Maritime ports freight and passenger statistics

Data from January 2017. Most recent data: Further Eurostat information, Main tables and Database . Planned update: February 2018.

This article presents the latest statistical data on freight handling and passenger traffic in ports in the European Union (EU) , Iceland, Norway, Montenegro and Turkey. It also covers maritime transport flows with the main partner geographical areas, as well as individual results for major European ports.This article contains data for 2015. Please note that the 2009-2015 figures for France are provisional estimates which are likely to be revised.
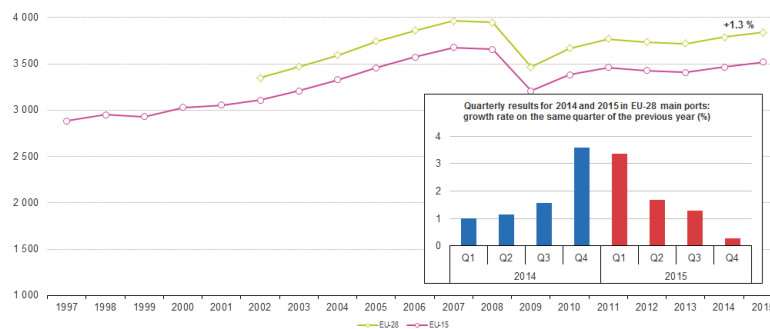

Figure 1: Gross weight of seaborne goods handled in all ports, 1997-2015 (in million tonnes)Source: Eurostat (marmgaacwh) and (margoqm)

Note: The Czech Republic, Luxembourg, Hungary, Austria, Slovakia and the EFTA countries Liechtenstein and Switzerland have no maritime ports.
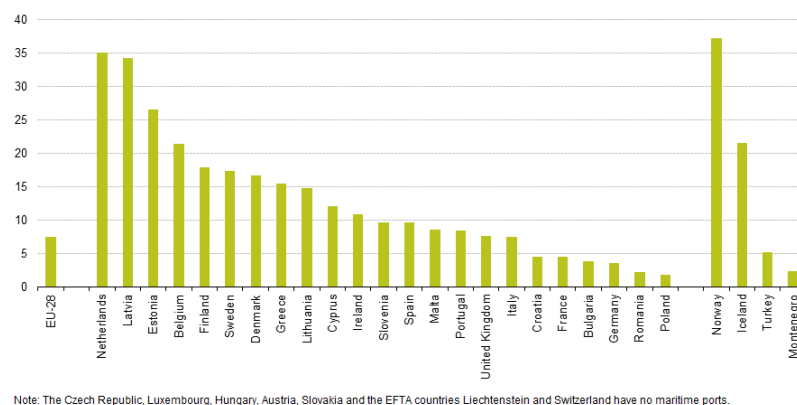
Figure 2: Gross weight of seaborne goods handled (inward and outward) in all ports in 2015 (in tonnes per inhabitant)Source: Eurostat (marmgaacwh)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015			Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Total		
EU-28	3 741.9	3 859.6	3 964.7	3 944.5	3 466.0	3 670.2	3 767.2	3 736.6	3 719.4	3 788.9	2 277.6	1 560.7	3 838.3	+1.3	+4.6
Belgium	206.5	218.9	236.3	243.8	203.4	228.2	232.8	224.0	228.1	237.9	128.9	112.5	241.5	+1.5	+5.8
Bulgaria	24.8	27.5	24.9	26.6	21.9	22.9	25.2	26.0	28.8	27.2	12.6	14.5	27.2	-0.3	+18.4
Denmark	99.7	107.7	109.7	106.1	90.6	87.1	92.6	87.8	88.4	92.2	54.6	40.5	95.1	+3.1	+9.2
Germany	284.9	302.8	315.1	320.6	262.9	276.0	296.0	298.8	297.3	303.7	173.4	122.5	295.9	-2.6	+7.2
Estonia	46.5	50.0	45.0	36.2	38.5	46.0	48.5	43.5	42.9	43.6	10.3	24.6	35.0	-19.8	-24.0
Ireland	52.1	53.3	54.1	51.1	41.8	45.1	45.1	47.6	46.7	47.5	33.6	17.0	50.7	+6.7	+12.4
Greece	150.4	158.6	163.4	151.2	134.6	128.3	134.5	152.7	160.6	168.2	91.1	75.9	167.0	-0.7	+30.2
Spain	399.7	414.4	426.6	416.1	363.5	377.0	403.8	419.9	397.5	427.7	255.2	191.8	447.0	+4.5	+18.6
France (')	341.5	350.3	346.8	352.0	315.6	316.1	322.3	303.3	304.2	298.2	196.6	101.3	297.9	-0.1	-5.8
Croatia	26.2	26.3	30.1	29.2	23.4	24.3	21.9	19.0	19.4	18.6	12.5	6.4	18.9	+1.8	-22.2
Italy	508.9	520.2	537.3	526.2	469.9	494.1	499.9	476.8	457.1	443.1	292.5	165.5	458.0	+3.4	-7.3
Cyprus	7.3	7.7	7.5	8.0	6.8	7.0	6.6	6.2	7.2	7.2	6.4	3.8	10.3	+42.9	+47.6
Latvia	59.7	56.9	61.1	61.4	60.1	58.7	67.0	72.7	67.1	71.8	6.8	61.0	67.8	-5.6	+15.5
Lithuania	26.1	27.2	29.3	36.4	34.3	37.9	42.7	41.0	39.8	41.1	14.6	28.5	43.1	+4.9	+13.9
Malta	3.5	3.6	3.2	3.4	3.4	3.8	3.3	3.3	3.1	3.5	3.4	0.3	3.7	+7.1	-2.4
Netherlands	460.9	477.2	507.5	530.4	483.1	538.7	532.7	551.8	557.9	570.5	406.7	187.6	594.3	+4.2	+10.3
Poland	54.8	53.1	52.4	48.8	45.1	59.5	57.7	58.8	64.3	68.7	39.8	29.7	69.5	+1.1	+16.8
Portugal	65.3	66.9	68.2	65.3	61.7	66.0	67.5	67.9	78.2	80.2	50.8	35.9	86.8	+8.2	+31.5
Romania	47.7	46.7	48.9	50.5	36.1	38.1	38.9	39.5	43.6	43.8	19.6	25.0	44.5	+1.8	+16.8
Slovenia	12.6	15.5	15.9	16.6	13.4	14.6	16.2	16.9	17.2	18.0	13.2	6.8	19.9	+10.7	+36.6
Finland	99.6	110.5	114.8	114.7	93.2	109.3	115.5	105.1	105.1	105.5	48.6	49.2	97.8	-7.4	-10.6
Sweden	178.1	180.5	185.1	187.8	161.8	179.6	177.1	173.0	161.6	167.5	92.0	77.7	169.7	+1.3	-5.5
United Kingdom	584.9	583.7	581.5	562.2	500.9	511.9	519.5	500.9	503.3	503.2	314.2	182.5	496.7	-1.3	-3.0
Iceland	5.7	5.9	6.1	6.6	6.2	6.0	6.1	6.4	6.8	6.7	4.8	2.4	7.1	+6.9	+18.9
Norway	191.9	186.7	187.8	183.2	174.7	185.2	188.8	206.0	207.1	200.8	62.3	131.3	193.6	-3.6	+4.6
Montenegro	:	:	:	:	:	:	:	1.2	1.3	1.2	0.6	0.8	1.5	+19.8	:
Turkey	:	:	:	305.3	293.9	338.1	359.1	374.7	379.4	378.7	236.9	174.9	411.8	+8.7	+21.8

Note: (:) not available.
(') 2009-2014: partially estimated by Eurostat.

Table 1: Gross weight of seaborne goods handled in all ports (in million tonnes)Source: Eurostat (marmgaacwhd)

|	Share in % of total cargo handled in main ports					Total cargo handled in main ports (million tonnes)
	Liquid bulk goods	Dry bulk goods	Large containers	Ro-Ro Mobile Units	Other cargo	
EU-28	38.0	22.9	21.2	12.3	5.6	3 772.5
Belgium	31.0	13.5	40.7	8.6	6.3	241.2
Bulgaria	45.3	37.1	8.3	0.8	8.5	27.2
Denmark	37.0	27.5	6.6	25.0	3.9	84.6
Germany	15.2	24.5	42.5	12.5	5.3	296.2
Estonia	54.0	16.0	5.5	13.9	10.6	31.5
Ireland	25.2	30.6	14.2	28.2	1.9	49.3
Greece	39.6	20.7	24.8	13.4	1.5	148.6
Spain	37.6	22.8	29.2	4.7	5.6	447.0
France (')	46.0	25.9	13.3	12.2	2.6	296.4
Croatia	47.4	34.9	9.5	2.1	6.1	15.9
Italy	41.4	13.5	21.2	19.7	4.2	449.5
Cyprus	33.4	34.7	27.0	2.1	2.7	7.4
Latvia	37.6	47.9	5.8	3.6	5.0	66.5
Lithuania	42.0	38.6	8.4	5.9	5.1	43.1
Malta	36.6	19.4	19.4	17.3	7.2	3.7
Netherlands	46.9	24.2	18.1	3.2	7.7	594.3
Poland	27.4	36.6	19.7	11.3	5.0	68.8
Portugal	39.0	22.6	29.1	1.0	8.3	85.3
Romania	27.0	51.2	12.8	0.6	8.5	43.6
Slovenia	16.5	35.5	36.2	4.6	7.2	19.9
Finland	33.4	25.7	10.2	18.3	12.5	96.9
Sweden	37.6	17.8	7.8	26.5	10.3	169.7
United Kingdom	40.0	21.4	13.0	21.4	4.2	485.7
Iceland	:	:	:	:	:	:
Norway	50.8	38.1	3.2	2.0	6.0	184.4
Montenegro	:	:	:	:	:	:
Turkey	34.0	38.6	20.1	2.1	5.3	411.6

Note: main ports are ports handling more than 1 million tonnes of goods annually. (:) not available.
(') Partially estimated by Eurostat.

