OPTIMAR

Benchmarking Strategic Options for European Shipping and for the European Maritime Transport System in the Horizon 2008-2018

2010 UPDATE

IHS

Fairplay

Table of Contents

Figures

Tables

Summary

The views, opinions and recommendations expressed in this report are those of the authors.

The previous OPTIMAR report was delivered in the autumn of 2008. Shortly after the report was delivered, Lehman Brothers filed for bankruptcy and the financial crisis was a fact. This update reports on the impact of the financial crisis and the recession on European shipping and the European maritime transport system.

On a global aggregated level, the impact of the recession on economic growth and trade can roughly be described by stating that two years have been “lost”. By the end of 2010, world GDP and trade in tonnes are back on the 2008 level.

On a slightly disaggregated level, economic growth never fell in China or India. This has accelerated the shift of economic activity to the Far East. European exports are not expected to recover in the same pace as the World in total and thus will the pace of growth be lower in Europe.

Much of the positive demand in the shipping sector stems out of China. Chinese economic growth, refining expansions, filling of strategic crude stocks and the government stimulus package have all combined to increase crude imports to China. Because of the cold weather, demand for clean petroleum products increased sharply last winter.

The dry bulk market is uncertain for the major dry bulk commodities, such as iron ore and coal, in this and next year. Market sentiments are affected by expectations of soaring prices on coal, iron ore and grain. These expectations have triggered traders to take early positions.

For container carriers the volumes are set to recover in 2010 after a decline in 2009. The volumes are forecast at 115M teu in 2010 and then a growth of 6.3% for the next five years. In 2010 the largest proportion of containerised transport will be within Asia, with more than a quarter of the teu (almost 30M teu/year). This part of the trade is forecast to grow the most until 2015.

Port volumes fell in many ports around Europe during the first quarters of 2009 following the recession. However it should be underlined that the decline started in many places already in mid-2008.

Between 2006-2008, port volumes grew in Eastern Mediterranean ports in Croatia, Cyprus and Romania while volumes fell in Malta, Greece and Bulgaria. In Greece container volumes declined markedly.

In Western Mediterranean and the Atlantic arc most volumes remained unchanged. Some fell slightly. The volumes in France fell close to 8%, much of the decline relates to bulk cargoes.

Ports in the North Sea area show a diverse development. Volume decline over the 2006-2008 period in the United Kingdom and volume growth in Ireland, the Netherlands and Belgium.

In the Baltic Sea region volumes fell or remained unchanged 2006-2008 in Norway, Denmark and Estonia. Growth was noted for Sweden, Finland, Latvia, Lithuania, Poland and Germany.

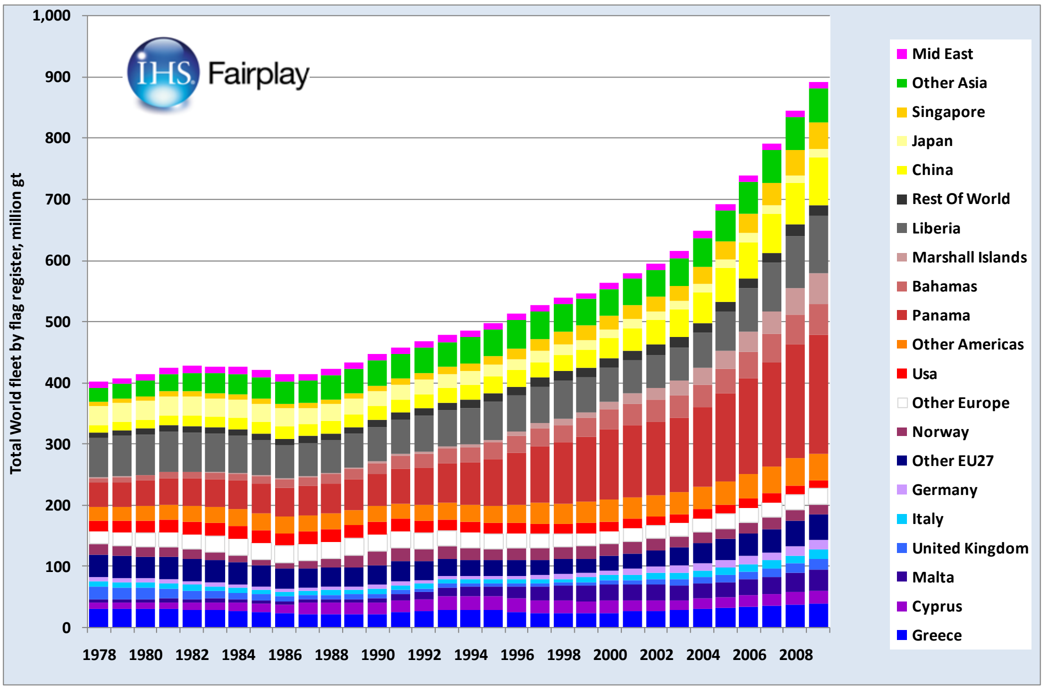

Figure 1: World fleet 1978-2009 by flag, million gt

As expected the World fleet has continued to grow strongly. By the end of 2009 the fleet had grown by 104 million gross tonnes since the end of 2007 reaching 892 million gt. In gt-terms the fastest growing flags are Panama followed by Liberia, China and Marshall Islands. The group of EU 27 flags has grown by less than 23 million gt over the same period. That means that the share of EU 27 flagged vessels of the World fleet has remained at around 20-21% mark for the past 15 years, but if seen in a 30 year perspective the share has fallen quite markedly.

In terms of ownership, the EU 27 share of the World fleet is at 32% which is exactly the same as 30 years ago. Thus European owners still manage to maintain the share of control of the World fleet.

Following the expansion of the container vessel fleet the German controlled fleet is growing rapidly and currently represents 9%. The Greek fleet is also at 9%, but the share has not grown recently.

Japan still controls the largest share for an individual country, currently at 14%, but China is close behind at 13% and with a strong momentum.

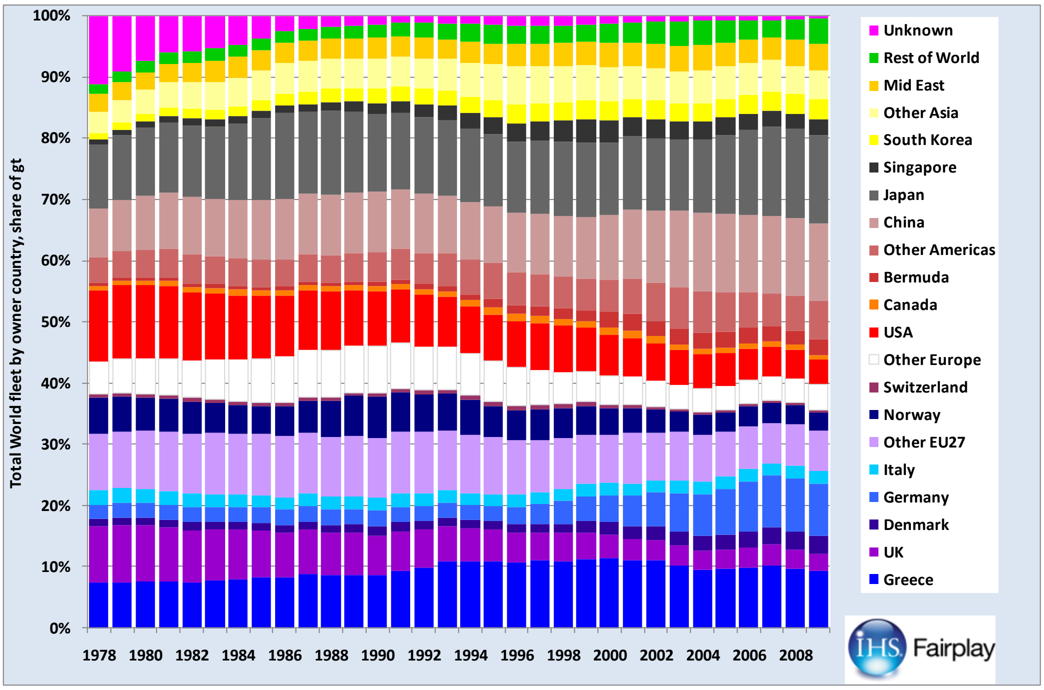

Figure 2: World fleet 1978-2009 by owners' country, percent share based on gt

The twelve recommendations presented in the initial OPTIMAR report have been reviewed in the light of the financial crisis and the recession. The recommendations were designed to hold in all three scenarios presented in 2008. The scenarios were quite challenging and as a consequence all twelve scenarios are as valid today as two years ago. What has changed somewhat is the sense of urgency for some of the recommendations that change with the business climate.

Impact from the recession

- Two lost years
- Accelerated shift of economic activity to the Far East

Growth and Trade

The fall of Lehman Brothers in the autumn of 2008 was the catalyst for the financial crisis that later on turned into a global recession. The impact was severe on most sectors of societies around the World.

The immediate impact was that financing of most types of operational activities was significantly restrained. This in turn led to almost a complete stop of goods flows since the liquidity disappeared from the global trade system. As a consequence of the absence of financial guarantees demand for transports fell sharply.

Trade cannot function with a choked transport system and when exports suffer so does economic development. The recession was a reality already at the end of 2008.

