/a
	Floro	243	159	143	173	21,2%	-28,7%
	Haugesund	n/a	n/a	108	123	13,8%	n/a
	Karmsund	101	106	n/a	n/a	n/a	n/a
	Kristiansand	409	384	404	403	-0,2%	-1,4%
	Kristiansund	6	7	2	2	-10,7%	-66,4%
	Larvik	592	640	664	671	0,9%	13,3%
	Oslo	691	742	697	663	-4,8%	-4,1%
	Porsgrunn	354	420	480	467	-2,8%	32,1%
	Sandefjord	230	170	186	163	-12,6%	-29,1%
	Stavanger	699	485	464	451	-2,8%	-35,4%
	Tromso	1	n/a	n/a	n/a	n/a	n/a
	Trondheim	12	8	13	21	67,8%	71,7%
	TOTAL SELECTED PORTS	3.750	3.435	3.491	3.455	-1,0%	-7,9%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
POLAND	Gdansk	164	206	287	294	2,5%	79,5%
	Gdynia	2.043	2.268	2.326	2.505	7,7%	22,6%
	Swinoujscie	5.552	5.927	6.315	6.418	1,6%	15,6%
	Szczecin	1	4	1	1	24,7%	8,5%
	TOTAL SELECTED PORTS	7.760	8.406	8.928	9.217	3,2%	18,8%
PORTUGAL	Leixoes	584	587	845	916	8,4%	56,9%
	Lisboa	12	5	10	9	-7,4%	-19,4%
	Ponta Delgada (Ilha de S. Miguel- Acores)	8	9	12	10	-15,4%	34,0%
	Setubal	266	262	350	415	18,4%	56,3%
	Sines	1	8	6	16	183,6%	1196,4%
	TOTAL SELECTED PORTS	870	870	1.224	1.367	11,7%	57,2%
ROMANIA	Constanta	201	161	169	250	48,0%	24,4%
	Midia	61	93	87	75	-14,0%	21,9%
	TOTAL SELECTED PORTS	262	254	256	325	26,9%	23,8%
SLOVENIA	Koper	915	1.158	1.155	1.183	2,5%	29,3%
	TOTAL SELECTED PORTS	915	1.158	1.155	1.183	2,5%	29,3%
SPAIN	Agaete	80	169	190	398	109,1%	396,6%
	Algeciras	505	550	933	1.099	17,7%	117,6%
	Alicante	31	39	37	80	116,9%	159,4%
	Almeria	199	200	208	197	-5,2%	-1,1%
	Barcelona	5.940	3.604	1.175	1.065	-9,3%	-82,1%
	Bilbao	245	276	337	375	11,4%	52,9%
	Cadiz	368	412	479	498	3,9%	35,3%
	Cartagena	57	72	108	89	-17,4%	56,8%
	Castellon	15	13	9	2	-79,3%	-87,7%
	Ceuta	353	341	283	727	156,6%	106,0%
	Corralejo	68	75	70	157	123,8%	131,2%
	Ferrol	2	13	20	17	-16,6%	752,6%
	Huelva	140	127	135	156	15,2%	11,4%
	Las Palmas de Gran Canaria	1.946	2.031	2.054	2.233	8,7%	14,7%
	Malaga	420	467	488	473	-3,0%	12,7%
	Melilla	339	364	374	276	-26,1%	-18,5%
	Morro Jable	8	8	8	130	1568,5%	1552,6%
	Motril	100	174	330	422	27,7%	321,0%
	Palma de Mallorca	4.396	4.589	5.012	5.580	11,3%	26,9%
	Pasajes	233	210	175	240	37,3%	3,1%
	Playa Blanca	68	75	70	157	123,8%	131,2%
	Santa Cruz de Tenerife	1.915	2.112	2.198	2.254	2,5%	17,7%
	Santander	960	980	1.026	1.158	12,9%	20,7%
	Sevilla	196	174	133	126	-4,8%	-35,6%
	Tarragona	206	253	351	331	-5,7%	60,5%
	Valencia	1.373	1.650	1.714	1.690	-1,4%	23,0%
	Vigo	826	879	945	929	-1,7%	12,5%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	TOTAL SELECTED PORTS	20.990	19.857	18.863	20.859	10,6%	-0,6%
SWEDEN	Goteborg	9.138	9.388	10.569	9.580	-9,4%	4,8%
	Grisslehamn	32	38	38	47	26,1%	49,7%
	Halmstad	108	172	121	112	-7,8%	3,3%
	Helsingborg	4.526	4.805	4.545	5.169	13,7%	14,2%
	Husum	517	298	353	371	5,1%	-28,2%
	Kappelskar	2.306	2.501	2.527	2.722	7,7%	18,0%
	Karlshamn	1.573	1.533	1.560	1.740	11,5%	10,6%
	Karlskrona	1.787	1.722	1.949	1.880	-3,6%	5,2%
	Lulea	n/a	10	3	n/a	n/a	n/a
	Malmö	4.531	4.377	4.540	4.531	-0,2%	0,0%
	Oskarshamn	321	342	346	370	6,9%	15,1%
	Oxelösund (ports)	55	99	163	207	27,2%	277,5%
	Pitea	11	11	6	12	101,1%	7,7%
	Sodertälje	139	161	145	143	-1,6%	2,8%
	Stockholm	3.755	3.915	2.561	2.550	-0,4%	-32,1%
	Stromstad	210	184	188	163	-13,2%	-22,5%
	Sundsvall	563	411	361	363	0,6%	-35,5%
	Trelleborg	10.911	10.904	11.215	11.154	-0,5%	2,2%
	Uddevalla	9	15	14	9	-37,6%	-3,0%
	Umeå	378	396	440	479	9,0%	26,8%
	Varberg	661	679	628	640	1,9%	-3,3%
	Visby	592	643	662	683	3,1%	15,4%
	Ystad	2.960	3.330	3.452	3.598	4,2%	21,5%
	TOTAL SELECTED PORTS	45.083	45.933	46.383	46.523	0,3%	3,2%
UNITED KINGDOM	Aberdeen	286	262	425	474	11,7%	66,0%
	Belfast	5.859	6.637	6.937	7.412	6,9%	26,5%
	Bristol	1.033	1.172	1.159	991	-14,5%	-4,1%
	Cairnryan	2.548	2.738	2.847	2.857	0,3%	12,1%
	Dover	27.071	27.086	25.931	24.462	-5,7%	-9,6%
	Felixstowe	3.211	3.393	3.643	3.716	2,0%	15,7%
	Fishguard	367	293	369	433	17,2%	17,8%
	Forth	531	571	533	148	-72,2%	-72,1%
	Harwich	3.999	4.035	4.156	3.673	-11,6%	-8,2%
	Heysham	4.489	4.532	4.566	4.645	1,7%	3,5%
	Holyhead	4.438	4.918	5.219	5.214	-0,1%	17,5%
	Hull	2.474	2.382	2.396	2.378	-0,7%	-3,9%
	Immingham	16.104	16.197	16.441	16.915	2,9%	5,0%
	Kirkwall	185	195	208	243	16,5%	31,1%
	Larne	2.551	2.738	2.847	2.857	0,4%	12,0%
	Liverpool	7.354	7.634	7.755	8.019	3,4%	9,0%
	Loch Ryan port	2.163	2.356	2.388	2.546	6,6%	17,7%
	London	7.768	7.824	7.829	8.012	2,3%	3,1%
	Medway	446	420	343	675	96,8%	51,2%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Milford Haven	863	977	898	949	5,7%	10,0%
	Newhaven	710	667	560	552	-1,4%	-22,2%
	Plymouth	84	76	59	55	-8,0%	-35,1%
	Poole	133	240	442	430	-2,6%	223,5%
	Portsmouth	2.590	2.641	2.614	2.593	-0,8%	0,1%
	Ramsgate	1	16	1	7	987,7%	535,1%
	Southampton	2.058	1.800	1.306	2.008	53,7%	-2,4%
	Tees & Hartlepool	1.868	1.850	2.168	2.181	0,6%	16,7%
	Tyne	895	943	949	843	-11,2%	-5,8%
