

Maritime transport of goods - quarterly data

*Data extracted in October 2020
Planned article update: December 2020*

Highlights

866 million tonnes of goods were handled in the main EU ports in the 4th quarter of 2019.

Rotterdam remains the largest EU port with 107 million tonnes of goods handled in the 4th quarter of 2019.

Gross weight of seaborne goods handled in EU-27 main ports



Q3 2013Q2 2014Q1 2015Q4 2015Q3 2016Q2 2017Q1 2018Q4 2018Q3 2019(million
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- The y-axis is cut.

This article presents the main results from quarterly statistics on maritime transport of goods in the [European Union \(EU\)](#), plus figures for the United Kingdom, Norway, Montenegro and Turkey. It covers the [gross weight](#) of goods handled in the [main European ports](#), by type of cargo, direction, reporting country and various partner regions . These data are complemented by maritime transport flows with the main [extra-EU](#) partners, and with individual results for the major European ports.

The article contains data for the 4th quarter of 2019. Please note that the quarterly port activity figures are provisional and subject to revisions.

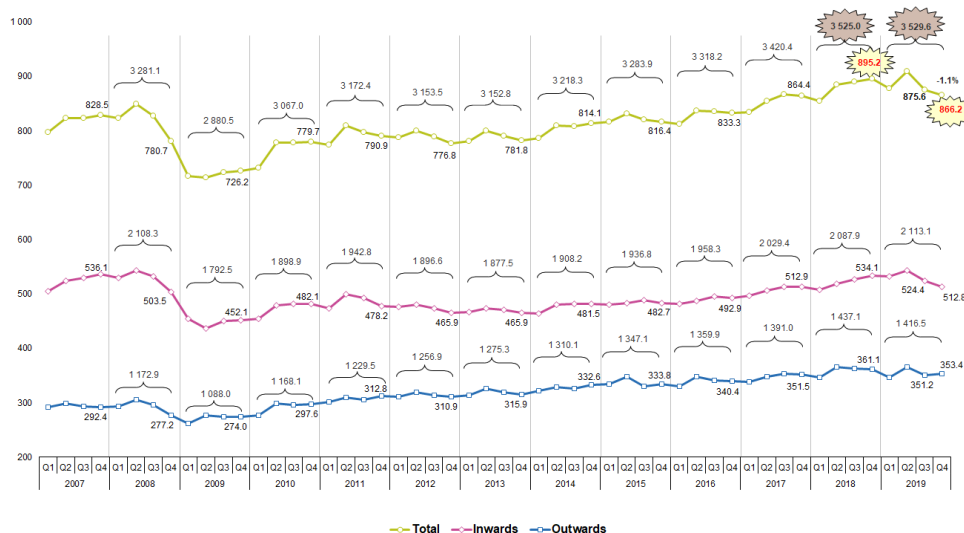
EU ports: activity

At 866 million tonnes, the gross weight of goods handled in the main [EU-27](#) ports decreased by 1.1 % compared to the previous quarter and by 3.2 % versus the 4th quarter of 2018. This is the biggest decrease in a quarter, when compared with the same quarter of the previous year, since the 4th quarter of 2009.

After the steady recovery observed since the 2nd quarter of 2010 following the economic crisis, and the peak of activity reached in the 2nd quarter of 2019, maritime transport seems to be slowing down.

When looking at the overall annual change, a slight increase of 0.1 % was observed in EU port activity in terms of gross weight of goods handled compared to the previous year (Figures 1 and 2).

Gross weight of seaborne goods handled in main ports by direction, EU-27, 2007Q1-2019Q4
(million tonnes)



Note: The y-axis is cut.

Source: Eurostat (online data code: mar_qg_qm_cwhd)

eurostat

Figure 1: Gross weight of seaborne goods handled in main ports by direction, EU-27, 2007Q1-2019Q4
(million tonnes)

Source: Eurostat, ([mar_qg_qm_ewhd](#))

EU ports: activity by direction

The inward movement of goods made slightly more than 59 % of the total volume of goods handled in the main EU ports in the 4th quarter of 2019. This is similar to the shares in previous quarters. However, it is almost 6 % less than the highest share, which was observed in the 4th quarter of 2007.

Compared to the 4th quarter of 2018, the inward movement of goods to the main EU ports substantially decreased by 4.0 %, falling to 513 million tonnes in the 4th quarter of 2019. Outward movements also decreased by 2.1 % over the same period, falling to 353 million tonnes.

When looking at the 2019 annual aggregate, the inward movement of goods is still lower than the volumes observed directly before the economic crisis in 2008. By contrast, the outward movement of goods had fully recovered already in 2010-2011.

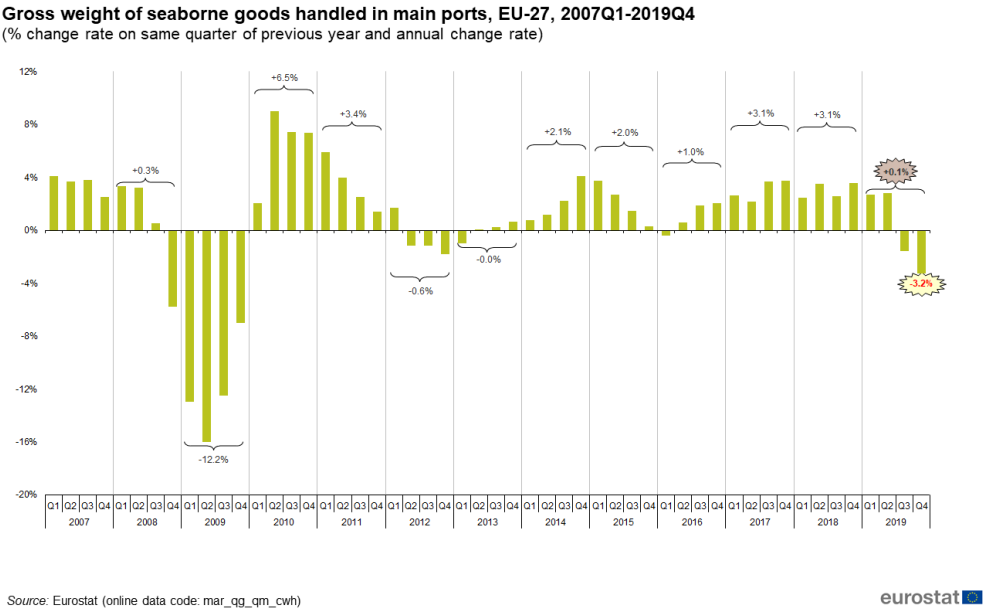


Figure 2: Gross weight of seaborne goods handled in main ports, EU-27, 2007Q1-2019Q4
(% change rate on same quarter of previous year and annual change rate)

Source: Eurostat, ([mar_qg_qm_cwh](#))

EU ports: activity by type of cargo

Compared to the same quarter of 2018, dry bulk goods and other general cargo registered a large decrease of -6.5 % and -11.8 % respectively, leading to an overall annual change of -3.4 % and -2.2 % respectively. Liquid bulk (-2.5 %) and [roll on - roll off \(Ro-Ro\)](#) units (-2.7 %) also registered a fall compared to the 4th quarter of 2018. However the overall annual change increased for liquid bulk (+1.9 %) while it decreased for Ro-Ro units (-0.5 %). Large containers was the only category showing an increase compared to the same quarter of the previous year (+0.8 %), as well as an overall annual growth (+1.7 %) (Figure 3).