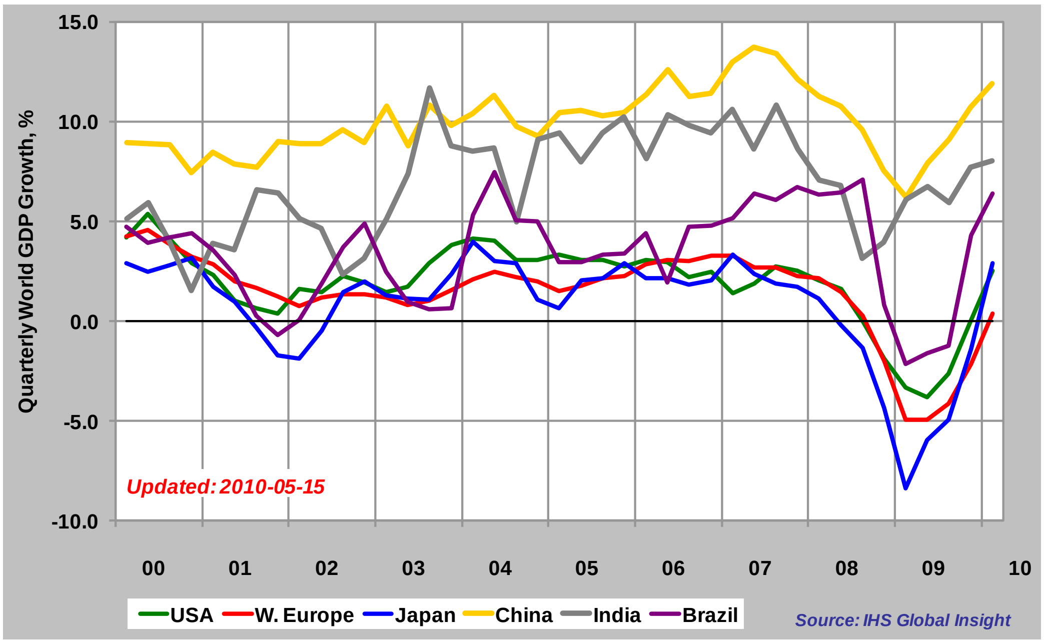

Figure 3: Quarterly real GDP growth, %

However, the GDP growth rates started showing signs of tapering off already earlier in 2008 indicating the peak of the business cycle was already passed. The financial crisis speeded up and deepened the cyclical downturn that was bound to happen anyway.

The cyclical downturn did not really come as a surprise, but the financial crisis leading into a deep, global recession of such a magnitude did. The recession was felt everywhere, but it should be underlined that throughout the recession both China's and India's economies continued to grow albeit at a slower pace. One of the consequences of this fact is that the shift of gravity of economic activity towards the Far East has gained strength.

The massive rescue measures launched by various governments and the International Monetary Fund led to that the financial constraints eased gradually throughout the year 2009. As a result much of the basic economic activity could be resumed or continued.

Many of the smaller European, previously high growth economies fell deeply into recession in 2009. Poland was an exception where the growth rate fell, but managed to remain above the zero line.

During 2010, most European countries are expected to return to positive GDP growth figures, but the recession has caused severe damage to the fiscal balances in many economies. The lack of financial strength forced many European governments to introduce tough measures, many of which were not well received by the people affected.

By the end of 2009, world trade had fallen 7% from the 2008 level if measured in tonnes. The fall in the value of trade was higher, down by 19% in nominal value according to IHS Global Insight data. The trade volumes in tonnage terms are expected to have been recovered already in 2010 for the World as a whole. For European exports however it is expected that it will take several years to return to the levels of the past.

Sovereign debt levels have a lot to do with the speed and shape of the recoveries in the different regions. Debt consolidation is the news. There will have to be major fiscal consolidation, in which the US and some other nations may have an advantage as they can issue debt in their own currencies. The US may also have an easier time recovering from the recession as it is growing faster and its tax burden is lower, but the economy is not expected to maintain its early-recovery growth pace.

Consumer spending has not been a strong driver of the recovery but is stabilizing. It has been held back by high unemployment in many regions. This is based on a weak housing market, in the US and UK for example, but most significant is that commercial construction has not recovered.

Within the EU there are serious economic issues tied to the sovereign debt-situation. The keys to European recovery are Germany, UK, France, Italy and Spain, but there is a need for productivity increases in order to reach higher growth rates. With households facing tighter credit conditions domestic demand growth in the European Union will be just under 2% per year. In contrast, the IHS outlook for real domestic demand growth rates for China is just under 10% per annum and for Asia (excluding China and Japan) 5.0-5.5%.

The emerging markets of Asia will lead global expansion into the future, with Chinese, Indian and Indonesian customers taking over the role traditionally held by US consumers. There is a risk of asset bubbles, as seen in the Chinese real estate market, and overheating economies.

Shipping Sector

The global fleet capacity is forecast to be growing at a higher rate than demand in the next four years. This follows on the extreme new ship ordering activity all the way up to the fall of Lehman Brothers in the third quarter of 2008. The orderbook to fleet ratio was high or extremely high in most shipping segments, but delivery times for new constructions was long and demand for shipping capacity was high. Freight rates reached historical levels and ship owners over reacted in terms of new ship ordering.

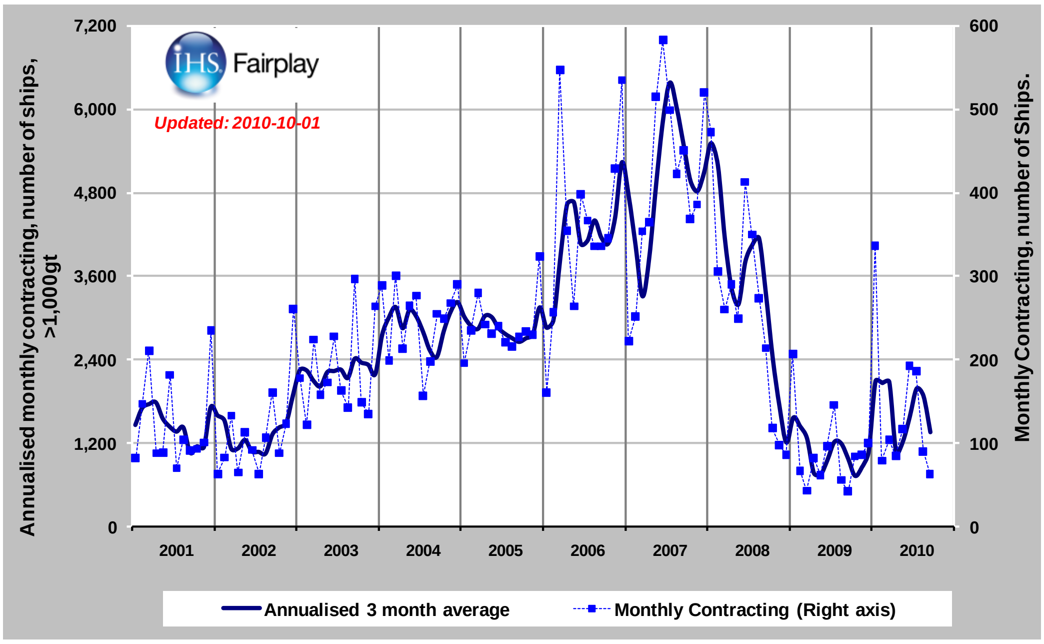

Figure 4: New ship ordering, by month. No of ships.

When the recession hit, demand for shipping capacity fell, but the orderbook was already a fact. Excess fleet capacity will thus remain the main problem for the shipping markets in regaining rates at profitable levels.

Payments through reimbursements were almost impossible to arrange at the beginning of the financial crises. That stopped trade between many exporters and importers, before central banks could issue new loans to the merchant banks. Still credit terms remain tough because of the financial crises.

This is one of many uncertainties within the shipping and ship finance industry at this stage. The added stress on banks holding risky sovereign debt means that European shipping companies will face tighter credit conditions. On top of having ordered vessels at price-levels 20% to 30% above the present ones, increased finance costs will become an additional burden, particularly for shipping companies with many vessels on order. Cancellations of orders for new vessels are therefore expected to remain high also this year.

Fortunately for those companies, banks still value marine assets conservatively. Should they apply an up-to-date valuation, many ship owners would be forced to make additional down-payments on their mortgage loans. That would become an economic issue for ship owners, and thus also for the banks.

European ship owners, who provide most orders, are still struggling for financing their newbuildings, particularly since their values have been falling. The situation is expected to improve as prices on second-hand tonnage and newbuildings are rising. Shipping banks say they see potential for new loans in 2010, but capacity will remain constrained and relatively costly. Loan margins have stabilised in the LIBOR plus 400 basis points range, and no return to lower margins can be expected in the near term.

In Germany banks are still highly exposed in the KG businesses. More than 200 German one-ship companies, jointly owned by private investors and ship managers, were undergoing financial restructuring at the end of the first quarter 2010. Evidence suggests that most restructuring plans are well on course as the recovery in charter rates gives some confidence to the KG shareholders. Many feel that an insolvency or fire sale can be avoided through a capital increase. The money is needed to balance operating losses and to service interest payments; otherwise the financing banks would declare the mortgage loans in default.

Numerous 'preferred equity' or debt capital funds are now being placed in the private investor market to inject liquidity into ailing KG ships. The new investors receive a higher return of 10-14% (against only 6-7% for ordinary shares) when the distressed vessels start delivering profits again.

Crude oil

Low global growth in demand for oil
China continues to dominates growth in crude trade
Middle East remain the major supplier to China and other Asia
West Africa crude exports to Asia generates more tonnage demand
Russian exports increase, while North Sea exports decrease

This year the IEA forecasts world oil demand to average 86.5M barrels per day, representing growth of 1.8% from 2009, the first increase since 2007. The gains come entirely from "non-OECD" countries, while the demand from OECD countries continues to fall by trend.

2009, around 62%, or 52.6M bpd, of crude oil was transported by sea. This year 53.5 M bpd are expected to be transported at sea, up 1.7% from last year. In the next two years, transported volumes at sea are expected to increase at the same pace.

Chinese economic growth, refining expansions, filling of strategic crude stocks and the government stimulus package have all combined to increase crude imports to China. China's crude imports averaged 4.4M bpd in 2009, representing 52% of its total consumption in the year, based on official data. Crude imports in the first quarter 2010 recorded a doubling to more than 6m bpd compared to the same period last year. In the next two years China will continue to increase its imports of crude oil.

