

ANNUAL REPORT

EUROPEAN SEA PORTS ORGANISATION
2017-2018



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ESPO celebrates its 25th birthday this year

Over the past quarter of a century, the challenges facing Europe's ports have changed considerably. Now, in 2018, while normal challenges remain to provide capacity and interconnectivity, all ports share an overarching objective to decarbonise. The most recent special report from the Intergovernmental Panel on Climate Change analyses the impact of global warming of 1.5°C above pre-industrial levels, which raises the bar still further and brings more urgency to this challenge.



In national and international transport supply chains, ports are the nodes where shipping meets land transport. Ports are also the locus for large carbon based industries including petrochemical complexes and power generation plants. The challenge to decarbonise transcends all port operators and, for their part, ESPO's member ports are committed to achieving this essential objective.

In March 2018, ESPO was a founding signatory of the World Port Sustainability Programme. In September 2018, the ESPO member ports of Rotterdam, Antwerp, Hamburg and Barcelona joined with the ports of Los Angeles, Long Beach and Vancouver to create the World Ports Climate Action Program with goals in five specific areas exactly matching existing EU policy objectives. Finally, in October 2018, ESPO accompanied Commissioner Violeta Bulc on a fact-finding mission to the Port of Los Angeles which has implemented the San Pedro Bay Clean Air Action Programme since 2006 alongside the Port of Long Beach. All of these initiatives highlight the global challenge of climate change and ESPO's work with the EU institutions in coming years will be dominated by this challenge.

Port efficiency is essential to minimise wasted consumption of hydrocarbons whether by ports themselves or by terminal operators or by ships. Ports are committed to deploying digital technologies and electrifying motive power wherever possible to minimise emissions. However, the challenge of climate change demands huge reductions if not the elimination of carbon emissions in the supply chain. Nowhere is this more important than in the shipping sector. International shipping accounts for 2.4% of global greenhouse gas emissions. As of April 2018, the shipping sector has committed to reducing CO₂ emissions by at least 50% by 2050 (compared to 2008 levels). Part of this challenge has to be met by the provision in ports of facilities for alternative fuels for shipping.

With cargo volumes continuing to grow, ships getting bigger and no certainty about what technologies will allow shipping to meet its CO₂ reduction target, Europe's ports face an unprecedented investment challenge.

We described this challenge in detail during 2018 in our report 'The Infrastructure Investment Needs and Challenge of European Ports'. This study identified a ten-year investment requirement in Europe's ports of €48 billion. While a large portion of this is traditional investment (€18 billion for basic port infrastructure and €4 billion for maritime access), there is also large investment required for digitalisation (€2 billion) and for energy related infrastructure (€3 billion).

A key part of ESPO's work during the year has been to make the case for additional financial support for ports. While our investment requirements are large, they are small in the context of the investment needed overall in supply chains. The European Commission estimated that €750 billion was required to

fully realise the TEN-T core network by 2030. Ports are key links in this network and unless essential investments can be made, attainment of the objectives of TEN-T policy will be jeopardised.

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 of 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 Sofia and Constanza. Also, at our General Assembly in Rotterdam in May, we welcomed the Ukrainian Sea Ports Authority as an observer member in ESPO, another significant strengthening of ESPO's engagement in the Black Sea.

Elsewhere, both the EU and ESPO face uncertainty because of BREXIT. We simply do not know today what the outcome of Brexit will be or whether and how we will work with the British Ports Association and the UK Major Ports Group in the future. In these circumstances, I would like to acknowledge the huge contribution the UK port associations made to the establishment of ESPO 25 years ago and to the work of our organisation since then.

Whatever happens in the future, the dominant characteristic of the port community worldwide is collegiality and I am sure we will retain a strong collaborative relationship with the UK ports in the years ahead.

I would like to thank the former Chairmen for their continued guidance and support and also for their continued participation in the work of our committees. Furthermore, I would also like to thank Annaleena Mäkilä for her four years of service as Vice Chairman and I would like to wish Bernard Mazuel, the outgoing Vice Chairman, well in his retirement from Ports de France. Finally, 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 is particularly true now as we face common challenges in achieving sustainability in our sector and throughout the supply chain. In concluding this Foreword, I would like to acknowledge and thank all of the officials and elected representatives we routinely engage with for their openness and willingness to debate with us the important issues which challenge our sector.

These debates will be particularly important to ensure that responsibilities for supply chain decarbonisation are clearly allocated in accordance with the polluter pays principle.

With European elections looming in 2019, some faces might change but ESPO will remain committed to working proactively with all of the EU institutions for the ultimate benefit of citizens across the Union.

Eamonn O'Reilly
ESPO Chairman

PORT GOVERNANCE

This year, the Port Services Regulation¹ (PSR) continued to feature high on the agenda of the Port Governance Committee. The Regulation entered into force on 24 March 2017, following a lengthy negotiation process. It was the third attempt of the European Commission to regulate European ports. The PSR will be applicable as from 24 March 2019.

¹ Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports

As a result of ESPO's intensive efforts to enhance the understanding of the port sector, the original Commission's proposal has been turned into an acceptable compromise for European port authorities. The final compromise is, in many ways, a significant improvement compared to the original Commission's proposal of May 2013.

As the PSR will be applicable as from 24 March 2019 onwards (after a two-year transition period), ESPO's main focus has shifted towards the implementation of the Regulation, which will be directly applicable in the Member States without having to be transposed into national law.

The Port Governance Committee has started an exchange of views on the expected implications of the PSR on the different port governance models and on existing national legislation. ESPO will continue the exchange of views with its members and the Commission on how to apply the different provisions of the PSR in preparation of its application in March 2019.

In parallel, the European Commission has set up the [European Ports Forum](#). As one of the main stakeholders of the forum, ESPO has been actively participating in the two first meetings (December 2017 and June 2018). The forum will consist of two subgroups. ESPO very much welcomes the creation of a first subgroup on ports as hubs of blue growth. The terms of reference of the second subgroup on sustainable ports are still to be adopted. Whereas ESPO is very much welcoming the forum, European ports call for a strong port representation at the forum. At the same time, European ports believe that such a forum is an important platform for exchange of understanding on the implementation of legislation, as well as an exchange of best practices, which should respect and not replace the already existing bottom up initiatives and networks.

Another topic on the agenda of the Port Governance Committee was the digitalisation of the ESPO Fact Finding Questionnaire. The Fact Finding exercise, which is carried out every five years, will be fully integrated into ESPO's new online data platform *PortinSights*² (for more information, see section on Economic Analysis and Statistics). The basis for the platform has been the outcome of the PORTOPIA project³. However, PORTOPIA only included a very limited selection of the Fact Finding Questionnaire. In the process of reviewing the outcome, members supported the inclusion of the complete survey in the new platform in order to fully digitalise the exercise for the coming years.

Furthermore, ESPO has been following up all relevant development with regards to the Regulation amending the current *General Block Exemption Regulation (GBER)*, which was adopted on 17 March 2017. This Regulation extends its scope to cover ports. Next to that, the Commission has published a Communication on the conduct of State aid control procedures in June 2018. The Communication ('Best Practices Code') provides guidance to Member States, aid beneficiaries and other stakeholders, on how State aid procedures work in practice.

ESPO has also been continuously monitoring the Commission's inquiries into the *tax regimes related to ports*. The Commission has taken the stance that the corporate tax exemption systems in the Netherlands, Belgium and France are incompatible with EU state aid rules and requested alignments. The Commission considers that the corporate tax exemptions granted to ports provide them with a selective advantage in breach of EU state aid rules. In addition, the Commission has started investigations into Italian ports in 2018. ESPO will continue to monitor the issue.

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

³<http://www.portopia.eu/>

Finally, the Commission published on 13 September 2017 its *proposal for a Regulation establishing a framework for screening of foreign direct investments into the European Union* (COM (2017)487) and (COM(2017) 494 final). In this context, ESPO published on 18 January 2018 its position paper⁴ on the proposal, in which it welcomed the framework on foreign investment screening as a useful instrument for an open investment environment. The paper highlighted in particular the fact that the proposal acknowledges the importance of an open investment environment, whereas it stressed that ports should in this context be considered as strategic assets.

⁴ <https://www.espo.be/news/eu-ports-welcome-framework-on-foreign-investment-s>

INTERMODAL, LOGISTICS & INDUSTRY



The Intermodal, Logistics and Industry Committee's agenda was this year dominated by the Commission's proposal for the next overall Multiannual Financial Framework (MFF), which will define the EU budget 2021-2027. This time, the budget allocations are even more challenging than in the past: on the one hand the budget is under constraint due to the anticipated withdrawal of the UK from the EU, and on the other hand the EU has adopted new ambitions in the field of security and migration.

To ensure that the new MFF would foresee an adequate transport envelope allowing for a stronger Connecting Europe Facility, ESPO succeeded in gathering more than 40 European associations in the **"MFF4Transport" ⁵ coalition**. On 27 April, this coalition handed over a Declaration to European Budget Commissioner, Günther H. Oettinger, stressing the need for more money for transport in the new Multiannual Financial Framework.

The main financial instrument for transport is the **Connecting Europe Facility (CEF)**, which is embedded in the Multiannual Financial Framework (MFF). The European Commission published the proposal for the Connecting Europe Facility 2021-2027 (CEF II) in June 2018. It proposed a 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 anticipation of the new proposal, ESPO had commissioned a **study on the infrastructure needs (post-2020) and investment challenges of European ports**.⁶ The study was conducted by a consortium of consultants consisting of Peter de Langen (Ports and Logistics Advisory), Mateu Turró (Universitat Politècnica de Catalunya) and Martina Fontanet (independent consultant). ESPO submitted the final report, comprised of the study and ESPO's policy recommendation, to the Commission's public consultation and published it in April 2018. The

main findings of the study show that port managing bodies have only obtained 4% of the overall CEF Transport budget. In terms of future investments, the study revealed port investment needs of €48bn for the coming ten years, which are diversely spread over different infrastructure categories, but with basic infrastructure remaining the largest share. ESPO presented the results of the study at various occasions.

Due to the time pressure imposed by the European election in May 2019, the European Parliament has been proceeding very quickly on the proposal for the Connecting Europe Facility 2021-2027. After the Commission's proposal was adopted in June 2018, the TRAN co-rapporteurs Marian-Jean Marinescu (EPP-Romania) and Pavel Telička (ALDE-Czech Republic) published their draft report already in July. In response to the adopted Commission's proposal and the draft report, **ESPO published its position in September 2018**, ahead of the vote in the TRAN committee in the European Parliament. The position stressed 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 Motorways of the Sea (MoS). Regarding military mobility, ESPO members requested a clear prioritisation of the civil transport use over the military use in any dual-use projects and asked for more transparency and clarity about the modalities of this priority.

ESPO's concerns and proposals are well reflected in the draft EP amendments. ESPO will continue the dialogue with the Commission, the Parliament and the Council to make sure that these proposals will be integrated in the final text of the CEF II.

With regards to the Trans European Transport Network (TEN-T), the European Commission published on 17 May 2018 the **proposal for a Regulation on streamlining measures for advancing the realisation of the Trans-European Transport Network (COM (2018)277)**. ESPO welcomed the objectives of the proposal and issued a position paper outlining the key aspects to be improved in order to reduce the administrative burden of preparing TEN-T projects.

In terms of transport calls during the course of 2018, €350 million was made available under the second cut-off date of the 2017 CEF Blending Call. In addition, the 2018 CEF transport call was launched in May with an indicative budget of €450 million. The priorities focused on the cross-cutting objectives of transport digitalisation, road safety and multimodality. The deadline for project applications was 24 October 2018.

Furthermore, ESPO organised on 20 March 2018 the **second edition of the workshop dedicated to small ports themed "Not a TEN-T core port? What's in it for you?"**. The aim of the workshop was to provide smaller ports, especially those who are not part of the TEN-T network, with specific information by EU officials on the funding schemes available to small ports, as well as an overview of the legislation applicable to them. In addition, ESPO presented its EcoPorts network and PortinSights platform which are open to and beneficial for ports of all sizes. Participants perceived the workshop as very useful and provided positive feedback.

On 4 October 2017, the Intermodal, Logistics and Industry Committee decided to set up an **ad-hoc working group of rail experts** in order to look at rail-port related issues and update the joint ESPO-EFIP position paper on rail from 2011. A first meeting took place on 30 January 2018. Mr. Sian Prout, Head of Unit Single European Rail Area (European Commission), participated in the meeting and gave an overview of recent developments in European rail legislation. Before updating the 2011 position paper, ESPO has decided to collect more information by means of a questionnaire on the different rail models in ports and responsibilities of port managing bodies in terms of infrastructure and operations. A second meeting took place on 23 October 2018, where a first analysis of the survey was made. The position paper, which is due to come out by mid-2019, will reflect the challenges stemming from the different setups and address critical points for improved rail connections from the port's perspective.

⁵ <https://www.moreeubudget4transport.org/>

⁶ <https://www.espo.be/publications/the-infrastructure-investment-needs-and-financing->

The work on the Ernst & Young study on “Support measures for the implementation of the TEN-T core network related to sea ports, inland ports and inland waterway transport”, which has been commissioned by the European Commission in spring 2016, continued throughout 2017. In particular, one part of the study focuses on the untapped potential of seaports and inland ports within the TEN-T corridors. In order to picture the investment and financial needs of ports and inland waterways for the period 2021-2028, the consultants used national plans and the investments communicated to the TEN-T coordinators. The study was originally foreseen to deliver results at the end of 2017, but has been extended until end 2018. Ernst & Young presented an interim stage of the study at the Intermodal, Logistics and Industry Committee meeting in Turku (Finland), on 23 April 2018. In addition, ESPO attended a workshop organised by Ernst & Young in Brussels in June 2018.

ESPO has also been following up all relevant developments with regards to the **adjustment of the North Sea – Mediterranean (NSM) Core Network Corridor**. As the United Kingdom will be leaving the European Union, the Commission estimates that the Ireland-EU connectivity could be significantly affected. In order to prevent the NSM corridor from being cut into two distinct parts, with Ireland no longer linked to continental EU, the Commission issued on 1 August 2018 the Commission a proposal for a Regulation (COM 2018 (568)) to adjust the NSM corridor's route by adding new maritime links between the Irish core ports of Dublin and Cork and the NSM corridor's ports in Belgium (Zeebrugge, Antwerp) and the Netherlands (Rotterdam). ESPO will continue to follow up all relevant developments with regards to the intended adjustment of the NSM Core Network Corridor.

Finally, ESPO has also been monitoring all relevant developments with regards to the Chinese “**One Belt, One Road**” initiative, which aims to connect Asia to Europe via land and sea. In this context, ESPO has been attending several stakeholder meetings organised by the Commission to inform stakeholders on the work being carried out in the EU-China Connectivity Platform. The platform serves as a forum for the EU and China to share information on transport plans and policies and to facilitate transnational infrastructure investment, transport services improvement and market access along the EU-China corridors.

TRADE FACILITATION, CUSTOMS & SECURITY



This year, international disruptions in trade such as Brexit and global protectionism stood high on the agenda of the Trade Facilitation, Customs and Security Committee. Furthermore, the revision of the Reporting Formalities Directive (2010/65) continued to feature as one of the main points on the Committee's agenda.

The **revision of the Reporting Formalities Directive (RFD)** was again one of the main files discussed within the Trade Facilitation Committee (in close collaboration with the Marine Affairs Committee). The main aim of the Directive, which was adopted in 2010, was to simplify and harmonise the administrative procedures applied to maritime transport. However, according to ESPO, other stakeholders and the Commission, the RFD did not achieve the aim of reducing administrative burden for maritime transport. Therefore, already in Spring 2016, the Commission launched the REFIT evaluation of the RFD in order to analyse and solve the main issues with this Directive.

In November 2017, the Commission launched the impact assessment on the revision of the RFD. In order to support the impact assessment, the Commission awarded a study to consultants of COWI. ESPO contributed to the study and helped the consultants by finding relevant ports to analyse in the study. Furthermore, the Commission also launched a public consultation in the context of the impact assessment, to which ESPO reacted by submitting its position.⁷ On 22 March 2018, ESPO outlined its priorities for the revision of the RFD in an updated position paper.⁸ In short, the paper stressed that efforts should be strengthened on harmonising the different reporting data formats by ensuring that the same data elements can be reported to each competent authority in the same way.

⁷ https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2017-3807523/feedback/F6794_en?p_id=41651

⁸ <https://www.espo.be/news/espo-outlines-its-priorities-for-the-revision-of-t>

Furthermore, the paper stated that it is of paramount importance for ports that the reporting is carried out through resilient and robust, yet flexible systems that ensure the reliability of data and allow for a multichannel approach, allowing the use of port community systems.

On 17 May 2018, the Commission published its **proposal for a regulation establishing a European Maritime Single Window environment (EMSWe)** (COM2018 278 final), which aims at replacing the current Reporting Formalities Directive. In essence, the proposal builds on three main pillars : 1) establishing harmonised National Single Windows, while also allowing the existing port community systems as reporting channels, 2) a harmonised data set and 3) the reporting only once principle. On 24 September, ESPO published its position on the new proposal, asking for more ambition on the harmonisation of data, while maintaining flexibility in reporting systems.⁹ On 15 October, rapporteur Deirdre Clune (EPP-Ireland) published her draft report on the proposal. ESPO welcomed the rapporteur's report, which reflected well some of the priorities for European ports with regards to the proposal. ESPO will continue the dialogue with the Parliament and the Council in view of achieving an ambitious but realistic outcome.

