



European Sea Ports Organisation

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Annual Report

2014 - 2015

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DANTIGERGRAN



Foreword by Santiago Garcia Mila, Chairman of ESPO

The past working year was the first year of the new European Commission and the newly elected European Parliament. We had the chance to meet the new Commissioner for Transport Violeta Bulc early in her mandate, which clearly shows her interest in ports. The same goes for Karmenu Vella, the Commissioner for Environment, Maritime Affairs and Fisheries, with whom we had the honour to meet already in November 2014. In the European Parliament as well, many newly elected Members are showing an interest in the port industry. This is highly appreciated by our members and we hope to continue to work constructively together with these European policy makers in view of addressing the needs of the port sector.

What is currently at stake? European ports are facing huge challenges. Ports have to be prepared for growing trade volumes, for the growing size of vessels, for increasing market power as a result of alliances in the shipping industry and for a changing energy landscape. At the same time, new investments in and development of port infrastructure are not easy to acquire when national budgets are constrained and when societal and environmental pressure is increasing. Finally, many ports could see their long-term strategy or investment plans compromised by the volatility of energy prices, the geopolitical situation or even the changing sailing patterns as a result of new or adapted shipping routes.

But ports would not be ports if we wouldn't turn these challenges into opportunities. And we believe a "good policy" can enhance our efforts.

The first ingredient of such a policy is already there. The new TEN-T policy and its financing instrument, the Connecting Europe Facility, which was adopted in 2013, is to be considered as one of the milestones of the European transport policy over the past decades. For the first time, European ports are fully part of Europe's Transport Infrastructure Plan. We therefore believe that this plan should be fully implemented and we do hope that the port and transport sector as a whole will receive the means needed to realise this project.

Secondly, we believe that removing the barriers of the internal market for maritime transport is another priority. Every effort should be made to facilitate trade and reduce the proliferation of formalities in maritime transport. This entails an effort of all stakeholders, and all administrations at all levels.

This brings me to a third field of action: the digital agenda. The World Economic Forum states that, in transport, only 40% of load capacity is used nowadays. We should examine the possibilities to enhance the efficiency of the logistic chain by exchanging data, by exploring and exploiting the benefits of digitalisation.

Fourthly, we must claim a role when it comes to Europe's energy policy. Around 40% of the commodities handled in European ports are sources of energy. It is clear that the transition to alternative energies will alter and hopefully equally benefit European ports.

Finally, there is of course the port policy. Port authorities need to be alert and to have the tools to react to new realities, sudden changes and upcoming challenges. Therefore, it is extremely important that ports can work in a regulatory framework that gives them enough autonomy and flexibility to do so.

These are the main challenges we have tried to pass to European policy makers over the last year. And I would like to express my gratitude in this respect to all members and to the secretariat for their continuous efforts and support for passing the messages and strengthening the voice of the European ports. I hope we can continue the good work during the next year!

Santiago Garcia Milà





“ Ports are amongst Europe’s major assets. They provide seamless logistics across maritime, rail, inland waterways and road transport. They develop into industrial poles contributing to growth, jobs and energy security. We must preserve and enhance these assets. We will continue our dialogue to improve port connectivity and facilitate investments and innovation. ”

Commissioner for Transport Violeta Bulc when meeting port stakeholders, 19/02/2015

1. Port Governance

Also this year the **port regulation proposal** stood at the top of ESPO's agenda. After more than two years of discussion, the Commission proposal for a regulation establishing a framework on market access to port services and financial transparency of ports is still under discussion in the Parliament. Even if Knut Fleckenstein (Germany, S&D) was confirmed as rapporteur on behalf of the Transport Committee, all shadow rapporteurs were new. At ESPO's General Assembly in November 2014, both the rapporteur and Elissavet Vozemberg (shadow, EPP) and Gesine Meissner (shadow, ALDE) entered into an informal exchange of views with ESPO members about the Commission proposal and the General Approach that was reached in October 2014 in the Council.

The port regulation was also discussed during the first official encounter of ESPO with Commissioner for Transport Violeta Bulc, which took place in January 2016.

The TRAN rapporteur, Knut Fleckenstein presented his "new" report to the sector in May of this year in ESPO's annual conference in Athens. His second draft report differs from his earlier draft (that was issued before the European elections) on two points. First, Mr Fleckenstein proposes to remove all references to market access putting now more the emphasis on the "organisation of port services". Second, he is putting forward a package of provisions related to training of workers and social standards, the main aim of these being to raise awareness. In addition to the rapporteur's amendments, TRAN MEPs tabled more than 600 amendments to the Commission proposal. The rapporteur and shadow rapporteurs are since September working on compromise amendments. The vote in the TRAN committee will take place once an agreement can be found on these compromises. It is not clear if the rapporteur and the Transport Committee will start the negotiations with the Council directly after the vote in committee in view of reaching a first reading agreement with the Member States or if a second reading will be needed.

Over the last twelve months ESPO has been in a constant dialogue with the Parliament and the Commission in view of having a port regulation that empowers ports in Europe to face the current and future challenges.

ESPO will pursue its efforts to work on a legislative framework that respects the diversity of European ports and that recognizes the autonomy of a port authority to set its own charges and to define a minimum quality level for its service providers. Moreover, such a framework has to take into account the specific character and features of ports, when applying the freedom to organise and provide services. Finally, the European ports policy has to ensure financial transparency where ports receive public funding for their infrastructure and/or operations.

For more than ten years, ESPO and its members have been asking for more clarity and a pragmatic approach as regards the application of **state aid for public investments in ports**. The European Parliament seems to back this request with different Members of Parliament asking the Commission to bring clarity to the sector in the framework of the ongoing port regulation debates. Moreover there is the engagement of the Commission as foreseen in the current General Block Exemption Regulation to explore the possibility of excluding certain types of aid from notification to the European Commission by bringing them under the GBER. ESPO and its members are following the progress in this field with high interest and are reflecting how to feed this process.

Early 2015, the Commission started the preparation for a possible "review" or "adjustment" of **the 2011 Transport White Paper**, the strategic policy paper setting out the main aims and targets for European Transport policy in the decades to come. A public consultation process was launched in that respect. During its annual conference in Athens ESPO presented its position on this review. Starting from a clear outline of the current challenges European ports are facing and the different functions European ports are fulfilling nowadays, the position paper is identifying different priorities. These mainly relate to the infrastructure needs, the internal market for maritime transport, the ports as energy nodes, the environmental policy and the digital agenda for ports. This position paper was also discussed with the Transport Committee of the European Parliament and the rapporteur of an own-initiative report on the review, Wim van de Camp (Netherlands, EPP). ESPO will actively participate in the stakeholder meeting the Commission has set up mid-November and will follow the further review process with high interest.

Finally, ESPO is preparing a new edition of the **ESPO "Fact-Finding report"** on European Port Governance. To this end, a comprehensive survey to ESPO membership has been prepared during 2015 to capture the diversity of management models and organisational characteristics of European seaports. As new features, the 2015 edition will look at the weight of energy developments in ports and at the initiatives of port authorities in the changing energy landscape. More generally, the report will also explore ports as key locations for industry and energy players. The new report is undertaken in the framework of the Portopia project and is due to come out by mid 2016.

**“
To sum up, the question is not whether the EU should co-fund
transport infrastructure. Here the answer is “yes, it should”, as
investment support to European port infrastructures is vital to
keep Europe’s competitive position on a global scale as well as
to deliver a stimuli for growth. How we spend the EU funds is the
burning question. The money from ‘Brussels’ should be spent more
wisely and have a clear focus on added value.
”**

Luc T’Joen, Team leader and trainer on performance auditing in the European Court of Auditors,

Source: Harbours Review, 2014



2. Intermodal, Logistics and Industry

Throughout the past year, ESPO was very active in supporting its Members with the implementation of EU legislation regarding the **Trans-European Transport Network (TEN-T)** and the accompanying financial instrument, the Connecting Europe Facility (CEF). This European Transport Infrastructure Plan identifies 329 ports of common interest, including 104 ports of strategic interest ("core ports"), nine multimodal core network corridors that start and end in seaports and reserves a budget of €6 billion for the period 2014-2020.

In September 2014, the Commission made its intentions clear to establish work plans that would guide the development of the corridors in the short and longer term. ESPO was quite pleased to hear so, since the establishment of EU-level Corridor work plans would be of great practical use to the ports. Therefore, following a seminar ESPO attended with the TEN-T Coordinators on 21 October 2014, ESPO together with EFIP decided to write a letter to the coordinators to highlight the importance of having work plans that would be ambitious in setting priorities on the basis of European added value and in embracing a more multimodal approach.

ESPO assisted its Members in a number of Corridor Forum meetings and related working groups on ports. In addition, ESPO participated to the TEN-T info days in Brussels on 9-10 October 2014 and the TEN-T days in Riga on 22-23 June 2015 in order to effectively inform its Members and voice their concerns and priorities.

Furthermore, on 1 July, Mr. Brian Simpson was invited for an exchange of views with ESPO's Executive Committee about his work as coordinator of Motorways of the Sea (MoS). He stressed the importance of ports in the MoS framework that need to be further enhanced in the TEN-T multimodal corridors. In particular, he invited ports to raise their voice more strongly towards Member States on the need of ports for appropriate funding for investments given their importance in intra-EU and extra-EU trade.

The 2014 **CEF (Connecting Europe Facility)** call attracted over 700 projects coming from all over Europe. ESPO calculated the share of port and port-related projects and concluded that European seaports submitted 121 projects for a total EU funding request of €2 billion. On 10 July 2015, the results of the 2014 CEF call became available. In the end, the European Commission approved 38 seaports' projects, granting more than €100 million to seaport-related projects.

Next to the implementation of the new TEN-T policy, ESPO devoted a lot of attention to the '**Juncker Plan**' (or 'Investment plan for Europe'). The Juncker Plan aims to revive investment in strategic projects around Europe to ensure that money reaches the real economy. At its heart is a new fund: the European Fund for Strategic Investment (EFSI), which is a €6 billion guarantee from the EU budget, complemented by an allocation of €6 billion of EIB's (European Investment Bank) own capital. By this, the Commission wants to enable the EIB to give out loans worth €3 billion, which in turn is hoped to stimulate private investment of some €52 billion, to yield a grand total of €15 billion in new investments.

On 9 December 2014, ESPO invited Mr. Stéphane Ouaki, Head of Unit "Connecting Europe – Infrastructure Investment Strategies" (DG MOVE), to explain to ESPO's Executive Committee Members the impact of the Juncker Plan on the financing of TEN-T projects. On 30 January 2015, ESPO organised a workshop with the European Commission in order to give hands on information and help ports to understand the Juncker Plan and apply for these innovative financial instruments.

Although the Juncker Plan gives new opportunities for investments, the European Sea Ports Organisation quickly realised that this fund would diminish the transport grants budget within the CEF. In order to come up with the funds for the €6 billion guarantee from the EU budget, the Commission proposed to shift €7 billion from the CEF budget to the EFSI credit guarantee. When the Juncker Plan was being proposed, ESPO invested a lot of time and effort in defending the TEN-T budget as it was approved in December 2013. For this reason, in March, ESPO together with 13 other associations, covering the rail, shipping and port sectors, warned the EU ministers in an open letter of the potentially damaging impact of the Juncker Plan to CEF. They stated that the reallocation of a huge portion of the CEF budget as EFSI credit guarantee would put at risk many projects that had been identified as priorities in the TEN-T network. Finally, the European Parliament and the Council agreed to reduce the original CEF cut from €7 million to €2 million.

Because of the infrastructural challenges that European ports are facing, ESPO will continue to advocate for EU investments in the port sector. So to speak, on 22 June 2015, ESPO and EFIP made a joint press release in which they called on the Commission, the European Investment Bank and the Member States to consider ports as enablers of growth in all economic sectors, when implementing the Juncker plan. Moreover, ESPO and EFIP asked the Commission, Parliament and Council to reconsider an increase of the financial envelope reserved for the TEN-T when reviewing the Multiannual Financial Framework. ESPO will step up its efforts on this issue during the coming year.

In May 2015, the European Parliament and the Council adopted the review of the **Directive on Weights and Dimensions of road vehicles**. New rules on the length of vehicles transporting 45-foot containers in the context of an intermodal operation will make it easier to combine road transport with other more sustainable modes of transport. To define an "intermodal operation", the text of the Directive keeps strict road distance limits that may have discouraged the use of sea transport. However, the European institutions decided to introduce an exception for waterborne transport: the road distance limits can be exceeded in order to reach the nearest suitable transport terminals. This exception allows more flexibility for intermodal operations using waterborne transport but may open the door to different national interpretations.

Finally, at the ESPO General Assembly of November 2014, it was decided that from now on "industry" would be added to the competences of this committee. The aim is to monitor the different industry sectors and their policy that can potentially impact ESPO Members. Therefore, from this year onwards, the new name is Intermodal, Logistics and Industry Committee.

“
A modern and cost-effective customs system facilitates international trade and is conducive to growth. It also plays a vital role in defending the safety and security of European citizens and in protecting Member States’ interests.
”

Pierre Moscovici, EU Commissioner for Economic and Financial Affairs, Taxation and Customs, 28 July 2015



3. Trade Facilitation, Customs and Security

In 2014, ESPO Members decided to look closely at the different obstacles to trade linked to seaports. To this purpose, in November 2014, ESPO's General Assembly established a new technical committee of experts, the so-called Trade Facilitation, Customs and Security Committee.

When talking about trade facilitation, **EU initiatives in the field of digitalisation become very relevant**. The European Sea Ports Organisation welcomed the EU Digital Agenda and Single Market strategy adopted on 6 May 2015. ESPO is represented in the Digital Transport and Logistics Forum (DTLF) which was set up by DG Move to gather industry and Member States in order to jointly outline a road map for Commission policy action. Ports were represented in the first meeting of the plenary of this forum, which took place on 1 and 2 July 2015 in Brussels. ESPO is taking the lead in identifying the priorities, potential areas and limits of ICT/innovation in transport and logistics from a ports perspective.

In parallel, ESPO joined the main stakeholders in the steering and monitoring of the progress on the implementation of the Reporting Formalities Directive and the functioning of the newly set national single windows.

Within the field of trade facilitation, ESPO is also looking at the relevant developments in **customs legislation and performance in European ports**. The implementation of the new Union Customs Code that will come into force as from June 2016 and its impact in port processes and port stakeholders and customers (terminal operators, ship agents, shippers, etc.) is a big concern for port authorities. More generally, one of the goals of this new Committee is to address and enhance the coordination between government agencies acting in ports including **phytosanitary, veterinary and health border inspection posts**.

Also in this line, the new Trade Facilitation Committee will continue monitoring legislation and developments in the field of **the security of port facilities and cargo**, formerly in the hands of the Marine Affairs Committee. The emerging problem of cybersecurity in ports is high on the agenda. There is a clear role for ESPO in raising awareness on this threat and in supporting its Members in securing protection of trade and transport facilities in cooperation with the International Port Community Systems Association (IPCSEA). ESPO will also monitor **passenger border controls** and the impact of the current migration. The Trade Facilitation Committee will work in close cooperation with ESPO's Ferry and Cruise Network in the field of passenger transport.

Removing the barriers to trade will be a real priority in the forthcoming year. In that respect, the 2016 ESPO Conference, which will be held in Dublin on 2 and 3 June 2016, will focus on ways to improve the efficiency of maritime transport and ports, including the potential of digitalisation, and look at the impact of trade agreements in ports business.



**“
All European ports are linked to the lives of its citizens, and to a
sustainable environment that must be protected, in accordance
to the rules of competition, productivity and transparency.
”**

*George Anomeritis, president and CEO of Piraeus Port Authority,
during the 2015 European Sea Ports Conference in Athens*

4. Sustainable Development

The **Sulphur Directive** came into force as of 1 January 2015. Although at the start the shipping industry was quite anxious to the possible effects of the implementation of the Sulphur Directive, the current low oil prices seem to have eased the transition period for the industry. Challenges do remain however mainly in the fields of the harmonised implementation and enforcement of the Sulphur Directive and the continuous debate and uncertainty over the use of “open loop” scrubbers in port areas and other sensitive water bodies. “Open loop” scrubbers release washwater that contains substances classified as hazardous by the Water Framework Directive. ESPO is working together with the Commission, the European Maritime Safety Agency (EMSA), the Member States and the maritime industry stakeholders, in addressing the remaining challenges in the framework of the European Sustainable Shipping Forum (ESSF).