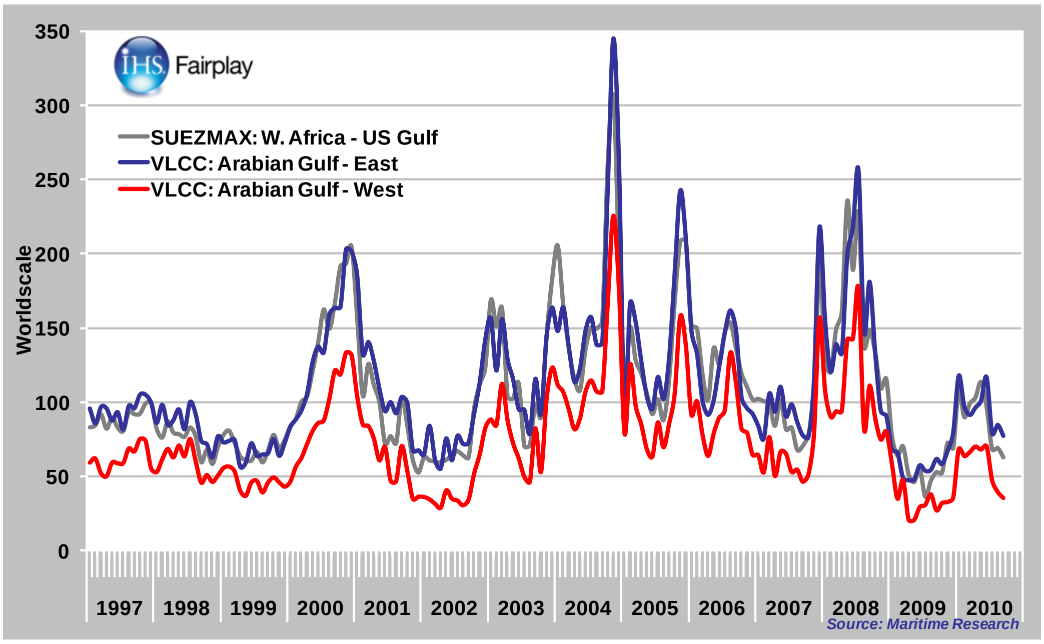

Figure 5: Tanker Spot Rates, Worldscale

VLCC rates have been below the operating costs and capacity growth at an average of 8% in the next two years puts further strong pressure on rates for VLCCs and Suezmaxes.

Saudi remains the number one supplier of crude oil to major economies such as China, Japan, Korea and India, in addition to being a major supplier to the United States. Asia accounts for more than half of Saudis oil exports. China's crude imports averaged 4.4M bpd in 2009, representing 52% of its total oil consumption in the year. Currently, China imports more than 70% of its oil from the Persian Gulf.

Oil products

Oil product demand in the US and Europe is no longer growing
Oil products are increasingly sourced in the Middle East, Asia and South America
Shifts in seasonal demand rather than in trends decide market direction
Market rates points downwards

Because of the cold weather, demand for clean petroleum products (CPP) increased sharply last winter – but that was a short lived phenomenon.

With demand for oil products in Europe and the US stagnating and even falling, the refining industry show little interest in investing in new capacities in the next years. Transport of oil products in the Atlantic Basin is forecast to stagnate in the next two years, at least when it comes to imports from the US.

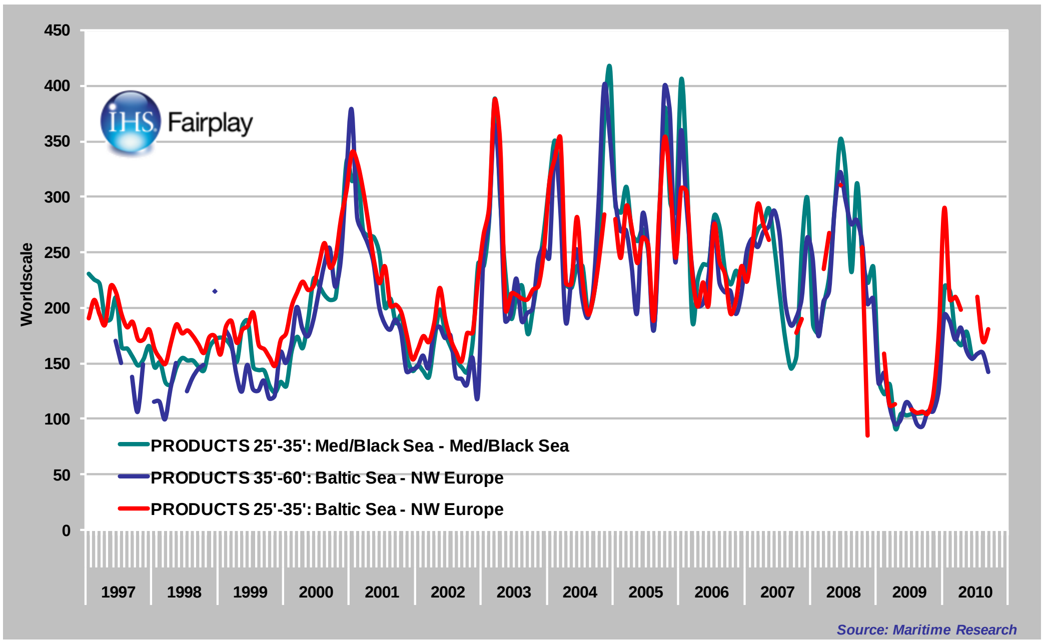

Figure 6: Product Tanker Spot Rates, Worldscale

Refinery production in the US and Europe stagnates, while it is increasing in Middle East and Asia. High grade oil products from Middle East are increasingly being exported to Europe and Asia. Asian low grade oil products are mainly traded in the region.
European gasoline products are becoming more competitive in the US, which increases cross-Atlantic trades, but exports of gas oil and diesel from the US to Europe is decreasing because of the strong US dollar versus the euro.
South America is becoming increasingly self-sufficient through investments in new refineries.

Chemical products

Increased industrial production drives demand growth

Oversupplied fleet keeps rates under pressure

Tankers continue to operate at spot rates below or at break even for charters. Freight rates have dropped anchor at roughly the same spot they were in 2009. On the transatlantic route, for example, freight charges remain virtually unchanged from a year ago, according to a major broker's rate sheet.

It seems unlikely that there will be a quick global recovery this year, given the held back demand from consumers and governments. US-made chemical shipments are rising and the fertilizer industry is looking forward to 2010 with something approaching optimism after a difficult year in 2009.

LPG

Hoping for better market conditions

LPG spot rates on the benchmark Middle East to Asia route climbed at the beginning of April to rates above average operating costs for the first time since October 2008. By the end of May a steady flow of enquiries caused VLGC spot rates to firm. After this summer, VLGC time charter equivalent monthly rates are about US$19,000 per day, enough to cover operating costs.

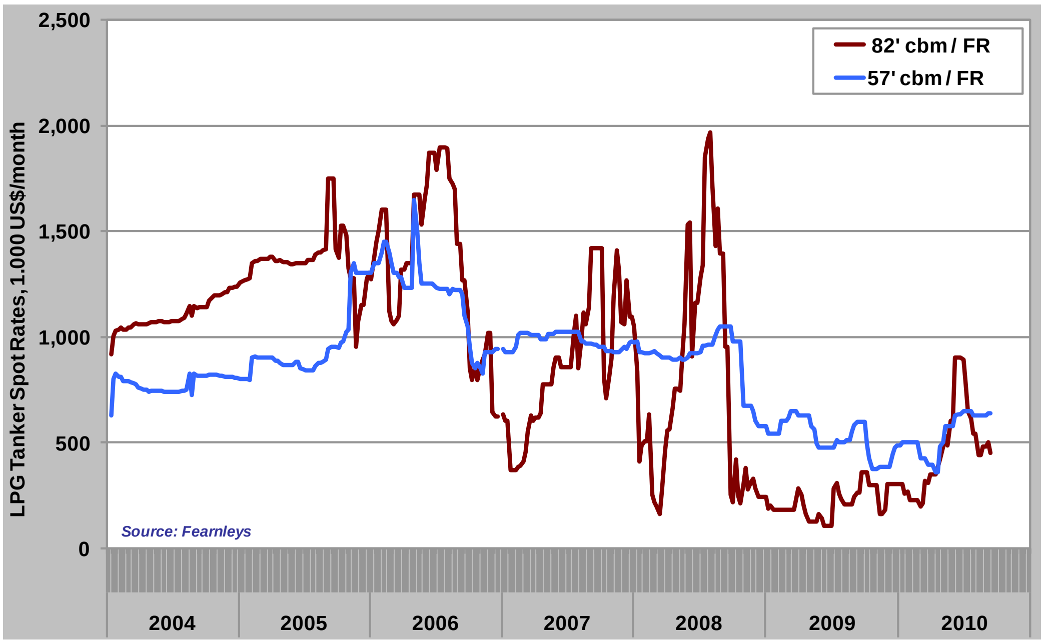

Figure 7: LPG Tanker Spot Rates, 1,000USD/month

After a year and a half of losses for gas carriers, improvements in terms of additional tonnes of export LPG expected to enter the markets in the next two years, and a flat fleet capacity growth, a recovery is forecast for the very large gas carriers (VLGC) as early as the second quarter of 2010. With a significant part of new LPG export capacity coming online this year and next, together with sustainable demand growth, slow deliveries of new tonnage, accelerated removals and low levels of contracting all combine to reverse the downward trend in the LPG markets and set them for a sustainable recovery.

LNG

No sustainable improvement in market demand yet

May see improvements in demand next year

Very little is happening in the market and many ships are stuck without employment. LNG carrier rates ended last year at more than $45,000 per day as the Atlantic market was driven by the shipment of cargoes to Europe and the US east coast to cover additional winter demand. This was certainly better than it was a year ago, when rates were down to around $30,000 as owners became desperate to find employment. Break-even for modern LNG ships is estimated at about $40,000 per day.