	Warrenpoint	1.681	2.077	2.119	2.301	8,6%	36,9%
	TOTAL SELECTED PORTS	103.761	106.671	107.108	107.589	0,4%	3,7%
Grand Total		467.587	474.499	481.238	499.574	3,8%	6,8%

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
BELGIUM	Antwerpen	9.955	10.429	10.180	10.196	0,2%	2,4%
	Gent (Ghent)	3.564	3.704	3.607	3.777	4,7%	6,0%
	Oostende (Ostend)	487	730	1.126	626	-44,5%	28,4%
	Zeebrugge	1.168	1.475	1.309	1.036	-20,8%	-11,3%
	TOTAL SELECTED PORTS	15.174	16.338	16.223	15.634	-3,6%	3,0%
BULGARIA	Burgas	1.418	1.489	1.494	2.015	34,8%	42,1%
	Varna	894	1.316	1.342	1.244	-7,3%	39,1%
	TOTAL SELECTED PORTS	2.312	2.805	2.837	3.258	14,9%	41,0%
CROATIA	Bakar	33	21	46	50	8,8%	53,4%
	Ploče	308	267	239	317	32,8%	3,0%
	Rijeka	590	575	480	414	-13,8%	-29,8%
	Split	35	29	55	58	4,1%	64,9%
	TOTAL SELECTED PORTS	966	892	821	839	2,2%	-13,1%
CYPRUS	Larnaka (Larnaca)	77	76	123	271	121,0%	251,9%
	Lemesos (Limassol)	99	156	214	438	105,0%	342,3%
	Zygi (Zygi)	24	40	38	33	-12,5%	41,9%
	TOTAL SELECTED PORTS	200	273	375	743	98,3%	272,0%
DENMARK	Aabenraa	11	16	40	35	-12,9%	230,8%
	Aalborg	259	275	250	244	-2,4%	-5,8%
	Aalborg Portland (Cementfabrikken Rørdal)	24	24	22	12	-44,5%	-50,5%
	Århus	115	58	42	12	-71,4%	-89,6%
	Avedøreværket Havn	n/a	n/a	670	1.110	65,7%	n/a

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Enstedvaerkets Havn	n/a	n/a	5	16	249,8%	n/a
	Esbjerg	533	551	712	662	-7,1%	24,0%
	Fredericia (Og Shell-Havnen)	117	128	140	92	-34,4%	-21,8%
	Frederikshavn	n/a	n/a	n/a	48	n/a	n/a
	Frederiksvaerk Havn (Frederiksvaerk Stalvalsevaerk)	955	987	1.010	1.173	16,2%	22,9%
	Grena	113	36	39	95	144,3%	-16,1%
	Hirtshals	2	1	1	7	1158,3%	219,2%
	Kalundborg	49	53	52	64	24,8%	30,3%
	Kobenhavns Havn	289	316	338	343	1,5%	18,8%
	Koge	176	256	241	241	-0,3%	37,1%
	Kolding	157	214	265	305	15,0%	94,6%
	Odense	81	106	138	123	-11,4%	51,4%
	Randers	362	301	355	390	9,9%	7,9%
	Ronne	23	23	40	54	33,4%	136,2%
	Stigsnaesvaerkets Havn	n/a	n/a	n/a	14	n/a	n/a
	Studstrupvaerkets Havn	n/a	n/a	302	512	69,3%	n/a
	Thyboron	16	32	41	39	-4,2%	141,4%
	TOTAL SELECTED PORTS	3.282	3.379	4.703	5.590	18,9%	70,4%
ESTONIA	Kunda	1.024	1.044	966	1.033	6,9%	0,9%
	Parnu	1.571	1.665	1.668	1.822	9,2%	15,9%
	Sillamae	113	169	192	182	-5,2%	60,9%
	Tallinn	502	788	788	634	-19,6%	26,2%
	Vene Balti	126	99	201	95	-52,8%	-24,5%
	TOTAL SELECTED PORTS	3.336	3.766	3.816	3.765	-1,3%	12,9%
FINLAND	Hamina Kotka	2.576	2.722	3.102	3.129	0,9%	21,5%
	Hanko	615	853	1.278	1.033	-19,2%	68,0%
	Helsinki	327	238	798	1.054	32,1%	222,0%
	Inkoo	38	21	46	46	1,1%	21,6%
	Kaskinen	445	546	525	606	15,4%	36,1%
	Kemi	548	571	541	593	9,7%	8,3%
	Kokkola	559	535	529	526	-0,6%	-5,8%
	Koverhar	12	n/a	n/a	n/a	n/a	n/a
	Loviisa	396	325	n/a	n/a	n/a	n/a
	Naantali	39	46	68	65	-4,6%	64,4%
	Oulu	498	657	557	518	-7,1%	3,9%
	Parainen	5	5	18	8	-56,1%	62,1%
	Pietarsaari	550	622	713	656	-7,9%	19,4%
	Pori	440	553	411	364	-11,4%	-17,3%
	Raahe	650	599	568	623	9,8%	-4,1%
	Rauma	2.226	2.296	2.253	2.435	8,1%	9,4%
	Skoldvik	66	n/a	8	4	-50,5%	-94,0%
	Tornio	1.087	1.080	1.141	1.181	3,5%	8,7%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Turku	418	418	412	421	2,1%	0,7%
	Uusikaupunki	112	183	114	112	-1,7%	-0,1%
	Vaasa	196	217	223	164	-26,4%	-16,0%
	TOTAL SELECTED PORTS	11.804	12.487	13.304	13.539	1,8%	14,7%
FRANCE	Bayonne	842	878	884	828	-6,3%	-1,6%
	Bordeaux	68	80	96	115	19,8%	68,1%
	Brest	126	10	61	232	283,1%	83,7%
	Caen	26	8	13	15	18,9%	-41,4%
	Calais	17	19	22	45	106,7%	159,9%
	Cherbourg	4	4	2	1	-39,2%	-68,9%
	Dunkerque	1.329	1.167	1.178	1.125	-4,5%	-15,4%
	Fort de France (Martinique)	n/a	n/a	n/a	1	n/a	n/a
	La Rochelle	804	893	793	896	13,1%	11,4%
	Le Havre	15	15	18	18	2,7%	23,4%
	Les Sables d Olonne	61	49	n/a	n/a	n/a	n/a
	Lorient	119	4	13	9	-27,2%	-92,3%
	Marseille	2.366	2.297	2.750	2.443	-11,2%	3,2%
	Nantes Saint Nazaire	304	324	325	351	8,0%	15,7%
	Pointe a Pitre (Guadeloupe)	155	134	118	97	-17,3%	-37,2%
	Port la Nouvelle	97	53	43	9	-79,9%	-91,0%
	Port Reunion (ex Pointe des Galets) (Reunion)	43	42	50	39	-22,7%	-10,8%
	Rouen	767	656	700	834	19,0%	8,7%
	Sete	149	150	121	117	-3,0%	-21,2%
	St Malo	160	83	92	167	80,3%	4,3%
	TOTAL SELECTED PORTS	7.453	6.866	7.278	7.343	0,9%	-1,5%
GERMANY	Andernach	2	5	3	n/a	n/a	n/a
	Anklam	9	n/a	n/a	n/a	n/a	n/a
	Baltrum I.	9	9	9	8	-9,2%	-5,5%
	Bensersiel	37	39	n/a	n/a	n/a	n/a
	Berndshof	46	38	n/a	n/a	n/a	n/a
	Borkum I.	4	1	n/a	1	n/a	-68,0%
	Brake	1.837	1.954	1.630	2.001	22,8%	8,9%
	Bremen	3.970	3.309	4.600	4.181	-9,1%	5,3%
	Bremerhaven	1.262	1.275	571	428	-25,0%	-66,1%
	Brunsbüttel	22	38	59	29	-51,9%	31,5%
	Burgstaaken/Fehmarn	n/a	2	n/a	n/a	n/a	n/a
	Busum	n/a	1	1	7	1196,4%	n/a
	Butzfleth	1	3	n/a	n/a	n/a	n/a
	Carolinensiel	8	3	n/a	n/a	n/a	n/a
	Cuxhaven	161	186	228	304	33,4%	89,0%
	Dagebull	4	4	8	5	-37,5%	35,3%