One of the priorities of the new Commissioner for Environment, Maritime Affairs and Fisheries, Mr Karmenu Vella, has been the assessment of the **Birds and Habitats Directives** and a respective “Fitness Check” was launched at the beginning of 2015. ESPO participated in the evidence gathering exercise, replied to the online consultation that was launched in April and published a common position paper with EFIP. In the paper, ESPO acknowledges the importance of the directives while highlighting the sectors’ constructive contribution in their implementation. The paper also addresses some remaining challenges and overall argues these relate mainly to the implementation and enforcement of the directives and not to their text, spirit and objectives that remain relevant and well-intended. A stakeholders’ conference will be taking place in November 2015 and the evaluation report by the Commission is expected to be released by the end of 2015.

Throughout the year, ESPO has also been monitoring the political process regarding the European Commission proposal for a revised **National Emission Ceilings Directive**, which introduces stricter emission ceilings for 2030 and sets intermediate reduction obligations for 2025. In July 2015, the Report of the Environment Committee was adopted. The ENVI Committee voted to remove the Commission proposal for flexibility allowing Member States to offset land based emissions of nitrogen oxides, sulphur dioxides and particulate matter by achieving reductions on the maritime, international shipping side. The ENVI Report will be voted in the Plenary in Strasbourg in November 2015. ESPO will continue to follow the legislative process.

ESPO has also been following up two environmental studies, which are of particular interest to European ports. Firstly, the **ship recycling study** commissioned by the European Commission aims to investigate the potential development of a financial instrument to facilitate safe and sound ship recycling. ESPO fully recognises that substandard ship recycling constitutes a serious problem that needs to be tackled. However, ESPO would fully oppose any attempt to introduce a port levy towards that direction. ESPO constructively participates in the stakeholders meetings organised by the consortium in view of contributing to the draft report of the study that is expected by the end of 2015. Secondly, another DG MOVE study looks at **differentiated port infrastructure charges** to promote environmentally friendly maritime transport activities and sustainable transport. ESPO also promotes green charging through its Green Guide. Differentiated charging schemes can only work however on a voluntary basis, full harmonisation should not be the aim. Any initiative should fully respect the autonomy of port authorities as regards infrastructure charging. The results of the study are expected by January 2016.

During the last year, ESPO continued to support its Members through the **EcoPorts tools and methodologies**. The Self Diagnosis Methodology (SDM) was updated in spring 2015 and provides more clarity to some of the existing fields, but most importantly introduces a new section on “Green services to vessels”. The new section aims to monitor over time the progress of European ports in providing services such as onshore power supply (OPS), LNG bunkering facilities and environmentally differentiated charges for greener vessels. ESPO was also delighted to observe the increased interest of ports in the Port Environmental Review System (PERS). Currently, 21 ports hold a valid PERS certificate. So far, in 2015, the following ports have been certified with PERS: Nantes - St Nazaire, Le Havre, Den Helder, Shoreham, Dublin, Vigo, Igoumenitsa, Groningen, Harlingen and JadeWeserPort.

Parallel to its spring meeting, that was kindly hosted by the port of Tallinn, the Sustainable Development committee had a workshop on environmental performance indicators as part of ESPO’s commitment to the **PORTOPIA project**. Ports actively shared their views and experiences and debated over the added value of further building to the already existing work and data collection through the EcoPorts tools. In particular, performance indicators on water consumption, waste and carbon footprint were analysed in view of defining a meaningful way forward. Despite the identified challenges, good progress was made and ESPO will be taking the outcomes forward with the PORTOPIA project partners.

Furthermore, ESPO has been active in further disseminating its **“Green Guide; towards excellence on port environmental management and sustainability”** and in promoting the introduced 5 E’s framework (Exemplify, Enable, Encourage, Engage and Enforce) within its membership and in various international conferences and events. ESPO thanks its Members for continuously feeding the content of the online annex and encourages them to continue doing so. Finally, in October, Copenhagen Malmo Port successfully hosted the **2015 Greenport Congress**, supported by ESPO.



“ As shipping is of strategic importance to the EU economy, so is its safety, security and environmental protection. Maritime safety policy and related legislations promote high-quality standards and aim at increasing the protection of both human lives and the **”**
environment.

Markku Mylly - Executive Director, European Maritime Safety Agency, 5 March 2015

5. Marine Affairs

During the past working year, the implementation of the **Reporting Formalities Directive (RFD)** has been at the centre of attention of ESPO's Marine Affairs Committee. In fact, the Directive entered into force on 1 June 2015. ESPO sees the implementation of the RFD as an opportunity for facilitating trade and easing the administrative burden through harmonisation and standardisation. Nevertheless, the main aim of facilitating trade has not been achieved yet and it is clear that the implementation of the Directive and the National Single Windows differs between European Member States. In view of providing clarity on the various systems in place and under development, ESPO joined in May all the maritime industry stakeholders in launching a common initiative to organise a questionnaire addressed to Member States about the implementation of the RFD. The response rate was quite encouraging but the responses confirmed that there is still a lot to be done towards achieving harmonisation and standardisation of reporting. Towards that direction, ESPO will continue to cooperate with the Commission, Member States and all industry stakeholders in the relevant European fora.

Furthermore, in December 2014, a working group on **Port Reception Facilities (PRF)** was established under the umbrella of the European Sustainable Shipping Forum (ESSF). At the first meeting of the group in February 2015, members appointed Antonis Michail, senior policy advisor at ESPO, as co-Chair of the group. Overall, the group aims to assist the Commission in the revision of the Port Reception Facilities Directive and the overall improvement of the current framework. To prepare for this revision, DG MOVE had commissioned a consortium made up of Panteia and PWC to conduct an evaluation study of the PRF Directive and a respective report was released in October 2015. In parallel, the Commission and EMSA are preparing interpretative guidelines on some key areas of the directive in cooperation with the PRF subgroup. At its last meeting in October 2015, the group examined in particular the various applied fee systems for waste collection in the European ports in view of assessing the potential for harmonisation. In line with the long-standing ESPO view on the fee systems, the PRF group agreed that imposing one single fee system around Europe is not realistic nor justifiable and should no longer be on the revision agenda. ESPO is continuously following all developments on this file.

In addition, ESPO actively contributes to the work of a Correspondence Group set up by EU Member States, EMSA and the European Commission on **Places of Refuge**. In the course of the year, the group developed draft Operational Guidelines on how to deal with ships in need of assistance. The guidelines were welcomed by ESPO and industry stakeholders as a tool to enhance cooperation and exchange of information between the relevant authorities of the Member States. In September, ESPO joined a table top exercise in Malta where those operational guidelines were tested. The outcomes of the exercise will be further shaping the guidelines in the right direction. One of ESPO's long-standing concerns on places of refuge has been the adequacy of the liability and compensation regimes. These aspects are intentionally not included in the scope of the guidelines and are to be addressed separately by the Correspondence Group in the meetings to follow. To that end, the port of Rotterdam in cooperation with ESPO has recently commissioned a study to the Erasmus University. The aim is to investigate best practices from a port perspective when a request for a place of refuge is received and to provide insight on the functioning of the current compensation schemes on the basis of selected scenarios. The study is to be concluded by 15 November 2015 and will contribute towards the development of the ESPO view points in the debates to follow.

In 2014, the International Convention for the Safety of Life at Sea (SOLAS) was amended in view of introducing requirements regarding the **verification of the gross mass of packed containers before those are loaded on ships**. In addition, the International Maritime Organisation released in June 2014 "Guidelines regarding the verified gross mass of a container carrying cargo" that aims to establish a common approach for the implementation and enforcement of this SOLAS provision. The amended rule requires shippers to submit verified gross weight of containers before loading onto ships and sufficiently in advance to be used in the preparation of the ship stowage plan. Without such documents, relevant export containers shall not be loaded onto ships. The amended SOLAS will be effective by July 2016 and ESPO is monitoring any developments in relation to the implementation and enforcing practices at national level.

As part of ESPO's commitment to the **PORTOPIA** project on port performance indicators, the Marine Affairs Committee held a workshop on safety and security performance indicators in spring 2015. The aim was to reach an agreement on some key meaningful figures that ports could consider monitoring and reporting. The presented experiences of the ports in this field raised a lively and constructive debate. Overall, Members agreed that the monitoring of trends over time regarding nautical accidents in port waters would be a useful with added value for both the sector and individual ports. ESPO will be taking forward the outcomes of the workshop with the project consortium in view of implementing such an indicator on nautical accidents.

**“
The Cruise and Ferry Port Network is a major upgrade of
cruise and ferry ports representation towards the European
institutions.
”**

Stavros Hatzakos, chairman of ESPO Cruise and Ferry Port Network, 7 November 2014



6. Cruise and Ferry

In September 2014, ESPO established its Cruise and Ferry Port Network in cooperation with all the regional cruise port organisations, including Cruise Baltic, Cruise Britain, Cruise Europe, Cruise Norway and MedCruise. The network is the continuation of the previous ESPO passenger committee with an enlarged membership and is aimed at strengthening the voice of European cruise and ferry port authorities towards the European institutions.

The Cruise and Ferry Port Network met for the first time in January 2015 and has since then been working towards developing an ESPO Code of Practice for Cruise and Ferry Ports, continuing the respective work that has already started in the previous passenger committee. The initiative aims at bringing together practical experience of cruise and ferry ports in Europe and setting out recommendations for European ports accommodating passenger and cruise ships. To start this exercise, a survey was undertaken to map the main challenges cruise and ferry ports are facing. The survey was quite successful with 120 ports contributing. On that basis, five main topics were defined, namely: security, competition/cooperation, infrastructure, port-city relation and relationship with cruise and ferry lines. The work on this Code of Practice started in July 2015 and is due to be published in June 2016.

On 5 and 6 March 2015, the European Commission launched a Pan-European dialogue between cruise operators, ports and coastal tourism stakeholders as part of the Communication "A European Strategy for More Growth and Jobs in Coastal and Maritime Tourism". For ESPO, the pan-European dialogue and the idea of a co-operation platform bringing together the different interests of the sector represents an important step towards developing a strong and sustainable cruise industry in Europe. Moreover, it is in line with the agreement ESPO concluded in September 2014 with different regional cruise port organisations and which aims at outlining the concerns and challenges of the port authorities active in the cruise business and thus strengthening the voice of the cruise port authorities towards the EU institutions and policy makers. The dialogue is now to be continued at a regional level and ESPO will actively support this initiative and intervene whenever needed.

At the policy level, the Network has been mainly looking at the developments regarding the revision of the port reception facilities directive, the Regulation on Passengers' Rights, the new Visa package and the ongoing DG MOVE commissioned study on the security of cruise ports. The forthcoming year ESPO will continue to monitor all relevant EU policies and inform its Members on a regularly basis when new developments are at hand.



“ European ports are a dynamic environment and a huge source of employment in Europe. Social partners expressed today great expectations and strong commitments. I am determined to be a fair companion for them and maintain close dialogue. ”

Commissioner for Transport Violeta Bulc when meeting port social partners, 16 June 2015

7. Social Dialogue for Ports

Already for two years, the Sectoral Social Dialogue Committee for Ports (SSDCP) is successfully bringing together 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). The social dialogue jointly contributes not only to the improvement of working and living conditions for the people employed in the port sector but also on enhancing the competitiveness and productivity within EU ports. ESPO contributes to this committee by assisting and representing those port authorities that are employing port workers.

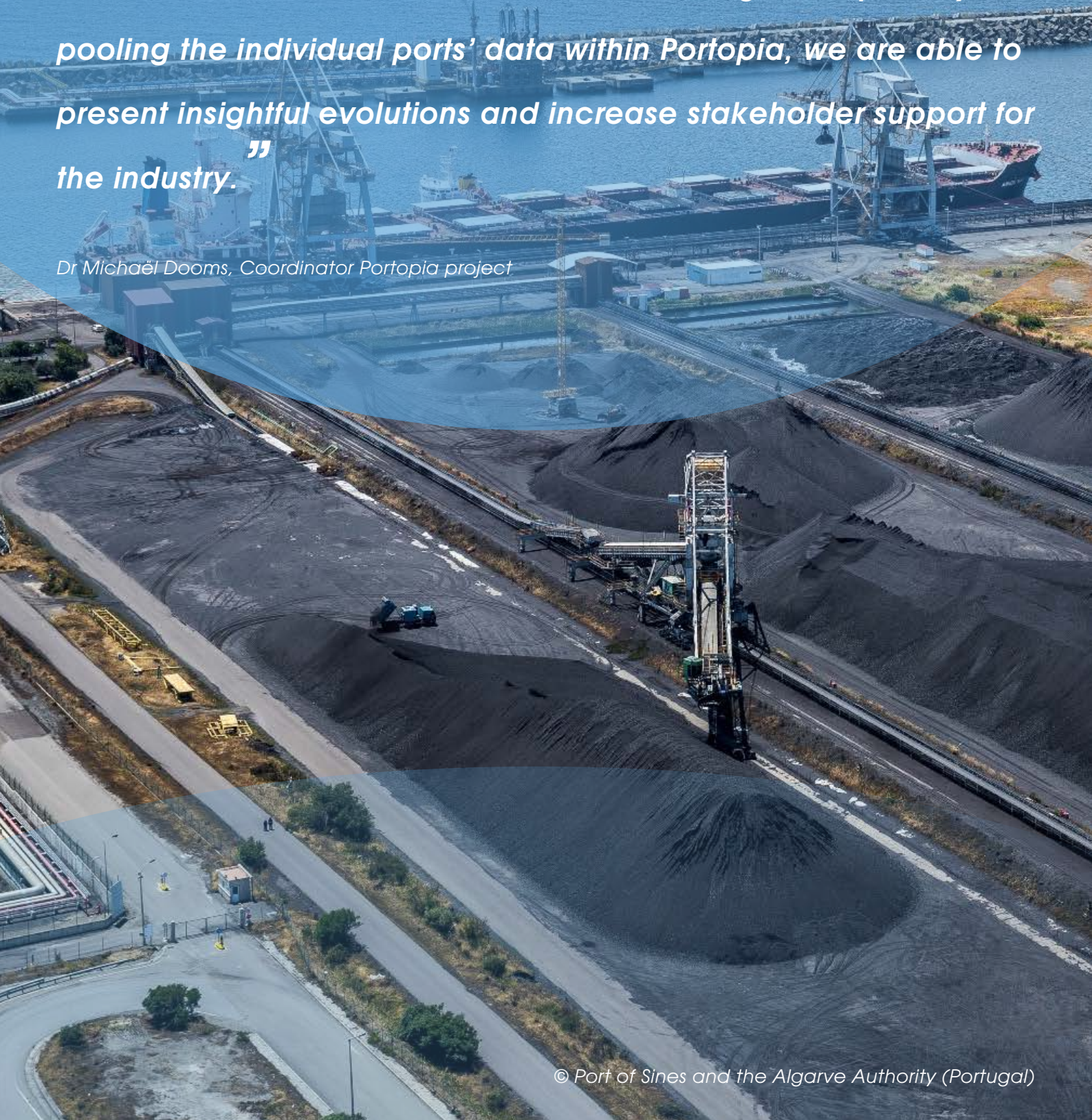
In October 2014, social partners agreed to explore possible actions on the issues surrounding training and qualification. The partners agreed to begin discussions on training guidelines in order to address current and future training needs in European ports. In addition, social partners discussed the ways in which female employment in ports could be promoted and supported. The social partners decided to develop recommendations to be applied at national, port and terminal level. ESPO will continue to engage in a constructive dialogue with the other social partners in order to implement these recommendations.

In December 2014, the social partners adopted the Work Programme of the Social Dialogue for 2015-2016. The new Work Programme focuses on occupational health and safety issues, training and qualifications, and the promotion of female employment in the sector. The partners agreed though to widen the scope of the agenda on a step-by-step approach to include other topics of relevance for the sector. Accordingly, social partners have established a Working Group on Health Safety whose aim is to discuss and collect best practices on reducing health and safety risks in relation to fumigation of containers and work on board of vessels.

In June 2015, Commissioner for Transport Violeta Bulc met with the social partners to discuss the achievements, current work, priorities and expectations of the Sectoral Social Dialogue Committee for Ports and to exchange views about the Commissioner's priorities regarding the port sector. The Commissioner stressed that European ports are a dynamic environment and a huge source of employment in Europe. She also expressed her determination to be a fair companion for them and to maintain close dialogue.