Gross weight of seaborne goods handled in main ports by type of cargo, EU-27, 2017Q3-2019Q4
(million tonnes)

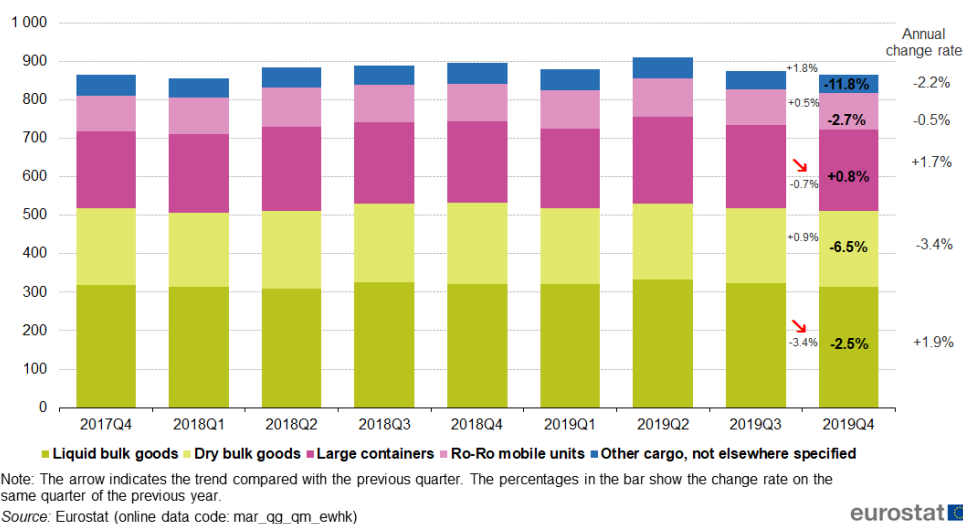


Figure 3: Gross weight of seaborne goods handled in main ports by type of cargo, EU-27, 2017Q4-2019Q4

(million tonnes)

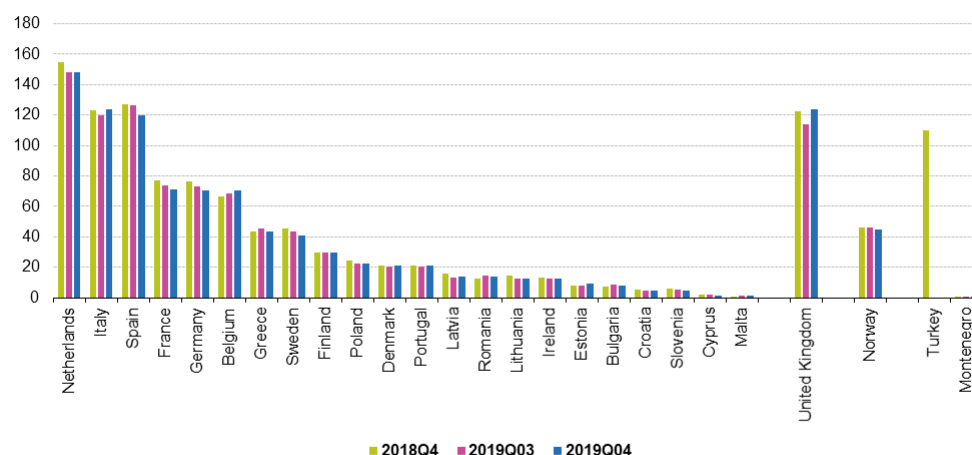
Source: Eurostat, [\(mar_qg_qm_ewhk\)](#)

Port activity in the reporting countries

The Netherlands, Italy, Spain, as well as the United Kingdom, were the largest maritime freight transport countries in Europe in the 4th quarter of 2019, all handling more than 100 million tonnes of goods in their main ports (Figure 4). Amongst these countries, Italy and the United Kingdom recorded an increase in

main port activity in the 4th quarter of 2019 (+0.5 % and +1.3 % respectively) compared to the same quarter of the previous year.

Gross weight of seaborne goods handled in main ports, 2018Q4, 2019Q3 and 2019Q4
(million tonnes)



Note: Countries are ranked based on gross weight of goods handled in main ports during the fourth quarter of 2019. Turkey is not available for 2019.

Source: Eurostat (online data code: mar_qg_qm_cwh)

eurostat



Figure 4: Gross weight of seaborne goods handled in main ports, 2018Q4, 2019Q3 and 2019Q4
(million tonnes)

Source: Eurostat, ([mar_qg_qm_cwh](#))

Overall, eight of the [maritime EU Member States](#) reported an increase in the tonnes of goods handled in their main ports compared to the same quarter of the previous year, while 14 reported a fall. In relative terms, the largest increase was observed for Malta (+114.1 %), followed by Estonia (+13.3 %), Bulgaria (+11.0 %) and Romania (+9.2 %). Slovenia, Latvia, Lithuania and Sweden, on the other hand, each reported a decrease in main port activity of more than 10 % in this period (Table 1).

When looking at the overall annual change, 11 EU Member States recorded decreases compared to the previous year. By contrast, Malta and Bulgaria recorded a large increase in relative terms (+14.0 % and +11.2 %, respectively).

Gross weight of seaborne goods handled in main ports, in selected quarters, 2017Q4-2019Q4

	2017	2018	2019			2019			
	Q4	Q4	Q1	Q2	Q3	Q4			
	Gross weight of goods (million tonnes)					Gross weight of goods (million tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	Annual change rate (%)
EU-27	864.4	895.2	878.3	909.5	875.6	866.2	-1.1	-3.2	+0.1
Belgium	64.4	66.7	65.7	73.4	68.4	70.3	+2.9	+5.4	+2.8
Bulgaria	8.2	7.4	7.2	7.0	8.7	8.2	-5.8	+11.0	+11.2
Denmark	21.1	20.9	21.1	20.6	20.2	21.2	+5.1	+1.5	-1.7
Germany	72.4	76.1	74.2	76.6	73.4	70.4	-4.1	-7.5	-0.6
Estonia	8.0	8.2	7.9	9.0	8.1	9.3	+15.0	+13.3	+6.0
Ireland	13.1	13.3	13.3	12.3	12.4	12.8	+3.2	-3.6	-3.5
Greece	40.6	43.3	41.5	46.1	45.8	43.7	-4.6	+0.8	+2.7
Spain	123.8	126.8	123.2	127.0	126.5	120.1	-5.0	-5.2	-0.2
France	76.3	77.1	75.8	74.6	74.0	71.1	-3.9	-7.8	-2.7
Croatia	4.9	5.3	4.3	4.8	4.7	4.9	+3.8	-7.6	-6.7
Italy	119.3	123.2	118.5	137.4	119.5	123.8	+3.6	+0.5	+1.7
Cyprus	1.9	1.8	2.0	1.8	1.9	1.7	-11.7	-6.5	+6.9
Latvia	13.3	16.1	15.9	13.9	13.5	14.0	+3.7	-12.8	-5.8
Lithuania	13.3	14.6	13.3	13.2	12.9	12.9	-0.4	-12.2	-0.4
Malta	0.9	0.7	0.9	1.6	1.2	1.4	+17.6	+114.1	+14.0
Netherlands	147.0	154.4	159.2	152.0	148.3	147.9	-0.3	-4.2	+0.5
Poland	22.1	24.2	23.2	25.1	22.3	22.7	+1.5	-6.2	+2.4
Portugal	21.6	21.4	22.1	21.7	20.6	21.0	+1.8	-2.0	-5.6
Romania	12.8	12.6	11.5	12.4	14.3	13.7	-4.4	+9.2	+7.2
Slovenia	5.3	6.2	5.8	5.8	5.7	4.8	-14.4	-21.5	-4.4
Finland	29.1	29.6	28.6	30.3	29.7	29.5	-0.6	-0.1	+3.3
Sweden	45.3	45.5	43.2	43.2	43.5	40.7	-6.5	-10.5	-5.2
United Kingdom	115.0	122.4	119.9	117.2	114.2	124.0	+8.7	+1.3	+0.7
Norway	47.5	45.8	44.1	46.1	44.6	47.7	+6.7	+4.0	+1.2
Montenegro	:	0.5	0.4	0.6	0.5	0.5	-0.9	-3.2	+4.0
Turkey	119.0	110.2	:	:	:	:	:	:	:

(:) not available.

Source: Eurostat (online data code: mar_qg_qm_cwh)

eurostat



Table 1: Gross weight of seaborne goods handled in main ports, in selected quarters, 2017Q4-2019Q4

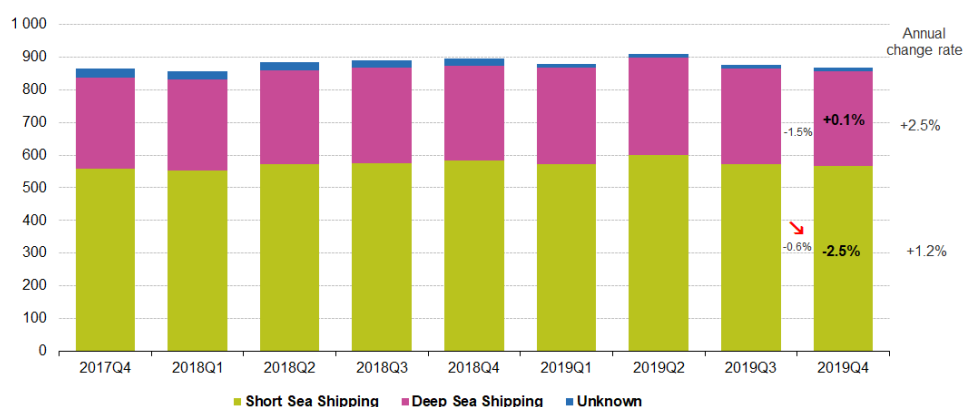
Source: Eurostat, ([mar_qg_qm_cwh](#))

The main seaborne transport partners

It should be noted that the figures presented in this section may be influenced by variations in the level of transport reported with unknown partner region, which was, however, reduced by more than half in the data reported in 2019, compared to the previous year.

At 568 million tonnes, [short sea shipping](#) tonnages to and from the main EU ports decreased by 1.2 % in the 4th quarter of 2019 versus the same quarter in 2018. [Deep sea shipping](#) tonnages saw a small rise of 0.1 %, to 289 million tonnes (Figure 5). When looking at the overall annual change, both short sea shipping and deep sea shipping increased compared to the previous year (+1.2 % and +2.5 %, respectively).

Gross weight of seaborne goods handled in main ports by type of shipping, EU-27, 2017Q4-2019Q4
(million tonnes)



Note: The arrow indicates the trend compared with the previous quarter. The percentages in the bar show the change rate on the same quarter of the previous year.

Source: Eurostat (online data code: mar_qg_qm_ewhg)

eurostat



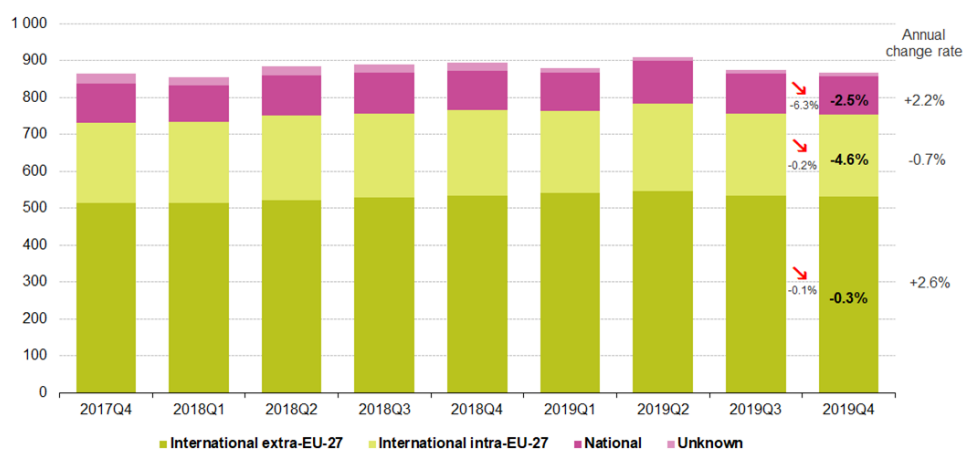
Figure 5: Gross weight of seaborne goods handled in main ports by type of shipping, EU-27, 2017Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_ewhg](#))

Between the 4th quarter of 2019 and the 4th quarter of 2018, international intra-EU transport decreased by 4.6 %, national transport by 2.5 % and international extra-EU transport by 0.3 % (Figure 6). When looking at the overall annual change, only international intra-EU transport decreased (-0.7 %) compared to the previous year whereas national and international extra-EU transport increase by 2.2 % and 2.6 % respectively.

Gross weight of seaborne goods handled in main ports by type of transport, EU-27, 2017Q4-2019Q4
(million tonnes)



Note: The arrow indicates the trend compared with the previous quarter. The percentages in the bar show the change rate on the same quarter of the previous year.