	Demmin	16	n/a	n/a	n/a	n/a	n/a

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Duisburg	1.099	2.000	521	n/a	n/a	n/a
	Dusseldorf	18	32	5	n/a	n/a	n/a
	Emden	379	538	619	723	16,9%	91,1%
	Esens	n/a	n/a	38	47	23,6%	n/a
	Flensburg	8	7	n/a	n/a	n/a	n/a
	Gluckstadt	25	32	6	3	-46,9%	-87,4%
	Greifswald	n/a	n/a	n/a	n/a	n/a	n/a
	Hamburg	1.215	1.200	1.117	1.126	0,8%	-7,3%
	Heiligenhafen	1	5	n/a	n/a	n/a	n/a
	Helgoland I.	27	33	28	24	-13,8%	-10,4%
	Husum	80	66	37	9	-75,1%	-88,6%
	Juist	36	33	32	32	0,0%	-10,0%
	Kiel	264	549	1.096	966	-11,9%	266,4%
	Langeoog- Insel	37	45	37	46	25,5%	25,0%
	List/Sylt	93	111	83	41	-50,1%	-55,7%
	Lubeck	642	662	645	651	1,0%	1,5%
	Muhlheim an der Ruhr	33	n/a	n/a	n/a	n/a	n/a
	Nessmersiel	n/a	n/a	n/a	1	n/a	n/a
	Neuharlingersiel	8	9	3	1	-80,8%	-91,9%
	Neuss	1	n/a	n/a	n/a	n/a	n/a
	Neustadt/Holstein	8	5	n/a	n/a	n/a	n/a
	Norddeich	79	75	75	78	3,4%	-2,1%
	Nordenham	76	47	77	157	103,5%	106,2%
	Norderney I.	38	48	40	40	-0,9%	4,1%
	Papenburg	101	88	93	82	-12,2%	-18,7%
	Pellworm I.	n/a	1	2	n/a	n/a	n/a
	Rendsburg	27	19	41	11	-73,5%	-60,2%
	Rostock	2.114	2.599	2.677	1.915	-28,5%	-9,4%
	Sassnitz	491	611	446	816	83,0%	66,0%
	Spieckeroog I.	14	9	n/a	n/a	n/a	n/a
	Stade	n/a	n/a	7	10	40,5%	n/a
	Stralsund	43	165	71	80	13,0%	86,6%
	Ueckermunde	n/a	n/a	30	19	-37,2%	n/a
	Walsum	n/a	n/a	179	n/a	n/a	n/a
	Wangeroog I.	15	10	13	9	-27,3%	-38,4%
	Wilhelmshaven	2	6	5	7	44,8%	315,3%
	Wischhafen	10	7	5	6	20,0%	-41,1%
	Wismar	1.278	1.593	1.227	757	-38,3%	-40,8%
	Wittmund	n/a	n/a	2	4	41,9%	n/a
	Wolgast	2	3	5	32	580,5%	1218,1%
	Wyk/Fohr	1	6	13	7	-42,6%	631,1%
	TOTAL SELECTED PORTS	15.654	17.481	16.383	14.664	-10,5%	-6,3%
GREECE	Aliverio	26	32	11	8	-30,1%	-70,3%
	Amaliapolis Magnissias	260	350	511	414	-18,9%	59,4%
	Antikyra	332	89	109	127	16,3%	-61,7%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Aspropyrgos	15	12	26	20	-23,0%	32,8%
	Dombraina Boiotias	n/a	n/a	n/a	1.084	n/a	n/a
	Drepano Riou	n/a	84	n/a	5	n/a	n/a
	Eleusina	478	573	430	498	15,6%	4,1%
	Heraklio	20	39	35	30	-14,4%	54,2%
	Igoumenitsa	n/a	16	n/a	n/a	n/a	n/a
	Itea	7	n/a	n/a	4	n/a	-40,0%
	Kavala	243	171	235	156	-33,6%	-35,9%
	Larymna	82	67	55	43	-22,8%	-47,9%
	Lavrio	10	44	60	51	-16,0%	431,6%
	Milos (Adamas)	4	n/a	9	8	-14,4%	114,3%
	Nissyros	n/a	n/a	n/a	310	n/a	n/a
	Patras	21	16	31	24	-22,4%	13,3%
	Piraeus	12	12	14	16	15,6%	35,6%
	Rio	1	n/a	1	n/a	n/a	n/a
	Souda Bay	4	5	7	9	39,5%	126,6%
	Thassos	32	31	n/a	3	n/a	-90,8%
	Thessaloniki	419	518	573	551	-3,7%	31,7%
	Volos	290	392	369	391	6,0%	34,6%
	TOTAL SELECTED PORTS	2.256	2.453	2.477	3.752	51,5%	66,3%
IRELAND	Cork	143	139	144	260	80,5%	81,6%
	Drogheda	371	299	262	213	-18,7%	-42,5%
	Dublin	51	50	22	24	7,2%	-53,8%
	Galway	68	60	n/a	n/a	n/a	n/a
	Limerick	157	184	280	225	-19,8%	42,9%
	Rosslare Harbour	3	23	45	19	-57,5%	662,0%
	Waterford	120	76	110	148	35,4%	23,8%
	TOTAL SELECTED PORTS	913	831	863	889	3,0%	-2,7%
ITALY	Ancona	279	135	213	440	106,1%	57,4%
	Augusta	64	237	103	436	323,3%	576,4%
	Bari	23	25	57	783	1273,0%	3275,0%
	Barletta	57	40	157	225	43,6%	298,0%
	Brindisi	499	576	414	596	44,0%	19,5%
	Cagliari	38	2.929	2.204	882	-60,0%	2206,6%
	Catania	9	773	1	9	1011,4%	-6,1%
	Chioggia	444	349	47	701	1388,5%	57,9%
	Civitavecchia	71	787	300	21	-92,9%	-70,1%
	Gaeta	123	38	45	175	287,5%	41,7%
	Genova	248	902	3.435	211	-93,9%	-15,1%
	Gioia Tauro	n/a	72	141	565	300,5%	n/a
	La Spezia	45	71	240	3	-98,8%	-93,4%
	Lipari	n/a	15	11	n/a	n/a	n/a
	Livorno	1.832	4.790	5.552	13	-99,8%	-99,3%
	Marina Di Carrara	542	453	34	770	2169,5%	42,2%
	Messina	n/a	3	4	6	35,4%	n/a

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Milazzo	90	65	40	56	39,6%	-37,9%
	Monfalcone	2.141	845	57	399	595,2%	-81,3%
	Napoli	242	43	813	11	-98,6%	-95,3%
	Olbia	1	n/a	n/a	2	n/a	38,7%
	Oristano	n/a	14	23	281	1116,0%	n/a
	Ortona	112	127	69	227	228,3%	101,8%
	Palermo	17	154	260	228	-12,3%	1232,3%
	Piombino	95	505	428	938	119,2%	884,5%
	Porto Empedocle	181	n/a	n/a	n/a	n/a	n/a
	Porto Nogaro	130	79	52	53	3,0%	-59,0%
	Porto Torres	n/a	93	123	n/a	n/a	n/a
	Portoferraio	n/a	1	1	7	531,3%	n/a
	Portovesme	9	3	29	331	1035,7%	3470,8%
	Pozzallo	27	358	144	285	97,5%	950,8%
	Ravenna	4.304	1.950	1.097	2.330	112,4%	-45,9%
	Reggio Di Calabria	9	2	2	12	463,6%	43,7%
	Salerno	91	1.265	982	744	-24,3%	714,4%
	Savona	644	1.575	2.131	372	-82,5%	-42,2%
	Taranto	1.355	946	137	782	469,1%	-42,3%
	Trieste	3.174	1.852	2.817	5.421	92,4%	70,8%
	Venezia	1.974	3.029	1.300	1.833	41,0%	-7,2%
	TOTAL SELECTED PORTS	18.873	25.101	23.464	20.146	-14,1%	6,7%
LATVIA	Liepaja	667	496	522	558	6,8%	-16,3%
	Riga	2.254	2.347	2.320	3.133	35,0%	39,0%
	Ventspils	419	444	488	665	36,2%	58,7%
	TOTAL SELECTED PORTS	3.339	3.287	3.331	4.356	30,8%	30,4%
LITHUANIA	Klaipeda	2.218	2.001	1.842	2.573	39,6%	16,0%
	TOTAL SELECTED PORTS	2.218	2.001	1.842	2.573	39,6%	16,0%