Since the middle of February demand for LNG imports into the US and into two of the three main importers in Asia, Japan and Taiwan, has fallen as domestic suppliers are using gas in storage instead. LNG prices have not been conducive for any inter-regional arbitrage trade either as the price for natural gas has lost 20% so far this year.

The market is severely out of balance in terms of an oversupply, but storage late in the year should still be regarded as relatively unlikely, given not only costs but also the less liquid LNG tanker market, meaning that the vessels likely will be needed for other journeys in just a few months' time.

This indicates that LNG tanker rates might firm towards the end of 2010, but continuous oversupply in the next two years will keep them depressed. An additional 20% of LNG production will come online during the next two years, which might ease the situation a bit.

Dry bulk

Growth depending on development in China and India
The demand for power in Europe is no longer growing
Investments in utilities in Asia requires more coal from distant sources
Investments in iron ore mines globally by Chinese companies

The market is characterized by uncertainties surrounding major dry bulk commodities, such as iron ore and coal, in this and next year. Market sentiments are affected by expectations of soaring prices on coal, iron ore and grain. These expectations have triggered traders to take early positions, which supported trade in the first half of this year. Iron ore and steam coal trades are expected to see the largest nominal growth, while bauxite and grain trades are expected to grow the fastest.
In the second half of the year market fundamentals will tell another story. The Chinese government is trying to cool market sentiments by raising interest rates and restrain banks opportunities to lend more money. The effects of these measures are expected to be seen later this year, but a combination of rising stockpiles and falling steel prices is expected to curb Chinese demand for coal and iron ore. The iron ore demand is driven mainly by the construction business and investments in infrastructure. These investments are expected to continue over the next 5-year period, driving the seaborne iron ore volumes up from the present levels.

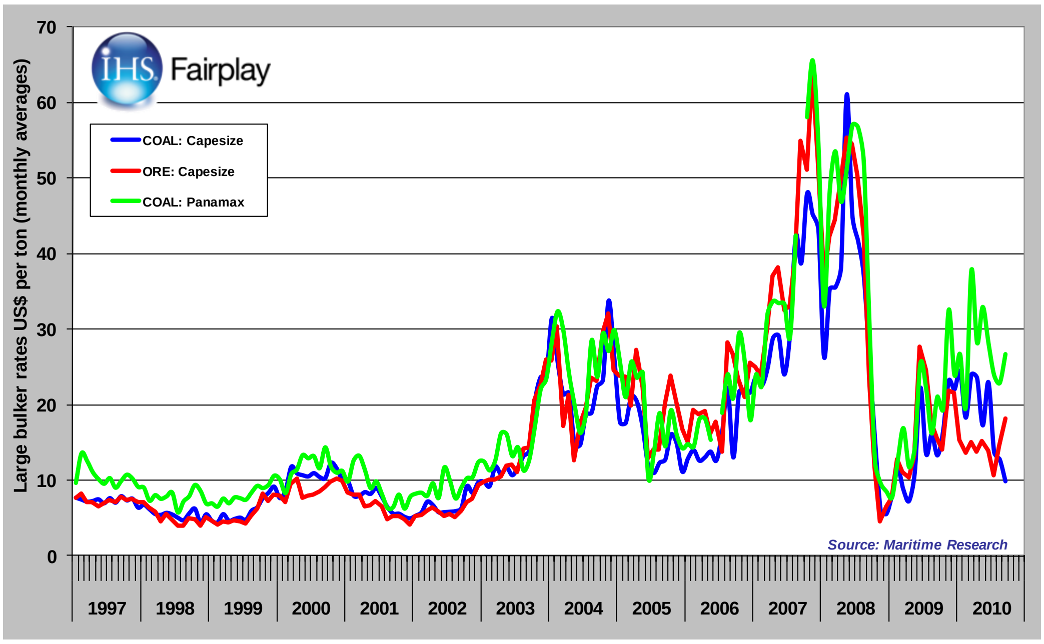

Figure 8: Dry Bulk rates, US$/ton

Last year China became a net coal importer for the first time to support its ever-growing need for energy. China's coal imports in 1Q10 more than tripled to 44.4M tonnes. In May its coal imports rose by 17% as its economy bounced back.
China is thus playing a leading role in the growing global dry bulk market, which is expected to increase by 8 to 9% this year and by 6 to 7% in 2011.

In the next three to four years there do not seem to be any European markets with a power demand growth potential. The UK requires replacement of power stations; Germany is depending on lifetime extensions for its nuclear plants and the growing share of renewable fuels are causing problems for the coal exports to the region. South African, US' and Colombian coal are instead increasingly shipped to new markets such as India, Pakistan and China. Korean and Japanese buyers are looking to the US for coking coal and to Colombia for steam coal – moves which support tonne-miles.

China opened last year new trade lanes to South America and Africa to support its ever-growing need for energy. 126M tonnes of coal were imported last year, with Indonesia the largest supplier, followed by Australia, Vietnam, Mongolia and Russia. Vietnam's policy is to reduce its coal exports to reserve coal for domestic use. The national mineral/coal group forecasts 17 million tonnes of coal exports this year, falling to 5-7 million tonnes in 2013-2015, rising to imports in excess of 150 million tonnes by 2025. China will thus be increasingly dependent on other sources for its imports of coal.

As steel production returns to those nations hardest hit by the global downturn, coking coal demand is also rebounding. China again produces more steel, 55.4M tonnes in April, and the most ever produced by the world's largest producer. China is easing its exports duties on steel, but increased earlier this year its requirements for iron ore import licenses, restricting imports to grades over 60% iron content, and stimulating additional domestic ore mining, which has put a lid on the imports of iron ore.

Chinese companies are also making investments in iron ore mines in South America and Africa and are considering investments in Scandinavia. Such a global network of suppliers to the Chinese steel industry is likely to generate increased tonne-miles, mainly for Chinese shipping companies.

Container carriers

Changing currency relationships creates better conditions for trade
Container freight rates has had a peak
Chinese trade sets the stage also for the global container transport industry
A strengthened Renminbi will create a more balanced trade between China, the US and Europe
Growing South American demand for manufactured goods and components adds to the container traffic volumes in the Atlantic

China is the leading actor also in the container traffic. Its containerized ocean traffic declined by 9% in 2009 compared with 2008, with exports contracting by 16.7%, while imports volumes were up by 11.4%. China's share of global containerized trade is growing.

In 2009 China accounted for 52% of the total US imports of containerized goods compared with 31% in 2000. The share of US exports to China climbed from little more than 10% at the start of the decade to around 25% in 2009. The same pattern was repeated elsewhere. Germany's imports from China soared from about a third in 2000 to nearly half the total in 2009, with 22% of German exports destined for China, compared with just 9% in 2002. At the same time the share of German exports to the US shrank from 27% to 16%.

The outlook for containerized trade has improved considerably. In 2009 the number of boxes transported from Hamburg to China and Singapore, plunged by 26.8% and 28.7% respectively, but this year the outlook for containerized trade has improved considerably. Data from the European Liner Affairs' Association (ELAA) shows that imports into Europe grew by 17.8% in 1Q10, reversing a sharp fall of 20.5% experienced in the same period a year earlier. The highest recovery rate, of 33.5%, was recorded in February. Exports from Europe increased by 18.9% in 1Q10 compared to a fall of 13.4% in the same period a year earlier. The rate of recovery hit a peak of 25.2% in February, after which it slowed down to 12.3% in April.

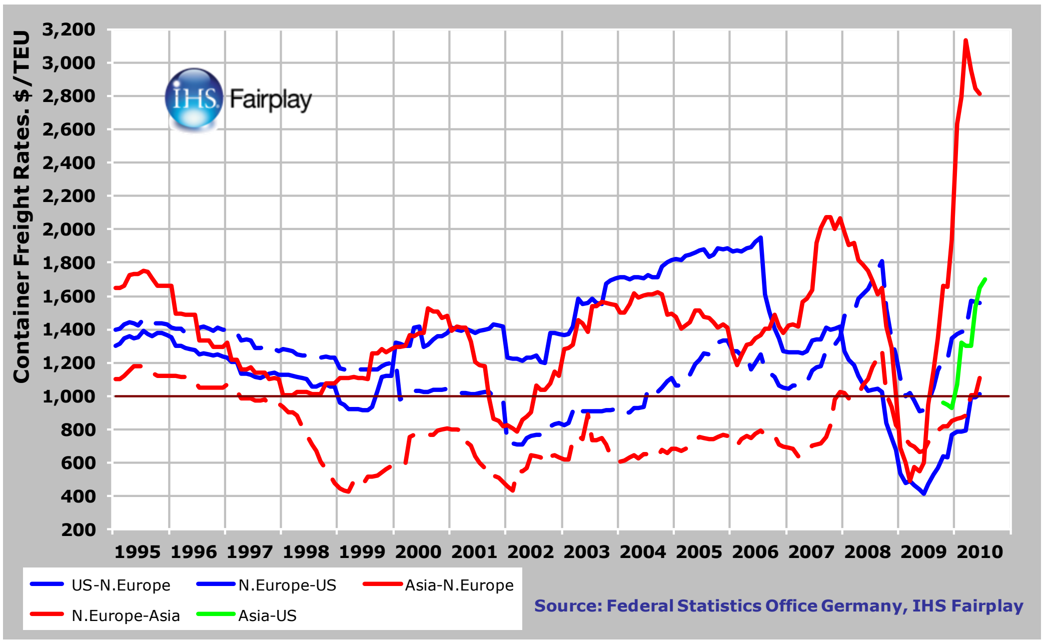

Figure 9: Container Freight Rates

A shortage of containers is hitting the industry. Old boxes were scrapped in large numbers in tandem with the weakening of the economic cycle, but investment in new containers has lagged behind the pace of recovery in trade. In the short term, the shortage of containers could constrain the further growth of container shipping, but it is difficult to estimate at what rate shipping companies and container leasing companies would be able to increase their inventory of new containers.