Source: Eurostat (online data code: mar_qg_qm_ewht)

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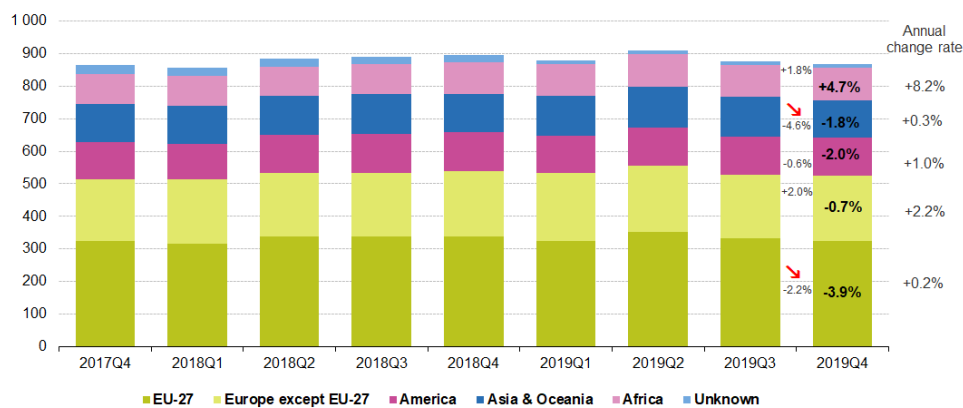
Figure 6: Gross weight of seaborne goods handled in main ports by type of transport, EU-27, 2017Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_ewht](#))

The decrease in international extra-EU transport in the 4th quarter of 2019, compared to the same quarter of the previous year, was mainly due to the fall in seaborne transport with 'America' (-2.0 %) and 'Asia and Oceania' (-1.8 %), but also with 'Europe except the EU' (-0.7 %). 'Africa' was the only partner region recording an increase (+4.7 %). Transport with the EU also declined substantially (-3.9 %), (Figure 7). When looking at the overall annual change, seaborne transport with Africa recorded a substantial increase of 8.2 % compared to the previous year. Seaborne transport with all other partner regions also increased at a lesser extent.

Gross weight of seaborne goods handled in main ports by partner regions, EU-27, 2017Q4-2019Q4
(million tonnes)



Note: The arrow indicates the trend compared with the previous quarter. The percentages in the bar show the change rate on the same quarter of the previous year.

Source: Eurostat (online data code: mar_qg_qm_ewhg)

eurostat



Figure 7: Gross weight of seaborne goods handled in main ports by partner regions, EU-27, 2017Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_ewhg](#))

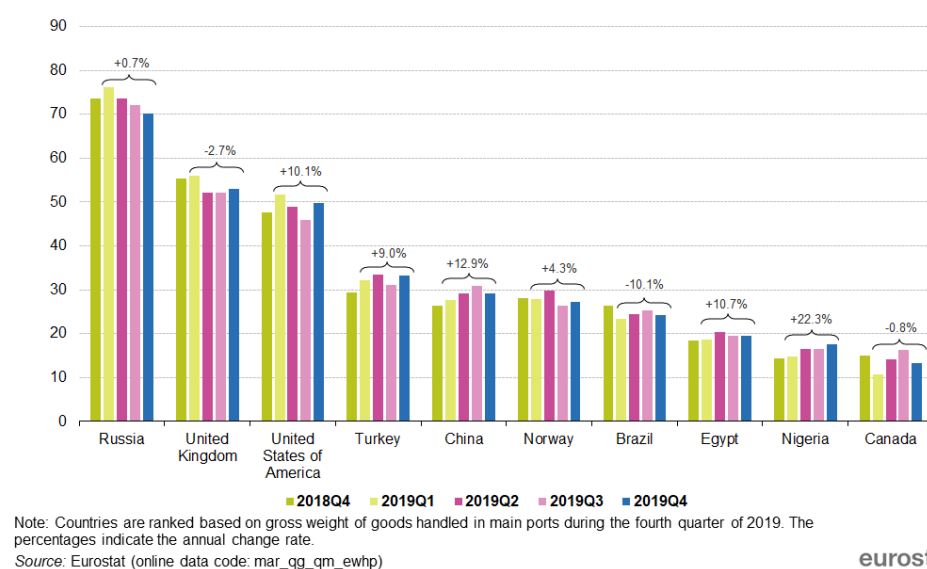
In terms of the total gross weight of goods, Russia was the EU's largest maritime transport partner in the 4th quarter of 2019, followed by the United Kingdom, the United States of America (USA), Turkey, China,

Norway, Brazil, Egypt, Nigeria and Canada (Figure 8). EU transport with Russia represented 13 % of the total extra-EU maritime transport.

Among the top 10 extra-EU partner countries, maritime transport between EU and Canada recorded the largest fall in the 4th quarter of 2019 compared to the same quarter of the previous year (-11.4 %). EU maritime traffic with Brazil also dropped significantly between the two periods (-7.5 %). In contrast, maritime transport between EU and Nigeria increased substantially by 23.0 % over the same period.

When looking at the overall annual change, only transport with Brazil, the United Kingdom and Canada dropped compared to the previous year (-10.1 %, 2.7 % and -0.8 % respectively). The largest increase was observed for transport between the EU and Nigeria (+22.3 %). Most of the other countries also registered substantial growth. For example, EU transport with China increased by 12.9 % between the same periods. However, EU transport with Russia remained relatively stable (+0.7 %).

Top 10 extra EU-27 partner countries in maritime transport, EU-27, 2018Q4-2019Q4
(million tonnes)



eurostat



Figure 8: Top 10 extra EU-27 partner countries in maritime transport, EU-27, 2018Q4-2019Q4
(million tonnes)

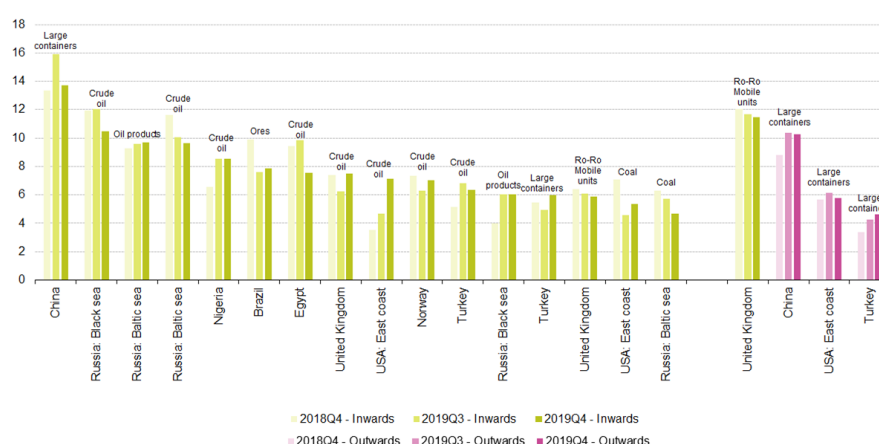
Source: Eurostat, ([mar_qg_qm_ewhp](#))

A substantial share of the seaborne transport with Russia is made up of imports of liquid bulk goods to the main EU ports, particularly crude oil and oil products from Russian ports on the Baltic Sea and the Black Sea (Figure 9). Even though Russia was the main partner of the EU in the 4th quarter of 2019, the main

maritime trade flow concerned imports of large containers from China. When looking at exports, large containers going to China were the second main maritime trade flow, only surpassed by exports of Ro-Ro mobile units to the United Kingdom.

The top 20 trade flows were largely dominated by imports of liquid bulk goods (crude oil and oil products), with the following exceptions: large containers from and to China, Ro-Ro mobile units from and to the United Kingdom, ores from Brazil, coal from the east coast of the USA and Russian ports on the Baltic Sea and large containers from and to Turkey and to the east coast of the USA.