MALTA	Malta (Valletta)	163	169	95	189	98,9%	16,2%
	Marsaxlokk	103	59	15	8	-49,9%	-92,6%
	TOTAL SELECTED PORTS	266	228	110	197	78,5%	-25,9%
NETHERLANDS	Amsterdam	11.274	5.975	7.008	7.878	12,4%	-30,1%
	Delfzijl	1.189	1.203	695	973	40,0%	-18,1%
	Den Helder	232	156	225	158	-29,5%	-31,8%
	Dordrecht	362	633	677	n/a	n/a	n/a
	Harlingen	139	143	164	169	2,9%	21,8%
	Moerdijk	685	551	742	663	-10,8%	-3,2%
	Other - Netherlands	323	381	392	788	100,8%	143,8%
	Rotterdam	20.660	20.899	20.364	22.018	8,1%	6,6%
	Vlaardingen	202	140	216	115	-46,5%	-42,9%
	Zeeland Seaports	10.528	8.691	9.485	9.381	-1,1%	-10,9%
	TOTAL SELECTED PORTS	45.593	38.771	39.970	42.144	5,4%	-7,6%
NORWAY	Alesund	390	373	383	503	31,3%	28,9%
	Bergen	797	950	780	884	13,3%	10,9%
	Bodo	52	59	28	83	198,8%	60,5%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Borg	461	588	n/a	n/a	n/a	n/a
	Bremanger	5	7	n/a	n/a	n/a	n/a
	Bronnoy	9	4	n/a	n/a	n/a	n/a
	Bronnoysund	n/a	n/a	13	6	-53,3%	n/a
	Drammen	568	501	469	559	19,1%	-1,7%
	Egersund	n/a	n/a	127	102	-19,7%	n/a
	Eigersund	93	118	n/a	n/a	n/a	n/a
	Floro	280	307	320	299	-6,4%	6,9%
	Fredrikstad	n/a	n/a	351	432	23,0%	n/a
	Hammerfest	138	124	142	100	-29,6%	-27,4%
	Harstad	73	63	53	65	23,2%	-11,3%
	Haugesund	n/a	n/a	645	696	7,9%	n/a
	Karmsund	767	682	n/a	n/a	n/a	n/a
	Kirkenes	26	20	18	19	4,5%	-28,6%
	Kristiansand	110	118	79	76	-4,0%	-31,2%
	Kristiansund	1.681	1.383	1.718	1.517	-11,7%	-9,8%
	Larvik	174	213	144	181	25,5%	3,9%
	Maloy	120	125	147	116	-21,5%	-4,1%
	Mo i Rana	n/a	n/a	1.268	1.116	-12,0%	n/a
	Molde	86	90	114	112	-1,5%	29,9%
	Mosjoen	67	71	231	183	-20,9%	172,5%
	Moss	139	131	90	40	-55,4%	-71,0%
	Narvik	20	18	4	2	-61,2%	-91,5%
	Oslo	260	355	273	292	7,0%	12,2%
	Porsgrunn	363	220	222	221	-0,7%	-39,1%
	Rana	1.638	1.239	n/a	n/a	n/a	n/a
	Sauda	n/a	239	n/a	n/a	n/a	n/a
	Stavanger	425	343	483	412	-14,7%	-3,1%
	Svelgen	n/a	n/a	6	4	-44,1%	n/a
	Tonsberg	1	1	1	n/a	n/a	n/a
	Tromso	196	240	267	238	-10,6%	21,5%
	Trondheim	885	1.139	1.102	1.126	2,2%	27,3%
	TOTAL SELECTED PORTS	9.825	9.720	9.478	9.382	-1,0%	-4,5%
POLAND	Gdansk	474	571	762	948	24,3%	99,8%
	Gdynia	621	649	948	2.159	127,9%	247,8%
	Police	4	n/a	8	9	7,4%	141,5%
	Swinoujscie	639	546	483	399	-17,4%	-37,6%
	Szczecin	1.707	2.220	2.345	2.765	17,9%	62,0%
	TOTAL SELECTED PORTS	3.445	3.986	4.546	6.280	38,1%	82,3%
PORTUGAL	Aveiro	1.686	1.457	1.286	1.604	24,7%	-4,9%
	Canical	22	30	32	30	-4,1%	39,3%
	Faro	n/a	n/a	n/a	141	n/a	n/a
	Figueira da Foz	1.005	974	994	825	-17,1%	-17,9%
	Leixoes	1.145	1.002	1.121	982	-12,4%	-14,2%
	Lisboa	253	232	178	139	-21,7%	-44,9%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Ponta Delgada (Ilha de S. Miguel- Acores)	15	17	18	17	-6,1%	13,0%
	Setubal	2.848	2.044	1.702	1.398	-17,9%	-50,9%
	Sines	118	114	109	105	-3,6%	-10,7%
	Velas (Ilha de S. Jorge- Acores)	n/a	n/a	n/a	15	n/a	n/a
	Viana do Castelo	n/a	n/a	n/a	194	n/a	n/a
	Vila do Porto (Ilha de Sta Maria- Acores)	n/a	n/a	n/a	9	n/a	n/a
	TOTAL SELECTED PORTS	7.091	5.870	5.441	5.458	0,3%	-23,0%
ROMANIA	Constanta	2.818	2.447	2.653	2.628	-0,9%	-6,7%
	Galati	848	563	498	362	-27,2%	-57,3%
	Midia	26	28	30	7	-75,7%	-71,5%
	TOTAL SELECTED PORTS	3.691	3.038	3.180	2.998	-5,7%	-18,8%
SLOVENIA	Koper	1.431	1.583	1.490	1.539	3,3%	7,5%
	TOTAL SELECTED PORTS	1.431	1.583	1.490	1.539	3,3%	7,5%
SPAIN	Algeciras	3.232	3.419	3.122	3.300	5,7%	2,1%
	Alicante	272	232	208	183	-12,0%	-32,8%
	Almeria	184	242	183	97	-47,0%	-47,1%
	Aviles	1.215	1.365	1.219	1.180	-3,2%	-2,9%
	Barcelona	963	3.160	5.815	6.094	4,8%	532,6%
	Bermeo	216	201	198	187	-5,2%	-13,5%
	Bilbao	2.729	2.509	2.627	2.714	3,3%	-0,5%
	Cadiz	161	130	296	200	-32,5%	23,8%
	Carboneras	n/a	n/a	25	n/a	n/a	n/a
	Cartagena	119	153	207	242	16,9%	104,1%
	Castellon	285	255	298	238	-20,3%	-16,6%
	Ceuta	n/a	n/a	n/a	12	n/a	n/a
	Ferrol	718	745	703	701	-0,3%	-2,3%
	Gijon	590	683	734	738	0,5%	25,1%
	Huelva	237	178	150	243	61,4%	2,5%
	La Coruna	938	1.012	915	1.102	20,4%	17,4%
	Las Palmas de Gran Canaria	664	551	570	686	20,2%	3,2%
	Malaga	12	14	25	41	62,9%	236,0%
	Marin Pontevedra	760	654	685	644	-5,9%	-15,2%
	Melilla	n/a	n/a	3	n/a	n/a	n/a
	Motril	124	123	232	170	-26,8%	37,0%
	Palamos	n/a	136	106	154	45,3%	n/a
	Palma de Mallorca	174	117	106	116	9,4%	-33,4%
	Pasajes	1.613	1.784	1.661	1.648	-0,8%	2,2%
	San Carlos de la Rapita	10	6	1	1	21,4%	-86,7%
	San Ciprian	n/a	n/a	54	n/a	n/a	n/a
	Santa Cruz de Tenerife	53	34	40	71	78,2%	32,2%
	Santander	534	614	590	680	15,2%	27,3%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Sevilla	772	907	823	794	-3,5%	2,8%
	Tarragona	1.095	910	2.051	2.280	11,2%	108,3%
	Valencia	6.821	6.297	7.038	8.725	24,0%	27,9%
	Vigo	453	365	387	468	20,7%	3,3%
	Vilanova i la Geltru	30	45	65	61	-5,6%	103,3%
	Villagarcia	262	322	293	287	-2,0%	9,7%