Since then the sovereign debt problems in the euro area have changed the relative strength of major trading currencies. The US$ has firmed against all other currencies except the Renminbi, which have made imports from China and Europe to the US more attractive than before.

The strengthening of the US$ versus the euro and other major currencies will make imports from the Euro-area more competitive than before. The exports from Europe to China would therefore be larger, but more balanced than before, while the trade between the US and China would not grow as fast as expected.

Vehicle carriers

Car sales in Asia accelerates, imports grow fast
Sales in the US and Europe back to normal
Chinese vehicle exports lags behind fast growing car exports from India
More manufacturing transplants in China by European, American and Japanese brands will decrease imports growth rates, while exports growth rates will increase

Car sales took a hit last year from the financial crises, particularly in the US and Europe, where the sales declined by between 20% and 30%. West European car sales rose by 11% in the first quarter of 2010, but this is expected to reverse as many regions will fall back considerably as the various incentives operating across Europe dwindle and expire and as the fragile economic recovery do little to inspire the business and replacement cycle. For 2010 as a whole, the market could slip by as much as 11%, meaning the “cash for clunkers” incentives have largely just postponed the inevitable fall in the market, but the volume going by sea should not fall that much.

In stark contrast to the development in Europe, China was recording a spectacular growth of 46.2% (to 13.64M units) last year, overtaking the US as the world’s largest vehicle markets in terms of sales. The major South Korean automakers cut their vehicle production by between 15% and 25% during early 2009, but thanks to a spectacular recovery in vehicle demand in both the domestic and export markets the South Korean vehicle production increased by 41.6% y/y to 974,365 units during the first quarter of this year.
As China overtakes the US as the world’s largest vehicle market in terms of sales, China’s vehicle imports are rapidly climbing as well. About 420,000 completely-built-up (CBU) vehicles worth more than $15.3Bn were imported into the country on car carriers during the year.

India reports increasing car production as well with a forecasts light-vehicle output in India to reach 2.68M units this year, which is an increase of 15% year-on-year. Honda, Toyota, Suzuki, Nissan and Hyundai are stepping in or enhancing their manufacturing bases in India. Among western manufacturers seeking to tap the Indian market are Ford Motor, General Motors and Volkswagen. Manufacturers also see export potential that opens up opportunities for car carriers. With such rapid sales, it appears that it will not be long before India is exporting cars across the globe. India’s largest passenger vehicle exporter, Hyundai Motor India Ltd, now has a market share of one-third of all vehicles exported from India.

Ferries

The cut down of public spending is bound to hurt ferry companies operating in mostly the southern parts of Europe.

Ferries with cargo capacity were last year laid up in record numbers in Europe; some newbuilding orders were cancelled and a few companies filed for bankruptcy.

In the long run cargo ferries will be competitive only if they manage to handle the combination of trailer and passengers and thus are better priced towards the passenger compared to the flights.

In the long run those ropax operators that shift focus towards more lane meter capacity for trailer and cars likely will find these investments successful.

However, in general, the hope of major operators to reach more than break even in 2010 is fairly small all around the globe.

When it comes to pure passenger transports on ferries the outlook is bright over a longer time span since many cities all around the world are congested and one of the simplest and cheapest solutions is ferries.

Cruise

In the cruise market, annualised total passengers carried worldwide in 2009 are by ShipPax Information estimated to have been 19.6M, a 1% increase over 2008. The destination favoured is still the Caribbean and most of the customers are from North America. European clients increased most to 4.35 million passengers in 2009. In Asia, the cruise business will be one of the fastest growing industries in the next decade and there will be more than enough business to go around.

Seafarers

The low freight rate levels are just about at cost for most ship types in operation, but for many shipping companies the main problem is that they have many vessels without employment. They are still suffering from lack of revenues, particularly within the spot market related tramp shipping businesses, which affects their ability to meet requirements of higher wages.

The liner shipping companies' revenues are recovering faster than the tramp shipping companies' revenues, and they will be less exposed to further growing excess capacities in the next two to three years.

Companies

During times of recessions, consolidation activities through mergers and acquisitions often accelerate. During the 2008-2009 period this has not quite been the case. The difficult financing situation is believed to be one of the main reasons for this. However, as the financial markets are recovering significant moves of this kind are expected.

Ports however are difficult to reallocate for obvious reasons, but port ownership and operation can be taken over by multinational organisations. This has been an ongoing activity for many years and no increase in activity is registered as of yet, but as stated above this could change as the financial conditions improve. The port sector as such has gone through a trying period, with volumes and revenues falling drastically in many cases.

Another type of activity that usually increases during recessions is the reallocation of manufacturing to low cost countries. In the maritime cluster this mainly concerns the shipbuilding and even more so the ships equipment sectors. This has also been the case over the past two years, but the scope is somewhat limited since much of production had already been outsourced to countries outside of the EU.

- ***Crude tankers***

New York-based marine transport consultancy McQuilling Services has undertaken a sobering cost-structure analysis on a five-year tanker acquisition project, revealing all classes would produce negative cash flows based on its average rates projections from 2010-2014. Tanker owners face annual losses of up to $2M per vessel over the next five years as an oversupply of tonnage and low rates produce poorer cash flows.

The steepest losses calculated are for medium range tankers, which see record deliveries coincide with collapsing demand for refined products in the US, and rates hit historic lows of below $2,000 per day on major routes for protracted periods. Time charter rates for MRs have more than halved in two years from almost $22,000 per day in 2008 to an average of $10,800 per day this year, which is down from $13,700 per day in 2009.

MR tankers would lose nearly $9M over five years based on forecast average daily revenues of $6,100, but incur break-even costs of nearly $15,200, according to McQuilling.

"Given the poor cash flow position of tanker projects presently, it would appear difficult to argue that an investment in tanker assets is an attractive acquisition opportunity," McQuilling said.

Deliveries of new tankers in the next five years will thus cause the receiving companies losses on top of already poor earnings for the existing tonnage.

- ***Gas tankers***

More than 10% of the worldwide fleet of 1,183 liquefied petroleum gas carriers remain idle as ship owners keep ships laid-up in the face of unprofitable market rates and fewer cargoes. The costs for cold lay-up are high and a severe burden for the companies who are forced to take such steps.

The 50,000+ cbm LPG fleet is forecast to decline by 0.4% per year during 2010/2012, while the <50,000cbm fleet is forecast to grow by 3.4% per year, which reflects their relative strength on the market. The owners/operators of larger LPG tankers are likely to face more difficult times than those operating smaller tankers.

Qatar is idling at least eight LNG tankers in the Gulf of Oman, with a total capacity of 1.8M m^3. Their depth in the water indicates they have full or partial cargoes. In just a few months' time less liquid LNG tanker market means that the vessels will likely be needed again.

- ***The dry bulk fleet***

The dry bulk fleet orderbook represents more than 50% of the existing fleet, and although demand for dry bulk transport will grow by 7% to 9% per year in this and next year, it will not be enough to meet the capacity growth. It will mainly be bulk operators outside China who will be suffering the most, operators from countries like Greece and Japan.

- ***Container carriers and vehicle roros***

When it comes to financial results, the world's container lines have been on a wild ride. Maersk managed to stack up some impressive quarter revenue growth as the market improved. The rebound has seen Maersk go from a US$581 million loss in the first quarter last year to a US$168 million net profit in the first quarter of this year. Maersk carried more than 20 % more boxes in the three months, too.

Over at troubled Hapag-Lloyd the troubles are no more. In the first quarter last year, the German line managed to lose euro 222 million and had to be bailed out big time. This year it is euro 13 million in the black.

The rapid change in fortunes has extended to other carriers, including CMA CGM. The carrier predicts it will post an EBITDA of around US$380 million and carry 22% more containers in Q1 compared to a year ago.

Hanjin Shipping and Hyundai Merchant marine, Korea's two major carriers, also made it back into the black in terms of operating profits in the first quarter. Also rebounding majestically all over the balance sheet was Neptune Orient Lines, parent of APL, but NOL fell just US$98 million short. Still, it is a far better position to be in than the US$245 million loss posted in last year's Q1.

There is plenty of business to go around at the moment, but there are still too many container lines in business, too much idle capacity and rates at too low levels to break out the bubbly. The industry is still deep inside "anything can happen" territory.

Among owners exposed for large-scale fleet additions are:

China:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Hebei Ocean Shpg (Hosco)	2,586	75	
Chinese Govt.	16,939	75	
China Shpg Group	9,684	49	
Cosco	11,317	29	
China Changjiang Nat. Shpg	3,610	106	
Sinotrans	881	43	
Vision Ship Mgmt	639	61	
Fuijan Guohang Oc	606	68	
Zhejiang Shpng	561	70	
Average		***64***	

Japan:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)	
NYK	10,932	33	-17.4Bn yen	(56.1Bn)
MOL	9,050	27	-13.0Bn yen	(127.0Bn)
"K" Line	5,675	37	-68.7Bn yen	(32.4Bn)
Sanko Steamship	1,182	19	5.7Bn yen	(64.0Bn)
Nissen Kaiun Co Ltd	1,318	44		
Average		***32***		

Japan's three shipping majors, Mitsui OSK Lines, NYK and 'K' Line, all saw a steady improvement in earnings in the six months running up to the end of March 2010, but only MOL managed to make a net profit while NYK and 'K' Line fell from strong profitability into significant losses. NYK's year-end results were clearly better than the forecasts.

Compared to its larger compatriots, 'K' Line suffered the most, posting ¥68.7Bn net losses for the full year, mitigated only by several preceding years of record earnings. The company incurred heavy costs buying its way out of expensive charter commitments and converting newbuilding contracts in an effort to cut future liabilities. 'K' Line expects a return to modest profitability during the new fiscal year. Capesize bulkers, operating primarily on spot and in long-term COA business, are likely to be key ships in securing a return to profitability, as recovery in the container and car carrier sectors is expected to be a long and painful process.