⁹ <https://www.espo.be/news/european-maritime-single-window-espo-w>

Brexit and its impact on the European port sector also continued to be a major item on ESPO's agenda this year. The Trade Facilitation Committee monitored all relevant developments of the negotiations, provided a platform to exchange good practices for ports in order to prepare for Brexit, and engaged actively in dialogues with the Commission's negotiators as well as relevant authorities on both sides of the Channel. On 6 March 2018, ESPO published a position paper on Brexit¹⁰, asking the negotiators to prioritise maritime transport during the negotiations, as most of the goods traded between the EU-27 and the UK are transported by sea and consequently have to pass through ports. Furthermore, ESPO also underlined the importance of negotiating an appropriate EU-UK trade agreement, which preserves trade and economic growth. ESPO will continue to monitor all relevant developments with regards to Brexit, and will step up its efforts once a Brexit deal is reached in order to preserve an optimal EU-UK trade environment.

Furthermore, ESPO continued to follow EU initiatives in the field of digitalisation. In this respect, ESPO remained active in the **Digital Transport and Logistics Forum (DTLF)**, which aims to further support the digitalisation of freight transport and logistics. The forum brings together Member States and stakeholders from all transport and logistics communities with the aim to identify challenges and areas where common action in the EU is needed, to provide recommendations, and to work on the implementation of these recommendations where appropriate. The first mandate of the DTLF ended in June 2018 and its results can be found online via the DTLF's website¹¹. A second mandate of the DTLF has been launched on 25 September. The renewed Forum is expected to pursue its activities towards concrete implementation of the results achieved under the previous term, as well as to identify and prepare for other relevant actions in transport and logistics, intended to create EU added value and contribute to the completion of the Digital Single Market. ESPO will renew its engagement in the forum.

Finally, the ESPO secretariat has continued to follow up all relevant developments with regards to the **Union Customs Code**, which came into force in June 2016.

¹⁰ <https://www.espo.be/media/FINAL%20ESPO%20position%20on%20Brexit.pdf>

¹¹ <http://www.dtlf.eu/>

SUSTAINABLE DEVELOPMENT

This year proved to be a busy year for the Sustainable Development Committee, which worked on a broad range of environmental themes relevant to ports, including the work conducted in the European Sustainable Shipping Forum, the publication of the ESPO Sustainability Report, developments on IMO level and Onshore Power Supply.

The [European Sustainable Shipping Forum \(ESSF\)](#) continued its work and ESPO, along with port experts, actively contributed to the ongoing work. ESPO has been a member of the ESSF Plenary and the sub-groups on Exhaust Gas Cleaning Systems (scrubbers), on Liquefied Natural Gas (LNG), on Financing and Competitiveness and on Air Emissions from Ships. In view of the publication of the new Commission proposal on the Port Reception Facilities and the start of the official negotiations in the Council and the European Parliament the sub-group on PRF, which ESPO co-chaired, concluded its work. A decision from the Commission is still pending for the establishment of a new sub-group on Sustainable Ports under the European Ports Forum.

On 30 November 2017, ESPO presented its [Sustainability Report 2017](#)¹², which used data from the EcoPorts network. Part of the Report is the update of the Top 10 environmental priorities of the port sector¹³. The 2017 Top 10 includes Air Quality, Energy Consumption, Noise, Water quality, Dredging operations, Garbage/Port waste, Port development (land related), Relationship with local community, Ship waste and Climate Change. Air quality remained at the top of the priorities together with Energy consumption, Noise and Water quality. Climate change, which as an EcoPorts indicator covers the reduction of emissions and the building of climate-proof infrastructure, has entered the Top 10 for the first time, confirming that European ports put this topic high on their agenda.

For 2018, ESPO decided to further professionalise the report by making it more focused on the progress achieved by the sector year by year and by giving it a new look and feel. The [Environmental Report 2018](#)¹⁴ included environmental performance benchmark indicators as well as the Top 10 Environmental Priorities of the European ports. The aim is that the Report becomes the annual 'check-up' for the European ports and the main point of reference for the environmental performance of the sector for all interested stakeholders, local communities, civil society, researchers and industry.

Air quality has remained the top priority of the European ports since 2013. The increased interest in the relationship with local community in position 4 of the list is relevant as air quality has been increasingly a concern for citizens of port cities and urban areas. Climate change is becoming of high relevance for European ports. It made it in the Top 10 for the first time in 2017 and climbed to the 7th position in 2018. Almost eight out of ten European ports take into consideration climate change when they develop new infrastructure projects. Furthermore, 59% of ports strengthen the climate resilience of existing infrastructure and 41% of them have already dealt with operational challenges due to climate change. Marine litter-related priorities went also higher in the Top 10 list compared to last year. Waste, which was the most monitored issue, increased by 17% since 2013. This indicates the readiness of ports to contribute to addressing the issue of marine litter.

¹²<https://www.espo.be/publications/sustainability-report-2017>

¹³[https://www.espo.be/media/ESP-2177%20\(Update%20Top%2010%20environmental%20priorities\)-FINAL.pdf](https://www.espo.be/media/ESP-2177%20(Update%20Top%2010%20environmental%20priorities)-FINAL.pdf)

¹⁴<https://www.espo.be/media/ESPO%20Environmental%20Report%202018.pdf>

The Report also found that 73% of the ports are certified under an environmental standard (ISO, EMAS, PERS) increased by 19% since 2013, while 68% of them make their environmental report publicly available. On the development of alternative fuels infrastructure, the report finds that 24% of the ports provides high voltage shore-side electricity for ships at berth and 30% of them with LNG refueling points, while another 24% is currently developing LNG infrastructure projects.

The new Environmental Report 2018 used data from 90 European ports participating in the EcoPorts network.

Furthermore, ESPO also welcomed this year the agreement between the European Parliament and Council to set a deadline for reaching a global solution on CO₂ emissions from shipping in the review of the **EU Emission Trading Scheme (ETS) Directive**. The EU and national climate measures are currently being developed in order to implement the Paris Agreement and contribute to keeping the increase of the global temperature well below 2°C. These measures will oblige ports to reduce the carbon footprint of their land-based activities. ESPO supported that these efforts should be accompanied by measures covering emissions generated at sea.

In parallel, ESPO participated as an observer as part of the IAPH delegation in the **IMO Marine Environment Protection Committee (MEPC 72)**, which reached an agreement to peak CO₂ emissions from shipping as soon as possible and reduce them by at least 50% by 2050, compared to 2008 levels. ESPO supported the EU position in the IMO negotiations and welcomed the agreement. It pointed out that the agreement is a real milestone and sends a strong signal that the IMO can take action. In particular, ESPO underlined the instrumental role of the EU and

its different stakeholders in reaching this global agreement and noted that the momentum should be used to continue on the same path towards developing concrete measures to implement the agreement. Meaningful measures should be developed and introduced as soon as possible and by 2023 at the latest in order to implement the targets agreed on. ESPO also pointed out that the nature of the measures and their timing will steer to a large extent the infrastructure investments to be made by ports to facilitate the decarbonisation of the maritime sector. The sooner we have measures the shipping sector would agree on, identified and rolled out, the better the ports can plan adequate investments and benefit from the tools offered by the new Connecting Europe Facility. ESPO also underlined that the agreement is certainly a milestone, but should not be seen as an endpoint. Discussions on the level of ambition and the reduction target should continue and be revised in the future, in line with the EU proposal.

With regard to air quality, ESPO this year highlighted the challenges and potential barriers ports are facing in developing **Onshore Power Supply**. In particular, ESPO welcomed the Evaluation and Fitness Check Roadmap of the Commission on the Energy Taxation Directive, which makes a reference to an exemption on Onshore Power Supply. ESPO took part in stakeholders' meetings and contributed twice to Commission's public consultations on the issue, noting that a permanent tax exemption for the use of shore-side electricity would put it on an equal footing with electricity generated on board of ships, which is produced from the combustion of tax exempted fuels. It further pointed out that a permanent tax exemption would take away a great disadvantage of using OPS and would contribute to further improving air quality and achieving the EU climate targets.

ESPO also signed the Declaration which launched the **World Ports Sustainability Program**. The founding partners of the project are: the International Association of Ports and Harbours (IAPH), the American Association of Port Authorities (AAPA), the Global Network of Cities and Ports (AIVP), the World Association for Waterborne Transport Infrastructure (PIANC) and ESPO. It was also signed by two structural partners: the International Cargo Handling Coordination Association (ICHCA) and the International Association of Dredging Companies (IADC). The WPSP Program, initiated by IAPH, aims to demonstrate global leadership of ports in contributing to the Sustainable Development Goals of the United Nations.

The **EcoPorts network**¹⁵ has become a successful initiative for ports to raise awareness, exchange information and promote better environmental management. The initiative has transformed into a solid network of around 100 European ports within ESPO. For the first time since its establishment, EcoPorts has reached more than 30 ports certified with the environmental standard of the network (PERS). Set up

in 1997, EcoPorts operates under the European Sea Ports Organisation (ESPO) and is the main bottom-up initiative of European ports to address the environmental challenges the sector faces. Under the revised SDM and PERS, the number of EcoPorts members and PERS certified ports has steadily increased, showing the readiness of the sector to address the environmental challenges, be transparent in communicating their environmental policy, 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.

It is without saying that the revision of the **Port Reception Facilities Directive**, which was published in 2018, has been high on the radar of the Sustainable Development committee. The proposal has been extensively discussed along with the Marine Affairs Committee (see section on Marine Affairs for more information).

Below you can find a list of all the ports that are currently PERS certified.

Port	Country
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
Société d'Exploitation des Ports du Détroit - Port de Calais	France
Igoumenitsa Port Authority S.A.	Greece
Shannon Foynes Port Company	Ireland
Port of Moerdijk	Netherlands
JadeWeserPort Realisierungs GmbH & Co. KG	Germany
Autoridad Portuaria de Valencia	Spain
Nantes - Saint Nazaire Port Authority	France
Shoreham Port Authority	United Kingdom
Corfu Port Authority S.A.	Greece
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
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 Emden	Germany
Niedersachsen Ports GmbH & Co. KG	Germany

¹⁵ <https://www.ecoport.com/>

MARINE AFFAIRS

The work of the Marine Affairs Committee focused this year mainly on two principal subjects: the revision of the Port Reception Facilities Directive and the revision of the Reporting Formalities Directive.

The new proposal on the [revision of the Port Reception Facilities Directive](#) was published by the European Commission in January 2018. The Marine Affairs Committee along with the Sustainable Development Committee followed closely all relevant developments and finalised ESPO's position paper¹⁶ on the issue.

ESPO welcomed in principle the new proposal and its objective to build upon the substantial progress achieved under the existing Directive. It also noted that any provisions leading to better enforcement of the obligation for ships to deliver waste at shore are welcomed. The alignment of specific elements of the Directive with the International Convention for the Prevention of Pollution from Ships (MARPOL) was also supported. Strengthening this incentive policy is part of the current proposal. However, ESPO pointed out that introducing a fee system whereby ships would deliver unlimited amounts of garbage, including dangerous waste and cargo residues, for a fixed fee seems to be a severe and unacceptable divergence from the 'polluter pays' principle. It risks to discourage tackling waste at source by reducing volumes generated onboard, which has been the cornerstone of the EU waste policy.

On 21 June 2018, the TRAN committee published its draft report on the proposal. ESPO welcomed the draft report and pointed out that it is clearly a step forward and that overall, the draft report pursues the objectives of the circular economy and aims to reduce the administrative burden for authorities and stakeholders. On 9 October 2018, the draft report was adopted in the TRAN committee. ESPO welcomed in particular the proposal to strengthen the 'polluter pays' principle by discouraging the delivery of unreasonable quantities of garbage, including dangerous waste, for a fixed fee. On the other hand, ESPO regretted that the Parliament decided to make rebates mandatory for green management of waste on board of ships.

Furthermore, the Marine Affairs Committee followed and discussed the latest developments with regard to [places of refuge](#) and the Commission's draft submission to the IMO which proposed to revise the IMO Guidelines on places of refuge for ships in need of assistance. In addition, it followed the developments in the Safe Sea Net Group Meeting of experts organised by EMSA.

On the [revision of the Reporting Formalities Directive \(RFD\)](#), the Marine Affairs Committee has followed closely and discussed extensively all the developments along with the Trade Facilitation, Customs and Security Committee.

¹⁶ <https://www.espo.be/news/espo-publishes-its-position-paper-on-the-port-rece>

CRUISE AND FERRY

This year, the Cruise and Ferry Port Network, together with the Marine Affairs and Sustainable Development Committees, followed all relevant developments with regards to the revision of the Port Reception Facilities Directive (see section on Marine Affairs for more information).

Furthermore, ESPO has also been following 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 is 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 focuses primarily on one main 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 also been following all relevant developments as well as supporting the Commission with respect to the further continuation of the [pan-European and regional cruise dialogues](#). In this respect, the Commission organised on 25 September in Nantes the regional cruise dialogue for the Atlantic, the North Sea and the Arctic, which focused on integrated cruise destination management and removing bottlenecks for environmentally sustainable cruise tourism economy. The event was the last regional dialogue before the next Pan-European cruise dialogue, which will be organised in 2019.

Finally, the Cruise and Ferry Port Network gathered in Valencia for the GreenPort Cruise Conference on 16 October 2018. 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.

During the latest meeting of the Network, the decision was made to launch a small survey in order to identify how ports are dealing with cruise and ferry related issues, as well as to organise an exchange of views with the cruise lines in order to discuss and address those issues.



SOCIAL DIALOGUE



Already for five years, the Sectoral Social Dialogue Committee on Ports (SSDCP) is successfully bringing 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 progressed with the work on the [EU-financed study "The changing face of ports: socio-economic impact of market-based and technological developments on EU ports"](#). The study is investigating the potential consequences of the increasing size of vessels, vertical integration and alliances, as well as automation of dock labour and is being carried out by consultants of Dynamar and MTBS. ESPO participates in the study as an associate partner and is 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. Consultants and social partners gathered three times in Brussels for steering committee meetings on 22 January, 20 April and 5 October. The study has been extended until January 2019 and will be closed with a final conference in Hamburg end of January.

The Social Dialogue Committee also worked on several other topics, such as [training and safety](#). Safety on board of ships has become a point of concern, as the implementation of the

Directive on safe loading and unloading of bulk carriers has been very unsatisfactory so far. The Committee collected information on accidents on board of ships, in order to support the monitoring role of EMSA. A joint dialogue with ECSA and the seafarers has also been requested by the Committee.

In addition, ESPO is a founding member of the European Commission's initiative ["EU Platform for Change – Women in Transport"](#), which was launched with a conference on 27 November 2017. The objective of the initiative is to strengthen women's employment and equal opportunities for women and men in the transport sector through concrete actions and the exchange of good practices. The Social Dialogue Committee has been actively involved and supported the initiative by adopting a declaration on the elimination of violence against women.

ESPO additionally initiated a [meeting of port human resource managers](#) to discuss the issue of diversity in ports. Members supported the development of a short ESPO charter on diversity, which is currently in progress.

ECONOMIC ANALYSIS AND STATISTICS



The PORTOPIA project¹⁷ officially ended with the Final Event on 9 November 2017. During a day of high-level interaction, the project partners presented the four main tools that resulted from the PORTOPIA project, i.e. the Rapid Exchange System+, the environmental dashboards, port governance trends and a user perception measurement tool. Furthermore, during panel discussions, EU port professionals debated about the added value of the project and the lessons to be taken from it, as well as the priorities for the future. A second panel discussion focused on the global state-of-play of port performance measurement. With this event, the European port industry has proven that EU Research and Innovation projects can lead to sustainable results.

Part of the output of the project in terms of indicators and insights in several perspectives is presented in the new 2017 EU Port Industry Performance Report.¹⁸ Furthermore, the ESPO Environmental Report 2017¹⁹ presents the updated results for the year 2017 of the European ports' environmental performance. This Report also includes the update of the Top 10 environmental priorities of the port sector.

In order to make practical use of the work that has been done throughout the course of the project, ESPO has put a lot of efforts in exploring the possibilities to establish an online data platform and to continue the digitalisation process with the support of its members.

An IT-driven system for the collection and analysis of data is highly beneficial, as it will reduce and optimise workload both at the port level and at the level of ESPO. Being able to deliver data in an efficient and attractive way is essential and will become more and more important. The reporting-only-once for all statistic data, the possibility to work with the data and to compare data in an easy way against the average will benefit both the individual ports and ESPO as an organisation. By gathering throughput data, governance data and environmental data all in one platform, ESPO is building the knowledge hub of and for European ports.

ESPO partnered with the service provider Port+ in order to build the platform "**PortinSights**" based on the outcome of the PORTOPIA project. Members of the Economic Analysis and Statistics Committee have been instrumental in shaping the new platform and dedicated most of their work to the development of the Rapid Exchange System (RES) module and the data analysis cube. The Committee members have been the first to test the online data platform for RES throughput data and will continue to be closely involved in further enhancements.

¹⁷ <http://www.portopia.eu/>

¹⁸ <http://www.portopia.eu/wp-content/uploads/2017/11/D8.3-Annex4-EuropeanPortIndustrySustRep2017.pdf>

¹⁹ <https://www.espo.be/media/2017.11.08%20Sustainability%20report%202017%20Review%20final.pdf>

PortinSights has been launched in September 2018 and will gradually replace the current voluntary exchange of RES data by e-mail. The main benefit in terms of throughput data is that it will not only enable data collection and sharing between ESPO members, but also features a dedicated data analysis cube, where ESPO members can make their own tailor-made analysis. ESPO will continue its efforts to attract as many users as possible, in order to build a representative data platform.

In addition, the members of the Economic Analysis and Statistics Committee have been continuing their efforts to develop a **harmonised methodology for modal split calculation**. Adopting such a methodology as EU standard will be extremely useful for the European Commission and for the port sector. The reported modal split data, consolidated to a relevant level can serve as indicator, useful especially to evaluate and realise EU environmental goals and the completion of the TEN-T network. Eventually, this common methodology could

be integrated as an extra module in the digitalisation process.