	TOTAL SELECTED PORTS	25.234	27.165	31.429	34.054	8,4%	35,0%
SWEDEN	Ahus	16	21	7	23	249,7%	41,3%
	Alvenas	n/a	n/a	n/a	4	n/a	n/a
	Falkenberg	338	285	255	372	46,2%	10,1%
	Gavle	985	969	972	1.249	28,5%	26,8%
	Goteborg	372	431	509	530	4,2%	42,5%
	Halmstad	320	344	374	366	-2,2%	14,2%
	Hargshamn	236	293	348	403	15,8%	70,6%
	Helsingborg	240	280	222	213	-3,9%	-11,1%
	Husum	1.194	1.249	1.445	1.737	20,2%	45,5%
	Iggesund	730	837	939	867	-7,6%	18,8%
	Jattersson	838	768	763	1.299	70,3%	55,1%
	Kalmar	447	298	258	204	-20,8%	-54,3%
	Kappelshamn	4	4	n/a	n/a	n/a	n/a
	Kappelskar	11	n/a	n/a	n/a	n/a	n/a
	Karlshamn	606	542	987	1.523	54,3%	151,2%
	Karlskrona	2	27	6	54	725,9%	2407,4%
	Karlstad	126	143	154	130	-15,4%	3,7%
	Klintehamn	86	122	105	89	-15,0%	3,7%
	Koping	124	99	117	149	27,8%	20,2%
	Kristinehamn	142	127	107	85	-20,7%	-40,1%
	Landskrona	45	57	48	85	79,0%	90,4%
	Lidkoping	n/a	n/a	n/a	n/a	n/a	n/a
	Lulea	154	166	186	212	13,8%	37,2%
	Lysekil	98	83	77	95	23,7%	-3,3%
	Malmo	75	51	109	355	225,0%	374,6%
	Norrkoping	535	485	409	565	38,3%	5,7%
	Norrthalje	n/a	n/a	n/a	n/a	n/a	n/a
	Ornskoldsvik	603	611	494	695	40,5%	15,2%
	Oskarshamn	286	268	265	272	2,4%	-4,9%
	Otterbacken	36	31	33	20	-39,9%	-45,1%
	Oxelosund (ports)	659	937	967	1.113	15,1%	69,1%
	Pitea	1.250	1.189	1.113	1.350	21,3%	8,0%
	Skelleftea	104	101	112	146	30,8%	40,4%
	Soderhamn	681	599	637	576	-9,6%	-15,4%
	Sodertalje	305	323	312	370	18,4%	21,2%
	Solvesborg	423	502	508	507	-0,1%	19,9%
	Soraker	51	41	10	53	410,5%	4,5%
	Stockholm	82	192	617	514	-16,6%	528,2%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Stromstad	n/a	n/a	4	n/a	n/a	n/a
	Sundsvall	354	366	367	365	-0,7%	3,1%
	Trelleborg	n/a	6	n/a	n/a	n/a	n/a
	Trollhattan (Ports)	15	12	3	n/a	n/a	n/a
	Uddevalla	206	246	271	293	8,1%	42,5%
	Umea	849	816	877	774	-11,7%	-8,8%
	Varberg	935	909	1.117	1.548	38,6%	65,6%
	Vasteras	287	246	273	262	-4,0%	-8,8%
	Vastervik	41	60	24	33	41,2%	-18,7%
	Visby	48	40	n/a	n/a	n/a	n/a
	Ystad	19	23	34	31	-10,3%	62,5%
	TOTAL SELECTED PORTS	14.957	15.196	16.433	19.532	18,9%	30,6%
UNITED KINGDOM	Aberdeen	1.277	814	1.020	1.045	2,4%	-18,2%
	Belfast	377	489	716	472	-34,0%	25,3%
	Boston	682	628	604	644	6,7%	-5,5%
	Bristol	144	151	164	280	70,8%	94,4%
	Cardiff	256	95	117	281	139,2%	9,8%
	Clydeport	225	304	214	209	-2,5%	-7,5%
	Cromarty Firth	57	71	23	134	495,9%	134,5%
	Dover	215	201	267	256	-4,1%	19,0%
	Dundee	48	83	92	73	-20,2%	52,9%
	Felixstowe	6	7	7	3	-49,7%	-42,6%
	Forth	287	364	273	133	-51,3%	-53,7%
	Goole	942	878	824	828	0,4%	-12,1%
	Great Yarmouth	180	166	224	155	-30,6%	-13,7%
	Harwich	165	179	167	134	-19,7%	-18,8%
	Heysham	36	29	64	58	-9,5%	61,7%
	Hull	1.507	1.043	1.533	1.291	-15,8%	-14,4%
	Immingham	971	1.241	1.191	1.301	9,3%	34,0%
	Ipswich	208	167	198	230	16,2%	10,3%
	Kirkwall	7	15	16	19	16,4%	175,9%
	Larne	n/a	27	18	20	8,9%	n/a
	Liverpool	946	928	1.093	1.162	6,3%	22,8%
	London	1.981	1.312	1.313	1.475	12,3%	-25,5%
	Londonderry	135	69	68	73	7,4%	-45,7%
	Manchester	73	61	72	66	-8,3%	-10,0%
	Medway	1.738	2.112	2.072	1.620	-21,8%	-6,8%
	Milford Haven	14	35	40	7	-82,5%	-50,4%
	Newport- Gwent	1.518	1.788	2.126	1.863	-12,4%	22,7%
	Peterhead	636	560	761	484	-36,4%	-23,9%
	Plymouth	5	10	n/a	3	n/a	-39,3%
	Poole	131	121	114	160	40,0%	22,3%
	Portsmouth	627	636	521	176	-66,3%	-71,9%
	River Hull and Humber	232	265	244	250	2,6%	7,9%

Country	City	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Shoreham	427	408	380	413	8,6%	-3,4%
	Southampton	138	116	58	91	59,0%	-33,7%
	Sunderland	389	399	435	510	17,3%	31,1%
	Swansea	105	103	58	73	26,9%	-30,5%
	Tees & Hartlepool	2.507	552	623	865	38,8%	-65,5%
	Trent River	696	684	672	685	1,9%	-1,5%
	Tyne	130	91	97	89	-8,2%	-31,7%
	Warrenpoint	242	250	299	270	-9,8%	11,8%
	TOTAL SELECTED PORTS	20.260	17.454	18.777	17.902	-4,7%	-11,6%
Grand Total		223.576	224.873	232.557	241.159	3,7%	7,9%

Container traffic for selected European ports (in TEU)

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
BELGIUM	Antwerpen	9.370.252	9.890.702	10.032.236	10.829.636	7,9%	15,6%
	Gent (Ghent)	13.103	6.788	16.553	10.787	-34,8%	-17,7%
	Zeebrugge	392.964	185.103	281.813	378.258	34,2%	-3,7%
	TOTAL SELECTED PORTS	9.776.319	10.082.593	10.330.601	11.218.681	8,6%	14,8%
BULGARIA	Burgas	61.847	66.181	76.572	81.361	6,3%	31,6%
	Varna	139.203	139.930	151.972	160.355	5,5%	15,2%
	TOTAL SELECTED PORTS	201.050	206.111	228.544	241.716	5,8%	20,2%
CROATIA	Ploce	20.829	22.961	28.168	31.182	10,7%	49,7%
	Rijeka	152.735	175.885	207.270	222.650	7,4%	45,8%
	Split	8.348	9.287	10.091	10.567	4,7%	26,6%
	TOTAL SELECTED PORTS	181.912	208.133	245.528	264.399	7,7%	45,3%
CYPRUS	Larnaka (Larnaca)	267	57	74	276	273,0%	3,4%
	Lemesos (Limassol)	308.371	360.805	393.127	416.253	5,9%	35,0%
	Zygi (Zygi)	73	n/a	n/a	n/a	n/a	n/a
	TOTAL SELECTED PORTS	308.711	360.862	393.201	416.529	5,9%	34,9%