Table 2: Gross weight of seaborne goods handled (inward and outward) in main ports in 2015 by type of cargo (in % of total cargo handled)Source: Eurostat (marmgamcwhc)

Rank 2015	Port	*	2010 Total	2011 Total	2012 Total	2013 Total	2014 Total	2015 Inwards	2015 Outwards	2015 Total	Liquid bulk goods	Dry bulk goods	Large con-tainers	Ro-Ro Mobile units	Other cargo	Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
1	Rotterdam (NL)	=	395.8	396.5	409.7	414.8	421.6	304.6	132.4	436.9	50	19	24	3	5	+3.6	+10.4
2	Antwerpen (BE)	=	160.0	168.5	164.5	172.0	180.4	96.7	93.4	190.1	35	7	50	2	5	+5.4	+18.8
3	Hamburg (DE)	=	104.5	114.4	113.5	120.6	126.0	68.0	52.2	120.2	12	26	61	0	1	-4.6	+15.0
4	Amsterdam (NL)	=	89.9	88.3	90.9	93.1	97.1	64.5	34.3	98.8	44	43	0	1	11	+1.7	+9.9
5	Algeciras (ES)	=	58.6	68.9	72.3	67.6	75.6	44.4	35.0	79.4	34	3	58	1	4	+4.9	+35.5
6	Botas (TR)	+4	68.3	65.5	61.2	56.1	57.0	13.8	64.3	78.1	86	13	0	0	1	+37.0	+14.3
7	Marseille (FR) (*)	-1	82.4	84.5	81.8	76.2	74.4	57.2	20.3	77.5	64	18	12	3	3	+4.1	-6.0
8	Izmit (TR)	+1	53.8	55.0	60.6	60.7	58.6	47.1	17.0	64.2	39	33	16	0	12	+9.5	+19.3
9	Le Havre (FR) (*)	-2	65.8	63.4	59.2	64.4	61.4	45.1	17.9	62.9	64	3	33	1	0	+2.5	-4.3
10	Immingham (UK)	-2	54.0	57.2	60.1	62.6	59.4	43.6	15.5	59.1	36	32	3	27	2	-0.5	+9.4
11	Valencia (ES)	=	53.1	54.2	54.2	53.5	55.0	26.2	31.3	57.6	7	5	74	2	12	+4.6	+8.4
12	Bremerhaven (DE)	=	45.9	55.9	58.2	54.5	53.6	21.9	27.9	49.8	1	0	89	8	3	-7.3	+8.3
13	Trieste (IT)	=	40.6	41.8	42.1	46.0	47.3	41.5	7.7	49.1	70	1	11	11	6	+4.0	+21.2
14	Aliaga (TR)	+3	37.4	37.6	42.6	39.5	42.0	31.9	16.5	48.4	50	35	11	0	4	+15.3	+29.5
15	London (UK)	-1	48.1	48.8	43.7	43.2	44.5	38.3	7.1	45.4	26	31	22	17	4	+2.1	-5.5
16	Bergen (NO)	=	49.8	52.3	54.6	51.8	42.1	10.5	33.1	43.6	91	6	0	0	2	+3.5	-12.5
17	Genova (IT)	-2	41.4	42.4	42.5	40.8	43.4	28.0	15.5	43.4	35	3	44	18	1	+0.1	+4.8
18	Sines (PT)	+8	24.7	24.9	27.4	34.6	35.1	25.6	15.6	41.2	52	14	33	0	0	+17.6	+66.7
19	Riga (LV)	+2	29.1	32.9	34.8	34.0	39.8	4.1	35.3	39.4	27	57	10	0	6	-1.1	+35.5
20	Piraeus (EL)	-2	13.1	23.5	35.2	40.2	41.4	19.6	18.7	38.3	1	1	87	11	0	-7.5	+193.5
Total top 20 ports (*)		-	1 486.4	1 580.6	1 629.5	1 635.6	1 637.9	1 032.5	690.9	1 723.4	43	18	31	4	4	+5.2	+15.9
EEA+ME+TR (all ports) (*)		-	:	:	4 324.7	4 313.2	4 376.6	2 582.2	1 870.1	4 452.3	:	:	:	:	:	+1.7	:

Note: (*) column indicates number of positions lost or gained compared to 2014. (:) not available. (-) not applicable.
(*) 2010-2014: partially estimated by Eurostat.
(*) 2012-2014: partially estimated by Eurostat.
(*) Total figure for the ports being part of the top 20 ports during the reference year concerned.
(*) All ports in the EU, EFTA and candidate countries reporting gross weight of goods.

Table 3: Top 20 cargo ports in 2015 - on the basis of gross weight of goods handled (in million tonnes)Source: Eurostat (marmgaapwhd)
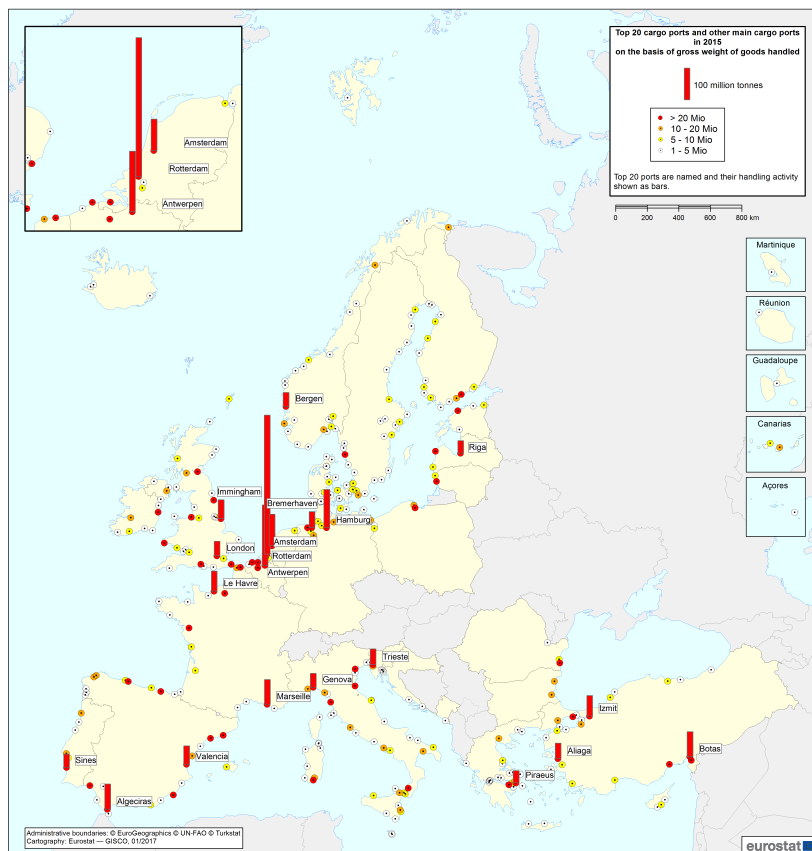

Map 1: Main cargo ports in the reporting countries 2015 by gross weight of goods handledSource: Eurostat (marmgaapwhd)

Rank 2015	Port	*	2005 Total	2006 Total	2007 Total	2008 Total	2009 Total	2010 Total	2011 Total	2012 Total	2013 Total	2014 Total	2014 of which empty	2015 Total	2015 of which empty	Growth rate 2014-2015 (%) Total	Growth rate 2014-2015 (%) of which empty
1	Rotterdam (NL)	=	9 195	9 575	10 773	10 631	9 579	11 017	11 340	11 418	11 021	11 634	2 295	11 577	2 349	-0.5	+2.3
2	Antwerpen (BE)	+1	6 221	6 718	7 879	8 379	7 014	8 144	8 317	8 174	8 256	8 812	1 178	9 370	1 389	+6.3	+18.0
3	Hamburg (DE)	-1	8 084	8 878	9 914	9 767	7 031	7 906	9 035	8 891	9 302	9 775	1 266	8 848	1 287	-9.5	+1.7
4	Bremerhaven (DE)	=	3 696	4 479	4 884	5 451	4 552	4 858	5 911	6 111	5 822	5 731	772	5 467	730	-4.6	-5.4
5	Valencia (ES)	+1	2 415	2 615	3 049	3 606	3 654	4 211	4 332	4 471	4 328	4 407	1 141	4 609	1 152	+4.6	+1.0
6	Algeciras (ES)	-1	3 180	3 258	3 413	3 291	2 947	2 773	3 593	4 113	3 988	4 555	946	4 516	801	-0.9	-15.3
7	Felixstowe (UK)	=	2 760	3 030	3 342	3 131	3 021	3 415	3 249	3 368	3 434	4 072	1 203	4 043	1 147	-0.7	-4.6
8	Piraeus (EL)	+1	1 401	1 413	1 384	437	667	850	1 681	2 815	3 199	3 493	755	3 360	679	-3.8	-10.1
9	Ambarli (TR)	+1	:	:	:	:	:	2 464	2 625	3 024	3 318	3 445	727	3 062	625	-11.1	-14.1
10	Gioia Tauro (IT)	-2	3 123	2 835	3 464	3 165	2 725	3 897	3 307	3 725	3 652	3 708	351	3 030	243	-18.3	-30.8
11	Le Havre (FR) (¹)	=	2 144	2 119	2 685	2 512	2 257	2 369	2 222	1 997	2 186	2 433	348	2 560	440	+5.2	+26.6
12	Genova (IT)	+1	1 038	1 146	1 230	1 462	1 311	1 020	1 277	1 578	1 546	2 014	151	2 079	100	+3.2	-33.9
13	Southampton (UK)	+1	1 384	1 502	1 905	1 617	1 385	1 567	1 591	1 489	1 489	1 894	456	1 956	498	+3.3	+9.3
14	Barcelona (ES)	-2	2 071	2 315	2 606	2 567	1 846	1 928	2 006	1 745	1 717	2 056	563	1 950	487	-5.1	-13.5
15	La Spezia (IT)	+1	916	1 086	1 130	1 186	840	1 181	1 205	1 181	1 207	1 262	214	1 579	215	+25.1	+0.2
16	Mersin (TR)	-1	:	:	:	:	:	1 016	1 127	1 251	1 367	1 484	326	1 428	312	-3.7	-4.3
17	Sines (PT)	+1	51	122	150	220	253	382	447	553	931	1 228	251	1 332	200	+8.5	-20.4
18	Marseille (FR)	+1	911	950	1 058	901	943	1 031	1 095	1 147	1 197	1 190	198	1 256	204	+5.5	+3.0
19	London (UK)	+1	765	743	858	983	646	733	737	687	944	1 059	324	1 185	341	+11.8	+5.1
20	Gdansk (PL)	-3	63	76	95	183	233	510	685	933	1 189	1 232	305	1 041	201	-15.5	-34.1
Total top 20 ports (²)		-	53 016	56 989	64 483	64 363	54 306	67 267	63 093	67 267	69 569	70 181	12 795	74 247	13 400	+5.8	+4.7
EEA-IS+TR (main ports) (³)		-	:	:	:	:	:	84 041	90 284	93 104	95 169	101 483	20 100	100 750	19 818	-0.7	-1.4