However, several challenges have not yet been solved during the discussions within the Committee. The obstacles concern among others the different methods of ports to calculate and collect modal split data and the dependence on external data sources (terminal operators, rail operators, etc.). For this reason, the members are currently working on a simplified proposal for an ESPO methodology for modal split.



ESPO Award on Societal Integration

The theme of the 2017 edition of the ESPO Award on Societal Integration was “Art and Cultural involvement of the Port”. Thirteen ports from all over Europe competed for the Award. In total, five ports were shortlisted for the Award: Antwerp (Belgium), Brest (France), Guadeloupe (France), Oslo (Norway), and Venice (Italy). On 8 November, Guadeloupe Port Caraïbes received the ESPO Award in recognition of its engagement with the city or wider community, through involvement in art or culture.

Guadeloupe Port Caraïbes won the 2017 Award for its project, Port’Art, which is intended to appeal to a grassroots audience and address day-to-day objects and topics. The Port’Art initiative has been built and developed in line with the situation and challenges faced by the Region and includes several aspects, such as: providing the general public with access to local port heritage, supporting local artistic creativity, sponsoring initiatives with a maritime and heritage appeal, supporting cultural initiatives that address the preservation of tropical biodiversity and raising awareness of local port culture. By giving residents the opportunity to visit historic buildings or by turning port facilities into art and cultural venues, Guadeloupe Port Caraïbes encourages people to come and get to know their port and gain a full sense of ownership of it in a different way.

The theme of the ESPO Award 2018 is “Ports as a Good Work Environment for Everyone”. The Award will go to the port authority which has an innovative approach to promote the wider port area with its businesses and companies as an attractive work environment for everyone around the port looking for a new career. Four ports have submitted a project: Rotterdam, Tallinn, North Sea Port and Associated British Ports (ABP). The 10th ESPO Award will be officially handed out during an Award Ceremony and Port Night, which will take place on 7 November in Brussels.

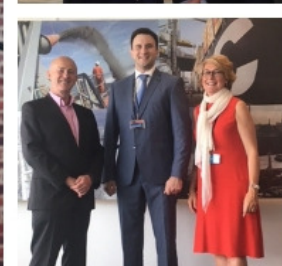
ESPO Conference in Rotterdam: “Investing in the port of tomorrow”

On 31 May and 1 June, ESPO held its annual conference in Rotterdam, kindly hosted by the Port of Rotterdam. The theme of this year’s conference was “Investing in the port of tomorrow”. The first conference day mainly focused on drivers of port investments, the different ways port investments should be financed and the acceptance of port development and expansion. The second day of the conference was mainly dedicated to discussing the European transport infrastructure policy as it stands today, the experience with its implementation over the last three years and the ways to improve this legislative framework and the financing tools during the forthcoming financial period 2021-2027. In between those debates, different key note speeches gave the audience food for thought and discussion on the geopolitical situation in and around Europe, climate change and Brexit.

Overall, this year’s conference can again be called a real success. Over 280 people, including representatives of the EU institutions, top managers of European ports and delegates of major players of the maritime business, participated in the conference, which led at times to very interesting discussions. The 16th edition of the ESPO conference will take place in Livorno on 23 and 24 May 2019, and will be kindly hosted by the North Tyrrhenian Port Network.



© Port of Livorno (Italy)



ESPO Structure and Membership

ESPO 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. Iceland and Israel are observer member of ESPO. At its General Assembly meeting of 30 May 2018, ESPO welcomed the Ukrainian Sea Port authority (USPA) as a new observer member.

The membership structure is organised on a national level and finds its reflection in the General Assembly of the organisation where each EU Member State, as well as Norway, has three official delegates (and in some instances official proxies or alternates) with voting right. Non-EU countries have one observer delegate each.

The General Assembly sets the overall policy of the organisation and meets twice a year. It elects the Chairman and two Vice-Chairmen. For the period 2016-2018, ESPO is chaired by Eamonn O'Reilly (Ireland), assisted by Vice-Chairmen Annaleena Mäkilä (Finland) and Bernard Mazuel (France). The General Assembly mandates the daily policy-making of the organisation to the Executive Committee, which consists of one representative per member country and a number of observers. It meets about five times a year.

A series of Technical Committees provide technical recommendations to the Executive Committee on specific subjects which fall within their scope of competence. There are six permanent Technical Committees, each chaired by one of the members, who are elected for two years. The mandates of the chairmen listed below last until November 2018:

- Port Governance, chaired by Mr Santiago Garcia-Milà, Port of Barcelona;
- Intermodal, Logistics and Industry, chaired by Mr Wolf von der Mosel, Port of Hamburg;
- Sustainable Development, chaired by Edvard Molitor, Port of Gothenburg;
- Marine Affairs, chaired by Mr Claus Holm Christensen, Port of Horsens;
- Trade Facilitation, Customs and Security, chaired by Ms Kristin van Kesteren-Stefan, Port of Antwerp;
- Economic Analysis and Statistics, chaired by Mr Aernoud Willeumier, Port of Rotterdam.

In addition, there are three policy networks:

- Legal Advisory, chaired by Mr Wilko Tjisse Claase, Port of Amsterdam;
- Cruise and Ferry, chaired by Mr Antonio Revedin, Port of Venice;
- Labour and Operations, chaired by Ms Carmen Costache, National Company Maritime Danube Ports Administration Galati.

On 7 November 2018, the General Assembly will renew the mandates and elect the Chairman, vice Chairmen and Chairs of the Committees and Networks for the next two years.

The ESPO Secretariat is responsible for the overall coordination of the organisation's activities, including policy advice, communication, representation and administrative management. The Secretariat is based in Brussels and consists of Isabelle Ryckbost (Secretary General), Sotiris Raptis, Turi Fiorito, Anne-Rieke Stuhlmann (Senior Policy Advisors), Laurens Schautteet and Robin Guillon (Policy Advisors), Cécile Overlau (Finance and Office Manager), Hélène Vancompernelle (Personal Assistant, Events and Communication manager) and Céline Lefort (Management and Communication Assistant). ESPO also shares a joint office with the European Federation of Inland Ports (EFIP), which is led by Turi Fiorito.



Overview of ESPO Activities in 2017-2018

Events organised, co-organised or supported:

- ESPO 2017 Award Ceremony, 8 November 2017, Brussels
- PORTOPIA Final Event, 9 November 2017, Brussels
- Workshop on small ports "Not a TEN-T core port? What's in it for you?", 20 March 2018, Brussels
- Launch World Ports Sustainability Program, 22-23 March 2018, Antwerp
- European Environmental Ports Conference 2018, 16-17 May 2018, Antwerp
- ESPO Conference 2018, 31 May – 1 June, Rotterdam
- European Maritime Day, 31 May – 1 June, Burgas
- GreenPort and Greenport Cruise Congress, 16-19 October 2018, Valencia


Publications:

- ESPO Award 2017 – Booklet with Summary of Applications
- Top 10 Environmental Priorities 2017
- Sustainability Report 2017
- The Infrastructure Investment Needs and Financing Challenge of European Ports
- ESPO Environmental Report 2018
- Top 10 Environmental Priorities 2018

Policy input :

- 18 January 2018, ESPO Position on the Proposal for a Regulation on foreign investment screening
- 6 March 2018, ESPO Position on Brexit
- 24 April 2018, Ljubljana Declaration by the Stakeholders of the CEF Transport Campaign
- 9 May 2018, ESPO Position on the Commission's proposal on Port Reception Facilities
- 18 June 2018, ESPO Position on taxation of OPS
- 5 September 2018, ESPO Position on CEF II
- 24 September 2018, ESPO Position on the European Maritime Single Window environment proposal
- 1 October 2018, ESPO Position on the Commission's proposal on streamlining measures for TEN-T

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'.



EU ports warn of ocean freight bottlenecks post-Brexit

Dive Brief:

- The European Sea Ports Organization (ESPO) is calling on Brexit negotiators to make maritime transport and the flow of goods between ports a priority in their talks.
- ESPO warns reintroduction of border controls between the U.K. and European Union creates port congestion and "risks to turn ports into bottlenecks and disrupt long established supply chains."

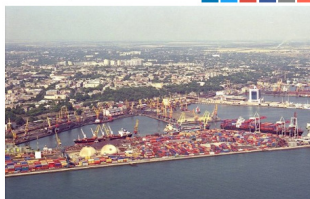
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PUBLISHED
March 12, 2018

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ESPO Welcomes Ukrainian Sea Port Authority

05 Jun 2018 03:56pm



Aerial photograph of Odessa port, Ukraine. Image courtesy of the USPA.

The Ukrainian Sea Port authority (USPA) is joining the European Sea Ports Organization (ESPO) as an observer member.

The membership was granted to the USPA after an assembly gathering on June 3, 2018 — coinciding with the ESPO's annual conference in Rotterdam.

ESPO Chairman, Eamonn O'Reilly, said: "We are very pleased to welcome USPA as an observer member in ESPO."

"The Black Sea is a very important part of Europe's maritime network with ESPO member ports in Romania and Bulgaria."

© Port Technology

Guadeloupe Ports Caraïbes Wins ESPO Award



From left to right: Eamonn O'Reilly, ESPO Chairman; Mélodie Le Nouveau (CCI Breizh); MFF Karima Zaki (Chairman of TRAM Committee); Pat Cox (Jury Chairman); P. Kall (Guadeloupe); Viviane François-Julien (Guadeloupe); Bernard Metzler (IFF) and Isabelle.

BY MARX 2017-11-09 17:39:23

Guadeloupe Ports Caraïbes was awarded the European Sea Ports Organization (ESPO) Award 2017 in recognition of its engagement with the wider community.


The theme of this year's ESPO Award was "art and cultural involvement of the port."

Guadeloupe is a region of France located in the Leeward Islands, part of the Lesser Antilles in the Caribbean. Guadeloupe Ports Caraïbes won for its project, PortArt, which is intended to appeal to a grassroots audience and address day-to-day objects and topics. By giving residents the opportunity to visit historic buildings and turning port facilities into art and cultural venues, the port encourages people to come and get to know their port and gain a full sense of ownership of it in a different way.

© The Maritime Executive


Ljubljana Declaration: ESPO, together with more than 40 organisations, pleading for an increased CEF transport budget for the next MFF

Port News 25/04/2018



This morning, a coalition of more than 40 European associations has handed over a Declaration to the European Commissioner for Budget & Human Resources, Günther H. Ottinger, stressing the need for more money for transport in the new Multiannual Financial Framework. In particular, the organisations call for a stronger Connecting Europe Facility, the financial instrument to facilitate the completion of the TEN-T network.

The MFF4Transport coalition is representing all transport modes and nodes, infrastructure managers, operators, contractors, local and regional authorities, logistics service providers, shippers, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, as well as supporting industries and companies.




The MFF4Transport coalition has handed over the Ljubljana Declaration to Günther H. Ottinger today during the TEN-T Days.

© Hellenic Shipping News Worldwide

ESPO Congratulates Seven Wadden Sea Ports for PERS

Aiswarya Lakshmi May 21, 2018



European Sea Ports Organisation (ESPO) congratulates the ports of Den Helder (Netherlands), Harlingen (Netherlands), Groningen (Netherlands), Den Oever (Netherlands), Niedersachsen Brake (Germany), Niedersachsen Cuxhaven (Germany) and Niedersachsen JadeWeserPort (Germany) for obtaining EcoPorts' environmental performance standard (PERS).

The PERS certificate was handed over to the ports during the Trilateral Wadden Seaport Conference on 17 May in Harlingen by ESPO's Secretary General, Isabelle Ryckbost.

Photo: ESPO

"I am delighted to congratulate seven Wadden ports for obtaining PERS and to see that EcoPorts has played a role in bringing these Wadden ports together to work on the protection of the precious Wadden Sea environment. The PERS certification is a quality mark for their environmental management. It gives ports a pat on the back for being ready to address the environmental challenges, being transparent in communicating their environmental policy and building an even closer relationship with port cities' communities. Consumers and shippers are paying more attention to greening the supply chain," says ESPO's Secretary General, Isabelle Ryckbost.

© MarineLink

Port Reception Facilities: ESPO welcomes draft report but calls for stricter application of the 'polluter pays' principle

EMISSIONS, ENVIRONMENT, NEWS, OIL SPILL, POLLUTION, PORTS & TERMINALS — BY ADMIN ON JULY 9, 2018 AT 4:36 PM



09 July 2018 The European Sea ports Organisation (ESPO) welcomes the proposals put forward by the European Parliament Rapporteur Ms Gesine Meisner in the draft report of the Transport Committee on the review of the Waste Reception Facilities Directive (Com (2018) 33). The Draft Report will be discussed in the Transport Committee meeting of 10 July.

The proposals of the Parliament's rapporteur are aiming to better protect the marine environment and decrease the administrative burden for stakeholders. ESPO welcomes in particular proposals such as the definition of catering waste which would increase the quantities of recycled plastics and contribute to the targets of the European Plastics Strategy.

European ports believe however that the 'polluter pays' principle, which has been the cornerstone of the EU's environmental policy, needs to be strengthened. Introducing a fee system whereby ships would deliver **unreasonable quantities of garbage, including dangerous waste** for a fixed fee would be a severe divergence from the 'polluter pays' principle. It risks to discourage reducing waste at the source.

© All About Shipping



© Port Strategy



PORT OF ROTTERDAM CEO CALLS FOR MORE INFRASTRUCTURE SPENDING FROM EU

The CEO of the Port of Rotterdam Authority Allard Castelein has called on the EU to step up its investments in the infrastructure of ports and hinterland connections.

Castelein stated: "A port is only as strong as its hinterland connections. Solid infrastructure connections to and from ports and port-industrial complexes are of crucial importance for European prosperity and employment."

In particular, he called for the expansion of the Connecting European Facility (CEF) to include European energy transition projects.

© Container Management

ESPO bouwt Europabreed dataplatform over havens uit met Port+

ESPO bouwt onder de noemer PortinSights een 'digitale kennishub van en voor de Europese zeehavens' uit. Het gaat voor dit nieuwe platform van havendata in zee met het Amsterpaas Port+. PortinSights zal handelen over trafiek, milieu en governance.



ESPO steekt eind deze week met PortinSights van wal. Het platform wordt in Rotterdam aan de leden voorgesteld op de tweedaagse jaarvergadering van de Europese spreekbus van de zeehavens.

Drie modules

Met PortinSights bouwt ESPO voort op het Europees project Portopia, dat eind vorig jaar afleef en tot doel had een observatorium voor havens op te zetten.

© Flows

Overview of ESPO Membership (2018-11-05)

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Belgium	none	Guy Janssens (Antwerp Port Authority)	Patrick Van Cauwenberghe (Port Authority Zeebrugge)
		Daan Schalck (North Sea Port)	
		Joachim Coens (Port Authority Zeebrugge)	
Bulgaria	Bulgarian Ports Infrastructure Company	Georgi Todorov (Bulgarian Ports Infrastructure Company)	Angel Zaburtov (Bulgarian Ports Infrastructure Company)
		Vladimir Todorov (Bulgarian Ports Infrastructure Company)	
		Angel Zaburtov (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)	Petros Krassas (CPA)
		Anthia Klerides (CPA)	
		Petros Krassas (CPA)	
Denmark	Danish Ports	Ole Ingrisch (Danish Ports Association)	Tine Kirk Pedersen (Danish Ports Association)
		Jakob Flyvbjerg Christensen (Port of Aarhus)	

		Nils Skeby (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)	
		NN	
Finland	Finnish Port Association	Annaleena Mäkilä (Finnish Port Association)	Annaleena Mäkilä (Finnish Port Association)
		Hannu Asumalahti (Finnish Port Association)	
		Torbjörn Witting (Port of Kokkola)	
France	Union des Ports de France (UPF)	Bernard Mazuel (UPF)	Bernard Mazuel (UPF)
		Mériadec Le Mouillour (CCI de Brest)	
		Stéphane Raison (Grand Port Maritime de Dunkerque)	
		Hervé Martel (Grand Port Maritime du Havre)	
		Christine Cabau-Woerhel (Grand Port Maritime de Marseille)	
		Nicolas Occis (Grand Port Maritime de Rouen)	
Germany	<i>none</i>	Bettina Linkogel (Ministry of Economics and Ports, Bremen)	Bernhard Zampolin (Hamburg Port Authority)
		Jens-Uwe Zingler (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)	
Ireland	Irish Ports Association	Brendan Keating (Port of Cork Company)	Eamonn O'Reilly (Irish Ports Association)
		Eamonn O'Reilly (Dublin Port Company)	
		Pat Keating (Shannon Foynes Port Company)	
Italy	Associazione Porti Italiana - Assoporti	Zeno D'Agostino (Assoporti)	Zeno D'Agostino (Assoporti)
		Francesco P. Mariani (Assoporti)	
		Oliviero Giannotti (Assoporti)	
Latvia	<i>none</i>	Irina Gorbaticova (Freeport of Riga Authority)	Baiba Broka (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)
		Arvydas Vaitkus (Klaipeda State Seaport Authority)	
		NN	
Malta	Authority for Transport Malta	David Bugeja (Authority for Transport Malta)	David Bugeja (Authority for Transport Malta)
		Fritz Farrugia	