Denmark:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Maersk	6,689	19	$-1.02Bn ($3.46Bn) $168M/1Q10 $-581M/1Q09
Norden	1,927	28	$217.2M ($707.8M)
Torm	411	5	$-19M ($360M) $3M/1Q10 $39M/1Q09
Average		***17***	

Norden's profits plummeted by more than two-thirds in 2009. Its tanker division sustained most of the damage, but profits across the company in 2009 slumped to $217.2M, from $707.8M the year before. Norden acknowledged that the global economy is expected to recover gradually in 2010, dry cargo and tankers are still subject to "greater uncertainty than normal".

USA:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Foremost Group	1,617	196	
Pride Int. Inc	291	92	$738M ($801M)
Int. Shpholding Grp	111	80	
Southern Star Shpng	459	57	
US Shpng Partners	92	52	
Star Maritime Acq.	360	47	
Eagle Bulk	691	40	$121M ($127M)
Laurin Maritime	185	40	
Stolt Nielsen	460	21	$122M ($203M)
Average		***9***	

The American shipping industry was one of the first to be hit by the financial crises, starting in 2007-2008, but was also the one that benefitted from a quick economic recovery starting already in the second quarter last year. The chemical tanker industry's trade pattern involves only minor spot trade volumes, which made them less susceptible to the deep economic recession.

Greece:

The Greece dry bulk operators hold a big stake of the global orderbook, which makes them vulnerable for a slower demand growth later this year, when China is expected to cut down on investments, in order to cool the economy.

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Golden Union Shpng	1894500	131	
Capital Mar & Trading	1150300	85	
Metrostar Mgmt Corp	774650	77	
Marine Mgmt	717000	69	
Centrofin Mgmt Inc	1334800	53	
Dynacom Tankers	3285780	46	
Enterprises Shpng	2059500	42	
Gulf Marine Mgmt Sa	1597200	42	
Cardiff Marine Inc	1987000	42	
Average		65	

UK:

The Greek bulk shipping companies operating from London are in a similar situation as the shipping companies operating from Greece. Both Greek and UK ship owners have a substantial newbuilding exposure.

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Lykiardopulo Ltd	1,054	28	
K Line Bulk	981	89	
Lemos Cm	600	40	
Pertamina	448	35	
Euroceanica Uk	226	150	
Norbulk Shipping	141	71	
Average		68	

South Korea:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)
Korea Line Corp	4,209	126	KRW-593M (KRW368M)
Hanjin Shipping	4,957	45	KRW-30M (KRW334M)
STX Pan Ocean	4,355	52	$62M ($494M)
Sk Shipping Co	2,256	37	
Chang Myung	1,308	42	
Average		60	

South Korean shipping companies belong to those who have been squeezed the most by the financial crises, and considering their relatively large orderbooks they will be further squeezed, but authorities in South Korea are supportive to the industry and will likely help them survive in one way or another.

Bermuda:

Group operator	On order, 000 dwt	% of exist.fleet	09 profit versus (08)	
Golden Ocean Grp	2,371	82	$218M	($381M)
Excel Maritime	1,080	29	$340M	($-56M)
Nordic Am. Tanker	634	386	$-1M	($119M)
Seadrill Ltd	205	140	$1,353M	($-123M)
Average		***159***		

Germany:

Group operator	On order, 000 dwt	% of exist.fleet
Schulte T	734	244
Mpc Group	951	211
Offen C-P	2,082	173
Wehr O	1,226	128
Briese Schiffahrts	353	118
Komrowski E	436	114
Orion Bulkers	1,621	109
Hartmann Schiffahrts	1,014	109
Leonhardt & Blumberg	426	89
Blumenthal Jmk	1,234	85
Winter Gebr	178	84
Ahrenkiel	438	80
Er Schiffahrt	1,367	70
Bertling Fh	300	70
Beluga Shipping	545	67
Norddeutsche Verm.anlage	266	65
Hansa Treuhand	527	64
Nsc Schifffahrt	268	61
Konig Co Kg	330	51
Rigel Schiffahrts Kg	110	49
Strahlmann E Reederei	103	44
Oltmann Schiffahrts	414	39
Doehle P		
Average		***96***

The German shipping industry faces a tremendous challenge in the next five years. The Government has decided to cut its budget deficit by half to 2013 by cutting expenses and rising taxes. This will lower economic growth. Together with a weakening euro, imports will stagnate, not least from China and other Asian countries. The container carrying industry will not grow as fast as previously forecast which will make it hard for those shipping companies who have ordered vessels in order to expand their operations. The Governments has promised some support, but probably not to the extent necessary to make all companies survive.

Others:

Group operator	Country	On order, 000 dwt	% of exist.fleet
Clipper Group	Bahamas	1 084 800	52
Euronav Nv	Belgium	1 908 000	51
Golden Ocean Grp	Bermuda (British)	2 371 300	82
Tmt Co Ltd	Chinese Taipei	6 208 720	159
Formosa Plastics Mar. Corp	Chinese Taipei	4 452 600	130
Shih Wei Navigation Co Ltd	Chinese Taipei	975 510	80
Sincere Navigation Corp	Chinese Taipei	594 000	63
Atlantska Plovidba Dd	Croatia	501 100	64
Interorient Navigation Co Ltd	Cyprus	1 753 750	229
Schoeller Holdings Ltd	Cyprus	2 039 900	58
Bourbon	France	2 422 486	188
Wah Kwong Shipping	Hong Kong	1 480 400	285
Cido Shipping Hk Co Ltd	Hong Kong	3 352 043	203
China Merchants Steam Nav	Hong Kong	1 615 400	158
Zhejiang Fuchuen Shipping	Hong Kong	704 000	118
Parakou Shipping Ltd	Hong Kong	479 225	73
Ocean Longevity Shipping	Hong Kong	1 105 000	69
Jinhui Shipping & Trans Ltd	Hong Kong	795 900	53
Essar Shipping Ports	India	928 604	65
Great Eastern Shipping	India	1 346 652	64
Arpeni Pratama Ocean Line	Indonesia	731 000	83
Iran Shipping Lines	Iran	1 603 680	56
D'amato Navigazione Spa	Italy	1 186 000	191
Rizzo Bottiglieri De Carlini	Italy	1 671 400	180
Bottiglieri G Di Navigazione	Italy	978 500	179
Zacchello Group	Italy	1 889 110	132
Scinicariello Ship Mgmt	Italy	415 100	60
D'amico Fratelli Spa	Italy	473 100	52
United Arab Shipping Co	Kuwait	1 744 200	70
Kuwait Petroleum Corp	Kuwait	1 272 000	51
Ceres Shipping Ltd	Monaco	1 048 800	65
Transocean Mar. Agencies	Monaco	368 000	60
Vroon Bv	Netherlands	797 366	66
Uglands Rederi	Norway	412 500	75
Blystad A	Norway	579 000	66
Active Shipping	Singapore	746 000	110
Samco Shipholding Pte Ltd	Singapore	1 272 000	68
Thoresen Thai Agencies	Thailand	419 950	50
Geden Lines	Turkey	5 462 934	301
Yasa Shipping Industry	Turkey	2 134 600	105
Emarat Maritime Llc	United Arab Emirates	2 387 150	267
Abu Dhabi National Oil Co	United Arab Emirates	854 033	121
Pdvsa	Venezuela	1 295 148	124
Average			***111***

Major shipping companies in Taiwan, Hong Kong, Italy, Singapore, UAE and Turkey have orderbooks exceeding the size of their existing fleets, which puts many of them in an extremely dangerous situation unless they have long-term charters or contracts of afreightment to rely on over the next five years.

Port Sector

Eastern Mediterranean

Croatia - Between 2006 and 2008 Croatian port throughput increased 31% from 19.2Mtonnes to 25.1Mtonnes. The gap between inward and outward volumes increased further as inward volumes increased by 33% and outward volumes by 27%. Dry bulk cargoes stood for 80% of the total net growth in volumes, although containerized good increased the most by 118%. The port throughput volumes were last year 5.75Mtonnes or 23% below those of 2008.

Slovenia – The total port throughput volumes increased 8.5% or 1.3Mtonnes between 2006 and 2008. Inward volumes increased by 14%, while outward volumes declined by 3%. Liquid and container cargoes were the two cargo types that increased the most. Based on statistics for the first three quarters last year total throughput volumes are estimated to have declined by 3.6M tonnes or 22%.

Malta – Port throughput volumes declined 5.7% between the two years, because of a sharp fall in liquid bulk volumes. Total outward volumes declined by 20.4% and inwards by 4.7%. Last year saw unchanged throughput volumes compared to 2008.

Greece – The total port throughput declined by 8.8Mtonnes or 6.8% between 2006 and 2008; inwards by 7.0% and outward by 6.5%. Containerised volumes declined by 60.9% or 9.9Mtonnes. Liquid bulk was the only type of cargo that saw increased volumes. Between the two years, volumes increased by 9.9%. The three first quarters of last year indicates a 37Mtonnes or 30% decline in total throughput volumes in 2009, compared to 2008.

Cyprus – The port throughput volumes increased by 28.6% between 2006 and 2008, the second highest growth figure among the EU countries. The inward volumes increased by 33.5% and the outward volumes by 6.3%. The inward liquid bulk volumes increased by 735,000 tonnes or 115%. The port throughputs during three first quarters of 2009 indicate a further decline of 500,000tonnes or 15.3% compared to 2008.

Bulgaria – Throughput volumes in ports declined by 1Mtonnes or 3.7% between 2006 and 2008. While the inward volumes increased by 3.6%, outward volumes declined by 14.2%. Containerized goods and goods carried by roro-vessels (non-self-propelled) were the only cargo typed that enjoyed increased volumes. In 2009 the total throughput volume was down by another 4.5Mtonnes or 17.5% compared to 2008.

Romania – Total throughput volumes increased by 20.3% between 2006 and 2008. Inward volumes increased slightly more than outward volumes. Containerized cargo dominated the growth in outward volumes, while dry bulk, general cargo and liquid bulk dominated growth in inward cargo volumes. During 2009 total throughput volumes declined by 10.9M tonnes or 25% from the year before.