Top 20 extra EU-27 maritime trade flows, EU-27, 2018Q4, 2019Q3 and 2019Q4
(million tonnes)



Note: Trade flows are ranked based on gross weight of goods handled during the fourth quarter of 2019.
Source: Eurostat (online data code: mar_qg_qm_ewh)

eurostat



Figure 9: Top 20 extra EU-27 maritime trade flows, EU-27, 2018Q4, 2019Q3 and 2019Q4
(million tonnes)

Source: Eurostat, ([mar_qg_qm_ewh](#))

In the 4th quarter of 2019, compared to the same quarter of the previous year, there were noticeable decreases in the inward movement of coal from Russian ports on the Baltic Sea (-25.6 %) and the east coast of the USA (-24.6 %), ores from Brazil (-20.8 %), crude oil from Egypt (-20.2 %) and Russian ports on the Baltic Sea (-17.1 %). By contrast, large increases were observed in the inward movement of crude oil from the USA (+100.8 %), Nigeria (+29.4 %) and Turkey (+23.5 %), oil products from Russian ports on the Black Sea (+51.7 %) , as well as in the outward movement of containers to Turkey (+36.2 %) and China (+16.7 %) (Table 2).

When looking at the overall annual change, only seven of the top 20 maritime trade flows recorded a fall compared to the previous year. The most substantial drop was registered in the inward movement of ores from Brazil (-20.3 %) and coal from the east coast of the USA (-10.3 %).

Top 20 extra EU-27 maritime trade flows, EU-27, in selected quarters, 2017Q4-2019Q4

Trade		2017, 2018, 2019					2019			
		Q4	Q4	Q1	Q2	Q3	Q4			
		Gross weight of goods (million tonnes)					Gross weight of goods (million tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	Annual change rate (%)
from extra-EU-27 ports to EU-27 main ports ('inwards')										
China	Large containers	13.8	13.3	14.9	15.4	15.9	13.7	-13.7	+2.8	+6.2
Russia: Black sea	Crude oil	12.4	11.9	12.9	12.9	12.0	10.5	-12.8	-12.0	-8.4
Russia: Baltic sea	Oil products	8.0	9.3	10.2	7.9	9.6	9.7	+0.9	+4.4	+5.1
Russia: Baltic sea	Crude oil	12.9	11.6	11.8	11.9	10.1	9.6	-4.5	-17.1	-3.4
Nigeria	Crude oil	6.5	6.6	8.0	8.2	8.6	8.5	-0.5	+29.4	+27.2
Brazil	Ores	9.4	9.9	9.1	8.6	7.6	7.9	+3.4	-20.8	-20.3
Egypt	Crude oil	9.8	9.4	8.8	9.6	9.8	7.5	-23.4	-20.2	+0.1
United Kingdom	Crude oil	6.6	7.4	7.3	6.6	6.3	7.5	+19.5	+1.5	+1.2
USA: East coast	Crude oil	2.5	3.5	6.2	4.2	4.7	7.1	+52.5	+100.8	+93.4
Norway	Crude oil	7.2	7.3	6.4	5.5	6.3	7.0	+11.7	-4.2	-8.1
Turkey	Crude oil	5.5	5.2	6.7	6.4	6.8	6.4	-6.9	+23.5	+19.2
Russia: Black sea	Oil products	4.7	4.0	4.5	4.7	6.0	6.0	-0.1	+51.7	+39.0
Turkey	Large containers	4.6	5.4	5.3	5.2	5.0	6.0	+20.4	+9.4	+6.8
United Kingdom	Ro-Ro Mobile units	6.6	6.4	6.7	6.0	6.1	5.9	-3.1	-8.1	-5.9
USA: East coast	Coal	6.2	7.1	7.2	6.2	4.6	5.4	+17.0	-24.6	-10.3
Russia: Baltic sea	Coal	5.2	6.3	6.1	5.6	5.7	4.7	-18.1	-25.6	+7.1
from EU-27 main ports to extra-EU-27 ports ('outwards')										
United Kingdom	Ro-Ro Mobile units	12.3	12.0	13.6	11.4	11.7	11.5	-2.1	-4.7	-2.5
China	Large containers	8.9	8.8	8.6	10.2	10.4	10.3	-1.2	+16.7	+17.9
USA: East coast	Large containers	5.2	5.7	5.8	6.3	6.1	5.8	-6.3	+1.2	+6.7
Turkey	Large containers	4.1	3.4	3.9	4.6	4.2	4.6	+8.7	+36.2	+17.9

Note: Trade flows are ranked based on gross weight of goods handled during the fourth quarter of 2019.

Source: Eurostat (online data code: mar_qg_qm_ewh)

eurostat



Table 2: Top 20 extra EU-27 maritime trade flows, EU-27, in selected quarters, 2017Q4-2019Q4

Source: Eurostat, ([mar_qg_qm_ewh](#))

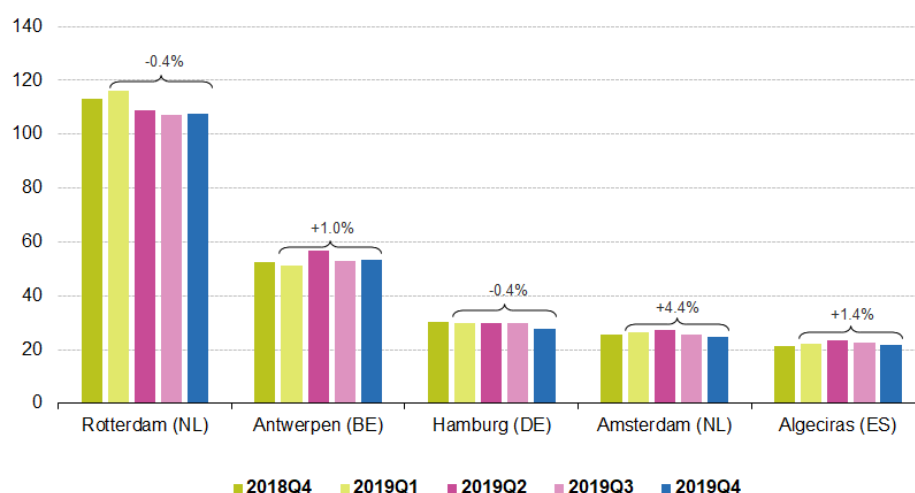
Top European ports

Rotterdam was by far the largest European port in the 4th quarter of 2019, with 107 million tonnes (Figure 10). Rotterdam was the main European port for all types of cargo, with the exception of Ro-Ro mobile units (Figures 11 to 16). The second main European port was Antwerpen, which handled close to half of the tonnage recorded by Rotterdam (53 million tonnes). The third port was Hamburg with 28 million tonnes. The second main Dutch port, Amsterdam, was in fourth position (25 million tonnes), while Algeciras was fifth with 22 million tonnes.

When looking at the overall annual change, Amsterdam registered the largest increase compared to the previous year (+4.4 %), followed by Algeciras (+1.4 %) and Antwerpen (+1.0 %). In contrast, Rotterdam and Hamburg decreased by both -0.4 %.

It should be noted that Turkish ports are not included, as data are not available for 2019.

Top 5 European maritime ports, 2018Q4-2019Q4 (million tonnes)



Note: Ports are ranked based on gross weight of goods handled during the fourth quarter of 2019. Turkish ports are not included because data are not available for 2019. The percentages indicate the annual change rate.