Note: TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). (*) column indicates number of positions lost or gained compared to 2014. (:) not available. (-) not applicable.
(¹) 2012-2013: partially estimated by Eurostat.
(²) Total figure for the ports being part of the top 20 ports during the reference year concerned.
(³) All ports in the EU, EFTA and candidate countries reporting number of containers.

Table 4: Top 20 container ports in 2015 - on the basis of volume of containers handled in (1 000 TEUs)Source: Eurostat (marmgampvh)
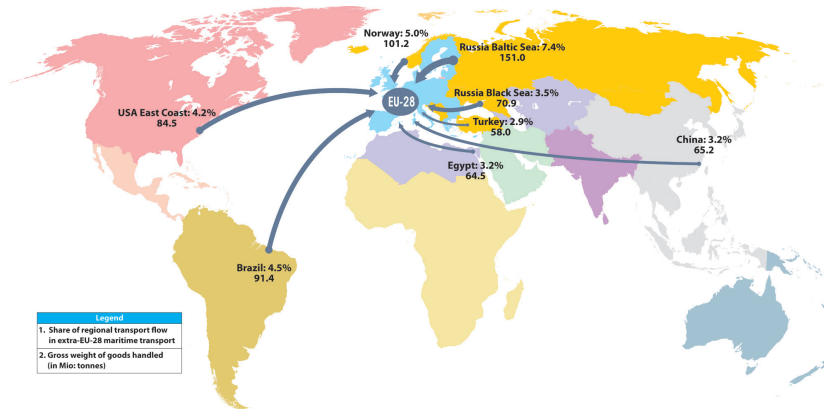
Map 2: Main Extra-EU 28 regional transport flows in 2015 by gross weight of goods handled-Source: Eurostat - Maritime transport - Goods (margo)

	2014					2015					Total transport growth rate 2014-2015 (%)
	Total transport (million tonnes)	National	Of which (%) International		Unknown	Total transport (million tonnes)	National	Of which (%) International		Unknown	
			Intra EU-28	Extra EU-28				Intra EU-28	Extra EU-28		
EU-28	3 045.1	9	25	64	2	3 094.8	9	25	63	3	+1.6
Belgium	237.3	1	31	67	0	241.1	1	33	66	0	+1.6
Bulgaria	27.2	0	19	81	0	27.2	0	17	82	0	-0.3
Denmark	74.2	17	55	26	2	82.3	16	52	29	2	+11.0
Germany	300.8	1	38	60	0	292.5	1	40	59	0	-2.8
Estonia	39.9	1	61	35	3	31.4	1	62	37	1	-21.4
Ireland	44.9	3	72	23	2	48.2	2	73	24	0	+7.3
Greece	125.8	21	20	58	1	128.1	23	21	56	0	+1.8
Spain	400.8	10	20	66	4	421.2	10	20	59	11	+5.1
France (')	290.3	6	32	58	4	289.5	5	32	58	4	-0.3
Croatia	14.0	8	29	63	0	15.3	9	23	68	0	+9.4
Italy	351.4	25	17	57	0	368.5	23	18	58	0	+4.9
Cyprus	7.2	0	52	47	1	7.4	0	50	50	0	+3.3
Latvia	70.0	0	74	26	0	66.1	0	74	26	0	-5.5
Lithuania	41.1	0	51	49	0	43.1	0	47	52	0	+4.9
Malta	3.5	0	64	36	0	3.7	0	73	27	0	+6.7
Netherlands	570.4	0	25	74	1	594.2	0	25	72	3	+4.2
Poland	67.8	1	55	44	0	68.4	1	54	45	0	+0.8
Portugal	74.0	8	32	60	0	80.6	7	31	61	0	+8.8
Romania	42.6	0	19	81	0	43.6	0	20	80	0	+2.5
Slovenia	18.0	0	28	71	0	19.9	0	29	71	0	+10.7
Finland	98.5	5	66	29	0	91.9	6	69	26	0	-6.7
Sweden	163.2	11	67	21	1	164.7	11	66	22	1	+0.9
United Kingdom	455.9	13	45	39	3	444.7	14	46	37	3	-2.5
Iceland	:	:	:	:	:	:	:	:	:	:	:
Norway	168.8	32	53	11	4	176.0	29	55	14	2	+4.3
Montenegro	:	:	:	:	:	:	:	:	:	:	:
Turkey	357.6	8	34	57	0	388.9	7	34	57	1	+8.7

Note: The percentages of international intra-EU-28 and extra-EU-28 transport for non-EU-28 countries express the share of total transport with EU-28 and non-EU-28 countries respectively. Main ports are ports handling more than 1 million tonnes of goods annually. (:) not available.
(*) Partially estimated by Eurostat.

Table 5: **Seaborne transport of goods between main ports in the reporting country and their partner ports grouped by main geographical areas (in % of total gross weight of goods transported)Source: Eurostat (marmgamcwt) and (marmgamcwtt)**
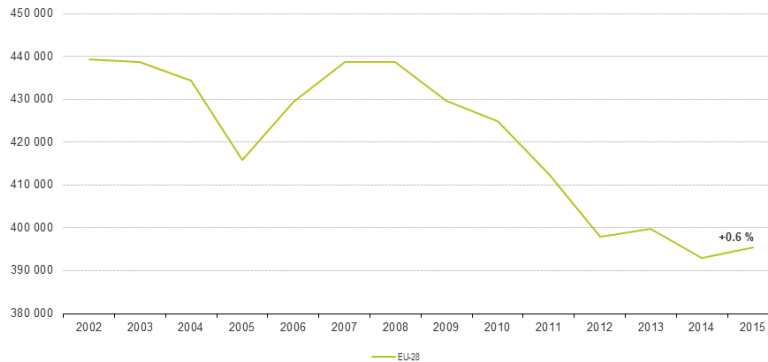