“
The Portopia project aims to deliver widely accepted industry performance indicators highlighting the EU ports' contribution to people, planet and prosperity. An example is the modal split evolution, which shows that based on a sample of leading EU ports, modal split in ports has improved the last 5 years with respectively 2,3% additional share for rail and 3,2% for barge transport. By pooling the individual ports' data within Portopia, we are able to present insightful evolutions and increase stakeholder support for the industry.
”

Dr Michaël Dooms, Coordinator Portopia project



8. Economic Analysis and Statistics

The EU co-funded project Portopia was this year again the main agenda point of the Economic Analysis and Statistics Committee of ESPO. This project aims to monitor and report key performance data for European ports and thus assist the industry in moving towards a more sustainable and competitive port system. As we will see in the next paragraphs, Portopia has been engaged in quite a few initiatives this year!

During the past year, Portopia developed an approach to collect, compare and monitor the figures of modal split of EU ports. Ports are enablers of sustainable transport and Portopia can support ports in providing evidence of this achievement. Rail shares in several ports analysed consistently outperform the country averages. The EU co-funded project also introduced ideas to develop a port traffic forecasting tool, which with a long-term perspective, may support ports in planning and justifying investments in infrastructure. Portopia further developed and tested a methodology to provide estimates of the socio-economic impact of ports, thereby enabling ports to calculate and report employment on a regular basis.

Furthermore, Portopia worked on the feasibility of port costs indicators by monitoring the evolution of port dues and of the average terminal handling costs over time for the EU port system. Not least, Portopia is in the process of developing a 'port users perceptions measurement' tool in the Portopia service cloud, aimed at bringing in users perspectives in the port performance evaluation.

In the area of environment, ESPO is in the context of Portopia monitoring the extent to which ports offer green services such as provision of LNG bunkering, Onshore Power Supply and Environmentally Differentiated Port Charges. For each of these three areas, a set of ten questions were developed which were subsequently integrated in the new version of the EcoPorts Self-Diagnosis Method and the data collection initiated.

After two years of intensive Portopia activity, there is a better understanding of the way to proceed in the next years to come. To further enhance its added value, Portopia intends to develop products and services on the basis of a set of stand-alone "dashboards" integrating multiple objectives of port cluster performance. ESPO is grateful for the continued support and effort of its Members in contributing to Portopia.

In the field of statistics, ESPO and Eurostat provided data to enable the port of Amsterdam to develop an APP on EU port data which can be used to compile and compare market shares of any selected port. The APP is available and free to download in the Android and Apple app stores with the name "Port data EU".



9. ESPO Award on Societal Integration

The 2014 edition of the ESPO Award on Societal Integration focused on Innovative Environmental Projects. Twenty projects from ports stemming from all over Europe competed for the award. In the run of the award ceremony, five projects were shortlisted: Huelva (Spain), Koper (Slovenia), Lisbon (Portugal), Marseille (France) and Rotterdam (the Netherlands). At the ESPO Award ceremony on 4 November 2014, the Jury under the Chairmanship of the former Member of the European Parliament, Dirk Sterckx, made its decision public. The Port of Koper received the ESPO Award in recognition of its work in creating a sustainable future for the port and its surroundings. Koper's project "No Waste, Just Resources!" aims to reduce the amount of waste through encouraging its reuse or reprocessing into environment-friendly materials, and includes such innovations as the use of paper mill sludge as an anti-dusting agent, the introduction of a heating system that uses recycled wood, the operation of the waste separation centre and composting plant and the reuse of marine silt as a construction material.

The theme of the 2015 edition of this competition is Relationship with Schools and Universities and addresses projects that seek to constructively engage local schools and universities with the work of the port for the benefit of the wider community. The winner of the seventh ESPO Award will be announced during the Award Ceremony and Port Night taking place on 10 November in Brussels.

10. ESPO Conference in Athens: "No ports, no energy; No energy, no ports"

On 21 and 22 May 2015, ESPO held its annual conference in Athens, kindly hosted by the Port of Piraeus. The theme of this years' conference was "no ports, no energy; no energy, no ports". Quite a topical issue, since on 25 February 2015, the European Commission presented its Energy Union Package, which sets out a strategy for a resilient Energy Union with a forward looking climate change policy. Moreover, presently 40 % of all commodities handled in European ports are sources of energy. Ports also accommodate vital clusters of industry in which energy plays a very important role.

Taking these facts into account, European Commission Officials, Members of the European Parliament, Ministers, Top Managers of European ports and representatives of major players of the maritime business came together to discuss a number of interesting questions on ports and energy such as: What are the most realistic energy scenarios and how will these affect transport, ports and port industries? How can ports respond to and benefit from these developments? How will the shift to alternative energies in maritime transport and other transport modes affect ports? To what extent can Europe's decarbonisation agenda bring new business for ports? How can ports enhance the energy security in Europe? How can they improve their energy efficiency?

In addition, the conference also shed its light on the port regulation and its latest state of play. In the debate held at the ESPO conference, all speakers - Commission, Members of the European Parliament and ports - generally expressed the wish to find an agreement on the text of the port regulation.

Overall, this years' conference can be called a real success. Over 300 people participated in the conference, which led at times to very interesting discussions. The 13th edition of the ESPO conference will take place in Dublin on 2 and 3 June 2016. The conference will look into ways to improve the efficiency of maritime transport and ports, this from different angles: how to remove the remaining barriers in maritime transport? How to set the digital agenda for ports? How can ports benefit from new trade agreements?



11. ESPO Structure and Membership

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

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

The General Assembly sets the overall policy of the organisation and meets twice a year. It elects the Chairman and two Vice-Chairmen. For the period 2014-2016, ESPO is chaired by Santiago Garcia-Mila (Spain), assisted by Vice-Chairmen Eamonn O'Reilly (Ireland) and Annaleena Mäkilä (Finland).

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 committees, each having a different chairman:

- **Port Governance**, chaired by Mr Victor Schoenmakers, Port of Rotterdam;
- **Intermodality, Logistics and Industry**, chaired by Mr Wolf von der Mosel, Port of Hamburg;
- **Sustainable Development**, chaired by Ms Ellen Kaasik, Port of Tallinn;
- **Marine Affairs**, chaired by Mr Kevin Gregory, Port of London;
- **Trade Facilitations, Customs and Security**, chaired by Mr Txaber Goiri, Port of Bilbao;
- **Economic Analysis and Statistics**, chaired by Mr Oliviero Giannotti, Assoport.

In addition, there are three policy networks:

- **Legal Advisory**, chaired by Ms Isabelle Van Vooren, Port of Ghent;
- **Ferry and Cruise Port**, chaired by Mr Stavros Hatzakos, Port of Piraeus;
- **Labour and Operations**, chaired by Mr Patrik Aman, Port of Norrköping.

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), Martina Fontanet and Antonis Michail (Senior Advisors), Eugenio Quintieri and Laurens Schautteet (Policy Advisors), Cécile Overlau (Events and Office Manager, PA), Hélène Vancompernelle (Management and Communication Assistant) and Jeanette Voosen (Consulting Accountant). ESPO also shares a joint office with the European Federation of Inland Ports (EFIP), which since September 2015 is led by Alexander Van den Bosch.





12. Overview of ESPO Activities in 2014-2015

Events organised, co-organised or supported:

- ESPO 2015 Conference – 21-22 May 2015, Athens
- ESPO Seminar on Financial Instruments – 30 January 2015, Brussels
- ESPO 2014 Award Ceremony – 4 November 2014, Brussels
- GreenPort Congress 2014, 15-16 October 2014, Barcelona

Publications:

- European Ports Work, 1st & 2nd edition
- ESPO Map
- ESPO 2015 Award Brochure

Policy input:

- 2015-07-10 ESPO EFIP position paper on the birds and habitats directives
- 2015-05-21 ESPO's position on the review of the 2011 Transport White Paper
- 2015-04-30 ESPO and other transport associations Common Open Letter on Athens Declaration (Short Sea Shipping)
- 2015-03-11 ESPO and 13 transport associations Joint Statement on shifting CEF money to EFSI
- 2014-12-19 ESPO-FEPORT-IDC-ETF Joint Statement on Social Dialogue
- 2014-10-29 Social Dialogue on Training and Qualifications
- 2014-10-29 Social Dialogue on Women's Employment

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

Briten und Spanier hadern mit EU-Hafenreform

Berichterstatter stößt im Verkehrsausschuss des Europäischen Parlaments auf Vorbehalte

Wären wir nicht noch nicht über all zu einem Ergebnis gekommen, ist es ein klarer Rückschlag für die Kommission. Die Berichterstatterin des Europäischen Parlaments, die spanische Abgeordnete, hat im Verkehrsausschuss des Europäischen Parlaments am 20. Juni 2014 einen Bericht über die Hafenreform vorgelegt. In dem Bericht wird die Reform als ein wichtiger Schritt in der Entwicklung der europäischen Hafeninfrastruktur angesehen, aber es gibt auch einige Vorbehalte. Die Berichterstatterin hat die Kommission aufgefordert, die Reform zu überarbeiten und die Interessen der Mitgliedstaaten zu berücksichtigen.



Die Berichterstatterin hat die Kommission aufgefordert, die Reform zu überarbeiten und die Interessen der Mitgliedstaaten zu berücksichtigen. Sie hat auch die Kommission aufgefordert, die Reform zu überarbeiten und die Interessen der Mitgliedstaaten zu berücksichtigen.

Europas Häfen erheben die Stimme

INFRASTRUKTUR Die europäischen Häfen an der Küste und im Binnenland machen auf sich aufmerksam. Gerade jetzt, da die Themen Infrastruktur und -finanzierung im Vordergrund stehen, unterstreichen ihre Interessenverbände Espo (See-) und Eipf (Binnenhäfen) die prominente Rolle der Ports in den Trans-europäischen Verkehrsnetzen (TEN-T). Um diese Rolle zu spielen, seien gewaltigen Investitionen notwendig. Das, so die unternehmensweitige Forderung, müsse sich in entsprechender finanzieller Infrastrukturförderung durch die EU niederschlagen. (wul)

Flows

"Plan-Juncker mag niet ten koste gaan van TEN-T en havens"

ESPO heeft zijn bedenkingen bij het Plan-Juncker. Het alvord de Commissievoorzitter voorgestelde Europees Fonds voor Strategische Investigingen zou wel eens ten koste kunnen gaan van haveninvesteringen in TEN-T-verbinding.

Oms de Europese economie weer op het groeispoor te krijgen heeft Juncker een plan op tafel gelegd voor een groot scheps investeringprogramma van 315 miljard euro. Maar bij de Europese Ports Organization (ESPO) heeft men wel wat vragen bij het voorzitter Europees Fonds voor Strategische Investigingen (EF-SI).

ESPO maakt zich bij recente van secretaris generaal Isabelle Hyseler zorgen over de impact die het Plan-Juncker kan hebben op andere financiële instrumenten, in het bijzonder die welke de Europese Unie inzet voor haveninvesteringen in de infrastructuur.

Juncker voornit in zijn plan voor meer in over garantstelling voor de noodzakelijke projecten.

LOS MÁXIMOS REPRESENTANTES DE LA ESPO SE REÚNEN CON LA COMISARIA

YOLVER LIETADO

MEMORIAL, REDACCIÓN 2010/015

El presidente de la Asociación Europea de Puertos (ESPO), Santiago García-Milà, los vicepresidentes de la entidad, Eimonn O'Keefe y Annelena Makká, y su secretaria general, Isabelle Rykkob, mantuvieron ayer lunes un primer encuentro formal con la nueva comisaria europea de Transporte, Violeta Bulc, en el transcurso del cual quedó patente la importancia de los puertos Europeos.

García-Milà indicó a la comisaria que las autoridades portuarias europeas presionan de la clarificación de las políticas para lograr éxito en los intercambios comerciales, y para cumplir con los diversos retos que imponen la sociedad y los mercados.

En este sentido, se insistió en que, a pesar de la importancia de las autoridades portuarias europeas, una mayor autonomía -a través comercial, financiera o de organización, les permitiría para mejorar y hacer frente a los retos del futuro.

Según la ESPO, los puertos europeos funcionan: crean puestos de trabajo en el sector del transporte multimodal, hacen que la economía funcione y ofrecen crecimiento en el entorno.

Tanto los representantes de la ESPO como la propia comisaria intercambiaron puntos de vista sobre los retos a que se enfrentan actualmente los puertos, y el papel vital que desempeñan para la economía y el crecimiento de Europa. En este sentido, desde la ESPO se subrayó que los puertos europeos son los verdaderos impulsores de la prosperidad económica, más allá de ser un lugar donde los buques simplemente se cargan y descargan.

Asimismo, García-Milà presentó a Bulc los seis puntos del memorándum de la entidad que precisa, que incluye recomendaciones al Parlamento y a la propia Comisión y la reafirmación de la posición de la ESPO respecto a la propuesta de modificación de la normativa portuaria.

Sobre este último punto, los representantes de la Asociación se refirieron a la plena autonomía en la fijación de derechos y requisitos mínimos para los servicios portuarios, la garantía de transparencia financiera en los puertos que reciben financiación pública, la necesidad de dotar de una orientación clara sobre las ayudas estatales para las inversiones portuarias.

Según García-Milà, "La Comisión ha dado importantes pasos hacia una regulación más realista y viable. Sin embargo, al permitir que los Estados miembros decidan sobre sí dar o no más autonomía a los puertos, se corre el riesgo de socavar aún más la igualdad de condiciones entre los puertos europeos". En este sentido, Europa, como ya presiona igualmente la propia Comisión y ha sido apoyado en el Parlamento Europeo. Hemos pedido a la señora Bulc que nos dé su apoyo en este asunto".

Espo formuliert Ansprüche an die EU-Politik

Hafenlobby greift in Weißbuch-Debatte ein

SEEHÄFEN Vor dem Hintergrund der Revision des EU-Weißbuchs hat die Organisation der europäischen Seehäfen (Espo) ihre Forderungen für die Ports formuliert. In einem Positionspapier hebt sie hervor, dass die im Weißbuch-Text aus dem Jahr 2011 formulierten Leitlinien für die Häfen immer noch von großer Wichtigkeit sind. Espo pocht auf drei Prioritäten für die Seehäfen, die nicht von ihrer Bedeutung im Verkehrspolitik und Koordinationspolitik der Union, zweites: eine langfristige Vision des Gesetzgebers und drittes: eine EU-Verkehrspolitik, die nie den internationalen Kontext aus dem Auge verliert.

Als Beispiele für die Herausforderungen, vor denen die Ports stehen, merkt Espo unter anderem die im Weißbuch-Text erwähnten Schiffe und die Anpassung der Hinterlandinfrastruktur an die Riesenschiffe. (wul)

Das Positionspapier: www.espo.be

RADIO PORT

Trabaja portuario, marítimo y logístico

11 noviembre 2014 210 VERTIAS

SANTIAGO GARCÍA-MILÀ REELECIDO PRESIDENTE DE LA EUROPEAN SEA PORTS ORGANIZATION (ESPO)

RADIO PORT

Trabaja portuario, marítimo y logístico

11 junio 2013 416 VERTIAS

LA ESPO RECONOCE AL PUERTO DE VIGO SU LABOR MEDIOAMBIENTAL.

El Presidente de la Autoridad Portuaria de Vigo, Ignacio López-Chaves, recibió este miércoles de manos de la Secretaria General de la European Ports Organization, Isabelle Rykkob, la renovación de la certificación que acredita la defensa del medio ambiente que está llevando el puerto vigués.

Se trata de la Port Environmental Review System o certificación ambiental específica de Puertos PEIRS de la Unión Europea, el máximo reconocimiento concedido a través de la ESPO y ECOPORTS, que la terminal viguesa ya recibió en junio de 2012, convalidado con la 1ª edición de la Green Energy Ports Coalberoo.