		(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)	
		Merete Eik (Norwegian Ports Association-Port of Stavanger)	
Poland	<i>none</i>	Julian Skelnik (Port of Gdansk)	Aneta Szreder-Piernicka (Port of Szczecin-Swinoujscie)
		Adam Meller (Port of Gdynia Authority SA)	
		Dariusz Słaboszewski (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	<i>none</i>	Marian Tanase (Port of Constantza)	Dan Nicolae Tivilichi (Maritime Ports Administration SA)
		Dan Nicolae Tivilichi (Maritime Ports Administration SA)	
		Luigi Marius Ciubrei (National Company “Maritime Danube Ports Administration” Galati/APDM)	
Slovenia	Luka Koper	Boris Jerman (Luka Koper)	NN
		Ziga Fiser (Luka Koper)	
		Dimitrij Zadel (Luka Koper)	
Spain	Puertos del Estado	Ornella Chacón (Puertos del Estado)	Nuria Gaiton Redondo (Puertos del Estado)
		José Luis Hormaechea Escos (Port Authority of Algeciras Bay)	
		Santiago Garcia-Milà (Port Authority of Barcelona)	
		Ramón Gomez-Ferrer Boldova (Port Authority of Valencia)	
Sweden	Ports of Sweden	Joakim Ärlund (Ports of Sweden)	Christine Hanefalk (Ports of Sweden)
		Magnus Karestedt (Port of Göteborg AB)	
		Christine Hanefalk (Ports of Sweden)	
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	2014	2015	2016	2017	Growth 2016-2017	Growth 2014-2017
Belgium	Antwerpen	62.378	66.123	68.282	71.944	5,4%	15,3%
	Ghent	3.397	3.692	5.414	5.366	-0,9%	57,9%
	Ostend	41	43	27	104	290,2%	153,8%
	Zeebrugge	4.391	4.791	4.338	2.532	-41,6%	-42,3%
	TOTAL SELECTED PORTS	70.207	74.648	78.061	79.946	2,4%	13,9%
Bulgaria	Burgas	10.162	11.050	11.298	12.077	6,9%	18,9%
	Varna	1.156	1.246	915	1.346	47,1%	16,4%
	TOTAL SELECTED PORTS	11.318	12.296	12.213	13.424	9,9%	18,6%
Croatia	Bakar	1.966	2.010	2.208	2.251	2,0%	14,5%
	Omislalj	3.394	4.665	6.689	7.980	19,3%	135,1%
	Ploce	282	459	554	811	46,3%	187,5%
	Split	407	408	342	437	27,9%	7,4%
	TOTAL SELECTED PORTS	6.050	7.542	9.794	11.480	17,2%	89,8%
Cyprus	Dekeleia (Dhekelia)	369	380	451	n.a.	n.a.	n.a
	Larnaka (Larnaca) Oil Terminal	915	902	954	n.a.	n.a.	n.a
	Lemesos (Limassol)	176	195	229	n.a.	n.a.	n.a
	Moni	175	215	215	n.a.	n.a.	n.a
	Vasiliko (Vasilico)	649	747	2.736	n.a.	n.a.	n.a
	TOTAL SELECTED PORTS	2.284	2.439	4.586	n.a.	n.a.	n.a
Denmark	Aabenraa	183	399	166	224	34,9%	22,3%
	Aalborg	1.176	1.488	907	951	4,8%	-19,1%
	Arhus	1.425	1.486	1.790	1.513	-15,5%	6,2%
	Esbjerg	708	602	613	559	-8,7%	-21,0%
	Fredericia (Og Shell-Havnen)	7.169	6.597	5.760	5.486	-4,8%	-23,5%
	Grena	97	81	85	85	0,3%	-11,9%
	Gulfhavnen	-	1.290	968	896	-7,5%	n.a
	Kalundborg	135	162	138	130	-5,3%	-3,6%
	Kobenhavns Havn	1.629	2.981	3.474	2.829	-18,6%	73,7%
	Statoil Havnen	6.968	8.735	8.060	8.501	5,5%	22,0%
	TOTAL SELECTED PORTS	19.490	23.820	21.961	21.175	-3,6%	8,6%
Estonia	Sillamae	5.932	3.662	4.623	6.389	38,2%	7,7%
	Tallinn	18.768	12.680	9.262	7.223	-22,0%	-61,5%
	Vene Balti	1.311	594	439	262	-40,2%	-80,0%
	TOTAL SELECTED PORTS	26.012	16.935	14.325	13.875	-3,1%	-46,7%
Finland	HaminaKotka	3.041	2.959	3.357	3.074	-8,4%	1,1%
	Kaskinen	76	67	80	98	22,6%	29,7%
	Kemi	463	501	473	477	0,8%	3,0%

	Kokkola	601	591	588	713	21,3%	18,7%
	Naantali	3.851	3.947	3.956	3.751	-5,2%	-2,6%
	Oulu	1.292	1.284	1.329	1.351	1,7%	4,6%
	Pietarsaari	119	130	141	83	-41,4%	-30,4%
	Pori	734	841	799	1.238	54,9%	68,7%
	Rauma	150	144	234	356	52,3%	137,2%
	Sköldvik	22.423	20.400	24.799	24.766	-0,1%	10,4%
	Turku	139	111	93	114	22,7%	-18,1%
	Uusikaupunki	396	311	283	339	19,5%	-14,5%
	Vaasa	470	463	429	392	-8,5%	-16,6%
	TOTAL SELECTED PORTS	33.754	31.748	36.561	36.753	0,5%	8,9%
France	Ajaccio	229	219	n.a.	n.a.	n.a.	n.a
	Bastia	251	314	283	304	7,4%	21,1%
	Bayonne	348	312	349	366	5,0%	5,1%
	Bordeaux	5.075	5.064	4.835	4.794	-0,9%	-5,5%
	Brest	803	839	996	818	-17,9%	1,8%
	Dunkerque	5.655	4.152	4.228	5.057	19,6%	-10,6%
	Fort de France (Martinique)	1.495	1.501	1.484	1.197	-19,3%	-19,9%
	La Rochelle	2.871	3.135	3.095	2.808	-9,3%	-2,2%
	Le Havre	37.904	40.070	37.580	40.053	6,6%	5,7%
	Lorient	337	975	1.001	966	-3,4%	186,9%
	Marseille	47.544	49.944	49.399	46.328	-6,2%	-2,6%
	Nantes Saint Nazaire	16.859	15.771	16.841	20.047	19,0%	18,9%
	Pointe a Pitre (Guadeloupe)	616	641	444	610	37,5%	-1,0%
	Port la Nouvelle	1.005	1.057	1.172	1.100	-6,1%	9,5%
	Port Reunion (ex Pointe des Galets) (Reunion)	783	849	895	887	-0,9%	13,3%
	Rouen	9.105	9.624	9.943	9.846	-1,0%	8,1%
	Sète	1.241	1.595	1.622	1.633	0,7%	31,6%
	St Malo	324	1.082	156	125	-19,8%	-61,5%
	TOTAL SELECTED PORTS	132.447	137.143	134.323	136.941	1,9%	3,4%
Germany	Brake	478	539	479	448	-6,5%	-6,4%
	Bremen	1.399	1.371	1.221	1.197	-2,0%	-14,4%
	Bremerhaven	331	330	523	274	-47,6%	-17,3%
	Brunsbüttel	5.077	5.009	5.097	5.990	17,5%	18,0%
	Bützfleth	2.565	2.649	2.573	n.a.	n.a.	n.a
	Emden	976	981	995	892	-10,3%	-8,6%
	Hamburg	14.237	14.020	14.321	13.650	-4,7%	-4,1%
	Nordenham	127	145	50	44	-12,4%	-65,6%
	Rostock	3.557	2.997	3.471	3.653	5,2%	2,7%
	Wilhelmshaven	19.419	16.668	17.070	18.472	8,2%	-4,9%
	TOTAL SELECTED PORTS	48.167	44.709	45.801	44.620	-2,6%	-7,4%
Greece	Aegina	1.712	1.547	1.849	1.684	-8,9%	-1,6%
	Agii Theodori	22.996	23.441	23.734	24.695	4,0%	7,4%
	Aspropyrgos	1.436	1.409	912	1.248	36,9%	-13,1%
	Eleusina	11.558	11.152	13.102	13.493	3,0%	16,7%
	Heraklio	424	453	211	79	-62,6%	-81,4%
	Kavala	198	290	304	375	23,4%	89,0%

	Lavrio	-	821	1.229	1.426	16,1%	n.a
	Megara	9.224	9.350	10.727	9.750	-9,1%	5,7%
	Patras	268	239	232	326	40,7%	21,4%
	Perama	1.766	1.629	1.882	1.687	-10,4%	-4,5%
	Piraeus	359	356	377	418	10,9%	16,4%
	Thessaloniki	5.742	7.481	6.729	7.445	10,6%	29,6%
	TOTAL SELECTED PORTS	55.684	58.168	61.287	62.626	2,2%	12,5%
Ireland	Bantry Bay	1.311	1.165	298	846	184,1%	-35,4%
	Cork	4.941	5.932	5.430	5.548	2,2%	12,3%
	Dublin	3.635	3.849	4.017	4.285	6,7%	17,9%
	Galway	398	401	438	n.a.	n.a.	n.a
	Limerick	1.001	1.045	1.050	1.037	-1,3%	3,6%
	TOTAL SELECTED PORTS	11.286	12.392	11.233	11.716	4,3%	3,8%
Italy	Augusta	22.156	20.099	19.149	20.370	6,4%	-8,1%
	Barletta	328	384	442	566	28,0%	72,6%
	Brindisi	2.992	1.787	1.826	2.070	13,3%	-30,8%
	Cagliari	1.756	1.688	841	1.642	95,3%	-6,5%
	Catania	39	0	3	0	-	-
						100,0%	100,0%
	Civitavecchia	1.272	645	812	815	0,4%	-35,9%
	Falconara Marittima	4.894	5.045	5.444	4.944	-9,2%	1,0%
	Fiumicino	2.481	3.510	2.602	2.629	1,0%	6,0%
	Gaeta	1.782	1.628	1.581	1.427	-9,7%	-19,9%
	Gela	2.398	1.958	1.472	1.122	-23,8%	-53,2%
	Genova	17.426	15.091	15.238	14.124	-7,3%	-19,0%
	Gioia Tauro	651	970	911	972	6,6%	49,3%
	La Spezia	690	631	862	1.294	50,1%	87,6%
	Lipari	1.480	1.356	1.441	1.753	21,7%	18,4%
	Livorno	8.054	9.514	6.629	7.739	16,7%	-3,9%
	Milazzo	13.695	15.171	15.396	17.211	11,8%	25,7%
	Napoli	5.464	6.404	6.123	6.759	10,4%	23,7%
	Oristano	284	99	288	160	-44,4%	-43,7%
	Ortona	777	614	449	287	-36,2%	-63,1%
	Palermo	1.826	1.917	1.865	1.722	-7,7%	-5,7%
	Piombino	83	98	109	76	-30,7%	-9,0%
	Porto Empedocle	101	73	43	n.a.	n.a.	n.a
	Porto Foxi	20.805	24.644	24.671	24.614	-0,2%	18,3%
	Porto Torres	946	985	825	795	-3,7%	-15,9%
	Portovesme	82	224	322	226	-29,9%	174,9%
	Ravenna	4.992	5.417	5.712	6.907	20,9%	38,4%
	Santa Panagia	9.261	8.209	8.181	8.626	5,4%	-6,9%
	Savona-Vado	5.829	8.228	7.251	5.343	-26,3%	-8,3%
	Taranto	4.145	4.152	4.056	4.504	11,1%	8,7%
	Trieste	33.669	34.532	37.892	42.090	11,1%	25,0%
	Venezia	6.367	8.691	7.698	8.142	5,8%	27,9%
	TOTAL SELECTED PORTS	176.724	183.770	180.133	188.925	4,9%	6,9%
Latvia	Liepaja	359	353	372	467	25,7%	30,3%
	Riga	10.145	10.582	8.107	5.532	-31,8%	-45,5%

	Ventspils	15.170	14.083	10.376	10.473	0,9%	-31,0%
	TOTAL SELECTED PORTS	25.673	25.019	18.855	16.472	-12,6%	-35,8%
Lithuania	Butinge	7.332	8.679	9.315	9.829	5,5%	34,0%
	Klaipeda	7.893	9.414	10.970	11.497	4,8%	45,7%
	TOTAL SELECTED PORTS	15.225	18.092	20.285	21.326	5,1%	40,1%
Malta	Malta (Valletta)	246	456	752	476	-36,8%	93,3%
	Marsaxlokk	715	892	756	1.376	81,9%	92,5%
	TOTAL SELECTED PORTS	961	1.347	1.508	1.851	22,7%	92,7%
Netherlands	Amsterdam	44.923	43.861	45.691	45.961	0,6%	2,3%
	Delfzijl	361	331	328	685	109,0%	89,6%
	Dordrecht	343	668	765	676	-11,7%	97,3%
	Moerdijk	1.524	1.791	1.550	1.736	12,0%	13,9%
	Rotterdam	196.661	216.571	216.130	206.610	-4,4%	5,1%
	Terneuzen	9.350	-	n.a.	n.a.	n.a.	n.a
	Vlaardingen	2.151	2.370	2.775	2.962	6,7%	37,7%
	Vlissingen	5.331	-	n.a.	n.a.	n.a.	n.a
	Zeeland Seaports	-	12.681	13.892	13.780	n.a.	n.a
	TOTAL SELECTED PORTS	260.644	278.273	281.131	272.410	-3,1%	4,5%
Norway	Ålesund	528	420	473	526	11,2%	-0,5%
	Bergen	37.756	39.199	40.735	44.136	8,4%	16,9%
	Bodo	122	113	441	21	-95,2%	-82,5%
	Borg	933	901	968	272	-71,9%	-70,8%
	Bremanger	3.037	3.500	3.623	925	-74,5%	-69,5%
	Drammen	157	42	104	153	47,2%	-3,0%
	Florø	813	736	585	470	-19,8%	-42,2%
	Fredrikstad/Sarpsborg	933	n.a.	n.a.	817	n.a.	-12,4%
	Hammerfest	4.688	4.320	5.676	5.237	-7,7%	11,7%
	Harstad	236	160	165	205	24,6%	-12,9%
	Karmsund	6.152	8.843	9.191	2.388	-74,0%	-61,2%
	Kirkenes	2.434	13.175	5.499	68	-98,8%	-97,2%
	Kristiansand	356	347	361	357	-1,3%	0,1%
	Kristiansund N/Grip	2.594	2.388	2.272	2.199	-3,2%	-15,2%
	Molde	3.405	2.458	3.287	3.342	1,7%	-1,8%
	Oslo	1.993	1.926	1.944	1.886	-3,0%	-5,3%
	Porsgrunn	3.187	3.491	3.256	3.720	14,3%	16,7%
	Stavanger	693	616	319	443	38,8%	-36,1%
	Tønsberg	9.740	9.510	7.694	8.932	16,1%	-8,3%
	Tromsø	279	276	272	286	5,3%	2,6%
	Trondheim	741	638	627	680	8,4%	-8,3%
	TOTAL SELECTED PORTS	80.775	93.061	87.491	77.063	-11,9%	-4,6%
Poland	Gdansk	12.613	14.992	13.112	13.505	3,0%	7,1%
	Gdynia	724	836	1.960	2.237	14,1%	209,0%
	Swinoujscie	1.588	1.687	2.681	3.910	45,8%	146,2%
	Szczecin	1.045	1.257	1.291	1.574	21,9%	50,6%
	TOTAL SELECTED PORTS	15.970	18.773	19.045	21.226	11,5%	32,9%
Portugal	Aveiro	1.124	1.027	1.242	1.272	2,4%	13,1%
	Canical	239	291	295	314	6,7%	31,8%
	Leixões	7.801	8.353	6.119	8.796	43,7%	12,7%

	Lisboa	1.467	1.422	1.422	1.637	15,1%	11,6%
	Ponta Delgada (Ilha de S. Miguel- Acores)	265	309	332	340	2,4%	28,3%
	Setúbal	384	314	269	285	6,0%	-25,7%
	Sines	18.077	21.537	24.606	22.498	-8,6%	24,5%
	TOTAL SELECTED PORTS	29.356	33.251	34.284	35.142	2,5%	19,7%
Romania	Constanta	5.532	5.892	6.296	5.737	-8,9%	3,7%
	Midia	6.338	5.788	6.594	6.759	2,5%	6,6%
	TOTAL SELECTED PORTS	11.870	11.681	12.890	12.496	-3,1%	5,3%
Slovenia	Koper	3.009	3.287	3.416	3.833	12,2%	27,4%
	TOTAL SELECTED PORTS	3.009	3.287	3.416	3.833	12,2%	27,4%
Spain	Algeciras	25.312	27.344	27.465	29.070	5,8%	14,8%
	Avilés	611	631	625	658	5,3%	7,8%
	Barcelona	14.188	11.913	11.520	14.484	25,7%	2,1%
	Bilbao	16.345	18.259	18.087	19.798	9,5%	21,1%
	Cadiz	158	296	405	579	43,0%	267,5%
	Cartagena	25.930	25.741	25.026	27.271	9,0%	5,2%
	Castellón	8.396	8.654	8.360	7.835	-6,3%	-6,7%
	Ceuta	767	627	823	999	21,3%	30,3%
	Ferrol	2.659	2.194	2.332	2.313	-0,8%	-13,0%
	Gijón	865	915	821	900	9,6%	4,1%
	Huelva	21.863	21.600	24.123	24.905	3,2%	13,9%
	La Coruña	6.256	8.078	8.447	9.092	7,6%	45,3%
	Las Palmas de Gran Canaria	4.826	6.509	6.137	6.847	11,6%	41,9%
	Motril	1.150	1.162	1.197	1.010	-15,7%	-12,2%
	Palma de Mallorca	1.447	2.712	1.542	1.553	0,8%	7,3%
	Santa Cruz de Tenerife	5.736	5.733	6.158	5.138	-16,6%	-10,4%
	Santander	234	271	140	234	67,8%	0,0%
	Sevilla	258	274	230	423	84,1%	63,9%
	Tarragona	19.428	22.327	20.273	21.003	3,6%	8,1%
	Valencia	5.203	3.814	3.806	3.203	-15,8%	-38,4%
	Villagarcia	126	95	184	194	5,2%	53,9%
	TOTAL SELECTED PORTS	161.757	169.150	167.701	177.508	5,8%	9,7%
Sweden	Bergs Oljehamn	885	807	787	672	-14,7%	-24,1%
	Gävle	1.715	2.756	1.626	2.043	25,6%	19,1%
	Göteborg	18.970	20.711	23.778	23.281	-2,1%	22,7%
	Halmstad	476	478	468	431	-7,9%	-9,4%
	Helsingborg	758	876	932	811	-12,9%	6,9%
	Husum	160	107	128	129	1,1%	-19,2%
	Kalmar	426	448	424	500	18,0%	17,4%
	Karlshamn	2.209	1.613	1.735	1.445	-16,7%	-34,6%
	Köping	187	206	187	187	-0,1%	-0,1%
	Luleå	434	361	384	298	-22,4%	-31,3%
	Malmö	2.129	2.022	2.290	2.384	4,1%	11,9%
	Norrköping	1.212	1.652	1.670	1.954	17,0%	61,2%
	Ornskoldsvik	173	168	195	171	-12,2%	-1,1%
	Oxelösund (ports)	1.411	1.078	1.762	916	-48,0%	-35,1%
	Piteå	271	303	292	382	31,0%	41,0%