DENMARK	Aalborg	58.959	62.937	61.409	40.849	-33,5%	-30,7%
	Arhus	445.169	455.311	513.515	540.390	5,2%	21,4%
	Esbjerg	26.648	25.677	25.074	27.837	11,0%	4,5%
	Fredericia (Og Shell- Havnen)	77.350	72.840	71.369	80.907	13,4%	4,6%
	Kalundborg	7.127	5.884	5.801	4.960	-14,5%	-30,4%
	Kobenhavns Havn	141.837	147.562	143.484	138.912	-3,2%	-2,1%
	Odense	n/a	n/a	1.080	n/a	n/a	n/a
	TOTAL SELECTED PORTS	757.089	770.210	821.732	833.856	1,5%	10,1%
ESTONIA	Sillamae	278	1.850	14.454	16.922	17,1%	5987,1%
	Tallinn	208.784	202.327	215.407	222.654	3,4%	6,6%
	TOTAL SELECTED PORTS	209.062	204.177	229.861	239.576	4,2%	14,6%
FINLAND	Hamina Kotka	487.373	566.588	632.404	598.722	-5,3%	22,8%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Hanko	n/a	82	n/a	n/a	n/a	n/a
	Helsinki	411.094	426.721	456.846	479.700	5,0%	16,7%
	Kemi	16.936	16.347	12.349	14.137	14,5%	-16,5%
	Kokkola	14.487	17.074	18.574	20.870	12,4%	44,1%
	Oulu	26.974	27.734	34.199	38.403	12,3%	42,4%
	Pori	20.865	17.906	17.654	10.748	-39,1%	-48,5%
	Raahe	794	1.036	958	406	-57,6%	-48,9%
	Rauma	235.018	233.365	252.346	236.950	-6,1%	0,8%
	Tornio	16.212	16.393	15.555	15.257	-1,9%	-5,9%
	Turku	4	n/a	48	981	1943,8%	24425,0%
	Vaasa	73	3	234	146	-37,6%	100,0%
	TOTAL SELECTED PORTS	1.229.829	1.323.248	1.441.165	1.416.319	-1,7%	15,2%
FRANCE	Bordeaux	62.550	56.219	53.711	40.795	-24,0%	-34,8%
	Brest	33.893	57.450	39.731	43.879	10,4%	29,5%
	Cherbourg	172	244	781	142	-81,8%	-17,4%
	Dunkerque	292.142	334.455	367.866	420.432	14,3%	43,9%
	Fort de France (Martinique)	n/a	153.453	116.229	172.201	48,2%	n/a
	La Rochelle	4.451	7.901	6.226	6.577	5,6%	47,8%
	Le Havre	2.560.131	2.479.532	2.798.562	2.865.840	2,4%	11,9%
	Les Sables d Olonne	2	7	n/a	5	n/a	n/a
	Marseille	1.255.830	1.244.121	1.362.217	1.398.413	2,7%	11,4%
	Nantes Saint Nazaire	184.865	178.338	194.227	187.292	-3,6%	1,3%
	Pointe a Pitre (Guadeloupe)	189.898	220.975	212.717	222.067	4,4%	16,9%
	Port Reunion (ex Pointe des Galets) (Reunion)	113.047	229.860	303.256	336.246	10,9%	197,4%
	Rouen	102.977	78.403	74.856	68.227	-8,9%	-33,7%
	Sete	598	1.143	1.221	1.732	41,8%	189,9%
	St Malo	n/a	8.189	102	539	428,4%	n/a
	TOTAL SELECTED PORTS	4.800.554	5.050.289	5.531.702	5.764.386	4,2%	20,1%
GERMANY	Baltrum I.	361	420	482	396	-17,8%	9,7%
	Bensersiel	1.306	1.250	n/a	n/a	n/a	n/a
	Brake	187	191	46	95	106,0%	-49,3%
	Bremen	14.525	7.404	10.923	6.594	-39,6%	-54,6%
	Bremerhaven	5.466.808	5.510.369	5.458.392	5.442.152	-0,3%	-0,5%
	Brunsbüttel	6	116	56	207	273,0%	3663,6%
	Carolinensiel	8.125	8.949	n/a	n/a	n/a	n/a
	Cuxhaven	44.855	47.879	43.502	40.842	-6,1%	-8,9%
	Duisburg	n/a	n/a	243	n/a	n/a	n/a
	Emden	1.649	1.583	1.096	1.536	40,1%	-6,8%
	Esens	n/a	n/a	1.556	1.540	-1,0%	n/a
	Hamburg	8.847.907	8.928.583	8.859.983	8.740.930	-1,3%	-1,2%
	Juist	1.348	1.396	1.566	1.512	-3,4%	12,2%
	Kiel	23.768	25.438	28.311	19.471	-31,2%	-18,1%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Langeoog- Insel	1.246	1.636	1.591	1.552	-2,5%	24,6%
	Lubeck	150.002	168.350	158.932	162.959	2,5%	8,6%
	Neuharlingersiel	n/a	n/a	1.186	4.675	294,2%	n/a
	Norddeich	4.947	3.964	4.751	4.540	-4,4%	-8,2%
	Nordenham	n/a	180	150	n/a	n/a	n/a
	Norderney I.	2.884	2.766	2.421	2.410	-0,5%	-16,4%
	Rostock	692	1.971	4.145	2.890	-30,3%	317,6%
	Wangerooge I.	10.793	8.902	13.022	9.494	-27,1%	-12,0%
	Wilhelmshaven	610.979	494.513	526.433	667.990	26,9%	9,3%
	Wismar	332	3	n/a	n/a	n/a	n/a
	Wittmund	n/a	n/a	18.135	16.070	-11,4%	n/a
	TOTAL SELECTED PORTS	15.192.717	15.215.862	15.136.921	15.127.854	-0,1%	-0,4%
GREECE	Eleusina	74	282	819	10	-98,8%	-86,5%
	Heraklio	21.127	23.488	20.708	23.490	13,4%	11,2%
	Igoumenitsa	6	n/a	n/a	n/a	n/a	n/a
	Lavrio	17.378	20.817	15.882	18.294	15,2%	5,3%
	Patras	n/a	n/a	n/a	2.920	n/a	n/a
	Piraeus	3.359.581	3.735.804	4.120.343	4.886.050	18,6%	45,4%
	Thessaloniki	591.373	598.206	650.024	677.964	4,3%	14,6%
	Volos	18.402	25.245	19.070	24.425	28,1%	32,7%
	TOTAL SELECTED PORTS	4.007.940	4.403.841	4.826.846	5.633.152	16,7%	40,5%
IRELAND	Cork	205.829	209.861	217.774	229.283	5,3%	11,4%
	Dublin	627.675	663.729	696.754	727.331	4,4%	15,9%
	Waterford	40.224	43.240	42.377	43.944	3,7%	9,2%
	TOTAL SELECTED PORTS	873.728	916.829	956.904	1.000.558	4,6%	14,5%
ITALY	Ancona	209.439	223.892	208.938	197.340	-5,6%	-5,8%
	Augusta	2.016	7.391	1.957	387	-80,2%	-80,8%
	Bari	38.231	77.117	58.931	85.138	44,5%	122,7%
	Barletta	20	n/a	534	842	57,7%	4110,0%
	Brindisi	155	4.281	1.975	974	-50,7%	528,4%
	Cagliari	821.805	551.995	310.517	430.209	38,5%	-47,7%
	Catania	31.271	25.140	16.492	85.057	415,7%	172,0%
	Chioggia	18	n/a	n/a	662	n/a	3682,9%
	Civitavecchia	73.786	74.881	110.233	133.530	21,1%	81,0%
	Gela	n/a	408	n/a	530	n/a	n/a
	Genova	2.079.108	2.356.487	2.332.494	2.530.002	8,5%	21,7%
	Gioia Tauro	3.029.984	3.796.308	3.391.139	4.017.860	18,5%	32,6%