13. Overview of ESPO Membership

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Belgium	none	Eddy Bruyninckx (Antwerp Port Authority)	Guy Janssens
		Guy Janssens (Antwerp Port Authority)	
		Toon Tessier (Antwerp Port Authority)	
		Joachim Coens (Port Authority of Bruges-Zeebrugge)	
		Patrick Van Cauwenberghe (Port Authority of Bruges-Zeebrugge)	
		Daan Schalck (Port of Ghent)	
Bulgaria	Bulgarian Ports Infrastructure Company	Stefan Neychev (Bulgarian Ports Infrastructure Company)	Angel Zaburtov
		Vladimir Todorov (Bulgarian Ports Infrastructure Company)	
		Angel Zaburtov (Bulgarian Ports Infrastructure Company)	
Croatia	Croatian Ports Association	Milan Blaževski (Port of Split Authority)	Svemir Zekulic (Port of Ploče Authority)
		Nina Perko (Ministry of Maritime Affairs, Transport and Infrastructure)	
		Vlado Mezak (Port of Rijeka Authority)	
Cyprus	Cyprus Ports Authority (CPA)	Efychia Christodoulou (CPA)	
		Anthia Klerides (CPA)	
		Alecos Michaelides (CPA)	
Denmark	Danish Ports	Jakob Flyvbjerg Christensen (Port of Aarhus)	Gitte Lillelund Bech (Danish Ports Association)
		Peter Maskell (Copenhagen Malmö Port AB)	
		Thomas Elm Kampmann (Port of Koge)	
Estonia	none	Ellen Kaasik (Port of Tallinn)	Erik Ringmaa
		Erik Ringmaa (Port of Tallinn)	
		NN	
Finland	Finnish Port Association	Henry Lindelöf (Finnish Port Association)	Annaleena Mäkilä
		Annaleena Mäkilä (Finnish Port Association)	
		Kimmo Mäki (Port of Helsinki)	
France	Union des Ports de France (UPF)	Bernard Mazuel (Union des Ports de France)	Bernard Mazuel
		Mériadec Le Mouillour (CCI de Brest)	
		Stéphane Raison (Grand Port Maritime de Dunkerque)	
		Hervé Martel (Port du Havre)	
		Christine Cobau-Woerhel (Grand Port Maritime de Marseille)	
		Nicols Occis (Grand Port Maritime de Rouen)	
Germany	none	Bettina Linkogel (Ministry of Economics and Ports, Bremen)	Bernhard Zampolin
		Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony)	
		Jens Zingler (Ministry for Energy, Infrastructure and Regional Development - Mecklenburg Vorpommern)	
		Bernhard Zampolin (Hamburg Port Authority)	
		Bernd Unger (Ministry for Economy, Work and Transport - VII 44)	
Greece	Hellenic Ports Association - ELIME	George Kastellanos (Hellenic Ports Association - ELIME)	Stavros Hatzakos
		Stavros Hatzakos (Piraeus Port Authority SA)	
		Dimitris Makris (Port of Thessaloniki)	
Ireland	Irish Ports Association	Brendan Keating (Port of Cork Company)	Eamonn O'Reilly
		Eamonn O'Reilly (Dublin Port Company)	
		NN	
Italy	Associazione Porti Italiana - Assoportì	Pasqualino Monti (Assoportì)	Pasqualino Monti
		Paolo Ferrandino (Assoportì)	
		Oliviero Giannotti (Assoportì)	
Latvia	none	Irina Gorbatikova (Freeport of Riga Authority)	Leonids Loginovs
		Leonids Loginovs (Freeport of Riga Authority)	
		Inita Luna (Freeport of Riga Authority)	
Lithuania	none	Adomas Alekna (Klaipėda State Seaport Authority)	Arturas Drungilas (Klaipėda State Seaport Authority)
		Arvydas Vaiškus (Klaipėda State Seaport Authority)	
		NN	
		NN	
Malta	Authority for Transport Malta	Jason Bongailas (Authority for Transport in Malta)	David Bugeja
		David Bugeja (Authority for Transport in Malta)	
		NN	

Country	National Port Body	General Assembly Representative	Executive Committee Representative
The Netherlands	none	Dertje Meijer (Port of Amsterdam)	Wilko Tjisse Claase (Port of Amsterdam)
		Harm D. Post (Groningen Seaports)	
		Ferdinand van den Oever (Havenschap Moerdijk)	
		Allard S. Castelein (Port of Rotterdam)	
Norway	Norwegian Ports	Jan Lagasse (Zeeland Seaports)	Arnt-Einar Litsheim
		Arnt-Einar Litsheim (Norwegian Ports Association)	
Poland	none	Ingvar M. Mathisen (Port Authority of Bodø)	Krzysztof Gromadowski (Port of Gdynia Authority SA)
		Dag Sem (Port of Oslo)	
Portugal	APP - Association Ports of Portugal	Doroa Raben (Port of Gdansk)	Vitor Caldeirinha
		Janusz Jarosinski (Port of Gdynia Authority SA)	
		Zbigniew Miklewicz (Port of Szczecin-Swinoujscie)	
Romania	none	Marta Alves (Aveiro Port Authority – representing Portuguese Port Association)	Valeriu Nicolae Ionescu
		Vitor Caldeirinha (APP)	
		Marina Joāo Ferreira (Port of Lisbon)	
		Ambroziu Duma (National Company "Maritime Ports Administration" SA Constantza)	
		George Gabriel Visan (National Company "Maritime Ports Administration" SA Constantza)	
Slovenia	Luka Koper	Valeriu Nicolae Ionescu (Maritime Ports Administration SA)	Maša Certalic (Luka Koper)
		Carmen Costache (National Company "Maritime Danube Ports Administration" Galati/APDM)	
		Luigi Marius Ciubrei (National Company "Maritime Danube Ports Administration" Galati/APDM)	
		Boris Jerman (Luka Koper)	
Spain	Puertos del Estado	NN	Nuria Gaiton Redondo (Puertos del Estado)
		NN	
		José Llorca Ortega (Puertos del Estado)	
		José Luis Hormaechea Escos (Port Authority of Algeciras Bay)	
Sweden	Ports of Sweden	Santiago Garcia-Milà (Port Authority of Barcelona)	Mikael Castanius
		Ramón Gomez-Ferrer Boldova (Port Authority of Valencia)	
		Mikael Castanius (Ports of Sweden)	
United Kingdom	British Ports Association / UK Major Ports Group	Magnus Karestedt (Port of Göteborg AB)	Theresa Crossley and David Whitehead OBE (Alternate)
		Lennart Petterson (CL Petterson AB Ltd)	
		Richard Ballantyne (British Ports Association)	
		David Whitehead OBE (British Ports Association)	
		Paul Davey (Hutchison Ports (UK) Ltd / Port of Felixstowe)	
		Theresa Crossley (UKMPG)	

Observer Members

Country	National Port Body	General Assembly Representative
Israel	Israel Ports Company	Dov Frohlinger (Israel Ports- Development and Assets Co., Ltd)

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12. Market Development in Figures

The statistical section of this Annual Report has been prepared by Prof. Dr. Theo Notteboom of the University of Antwerp / Institute of Transport and Maritime Management Antwerp (ITMMA) with support from Indra Vonck. The statistics in tonnes are based on figures of Eurostat kindly made available by Mr. Vidar Lund. Eurostat data are as of 28 October 2015. Data for French ports are provisional. Container statistics are compiled by ITMMA based on port authority statistics and statistics provided by organisations such as Puertos del Estado, Finnish Ports Association.



Liquid bulk traffic for selected European ports (1000 tonnes)

		2011	2012	2013	2014	Growth 2013/2014	Growth 2012/2014	
BELGIUM	Antwerp	45 401	44 367	58 606	62 378	6,4%	37,4%	
	Ghent	4 450	3 977	3 871	3 397	-12,2%	-23,7%	
	Zeebrugge	6 202	5 552	4 683	4 391	-6,2%	-29,2%	
	Ostend	n.a	n.a	n.a	n.a	n.a	n.a	
	TOTAL SELECTED PORTS	56 053	53 895	67 159	70 166	4,5%	25,2%	
BULGARIA	Burgas	9 280	10 467	10 853	10 162	-6,4%	9,5%	
	Varna	1 214	1 131	1 400	1 156	-17,4%	-4,7%	
	TOTAL SELECTED PORTS	10 494	11 598	12 253	11 318	-7,6%	7,9%	
CROATIA	Bakar	1 593	1 868	1 885	1 966	4,3%	23,4%	
	Omišalj	4 796	4 191	4 454	3 394	-23,8%	-29,2%	
	Ploče	436	463	328	282	-13,9%	-35,3%	
	TOTAL SELECTED PORTS	6 824	6523	6667	5643	-15,4%	-17,3%	
CYPRUS	Dekeleia (Dhekelia)	563	801	427	369	-13,7%	-34,5%	
	Larnaca (Larnaka) Oil Terminal	1 097	1 047	931	915	-1,7%	-16,6%	
	Vasiliko (Vasiliko)	587	372	610	649	6,4%	10,4%	
	TOTAL SELECTED PORTS	2248	2220	1968	1933	-1,8%	-14,0%	
DENMARK	Aabenraa	400	195	396	183	-53,8%	-54,2%	
	Aalborg	1 245	779	716	1 176	64,2%	-5,6%	
	Århus	1 507	1 428	1 483	1 425	-3,9%	-5,5%	
	Esbjerg	566	606	513	708	38,0%	25,0%	
	Fredericia (Og Shell-Havnen)	9 769	8 744	8 405	7 169	-14,7%	-26,6%	
	København Havn	1 875	1 747	1 970	1 629	-17,3%	-13,1%	
	Statol-Havnen	6 814	7 547	7 441	7 123	-4,3%	4,5%	
	TOTAL SELECTED PORTS	22177	21047	20924	19413	-7,2%	-12,5%	
	ESTONIA	Tallinn	26 008	19 100	18 745	18 768	0,1%	-27,8%
		Vene-Balti	787	1 287	1 087	1 311	20,6%	66,6%
TOTAL SELECTED PORTS		26795	20387	19832	20079	1,2%	-25,1%	
FINLAND	Hamina/Kotka	3 040	3 403	2 967	3 041	n.a	0,0%	
	Kemi	578	589	513	463	-9,7%	-19,9%	
	Kokkola	1 211	873	819	601	-26,7%	-60,4%	
	Naanfali	4 408	3 766	4 206	3 851	-8,4%	-12,6%	
	Oulu	1 383	1 362	1 269	1 292	1,8%	-6,6%	
	Pori	744	681	723	734	1,5%	-1,4%	
	Sköldvik	22 139	23 207	23 108	22 423	-3,0%	1,3%	
	TOTAL SELECTED PORTS	33503	33883	33604	28300	-15,8%	-15,5%	
FRANCE	Bayonne	631	235	229	348	52,1%	-44,8%	
	Bordeaux	4 971	4 780	4 185	5 075	21,3%	2,1%	
	Brest	879	998	379	409	8,0%	-53,5%	
	Dunkerque	8 082	6 181	5 695	5 655	-0,7%	-30,0%	
	Fort-de France (Martinique)	1 187	1 487	1 213	1 495	23,3%	25,9%	
	Guadeloupe (Guadeloupe)	707	629	694	616	-11,3%	-12,8%	
	La Rochelle	2 638	2 823	1 450	2 871	98,0%	8,8%	
	Le Havre	41 388	36 502	39 080	37 904	-3,0%	-8,4%	
	Lorient	969	938	470	337	-28,3%	-65,2%	
	Marseille	62 660	56 053	49 452	47 544	-3,9%	-24,1%	
	Nantes Saint-Nazaire	19 590	18 715	16 168	16 859	4,3%	-13,9%	
	Port-la-Nouvelle	1 014	1 050	1 020	1 005	-1,5%	-0,8%	
	Port Réunion (ex Pointe-des-Galets) (Réunion)	832	784	741	783	5,7%	-5,9%	
	Rouen	10 200	7 906	7 265	9 105	25,3%	-10,7%	
Sète	1 767	1 443	1 201	1 241	3,3%	-29,8%		
TOTAL SELECTED PORTS	157516	140525	129242	131249	1,6%	-16,7%		
GERMANY	Bremen	1 237	1 144	1 344	1 399	4,1%	13,2%	
	Brunsbüttel	4 855	5 128	4 889	5 077	3,8%	4,6%	
	Bützfleth	2 016	2 336	2 324	2 565	10,3%	27,3%	
	Emden	883	1 107	1 027	976	-5,0%	10,5%	
	Hamburg	14 053	14 014	14 541	14 237	-2,1%	1,3%	
	Nordenham	233	138	154	127	-18,0%	-45,6%	
	Rostock	3 350	3 213	2 954	3 557	20,4%	6,2%	
	Wilhelmshaven	20 746	22 815	19 150	19 419	1,4%	-6,4%	
TOTAL SELECTED PORTS	47372	49895	46384	47358	2,1%	-0,0%		

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
GREECE	Agii Theodori	19 220	21 220	21 586	22 996	6,5%	19,6%
	Eleusina	7 727	8 214	11 342	11 558	1,9%	49,6%
	Heraklio	642	452	554	424	-23,5%	-34,0%
	Lavrio	n.a	551	n.a	n.a	n.a	n.a
	Megara	6 349	8 933	8 918	9 224	3,4%	45,3%
	Perama	1 906	1 688	1 239	1 766	42,5%	-7,3%
	Piraeus	420	395	410	359	-12,4%	-14,4%
	Rhodes	n.a.	n.a.	n.a.	n.a.	n.a.	n.a
	Thessaloniki	6 122	6 562	5 180	5 742	10,9%	-6,2%
	TOTAL SELECTED PORTS	42387	48016	49231	52069	5,8%	22,8%
IRELAND	Bantry Bay	1 403	3 261	1 469	1 311	-10,7%	-6,5%
	Cork	5 121	5 200	5 047	4 941	-2,1%	-3,5%
	Dublin	3 612	3 444	3 502	3 635	3,8%	0,6%
	Galway	487	415	409	398	-2,7%	-18,4%
	Limerick	1 130	1 097	1 081	1 001	-7,4%	-11,4%
	TOTAL SELECTED PORTS	11754	13417	11507	11286	-1,9%	-4,0%
ITALY	Augusta	24 496	24 650	23 184	22 156	-4,4%	-9,6%
	Barletta	335	276	337	328	-2,8%	-2,2%
	Brindisi	2 626	2 506	2 387	2 992	25,4%	13,9%
	Cagliari	482	1 247	1 784	1 756	-1,5%	264,0%
	Catania	536	221	18	39	114,0%	-92,7%
	Civitavecchia	1 053	1 469	1 679	1 272	-24,2%	20,8%
	Falconara Marittima	5 077	3 744	3 219	4 894	52,0%	-3,6%
	Fiumicino	6 086	4 928	2 556	2 481	-2,9%	-59,2%
	Gaeta	2 317	2 070	2 214	1 782	-19,5%	-23,1%
	Gela	8 150	3 906	2 496	2 398	-3,9%	-70,6%
	Genova	18 113	18 032	17 631	17 426	-1,2%	-3,8%
	La Spezia	2 970	1 541	625	690	10,4%	-76,8%
	Lipari	1 718	1 664	1 664	1 480	-11,0%	-13,9%
	Livorno	5 822	6 975	8 057	8 054	-0,0%	38,3%
	Milazzo	14 780	14 747	14 318	13 695	-4,4%	-7,3%
	Napoli	5 347	5 165	5 461	5 464	0,1%	2,2%
	Ortona	909	857	828	777	-6,1%	-14,5%
	Other - Italy	n.a	n.a	n.a	n.a	n.a	n.a
	Palermo	1 780	1 861	1 827	1 826	-0,1%	2,6%
	Porto Foxi	25 195	24 629	24 786	20 805	-16,1%	-17,4%
	Porto Torres	1 551	958	787	946	20,2%	-39,0%
	Portovesme	170	150	70	82	17,5%	-51,6%
	Ravenna	5 646	5 385	4 856	4 992	2,8%	-11,6%
Santa Panagia	12 368	12 158	10 458	9 261	-11,5%	-25,1%	
Savona - Vado	7 537	6 813	7 294	5 829	-20,1%	-22,7%	
Taranto	7 235	5 902	4 137	4 145	0,2%	-42,7%	
Trieste	29 158	28 984	33 473	33 669	0,6%	15,5%	
Venezia	10 963	9 557	9 496	6 367	-32,9%	-41,9%	
TOTAL SELECTED PORTS	202444	190393	185642	175605	-5,4%	-13,3%	
LATVIA	Liepaja	565	432	391	359	-8,2%	-36,6%
	Riga	7 746	7 904	7 082	10 145	43,2%	31,0%
	Ventspils	15 037	15 037	16 092	14 891	-7,5%	-1,0%
	TOTAL SELECTED PORTS	23348	23373	23565	25394	7,8%	8,8%
LITHUANIA	Bute	8 933	8 519	8 967	7 332	-18,2%	-17,9%
	Klaipeda	11 049	10 227	8 776	7 893	-10,1%	-28,6%
TOTAL SELECTED PORTS	19981	18746	17743	15225	-14,2%	-23,8%	
MALTA	Malta (Valletta)	523	433	367	246	-32,9%	-52,9%
	Marsaxlokk	1 097	1 078	880	715	-18,8%	-34,9%
	TOTAL SELECTED PORTS	1620	1511	1247	961	-23,0%	-40,7%
NETHERLANDS	Amsterdam	38 613	43 508	43 359	44 923	3,6%	16,3%
	Moerdijk	2 205	1 985	1 889	1 524	-19,3%	-30,9%
	Rotterdam	193 975	210 461	200 167	196 661	-1,8%	1,4%
	Terneuzen	6 139	7 134	7 570	9 350	23,5%	52,3%
	Velsen/IJmuiden	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	3 019	3 110	2 949	2 151	-27,1%	-28,8%
	Vlissingen	5 409	4 391	5 371	5 331	-0,7%	-1,4%
TOTAL SELECTED PORTS	249398	270590	261305	259941	-0,5%	4,2%	
NORWAY	Ålesund	435	547	556	528	-5,0%	21,6%
	Bergen	47 387	46 681	46 988	37 756	-19,6%	-20,3%
	Bremanger	3 583	3 421	2 766	3 037	9,8%	-15,3%
	Florø/Flora	497	586	674	813	20,7%	63,6%
	Fredrikstad/Sarpsborg	989	1 061	1 018	933	-8,3%	-5,7%
	Kristiansund N/Grip	2 471	2 379	2 396	2 594	8,2%	5,0%
	Molde	4 194	4 206	3 881	3 405	-12,3%	-18,8%
	Oslo	2 075	2 123	2 091	1 993	-4,7%	-4,0%
	Tønsberg/Slagenfjorden/Valløy	10 169	9 066	9 680	9 740	0,6%	-4,2%
	Trondheim/Flakk	643	568	719	741	3,0%	15,3%
TOTAL SELECTED PORTS	72442	70638	70769	61538	-13,0%	-15,1%	
POLAND	Gdansk	11 237	11 031	11 366	12 613	11,0%	12,2%
	Gdynia	1 116	722	567	724	27,6%	-35,1%
	Swinoujscie	1 283	1 287	1 424	1 588	11,5%	23,8%
	Szczecin	910	897	1 040	1 045	0,5%	14,8%
TOTAL SELECTED PORTS	14547	13937	14397	15970	10,9%	9,8%	