	Skellefteå	553	538	522	630	20,7%	14,1%
	Sodertälje	320	309	379	469	23,9%	46,5%
	Stenungsund (Ports)	3.326	2.938	3.108	3.449	11,0%	3,7%
	Stockholm	2.497	2.557	3.062	431	-85,9%	-82,7%
	Sundsvall	649	739	912	618	-32,3%	-4,8%
	Umea	330	350	331	312	-5,8%	-5,5%
	Västerås	479	478	486	575	18,2%	19,9%
	TOTAL SELECTED PORTS	39.571	41.493	45.457	42.089	-7,4%	6,4%
United Kingdom	Aberdeen	1.973	2.181	2.177	2.130	-2,2%	7,9%
	Belfast	2.093	2.255	2.280	2.264	-0,7%	8,1%
	Bristol	2.362	2.069	2.318	2.490	7,4%	5,4%
	Cardiff	962	1.073	1.168	1.092	-6,5%	13,4%
	Clydeport	6.934	6.768	6.117	6.899	12,8%	-0,5%
	Cromarty Firth	1.298	97	221	60	-72,8%	-95,4%
	Dundee	181	157	147	144	-1,6%	-20,3%
	Forth	20.320	23.105	23.307	23.536	1,0%	15,8%
	Great Yarmouth	260	198	233	226	-3,2%	-13,2%
	Harwich	461	342	252	358	42,2%	-22,3%
	Hull	1.690	1.778	1.792	1.833	2,3%	8,5%
	Immingham	20.833	21.301	19.213	20.065	4,4%	-3,7%
	Kirkwall	918	3.690	4.340	4.585	5,6%	399,5%
	Liverpool	10.575	11.358	11.508	10.762	-6,5%	1,8%
	London	12.811	11.876	15.030	14.660	-2,5%	14,4%
	Londonderry	607	705	622	580	-6,7%	-4,5%
	Manchester	5.277	5.309	4.922	5.443	10,6%	3,1%
	Medway	2.122	2.547	3.122	2.638	-15,5%	24,3%
	Milford Haven	33.424	36.746	33.667	30.966	-8,0%	-7,4%
	Peterhead	529	735	524	497	-5,3%	-6,2%
	Plymouth	1.275	1.336	1.416	1.387	-2,0%	8,8%
	River Hull and Humber	9.229	7.529	9.425	9.262	-1,7%	0,4%
	Southampton	23.088	22.826	20.565	21.446	4,3%	-7,1%
	Sullom Voe	7.181	6.114	6.179	5.176	-16,2%	-27,9%
	Tees & Hartlepool	20.868	21.857	20.010	19.975	-0,2%	-4,3%
	TOTAL SELECTED PORTS	187.270	193.954	190.557	188.470	-1,1%	0,6%

Dry bulk traffic for selected European ports (1000 tonnes)

Country	City	2014	2015	2016	2017	Growth 2016-2017	Growth 2014-2017
Belgium	Antwerpen	13.461	13.910	12.588	11.840	-5,9%	-12,0%
	Gent (Ghent)	20.056	16.814	18.736	22.345	19,3%	11,4%
	Oostende (Ostend)	572	587	496	n.a.	n.a.	n.a.
	Zeebrugge	1.226	1.286	1.481	1.305	-11,9%	6,4%
	TOTAL SELECTED PORTS	35.315	32.596	33.301	35.490	6,6%	0,5%
Bulgaria	Burgas	2.839	2.886	3.533	4.180	18,3%	47,2%
	Varna	7.780	7.191	7.602	7.824	2,9%	0,6%

	TOTAL SELECTED PORTS	10.619	10.077	11.135	12.003	7,8%	13,0%
Croatia	Bakar	1.156	1.143	427	669	56,9%	-42,1%
	Ploce	1.747	1.697	1.627	1.886	15,9%	8,0%
	Rasa	405	n.a.	n.a.	n.a.	n.a.	n.a.
	Rijeka	379	1.117	318	320	0,6%	-15,6%
	Split	1.475	1.602	1.263	1.537	21,7%	4,2%
	TOTAL SELECTED PORTS	5.162	5.559	3.635	4.413	21,4%	-14,5%
Cyprus	Larnaka (Larnaca)	767	912	1.141	n.a.	n.a.	n.a.
	Vasiliko (Vasilico)	1.628	1.500	1.396	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	2.395	2.412	2.538	n.a.	n.a.	n.a.
Denmark	Aabenraa	1.278	1.154	1.194	1.282	7,4%	0,4%
	Aalborg	734	857	1.272	1.498	17,8%	104,2%
	Aalborg Portland (Cementfabrikken Rordal)	1.985	2.104	2.395	2.429	1,4%	22,4%
	Arhus	2.693	2.742	2.790	3.014	8,0%	11,9%
	Asnaesvaerkets Havn	496	371	437	465	6,3%	-6,3%
	Avedøreværkets Havn	407	1.107	833	547	-34,3%	34,4%
	Enstedvaerkets Havn	2.001	1.400	1.199	1.149	-4,2%	-42,6%
	Esbjerg	1.318	1.124	1.394	1.357	-2,6%	2,9%
	Fredericia (Og Shell-Havnen)	623	940	894	650	-27,3%	4,3%
	Kalundborg	825	824	713	658	-7,8%	-20,3%
	Københavns Havn	2.483	2.063	2.163	2.254	4,2%	-9,2%
	Køge	968	1.027	1.294	1.139	-12,0%	17,6%
	Kolding	1.077	919	962	991	3,0%	-8,0%
	Nordjyllandsvaerkets Havn	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Odense	2.322	2.253	1.837	2.162	17,7%	-6,9%
	Randers	809	777	800	871	8,8%	7,7%
	Rønne	786	790	823	746	-9,3%	-5,1%
	Stodstrupvaerkets Havn	663	660	1.007	475	-52,9%	-28,4%
	Thyborøn	668	684	1.392	1.640	17,8%	145,5%
	TOTAL SELECTED PORTS	22.135	21.796	23.399	23.325	-0,3%	5,4%
Estonia	Kunda	480	347	355	461	29,8%	-4,1%
	Tallinn	2.827	3.002	3.545	3.958	11,7%	40,0%
	TOTAL SELECTED PORTS	3.307	3.349	3.899	4.419	13,3%	33,6%
Finland	HaminaKotka	2.405	2.345	2.190	2.994	36,7%	24,5%
	Helsinki	756	856	876	1.717	95,9%	127,3%
	Inkoo	1.392	1.209	1.127	1.443	28,1%	3,7%
	Kaskinen	442	392	297	276	-7,1%	-37,5%
	Kemi	322	316	390	395	1,3%	22,9%
	Kokkola	7.277	4.405	5.367	6.084	13,4%	-16,4%
	Koverhar	19	8	n.a.	n.a.	n.a.	n.a.
	Loviisa	290	281	252	n.a.	n.a.	n.a.
	Naantali	1.158	1.089	946	944	-0,2%	-18,5%
	Oulu	547	467	467	478	2,3%	-12,6%
	Parainen	1.019	967	949	1.017	7,2%	-0,2%
	Pietarsaari	310	154	161	154	-4,6%	-50,4%
	Pori	2.676	1.875	1.673	1.372	-18,0%	-48,7%
	Raahe	4.557	4.759	4.458	4.273	-4,2%	-6,2%

	Rauma	1.229	1.176	1.035	1.021	-1,4%	-16,9%
	Tornio	1.375	1.382	1.551	1.484	-4,3%	7,9%
	Uusikaupunki	1.011	1.069	998	1.299	30,2%	28,6%
	Vaasa	641	275	501	182	-63,6%	-71,6%
	TOTAL SELECTED PORTS	27.426	23.026	23.238	25.134	8,2%	-8,4%
France	Bayonne	1.160	1.025	1.108	1.114	0,5%	-3,9%
	Bordeaux	2.760	2.681	2.382	1.704	-28,4%	-38,3%
	Brest	1.563	1.092	1.247	1.173	-5,9%	-25,0%
	Caen	529	537	529	399	-24,6%	-24,7%
	Calais	282	215	1.102	1.165	5,7%	312,5%
	Cherbourg	123	85	2	n.a.	n.a.	n.a.
	Dieppe	498	448	410	364	-11,1%	-26,9%
	Dunkerque	23.602	21.824	22.142	24.239	9,5%	2,7%
	Fecamp	232	216	234	n.a.	n.a.	n.a.
	Fort de France (Martinique)	202	200	220	237	7,6%	17,0%
	La Rochelle	5.619	5.817	5.176	4.920	-5,0%	-12,4%
	Le Havre	1.508	1.606	1.888	2.238	18,5%	48,4%
	Le Legue	366	336	305	n.a.	n.a.	n.a.
	Les Sables d Olonne	866	931	876	914	4,4%	5,6%
	Lorient	4.007	1.360	1.189	1.247	4,9%	-68,9%
	Marseille	12.755	13.749	12.958	13.615	5,1%	6,7%
	Nantes Saint-Nazaire	6.373	6.934	5.975	7.054	18,1%	10,7%
	Pointe a Pitre (Guadeloupe)	777	755	858	742	-13,5%	-4,5%
	Port-la-Nouvelle	679	438	480	669	39,4%	-1,5%
	Port Réunion (ex Pointe des Galets) (Reunion)	1.422	1.716	1.235	1.161	-6,0%	-18,4%
	Rochefort	244	225	n.a.	n.a.	n.a.	n.a.
	Rouen	10.853	11.206	9.736	8.880	-8,8%	-18,2%
	Sète	1.176	1.372	1.494	1.662	11,2%	41,3%
	St Malo	1.567	2.011	684	748	9,4%	-52,3%
	Tonnay Charente	294	302	n.a.	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	79.459	77.082	72.229	74.245	2,8%	-6,6%
Germany	Brake	4.043	4.188	3.890	3.497	-10,1%	-13,5%
	Bremen	7.352	7.335	7.617	7.302	-4,1%	-0,7%
	Bremerhaven	119	126	121	108	-11,0%	-9,3%
	Brunsbüttel	3.553	3.245	3.713	3.833	3,2%	7,9%
	Busum	124	83	115	102	-10,6%	-17,4%
	Bützfleth	3.015	2.821	3.048	n.a.	n.a.	n.a.
	Cuxhaven	565	598	693	552	-20,3%	-2,3%
	Duisburg	148	169	201	39	-80,6%	-73,6%
	Emden	873	600	615	1.189	93,2%	36,1%
	Flensburg	365	348	291	227	-21,9%	-37,7%
	Hamburg	28.388	31.250	30.426	30.818	1,3%	8,6%
	Husum	379	294	244	276	12,9%	-27,1%
	Kiel	868	743	702	738	5,1%	-15,0%
	Lübeck	1.003	1.046	962	1.045	8,7%	4,2%
	Norddeich	97	106	116	120	3,1%	22,8%
	Nordenham	2.390	1.838	1.730	2.324	34,4%	-2,8%

	Norderney I.	101	103	99	107	8,2%	5,6%
	Oldenburg/Oldenburg	96	76	65	63	-2,5%	-34,0%
	Papenburg	328	345	339	425	25,2%	29,6%
	Rendsburg	296	222	222	236	6,5%	-20,1%
	Rostock	6.637	7.414	7.831	7.187	-8,2%	8,3%
	Sassnitz	251	359	659	1.030	56,4%	311,2%
	Stralsund	626	890	699	899	28,5%	43,7%
	Wilhelmshaven	3.735	4.574	3.104	4.180	34,7%	11,9%
	Wismar	1.638	2.316	1.539	1.915	24,5%	16,9%
	Wolgast	246	207	116	149	28,2%	-39,5%
	TOTAL SELECTED PORTS	67.235	71.295	69.157	68.361	-1,2%	1,7%
Greece	Aliverio	2.167	2.453	2.896	2.819	-2,7%	30,1%
	Amaliapolis Magnissias	2.574	2.932	3.117	2.935	-5,8%	14,1%
	Antikyra	1.495	1.672	1.885	1.853	-1,7%	24,0%
	Eleusina	2.677	2.948	2.957	3.081	4,2%	15,1%
	Heraklio	203	203	188	180	-4,1%	-11,3%
	Igoumenitsa	96	75	89	77	-13,0%	-19,3%
	Itea	993	1.233	1.347	1.202	-10,8%	21,1%
	Kavala	872	1.072	886	1.083	22,2%	24,1%
	Larymna	4.220	4.164	4.116	4.077	-0,9%	-3,4%
	Milos (Adamas)	1.456	1.534	1.594	1.575	-1,2%	8,2%
	North Evoikos	1.939	1.832	1.693	1.656	-2,2%	-14,6%
	Patras	142	112	143	163	13,7%	14,8%
	Piraeus	433	416	473	353	-25,3%	-18,5%
	Politika	1.260	1.220	1.387	1.317	-5,0%	4,5%
	Rio	127	160	293	227	-22,3%	78,6%
	Thessaloniki	4.279	3.712	2.909	3.112	7,0%	-27,3%
	Volos	4.107	4.683	5.028	4.497	-10,6%	9,5%
	TOTAL SELECTED PORTS	29.038	30.420	31.000	30.208	-2,6%	4,0%
Ireland	Cork	1.616	1.567	1.435	1.499	4,5%	-7,2%
	Drogheda	887	826	891	987	10,8%	11,2%
	Dublin	1.879	1.810	2.053	2.034	-1,0%	8,2%
	Limerick	8.862	9.669	9.714	9.966	2,6%	12,5%
	New Ross	94	n.a.	124	n.a.	n.a.	n.a.
	Waterford	997	1.099	970	1.212	24,9%	21,6%
	TOTAL SELECTED PORTS	14.334	14.971	15.187	15.698	3,4%	9,5%
Italy	Ancona	637	502	423	602	42,3%	-5,6%
	Augusta	961	592	422	591	40,0%	-38,5%
	Bari	1.921	2.215	2.110	1.778	-15,7%	-7,5%
	Barletta	515	697	502	577	14,8%	11,9%
	Brindisi	3.734	4.912	3.158	3.854	22,0%	3,2%
	Cagliari	560	800	723	850	17,5%	51,9%
	Catania	222	333	325	362	11,4%	63,1%
	Chioggia	832	1.304	1.249	1.066	-14,7%	28,1%
	Civitavecchia	4.254	5.036	3.361	3.396	1,0%	-20,2%
	Gaeta	545	385	448	440	-1,7%	-19,3%
	Genova	1.200	1.169	1.416	1.662	17,4%	38,5%
	La Spezia	1.741	1.453	817	1.050	28,5%	-39,7%