Figure 3: Number of seaborne passengers embarked and disembarked in all ports (in 1000)Source: Eurostat (marmpaacph)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015					Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Inwards	Outwards	Cruise	Non cruise	Total		
EU-28	415 820	429 404	438 606	438 701	429 555	424 922	412 547	397 975	399 802	392 890	198 215	197 151	12 402	382 965	395 367	+0.6	-7.0
Belgium	922	891	909	799	751	829	824	850	859	821	422	422	491	353	844	+2.8	+1.8
Bulgaria	13	15	10	8	0	1	1	1	2	1	0	2	0	2	2	+60.1	+67.4
Denmark	47 924	48 145	48 409	46 657	43 561	41 993	41 527	40 965	41 266	41 353	20 854	20 793	366	41 280	41 647	+0.7	-0.8
Germany	29 490	29 256	30 200	28 945	29 573	28 780	29 233	29 481	29 848	30 780	14 944	15 143	1 226	28 862	30 087	-2.2	+4.5
Estonia	8 639	8 546	8 665	9 190	9 140	11 186	11 846	12 654	13 146	13 654	7 062	7 102	11	14 153	14 164	+3.7	+26.6
Ireland	3 275	3 207	3 225	3 108	2 878	3 089	2 906	2 758	2 747	2 755	1 359	1 392	1	2 750	2 751	-0.2	-10.9
Greece	85 847	90 184	92 185	90 982	88 119	85 983	78 986	72 728	72 748	66 340	32 852	32 828	385	65 295	65 680	-1.0	-23.6
Spain	20 976	22 167	23 134	22 478	21 458	21 518	21 868	21 629	22 871	23 486	12 570	12 443	2 591	22 422	25 013	+6.5	+16.2
France	25 804	26 402	27 048	26 813	25 067	27 218	25 552	24 815	25 637	26 638	13 113	13 020	930	25 203	26 133	-1.9	-4.0
Croatia	22 182	23 061	24 611	26 044	26 037	25 124	26 947	26 706	27 355	23 523	13 974	13 297	52	27 220	27 271	+15.9	+8.5
Italy	78 753	85 984	86 970	90 156	92 707	87 658	81 895	76 735	73 238	72 225	35 145	35 123	4 139	66 129	70 268	-2.7	-19.8
Cyprus	194	228	174	150	96	107	92	91	99	76	35	33	67	1	68	-11.0	-36.7
Latvia	143	217	362	436	588	676	786	826	872	802	295	307	0	602	602	-25.0	-10.9
Lithuania	166	190	212	212	205	251	281	286	280	280	136	150	0	286	286	+1.9	+14.1
Malta	7 103	7 328	7 802	8 132	7 799	8 300	8 621	8 535	9 170	9 669	4 740	4 740	0	9 479	9 479	-2.0	+14.2
Netherlands (¹)	2 116	2 127	1 871	1 959	1 632	1 994	1 770	1 706	1 738	1 819	941	969	:	1 910	1 910	+5.0	-4.2
Poland	1 640	1 737	2 456	2 647	2 481	2 601	2 528	2 358	2 201	2 224	1 205	1 217	0	2 421	2 421	+8.9	-6.9
Portugal (²)	662	686	735	762	833	701	677	565	555	551	292	291	47	536	583	+5.8	-16.8
Romania	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	+15.8	+142.7
Slovenia	35	30	51	50	56	39	36	34	28	27	17	17	0	34	34	+25.7	-13.6
Finland	17 112	16 739	16 450	16 975	17 226	17 867	18 074	18 264	18 524	18 487	9 431	9 386	0	18 817	18 817	+1.8	+5.3
Sweden	32 617	32 334	32 662	32 745	31 066	30 185	30 094	29 471	29 146	29 244	14 985	14 516	143	29 357	29 500	+0.9	-2.3
United Kingdom	30 207	29 930	30 465	29 555	28 281	28 824	28 002	26 516	27 472	28 135	13 845	13 961	1 951	25 854	27 805	-1.2	-3.5
Iceland (¹)	422	433	:	:	298	638	404	710	751	723	369	368	:	737	737	+1.9	+15.5
Norway (²)	6 503	6 112	6 214	6 029	5 728	5 876	6 130	6 003	7 898	7 908	4 015	3 296	80	7 231	7 311	-7.5	+24.4
Montenegro								319	184	108	48	51	0	99	99	-8.2	:
Turkey	:	:	:	1 498	1 386	1 577	1 842	1 828	2 058	2 150	1 151	1 081	526	1 706	2 233	+3.8	+41.6

Note: (:) not available.
(¹) Data exclude cruise passengers.
(²) 2005-2010: data exclude cruise passengers.
(³) Data on international maritime passenger transport only.

Table 6: Number of seaborne passengers embarked and disembarked in all ports, 2005-2015 (in 1000) Source: Eurostat (marmpaacph) and (marmpaacphd)

Rank 2015	Port	Sea	*	2010 Total	2011 Total	2012 Total	2013 Total	2014 Total	2015 Inwards	2015 Outwards	2015 Total	Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
1	Dover (GB)	Atlantic	=	13 361	12 918	12 076	12 898	13 381	6 497	6 584	13 082	-2.2	-2.1
2	Helsinki (FI)	Baltic	=	9 849	10 326	10 637	10 756	10 942	5 638	5 575	11 214	+2.5	+13.9
3	Stockholm (SE)	Baltic	+1	9 147	9 184	9 108	8 889	9 933	5 004	4 882	9 887	-0.5	+8.1
4	Calais (FR)	Atlantic	-1	10 237	10 063	9 345	10 372	10 703	4 911	4 846	9 757	-8.8	-4.7
5	Tallinn (EE)	Baltic	=	7 523	8 043	8 417	8 727	9 098	4 631	4 667	9 299	+2.2	+23.6
6	Piraeus (GR)	Mediter.	=	10 944	9 182	7 918	7 704	8 136	4 259	3 910	8 169	+0.4	-25.4
7	Helsingborg (SE)	Baltic	=	8 540	8 339	7 841	7 763	7 656	3 808	3 862	7 670	+0.2	-10.2
8	Helsingor (Elsinore) (DK)	Baltic	+1	8 534	8 324	7 822	7 721	7 634	3 839	3 805	7 644	+0.1	-10.4
9	Paloukia Salaminas (GR)	Mediter.	+1	12 705	11 662	11 430	10 724	7 016	3 539	3 511	7 050	+0.5	-44.5
10	Perama (GR)	Mediter.	+1	12 705	11 662	11 430	10 724	7 016	3 539	3 511	7 050	+0.5	-44.5
11	Messina (IT)	Mediter.	+1	10 765	8 060	8 126	7 256	6 988	3 470	3 551	7 021	+0.5	-34.8
12	Napoli (IT)	Mediter.	-4	8 356	7 859	7 964	7 360	7 652	3 156	3 328	6 484	-15.3	-22.4
13	Puttgarden (DE)	Baltic	+3	6 261	6 028	5 963	5 944	6 002	2 992	3 149	6 141	+2.3	-1.9
14	Rodby (Faergehavn) (DK)	Baltic	+1	6 261	6 028	6 000	5 944	6 003	3 069	3 069	6 139	+2.3	-2.0
15	Reggio Di Calabria (IT)	Mediter.	-2	9 891	7 704	7 760	6 758	6 187	3 070	2 983	6 053	-2.2	-38.8
16	Palma de Mallorca (ES)	Mediter.	+2	4 496	4 610	4 292	4 756	4 939	2 856	2 796	5 652	+14.4	+25.7
17	Algeciras (ES)	Mediter.	=	4 663	4 504	4 849	4 812	5 386	2 790	2 737	5 527	+2.6	+18.5
18	Cirkewwa (MT)	Mediter.	+1	4 031	4 125	4 093	4 395	4 643	2 342	2 397	4 740	+2.1	+17.6
18	Mgarr- Gozo (MT)	Mediter.	+1	4 031	4 125	4 093	4 395	4 643	2 397	2 342	4 740	+2.1	+17.6
20	Capri (IT)	Mediter.	-6	6 517	6 576	6 744	6 488	6 054	2 180	2 176	4 355	-28.1	-33.2
Total top 20 ports (¹)		-	-	168 897	159 501	155 907	154 537	150 012	73 960	73 711	147 670	-1.6	-12.6
EEA+ME+TR (all ports) (²)		-	-	:	:	406 835	410 693	403 779	203 798	201 948	405 746	+0.5	:

Note: (*) column indicates number of positions lost or gained compared to 2014. (:) not available. (-) not applicable.
(¹) Total figure for the ports being part of the top 20 ports during the reference year concerned. In 2010, 2011 and 2013, the number of passengers embarking and disembarking in only one of the Maltese ferry ports Cirkewwa and Gozo have been included in the total figure for the top 20 ports in order to limit the number of ports in the aggregate to exactly twenty for all years.
(²) All ports in the EU, EFTA and candidate countries reporting number of passengers.

Table 7: Top 20 passenger ports in 2015 - on the basis of number of passengers embarked and disembarked (in 1000) Source: Eurostat (marmpaapphd)

	2014					2015					Total transport growth rate 2014-2015 (%)
	Total passengers (in 1000)	Of which (%)				Total passengers (in 1000)	Of which (%)				
		National	International		Unknown		National	International		Unknown	
			Intra EU-28	Extra EU-28				Intra EU-28	Extra EU-28		
EU-28	207 327	57	32	6	5	205 916	57	33	6	3	-0.7
Belgium	372	0	100	0	0	351	0	100	0	0	-5.8
Bulgaria	1	0	30	70	0	-	-	-	-	-	-
Denmark	30 366	28	60	12	0	30 295	27	61	12	0	-0.2
Germany	21 759	48	47	6	0	21 013	45	49	5	0	-3.4
Estonia	11 353	18	81	1	0	11 594	18	81	1	0	+2.1
Ireland	2 753	0	100	0	0	2 750	0	100	0	0	-0.1
Greece	32 744	95	5	0	0	32 060	95	5	0	0	-2.1
Spain (¹)	14 229	66	5	29	0	14 938	67	4	29	0	+5.0
France (²)	24 892	4	54	2	40	24 612	4	67	3	26	-1.1
Croatia	11 578	95	5	0	0	13 272	96	4	0	0	+14.6
Italy	38 604	87	10	2	0	37 411	87	10	3	0	-3.1
Cyprus	-	-	-	-	-	-	-	-	-	-	-
Latvia	677	0	100	0	0	457	0	100	0	0	-32.5
Lithuania	280	0	100	0	0	286	0	100	0	0	+1.9
Malta (³)	4 643	100	0	0	0	4 740	100	0	0	0	+2.1
Netherlands	1 819	0	99	0	1	1 910	0	99	0	0	+5.0
Poland	1 841	10	90	0	0	1 990	12	88	0	0	+8.1
Portugal	252	100	0	0	0	269	100	0	0	0	+6.9
Romania	-	-	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-	-	-
Finland	18 400	3	93	4	0	19 121	3	93	4	0	+3.9
Sweden	28 744	10	86	4	0	28 930	10	86	4	0	+0.6
United Kingdom	24 086	12	88	0	0	23 832	12	88	0	0	-1.1
Iceland	:	:	:	:	:	:	:	:	:	:	:
Norway (⁴)	5 929	0	100	0	0	6 064	0	100	0	0	+2.3
Montenegro	-	-	-	-	-	-	-	-	-	-	-
Turkey	1 672	14	71	7	8	1 692	14	77	9	0	+1.2

Note: The percentages of international intra-EU-28 and extra-EU-28 transport for non-EU-28 countries express the share of total transport with EU-28 and non-EU-28 countries respectively. Main ports are ports handling more than 200 000 passengers annually. (:) not available. (-) not applicable.
(¹) 2015: provisional estimates.
(²) Partially estimated by Eurostat.
(³) International passenger transport to/from Valletta not included.
(⁴) Data on international maritime passenger transport only.