	La Maddalena	n/a	808	428	3.754	777,1%	n/a
	La Spezia	1.578.915	1.605.365	1.611.576	1.645.127	2,1%	4,2%
	Lipari	n/a	n/a	n/a	3.422	n/a	n/a
	Livorno	652.796	652.651	787.253	1.199.685	52,4%	83,8%
	Marina Di Carrara	121	n/a	43.068	39.020	-9,4%	32147,9%
	Messina	n/a	n/a	9	585	6400,0%	n/a
	Monfalcone	507	565	473	578	22,2%	14,0%
	Napoli	209.980	561.274	311.216	598.439	92,3%	185,0%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Olbia	78	44	n/a	22	n/a	-71,8%
	Oristano	n/a	n/a	n/a	378	n/a	n/a
	Ortona	n/a	10	34	n/a	n/a	n/a
	Palermo	8.882	24.008	15.567	24.205	55,5%	172,5%
	Porto Foxi	n/a	n/a	n/a	4.884	n/a	n/a
	Porto Nogaro	n/a	n/a	n/a	1.680	n/a	n/a
	Porto Torres	n/a	n/a	156	333	113,5%	n/a
	Portovesme	n/a	n/a	n/a	1.278	n/a	n/a
	Pozzallo	6.095	8.633	10.050	16.093	60,1%	164,0%
	Ravenna	210.247	221.878	234.177	234.286	0,0%	11,4%
	Reggio Di Calabria	n/a	n/a	n/a	132	n/a	n/a
	Salerno	173.851	159.227	136.808	210.499	53,9%	21,1%
	Savona	42.398	53.829	76.373	88.592	16,0%	109,0%
	Taranto	1.974	34	n/a	1.918	n/a	-2,8%
	Trieste	628.022	579.084	652.735	984.912	50,9%	56,8%
	Venezia	475.997	395.093	508.486	544.921	7,2%	14,5%
	TOTAL SELECTED PORTS	10.275.694	11.380.401	10.821.620	13.087.269	20,9%	27,4%
LATVIA	Liepaja	3.536	2.205	3.496	2.909	-16,8%	-17,7%
	Riga	355.416	387.975	449.910	473.868	5,3%	33,3%
	Ventspils	n/a	117	232	2.102	806,0%	n/a
	TOTAL SELECTED PORTS	358.952	390.298	453.638	478.879	5,6%	33,4%
LITHUANIA	Klaipeda	350.393	441.665	474.209	749.067	58,0%	113,8%
	TOTAL SELECTED PORTS	350.393	441.665	474.209	749.067	58,0%	113,8%
MALTA	Malta (Valletta)	8.028	5.588	4.475	4.087	-8,7%	-49,1%
	Marsaxlokk	87.503	109.446	119.694	129.664	8,3%	48,2%
	TOTAL SELECTED PORTS	95.531	115.034	124.169	133.751	7,7%	40,0%
NETHERLANDS	Amsterdam	27.663	26.701	28.435	52.005	82,9%	88,0%
	Delfzijl	584	142	951	4.585	382,4%	685,1%
	Dordrecht	n/a	23	n/a	n/a	n/a	n/a
	Moerdijk	97.066	148.501	169.014	164.968	-2,4%	70,0%
	Other - Netherlands	10	1.901	463	640	38,4%	6636,8%
	Rotterdam	11.577.171	11.674.520	12.891.938	13.597.929	5,5%	17,5%
	Vlaardingen	n/a	n/a	1	n/a	n/a	n/a
	Zeeland Seaports	16.788	26.855	31.984	68.034	112,7%	305,3%
	TOTAL SELECTED PORTS	11.719.281	11.878.642	13.122.784	13.888.161	5,8%	18,5%
NORWAY	Alesund	50.880	49.232	63.945	53.960	-15,6%	6,1%
	Bergen	29.355	28.302	28.228	34.254	21,3%	16,7%
	Borg	45.880	46.898	n/a	n/a	n/a	n/a
	Bremanger	5.087	5.282	n/a	n/a	n/a	n/a
	Drammen	60.617	55.056	50.863	38.983	-23,4%	-35,7%
	Egersund	n/a	n/a	7.636	6.725	-11,9%	n/a
	Eigersund	7.588	4.972	n/a	n/a	n/a	n/a
	Floro	5.297	3.908	3.033	6.510	114,6%	22,9%
	Fredrikstad	n/a	n/a	54.387	64.187	18,0%	n/a
	Hammerfest	21	2	n/a	291	n/a	1285,7%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Harstad	139	540	907	785	-13,4%	465,8%
	Haugesund	n/a	n/a	27.837	27.659	-0,6%	n/a
	Karmsund	13.667	17.763	n/a	n/a	n/a	n/a
	Kristiansand	51.599	54.299	46.185	49.930	8,1%	-3,2%
	Kristiansund	20.483	19.460	19.165	18.471	-3,6%	-9,8%
	Larvik	62.701	60.181	72.947	79.267	8,7%	26,4%
	Maloy	16.166	12.749	17.744	16.457	-7,3%	1,8%
	Mo i Rana	n/a	n/a	53	n/a	n/a	n/a
	Molde	17	16	n/a	739	n/a	4244,1%
	Mosjoen	23.417	23.283	23.293	29.404	26,2%	25,6%
	Moss	57.508	57.899	56.609	47.997	-15,2%	-16,5%
	Oslo	195.460	206.533	207.804	237.951	14,5%	21,7%
	Porsgrunn	34.550	32.357	28.807	25.390	-11,9%	-26,5%
	Rana	287	251	n/a	n/a	n/a	n/a
	Stavanger	27.490	26.831	31.741	33.167	4,5%	20,7%
	Sveagruva	202	127	29	2	-93,0%	-99,0%
	Svelgen	n/a	n/a	5.259	6.256	19,0%	n/a
	Tromso	4.750	4.215	4.920	6.399	30,1%	34,7%
	Trondheim	17.149	16.794	17.120	17.389	1,6%	1,4%
	TOTAL SELECTED PORTS	730.308	726.949	768.509	802.169	4,4%	9,8%
POLAND	Gdansk	1.041.346	1.559.169	1.472.750	1.735.521	17,8%	66,7%
	Gdynia	676.442	656.740	689.595	831.950	20,6%	23,0%
	Swinoujscie	613	4.725	8.910	6.422	-27,9%	948,0%
	Szczecin	75.006	85.679	85.187	76.548	-10,1%	2,1%
	TOTAL SELECTED PORTS	1.793.408	2.306.312	2.256.441	2.650.440	17,5%	47,8%
PORTUGAL	Aveiro	n/a	63	66	50	-24,2%	n/a
	Cais do Pico (Ilha do Pico-Acores)	n/a	n/a	n/a	8.349	n/a	n/a
	Canical	96.714	101.592	107.567	111.407	3,6%	15,2%
	Figueira da Foz	21.702	24.210	24.354	19.625	-19,4%	-9,6%
	Funchal (Madeira)	n/a	n/a	n/a	640	n/a	n/a
	Horta (Ilha das Faial-Acores)	n/a	n/a	n/a	7.824	n/a	n/a
	Lajes das Flores (Ilha das Flores- Acores)	n/a	n/a	n/a	2.550	n/a	n/a
	Leixoes	568.348	602.543	580.616	613.541	5,7%	8,0%
	Lisboa	482.606	392.625	497.079	429.516	-13,6%	-11,0%
	Ponta Delgada (Ilha de S. Miguel- Acores)	72.816	71.755	71.785	76.059	6,0%	4,5%
	Porto Santo (Ilha de Porto Santo- Madeira)	n/a	n/a	n/a	1.575	n/a	n/a
	Praia da Graciosa (Ilha da Graciosa- Acores)	n/a	n/a	n/a	2.300	n/a	n/a
	Praia da Vitoria (Ilha Terceira- Acores)	n/a	n/a	n/a	31.611	n/a	n/a