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
PORTUGAL	Aveiro	1 033	984	1 032	1 124	8,9%	8,9%
	Leixões	7 506	7 048	7 825	7 801	-0,3%	3,9%
	Lisboa	1 894	1 743	1 642	1 467	-10,7%	-22,6%
	Setúbal	628	558	467	384	-17,8%	-38,9%
	Sines	16 151	16 276	19 706	18 077	-8,3%	11,9%
	TOTAL SELECTED PORTS	27212	26609	30672	28853	-5,9%	6,0%
ROMANIA	Constanța	5 334	4 324	4 716	5 532	17,3%	3,7%
	Midia	4 706	4 910	5 172	6 338	22,5%	34,7%
	TOTAL SELECTED PORTS	10040	9234	9889	11870	20,0%	18,2%
SLOVENIA	Koper	2 784	3 078	2 907	3 009	3,5%	8,1%
	TOTAL SELECTED PORTS	2784	3078	2907	3009	3,5%	8,1%
SPAIN	Algeciras	25 493	25 184	24 950	25 300	1,4%	-0,8%
	Avilés	523	598	637	611	-4,1%	16,8%
	Barcelona	10 693	10 426	10 398	13 924	33,9%	30,2%
	Bilbao	17 861	15 061	15 761	16 345	3,7%	-8,5%
	Cartagena	17 863	24 215	23 724	25 930	9,3%	45,2%
	Castellón	7 694	7 313	7 848	8 396	7,0%	9,1%
	Ceuta	1 022	984	811	767	-5,4%	-25,0%
	Ferrol	2 678	2 297	2 531	2 659	5,1%	-0,7%
	Gijón	1 039	957	792	865	9,1%	-16,8%
	Huelva	21 681	22 921	21 508	21 729	1,0%	0,2%
	La Coruña	6 645	7 208	6 561	6 256	-4,6%	-5,9%
	Las Palmas	4 981	4 518	4 627	4 823	4,2%	-3,2%
	Motril	1 273	1 191	1 121	1 145	2,1%	-10,0%
	Palma Mallorca	1 578	1 519	1 425	1 447	1,6%	-8,3%
	Santa Cruz de Tenerife	7 261	7 507	6 477	5 736	-11,4%	-21,0%
	Tarragona	18 767	19 088	17 968	19 429	8,1%	3,5%
	Valencia	4 530	3 664	4 154	5 184	24,8%	14,4%
	TOTAL SELECTED PORTS	151580	154651	151294	160545	6,1%	5,9%
SWEDEN	Bergs Oljehamn	980	987	912	885	-2,9%	-9,7%
	Brofjorden Preemraff	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Gävle	1 710	1 541	1 927	1 715	-11,0%	0,3%
	Göteborg	21 351	22 810	20 892	18 970	-9,2%	-11,2%
	Helsingborg	822	767	773	758	-1,9%	-7,7%
	Karshamn	2 062	2 029	1 672	2 209	32,1%	7,1%
	Malmö	2 686	3 446	2 949	2 129	-27,8%	-20,7%
	Nynäshamn (ports)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Oxelösund (ports)	904	653	1 187	1 411	18,9%	56,1%
	Skellefteå	591	566	592	553	-6,6%	-6,5%
	Stenungsund (Ports)	2 698	2 698	2 700	3 326	23,2%	23,3%
	Stockholm	584	504	547	2 497	356,3%	327,9%
	Sundsvall	715	539	559	649	16,1%	-9,2%
	Västerås	467	444	494	479	-3,0%	2,6%
	TOTAL SELECTED PORTS	35570	36985	35203	35582	1,1%	0,0%
UNITED KINGDOM	Aberdeen	1 891	2 041	1 985	1 973	-0,6%	4,3%
	Belfast	2 078	2 151	2 166	2 093	-3,3%	0,7%
	Bristol	1 890	2 101	2 386	2 362	-1,0%	25,0%
	Cardiff	917	859	901	962	6,8%	4,9%
	Clydeport	5 107	5 971	5 828	6 934	19,0%	35,8%
	Cromarty Firth	3 768	2 396	3 175	1 298	-59,1%	-65,6%
	Dundee	573	469	376	181	-51,9%	-68,4%
	Forth	23 348	20 714	22 029	20 320	-7,8%	-13,0%
	Hull	1 498	1 585	1 758	1 690	-3,9%	12,8%
	Immingham	21 248	23 314	22 315	20 833	-6,6%	-2,0%
	Kirkwall	2 094	1 485	805	918	14,0%	-56,2%
	Liverpool	12 523	12 572	10 933	10 575	-3,3%	-15,6%
	London	19 812	15 519	12 584	12 811	1,8%	-35,3%
	Londonderry	640	691	644	607	-5,7%	-5,0%
	Manchester	5 520	4 881	5 060	5 277	4,3%	-4,4%
	Medway	7 248	4 010	2 405	2 122	-11,8%	-70,7%
	Milford Haven	47 872	39 052	40 265	33 424	-17,0%	-30,2%
	Newhaven	203	208	169	160	-5,0%	-21,1%
	Plymouth	1 247	1 265	1 291	1 275	-1,3%	2,3%
	River Hull & Humber	9 371	9 295	8 730	9 229	5,7%	-1,5%
	Southampton	25 307	26 604	24 042	23 088	-4,0%	-8,8%
	Sullom Voe	10 120	11 343	6 357	7 181	13,0%	-29,0%
	Tees & Hartlepool	24 509	20 793	19 136	20 868	9,1%	-14,9%
	TOTAL SELECTED PORTS	228782	209317	195341	186181	-4,7%	-18,6%

Dry bulk traffic for selected European ports (1000 tonnes)