Table 8: Seaborne transport of passengers (excluding cruise passengers) between main ports in the reporting country and their partner ports grouped by geographical areas (in % of passengers (excluding cruise passengers) transported)Source: Eurostat (marmpamcft) and (marmpamcftt)

Port	2010	2011	2012	2013	2014	2015	2015 By type of vessel (%)									Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
	Total	Total	Total	Total	Total	Total	Liquid bulk	Dry bulk	Container	Cargo specialised	Cargo non-specialised	Passenger (excl. cruise)	Cruise passenger	Offshore activities	Other		
EU-28	2 254 112	2 281 603	2 210 494	2 133 637	2 187 560	2 224 608	9	3	4	1	67	15	1	0	1	+1.7	-1.3
Belgium	28 812	28 306	26 795	25 000	24 540	24 806	26	2	18	25	22	0	1	0	7	+1.1	-13.9
Bulgaria	3 168	3 566	3 648	3 620	3 354	3 067	21	19	12	0	48	0	0	0	0	-8.6	-3.2
Denmark	356 657	349 133	348 391	344 186	361 601	288 400	1	1	1	1	95	1	0	0	0	-20.2	-19.1
Germany	107 197	114 431	111 989	118 586	114 480	111 445	2	3	7	0	65	20	0	0	1	-2.7	+4.0
Estonia	25 370	28 483	28 474	30 504	29 390	30 162	3	4	1	0	3	88	1	0	0	+2.6	+18.9
Ireland	12 818	11 615	11 378	11 712	11 759	11 841	9	3	10	2	73	0	1	0	1	+0.7	-7.6
Greece	486 956	530 366	511 951	466 727	506 620	474 796	2	0	1	0	85	10	1	0	1	-6.3	-2.5
Spain (¹)	122 845	151 452	148 794	141 044	148 828	161 490	8	4	9	1	41	35	2	0	1	+8.5	+31.5
France (¹)	49 967	45 023	44 800	46 444	48 876	50 726	14	6	10	3	49	11	2	0	6	+3.8	+8.0
Croatia	195 262	207 995	205 040	202 537	195 657	231 582	0	0	0	0	46	52	1	0	0	+18.4	+18.6
Italy	518 666	485 000	437 058	411 167	409 438	510 351	20	4	2	0	61	10	1	0	3	+24.6	-1.6
Cyprus	2 743	2 606	2 324	2 366	2 219	2 097	16	2	31	10	31	4	3	3	0	-5.5	-23.6
Latvia	6 872	6 998	7 404	6 638	6 483	6 018	21	54	9	0	0	13	1	0	1	-7.2	-12.4
Lithuania	4 526	4 766	4 857	4 418	4 325	4 211	14	9	14	0	61	0	1	0	1	-2.6	-7.0
Malta	23 030	23 043	22 600	22 882	23 288	24 310	0	1	11	0	86	0	0	0	2	+4.4	+5.6
Netherlands	44 535	37 160	36 637	35 452	34 997	35 160	32	6	18	1	40	0	0	3	0	+0.5	-21.1
Poland	16 316	15 748	15 300	14 716	14 543	15 318	13	11	8	1	48	17	1	0	1	+5.3	-6.1
Portugal	12 230	12 125	11 137	12 351	12 264	12 944	18	4	32	3	31	6	6	0	0	+5.5	+5.8
Romania	1 822	4 749	4 678	4 593	4 320	4 191	16	62	14	3	3	0	1	0	0	-3.0	+130.0
Slovenia	2 039	1 996	1 980	1 941	1 915	2 086	11	8	33	4	35	0	2	0	8	+8.9	+2.3
Finland	34 682	34 784	33 818	32 673	32 175	31 457	8	2	7	1	73	5	1	0	3	-2.2	-9.3
Sweden	78 357	80 518	77 345	78 262	77 636	76 455	7	6	3	1	77	4	0	0	0	-1.5	-2.4
United Kingdom	122 242	101 740	114 096	115 818	118 852	111 695	13	2	7	3	66	0	0	7	2	-6.0	-8.6
Iceland	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Norway	33 372	57 061	60 381	72 195	69 209	64 390	13	18	5	7	38	0	0	18	1	-7.0	+92.9
Montenegro	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Turkey	64 003	64 542	65 008	65 831	64 437	62 846	14	43	14	2	11	14	2	0	1	-2.5	-1.8

Note: main ports are ports handling more than 1 million tonnes of goods or 200 000 passengers annually. (:) not available.
(¹) Provisional estimates.

Table 9: Number of vessels in main ports by type of vessel (based on inward declarations)Source: Eurostat (marmtamcsvi)

Port	2010 Total	2011 Total	2012 Total	2013 Total	2014 Total	2015 Total	2015 By type of vessel (%)									Growth rate 2014-2015 (%)	Growth rate 2010-2015 (%)
							Liquid bulk	Dry bulk	Container	Cargo, spe-cialised	Cargo, non-spe-cialised	Passenger (excl. cruise)	Cruise pas-senger	Offshore activities	Other		
EU-28	15 780 665	16 106 037	16 015 390	15 886 074	15 919 134	16 446 222	8	4	17	3	56	5	6	0	1	+3.3	+4.2
Belgium	553 413	568 104	554 009	564 064	566 748	590 135	12	2	40	33	10	0	2	0	1	+4.1	+6.6
Bulgaria	23 310	26 272	28 701	31 726	31 269	29 121	33	25	17	2	22	0	0	0	0	-6.9	+24.9
Denmark	1 074 535	1 058 660	1 072 400	1 074 814	1 038 752	1 017 921	3	1	2	1	90	0	2	0	0	-2.0	-5.3
Germany	1 067 908	1 133 238	1 172 132	1 169 484	1 176 255	1 167 622	3	3	31	0	57	2	2	0	2	-0.7	+9.3
Estonia	264 421	302 077	310 969	338 541	332 248	329 955	5	2	2	0	3	83	6	0	0	-0.7	+24.8
Ireland	228 836	222 399	223 203	208 831	221 238	229 775	4	3	4	3	80	1	4	0	0	+3.9	+0.4
Greece	1 152 027	1 148 240	1 101 625	1 125 152	1 177 159	1 226 086	5	2	9	3	67	1	12	0	0	+4.2	+6.4
Spain	1 735 395	1 885 820	1 881 947	1 773 652	1 866 870	2 091 665	12	8	21	2	33	14	10	0	0	+12.0	+20.5
France (¹)	1 126 527	1 018 768	1 157 591	1 247 257	1 253 231	1 398 864	9	4	23	4	48	6	5	0	1	+11.6	+24.2
Croatia	269 803	271 884	263 616	272 531	262 810	316 769	2	1	4	0	67	11	15	0	0	+20.5	+17.4
Italy	2 917 716	3 091 955	2 765 166	2 469 842	2 261 879	2 299 642	8	2	16	0	60	1	13	0	0	+1.7	-21.2
Cyprus	39 260	37 394	32 758	32 321	28 632	29 772	11	1	44	19	10	6	8	1	0	+4.0	-24.2
Latvia	71 684	82 410	90 074	85 348	82 285	76 890	26	34	9	0	0	26	4	0	0	-6.6	+7.3
Lithuania	52 910	59 038	60 336	57 797	59 588	60 030	23	14	14	0	44	0	4	0	0	+0.7	+13.5
Malta	186 573	194 820	197 257	215 998	215 796	235 263	1	1	52	1	43	0	0	0	1	+9.0	+26.1
Netherlands	740 132	691 592	718 774	717 891	725 845	762 542	28	13	32	1	25	0	0	1	0	+5.1	+3.0
Poland	158 472	160 040	164 421	165 848	183 624	186 708	8	10	15	0	64	1	2	0	0	+1.7	+17.8
Portugal	162 986	174 942	177 259	198 978	210 034	236 398	15	6	40	5	10	3	21	0	0	+12.6	+45.0
Romania	29 108	46 251	50 191	51 899	52 766	52 262	18	41	32	1	6	0	2	0	0	-1.0	+79.5
Slovenia	35 109	41 532	39 366	38 943	40 348	48 842	6	12	47	0	29	0	5	0	1	+21.1	+39.1
Finland	701 096	707 641	710 893	740 747	731 142	713 145	4	1	4	1	86	2	2	0	0	-2.5	+1.7
Sweden	1 140 379	1 147 066	1 132 317	1 134 734	1 163 980	1 184 969	4	2	3	1	87	1	2	0	0	+1.8	+3.9
United Kingdom	2 049 065	2 035 894	2 110 388	2 169 675	2 236 636	2 161 848	8	3	13	5	69	0	1	1	0	-3.3	+5.5
Iceland	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Norway	213 282	273 739	288 760	402 750	337 553	315 988	30	18	8	3	22	0	0	19	0	-6.4	+48.2
Montenegro	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Turkey	549 769	604 832	658 668	682 390	696 756	745 015	18	21	33	3	14	2	7	0	0	+6.9	+35.5

Note: main ports are ports handling more than 1 million tonnes of goods or 200 000 passengers annually. (:) not available.
(¹) Provisional estimates.