	Livorno	607	897	410	626	52,5%	3,1%
	Marina Di Carrara	737	827	819	830	1,3%	12,5%
	Monfalcone	556	1.235	2.769	3.784	36,7%	580,6%
	Napoli	677	1.006	1.055	1.029	-2,5%	52,0%
	Oristano	990	1.215	1.147	1.236	7,8%	24,8%
	Ortona	245	446	551	619	12,3%	153,2%
	Piombino	1.200	496	1.151	1.141	-0,8%	-4,9%
	Porto Empedocle	117	226	113	n.a.	n.a.	n.a.
	Porto Nogaro	691	925	912	1.067	16,9%	54,4%
	Porto Torres	1.073	822	147	261	78,4%	-75,6%
	Portovesme	561	863	719	906	26,0%	61,7%
	Pozzallo	608	616	586	659	12,5%	8,4%
	Ravenna	9.179	11.748	13.881	15.692	13,1%	71,0%
	Reggio Di Calabria	84	546	53	47	-11,2%	-44,3%
	Salerno	100	335	222	320	44,1%	220,3%
	Savona	2.235	1.928	2.075	2.884	39,0%	29,0%
	Taranto	10.787	10.023	11.992	12.227	2,0%	13,4%
	Trieste	699	582	905	2.437	169,3%	248,4%
	Venezia	6.788	8.619	8.555	9.502	11,1%	40,0%
	TOTAL SELECTED PORTS	55.056	62.755	63.018	71.498	13,5%	29,9%
Latvia	Liepaja	3.605	3.891	4.258	4.887	14,8%	35,6%
	Riga	22.872	22.624	21.803	20.394	-6,5%	-10,8%
	Ventspils	7.701	5.309	5.161	6.535	26,6%	-15,1%
	TOTAL SELECTED PORTS	34.178	31.823	31.223	31.816	1,9%	-6,9%
Lithuania	Klaipeda	17.029	16.659	16.714	19.113	14,4%	12,2%
	TOTAL SELECTED PORTS	17.029	16.659	16.714	19.113	14,4%	12,2%
Malta	Malta (Valletta)	463	663	501	569	13,6%	22,8%
	TOTAL SELECTED PORTS	463	663	501	569	13,6%	22,8%
Netherlands	Amsterdam	43.001	42.716	43.786	44.585	1,8%	3,7%
	Delfzijl	2.327	4.369	4.630	5.193	12,1%	123,1%
	Dordrecht	1.190	1.820	1.934	2.334	20,7%	96,1%
	Harlingen	120	130	306	397	29,6%	230,8%
	Moerdijk	1.292	1.196	1.500	1.711	14,1%	32,4%
	Rotterdam	81.380	82.693	77.210	74.804	-3,1%	-8,1%
	Terneuzen	4.148	-	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	1.395	1.260	1.241	1.122	-9,7%	-19,6%
	Vlissingen	5.076	-	n.a.	n.a.	n.a.	n.a.
	Zeeland Seaports	-	8.906	8.957	9.042	1,0%	n.a.
	TOTAL SELECTED PORTS	139.930	143.090	139.563	139.187	-0,3%	-0,5%
Norway	Alesund	384	389	486	520	7,0%	35,3%
	Bergen	2.923	2.665	2.687	2.851	6,1%	-2,5%
	Bodo	259	586	441	326	-26,1%	26,1%
	Borg	1.023	1.056	1.263	364	-71,2%	-64,5%
	Brønnøy	1.894	1.868	1.940	533	-72,5%	-71,9%
	Drammen	1.253	1.124	1.373	1.308	-4,7%	4,4%
	Eigersund	454	507	410	n.a.	n.a.	n.a.
	Floro	1.259	1.377	1.441	1.128	-21,7%	-10,4%
	Harstad	68	359	419	349	-16,8%	416,0%

	Karmsund	1.346	1.808	1.927	448	-76,7%	-66,7%
	Kirkenes	2.998	2.034	109	49	-55,1%	-98,4%
	Kristiansand	423	386	464	506	8,9%	19,5%
	Kristiansund	2.707	2.761	2.336	2.248	-3,8%	-17,0%
	Larvik	324	643	405	762	87,9%	134,9%
	Molde	2.818	2.194	2.763	2.856	3,4%	1,3%
	Mosjoen	858	724	624	310	-50,4%	-63,9%
	Narvik	21.003	17.523	20.733	21.213	2,3%	1,0%
	Oslo	1.361	1.622	1.780	1.740	-2,2%	27,9%
	Porsgrunn	6.743	7.186	6.754	7.153	5,9%	6,1%
	Rana	2.793	3.085	2.879	754	-73,8%	-73,0%
	Stavanger	805	586	377	935	148,1%	16,1%
	Sveagruva	1.650	1.209	932	105	-88,7%	-93,6%
	Tromso	261	187	443	410	-7,5%	57,1%
	Trondheim	1.940	2.458	2.477	2.534	2,3%	30,6%
	TOTAL SELECTED PORTS	57.546	54.338	55.462	49.401	-10,9%	-14,2%
Poland	Gdansk	7.810	8.546	9.128	8.712	-4,6%	11,5%
	Gdynia	6.580	6.338	7.080	6.916	-2,3%	5,1%
	Police	1.669	1.647	1.689	1.726	2,2%	3,5%
	Swinoujscie	5.308	3.876	3.401	3.959	16,4%	-25,4%
	Szczecin	4.944	4.800	4.915	4.341	-11,7%	-12,2%
	TOTAL SELECTED PORTS	26.312	25.208	26.213	25.655	-2,1%	-2,5%
Portugal	Aveiro	1.634	1.942	1.842	2.594	40,8%	58,7%
	Canical	119	64	89	85	-4,6%	-28,4%
	Figueira da Foz	848	795	871	880	1,1%	3,8%
	Leixoes	2.318	2.568	2.043	2.353	15,2%	1,5%
	Lisboa	5.227	4.977	4.547	5.373	18,2%	2,8%
	Ponta Delgada (Ilha de S. Miguel- Acores)	303	287	331	352	6,6%	16,4%
	Setubal	3.179	2.765	2.762	2.970	7,5%	-6,6%
	Sines	4.895	5.850	5.863	6.361	8,5%	30,0%
	TOTAL SELECTED PORTS	18.522	19.249	18.348	20.968	14,3%	13,2%
Romania	Constanta	20.572	21.772	23.185	23.654	2,0%	15,0%
	Galati	542	424	469	587	25,3%	8,3%
	Midia	143	140	140	202	44,0%	41,8%
	TOTAL SELECTED PORTS	21.256	22.337	23.794	24.444	2,7%	15,0%
Slovenia	Koper	6.582	7.080	7.295	7.345	0,7%	11,6%
	TOTAL SELECTED PORTS	6.582	7.080	7.295	7.345	0,7%	11,6%
Spain	Algeciras	1.603	2.131	1.621	1.942	19,9%	21,2%
	Alicante	1.110	1.244	1.904	1.877	-1,4%	69,2%
	Almería	4.406	5.758	4.696	5.622	19,7%	27,6%
	Avilés	3.013	3.260	2.919	2.897	-0,8%	-3,8%
	Barcelona	5.201	4.473	4.437	4.466	0,7%	-14,1%
	Bilbao	4.600	4.528	4.362	4.543	4,2%	-1,2%
	Cádiz	1.776	1.624	1.764	1.748	-0,9%	-1,6%
	Cartagena	5.309	5.554	5.324	5.820	9,3%	9,6%
	Castellón	4.193	4.637	5.232	6.464	23,5%	54,2%
	Ferrol	9.499	9.840	9.461	10.456	10,5%	10,1%

	Garrucha	4.317	4.556	4.914	5.770	17,4%	33,7%
	Gijón	16.210	18.897	16.007	19.192	19,9%	18,4%
	Huelva	4.701	5.136	5.800	6.487	11,9%	38,0%
	La Coruña	4.311	4.912	4.388	5.057	15,2%	17,3%
	Las Palmas de Gran Canaria	478	473	534	500	-6,3%	4,8%
	Málaga	1.095	1.366	1.748	1.675	-4,2%	53,0%
	Marín-Pontevedra	854	999	1.042	916	-12,1%	7,2%
	Motril	431	452	451	462	2,5%	7,3%
	Palma de Mallorca	1.319	2.163	1.546	1.611	4,2%	22,1%
	Pasajes	1.509	1.688	1.099	834	-24,1%	-44,7%
	Santa Cruz de Tenerife	438	407	415	414	-0,3%	-5,5%
	Santander	3.189	3.519	2.823	3.429	21,4%	7,5%
	Sevilla	1.740	2.074	2.238	2.202	-1,6%	26,6%
	Tarragona	9.708	8.391	9.071	9.516	4,9%	-2,0%
	Valencia	2.678	2.685	2.476	2.279	-8,0%	-14,9%
	Vigo	299	288	235	262	11,3%	-12,6%
	Villagarcia	323	403	321	419	30,7%	29,7%
	TOTAL SELECTED PORTS	94.309	101.458	96.827	106.860	10,4%	13,3%
Sweden	Ahus	430	478	459	377	-17,9%	-12,5%
	Elleholm	72	96	319	371	16,3%	416,4%
	Falkenberg	116	83	90	133	47,9%	15,5%
	Gävle	595	643	706	908	28,6%	52,6%
	Halmstad	460	570	567	616	8,7%	34,0%
	Hargshamn	1.178	384	36	6	-82,0%	-99,5%
	Helsingborg	188	779	862	809	-6,1%	330,8%
	Kalmar	223	200	206	221	7,3%	-0,9%
	Karlshamn	795	839	489	481	-1,5%	-39,5%
	Köping	698	687	698	782	12,1%	12,1%
	Landskrona	600	571	483	479	-0,9%	-20,2%
	Lidköping	414	375	418	460	9,9%	11,1%
	Luleå	6.964	7.403	6.078	6.824	12,3%	-2,0%
	Malmö	691	750	842	952	13,1%	37,9%
	Norrköping	1.131	1.052	1.037	1.103	6,3%	-2,5%
	Otterbacken	316	336	356	325	-8,8%	2,8%
	Oxelösund (ports)	2.954	3.887	2.725	3.063	12,4%	3,7%
	Skellefteå	883	830	896	877	-2,1%	-0,7%
	Soderhamn	107	114	138	145	5,5%	35,5%
	Solvesborg	124	122	157	189	19,9%	52,7%
	Stenungsund (Ports)	356	372	289	313	8,1%	-12,2%
	Stockholm	769	802	677	1.030	52,1%	33,9%
	Sundsvall	353	321	287	305	6,3%	-13,6%
	Uddevalla	595	703	667	709	6,4%	19,1%
	Umea	142	128	153	122	-19,9%	-13,6%
	Varberg	135	104	67	51	-23,8%	-62,0%
	Västerås	581	565	509	548	7,8%	-5,7%
	TOTAL SELECTED PORTS	21.870	23.194	20.211	22.201	9,8%	1,5%
United Kingdom	Aberdeen	493	484	364	404	11,0%	-18,1%

	Belfast	7.116	6.602	6.489	6.616	2,0%	-7,0%
	Boston	149	160	213	125	-41,1%	-15,8%
	Bristol	7.277	4.822	3.957	4.111	3,9%	-43,5%
	Cardiff	319	321	304	345	13,6%	8,1%
	Clydeport	8.465	4.860	1.669	1.146	-31,3%	-86,5%
	Cromarty Firth	185	107	103	144	39,8%	-22,1%
	Dundee	263	310	304	330	8,7%	25,7%
	Forth	1.068	973	958	978	2,1%	-8,4%
	Fowey	581	513	493	480	-2,6%	-17,5%
	Glensanda	6.347	5.597	5.487	6.138	11,9%	-3,3%
	Goole	439	346	448	568	26,8%	29,3%
	Great Yarmouth	640	718	884	747	-15,5%	16,7%
	Hull	3.600	2.722	3.438	2.283	-33,6%	-36,6%
	Immingham	21.364	18.929	15.712	14.056	-10,5%	-34,2%
	Ipswich	1.612	2.028	2.345	1.855	-20,9%	15,0%
	Killroot Power Station Jetty	939	847	793	595	-25,0%	-36,7%
	Liverpool	7.554	6.428	6.536	7.510	14,9%	-0,6%
	London	12.743	13.949	15.328	15.644	2,1%	22,8%
	Londonderry	1.067	919	1.158	1.159	0,1%	8,7%
	Manchester	1.780	1.141	1.150	1.271	10,5%	-28,6%
	Medway	3.073	3.173	2.820	2.979	5,6%	-3,1%
	Newhaven	160	154	136	146	7,7%	-8,6%
	Newport- Gwent	1.001	1.053	964	1.324	37,4%	32,3%
	Peterhead	155	97	64	30	-52,3%	-80,4%
	Plymouth	739	792	841	937	11,5%	26,7%
	Poole	302	318	296	262	-11,7%	-13,5%
	Portsmouth	400	349	362	426	17,6%	6,4%
	Port Talbot	9.366	8.111	7.799	7.589	-2,7%	-19,0%
	River Hull and Humber	528	503	465	439	-5,6%	-16,9%
	Shoreham	1.411	1.450	1.602	1.615	0,8%	14,5%
	Southampton	1.996	2.074	2.367	2.109	-10,9%	5,7%
	Sunderland	409	359	323	401	24,0%	-2,0%
	Swansea	449	413	418	484	15,9%	7,9%
	Tees & Hartlepool	11.706	7.597	2.261	3.519	55,7%	-69,9%
	Trent River	653	458	547	447	-18,3%	-31,5%
	Tyne	5.235	3.617	2.152	1.743	-19,0%	-66,7%
	Warrenpoint	451	536	561	617	10,1%	37,0%
	TOTAL SELECTED PORTS	122.037	103.830	92.107	91.571	-0,6%	-25,0%

Roro traffic for selected European ports

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

Country	City	2014	2015	2016	2017	Growth 2016- 2017	Growth 2014- 2017
Belgium	Antwerpen	4.647	4.733	5.245	6.215	18,5%	33,7%
	Gent (Ghent)	2.141	2.070	2.103	2.341	11,3%	9,3%
	Oostende (Ostend)	-	-	n.a.	n.a.	n.a.	n.a.
	Zeebrugge	13.157	13.907	13.811	14.397	4,2%	9,4%
	TOTAL SELECTED PORTS	19.945	20.709	21.159	22.953	8,5%	15,1%
Bulgaria	Varna	195	184	160	147	-8,1%	-24,8%
	TOTAL SELECTED PORTS	195	184	160	147	-8,1%	-24,8%
Croatia	Split	480	325	389	115	-70,4%	-76,1%
	TOTAL SELECTED PORTS	480	325	389	115	-70,4%	-76,1%
Cyprus	Lemesos (Limassol)	130	145	160	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	130	145	160	n.a.	n.a.	n.a.
Denmark	Århus	470	468	443	432	-2,5%	-8,1%
	Esbjerg	1.787	1.775	1.809	1.765	-2,4%	-1,2%
	Fredericia (Og Shell-Havnen)	293	257	255	297	16,5%	1,5%
	Frederikshavn	2.250	2.168	2.105	2.163	2,8%	-3,9%
	Gedser	1.639	1.716	2.018	1.986	-1,6%	21,2%
	Grenå	592	661	679	661	-2,7%	11,6%
	Helsingør (Elsinore)	4.422	4.524	4.805	4.958	3,2%	12,1%
	Hirtshals	1.442	1.498	1.585	1.672	5,5%	16,0%
	Kalundborg	41	37	41	30	-26,8%	-26,7%
	Københavns Havn	342	315	288	245	-14,9%	-28,5%
	Køge	430	435	471	503	6,8%	17,1%
	Rødby (Færgehavn)	6.296	6.674	7.214	8.181	13,4%	29,9%
	Rønne	526	537	564	585	3,7%	11,3%
	Thyborøn	93	103	102	94	-7,8%	1,2%
	TOTAL SELECTED PORTS	20.622	21.166	22.379	23.572	5,3%	14,3%
Estonia	Tallinn	4.000	4.330	4.564	5.067	11,0%	26,7%
	TOTAL SELECTED PORTS	4.000	4.330	4.564	5.067	11,0%	26,7%
Finland	HaminaKotka	1.254	1.201	1.042	884	-15,2%	-29,5%
	Hanko	3.225	3.558	3.973	3.616	-9,0%	12,1%
	Helsinki	6.854	6.974	7.111	8.114	14,1%	18,4%
	Kemi	416	423	407	416	2,2%	0,0%
	Naantali	1.675	1.796	1.822	1.862	2,2%	11,1%
	Oulu	855	930	820	817	-0,4%	-4,5%
	Rauma	295	303	245	313	27,8%	6,1%
	Turku	1.967	1.636	1.709	1.713	0,2%	-12,9%
	Uusikaupunki	279	504	309	642	107,8%	130,1%

	Vaasa	265	290	262	311	18,7%	17,2%
	TOTAL SELECTED PORTS	17.087	17.615	17.700	18.688	5,6%	9,4%
France	Ajaccio	486	497	n.a.	n.a.	n.a.	n.a.
	Bastia	1.172	1.202	1.223	718	-41,3%	-38,8%
	Caen	1.279	1.334	1.286	1.351	5,1%	5,6%
	Calais	16.643	18.437	19.343	19.822	2,5%	19,1%
	Cherbourg	680	811	915	921	0,7%	35,4%
	Dieppe	516	721	606	624	3,0%	20,9%
	Dunkerque	6.386	7.298	8.307	7.484	-9,9%	17,2%
	Fort-de France (Martinique)	104	105	112	114	1,8%	9,9%
	Le Havre	908	792	880	950	8,0%	4,7%
	Marseille	4.727	2.664	2.294	2.393	4,3%	-49,4%
	Nantes Saint-Nazaire	673	390	380	446	17,4%	-33,7%
	Pointe-à-Pitre (Guadeloupe)	22	11	43	56	30,2%	149,7%
	Rouen	8	8	1	n.a.	n.a.	n.a.
	Sète	203	353	297	511	72,1%	152,1%
	St Malo	8	36	26	148	469,2%	1750,0%
	Toulon	1.041	1.107	1.086	1.192	9,8%	14,5%
	TOTAL SELECTED PORTS	34.857	35.765	36.799	36.730	-0,2%	5,4%
Germany	Bremerhaven	3.943	3.909	3.883	4.611	18,7%	16,9%
	Cuxhaven	1.361	1.448	1.480	1.437	-2,9%	5,5%
	Emden	1.998	2.209	2.096	2.334	11,4%	16,8%
	Hamburg	612	574	410	360	-12,2%	-41,2%
	Kiel	2.481	2.477	2.665	2.826	6,0%	13,9%
	Lübeck	13.836	12.779	12.069	12.719	5,4%	-8,1%
	Norddeich	189	195	205	201	-2,0%	6,6%
	Norderney I.	189	190	201	184	-8,5%	-2,8%
	Puttgarden	4.542	4.733	5.209	5.493	5,5%	20,9%
	Rostock	7.067	7.803	7.051	6.862	-2,7%	-2,9%
	Sassnitz	679	238	70	66	-5,7%	-90,3%
	TOTAL SELECTED PORTS	36.899	36.555	35.339	37.093	5,0%	0,5%
Greece	Antirio	1.821	1.609	1.245	1.148	-7,8%	-36,9%
	Heraklio	1.803	1.808	1.750	1.883	7,6%	4,4%
	Igoumenitsa	2.641	2.877	3.008	3.082	2,5%	16,7%
	Kavala	103	114	101	86	-14,9%	-16,3%
	Megara	263	282	308	301	-2,3%	14,6%
	Paloukia Salaminas	1.321	1.255	1.401	1.450	3,5%	9,8%
	Patras	2.617	2.720	2.818	2.303	-18,3%	-12,0%
	Perama	1.321	1.255	1.401	1.450	3,5%	9,8%
	Piraeus	4.288	4.249	4.697	4.996	6,4%	16,5%
	Rio	1.821	1.609	1.245	1.148	-7,8%	-36,9%
	TOTAL SELECTED PORTS	17.997	17.778	17.974	17.847	-0,7%	-0,8%
Ireland	Dublin	11.038	11.738	12.667	13.319	5,1%	20,7%
	Rosslare Harbour	1.977	1.932	2.133	2.120	-0,6%	7,2%