Source: Eurostat (online data code: mar_qg_qm_pwh)

eurostat 



Figure 10: Top 5 European maritime ports, 2018Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwh](#))

When looking at liquid bulk, Rotterdam and Antwerpen were the two main European ports in the 4th quarter of 2019, followed by Bergen, Amsterdam and Marseille (Figure 11). The Norwegian port entered the top 5 European ports after a large increase of 22.2 % in the 4th quarter of 2019 compared to the same quarter of the previous year, although the annual change rate compared to the previous year was negative (-0.7 %). Antwerpen also registered a negative annual change rate compared to the previous year (-4.2 %), while Rotterdam remained stable and the other two ports recorded increases, with the most noticeable observed by Amsterdam (+6.5 %).

Top 5 European maritime ports for liquid bulk, 2018Q4-2019Q4
(million tonnes)

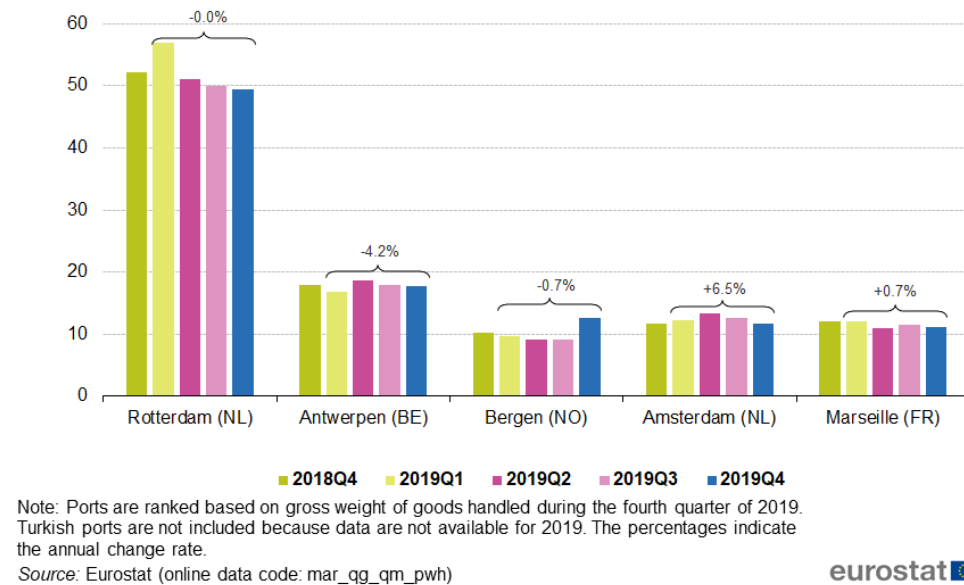


Figure 11: Top 5 European maritime ports for liquid bulk, 2018Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwhl](#))

When looking at dry bulk, Rotterdam and Amsterdam were the two main European ports in the 4th quarter of 2019, followed by Constanta, Hamburg and Riga (Figure 12). The German port remained in the top five European ports despite a large decrease of -20.0 % in the 4th quarter of 2019 compared to the same quarter of the previous year and a negative annual change rate compared to the previous year (-8.4 %). Riga, Rotterdam and Amsterdam also registered substantial falls in the 4th quarter of 2019 compared to the same quarter of the previous year (-9.3 %, -8.9 % and -6.3 %, respectively). However, Amsterdam recorded a positive annual change rate compared to the previous year (+2.4 %). Constanta was the only port to record a rise in the 4th quarter of 2019 compared to the same quarter of the previous year (+8.1 %), with its annual change rate also positive (+7.5 %).

Top 5 European maritime ports for dry bulk, 2018Q4-2019Q4
(million tonnes)

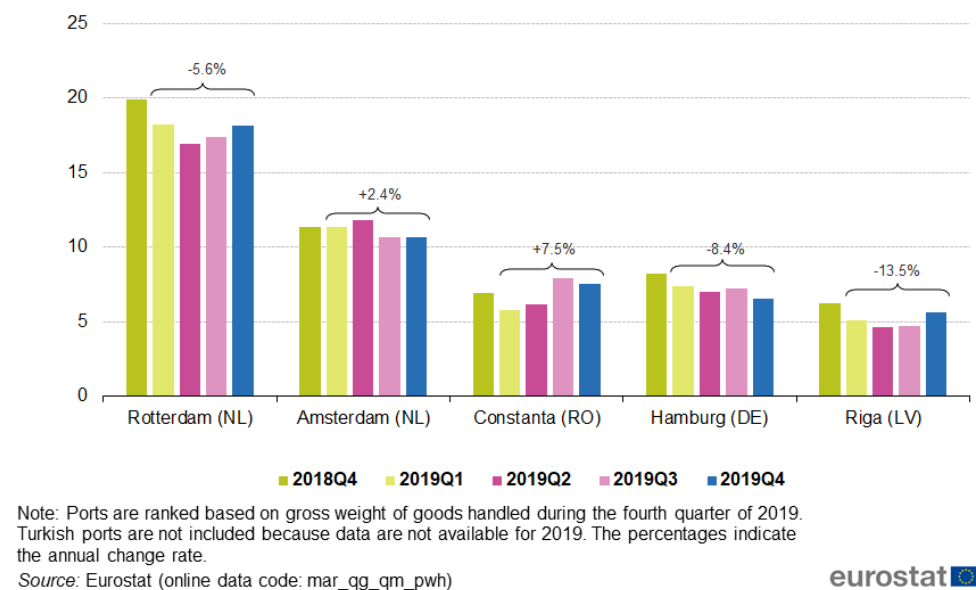


Figure 12: Top 5 European maritime ports for dry bulk, 2018Q4-2019Q4
(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwhb](#))

In the container cargo segment, Rotterdam, Antwerpen and Hamburg remained the three main European ports in the 4th quarter of 2019, followed by the Algeciras and Piraeus (Figure 13). These Top five ports all recorded increases in the tonnes of containerised goods compared to the 4th quarter of 2018. Piraeus showed the highest increase with +13.8 %, followed by Antwerpen (++8.4 %), Algeciras (+6.9 %), Hamburg (+0.8 %) and Rotterdam (+0.2 %). When looking at the overall annual change, the highest increase compared to the previous year was also recorded by Piraeus (+11.8 %), followed by Antwerpen (+6.4 %), Algeciras (+5.9 %), Hamburg (+4.5 %) and Rotterdam (2.2 %).