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
BELGIUM	Antwerp	18 996	18 774	14 230	13 461	-5,4%	-29,1%
	Ghent	17 535	16 817	16 652	20 056	20,4%	14,4%
	Ostend	443	843	468	572	22,3%	29,1%
	Zeebrugge	1 538	1 521	1 281	1 226	-4,3%	-20,3%
	TOTAL SELECTED PORTS	38511	37955	32631	35315	8,2%	-8,3%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014	
BULGARIA	Burgas	2 342	2 255	2 733	2 839	3,9%	21,2%	
	Varna	8 098	7 441	8 883	7 780	-12,4%	-3,9%	
	TOTAL SELECTED PORTS	10440	9695	11616	10619	-8,6%	1,7%	
CROATIA	Bakar	669	1 002	272	1 156	325,4%	72,9%	
	Ploce	3 404	1 493	1 567	1 747	11,5%	-48,7%	
	Rabac	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
	Raša - Bršica	1 098	547	401	405	1,0%	-63,1%	
	Rijeka	348	441	404	379	-6,2%	8,9%	
	Split	1 125	1 493	1 667	1 475	-11,5%	31,1%	
	TOTAL SELECTED PORTS	6644	4977	2472	5162	108,8%	-22,3%	
CYPRUS	Larnaka (Larnaca)	571	564	608	767	26,2%	34,2%	
	Vasiliko (Vasilico)	374	525	1 412	1 628	15,3%	335,8%	
	TOTAL SELECTED PORTS	945	1089	2020	2395	18,6%	153,5%	
DENMARK	Aabenraa	1 013	835	1 123	1 278	13,8%	26,1%	
	Aalborg	907	1 082	937	734	-21,7%	-19,1%	
	Aalborg Portland (Cementfabrikken Rørdal)	1 711	1 800	1 848	1 985	7,4%	16,0%	
	Århus	2 534	2 586	2 487	2 693	8,3%	6,3%	
	Asnæsværkets Havn	739	461	523	496	-5,1%	-32,9%	
	Avedøreværkets Havn	514	361	523	407	-22,3%	-20,8%	
	Enstedværkets Havn	7 073	5 015	4 596	1 981	-56,9%	-72,0%	
	Esbjerg	1 310	1 484	1 752	1 318	-24,7%	0,6%	
	Fredericia (Og Shell-Havnen)	1 171	885	925	623	-32,7%	-46,8%	
	Kalundborg	694	672	832	825	-0,9%	18,9%	
	Kolding	857	989	910	1 077	18,3%	25,7%	
	Københavns Havn	1 808	1 471	2 030	2 483	22,3%	37,3%	
	Køge	977	927	1 009	968	-4,0%	-0,9%	
	Nordjyllandsværkets Havn	895	458	846	n.a.	n.a.	n.a.	
	Odense	1 564	1 941	1 684	2 322	37,9%	48,4%	
	Randers	952	750	637	809	27,0%	-15,0%	
	Rønne	930	1 004	746	786	5,4%	-15,4%	
	Studstrupværkets Havn	1 148	929	1 128	659	-41,6%	-42,6%	
	Thyborøn	783	954	666	668	0,2%	-14,7%	
		TOTAL SELECTED PORTS	27580	24604	25203	22112	-12,3%	-19,8%
	ESTONIA	Kunda	552	655	523	480	-8,2%	-13,1%
Tallinn		3 987	4 076	3 210	2 827	-11,9%	-29,1%	
TOTAL SELECTED PORTS		4539	4731	3733	3307	-11,4%	-27,2%	
FINLAND	Helsinki	964	931	883	756	-14,5%	-21,6%	
	Inkoo	1 679	1 359	1 211	1 392	14,9%	-17,1%	
	Inland Ports	1 427	1 383	1 439	1 699	18,1%	19,1%	
	Kaskinen	380	351	475	442	-7,1%	16,2%	
	Kemi	383	337	440	322	-26,8%	-16,0%	
	Kokkola	5 987	5 869	6 374	7 277	14,2%	21,5%	
	Koverhar	1 020	372	66	19	-70,4%	-98,1%	
	Lavisa	574	430	363	290	-19,9%	-49,4%	
	Naantali	1 302	818	1 030	1 158	12,4%	-11,0%	
	Oulu	566	506	509	547	7,5%	-3,3%	
	Parainen	802	723	855	1 019	19,2%	27,0%	
	Pietarsaari	987	631	556	310	-44,2%	-68,6%	
	Pori	3 781	2 395	2 927	2 676	-8,6%	-29,2%	
	Raahе	4 758	4 639	4 197	4 557	8,6%	-4,2%	
	Rauma	1 568	1 325	1 350	1 229	-8,9%	-21,6%	
	Tornio	1 043	1 094	1 267	1 375	8,5%	31,8%	
	Uusikaupunki	1 009	1 019	1 162	1 011	-13,1%	0,1%	
Vaasa	814	434	530	641	20,9%	-21,3%		
	TOTAL SELECTED PORTS	29045	24616	25634	26720	4,2%	-8,0%	
FRANCE	Bayonne	2 149	2 012	399	1 160	190,8%	-46,0%	
	Bordeaux	2 649	2 534	1 975	2 760	39,7%	4,2%	
	Brest	1 147	691	541	3 668	578,6%	219,7%	
	Caen	622	524	472	529	12,0%	-14,9%	
	Dieppe	270	337	0	498	0,0%	84,5%	
	Dunkerque	23 771	23 547	19 014	23 602	24,1%	-0,7%	
	Guadeloupe (Guadeloupe)	991	1 069	80	777	868,1%	-21,5%	
	La Rochelle	4 846	4 642	2 011	5 619	179,5%	16,0%	
	Le Havre	3 058	2 827	1 436	1 508	5,0%	-50,7%	
	Lorient	1 151	915	461	4 007	768,7%	248,1%	
	Marseille	9 839	9 473	12 225	12 755	4,3%	29,6%	
	Nantes Saint-Nazaire	7 692	7 486	5 293	6 373	20,4%	-17,1%	
	Port-la-Nouvelle	998	732	704	679	-3,6%	-32,0%	
	Port Réunion (Réunion)	1 370	1 327	986	1 422	44,3%	3,8%	
	Rouen	11 092	9 049	9 027	10 853	20,2%	-2,2%	
	Sète	1 103	1 095	784	1 176	50,0%	6,7%	
	St Malo	696	235	210	1 567	645,4%	125,2%	
	TOTAL SELECTED PORTS	73442	68494	55619	78954	42,0%	7,5%	
GERMANY	Brake	3 158	3 820	3 349	4 043	20,7%	28,0%	
	Bremen	7 682	8 621	8 053	7 352	-8,7%	-4,3%	
	Brunsbüttel	2 943	3 623	3 496	3 553	1,6%	20,7%	
	Bützfließ	3 188	3 310	2 950	3 015	2,2%	-5,4%	
	Flensburg	n.a.	n.a.	392	365	n.a.	n.a.	
	Hamburg	25 418	25 357	27 702	28 388	2,5%	11,7%	
	Kiel	689	686	500	868	73,7%	26,0%	
	Lübeck	850	835	875	1 003	14,6%	18,0%	
	Nordenham	3 477	2 885	2 234	2 390	7,0%	-31,3%	
	Rostock	6 474	5 978	6 776	6 637	-2,1%	2,5%	
	Wilhelmshaven	3 622	3 321	4 381	3 735	-14,8%	3,1%	
	Wismar	1 854	2 300	2 068	1 638	-20,8%	-11,7%	
		TOTAL SELECTED PORTS	61366	60736	62776	62987	0,3%	2,6%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
GREECE	Aliverio	1 425	1 255	1 593	2 167	36,0%	52,1%
	Almyros (Amaliapoli) Volou	2 270	2 261	2 525	2 574	n.a.	n.a.
	Antikyra	1 760	1 512	1 635	1 495	-8,6%	-15,1%
	Chalkida	579	480	n.a.	n.a.	n.a.	n.a.
	Eleusina	1 029	1 847	2 111	2 677	26,8%	160,2%
	Heraklio	255	243	188	203	8,2%	-20,2%
	Igoumenitsa	159	79	101	96	-4,9%	-40,0%
	Kavala	908	589	751	872	16,1%	-3,9%
	Larymna	3 812	3 978	3 707	4 220	13,8%	10,7%
	Milos Island	1 768	1 640	1 536	1 456	-5,2%	-17,7%
	Thessaloniki	3 533	3 839	3 663	4 279	16,8%	21,1%
	Volos	3 289	4 045	4 357	4 107	-5,7%	24,9%
	TOTAL SELECTED PORTS	20785	21766	22167	24144	8,9%	16,2%
IRELAND	Cork	1 543	1 759	1 979	1 616	-18,3%	4,7%
	Dublin	1 639	1 813	1 999	1 879	-6,0%	14,6%
	Limerick	8 694	8 938	9 105	8 862	-2,7%	1,9%
	Waterford	795	814	1 010	997	-1,3%	25,4%
	TOTAL SELECTED PORTS	12670	13325	14092	13353	-5,2%	5,4%
ITALY	Ancona	398	618	587	637	8,7%	60,1%
	Augusta	202	158	824	961	16,6%	376,5%
	Bari	1 606	1 247	1 413	1 921	36,0%	19,6%
	Barletta	625	640	591	515	-12,7%	-17,6%
	Brindisi	6 247	6 360	4 672	3 734	-18,3%	-40,2%
	Chioggia	1 772	552	1 536	832	-45,8%	-53,1%
	Civitavecchia	941	4 633	3 573	4 254	19,0%	352,0%
	Gaeta	603	578	916	545	-40,4%	-9,5%
	Genova	2 034	1 829	1 382	1 200	-13,2%	-41,0%
	La Spezia	1 573	1 571	1 835	1 741	-5,1%	10,7%
	Manfredonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Marina Di Carrara	541	929	840	737	-12,3%	36,3%
	Monfalcone	1 351	337	456	556	22,0%	-58,9%
	Oristano	1 191	1 110	965	990	2,6%	-16,9%
	Other - Italy	1	n.a.	n.a.	n.a.	n.a.	n.a.
	Piombino	3 121	3 696	2 980	1 200	-59,7%	-61,6%
	Porto Torres	1 733	1 323	1 026	1 073	4,5%	-38,1%
	Portovesme	1 511	1 674	662	561	-15,3%	-62,9%
	Pozzallo	822	764	715	608	-15,0%	-26,0%
	Ravenna	8 321	9 469	8 394	9 179	9,4%	10,3%
	Savona - Vado	3 777	3 908	3 137	2 235	-28,7%	-40,8%
	Taranto	21 850	18 754	13 327	10 787	-19,1%	-50,6%
	Trieste	1 362	1 656	1 330	699	-47,4%	-48,6%
	Venezia	8 250	8 162	6 711	6 788	1,1%	-17,7%
	TOTAL SELECTED PORTS	69833	69968	57770	51753	-10,4%	-25,9%
LATVIA	Liepaja	2 333	3 942	2 774	3 605	30,0%	54,5%
	Riga	19 189	20 804	20 646	22 872	10,8%	19,2%
	Ventspils	10 117	10 641	9 709	7 701	-20,7%	-23,9%
	TOTAL SELECTED PORTS	31639	35387	33129	34178	3,2%	8,0%
LITHUANIA	Klaipeda	14 511	14 064	14 034	17 029	21,3%	17,3%
	TOTAL SELECTED PORTS	14511	14064	14034	17029	21,3%	17,3%
MALTA	Malta (Valletta)	395	465	431	463	7,6%	17,2%
	TOTAL SELECTED PORTS	395	465	431	463	7,6%	17,2%
NETHERLANDS	Amsterdam	24 174	38 954	40 207	43 001	6,9%	77,9%
	Delfzijl/Eemshaven	1 926	1 988	1 747	2 327	33,2%	20,8%
	Dordrecht	2 279	1 691	1 073	1 190	10,9%	-47,8%
	Harlingen	156	223	55	120	118,6%	-23,2%
	Moerdijk	2 079	1 425	1 438	1 292	-10,1%	-37,8%
	Rotterdam	84 772	71 393	83 853	81 380	-2,9%	-4,0%
	Terneuzen	4 039	4 918	4 112	4 148	0,9%	2,7%
	Velsen/IJmuiden	19 998	n.a.	n.a.	n.a.	n.a.	n.a.
	Vlissingen	7 393	5 360	4 536	5 076	11,9%	-31,3%
	TOTAL SELECTED PORTS	146815	125953	137020	138535	1,1%	-5,6%
NORWAY	Bergen	2 642	2 843	3 254	2 923	-10,2%	10,6%
	Brønnøy	2 107	1 917	1 794	1 894	5,6%	-10,1%
	Drammen	1 167	1 275	1 302	1 253	-3,8%	7,4%
	Fredrikstad/Sarpsborg	1 125	1 053	1 033	1 023	-1,0%	-9,1%
	Haugesund	2 797	2 275	1 549	1 346	-13,2%	-51,9%
	Kristiansund N/Grip	1 880	2 257	2 895	2 707	-6,5%	44,0%
	Mo i Rana/Rana	2 238	2 708	2 536	2 793	10,1%	24,8%
	Molde	2 969	2 927	2 790	2 818	1,0%	-5,1%
	Narvik	17 644	19 361	19 781	21 003	6,2%	19,0%
	Oslo	1 337	1 311	1 447	1 361	-6,0%	1,7%
	Other - Norway	16 221	14 662	17 876	15 683	-12,3%	-3,3%
	Porsgrunn	6 026	:	6 415	6 743	n.a.	n.a.
	Stavanger	1 153	1 035	829	805	-2,8%	-30,2%
	Trondheim/Flakk	992	846	1 763	1 940	10,1%	95,5%
	Verdal/Levanger	809	773	:	:	n.a.	n.a.
	TOTAL SELECTED PORTS	61106	55242	65263	64291	-1,5%	5,2%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2012/2014
POLAND	Gdansk	7 017	6 959	8 337	7 810	-6,3%	11,3%
	Gdynia	5 375	5 625	6 744	6 580	-2,4%	22,4%
	Police	1 949	1 628	1 263	1 669	32,1%	-14,4%
	Swinoujscie	4 650	5 115	5 706	5 308	-7,0%	14,1%
	Szczecin	4 821	4 362	4 550	4 944	8,7%	2,6%
	TOTAL SELECTED PORTS	23813	23688	26599	26312	-1,1%	10,5%
PORTUGAL	Aveiro	1 296	1 098	1 367	1 634	19,5%	26,1%
	Leixões	2 503	2 169	2 095	2 318	10,6%	-7,4%
	Lisboa	4 625	4 269	4 817	5 227	8,5%	13,0%
	Sefúbal	3 115	2 646	2 817	3 179	12,9%	2,0%
	Sines	4 042	5 407	4 615	4 895	6,1%	21,1%
	TOTAL SELECTED PORTS	15581	15589	15711			
ROMANIA	Constanta	16 903	18 400	20 613	20 572	-0,2%	21,7%
	TOTAL SELECTED PORTS	16903	18400	20613	20572	-0,2%	21,7%
SLOVENIA	Koper	6 506	7 200	6 868	6 582	-4,2%	1,2%
	TOTAL SELECTED PORTS	6506	7200	6868	n.a.	n.a.	n.a.
SPAIN	Algeciras	1 458	1 874	1 545	1 602	3,7%	9,9%
	Alicante	721	717	941	1 110	17,9%	54,0%
	Almería	3 931	4 704	4 163	4 406	5,9%	12,1%
	Avilés	3 297	3 386	2 807	3 002	6,9%	-8,9%
	Barcelona	3 539	4 656	4 325	5 212	20,5%	47,3%
	Bilbao	4 000	4 262	4 424	4 600	4,0%	15,0%
	Cádiz	1 687	1 815	1 864	1 774	-4,9%	5,1%
	Cartagena	3 665	4 880	4 516	5 309	17,6%	44,9%
	Castellón	3 245	3 114	3 103	4 193	35,1%	29,2%
	Ferrol	8 686	10 505	8 999	9 499	5,5%	9,4%
	Gijón	12 574	14 482	14 860	16 210	9,1%	28,9%
	Huelva	4 459	4 831	4 213	4 614	9,5%	3,5%
	La Coruña	3 472	4 180	3 688	4 311	16,9%	24,1%
	Las Palmas	522	375	335	478	42,4%	-8,5%
	Málaga	894	782	869	1 095	26,0%	22,5%
	Marín-Pontevedra	854	806	826	854	3,3%	0,0%
	Palma Mallorca	1 637	1 618	1 310	1 323	1,0%	-19,2%
	Pasajes	1 247	1 420	1 212	1 509	24,5%	21,0%
	Santa Cruz de Tenerife	782	567	488	438	-10,4%	-44,1%
	Santander	3 060	3 237	2 989	3 189	6,7%	4,2%
	Sevilla	1 998	1 813	1 825	1 740	-4,7%	-12,9%
	Tarragona	9 286	10 889	7 375	9 708	31,6%	4,5%
	Valencia	2 374	2 177	2 441	2 686	10,0%	13,1%
	TOTAL SELECTED PORTS	77386	87093	79119	88861	12,3%	14,8%
SWEDEN	Gävle	579	527	492	595	21,0%	2,7%
	Halmstad	686	1 119	438	460	5,1%	-32,9%
	Helsingborg	553	418	216	188	-13,1%	-66,0%
	Karlshamn	1 346	815	698	795	14,0%	-40,9%
	Köping	670	665	619	698	12,7%	4,1%
	Luleå	8 228	7 445	7 331	6 964	-5,0%	-15,4%
	Malmö	1 086	917	1 016	691	-32,0%	-36,4%
	Oxelösund (ports)	3 178	2 319	2 532	2 954	16,7%	-7,0%
	Skellefteå	882	879	769	883	14,8%	0,1%
	Stockholm	883	769	723	769	6,3%	-12,9%
	Uddevalla	475	416	384	595	55,0%	25,3%
	Västerås	745	744	594	581	-2,2%	-22,0%
	TOTAL SELECTED PORTS	19311	17034	15813	16173	2,3%	-16,3%
UNITED KINGDOM	Belfast	4 026	4 715	6 722	7 116	5,9%	76,8%
	Bristol	4 887	7 315	6 738	7 277	8,0%	48,9%
	Cardiff	590	449	290	319	10,0%	-45,9%
	Clydeport	7 579	8 748	8 323	8 465	1,7%	11,7%
	Forth	1 385	1 294	1 167	1 068	-8,5%	-22,9%
	Fowey	688	641	656	581	-11,4%	-15,6%
	Glensanda	6 060	5 541	5 746	6 347	10,5%	4,7%
	Hull	1 900	2 655	3 396	3 600	6,0%	89,4%
	Immingham	20 556	22 544	23 953	21 364	-10,8%	3,9%
	Ipswich	1 947	1 646	1 497	1 612	7,7%	-17,2%
	Liverpool	8 117	8 701	7 998	7 554	-5,6%	-6,9%
	London	11 635	11 401	11 568	12 743	10,2%	9,5%
	Londonderry	989	895	1 127	1 067	-5,4%	7,9%
	Manchester	1 747	1 487	2 344	1 780	-24,1%	1,9%
	Medway	3 404	4 241	2 132	3 073	44,2%	-9,7%
	Newport, Gwent	599	1 123	1 209	1 001	-17,2%	67,1%
	Plymouth	781	1 000	790	739	-6,4%	-5,4%
	Port Talbot	7 051	5 404	8 475	9 366	10,5%	32,8%
	River Hull & Humber	641	794	725	528	-27,1%	-17,6%
	Shoreham	1 695	1 493	1 250	1 411	12,8%	-16,8%
	Southampton	2 141	1 661	1 629	1 996	22,5%	-6,8%
	Tees & Hartlepool	5 882	6 873	11 613	11 706	0,8%	99,0%
	Trent River	589	522	575	653	13,6%	10,9%
	Tyne	3 594	4 821	6 423	5 235	-18,5%	45,7%
	TOTAL SELECTED PORTS	98483	105965	116348	116604	0,2%	18,4%