Table 10: Gross Tonnage (GT) of vessels in main ports by type of vessel (in 1000 GT, based on inward declarations)Source: Eurostat (marmtamcsvi)
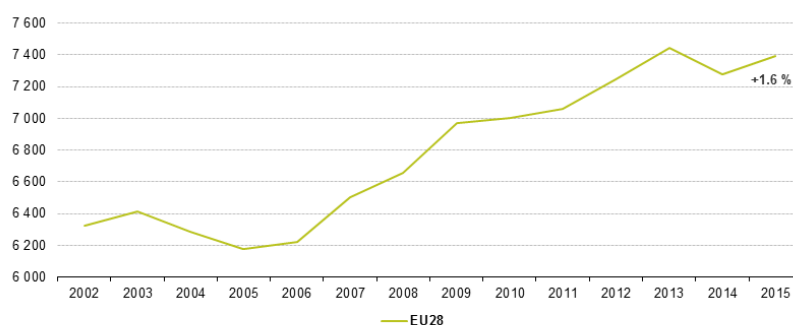
Note: main ports are ports handling more than 1 million tonnes of goods or 200 000 passengers annually.

Figure 4: Average Gross Tonnage (GT) per vessel in EU-28 main ports (based on inward declarations)Source: Eurostat (marmtamcsvi)

Main statistical findings

Increased volumes of seaborne goods and passengers in EU ports

The total gross weight of goods handled in EU ports is estimated at just above 3.8 billion tonnes in 2015, an increase of 1.3 % from 2014. According to the latest figures, the EU port freight activity seems to have resumed on a slight path towards recovery in 2014, a trend that was sustained in the four quarters of 2015 (Figure 1). Even so, the gross weight of goods handled in EU ports in 2015 was still lower than the volumes handled in the years immediately preceding the economic downturn in Europe in 2009.

The Netherlands remained the largest maritime freight transport country in Europe in 2015; while Rotterdam, Antwerpen, Hamburg, Amsterdam and Algeciras maintained their positions as the five largest freight ports. The location of the largest EU freight ports is reflected in the national figures for gross weight of goods handled in maritime ports per inhabitant (Figure 2).

Among the EU member states, the seaborne freight-per-capita ratio varied from 35.1 tonnes per inhabitant in the Netherlands to 1.8 tonnes per inhabitant in Poland in 2015. The EU-28 average was 7.5 tonnes per inhabitant. However, the EFTA country Norway recorded the highest ratio of the countries reporting maritime data to Eurostat, with 37.3 tonnes of seaborne goods handled per inhabitant in 2015.

The number of passengers passing through EU ports increased 0.6 % between 2014 and 2015, to more than 395 million passengers (Figure 3). In contrast, the total number of passengers embarking and disembarking in EU ports has fallen by 7.0 % over the last five years.

With 70 million passengers passing through its ports, Italy was the major seaborne passenger country in Europe in 2015, followed by Greece with close to 66 million passengers. These two leading seaborne passenger countries had a combined share of about one third of the total number of seaborne passengers embarking and disembarking in the EU countries.

The number of vessels calling in the main EU ports in 2015 is estimated at just above 2.2 million, an increase of 1.7 % from the previous year. In the same period, the estimated gross tonnage (GT) of the vessels calling in EU ports grew by 3.3 % to 16.4 billion GT. As a result, the average size of vessels calling in the main EU-28 ports increased by 1.6 % to about 7 400 GT in 2015 (Figure 4).

The Netherlands is EU's largest maritime freight transport country

The Netherlands has reported the largest volumes of seaborne freight handling in Europe every year since overtaking the United Kingdom in 2010. At 594 million tonnes, the volume of seaborne goods handled in Dutch ports represented 15.5 % of the EU-28 total in 2015. The Netherlands was followed by the United Kingdom (UK) and Italy, with shares of 12.9 % and 11.9 % of the EU total, respectively (Table 1).

Behind these three, Spain remained the fourth largest EU maritime freight transport country in 2015, while France narrowly overtook Germany to resume fifth place among the EU countries. Among other countries reporting maritime freight data to Eurostat, the candidate country Turkey handled close to 412 million tonnes of goods in 2015, placing Turkey between Spain and France in terms of total tonnage of seaborne goods handled.

Compared with 2014, the largest relative increases in port freight activity were recorded by Cyprus (+42.9 %), the candidate country Montenegro (+19.8 %), Slovenia (+10.7 %), the candidate country Turkey (+8.7 %) and Portugal (+8.2 %). The largest relative decreases were recorded in Estonia (-19.8 %), Finland (-7.4 %) and Latvia (-5.6 %).

Eight of the 23 maritime Member States recorded decreases in port freight activity in the five-year period between 2010 and 2015. The highest relative falls were observed for Estonia (-24.0 %), Croatia (-22.2 %) and Finland (-10.6 %). In contrast, Cyprus registered the largest relative increase (+47.6 %), followed by Slovenia (+ 36.6 %), Portugal (+31.5 %) and Greece (+30.2 %).

Inward movements of goods to the EU-28 countries increased by 0.5 % to almost 2.3 billion tonnes in 2015, while outwards movements increased by 2.5 % to almost 1.6 billion tonnes. Nonetheless, inward movements still accounted for more than 59 % of the total tonnes of goods handled in the EU ports. Liquid bulk goods, such as crude oil and oil products, made up a substantial proportion of the inward tonnage.

More seaborne goods are unloaded from than loaded onto vessels in the majority of EU countries. Malta and the Netherlands had the highest shares of unloaded goods in 2015, with respective shares of 92 % and 68 % of the total tonnes of seaborne goods recorded as inward movements to their ports. In contrast, Romania and Bulgaria, the three Baltic countries and the EEA country Norway and the candidate country Montenegro all had high shares of outward movements of goods.

Liquid bulk made up 38 % of the total cargo handled

Liquid bulk goods accounted for 38 % of the total cargo handled in the main EU ports in 2015 (Table 2), followed by dry bulk goods (23 %), containerised goods (21 %) and goods transported on Ro-Ro mobile units (12 %). The largest volumes of liquid bulk goods were handled in the Netherlands (278 million tonnes), followed by the UK (194 million tonnes) and Italy (186 million tonnes). The Baltic country of Estonia recorded the highest share of liquid bulk goods as a percentage of the total tonnages passing through its main ports in 2015, mainly reflecting large volumes of outward movements of oil products to the United States of America (USA).

With 144 million tonnes, Dutch ports also handled the largest volumes of dry bulk goods in the EU in 2015, followed by the UK with 104 million tonnes. Even so, the tonnages of dry bulk goods handled in both the Netherlands and the UK in 2015 were lower than the 159 million tonnes reported by the candidate country Turkey. Romania had the highest share of dry bulk goods as a percentage of the total tonnages in 2015, mainly

reflecting large volumes of outward movements of agricultural products from its ports.

Containers were the dominant type of cargo handled in German and Belgian ports in 2015, with shares of 43 % and 41 % respectively of the total cargo passing through the ports of the two countries. The largest volumes of containerised goods, however, were handled in Spanish and German ports, with 130 million tonnes and 126 million tonnes, respectively. The two top container countries were followed by the Netherlands with 108 million tonnes and Belgium with 98 million tonnes of containerised goods.

The share of Ro-Ro units in the total tonnage of goods was the highest for Ireland (28 %), Sweden (27 %), and Denmark (25 %), reflecting the importance of Ro-Ro ferry traffic in the seaborne transport of these countries. In tonnage terms, the United Kingdom (104 million tonnes) and Italy (88 million tonnes) recorded the largest EU volumes of goods transported on Ro-Ro mobile units in 2015.

Rotterdam, Antwerpen and Hamburg stayed top ports

Rotterdam, Antwerpen and Hamburg, all located on the North Sea coast, maintained their positions as Europe's top three ports in 2015, both in terms of the gross weight of goods handled and in terms of the volume of containers handled in the ports. The 20 largest cargo ports accounted for close to 39 % of the total tonnage of goods handled in the main ports of the reporting countries in 2015, a slight increase compared to 2014. The largest port in Europe, Rotterdam in the Netherlands, on its own accounted for close to 10 % of the total tonnage handled in the countries reporting maritime freight data to Eurostat.

Four of the five largest cargo ports in Europe recorded increases in the tonnes of goods handled in 2015, the exception being Hamburg in Germany which reported a decrease of 4.6 % from 2014 (Table 3). In comparison, Rotterdam and Amsterdam in the Netherlands saw increases of 3.6 % and 1.7 %, respectively, while Antwerpen in Belgium recorded an increase of 5.4 % and Algeciras in Spain recorded an increase of 4.9 % from 2014.

Among the other top 20 cargo ports, Botas in the candidate country Turkey recorded a growth of 37 % from 2014, overtaking Marseille as the 6th largest cargo port in the countries reporting maritime freight data to Eurostat. The ports of Izmit and Aliaga in Turkey also reported substantial increases in the total tonnage of goods handled in 2015 (+9.5 % and +15.3 %, respectively). In the same period, Sines in Portugal saw a growth of almost 18 % and became the 18th largest European port in terms of gross weight of goods handled in 2015. The ports of Piraeus in Greece (-7.5 %) and Bremerhaven in Germany (-7.3 %), on the other hand, both reported decreases in port activity in 2015, mainly caused by reduced volumes of goods in containers.