Western Mediterranean & the Atlantic arc

Spain – Inward volumes declined by 2.7% between 2006 and 2008, while outward volumes increased by 9.4%. Inward and outward containerized volumes increased by almost the same figure of 16%. The inward and outward roro (self-propelled) cargo volumes declined similarly by an average of 28%. The inward dry bulk cargo volumes dropped by 13.2% or 13.1Mtonnes, the single largest shift in Spanish throughput volumes. In 2009 the throughput volumes declined by 14% or 50Mtonnes compared to 2008.

Portugal – Total port throughput volumes decreased by 0.9% from 2006 to 2008, mainly because liquid and dry bulk volumes dropped 5.4%, while containerized volumes increased by 22.3%. Inward volumes decreased by 5% as a result of the falling dry and liquid bulk cargo volumes, while outward volumes increased by 8.6%, due to increased containerized volumes. Port throughput volumes during the first half of last year were down 15% from the year before.

France – Total port throughput in France 2008 was 7.7% or 26Mtonnes below that of 2006 – down 14.4Mtonnes in inward volumes and 11.6Mtonnes in outward volumes. 95% of the decline relates to the fall in both inward and outward liquid and dry bulk cargoes. The general cargo volumes (both containerized and non-containerized volumes) declined by 6.4%. In 2009 the three first quarters of the year hints a total volume of 283Mtonnes, down 27Mronnes or 9% compared to 2008.

Italy – Total throughput volumes were almost unchanged between 2006 and 2008, as increases in outward volumes were nearly balanced by decreases in inward volumes. Similarly, decreases in inward liquid and dry bulk volumes were nearly balanced by increases in general cargo volumes. The first half of 2009 was down 8% from the same period in 2008.

The North Sea area

United Kingdom - From 2006 to 2008, the total throughput volumes declined by 3.6% or 20.5Mtonnes, mainly because of declining liquid and dry bulk, as well as non-containerized general cargo volumes. The containerized general cargo volume increased on the other hand by 9.8% between the two years. Estimations based on the first three quarters of last year show a decline in total volumes 2009 by 55Mtonnes or 20% from 2008.

Ireland – Between the two years, the total port throughput volumes increased by 9.8Mtonnes or 26%. Inward volumes increased by 29% and outward volumes by 20%. Almost the entire growth is related to dry bulk cargoes. The first three quarters of 2009 indicates a decline of almost the same size as the increase between 2006 and 2008.

Netherland – Between 2006 and 2008 throughput volumes rose by 11.7% or 55.1Mtonnes. Both inward and outward volumes in ports increased strongly, inwards by 11.1% or 39.4Mtonnes and outwards by 13.5% or 15.8Mtonnes. Close to 52% of the total increase in volumes was related to liquid bulk, 36% to dry bulk and 16% to containerized cargo. The two bulk cargo categories increased by 13.5% each and the container cargo volumes by 11.7%. During the first half of last year volumes declined by 16% compared to the same period 2008..

Belgium - The throughput volumes increased 11.6% or 25.1Mtonnes between 2006 and 2008, inward volumes by 12.1% and outward volumes by 11%. Containerized goods answered for 79% of the total increase. Between the two years their volume increased by close to 28%. The port throughput volumes in the first three quarters of 2009 declined by an average of 19% compared to the same period in 2008, which indicates a year total of below 200Mtonnes, the lowest volume since 2003.

The Baltic Sea region (BSR)

Sweden - The total port throughput increased by 6.5% from 2006 to 2008, the inward volumes by 10% and the outward volumes by 2.7%. The growth in volumes was dominated by liquid bulk cargoes followed by dry bulk, containerized and non-containerized general cargoes. In 2009 the total port throughput reached 138.2Mtonnes, down 30.5Mtonnes or 18% from the year before.

Norway - Total throughput volumes declined 11.1Mtonnes or 6.2% between 2006 and 2008. The inwards volumes declined 4.7% and the outward volumes 6.9%, thus lowering the large imbalance between inward and outward volumes, related mainly to crude oil exports. Both inward and outward dry bulk and unitized general cargo volumes increased. Based on total throughput volumes for the first three quarters last year, this year's total is estimated at 179Mtonnes, down 11Mtonnes or 7% from 2008.

Denmark – Outward volumes decreased by almost the same number by which inward volumes increased between 2006 and 2008. Dry bulk, containerized and non-containerized volumes increased, while liquid bulk cargo volumes decreased. The 2009 volumes have declined by a further 15.2% or 14.5 Mtonnes.

Finland – Throughput volumes increased by 8% between 2006 and 2008. Total liquid and dry bulk volumes grew by 10.2% and 14.1% each. Although the growth in absolute number was larger in the inward volumes, the relative growth in outward volumes was higher. The first three quarters of 2009 indicates a year total port throughput of 90Mtonnes, down 19% from 2008.

Estonia - There were large differences in the development of inward and outward volumes between 2006 and 2008. The inward volumes increased by 1Mtonnes or 17.2%, while the outward volumes decreased by 37.8% or15.4Mtonnes, of which 14.9Mtonnes related to liquid and dry bulk cargoes. The growth in inward volumes was related to the same cargo types. Based on the first three quarters of 2009 total throughput volumes are likely to have remained unchanged or even increased slightly compared to 2008.

Latvia - The change in total throughput volumes of 4.7Mtonnes between 2006 and 2008 was the balance between a 5.2Mtonnes increase in outward volumes and 0.5Mtonnes decrease in inward volumes. 4.8Mtonne of the increase in outward volumes were dry bulk goods. Last year total throughput volumes declined by 1.2Mtonnes or 2% compared to the year before.

Lithuania – The 6.9Mtonne or 82% increase in inward cargo volumes and the 2.2Mtonne or 12% increase in outward volumes adds up to the 9.1Mtonne or 34% increase in total cargo volumes between 2006 and 2008. Out of total increase of 9.1Mtonnes, 5.9Mtonnes relates to increased imports of liquid bulk cargoes. Last year total throughput volumes declined by 6% or 2Mtonnes compared to 2008.

Poland – There were large differences in the development of inward and outward volumes between 2006 and 2008. While inward volumes increased by 42%, outward volumes decreased by 38%. The inward liquid and dry bulk volumes increased by 56% on average, and the containerized cargo volumes by 35%. The outward volumes of liquid and dry bulk cargoes dropped by almost the same number. Estimations based on trade statistics for the first three months last year indicates a full year volume declines of 2Mtonnes or 5% from the year before.

Germany – A 12.8Mtonnes increase in inward volumes and a 3.2Mtonne increase in outward volumes generated a total increase of 16Mtonnes or 5.4% in port throughput between 2006 and 2008. Close to 80% of the total increase was related to growing container volumes, which in turn increased by 11.4% between the two years. In 2009 the three first quarters throughput indicates a further 15-20% decline in volumes compared to 2008.

Signals of future change

The signals of future change presented in the previous report remain unchanged in every major aspect and need no revisiting as a consequence of the recession. A few comments though.

The shortage of crew eased off as a consequence of the significantly reduced trade in 2009. This is however a relief that only will be temporary. As volumes return and more vessels are added to the world fleet, the shortage will return.

The introduction of new or raising of existing trade barriers were brought forward in one of the scenarios in the previous report. Largely in line with the scenario voices have been raised supporting this, but since much of the other factors in that scenario have not materialized, we see no need for any corrections regarding trade barriers.

SWOT

In the following, the SWOT analysis from the 2008 report will be revisited. The original strengths, weaknesses, opportunities and threats remain unchanged (copied in below), but comments are provided.

The SWOT section for ship operators included the EU 27 share of the world fleet. The 2008 figures are provided in brackets while the updated figures are as per May 2010.

Port, logistic systems ie the EU industry and society				
Segment	Strengths	Weaknesses	Opportunities	Threats
Liquid Cargo	There is a good balance between port facilities and demand outlook, but for LNG. Ship capacity will be plenty.	Too few regasification facilities in certain areas (eg UK, Italy and Spain), compared to expected supply of LNG.	Potential volumes of renewable liquid fuels and/or volumes from deep sea offshore fields.	Too high dependence of deliveries of liquids from Russia. Particularly shipment in ice conditions is pressured by lack of skilled seamen.
Comments 2010	The severe winter 2009/10 revealed the lack of both skilled seafarers and ice classed tonnage for transports in the Baltic Sea, despite the negative impact of the recession.			
Dry Cargo	There is a good balance between port facilities and demand outlook. Ship capacity will be plenty.	There could be regional capacity shortages in export facilities in the Eastern Baltic.	There exists many opportunities if more dry bulk will be delivered from Russia. Ukraine and Black Sea countries to export more grain. Demand for raw materials to use as bio-fuels increases the shipping traffic.	Russia wants to use solely their own ports for bulk handling – thus taking away business from the ports in Eastern EU.
Comments 2010	The recession pushed the volume development forward.			
Container; all regions	There will be enough ship capacity and networks will continue to develop favourably	Space demanding	New systems of feedering from the large mega carriers	Some ports may be discarded by the global operators
Comments 2010	During the recession, several infrastructure development projects were postponed or put on hold, while a few were continued. Many liner routes were changed and/or rescheduled.			
Container; East Mediterranean region	Spacious port areas in several ports.	Investment needs to increase capacity and efficiency. Different institutional set-ups in eastern ports.	Transhipment of Russian cargo. Increased traffic with Turkey and Black Sea countries. Increased traffic with North African Coast. Developments of the Balkan countries. Mid Europe supply through Adriatic ports instead of traditional North European ports.	Increased protectionism from Russia and thus a wish to use own ports even more. Limited capacity of the Bosphorus strait. Unrest and instability of Levant countries like Israel and Lebanon.
Comments 2010	Much of the above is still valid.			
Container; West Mediterranean region & Atlantic arc	Several ports highly efficient. Ample transhipment capacity.	Unstable labour relations in ports. Italian port capacity constraints.	Increased intra-European traffic through motorways of the sea. New port capacity in north African countries (ie. Tangier), provides more capacity for shippers. Opportunity for involved port operators. New traffic trades with North Africa Coast.	New port capacity in north African countries (ie. Tangier), threat to some port operators. Direct calls to north African countries will reduce today's transhipment in European ports.
Comments 2010	Tangier transhipment is now established to some extent.			
Container; North Sea region	Several ports highly efficient.	Capacity shortages in ports mounting despite investments. Unstable labour relations in ports. Hinterland connections under stress due to growing seaports.	Increased transhipment of Russian cargo.	Investments facing environmental challenges. Russian cargo transhipped in the Mediterranean or in the Baltic sea in the future
Comments 2010	As in many placed and also as mentioned above several infrastructure development projects were postponed or put on hold, while a few were continued. Capacity shortages in terminals and hinterland still an issue in some key ports.			
Container; Baltic Sea region	Ample transhipment capacity.	Unstable labour relations in ports.	Transhipment of Russian cargo.	Capacity shortages in German ports. Areas are to small and new investments faces large
Comments 2010	Labour relations have stabilised during the recession.			