Roro traffic for selected European ports

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

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
BELGIUM	Antwerp	5 842	6 668	5 838	4 647	-20,4%	-20,4%
	Ghent	1 796	3 591	3 397	3 934	15,8%	119,1%
	Ostend	2 240	4 481	3 613	881	-75,6%	-60,7%
	Zeebrugge	12 993	25 987	24 643	25 182	2,2%	93,8%
	TOTAL SELECTED PORTS	22 871	40 726	37 490	34 644	-7,6%	51,5%
CROATIA	Split	536	752	535	480	-10,2%	-10,5%
	TOTAL SELECTED PORTS	536	752	535	480	-10,2%	-10,5%
CYPRUS	Lemesos (Limassol)	193	133	115	130	13,2%	-32,7%
	TOTAL SELECTED PORTS	193	133	115	130	13,2%	-32,7%
DENMARK	Århus	2 145	1 457	1 185	470	-60,3%	-78,1%
	Esbjerg	1 762	3 523	3 513	3 592	2,3%	103,9%
	Fredericia (Og Shell-Havnen)	334	669	715	647	-9,5%	93,4%
	Frederikshavn	2 162	4 324	4 421	4 415	-0,1%	104,2%
	Gedser	1 524	3 048	3 014	3 058	1,5%	100,7%
	Grenå	595	1 191	1 221	1 181	-3,2%	98,4%
	Helsingør (Elsinore)	4 014	8 028	7 957	7 929	-0,4%	97,5%
	Hirtshals	1 239	2 477	2 574	2 617	1,7%	111,3%
	Kalundborg	1 833	3 665	2 339	1 747	-25,3%	-4,7%
	Københavns Havn	272	545	644	715	10,9%	162,3%
	Køge	401	803	751	805	7,3%	100,7%
	Rødby (Færgehavn)	6 057	12 114	12 280	12 926	5,3%	113,4%
	Rønne	517	1 035	956	1 002	4,8%	93,6%
	TOTAL SELECTED PORTS	22 855	42 877	41 569	41 104	-1,1%	79,8%
FINLAND	Hamina	n.a.	184	146	121	-17,7%	n.a.
	Hanko	2 417	4 834	5 200	6 026	15,9%	149,3%
	Helsinki	7 104	14 208	13 483	13 083	-3,0%	84,2%
	Kemi	615	1 230	859	783	-8,8%	27,4%
	Naantali	2 125	4 250	3 823	3 426	-10,4%	61,2%
	Oulu	1 010	2 020	1 648	1 652	0,2%	63,6%
	Turku	2 002	4 004	3 743	4 102	9,6%	104,9%
	Vaasa	226	451	464	506	9,0%	124,4%
	TOTAL SELECTED PORTS	15 499	31 182	29 367	29 700	1,1%	91,6%
	FRANCE	Ajaccio	n.a.	n.a.	476	486	2,2%
Bastia		1 379	2 757	2 434	2 284	-6,2%	65,7%
Caen		1 474	2 949	2 682	2 481	-7,5%	68,3%
Calais		18 229	36 457	30 013	30 454	1,5%	67,1%
Cherbourg		802	1 604	1 409	1 437	2,0%	79,2%
Dieppe		561	1 122	1 023	1 133	10,8%	102,0%
Le Havre		927	1 855	1 760	943	-46,4%	1,7%
Marseille		2 221	4 442	9 544	9 308	-2,5%	319,1%
Nantes Saint-Nazaire		663	1 325	1 751	2 033	16,1%	206,9%
St Malo		179	358	77	167	116,5%	-6,9%
Toulon		182	365	1 761	1 826	3,7%	901,6%
TOTAL SELECTED PORTS	26 617	53 233	52 929	52 552	-0,7%	97,4%	
GERMANY	Bremerhaven	3 723	4 022	3 964	3 943	-0,5%	5,9%
	Cuxhaven	1 373	2 745	2 677	2 710	1,2%	97,4%
	Emden	1 854	3 709	3 739	3 703	-1,0%	99,7%
	Hamburg	567	1 134	1 351	1 279	-5,3%	125,6%
	Kiel	2 693	5 387	5 117	4 898	-4,3%	81,9%
	Lübeck	14 486	28 972	28 095	27 539	-2,0%	90,1%
	Puttgarden	4 282	8 564	9 278	9 568	3,1%	123,4%
	Rostock	6 982	13 963	12 672	12 674	0,0%	81,5%
	Sassnitz	1 550	3 101	2 514	2 510	-0,2%	61,9%
	TOTAL SELECTED PORTS	37 510	71 597	69 406	68 824	-0,8%	83,5%
GREECE	Antirio	2 008	1 920	1 695	1 821	7,4%	-9,3%
	Corfu	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Heraklio	1 782	3 565	3 383	3 826	13,1%	114,7%
	Igoumenitsa	2 283	4 567	4 397	4 407	0,2%	93,0%
	Megara	481	961	809	740	-8,6%	53,9%
	Paloukia Salaminas	1 564	3 127	2 875	2 788	-3,0%	78,3%
	Patras	2 635	5 271	4 338	4 776	10,1%	81,2%
	Perama	1 564	3 127	2 875	2 788	-3,0%	78,3%
	Piraeus	3 906	7 812	8 137	8 398	3,2%	115,0%
	Rhodes	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Rio	2 008	2 008	1 920	1 695	-11,7%	-15,6%
TOTAL SELECTED PORTS	18 231	32 358	30 430	31 237	2,7%	71,3%	
IRELAND	Dublin	9 760	9 691	10 152	11 038	8,7%	13,1%
	TOTAL SELECTED PORTS	9 760	9 691	10 152	11 038	8,7%	13,1%
ITALY	Ancona	2 425	2 238	2 053	1 993	-3,0%	-17,8%
	Bari	1 769	1 430	1 341	1 374	2,5%	-22,3%
	Brindisi	608	618	984	719	-27,0%	18,2%
	Cagliari	3 629	3 641	3 150	3 005	-4,6%	-17,2%
	Civitavecchia	3 514	3 531	3 695	2 993	-19,0%	-14,8%
	Genova	8 518	8 117	7 829	8 348	6,6%	-2,0%
	Gioia Tauro	29	81	245	146	-40,6%	394,8%
	Livorno	8 203	6 728	7 597	9 610	26,5%	17,1%
	Messina	9 482	8 952	9 109	8 887	-2,4%	-6,3%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
	Monfalcone	415	1 015	1 021	750	-26,6%	80,9%
	Napoli	4 194	3 442	3 754	4 149	10,5%	-1,1%
	Olbia	8 127	6 769	6 014	4 697	-21,9%	-42,2%
	Palermo	4 720	5 366	5 434	4 763	-12,4%	0,9%
	Piombino	2 540	2 623	2 656	2 088	-21,4%	-17,8%
	Porto Torres	2 122	1 771	1 901	1 602	-15,8%	-24,5%
	Salerno	4 420	4 184	3 767	3 463	-8,1%	-21,7%
	Taranto	5 283	4 255	1 411	3 740	165,2%	-29,2%
	Trapani	704	368	315	159	-49,5%	-77,4%
	Trieste	6 658	6 523	6 000	5 628	-6,2%	-15,5%
	Venezia	1 165	1 278	1 094	1 059	-3,2%	-9,1%
	TOTAL SELECTED PORTS	78525	72930	69370	69172	-0,3%	-11,9%
LATVIA	Riga	173	185	200	148	-26,1%	-14,6%
	Ventspils	1 825	1 808	1 823	1 816	-0,4%	-0,5%
	TOTAL SELECTED PORTS	1998	1993	2022	1963	-2,9%	-1,7%
LITHUANIA	Klaipeda	2 858	2 919	2 828	2 644	-6,5%	-7,5%
	TOTAL SELECTED PORTS	2858	2919	2828	2644	-6,5%	-7,5%
MALTA	Malta (Valletta)	371	456	450	459	2,1%	23,9%
	TOTAL SELECTED PORTS	371	456	450	459	2,1%	23,9%
NETHERLANDS	Amsterdam	2 500	1 332	901	723	-19,7%	-71,1%
	Rotterdam	15 359	14 009	12 897	13 522	4,8%	-12,0%
	Velsen/Ijmuiden	189	n.a.	n.a.	n.a.	n.a.	n.a.
	Vlaardingen	9	1 551	1 761	1 889	7,2%	20381,3%
	Vlissingen	2 245	1 042	568	398	-30,0%	-82,3%
	TOTAL SELECTED PORTS	20302	17934	16126	16531	2,5%	-18,6%
NORWAY	Haugesund	2 475	2 129	2 551	2 300	-9,8%	-7,1%
	Kristiansand S	485	502	492	440	-10,5%	-9,3%
	Larvik	561	526	548	559	1,9%	-0,3%
	Oslo	723	691	694	726	4,6%	0,3%
	Porsgrunn, Rafnes, Herøya, Brevik, Skien, Langesund, Voldsfjorden	261	n.a.	273	353	29,5%	35,5%
	Sandefjord	213	168	161	195	21,5%	-8,4%
	Stavanger, Sola/Risavik, Forus, Dusaavik, Mekjarvik	3 236	3 110	4 675	4 267	-8,7%	31,9%
	TOTAL SELECTED PORTS	7954	7126	9394	8840	-5,9%	11,1%
POLAND	Gdansk	348	295	133	117	-11,8%	-66,3%
	Gdynia	1 571	1 536	1 710	1 954	14,3%	24,3%
	Swinoujscie	4 281	4 403	4 529	5 038	11,2%	17,7%
	TOTAL SELECTED PORTS	6200	6233	6372	7109	11,6%	14,6%
PORTUGAL	Setúbal	265	211	198	234	18,3%	-11,6%
	TOTAL SELECTED PORTS	265	211	198	234	18,3%	-11,6%
SPAIN	Algeciras	792	1 059	1 148	435	-62,1%	-45,1%
	Almeria	158	162	142	186	31,1%	18,0%
	Barcelona	4 669	4 648	4 945	5 659	14,4%	21,2%
	Cádiz	181	96	39	364	832,0%	100,9%
	Ceuta	346	392	384	355	-7,6%	2,7%
	Las Palmas	1 550	1 608	1 651	1 904	15,3%	22,8%
	Málaga	164	157	179	235	31,8%	43,2%
	Melilla	204	239	244	301	23,2%	47,5%
	Palma Mallorca	3 167	3 686	3 857	4 150	7,6%	31,0%
	Pasajes	388	305	307	219	-28,9%	-43,6%
	Santa Cruz de Tenerife	1 572	1 779	1 698	1 773	4,4%	12,8%
	Santander	731	652	752	893	18,6%	22,1%
	Tarragona	92	93	97	95	-1,6%	3,8%
	Vigo	664	609	667	564	-15,4%	-15,0%
	TOTAL SELECTED PORTS	14677	15485	16111	17133	6,3%	16,7%
SWEDEN	Göteborg	11 021	9 499	9 186	9 288	1,1%	-15,7%
	Helsingborg	4 884	4 543	4 147	4 286	3,4%	-12,2%
	Kappelskär	2 578	2 376	2 231	2 251	0,9%	-12,7%
	Karlshamn	1 634	1 781	1 573	1 510	-4,0%	-7,6%
	Karlskrona	1 015	1 103	1 163	1 574	35,3%	55,0%
	Malmö	3 884	4 096	4 309	4 059	-5,8%	4,5%
	Nynäshamn (ports)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Oskarshamn	306	293	278	310	11,6%	1,5%
	Stockholm	2 680	2 659	2 868	3 943	37,5%	47,1%
	Trelleborg	10 652	10 075	9 769	10 047	2,8%	-5,7%
	Umeå	194	229	282	299	6,2%	54,3%
	Varberg	157	604	591	592	0,3%	276,8%
	Ystad	2 863	2 776	3 069	2 932	-4,5%	2,4%
	TOTAL SELECTED PORTS	41869	40033	39467	41093	4,1%	-1,9%
UNITED KINGDOM	Aberdeen	260	301	300	278	-7,1%	7,0%
	Belfast	5 387	6 281	5 837	5 520	-5,4%	2,5%
	Bristol	685	516	581	721	24,2%	5,4%
	Cairnryan	2 932	2 610	2 364	2 368	0,2%	-19,2%
	Dover	23 807	22 439	24 872	27 288	9,7%	14,6%
	Felixstowe	2 735	2 335	2 679	2 964	10,6%	8,4%
	Fishguard	345	323	331	368	11,2%	6,8%
	Fleetwood	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Forth	632	533	583	534	-8,4%	-15,4%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
	Harwich	2 533	2 745	2 983	3 193	7,0%	26,1%
	Heysham	4 234	3 949	3 793	4 402	16,0%	4,0%
	Holyhead	3 089	3 022	3 183	3 644	14,5%	18,0%
	Hull	3 302	3 061	2 773	2 694	-2,9%	-18,4%
	Immingham	13 651	12 427	14 549	14 771	1,5%	8,2%
	Ipswich	370	367	n.a.	n.a.	n.a.	n.a.
	Larne	4 373	2 893	2 366	2 371	0,2%	-45,8%
	Liverpool	6 385	6 344	6 649	7 054	6,1%	10,5%
	London	8 953	10 064	7 617	7 841	2,9%	-12,4%
	Medway	417	619	648	686	5,8%	64,4%
	Milford Haven	789	740	801	829	3,5%	5,0%
	Newhaven	551	584	537	539	0,2%	-2,2%
	Poole	496	388	270	132	-51,1%	-73,4%
	Portsmouth	2 773	2 564	2 438	2 635	8,1%	-5,0%
	Ramsgate	1 076	868	208	1	-99,4%	-99,9%
	Southampton	1 326	1 656	1 793	2 072	15,6%	56,3%
	Stranraer	986	1 815	2 136	2 038	-4,6%	106,8%
	Tees & Hartlepool	2 113	1 826	1 739	1 653	-4,9%	-21,7%
	Tyne	994	1 014	996	971	-2,5%	-2,3%
	Warrenpoint	1 948	1 850	1 937	1 836	-5,2%	-5,7%
	TOTAL SELECTED PORTS	97140	94135	94962	99403	4,7%	2,3%

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
BELGIUM	Antwerp	12 398	10 634	9 861	9 790	-0,7%	-21,0%
	Ghent	3 422	3 186	3 156	3 174	0,6%	-7,2%
	Ostend	843	415	680	610	-10,3%	-27,6%
	Zeebrugge	1 137	1 359	1 672	1 190	-28,9%	4,6%
	TOTAL SELECTED PORTS	17799	15594	15370	14765	-3,9%	-17,0%
BULGARIA	Burgas	1 555	1 670	1 728	1 998	15,6%	28,5%
	Varna	860	976	1 104	990	-10,3%	15,2%
	TOTAL SELECTED PORTS	2414	2646	2833	2989	5,5%	23,8%
CROATIA	Place	346	378	451	372	-17,5%	7,6%
	Rijeka	758	941	1 282	739	-42,3%	-2,4%
	TOTAL SELECTED PORTS	1104	1319	1732	1111	-35,8%	0,7%
CYPRUS	Larnaka (Larnaca)	108	107	51	71	40,1%	-34,3%
	Lemesos (Limassol)	253	150	127	101	-20,2%	-60,0%
	TOTAL SELECTED PORTS	361	256	177	172	-3,0%	-52,3%
DENMARK	Aalborg	258	294	328	291	-11,2%	12,8%
	Århus	128	142	155	186	20,2%	44,9%
	Avedøreværkets Havn	618	809	808	684	-15,3%	10,7%
	Esbjerg	269	366	397	530	33,5%	97,2%
	Fredericia (Og Shell-Havnen)	194	123	146	119	-18,3%	-38,7%
	Grenå	100	178	248	148	-40,4%	47,7%
	Kolding	187	188	150	149	-1,0%	-20,5%
	København Havn	370	518	205	301	46,6%	-18,8%
	Køge	149	125	136	156	14,5%	4,8%
	Odense	103	98	101	39	-61,3%	-62,1%
	Randers	368	287	319	275	-13,9%	-25,5%
	Vejle	331	292	283	274	-3,1%	-17,2%
	TOTAL SELECTED PORTS	3076	3420	3275	3151	-3,8%	2,4%
ESTONIA	Kunda	1 242	1 128	1 155	876	-24,1%	-29,4%
	Pärnu	1 661	1 420	1 566	1 508	-3,7%	-9,2%
	Tallinn	754	505	597	568	-5,0%	-24,7%
	Vene-Balti	267	159	216	161	-25,5%	-39,6%
	TOTAL SELECTED PORTS	3924	3212	3535	3113	-11,9%	-20,7%
FINLAND	Hamina/Kotka	n.a.	2 329	2 428	2 497	n.a.	n.a.
	Hanko	1 445	633	542	510	-6,0%	-64,7%
	Helsinki	353	331	328	308	-6,1%	-12,8%
	Inkoo	45	36	36	35	-4,0%	-22,2%
	Inland Ports	339	335	327	314	-4,2%	-7,5%
	Kaskinen	533	467	480	449	-6,4%	-15,7%
	Kemi	499	560	628	681	8,5%	36,6%
	Kokkola	497	486	510	554	8,8%	11,5%
	Koverhar	230	99	:	6	n.a.	n.a.
	Lovisa	542	604	668	652	-2,3%	20,4%
	Naantali	174	168	98	37	-61,9%	-78,6%
	Oulu	389	648	633	609	-3,8%	56,8%
	Pietarsaari	593	569	565	543	-4,0%	-8,4%
	Pori	459	421	345	460	33,6%	0,2%
	Raahe	633	591	558	753	34,9%	19,0%
	Rauma	2 587	2 469	2 266	2 083	-8,1%	-19,5%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
	Tornio	528	688	823	940	14,2%	77,8%
	Turku	413	344	318	377	18,8%	-8,6%
	Uusikaupunki	113	129	124	107	-13,9%	-5,7%
	Vaasa	139	135	169	203	20,0%	45,6%
	TOTAL SELECTED PORTS	10513	12042	11847	12119	2,3%	15,3%
FRANCE	Bayonne	944	696	1 144	1 093	-4,5%	15,8%
	Bordeaux	136	135	159	102	-35,7%	-25,2%
	Calais	67	60	3 904	3 658	-6,3%	5359,9%
	Dunkerque	6 919	6 787	511	1 045	104,6%	-84,9%
	La Rochelle	888	913	412	857	107,7%	-3,5%
	Le Havre	66	64	512	19	-96,3%	-71,6%
	Marseille	2 072	2 094	36	540	1412,0%	-74,0%
	Nantes Saint-Nazaire	413	395	10	588	6069,2%	42,5%
	Port-Ja-Nouvelle	135	93	21	64	208,1%	-52,1%
	Rouen	1 102	948	336	886	163,5%	-19,6%
	Sète	190	193	143	544	281,5%	186,0%
	St Malo	495	180	772	992	28,5%	100,4%
	TOTAL SELECTED PORTS	13426	12558	7959	10387	30,5%	-22,6%
GERMANY	Brake	1 694	1 848	1 672	1 737	3,9%	2,5%
	Bremen	3 886	3 679	3 078	3 980	29,3%	2,4%
	Bremerhaven	929	1 015	1 033	1 219	18,0%	31,2%
	Cuxhaven	204	236	226	278	23,0%	36,1%
	Duisburg, Homberg, Walsum	632	814	954	982	2,9%	55,4%
	Emden	799	603	685	478	-30,2%	-40,2%
	Hamburg	1 956	1 409	1 204	1 316	9,3%	-32,7%
	Kiel	351	418	311	284	-8,6%	-19,0%
	Lübeck	517	413	588	557	-5,2%	7,8%
	Nordenham	53	26	61	20	-67,1%	-62,3%
	Rostock	1 273	1 334	1 716	2 211	28,9%	73,7%
	Wilhelmshaven	20	20	43	45	6,7%	125,0%
	Wismar	1 316	1 373	1 661	1 627	-2,0%	23,6%
	TOTAL SELECTED PORTS	13630	13188	13232	14735	11,4%	8,1%
GREECE	Almyras (Amaliapoli) Volou	377	323	321	270	-15,7%	-28,3%
	Antikyra	276	308	191	246	28,7%	-10,9%
	Chalkida	476	370	:	:	n.a.	n.a.
	Corfu	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Eleusina	1 008	1 342	1 082	572	-47,1%	-43,2%
	Heraklio	92	105	66	47	-27,8%	-48,7%
	Igoumenitsa	111	33	9	3	-61,0%	-97,0%
	Kavala	169	225	228	181	-20,7%	7,4%
	Patras	69	57	47	57	22,3%	-17,7%
	Rhodes	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Thessaloniki	1 001	655	589	662	12,4%	-33,8%
	Volos	454	580	804	495	-38,4%	9,0%
	TOTAL SELECTED PORTS	4033	3996	3337	2535	-24,0%	-37,1%
IRELAND	Cork	244	183	163	189	16,1%	-22,5%
	Drogheda	114	80	100	305	206,1%	166,7%
	Dublin	76	59	39	37	-3,4%	-51,2%
	Limerick	76	59	104	126	21,6%	67,0%
	Waterford	79	52	52	98	86,7%	23,3%
	TOTAL SELECTED PORTS	590	433	457	756	65,2%	28,1%
ITALY	Augusta	18	59	50	199	302,0%	1025,4%
	Bari	252	367	76	78	2,6%	-69,0%
	Barletta	559	552	210	163	-22,2%	-70,8%
	Brindisi	1 131	745	885	702	-20,6%	-37,9%
	Cagliari	136	71	220	756	244,2%	457,7%
	Catania	138	239	300	227	-24,1%	64,3%
	Chioggia	1 827	1 864	939	892	-5,1%	-51,2%
	Civitavecchia	118	267	192	19	-90,1%	-83,9%
	Gaeta	83	91	63	86	35,8%	3,6%
	Genova	1 916	831	612	591	-3,4%	-69,1%
	La Spezia	850	304	183	120	-34,5%	-85,9%
	Livorno	1 195	1 375	1 627	1 624	-0,2%	35,9%
	Marina Di Carrara	1 010	876	979	817	-16,6%	-19,2%
	Messina	10	6	2	0	-89,7%	-97,7%
	Milazzo	225	128	58	907	1463,1%	302,6%
	Monfalcone	1 756	2 457	2 531	3 036	20,0%	72,9%
	Napoli	840	584	387	223	-42,4%	-73,4%
	Olbia	154	311	84	19	-77,0%	-87,4%
	Ortona	78	119	134	109	-19,0%	40,1%
	Plombino	1 164	619	274	493	80,2%	-57,7%
	Porto Nogaro	992	1 293	876	359	-59,0%	-63,8%
	Pozzallo	735	173	158	54	-65,8%	-92,7%
	Ravenna	6 008	4 257	5 531	5 635	1,9%	-6,2%
	Salerno	260	207	268	136	-49,1%	-47,7%
	Savona - Vado	458	618	1 339	1 686	25,9%	268,3%
	Taranto	4 418	5 047	4 640	3 455	-25,5%	-21,8%
	Trieste	1 110	1 426	1 354	1 853	36,8%	66,9%
	Venezia	2 781	3 101	2 244	2 400	6,9%	-13,7%
	TOTAL SELECTED PORTS	30222	27986	26215	26641	1,6%	-11,8%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
LATVIA	Liepaja	1 481	2 312	892	489	-45,1%	-67,0%
	Riga	2 721	2 339	2 197	2 532	15,3%	-6,9%
	Ventspils	857	577	504	493	-2,2%	-42,5%
	TOTAL SELECTED PORTS	5060	5228	3593	3515	-2,2%	-30,5%
LITHUANIA	Klaipeda	1 851	1 748	1 439	1 545	7,4%	-16,5%
	TOTAL SELECTED PORTS	1851	1748	1439	1545	7,4%	-16,5%
NETHERLANDS	Amsterdam	1 588	6 864	8 488	8 199	-3,4%	416,3%
	Deilfzjij/Eemshaven	309	781	827	999	20,8%	223,1%
	Den Helder	48	150	153	191	24,8%	302,1%
	Dordrecht	487	706	325	182	-43,9%	-62,6%
	Harlingen	26	125	124	135	9,5%	429,6%
	Moerdijk	805	1 139	984	770	-21,7%	-4,3%
	Rotterdam	8 788	13 707	19 050	22 368	17,4%	154,5%
	Terneuzen	777	1 892	2 553	2 651	3,8%	241,4%
	Velsen/Ijmuiden	947	n.a.	n.a.	n.a.	n.a.	n.a.
	Vlissingen	1 990	6 798	7 301	7 186	-1,6%	261,1%
	TOTAL SELECTED PORTS	15763	32162	39805	42682	7,2%	170,8%
NORWAY	Ålesund	345	339	286	351	22,9%	1,9%
	Bergen	1 955	2 621	1 267	1 102	-13,0%	-43,6%
	Florø/Flora	441	312	262	254	-3,1%	-42,5%
	Fredrikstad/Sarpsborg	320	330	273	332	21,3%	3,7%
	Kristiansand S	110	102	85	98	15,5%	-10,8%
	Kristiansund N/Grip	1 024	1 396	1 331	1 717	29,0%	67,6%
	Larvik	59	113	110	118	7,5%	99,1%
	Måløy	202	122	162	194	20,2%	-3,8%
	Mo i Rana/Rana	1 226	1 340	1 174	1 556	32,6%	26,9%
	Oslo	226	236	249	261	4,8%	15,2%
	Other - Norway	1 813	3 342	1 252	1 221	-2,5%	-32,7%
	Tromsø/Buivik	303	249	443	202	-54,4%	-33,3%
	Trondheim/Flakk	326	423	1 040	1 034	-0,5%	216,9%
	Verdal/Levanger	655	676	:	:	n.a.	n.a.
	TOTAL SELECTED PORTS	9006	11601	7932	8440	6,4%	-6,3%
POLAND	Gdansk	350	495	313	454	44,9%	29,5%
	Gdynia	576	547	641	552	-13,9%	-4,3%
	Swinoujscie	465	475	361	534	47,9%	14,8%
	Szczecin	1 825	1 907	1 815	1 647	-9,2%	-9,7%
	TOTAL SELECTED PORTS	3216	3424	3130	3187	1,8%	-0,9%
PORTUGAL	Aveiro	982	1 216	1 552	1 723	11,0%	75,4%
	Leixões	935	916	888	1 023	15,1%	9,4%
	Lisboa	222	129	95	82	-14,0%	-63,3%
	Setúbal	2 166	2 179	2 893	3 184	10,1%	47,0%
	TOTAL SELECTED PORTS	4306	4440	5428	6012	10,8%	39,6%
ROMANIA	Constanta	3 402	3 566	4 899	3 048	-37,8%	-10,4%
	Galati	935	826	723	610	-15,6%	-34,8%
	TOTAL SELECTED PORTS	4337	4392	5621	3658	-34,9%	-15,6%
SLOVENIA	Koper	1 670	1 520	1 681	1 621	-3,6%	-2,9%
	TOTAL SELECTED PORTS	1670	1520	1681	1621	-3,6%	-2,9%
SPAIN	Algeciras	1 622	2 592	2 952	3 077	4,2%	89,7%
	Alicante	147	140	140	214	53,4%	45,2%
	Almería	118	146	195	247	27,0%	109,6%
	Avilés	1 244	1 083	1 183	1 192	0,7%	-4,2%
	Barcelona	688	778	876	1 002	14,4%	45,8%
	Bilbao	2 913	2 351	2 250	2 545	13,1%	-12,6%
	Cádiz	178	215	229	129	-43,7%	-27,9%
	Cartagena	243	140	141	121	-14,5%	-50,3%
	Castellón	407	354	332	289	-12,9%	-28,9%
	Ferrol	680	886	973	889	-8,7%	30,7%
	Gijón	399	502	601	645	7,3%	61,8%
	Huelva	419	689	656	530	-19,2%	26,4%
	La Coruña	1 164	1 383	1 107	1 021	-7,8%	-12,3%
	Las Palmas	709	675	471	373	-20,7%	-47,3%
	Marín-Pontevedra	627	695	748	796	6,4%	26,8%
	Motril	135	131	101	115	14,0%	-14,2%
	Palma Mallorca	301	151	187	243	29,7%	-19,4%
	Pasajes	1 561	1 321	1 387	1 596	15,1%	2,2%
	Santander	617	674	678	682	0,6%	10,5%
	Sevilla	752	962	956	814	-14,9%	8,2%
	Tarragona	1 083	958	896	971	8,4%	-10,3%
	Valencia	4 607	4 813	5 132	6 134	19,5%	33,2%
	Vigo	478	519	471	462	-1,8%	-3,4%
	Vilagarcía (de Arosa)	165	223	224	248	11,2%	50,2%
	TOTAL SELECTED PORTS	21259	22382	22886	24337	6,3%	14,5%