With close to 11.6 million twenty-foot equivalent units (TEUs) handled, Rotterdam was Europe's largest container port in 2015 (Table 4). Rotterdam was followed by Antwerpen with 9.4 million TEUs and Hamburg with 8.8 million TEUs handled in total. All in all, eleven of the top 20 container ports recorded decreases in the number of TEUs handled compared to 2014. In relative terms, the largest decreases were seen by Gioia Tauro in Italy (-18.3 %), Gdansk in Poland (-15.5 %), Ambarli in Turkey (-11.1 %) and the port of Hamburg (-9.5 %). The largest relative increases were recorded by La Spezia in Italy (+25.1 %), London in the UK (+11.8 %) and Sines in Portugal (+8.5 %).

The most specialised of the top 20 cargo ports in handling containers were Bremerhaven in Germany, Piraeus in Greece and Valencia in Spain; the most specialised in handling liquid bulk goods were Bergen in Norway, Botas in Turkey and Trieste in Italy. While inward activity was prevalent in most of the top 20 ports, the port of Riga in Latvia handled substantial outward movements of coal and oil products, while the ports of Bergen and Botas handled substantial outward movements of crude oil. In addition, Bremerhaven and Valencia recorded slightly more outward than inward movements of containerised goods (Table 3).

Nine of the top 20 cargo ports in 2015 were located on the Mediterranean, while eight were located on the North Sea coast of Europe. Of the remaining three ports, two were located on the Atlantic coast and one was located on the Baltic (Map 1). The composition of the national port infrastructure will sometimes determine whether a country is represented on the top 20 list of cargo ports or not. Denmark, Sweden and Finland, for instance, are countries with a large number of medium-sized ports, all handling volumes of goods lower than the 38.3 million annual tonnes required to make the top 20 list.

Most EU maritime freight transport is with extra-EU partners

Unlike statistics presented earlier in this article, the figures in Table 5 do not present the total handling of goods in ports (inward movements plus outward movements in the ports), but estimate the seaborne transport of goods between the main European ports and their partner ports. As far as possible, double-counting of the same goods being reported as outward transport in one port and inward transport in another port is excluded in these figures (see data sources and availability).

At close to 3.1 billion tonnes, the EU seaborne transport of goods increased 1.6 % from 2014 to 2015. The majority of these goods (63 %) were transported to or from ports outside the EU (international extra EU-28 transport), making maritime transport the most important mode for long distance transport of goods to or from the EU, in tonnage terms. Cross-border transport between ports in the EU (international intra EU-28 transport) made up 25 % of the maritime transport of goods in 2015, while transport of goods between national ports made up 9 % of the total EU maritime transport.

In countries with long shorelines or a large number of islands, like Italy, Greece, Denmark and the EFTA country Norway, the share of national seaborne transport tend to be relatively high (from 16 % to 29 %). Countries like Estonia, Ireland, Latvia, Malta, Finland and Sweden, on the other hand, have high shares of international intra-EU transport (above 60 %), because their main maritime freight transport partners are found within the EU. Other countries, like Belgium, Bulgaria, Germany, Greece, Spain, France, Croatia, Italy, the Netherlands, Portugal, Romania and Slovenia, have high shares of extra-EU transport (above 55 %), based on their geographical position or the "deep sea" nature of the transport activities prevailing in their main ports.

Map 2 illustrates the largest maritime transport flows between the EU and the main international partner regions. As shown in the map, all of the EU's top eight maritime flows of goods in 2015 were inward flows. In declining order, these were the inward flows of goods from the Baltic Sea region of Russia (7.4 % of the total EU seaborne transport), Norway (5.0 %), Brazil (4.5 %), the East Coast of the USA (4.2 %), the Black Sea region of Russia (3.5 %), China (3.2 %), Egypt (3.2 %) and Turkey (2.9%). In comparison, the ninth largest seaborne transport flow in 2015 was the outward flow of goods from the EU to the East Coast of the USA (2.8 %, not illustrated in the map).

Slight increase in number of seaborne passengers

The total number of passengers embarking and disembarking in EU ports is estimated at close to 395 million in 2015, a rise of 0.6 % from the previous year (Figure 3). Over the last five years, however, the total number of passengers embarking and disembarking in EU ports has fallen by 7.0 % (Table 6).

Unlike goods movements, where broadly 60 % of goods are unloaded and 40 % loaded in the EU ports, the difference between the number of passengers disembarking ("inwards") and embarking ("outwards") in EU ports is generally small. This reflects the fact that seaborne passenger transport in Europe is mainly carried by national or intra-EU ferry services, with the same passengers being counted twice in the port throughput statistics (once when they embark the ferry in one EU port and once when they disembark the same ferry in another EU port).

At 70 million and close to 66 million seaborne passengers, respectively, Italian and Greek ports handled a combined share of more than 34 % of the total number of passengers embarking and disembarking in EU ports in 2015. In consequence, Italy and Greece remained the main countries in terms of EU seaborne passenger transport, despite both countries recording decreases in passengers embarking and disembarking compared to 2014 (-2.7 % and -1.0%, respectively). The two leading countries were followed by Denmark with close to 42 million passengers embarking and disembarking in 2015, a slight increase from 2014.

Compared with the previous year, the largest relative increases in seaborne passengers transport were recorded by Bulgaria (+60.1 % from a low base), Slovenia (+25.7 %), Croatia (+15.9 %) and Romania (+15.8 %) in 2015. The largest relative decreases were recorded in Latvia (-25.0 %), Cyprus (-11.0 %), the candidate country Montenegro (-8.2 %) and the EFTA country Norway (-7.5 %).

Compared with the seaborne passenger volumes in 2010, 13 of the 23 maritime EU countries recorded decreases in 2015. The highest relative falls were observed for Cyprus (-36.7 %), Greece (-23.6 %), Italy (-19.8 %) and Portugal (-16.8 %). In contrast, Romania registered the largest relative increase (+142.7 % from a low

base). The neighbouring country of Bulgaria also reported a substantial rise in seaborne passengers of 67.4 % over the last five years (albeit from a low base), as did the candidate country Turkey (+ 41.6 %).

Although cruise passengers made up only 3.1 % of the total number of passengers embarking and disembarking in EU ports in 2015, these passengers play an important role in the ports and countries where the cruise traffic is concentrated. Close to 80 % of the total number of cruise passengers embarking and disembarking in European ports in 2015 did so in the ports of one of the four countries Italy, Spain, the United Kingdom and Germany (Table 6). Cruise passengers on day excursions in EU ports are not included in these figures.

The top 20 passenger ports accounted for just above 36 % of the total number of passengers embarking and disembarking in the reporting countries in 2015, a slight decrease from 2014 (Table 7). The port of Dover in the United Kingdom kept its position as the largest European passenger port, despite a 2.2 % decrease in the number of passengers embarking and disembarking from 2014 to 2015. The Spanish port of Palma de Mallorca recorded the largest relative increases in the number of passengers between 2014 and 2015 (+14.4 %), while the Italian ports of Capri and Napoli recorded the largest decreases in the same period (-28.1 % and -15.3 %, respectively).

The time series in Tables 6 and 7 show that some countries and ports have experienced substantial decreases in the number of seaborne passengers over time. These sudden drops are typically caused by structural changes, such as openings of new bridge or tunnel connections and subsequent closure of ferry links. The rapid growth in low cost flights in recent years might be another cause behind the declining trend in the number of seaborne passengers over time.

Most EU seaborne passenger transport is within national borders

Table 8 shows the breakdown of seaborne passenger transport between national, international intra-EU and international extra-EU transport for each reporting country (excluding cruise passengers). Unlike the statistics presented in tables 6 and 7, these figures do not reflect the sum of embarkation and disembarkation of passengers in ports, but estimate the transport of passengers between ports. As far as possible, double-counting of the same passengers being reported as embarking in one port and disembarking in another port within the same statistical aggregate is excluded in these figures (see data sources and availability).

Estimated at almost 206 million passengers, the seaborne passenger transport to and from the main EU-28 ports decreased 0.7 % from 2014 to 2015. Both of the main EU seaborne passenger countries, Italy and Greece, saw decreases in the estimated number of seaborne passengers transported to or from their main ports compared with 2014 (-3.1 % and -2.1 %, respectively). However, the largest relative decreases in maritime passenger transport were recorded by Latvia (-32.5 %) and Belgium (-5.8 %). In contrast, the estimated number of seaborne passengers transported to or from the main ports of Croatia rose substantially in the same period (+14.6 %).

The majority of the seaborne passenger transport in the EU is carried out between ports situated in the same country (57 %), reflecting the dominant role of national ferry services in the EU seaborne passenger transport. In general, countries with busy ferry connections to and from well-populated islands will have both a large volume of seaborne passenger transport and a high share of national maritime passenger transport. This applies to the two leading maritime passenger countries, Italy and Greece, as well as countries like Spain, Croatia and Portugal.

Countries with ferry connections to other EU countries, such as Belgium, Denmark, Germany, Estonia, Ireland, France, Latvia, Lithuania, the Netherlands, Poland, Finland, Sweden and the UK, naturally have high shares of international intra-EU transport. As in previous years, Spain and Denmark recorded the highest shares of extra-EU seaborne passenger transport in 2015, with Spain having ferry links with Morocco and Denmark with Norway.

More vessels calling in the main EU ports

The number of vessels calling in main EU-28 ports in 2015 is estimated at just above 2.2 million, an increase of 1.7 % from the previous year (Table 9). In the same period, the estimated gross tonnage (GT) of the vessels calling in EU ports grew by 3.3 % to 16.4 billion GT (Table 10). As a result, the average size of vessels calling in the main EU-28 ports increased by 1.6 % to about 7 400 GT in 2015 (Figure 4).