	TOTAL SELECTED PORTS	13.016	13.670	14.800	15.439	4,3%	18,6%
Italy	Ancona	1.993	2.188	2.237	2.336	4,4%	17,2%
	Bari	1.374	1.612	1.790	2.192	22,5%	59,5%
	Brindisi	719	2.862	3.028	2.604	-14,0%	262,2 %
	Cagliari	3.005	3.570	4.132	4.057	-1,8%	35,0%
	Catania	2.513	2.342	4.111	5.538	34,7%	120,4 %
	Civitavecchia	2.993	3.512	3.909	3.458	-11,5%	15,5%
	Genova	8.348	8.021	7.623	9.668	26,8%	15,8%
	Gioia Tauro	146	116	25	100	300,0 %	-31,4%
	La Maddalena	1.467	1.510	1.801	205	-88,6%	-86,0%
	Livorno	9.610	9.509	8.980	8.144	-9,3%	-15,3%
	Messina	8.887	7.096	6.631	6.891	3,9%	-22,5%
	Milazzo	58	245	219	10	-95,4%	-82,7%
	Monfalcone	750	1.051	1.148	1.111	-3,2%	48,1%
	Napoli	4.149	4.927	3.176	3.947	24,3%	-4,9%
	Olbia	4.697	4.383	5.052	3.998	-20,9%	-14,9%
	Palermo	4.763	5.077	5.998	6.736	12,3%	41,4%
	Piombino	2.088	2.186	1.754	1.004	-42,8%	-51,9%
	Porto Torres	1.602	1.329	1.904	1.794	-5,8%	12,0%
	Ravenna	2.284	1.691	3.395	2.807	-17,3%	22,9%
	Reggio Di Calabria	6.047	4.822	4.612	5.431	17,8%	-10,2%
	Salerno	3.463	3.631	4.182	4.728	13,1%	36,5%
	Savona	763	1.033	1.563	1.688	8,0%	121,2 %
	Taranto	3.740	3.364	3.989	3.280	-17,8%	-12,3%
	Trieste	5.628	4.887	4.109	1.815	-55,8%	-67,7%
	Venezia	1.059	1.006	1.496	1.380	-7,8%	30,3%
	TOTAL SELECTED PORTS	82.145	81.975	86.864	84.922	-2,2%	3,4%
Latvia	Liepaja	781	613	496	382	-23,0%	-51,1%
	Riga	148	72	76	130	71,1%	-11,9%
	Ventspils	1.816	1.719	1.966	1.237	-37,1%	-31,9%
	TOTAL SELECTED PORTS	2.744	2.404	2.538	1.749	-31,1%	-36,3%
Lithuania	Klaipeda	2.644	2.548	2.839	2.883	1,5%	9,0%
	TOTAL SELECTED PORTS	2.644	2.548	2.839	2.883	1,5%	9,0%
Malta	Malta (Valletta)	459	624	607	549	-9,6%	19,5%
	TOTAL SELECTED PORTS	459	624	607	549	-9,6%	19,5%
Netherlands	Amsterdam	723	653	610	619	1,5%	-14,4%
	Rotterdam	13.522	11.726	11.617	11.581	-0,3%	-14,4%
	Terneuzen	173	-	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	1.889	4.981	5.776	6.325	9,5%	234,9 %
	Vlissingen	398	-	n.a.	n.a.	n.a.	n.a.
	Zeeland Seaports	-	1.275	1.181	1.024	-13,3%	n.a.
	TOTAL SELECTED PORTS	16.704	18.635	19.184	19.549	1,9%	17,0%
Norway	Bergen	133	133	126	147	16,7%	10,6%

	Drammen	154	168	184	180	-2,2%	17,0%
	Florø	309	243	159	143	-10,1%	-53,8%
	Karmsund	2.300	101	106	28	-73,6%	-98,8%
	Kristiansand S	440	409	383	404	5,5%	-8,1%
	Larvik	559	592	640	664	3,8%	18,8%
	Oslo	726	691	742	697	-6,1%	-4,0%
	Porsgrunn	353	354	420	480	14,3%	36,0%
	Sandefjord	195	230	170	186	9,4%	-4,7%
	Stavanger	4.267	699	570	442	-22,5%	-89,6%
	TOTAL SELECTED PORTS	9.436	3.619	3.500	3.371	-3,7%	-64,3%
Poland	Gdansk	117	164	206	287	39,3%	144,8 %
	Gdynia	1.954	2.043	2.268	2.327	2,6%	19,1%
	Swinoujscie	5.038	5.552	5.927	6.315	6,5%	25,4%
	TOTAL SELECTED PORTS	7.109	7.759	8.401	8.929	6,3%	25,6%
Portugal	Leixões	323	584	587	845	44,0%	161,5 %
	Setúbal	234	266	262	350	33,6%	49,4%
	TOTAL SELECTED PORTS	557	850	849	1.195	40,8%	114,4 %
Romania	Constanta	206	201	161	169	5,0%	-17,8%
	Midia	58	61	93	87	-6,5%	50,8%
	TOTAL SELECTED PORTS	263	262	254	256	0,8%	-2,7%
Slovenia	Koper	789	915	1.159	1.155	-0,3%	46,4%
	TOTAL SELECTED PORTS	789	915	1.159	1.155	-0,3%	46,4%
Spain	Algeciras	435	505	550	933	69,6%	114,6 %
	Almería	186	199	200	208	4,0%	11,7%
	Barcelona	5.557	5.940	3.605	1.175	-67,4%	-78,9%
	Bilbao	433	245	276	336	21,7%	-22,5%
	Cádiz	365	368	418	479	14,6%	31,1%
	Ceuta	355	353	341	284	-16,7%	-20,1%
	Las Palmas de Gran Canaria	1.904	1.946	2.031	2.053	1,1%	7,8%
	Málaga	249	420	467	488	4,5%	96,1%
	Melilla	319	339	364	373	2,5%	17,0%
	Palma de Mallorca	4.292	8.016	4.590	5.012	9,2%	16,8%
	Pasajes	219	233	210	175	-16,7%	-19,9%
	Santa Cruz de Tenerife	1.774	1.915	2.113	2.198	4,0%	23,9%
	Santander	893	960	980	1.026	4,7%	15,0%
	Sevilla	198	196	174	133	-23,6%	-32,7%
	Tarragona	95	206	253	351	38,7%	267,6 %
	Valencia	996	1.373	1.650	1.714	3,9%	72,2%
	Vigo	564	826	879	945	7,5%	67,5%
	TOTAL SELECTED PORTS	18.833	24.042	19.101	17.883	-6,4%	-5,0%
Sweden	Göteborg	9.288	8.743	9.388	10.569	12,6%	13,8%
	Helsingborg	4.286	4.526	4.805	4.545	-5,4%	6,0%
	Husum	589	435	298	353	18,5%	-40,1%

	Kappelskär	2.251	2.306	2.502	2.527	1,0%	12,3%
	Karlshamn	1.510	1.573	1.533	1.560	1,8%	3,3%
	Karlskrona	1.574	1.787	1.721	1.949	13,2%	23,8%
	Malmö	4.059	4.531	4.377	4.540	3,7%	11,8%
	Oskarshamn	310	321	341	346	1,5%	11,5%
	Södertälje	125	139	161	145	-9,9%	16,3%
	Stockholm	3.943	3.755	3.916	2.560	-34,6%	-35,1%
	Sundsvall	556	563	411	361	-12,2%	-35,1%
	Trelleborg	10.047	10.911	10.904	11.215	2,9%	11,6%
	Umeå	299	378	397	440	10,8%	47,0%
	Varberg	592	661	679	628	-7,5%	6,0%
	Visby	602	592	643	662	3,0%	9,9%
	Ystad	2.932	2.960	3.330	3.452	3,7%	17,7%
	TOTAL SELECTED PORTS	42.965	44.181	45.406	45.852	1,0%	6,7%
United Kingdom	Aberdeen	278	286	263	425	61,6%	52,7%
	Belfast	5.520	5.859	6.637	6.936	4,5%	25,7%
	Bristol	721	1.033	1.171	1.159	-1,0%	60,7%
	Cairnryan	2.368	2.548	2.737	2.848	4,1%	20,3%
	Dover	27.288	27.071	27.086	25.931	-4,3%	-5,0%
	Felixstowe	2.964	3.211	3.393	3.643	7,4%	22,9%
	Fishguard	368	367	293	369	25,9%	0,3%
	Forth	534	531	571	533	-6,7%	-0,3%
	Harwich	3.193	3.999	4.036	4.156	3,0%	30,2%
	Heysham	4.402	4.489	4.532	4.566	0,8%	3,7%
	Holyhead	3.644	4.438	4.818	5.218	8,3%	43,2%
	Hull	2.694	2.474	2.383	2.396	0,5%	-11,1%
	Immingham	14.771	16.104	16.196	16.441	1,5%	11,3%
	Kirkwall	165	185	194	209	7,7%	26,3%
	Larne	2.371	2.551	2.737	2.846	4,0%	20,0%
	Liverpool	7.054	7.354	7.634	7.755	1,6%	9,9%
	London	7.841	7.768	7.824	7.829	0,1%	-0,2%
	Medway	686	446	420	343	-18,3%	-50,0%
	Milford Haven	829	863	977	898	-8,1%	8,3%
	Newhaven	539	710	667	561	-15,9%	4,2%
	Poole	132	133	240	441	83,8%	234,5 %
	Portsmouth	2.635	2.590	2.641	2.614	-1,0%	-0,8%
	Ramsgate	1	1	16	1	-93,8%	-23,8%
	Southampton	2.072	2.058	1.799	1.307	-27,3%	-36,9%
	Stranraer	2.038	0	0	n.a.	n.a.	n.a.
	Tees & Hartlepool	1.653	1.868	1.850	2.168	17,2%	31,1%
	Tyne	971	895	944	948	0,4%	-2,4%
	Warrenpoint	1.836	1.681	2.077	2.119	2,0%	15,4%
	TOTAL SELECTED PORTS	99.569	101.514	104.136	104.660	0,5%	5,1%

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

Country	City	2014	2015	2016	2017	Growth 2016-2017	Growth 2014-2017
Belgium	Antwerpen	9.790	9.955	10.429	10.180	-2,4%	4,0%
	Gent (Ghent)	3.174	3.564	3.704	3.607	-2,6%	13,6%
	Oostende (Ostend)	610	487	397	1.126	184,0%	84,6%
	Zeebrugge	1.190	1.168	1.475	1.309	-11,2%	10,0%
	TOTAL SELECTED PORTS	14.765	15.174	16.004	16.223	1,4%	9,9%
Bulgaria	Burgas	1.998	1.418	1.489	1.494	0,4%	-25,2%
	Varna	990	894	682	1.342	96,8%	35,5%
	TOTAL SELECTED PORTS	2.989	2.312	2.171	2.837	30,7%	-5,1%
Croatia	Ploce	372	308	267	239	-10,6%	-35,8%
	Rasa	155	-	n.a.	n.a.	n.a.	n.a.
	Rijeka	739	590	575	480	-16,4%	-35,0%
	TOTAL SELECTED PORTS	1.266	898	842	719	-14,6%	-43,2%
Cyprus	Larnaka (Larnaca)	71	77	76	n.a.	n.a.	n.a.
	Lemesos (Limassol)	101	99	156	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	172	176	232	n.a.	n.a.	n.a.
Denmark	Aalborg	291	259	275	250	-9,2%	-14,2%
	Århus	186	115	58	42	-27,6%	-77,4%
	Avedøreværkets Havn	684	-	n.a.	670	n.a.	-2,1%
	Esbjerg	530	533	551	712	29,2%	34,3%
	Fredericia (Og Shell-Havnen)	119	117	128	140	9,3%	17,6%
	Frederiskvaerk Havn	860	955	987	1.010	2,4%	17,4%
	Grenå	148	113	36	39	9,1%	-73,6%
	Københavns Havn	301	289	316	338	7,0%	12,3%
	Køge	156	176	256	241	-5,9%	54,6%
	Kolding	149	157	214	265	24,0%	78,2%
Estonia	Odense	39	81	106	138	30,2%	255,9%
	Randers	275	362	301	355	17,7%	29,2%
	Vejle	274	-	n.a.	n.a.	n.a.	n.a.
	TOTAL SELECTED PORTS	4.012	3.156	3.229	4.200	30,1%	4,7%
	Kunda	876	1.024	1.044	966	-7,5%	10,2%
	Pärnu	1.508	1.571	1.665	1.668	0,2%	10,6%
	Sillamae	175	113	169	n.a.	n.a.	n.a.
Finland	Tallinn	568	502	788	788	0,0%	38,8%
	Vene-Balti	161	126	99	201	102,3%	24,7%
	TOTAL SELECTED PORTS	3.288	3.336	3.766	3.624	-3,8%	10,2%
	HaminaKotka	2.497	2.576	2.722	3.102	14,0%	24,2%
	Hanko	510	615	853	1.278	49,8%	150,9%

	Helsinki	308	327	238	798	235,9%	159,1%
	Inkoo	35	38	21	46	120,1%	31,3%
	Kaskinen	449	445	546	525	-3,8%	16,9%
	Kemi	681	548	571	541	-5,4%	-20,6%
	Kokkola	554	559	535	529	-1,1%	-4,5%
	Koverhar	6	12	n.a.	n.a.	n.a.	n.a.
	Loviisa	652	396	325	n.a.	n.a.	n.a.
	Naantali	37	39	46	68	48,4%	81,2%
	Oulu	609	498	657	557	-15,2%	-8,6%
	Pietarsaari	543	550	622	713	14,5%	31,3%
	Pori	460	440	553	411	-25,7%	-10,7%
	Raahe	753	650	599	568	-5,2%	-24,6%
	Rauma	2.083	2.226	2.296	2.253	-1,9%	8,1%
	Tornio	940	1.087	1.080	1.141	5,7%	21,5%
	Turku	377	418	418	412	-1,4%	9,3%
	Uusikaupunki	107	112	183	114	-37,8%	6,7%
	Vaasa	203	196	217	223	2,9%	10,0%
	TOTAL SELECTED PORTS	11.806	11.733	12.482	13.279	6,4%	12,5%
France	Bayonne	1.093	785	878	884	0,7%	-19,1%
	Bordeaux	102	68	80	96	19,5%	-5,8%
	Calais	3.658	953	19	22	13,6%	-99,4%
	Dunkerque	1.045	1.337	1.167	1.178	1,0%	12,8%
	La Rochelle	857	804	893	793	-11,2%	-7,5%
	Le Havre	19	15	15	18	23,4%	-4,9%
	Lorient	2.520	8	4	13	182,1%	-99,5%
	Marseille	540	1.910	2.297	2.750	19,8%	409,8%
	Nantes Saint Nazaire	588	387	324	325	0,4%	-44,7%
	Pointe a Pitre (Guadeloupe)	155	154	134	118	-12,4%	-24,0%
	Port-la-Nouvelle	64	95	53	43	-18,0%	-32,5%
	Rochefort	181	172	n.a.	n.a.	n.a.	n.a.
	Rouen	886	767	656	700	6,7%	-20,9%
	Sète	544	264	150	121	-19,4%	-77,8%
	St Malo	992	196	83	92	11,2%	-90,7%
	TOTAL SELECTED PORTS	13.243	7.916	6.753	7.153	5,9%	-46,0%
Germany	Brake	1.737	1.837	1.954	1.630	-16,6%	-6,2%
	Bremen	3.980	3.970	3.309	4.600	39,0%	15,6%
	Bremerhaven	1.219	1.262	1.275	571	-55,2%	-53,2%
	Cuxhaven	278	161	186	228	22,7%	-17,8%
	Duisburg	982	1.099	2.000	521	-73,9%	-47,0%
	Emden	478	379	538	619	15,0%	29,5%
	Hamburg	1.316	1.215	1.200	1.117	-6,9%	-15,1%
	Kiel	284	264	549	1.096	99,7%	285,6%
	Lübeck	557	642	662	645	-2,5%	15,8%