Top 5 European maritime ports for large containers, 2018Q4-2019Q4
(million tonnes)

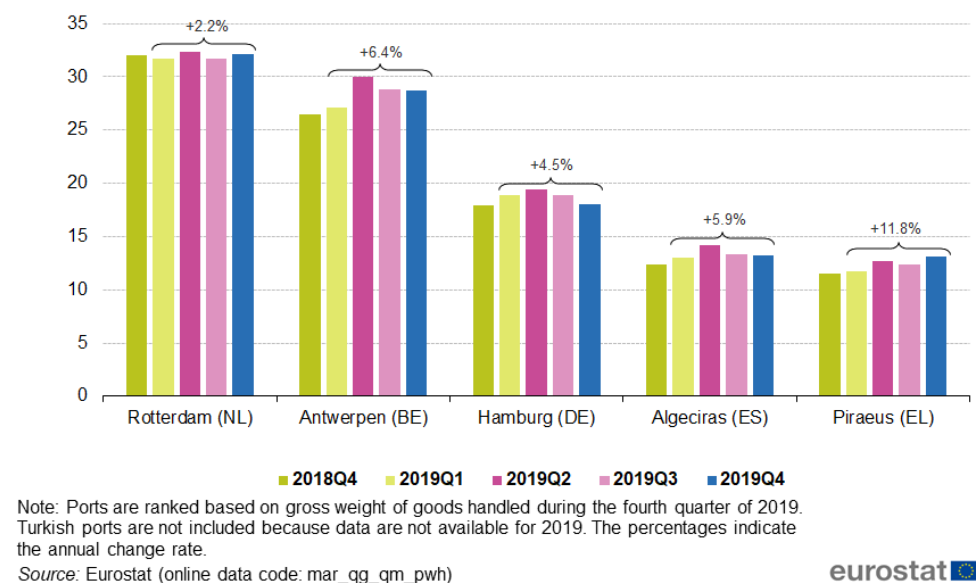


Figure 13: Top 5 European maritime ports for large containers, 2018Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwhc](#))

When looking at the number of [twenty-foot equivalent units \(TEUs\)](#) handled in the same period, the ranking was similar to the ranking based on tonnes of containerised goods. However, Piraeus took the place of Algeciras, which was out of the Top five based on TEUs, and Valencia was in the fifth position (Figure 14). The Greek port recorded a growth of 11.1 % in the 4th quarter of 2019 compared to the same quarter of the previous year, leading to an overall annual change of +15.6 % compared to the previous year. Antwerpen and Hamburg also recorded substantial increases in the 4th quarter of 2019 compared to the same quarter of the previous year (+9.7 % and +4.7 %, respectively), whereas Rotterdam and Valencia fell (-10.6 % and -5.4 %, respectively). All ports registered an overall annual growth compared to the previous year, with the exception of Rotterdam (-0.8 %). The most noticeable growth after Piraeus was recorded by Antwerpen (+7.8 %), Hamburg (+6.2 %) and Valencia (+4.9 %).

Top 5 European maritime ports for large containers, 2018Q4-2019Q4
(thousand TEUs)

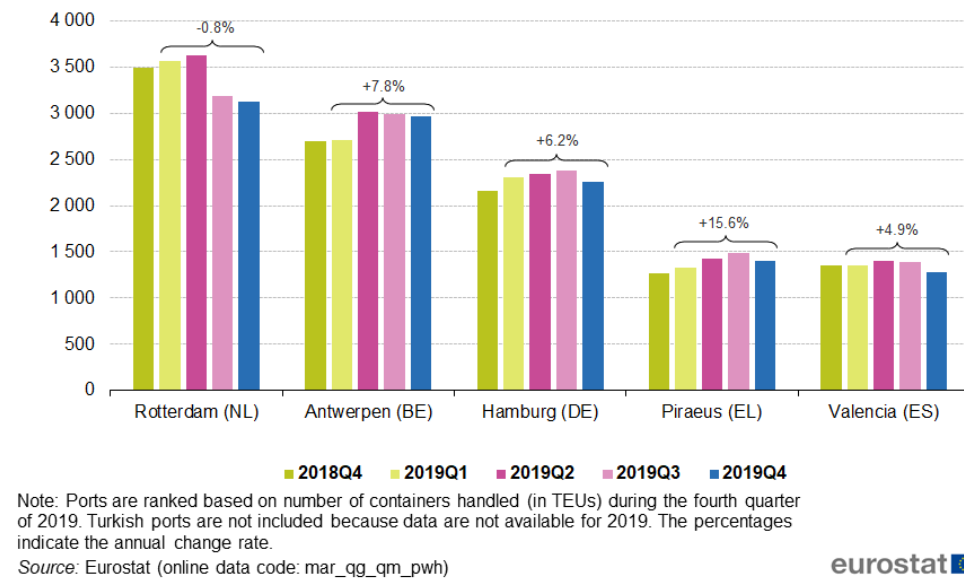


Figure 14: Top 5 European maritime ports for large containers, 2018Q4-2019Q4

(thousand TEUs)

Source: Eurostat, ([mar_qg_qm_pvh](#))

When looking at the tonnage of Ro-Ro mobile units, the picture is very different compared to the other types of cargo. Dover was the largest European Ro-Ro port in the 4th quarter of 2019, despite a decrease of 9.9 % compared to the same quarter of the previous year and an overall annual change of -6.0 % compared to the previous year (Figure 15). On the other side of the Channel, the port of Calais lost its historical second place in the top European Ro-Ro ports to the benefit of Immingham. Calais recorded a substantial fall of -10.0 % in the 4th quarter of 2019 compared to the same quarter of the previous year and also a negative overall annual change compared to the previous year (-4.4 %). In contrast, Immingham registered an increase of 13.5 % in the 4th quarter of 2019 compared to the same quarter of 2018, leading to a +1.2 % increase of the overall annual change in 2019. These three ports were followed in the ranking by Zeebrugge and Dublin.

**Top 5 European maritime ports for Ro-Ro mobile units,
2018Q4-2019Q4**
(million tonnes)

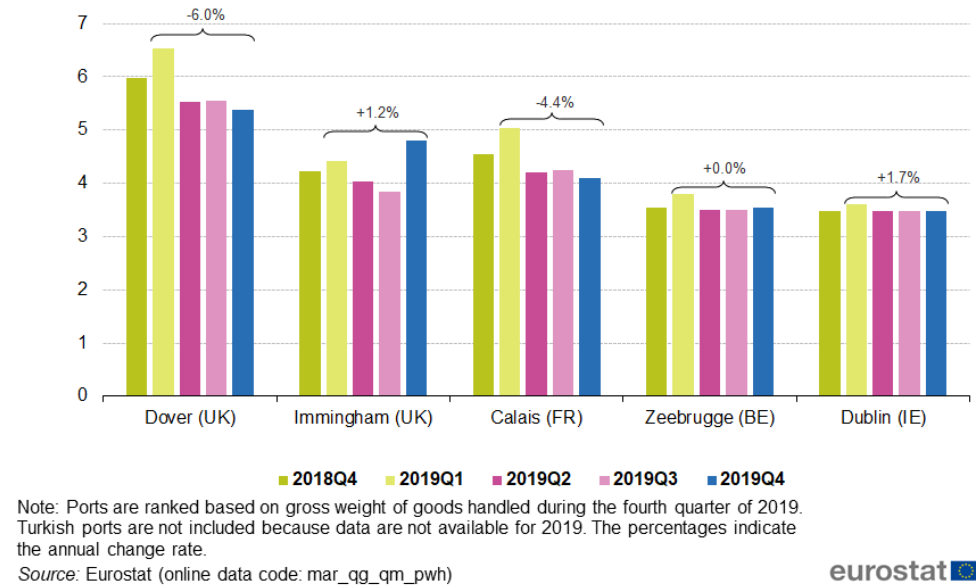


Figure 15: Top 5 European maritime ports for Ro-Ro mobile units, 2018Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwhr](#))