Italy saw both the highest number of port calls and the largest gross tonnage of vessels making port calls in 2015 (510 000 vessels with a combined gross tonnage of 2.3 billion GT). Greece had the second highest number of port calls (475 000 vessels), followed by Denmark (288 000 vessels). On the other hand, the UK recorded the second largest gross tonnage after Italy of vessels calling at its main ports in 2015 (2.2 billion GT), followed by Spain (2.1 billion GT).

Vessels in the category "Cargo, non-specialised" (which includes Ro-Ro vessels) made the highest share of calls in main EU ports in 2015, followed by passenger vessels, liquid bulk vessels and container vessels. The non-specialised cargo vessels also had the highest share of the combined gross tonnage of the vessels calling in main EU ports, followed by container vessels and liquid bulk vessels. However, cruise ships had by far the largest average gross tonnage of vessels calling in EU main ports in 2015, followed by container vessels and specialised cargo vessels.

For passenger vessels, there are substantial differences in the average size of vessels making port calls in various countries, with some countries, like Germany, Croatia and Italy, having a large number of small passenger vessels calling in their main ports. A similar variation is found for container vessels. Due to a dominance of feeder services, some countries, like Ireland, have a low gross tonnage for container vessels even though the number of vessels is quite high. In other countries, like Bulgaria, Germany, France, Malta and the Netherlands, the average size of container vessels calling in the main ports is much higher, reflecting a higher share of deep-sea oriented container transport or the presence of hub ports.

Data sources and availability

This article presents the trends in freight and passenger transport in European Union (EU) ports and also includes figures for Iceland, Norway, Montenegro and Turkey. The content is based on data collected within the legal framework for EU maritime transport statistics, i.e. Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea and later amendments. Directive 2009/42/EC is a recast of the original Council Directive 95/64/EC of 8 December 1995.

The EU-28 aggregates in the statistics refer to the total of 23 maritime Member States . The Czech Republic, Luxembourg, Hungary, Austria and Slovakia have no maritime ports. Norway and Iceland provide Eurostat with data as members of the European Economic Area (EEA) . The EEA country Liechtenstein has no maritime ports. Montenegro and Turkey provide data as candidate countries .

"Main ports" are ports handling more than 1 million tonnes of goods or more than 200 000 passengers annually (however, data for some smaller ports may be included in the published results). Data are presented at level of " statistical ports ". A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

Explanatory notes for tables:

Basic results and derived indicators (such as growth rates and shares in % of total) in the tables are rounded. However, the figures are based on the non-rounded original data. As a result, the sum of shares in % of total, as shown in the tables, is not necessarily equal to 100%. A special aggregate EEA+ME+TR is used in some tables to show the total sum of all ports in the countries reporting maritime data to Eurostat.

Explanatory notes for countries are available in the metadata on the Eurostat website .

Table 1 : Starting from 2011, the figures for Spain include data for a number of minor regional ports outside the state-controlled port system. Turkey started to report data on seaborne transport in 2008 and Montenegro in 2012. Data have been partially estimated by Eurostat for a number of French ports for the period 2009-2014. In consequence, the French data for 2009-2014 should be considered as provisional estimates that are likely to be revised.

Tables 2, 3 and 4 :

- Liquid bulk: liquefied gas, crude oil, oil products, other liquid bulk goods.

- Dry bulk: ores, coal, agricultural products (e.g. grain, soya, tapioca), other dry bulk goods.

- Large containers: 20 ft freight units, 40 ft freight units, freight units > 20 ft and < 40 ft, freight units > 40 ft.

- Ro-Ro mobile units:

a) Mobile self-propelled units: road goods vehicles and accompanying trailers, passenger cars, motorcycles and accompanying trailers/caravans, passenger buses, trade vehicles (including import/export motor vehicles), live animals on the hoof, other mobile self-propelled units.

b) Mobile non-self-propelled units: unaccompanied road goods trailers and semi-trailers, unaccompanied caravans and other road, agricultural and industrial vehicles, rail wagons, shipborne port-to-port trailers and shipborne barges engaged in goods transport, other mobile non-self-propelled units

- Other cargo: forestry products, iron and steel products, other general cargo.

The category "large containers" includes containers having a length of 20 feet or more. Smaller containers are included in the category "other cargo". As a general rule, the container figures are limited to lift-on lift-off containers (Lo-Lo).

Data are not available for Iceland and Montenegro. French data for the period 2012-2015 are provisional estimates which are likely to be revised.

Tables 5 and 8 : Data are not available for Iceland and Montenegro. The figures for France in these tables are provisional Eurostat estimates based on partial data, which are likely to be revised. Please note that the recording of unknown port of loading or unloading may have influenced the transport figure calculations, as well as the shares of maritime transport allocated to intra-EU, extra-EU and National maritime transport.In order to estimate maritime transport of goods/passengers between ports, the issue of "double counting" (the transport of the same goods or passengers being declared by both the port of loading/embarking (as outward movements) and the port of unloading/ disembarking (as inward movements) has to be addressed.Generally, when both the port of loading/embarkation and the port of unloading/disembarkation are situated within the same statistical aggregate, only the incoming flows of goods/passengers declared by ports are summed up to determine the total maritime transport within the aggregate ("elimination of double counting"). The algorithm for the elimination of double counting is applied at statistical port level. Thus, the total maritime transport per country excludes the double counting of maritime transport within the country. Similarly, the total maritime transport for the EU-28 excludes the double counting of national and international intra-EU maritime transport (see metadata on the Eurostat website for more information).

Table 6 : Data include (cruise and non-cruise) passengers starting and ending a voyage. Cruise passengers on excursion in ports (cruise transit) are excluded. Slovenia provided only the total number of passengers from 2004 to 2007. Starting from 2011, the figures for Spain include data for a number of minor regional ports outside the state-controlled port system. Netherlands only provide the number of non-cruise passengers ("ferry passengers"). The passenger figures for Portugal do not include cruise passengers until 2011. Passenger data for Norway cover international traffic only. Romania started reporting passenger data in 2007, Turkey in 2008 and Montenegro in 2012. Data for Icelandic ports are not available for 2007 and 2008. Data for Iceland exclude cruise passengers. French data for the period 2009-2014 are provisional estimates which are likely to be revised.

Table 7 : Data include (cruise and non-cruise) passengers starting and ending a voyage. Cruise passengers on excursion in ports (cruise transit) are excluded.

Table 8 : See note for Table 5 above. French data for the period 2009-2014 are provisional estimates which are likely to be revised. 2015 data for Spanish ports in this table are provisional estimates which are likely to be revised. Passenger transport data for Malta do not include international transport to/from the port of Valletta. Passenger data for Norway cover international traffic only. Data are not available for Iceland.

Tables 9 and 10 :

- Liquid bulk: oil tanker, chemical tanker, LG tanker, tanker barge, other tanker.

- Dry bulk: bulk/oil carrier, bulk carrier.

- Container: full container.

- Cargo, specialised: barge carrier, chemical carrier, irradiated fuel, livestock carrier, vehicle carrier, other specialised.

- Cargo, non-specialised: reefer, Ro-Ro passenger, Ro-Ro container, other Ro-Ro cargo, combination carrier general cargo/passenger, combination carrier general cargo/container, single-decker, multi-decker.

- Passenger: passenger (excluding cruise passenger vessels).

- Cruise passenger: cruise ships only.

- Offshore activities: offshore supply.

- Other: dry cargo barges, tugs, miscellaneous, unknown type of vessel.

The figures for France in these tables are provisional estimates based on partial data, which are likely to be revised.

Special symbols used in the tables

':' not available '-' not applicable

Context

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics Directive, i.e. Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea (OJ L141 of 6.6.2009, page 29), which is a recast of the original Council Directive 95/64 (EC) of 8 December 1995.

The basic legal act (Directive 2009/42/EC) was amended by:

- Commission Decision 2010/216/EC of the European Parliament and of the Council of 14 April 2010, OJ L 94, 15.4.2010, p. 33-40

- Regulation (EU) No 1090/2010 of the European Parliament and of the Council of 24 November 2010, OJ L 325, 9.12.2010, p. 1-3

- Commission Delegated Decision 2012/186/EU of 3 February 2012 OJ L 101 of 11.4.2012 pp. 5-14.

The following legal acts include respectively the last official version of the list of ports and some dissemination aspects:

- Commission Decision 2001/423/EC of 22 May 2001 (on dissemination) OJ L 151 of 07.06.2001 p. 41

- Commission Decision 2008/861/EC of 29 October 2008 (codified version) (Port list), OJ L 306, 15.11.2008, p. 66-97

See also

- Freight transport statistics

- Freight transport statistics - modal split

- Maritime transport of goods - quarterly data

- Maritime transport statistics - short sea shipping of goods

- Passenger transport statistics

Further Eurostat information

Publications

- All transport publications online

- Energy, transport and environment indicators - 2016 edition

Database

- Transport , see:

Maritime transport (mar)

      Maritime transport - main annual results (marm)

      Maritime transport - short sea shipping - main annual results (mars)

      Maritime transport - passengers (marpa)

      Maritime transport - goods (margo)

      Maritime transport - vessel traffic (martf)

      Maritime transport - regional statistics (marrg)

Dedicated section

- Transport

Methodology / Metadata

- Maritime transport (ESMS metadata file — maresms)

- Reference Manual on Maritime Transport Statistics

Other information

- Illustrated Glossary for Transport Statistics - 4th edition

Responsible unit

- E3 Transport