		2011	2012	2013	2014	Growth 2013/2014	Growth 2011/2014
SWEDEN	Gävle	995	941	918	1 042	13,5%	4,8%
	Halmstad	606	577	419	352	-16,1%	-42,0%
	Helsingborg	224	442	567	734	29,5%	227,3%
	Husum	1 093	:	26	43	65,0%	-96,0%
	Jättersön	1 448	1 234	1 239	1 189	-4,1%	-17,9%
	Kalmar	405	359	234	409	75,0%	0,9%
	Karlshamn	629	528	461	581	26,1%	-7,6%
	Köping	150	127	99	114	14,9%	-24,1%
	Luleå	290	303	188	133	-28,9%	-54,0%
	Oskarshamn	375	330	332	378	14,0%	0,9%
	Oxelösund (ports)	1 382	953	819	791	-3,4%	-42,8%
	Piteå	1 206	1 360	1 345	1 424	5,9%	18,1%
	Skellefteå	139	135	147	107	-27,0%	-23,0%
	Sölvesborg	563	440	486	408	-16,0%	-27,6%
	Stockholm	241	144	265	95	-64,0%	-60,4%
	Sundsvall	781	368	410	416	1,4%	-46,8%
	Uddevalla	477	279	238	227	-4,7%	-52,5%
	Umeå	993	930	840	896	6,6%	-9,8%
	Varberg	792	859	972	934	-4,0%	18,0%
	Västerås	209	167	113	346	206,9%	65,6%
	TOTAL SELECTED PORTS	12997	10475	10118	10619	5,0%	-18,3%
UNITED KINGDOM	Aberdeen	1 256	1 536	1 319	1 332	1,0%	6,0%
	Belfast	329	296	443	417	-5,8%	26,9%
	Boston	477	620	584	660	13,0%	38,4%
	Bristol	155	176	188	170	-9,8%	9,4%
	Cardiff	360	381	385	287	-25,6%	-20,5%
	Clydeport	145	110	132	221	67,3%	52,6%
	Dover	310	340	341	303	-11,4%	-2,4%
	Forth	469	522	272	359	32,2%	-23,5%
	Goole	1 065	1 000	979	833	-14,9%	-21,7%
	Great Yarmouth	181	229	261	236	-9,4%	30,6%
	Hull	1 234	1 216	1 377	1 522	10,5%	23,3%
	Immingham	909	736	786	945	20,2%	4,0%
	Ipswich	150	124	140	249	77,8%	66,0%
	Liverpool	715	619	908	954	5,1%	33,3%
	London	2 184	1 396	3 266	2 012	-38,4%	-7,9%
	Manchester	88	70	85	67	-21,2%	-23,8%
	Medway	2 025	1 530	1 483	1 520	2,5%	-24,9%
	Newport, Gwent	1 845	1 341	1 233	1 616	31,1%	-12,4%
	Peterhead	505	542	554	693	24,9%	37,0%
	Portsmouth	599	505	536	553	3,2%	-7,6%
	River Hull & Humber	175	194	220	229	4,0%	30,8%
	Shoreham	290	318	349	400	14,4%	37,7%
	Sunderland	143	101	217	278	27,9%	94,7%
	Tees & Hartlepool	646	2 443	3 376	3 271	-3,1%	406,6%
	Tyne	192	205	246	105	-57,3%	-45,2%
	TOTAL SELECTED PORTS	16446	16550	19681	19230	-2,3%	16,9%

Container traffic for selected European ports (in TEU)

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

Port	Country	2008	2009	2010	2011	% Growth 2010/2011	% Growth 2008/2011	TEU Growth 2010/2011	TEU Growth 2008/2011
Rotterdam	Netherlands	10.783.825	9.743.290	11.145.804	11.876.921	6,6%	10,1%	731.117	1.093.096
Hamburg	Germany	9.737.110	7.007.704	7.895.736	9.014.165	14,2%	-7,4%	1.118.429	-722.945
Antwerp	Belgium	8.662.891	7.309.639	8.468.475	8.663.947	2,3%	0,0%	195.472	1.056
Bremerhaven/Bremen	Germany	5.448.189	4.578.642	4.888.655	5.915.487	21,0%	8,6%	1.026.832	467.258
Valencia	Spain	3.602.112	3.653.890	4.206.937	4.327.371	2,9%	20,1%	120.434	725.259
Bahía de Algeciras	Spain	3.327.616	3.042.782	2.806.884	3.602.631	28,3%	8,3%	795.747	275.015
Felixstowe	United Kingdom	3.132.000	3.020.942	3.415.134	3.248.634	-4,9%	3,7%	-166.500	116.634
St-Petersburg	Russia	1.983.110	1.343.675	1.931.382	2.365.174	22,5%	19,3%	433.792	382.064
Marsaxlokk	Malta	2.337.000	2.260.000	2.370.729	2.360.000	-0,5%	1,0%	-10.729	23.000
Gioia Tauro	Italy	3.467.772	2.857.000	2.851.261	2.338.000	-18,0%	-32,6%	-513.261	-1.129.772
Le Havre	France	2.488.654	2.240.714	2.358.077	2.215.262	-6,1%	-11,0%	-142.815	-273.392
Zeebrugge	Belgium	2.209.715	2.328.198	2.499.756	2.206.681	-11,7%	-0,1%	-293.075	-3.034
Barcelona	Spain	2.569.549	1.800.662	1.931.033	2.013.967	4,3%	-21,6%	82.934	-555.582
Genoa	Italy	1.766.605	1.533.627	1.758.858	1.847.102	5,0%	4,6%	88.244	80.497
Piraeus	Greece	433.582	660.837	863.808	1.680.133	94,5%	287,5%	816.325	1.246.551
Southampton	United Kingdom	1.617.000	1.384.670	1.566.550	1.588.553	1,4%	-1,8%	22.003	-28.447
La Spezia	Italy	1.246.000	1.046.063	1.285.155	1.307.274	1,7%	4,9%	22.119	61.274
Las Palmas	Spain	1.312.120	1.007.207	1.113.262	1.287.389	15,6%	-1,9%	174.127	-24.731
Marseille	France	851.425	876.757	953.435	944.047	-1,0%	10,9%	-9.388	92.622
Gothenburg	Sweden	862.595	824.218	891.498	913.886	2,5%	5,9%	22.388	51.291
Gdansk	Poland	163.704	240.623	511.876	685.643	33,9%	318,8%	173.767	521.939
Constantza	Romania	1.380.192	594.299	556.694	662.796	19,1%	-52,0%	106.102	-717.396

Container traffic for selected European ports

(in TEU)

Port	Country	2011	2012	2013	2014
Aarhus	Denmark	431.359	404.287	405.837	424.044
Algeciras	Spain	3.602.631	4.070.791	4.337.816	4.556.503
Amsterdam	The Netherlands	48.515	68.933	65.088	57.399
Antwerp	Belgium	8.663.947	8.635.169	8.578.269	8.977.738
Barcelona	Spain	2.013.967	1.749.974	1.718.779	1.893.299
Bilbao	Spain	572.784	610.131	606.827	630.888
Bordeaux	France	60.511	63.285	56.383	56.065
Bremerhaven	Germany	5.915.487	6.134.000	5.830.711	5.795.624
Constantza	Romania	662.796	684.059	661.124	668.293
Dunkirk	France	273.055	260.283	290.366	311.836
Gdansk	Poland	685.643	928.905	1.177.623	1.212.054
Gdynia	Poland	616.441	676.349	729.607	849.123
Genoa	Italy	1.847.102	2.064.806	1.988.013	2.172.944
Ghent	Belgium	80.100	88.159	70.228	36.800
Gothenburg	Sweden	886.782	899.628	858.497	836.631
Hamburg	Germany	9.014.165	8.863.896	9.257.358	9.728.666
Helsinki	Finland	392.342	404.895	405.862	400.933
Klaipeda	Lithuania	382.185	381.278	402.535	450.428
La spezia	Italy	1.307.274	1.247.218	1.300.432	1.303.017
Le Havre	France	2.215.262	2.303.750	2.486.264	2.554.455
Livorno	Italy	637.798	549.047	527.348	577.471
Leixos	Portugal	514.088	632.673	626.194	666.661
Lisbon	Portugal	541.906	485.761	549.302	502.186
Marseille	France	944.047	1.062.408	1.099.271	1.179.910
Oslo	Norway	208.799	202.791	202.497	212.579
Ravenna	Italy	215.336	208.152	226.879	222.548
Riga	Latvia	302.973	362.297	381.099	387.603
Rotterdam	The Netherlands	11.876.921	11.865.916	11.621.249	12.297.570
Rouen	France	130.598	127.528	102.122	96.953
Sète	France	27.024	15.615	3.610	259
Sines	Portugal	447.495	553.063	931.037	1.227.694
Stockholm	Sweden	28.432	35.833	48.749	51.000
Szczecin	Poland	55.098	52.179	62.307	78.439
Tarragona	Spain	225.747	188.851	147.554	148.636
Thessaloniki	Greece	295.780	317.900	322.310	349.990
Trieste	Italy	393.193	411.247	458.497	506.007
Valencia	Spain	4.327.371	4.469.754	4.327.838	4.441.949
Venice	Italy	458.363	429.893	446.428	456.068
Wilhelmshaven	Germany	0	23.888	76.265	67.076
Zeebrugge	Belgium	2.206.681	1.953.170	2.026.270	2.046.586



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