	Setubal	120.471	153.484	158.828	129.731	-18,3%	7,7%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Sines	1.332.197	1.513.089	1.669.057	1.750.444	4,9%	31,4%
	TOTAL SELECTED PORTS	2.694.854	2.859.362	3.109.352	3.185.222	2,4%	18,2%
ROMANIA	Constanta	689.489	706.157	692.032	667.977	-3,5%	-3,1%
	TOTAL SELECTED PORTS	689.489	706.157	692.032	667.977	-3,5%	-3,1%
SLOVENIA	Koper	802.696	845.547	919.652	980.196	6,6%	22,1%
	TOTAL SELECTED PORTS	802.696	845.547	919.652	980.196	6,6%	22,1%
SPAIN	Agaete	37.314	69.528	80.826	3.280	-95,9%	-91,2%
	Algeciras	4.515.768	4.762.070	4.380.849	4.773.158	9,0%	5,7%
	Alicante	133.862	159.893	164.409	162.522	-1,1%	21,4%
	Almeria	6.120	6.269	6.684	9.361	40,0%	52,9%
	Barcelona	1.950.093	2.224.862	2.997.836	3.462.175	15,5%	77,5%
	Bilbao	627.869	598.077	605.404	638.397	5,4%	1,7%
	Cadiz	67.312	74.322	82.188	68.544	-16,6%	1,8%
	Cartagena	92.036	96.115	84.328	84.143	-0,2%	-8,6%
	Castellon	214.639	226.903	240.895	228.737	-5,0%	6,6%
	Ceuta	18.282	22.135	16.351	29.416	79,9%	60,9%
	Corralejo	15.762	17.761	20.039	1.977	-90,1%	-87,5%
	Ferrol	892	871	455	4.532	896,0%	408,1%
	Gijon	61.026	65.793	76.349	79.352	3,9%	30,0%
	Huelva	7.838	11.822	58.151	68.330	17,5%	771,8%
	La Coruna	152	214	3	27	800,0%	-82,2%
	Las Palmas de Gran Canaria	900.511	916.597	1.174.187	1.141.153	-2,8%	26,7%
	Malaga	43.221	119.847	87.567	127.019	45,1%	193,9%
	Marin Pontevedra	42.655	67.563	88.987	87.405	-1,8%	104,9%
	Melilla	34.356	39.445	36.421	22.130	-39,2%	-35,6%
	Morro Jable	5.572	7.260	6.455	1.186	-81,6%	-78,7%
	Motril	183	2.640	1.463	341	-76,7%	86,3%
	Palma de Mallorca	89.640	129.675	120.798	121.319	0,4%	35,3%
	Pasajes	3.109	5.892	8	14	75,0%	-99,5%
	Playa Blanca	15.762	17.761	20.039	1.977	-90,1%	-87,5%
	San Carlos de la Rapita	1.847	1.429	918	1.069	16,4%	-42,1%
	Santa Cruz de Tenerife	310.389	328.971	433.298	477.539	10,2%	53,9%
	Santander	1.165	1.268	6.895	10.539	52,8%	804,6%
	Sevilla	161.671	145.672	105.566	138.458	31,2%	-14,4%
	Tarragona	89.876	83.700	62.888	58.106	-7,6%	-35,3%
	Valencia	4.608.655	4.692.986	4.813.868	5.168.903	7,4%	12,2%
	Vigo	196.842	184.229	183.756	184.987	0,7%	-6,0%
	Villagarcia	30.932	32.585	34.815	35.039	0,6%	13,3%
	TOTAL SELECTED PORTS	14.285.351	15.114.156	15.992.695	17.191.133	7,5%	20,3%
SWEDEN	Ahus	18.342	18.553	15.748	17.673	12,2%	-3,6%
	Gavle	135.193	160.073	209.550	203.529	-2,9%	50,5%
	Goteborg	809.639	795.233	638.822	749.883	17,4%	-7,4%
	Halmstad	50.685	51.592	46.461	43.686	-6,0%	-13,8%
	Helsingborg	192.612	203.723	259.306	243.506	-6,1%	26,4%

Country	Port	2015	2016	2017	2018	Growth 2017- 2018	Growth 2015- 2018
	Husum	638	361	78	n/a	n/a	n/a
	Iggesund	11.008	11.483	14.190	9.556	-32,7%	-13,2%
	Karlshamn	110	274	9.801	9.702	-1,0%	8720,0%
	Karlskrona	180	217	167	83	-50,6%	-54,2%
	Malmo	22.175	17.170	23.574	21.806	-7,5%	-1,7%
	Norrkoping	41.348	77.151	107.574	101.874	-5,3%	146,4%
	Oxelosund (ports)	16.686	12.063	13.320	9.681	-27,3%	-42,0%
	Pitea	14.571	20.791	18.517	18.832	1,7%	29,2%
	Sodertalje	12.375	11.078	12.733	13.999	9,9%	13,1%
	Stockholm	51.215	54.650	63.308	57.410	-9,3%	12,1%
	Sundsvall	22.061	28.807	45.916	37.776	-17,7%	71,2%
	Uddevalla	49	774	1.029	497	-51,7%	919,5%
	Umea	18.489	19.548	29.334	27.054	-7,8%	46,3%
	Varberg	11.676	12.276	25.292	14.159	-44,0%	21,3%
	Vasteras	12.457	14.922	16.027	14.554	-9,2%	16,8%
	TOTAL SELECTED PORTS	1.441.509	1.510.736	1.550.743	1.595.259	2,9%	10,7%
UNITED KINGDOM	Aberdeen	30.804	29.689	17.309	2.071	-88,0%	-93,3%
	Belfast	207.563	211.279	214.715	220.834	2,8%	6,4%
	Bristol	100.006	119.325	104.912	120.004	14,4%	20,0%
	Cardiff	16.824	3.998	2.751	434	-84,2%	-97,4%
	Clydeport	90.159	95.045	88.428	99.059	12,0%	9,9%
	Dover	n/a	n/a	7.044	25.303	259,2%	n/a
	Felixstowe	4.042.695	4.015.817	4.160.413	3.780.626	-9,1%	-6,5%
	Forth	244.402	248.899	236.291	248.396	5,1%	1,6%
	Harwich	654	455	511	239	-53,2%	-63,5%
	Hull	237.893	236.163	267.940	301.463	12,5%	26,7%
	Immingham	288.867	335.446	380.286	356.420	-6,3%	23,4%
	Ipswich	66	121	45	n/a	n/a	n/a
	Kirkwall	11.552	11.584	6.719	n/a	n/a	n/a
	Liverpool	681.926	729.056	761.637	817.857	7,4%	19,9%
	London	1.184.515	1.492.390	1.375.077	1.679.663	22,2%	41,8%
	Manchester	204	24	230	n/a	n/a	n/a
	Medway	191.515	110.358	103.483	143.777	38,9%	-24,9%
	Portsmouth	56.772	71.346	79.876	60.354	-24,4%	6,3%
	Southampton	1.956.439	2.040.039	2.008.106	1.969.624	-1,9%	0,7%
	Tees & Hartlepool	331.644	350.454	351.865	404.188	14,9%	21,9%
	Tyne	48.726	53.042	49.493	60.223	21,7%	23,6%
	Warrenpoint	64.088	41.171	32.442	25.878	-20,2%	-59,6%
	TOTAL SELECTED PORTS	9.787.310	10.195.697	10.249.572	10.316.411	0,7%	5,4%
Grand Total		92.573.040	97.221.352	100.689.990	107.905.542	7,2%	16,6%



European Sea Ports Organisation
The European Port House
Treurenberg 6
B-1000 Brussels
T +32 2 736 34 63
E mail@espo.be