	Nordenham	20	76	47	77	63,6%	282,1%
	Papenburg	92	101	88	93	6,1%	1,9%
	Rostock	2.211	2.114	2.599	2.677	3,0%	21,1%
	Stralsund	290	43	165	71	-56,9%	-75,4%
	Wilhelmshaven	45	2	6	5	-27,0%	-90,0%
	Wisnar	1.627	1.278	1.593	1.227	-23,0%	-24,6%
	TOTAL SELECTED PORTS	15.117	14.441	16.171	15.177	-6,1%	0,4%
Greece	Amaliapolis Magnissias	270	260	350	511	46,0%	89,1%
	Antikyra	246	332	89	109	22,4%	-55,6%
	Aspropyrgos	24	15	12	26	117,6%	10,8%
	Eleusina	572	478	573	430	-24,9%	-24,8%
	Heraklio	47	20	39	35	-10,2%	-25,9%
	Kavala	181	243	171	235	37,5%	29,6%
	Patras	57	21	16	31	97,1%	-45,3%
	Thessaloniki	662	419	518	573	10,5%	-13,5%
	Volos	495	290	392	369	-6,0%	-25,5%
	TOTAL SELECTED PORTS	2.556	2.078	2.161	2.320	7,3%	-9,2%
Ireland	Cork	189	143	139	144	3,4%	-23,9%
	Drogheda	305	371	299	262	-12,3%	-14,1%
	Dublin	37	51	50	22	-55,8%	-40,7%
	Galway	65	68	60	n.a.	n.a.	n.a.
	Limerick	126	157	184	280	52,3%	121,8%
	Waterford	98	113	76	110	44,2%	12,3%
	TOTAL SELECTED PORTS	820	904	808	818	1,2%	-0,3%
Italy	Ancona	49	279	135	213	58,5%	335,6%
	Augusta	199	64	237	103	-56,6%	-48,3%
	Bari	78	23	25	57	131,4%	-27,1%
	Barletta	163	57	40	157	291,4%	-3,9%
	Brindisi	702	499	576	414	-28,2%	-41,1%
	Cagliari	756	412	2.929	2.204	-24,8%	191,6%
	Catania	227	278	773	1	-99,9%	-99,7%
	Chioggia	892	444	349	47	-86,5%	-94,7%
	Civitavecchia	19	74	787	300	-61,9%	1487,2%
	Gaeta	86	123	38	45	18,0%	-47,5%
	Genova	591	267	902	3.435	280,8%	480,8%
	Gioia Tauro	389	0	72	141	94,9%	-63,7%
	La Spezia	120	45	71	240	239,2%	99,6%
	Livorno	1.624	1.832	4.790	5.552	15,9%	241,8%
	Marina Di Carrara	817	542	453	34	-92,5%	-95,8%
	Milazzo	907	90	65	40	-38,6%	-95,6%
	Monfalcone	3.036	2.141	845	57	-93,2%	-98,1%
	Napoli	223	246	43	813	1772,8%	264,1%
	Olbia	19	1	n.a.	n.a.	n.a.	n.a.
	Ortona	109	112	127	69	-45,6%	-36,5%

	Palermo	323	18	154	260	68,4%	-19,6%
	Piombino	493	95	505	428	-15,2%	-13,2%
	Porto Empedocle	208	181	256	n.a.	n.a.	n.a.
	Porto Nogaro	359	130	79	52	-35,1%	-85,6%
	Pozzallo	54	27	358	144	-59,7%	167,8%
	Ravenna	5.635	4.304	1.950	1.097	-43,7%	-80,5%
	Salerno	136	732	1.265	982	-22,3%	621,9%
	Savona - Vado	1.686	644	1.575	2.131	35,3%	26,4%
	Taranto	3.455	1.355	946	137	-85,5%	-96,0%
	Trieste	1.853	2.940	1.852	2.817	52,2%	52,1%
	Venezia	2.400	1.974	3.029	1.300	-57,1%	-45,9%
	TOTAL SELECTED PORTS	27.609	19.929	25.226	23.270	-7,8%	-15,7%
Latvia	Liepaja	489	667	496	522	5,3%	6,7%
	Riga	2.532	2.254	2.347	2.320	-1,1%	-8,4%
	Ventspils	493	419	444	488	9,8%	-1,0%
	TOTAL SELECTED PORTS	3.515	3.339	3.287	3.331	1,3%	-5,2%
Lithuania	Klaipeda	1.545	2.218	2.001	1.842	-7,9%	19,2%
	TOTAL SELECTED PORTS	1.545	2.218	2.001	1.842	-7,9%	19,2%
Malta	Malta (Valletta)	661	163	169	95	-43,7%	-85,6%
	Marsaxlokk	87	103	59	15	-74,4%	-82,6%
	TOTAL SELECTED PORTS	748	266	228	110	-51,6%	-85,3%
Netherlands	Amsterdam	8.199	11.274	5.975	7.008	17,3%	-14,5%
	Delfzijl	999	1.189	1.203	695	-42,2%	-30,4%
	Den Helder	191	232	156	225	44,5%	17,4%
	Dordrecht	182	362	633	677	6,9%	271,0%
	Harlingen	135	139	143	164	14,8%	21,4%
	Moerdijk	770	685	551	742	34,8%	-3,6%
	Rotterdam	22.368	20.660	20.899	20.364	-2,6%	-9,0%
	Terneuzen	2.651	-	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	131	202	140	216	54,0%	64,9%
	Vlissingen	7.186	-	n.a.	n.a.	n.a.	n.a.
	Zeeland Seaports	-	10.528	8.691	9.485	9,1%	n.a.
	TOTAL SELECTED PORTS	42.813	45.270	38.390	39.577	3,1%	-7,6%
Norway	Ålesund	351	390	380	383	0,7%	9,0%
	Bergen	1.102	797	959	776	-19,1%	-29,6%
	Borg	332	461	588	111	-81,1%	-66,6%
	Drammen	293	568	501	469	-6,4%	60,0%
	Florø	254	280	310	320	3,4%	26,2%
	Karmsund	559	767	679	178	-73,9%	-68,2%
	Kristiansand S	98	110	118	79	-33,3%	-19,5%
	Kristiansund	1.717	1.681	1.388	1.706	22,9%	-0,6%
	Larvik	118	174	213	144	-32,3%	22,0%
	Måløy	194	120	128	147	14,7%	-24,3%
	Molde	255	86	93	114	21,7%	-55,5%

	Mosjoen	121	67	71	231	227,2%	91,5%
	Oslo	261	260	355	273	-23,1%	4,6%
	Porsgrunn	232	363	220	222	1,1%	-4,1%
	Rana	1.556	1.638	1.240	304	-75,5%	-80,5%
	Stavanger	517	425	372	483	29,8%	-6,6%
	Tromsø	202	196	240	267	11,1%	31,9%
	Trondheim	1.034	885	1.151	1.102	-4,2%	6,6%
	TOTAL SELECTED PORTS	9.195	9.269	9.006	7.307	-18,9%	-20,5%
Poland	Gdansk	454	474	571	762	33,6%	68,0%
	Gdynia	552	621	649	948	46,0%	71,7%
	Swinoujscie	534	639	546	483	-11,5%	-9,6%
	Szczecin	1.647	1.707	2.220	2.345	5,6%	42,4%
	TOTAL SELECTED PORTS	3.187	3.441	3.986	4.538	13,9%	42,4%
Portugal	Aveiro	1.723	1.686	1.457	1.286	-11,7%	-25,4%
	Figueira da Foz	1.134	1.005	974	994	2,1%	-12,3%
	Leixoes	1.023	1.145	1.002	1.121	11,9%	9,6%
	Lisboa	82	253	232	178	-23,5%	117,7%
	Setúbal	3.184	2.848	2.044	1.702	-16,7%	-46,6%
	Sines	137	118	114	109	-3,8%	-20,2%
	TOTAL SELECTED PORTS	7.283	7.054	5.823	5.390	-7,4%	-26,0%
Romania	Constanta	3.048	2.818	2.447	2.653	8,4%	-13,0%
	Galati	610	848	563	498	-11,7%	-18,4%
	Midia	50	26	28	30	7,2%	-40,2%
	TOTAL SELECTED PORTS	3.708	3.691	3.038	3.180	4,7%	-14,2%
Slovenia	Koper	1.621	1.431	1.583	1.490	-5,9%	-8,1%
	TOTAL SELECTED PORTS	1.621	1.431	1.583	1.490	-5,9%	-8,1%
Spain	Algeciras	3.074	3.232	3.419	3.122	-8,7%	1,6%
	Alicante	214	272	232	208	-10,5%	-2,9%
	Almería	247	184	242	208	-14,0%	-15,7%
	Avilés	1.181	1.215	1.365	1.219	-10,7%	3,2%
	Barcelona	959	963	3.160	5.815	84,0%	506,5%
	Bermeo	283	-	201	198	-1,7%	-30,1%
	Bilbao	2.545	2.729	2.509	2.627	4,7%	3,2%
	Cádiz	129	161	130	296	128,0%	130,1%
	Cartagena	121	119	153	207	35,3%	71,3%
	Castellón	289	285	255	298	16,9%	3,1%
	Ferrol	889	718	745	757	1,6%	-14,8%
	Gijón	645	590	683	734	7,3%	13,7%
	Huelva	524	237	178	150	-15,3%	-71,3%
	La Coruña	1.021	938	1.012	915	-9,6%	-10,4%
	Las Palmas de Gran Canaria	373	664	551	570	3,5%	52,8%
	Marín-Pontevedra	796	760	654	685	4,7%	-13,9%
	Motril	115	124	123	232	88,0%	100,8%
	Palma de Mallorca	246	330	117	106	-9,3%	-57,0%

	Pasajes	1.596	1.613	1.784	1.661	-6,9%	4,1%
	Santander	681	534	614	590	-3,8%	-13,3%
	Sevilla	814	772	907	823	-9,3%	1,1%
	Tarragona	971	1.095	910	2.051	125,4%	111,2%
	Valencia	6.158	6.821	6.297	7.038	11,8%	14,3%
	Vigo	464	453	365	387	6,2%	-16,5%
	Villagarcía (de Arosa)	248	262	322	293	-9,0%	17,9%
	TOTAL SELECTED PORTS	24.584	25.068	26.929	31.189	15,8%	26,9%
Sweden	Falkenberg	327	338	285	255	-10,8%	-22,1%
	Gävle	1.042	985	969	972	0,3%	-6,8%
	Goteborg	481	372	431	509	18,2%	5,9%
	Halmstad	352	320	344	374	8,8%	6,4%
	Hargshamn	299	236	293	348	18,9%	16,4%
	Helsingborg	734	240	280	222	-20,7%	-69,8%
	Husum	1.334	973	1.249	1.445	15,6%	8,3%
	Iggesund	884	568	837	939	12,2%	6,2%
	Jättersön	1.189	838	768	763	-0,7%	-35,8%
	Kalmar	409	447	298	258	-13,4%	-37,0%
	Karlshamn	581	606	542	987	81,9%	69,8%
	Karlstad	123	126	143	154	7,6%	24,8%
	Köping	114	124	99	117	18,3%	2,4%
	Kristinehamn	138	142	127	107	-15,8%	-22,3%
	Luleå	133	154	166	186	12,2%	39,3%
	Norrköping	614	535	485	409	-15,8%	-33,5%
	Ornskoldsvik	846	603	611	494	-19,0%	-41,6%
	Oskarshamn	378	286	268	265	-0,8%	-29,8%
	Oxelösund (ports)	791	659	937	967	3,2%	22,2%
	Piteå	1.424	1.250	1.189	1.113	-6,4%	-21,9%
	Skellefteå	107	104	101	112	10,6%	4,2%
	Soderhamn	656	681	599	637	6,5%	-2,8%
	Sodertälje	303	305	323	312	-3,4%	3,2%
	Sölvesborg	408	423	502	508	1,3%	24,5%
	Stockholm	95	82	192	617	220,9%	546,9%
	Sundsvall	416	354	366	367	0,3%	-11,6%
	Uddevalla	227	206	246	271	10,0%	19,5%
	Umeå	896	849	816	877	7,6%	-2,1%
	Varberg	934	935	909	1.117	22,8%	19,6%
	Västerås	346	287	246	273	11,2%	-21,0%
	TOTAL SELECTED PORTS	16.581	14.027	14.618	15.973	9,3%	-3,7%
United Kingdom	Aberdeen	1.332	1.277	814	1.020	25,3%	-23,5%
	Belfast	417	377	489	716	46,3%	71,7%
	Boston	660	682	628	716	14,0%	8,5%
	Bristol	170	144	151	164	8,6%	-3,2%

	Cardiff	287	256	95	117	23,5%	-59,1%
	Clydeport	221	225	304	214	-29,6%	-3,1%
	Dover	303	215	201	267	32,7%	-11,9%
	Forth	359	287	364	273	-25,1%	-24,1%
	Goole	833	942	878	824	-6,1%	-1,1%
	Great Yarmouth	236	180	166	224	35,1%	-5,3%
	Harwich	171	165	179	167	-6,8%	-2,6%
	Hull	1.522	1.507	1.043	1.533	46,9%	0,7%
	Immingham	945	971	1.241	1.191	-4,1%	26,0%
	Ipswich	249	208	167	198	18,4%	-20,6%
	Liverpool	954	946	928	1.093	17,7%	14,6%
	London	2.012	1.981	1.312	1.313	0,1%	-34,7%
	Londonderry	120	135	69	68	-1,7%	-43,4%
	Manchester	67	73	61	72	17,5%	7,5%
	Medway	1.520	1.738	2.112	2.072	-1,9%	36,3%
	Newport- Gwent	1.616	1.518	1.788	2.126	18,9%	31,6%
	Peterhead	693	636	560	761	36,0%	9,9%
	Poole	139	131	121	114	-5,6%	-17,6%
	Portsmouth	553	627	636	521	-18,1%	-5,8%
	River Hull and Humber	229	232	265	244	-8,1%	6,6%
	Shoreham	400	427	408	380	-6,9%	-4,8%
	Southampton	38	138	116	58	-50,6%	52,8%
	Sunderland	278	389	399	435	8,9%	56,6%
	Tees & Hartlepool	3.271	2.507	552	623	12,9%	-81,0%
	Trent River	814	696	684	672	-1,7%	-17,4%
	Tyne	105	130	91	97	5,9%	-8,0%
	Warrenpoint	251	242	250	299	19,7%	19,4%
	TOTAL SELECTED PORTS	20.762	19.981	17.074	18.571	8,8%	-10,6%

Container traffic for selected European ports (in TEU)

Source: Port authorities, Eurostat and ESPO Rapid data Exchange System (www.espo.be)

Port	Country	2014	2015	2016	2017	Growth 2016- 2017	Growth 2014- 2017
Algeciras	Spain	4.556.503	4.515.768	4.762.070	4.380.849	-8,0%	-3,9%
Amsterdam	The Netherlands	57.399	51.949	26.701	28.435	6,5%	-50,5%
Antwerp	Belgium	8.977.738	9.653.511	9.890.702	10.032.236	1,4%	11,7%
Barcelona	Spain	1.893.299	1.965.241	2.224.862	2.997.836	34,7%	58,3%
Bilbao	Spain	630.888	627.302	598.077	605.404	1,2%	-4,0%
Bordeaux	France	56.065	37.215	56.219	53.711	-4,5%	-4,2%
Bremerhaven	Germany	5.795.624	5.546.657	5.510.369	5.458.392	-0,9%	-5,8%
Constantza	Romania	668.293	689.012	706.157	692.032	-2,0%	3,6%
Dublin	Ireland	565.703	614.226	663.729	696.754	5,0%	23,2%
Dunkirk	France	311.836	318.276	334.455	367.866	10,0%	18,0%
Gdansk	Poland	1.212.054	1.091.202	1.559.169	1.472.750	-5,5%	21,5%
Gdynia	Poland	849.123	684.796	656.740	689.595	5,0%	-18,8%
Genoa	Italy	2.172.944	2.242.902	2.356.487	2.332.494	-1,0%	7,3%
Ghent	Belgium	36.800	20.196	12.210	16.553	35,6%	-55,0%
Göteborg	Sweden	836.631	819.953	795.233	638.822	-19,7%	-23,6%
Hamburg	Germany	9.728.666	8.821.481	8.928.583	8.859.983	-0,8%	-8,9%
Helsinki	Finland	400.933	430.427	426.721	456.846	7,1%	13,9%
Klaipėda	Lithuania	450.428	392.000	441.665	474.209	7,4%	5,3%
La Spezia	Italy	1.303.017	1.300.442	1.605.365	1.611.576	0,4%	23,7%
Le Havre	France	2.554.455	2.556.116	2.479.532	2.798.562	12,9%	9,6%
Livorno	Italy	577.471	584.400	652.651	787.253	20,6%	36,3%
Leixões	Portugal	666.661	624.009	602.543	580.616	-3,6%	-12,9%
Lisbon	Portugal	502.186	481.289	392.625	497.079	26,6%	-1,0%
Marseille	France	1.179.910	1.219.592	1.244.121	1.362.217	9,5%	15,5%
Oslo	Norway	212.579	195.459	206.533	207.824	0,6%	-2,2%
Ravenna	Italy	222.548	244.813	221.878	234.177	5,5%	5,2%
Riga	Latvia	387.603	355.242	387.975	449.910	16,0%	16,1%
Rotterdam	The Netherlands	12.297.570	12.234.535	11.674.520	12.891.938	10,4%	4,8%
Rouen	France	96.953	111.731	78.403	74.856	-4,5%	-22,8%
Sines	Portugal	1.227.694	1.332.199	1.513.089	1.669.057	10,3%	36,0%
Stockholm	Sweden	51.000	50.943	54.650	63.308	15,8%	24,1%
Szczecin	Poland	78.439	87.784	85.679	85.187	-0,6%	8,6%
Tarragona	Spain	148.636	89.848	83.700	62.888	-24,9%	-57,7%
Thessaloniki	Greece	349.990	351.407	598.206	650.024	8,7%	85,7%
Trieste	Italy	506.007	501.268	579.084	652.735	12,7%	29,0%
Valencia	Spain	4.441.949	4.615.196	4.692.986	4.813.868	2,6%	8,4%
Venice	Italy	456.068	560.301	393.703	508.486	29,2%	11,5%
Zeebrugge	Belgium	2.046.586	1.568.938	1.399.309	281.813	-79,9%	-86,2%



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