When looking at the tonnes of other general cargo, three Dutch ports were part of the Top five European ports in the 4th quarter of 2019. Rotterdam ranked first, Zeeland ports third and Amsterdam fourth. Valencia ranked second and Antwerpen fifth, despite a large decrease of -34.6 % compared to the same quarter of the previous year. Rotterdam, Amsterdam and Zeeland ports also recorded a substantial decrease (-15.7 %, -13.8 % and -12.3 % respectively). Antwerpen and Zeeland ports also registered significant negative annual change rates compared to the previous year (-18.7 % and -8.7 % respectively). Rotterdam also recorded a decrease of the overall annual change in 2019 compared to the previous year (-1.4 %). By contrast, Valencia was the only port to record a growth in the 4th quarter of 2019 compared to the same quarter of the previous year (+7.7 %). This is also reflected in the overall annual change compared to the previous year (+3.5 %). Amsterdam also registered a positive overall annual change rate (+2.7 %), despite the decrease in the 4th quarter of 2019 compared to the same quarter of the previous year.

**Top 5 European maritime ports for other general cargo,
2018Q4-2019Q4**
(million tonnes)

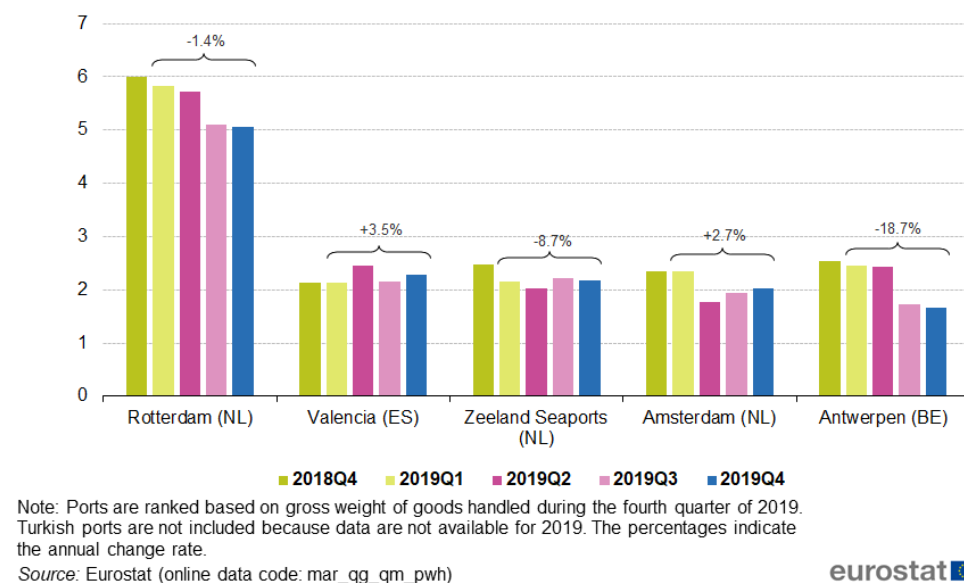


Figure 16: Top 5 European maritime ports for other general cargo, 2018Q4-2019Q4

(million tonnes)

Source: Eurostat, ([mar_qg_qm_pwho](#))

Source data for tables and graphs

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[Maritime transport of goods - quarterly data: tables and figures](#)

Data sources and availability

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics [Directive 2009/42/EC](#) on statistical returns in respect of carriage of goods and passengers by sea.

EU-27 aggregates refer to the total of 22 [maritime Member States](#). Czechia, Luxembourg, Hungary, Austria and Slovakia have no maritime ports. Norway and Iceland provide [Eurostat](#) with data as members of the [European Economic Area \(EEA\)](#). However, quarterly data are currently not available for Iceland. The EEA country Liechtenstein has no maritime ports. The candidate countries Montenegro and Turkey provides data on a voluntary basis.

'Main ports' are ports handling more than 1 million tonnes of goods annually (however, data for some smaller ports may be included in the published results). Data are presented at the 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. All tables are based on ports' total (inward + outward) declarations. The results represent the 'handling' of goods in ports.

The '[short sea shipping](#)' aggregate (in Figure 5) includes partner ports geographically situated in Europe, on the Mediterranean or on the Black Sea. '[Deep sea shipping](#)' is the complementary geographical aggregate, covering maritime transport of goods on intercontinental routes, crossing oceans. A more extensive definition of 'short sea shipping' is available in the article [Maritime transport statistics - short sea shipping of goods](#).

The concept of maritime transport trade (in Figure 9 and Table 2) is defined using the following three variables:

1. Direction: 'inwards' transport is distinguished from 'outwards' transport.
2. Partner geographical area (partner region): usually this corresponds to one country, with the exception of countries of such a size and/or geographical position that the location of individual ports may be quite different and may have a strong impact on the maritime route followed. For example, the ports of the United States of America are grouped in two geographical areas: 'East Coast' (including Atlantic, Gulf of Mexico, Great Lakes and Puerto Rico) and 'West Coast' (Pacific).
3. Type of cargo: the following thirteen cargo types are used in Figure 9 and Table 2: liquefied gas, crude oil, oil products, other liquid bulk goods, ores, coal, agricultural products, other dry bulk goods, large containers, Ro-Ro mobile units, forestry products, iron/steel products and other general cargo. The first four types constitute 'liquid bulk', the subsequent four types 'dry bulk', and the last three types 'other general cargo not elsewhere specified', as presented in Figures 3 and 11 to 16.

Abbreviations

:	not available
-	not applicable
Mio	million
Nes	Not elsewhere specified
Ro-Ro	Roll-on/roll-off
TEU	Twenty-foot Equivalent Unit

Quarterly data are in general provisional. Revisions may be made by countries as more complete information becomes available or as a result of quality checks. More specifically, when the complete set of annual data emerges, this usually involves some revision of quarterly data for some countries. This applies particularly to the quarterly estimates of port traffic by type of cargo, which are less robust than the annual totals.

The basic results (in million tonnes) and the derived indicators (growth rates) shown in the tables are rounded. However, they are all based on non-rounded original data, as available in Eurostat's database.

Specific remarks for data up to and including the 4th quarter of 2019:

- The quarterly data for port activity in France have been partially estimated by Eurostat for the period 2009 Q1-2016 Q2. These data are to be considered as provisional and are likely to be revised. In general, such estimates reduce the accuracy of the statistics at detailed levels.
- Starting from 2013 Q1, the quarterly figures for Germany include data for all national ports (both main ports and minor ports).
- Starting from 2013 Q1, the quarterly figures for Sweden include data for all national ports (both main ports and minor ports).

- Starting from 2011 Q1, the quarterly figures for Spain include data for a number of regional ports outside the state-controlled port system.
- 2018 quarterly figures for Portugal include data for all national ports (both main ports and minor ports).
- Montenegro started reporting detailed maritime data to Eurostat for the reference period 2018 Q1.

Due to revisions of the underlying data, figures in this article may differ from figures currently or previously available on Eurostat's web site.

Context

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