The European ship operators				
Segment	Strengths	Weaknesses	Opportunities	Threats
General	Generally high competence in all operational aspects	Life at sea less attractive today compared with shore side alternatives.	A cyclical market where timing in the purchase and sale price of the ship as an asset is crucial.	An actual shortage of officers in the world in the future. The cyclical market when investing/disinvesting
Comments 2010	All of the SWOT factors are still highly relevant. Some of them have been highlighted by the 2008/2009 recession.			
Oil tanker The companies of EU27 control 35% (36%) of the world dwt.	Modern and more efficient fleet than most non-EU operators.	Over supply risk; 30% growth over the next five years.	Sustainable oil exports from Iraq. New trade lanes for ice strengthened tonnage. Refinery capacity imbalances lead to cross trade.	Severely increased tensions in the Middle East. Higher degree of financing from external share owners, often on the stock exchange, a drawback when markets turn south. Competitive alternative source of energy. The China factor: - Import on their own ships. - Recession and thus less demand.
Comments 2010	The weaknesses and threats became imminent during the recession. Tough times ahead. The strong position globally still possible to defend.			
Chemical tanker The companies of EU27 control 46% (46%) of the world dwt. Non-EU Europe 15% (14%).	Integrated industry relations.	Over supply risk; 68% growth the next five years – equals 11% p.a. in average.	Further increased demand from the Far East.	Large scale investments by Chinese interests.
Comments 2010	Shift of demand growth towards Far East Asia has accelerated. Fleet supply growth even more of a problem as a result of the recession.			
LPG tanker The companies of EU27 control 30% (27%) of the world cubic metres.	Very integrated with the production industry in parts of the market. New port developments for this sector.	Over supply risk; 38% growth the next five years.	Sustained high crude oil prices increase competitiveness of LPG. Increased LNG production increases supply of LPG.	Sharp drop in crude oil prices. Competitive alternative source of energy.
Comments 2010	No change. Over supply an even more severe problem today. The EU 27 share of the global fleet capacity has increased over the past two years.			
LNG tanker The companies of EU27 control 24% (22%) of the world cubic metres.	High degree of integration with the industry. New port developments for this sector.	Over supply risk in medium term; 100% growth the next five years. Shortage of regasification facilities, where needed.	Positive medium to long term demand outlook. Highly competitive energy source from an environ-mental point of view.	Competitive alternative source of energy.
Comments 2010	The weaknesses and threats became imminent during the recession. Tough times ahead. The strong position globally still possible to defend.			
Bulk carrier The companies of EU27 control 31% (33%) of the world dwt.	Well functioning commercial systems and long tradition.	High over supply risk; 60% growth the next five years – equals 10% p.a. in average. Higher degree of financing from external share owners, often on the stock exchange, is a drawback when markets turn south.	Russian cargo base that should be exported from there, especially on within Europe on shorter distances.	The China factor: - Import on their own ships. - Recession and thus less demand. Competitive alternative source of energy. More iron ore in "Brammen" reducing the iron ore trades.
Comments 2010	Iron ore trading changed dramatically following the iron ore price fluctuations. The cape size bulk shipping market went on a roller coaster ride. The reality of significant shipping capacity additions gradually takes it toll though. The Chinese growing presence will push the European position back in the years to come. Over the past two years the EU 27 share has decreased two percentage points.			
General cargo The companies of EU27 control 25% (24%) of the world dwt. Non-EU Europe 17% (18%).	Flexibility and often capability to handle containers. No imminent over supply risk.	Fragmented industry	Growing network of container operations to smaller ports without container cranes.	Increased volumes open up for either bulk carriers or container feeders.
Comments 2010	The intra-Asian trade has grown in relative importance and this has a positive impact on the general cargo segment. European operators have strenghtened their position slightly in this segment over the past two years.			
Container The companies of EU27 control 38% (36%) of the world teu. Non-EU Europe 12% (12%).	Vast and growing network. Exploration of economies of scale keeps unit costs down. No over supply risk in the feeder segments.	High over supply risk in the larger segments; 275% growth the next five years – equals 30% p.a. in average. High bunker fuel consumption.	Successful M&A of owners/operators. Containerisation of even more cargo groups – for instance cars.	The China factor: - Export on their own ships, current control is 23% and growing. - Forceful appreciation of the Renminbi Failing consolidation process
Comments 2010	In terms of share of the world fleet, EU 27 owners/operators have grown in strenght. This is largely an effect of the massive newbuilding investments. The recession hit hard on many container operators. New operational strategies are being implemented, which include slow steaming. Differentiated services are being considered.			

The European ship operators				
Segment	Strengths	Weaknesses	Opportunities	Threats
Vehicle carrier (roro) The companies of EU27 control 19% (18%) of the world car equivalent units. Japan 45% (50%).	Close industry relations	The clients (Car manufacturers) are too strong, monopsony power. The Japanese cars sell well and that strengthens the Japanese operators	Increasing purchasing power in the Emerging Market Economies.	Over supply on the container market increases interest in shipping cars in containers.
Comments	Japanese operators have lost share of the fleet and the market during the recession. Unprecedented phase out of older tonnage has changed the scene. Chinese market for new cars grows strongly.			
Roro	Favourable sea-land interface	Expensive to build. Limited cargo carrying capacity due to the carriage of other transport modes.	Increased demand for short sea shipping to reduce congestion.	High bunker fuel consumption as many of the ships run at fairly high speeds.
The companies of EU27 control 50% (50%) of the world lane metre.	No imminent over supply.	A diminishing market in between the continents.		
		Environmental performance per cargo ton carried.		
Comments 2010	Much of the activity on the roro-market was hit hard by the recession. Capacity investments were close to non-existent. The recent recovery has revealed shortage of suitable tonnage.			
Ferry	High flexibility.	Environmental performance when carrying cargo.	Growing demand for short distance passenger transport, with or without a car.	High bunker fuel consumption.
The companies of EU27 control 38% (35%) of the world fleet measured in passenger capacity.		For ropax vessels the complexity of demand in between passenger and cargo is substantial.	Increased demand for short sea shipping to reduce congestion.	Changed regulations for technical design.
		The many good but no superior available technologies makes the business complex.		
Comments 2010	The ropax development has much in common with the roro development. The cargo part of the business is of large importance for the bottom lines. When cargo volumes dropped many European operators were hit hard.			
Cruise	Supply of ships creates its own demand.	Few European operators and high entry barriers.	European cruise market still not exploited.	Terrorism affecting both willingness to cruise and to travel to port of departure.
The companies of EU27 control 12% (11%) of the world lower berths. North America 68% (64%).			Possibility for slow steaming due to short distances between attractions.	Contagious or infectious diseases.
Comments	Most operators have by now survived even if the balance sheets have been deeply affected. Activity is back on track.			
Offshore	Close relationships in between the energy companies and the maritime cluster.	Small fleet controlled from EU.	Deep sea exploration. Reopening of closed offshore wells.	Rapidly falling crude oil prices.
The companies of EU27 control 16% (14%) of the number of offshore vessels in the world. Non-EU Europe 9% (8%).			Extremely high crude oil prices that seem to continue to rise.	Competitive alternative source of energy.
Comments 2010	Offshore drilling in general has a very good prospect. The falling oil price in the beginning of the recession put some projects in jeopardy. The consequences of the oil leak in the Mexican Gulf is yet not fully visible, but the terms and conditions of offshore drilling will be changed - at least in US adjacent waters.			
Service The companies of EU27 control 22% (20%) of the number of service vessels in the world. Non-EU Europe 7% (8%).	EU fleet relatively modern.	Low degree of vessel utilisation.	M&A of owners/operators. Growing fleet and vessel sizes.	Failing consolidation processes.
			Increased environmental concern. Increased safety demands.	
Comments 2010	This is a segment that largely builds on the development of the cargo and passenger carrying segments. When cargo/pax shipping drops the impact is immediate on the service to the shipping sectors.			

The European member states' Maritime Administrations				
	Strengths	Weaknesses	Opportunities	Threats
	Active in international fora.	Lack of cooperation between maritime administrations.	Increased cooperation and harmonisation could enhance the attractiveness of EU registers.	Establishment of new ship registers. Shift of fleet control to the Far East.
		National registers not attractive enough.		
Comments 2010	Seemingly positive development of discussion climate between maritime agencies and administrations works in the directions towards an exploration of the opportunities.			

Recommendations

In the 2008 report, the important issues from a policy point of view were found to relate to trade, sustainability, modal shifts, short sea shipping, the IMO, safety and security. Twelve recommendations were presented. Each of the recommendations' impact on EU shipping services were put into the perspective of the three main scenarios; Asian Phoenix, Break Point and Global Fissures.

Each and every of the recommendations were designed to function in all three scenarios. As a consequence all recommendations are as valid today as two years ago. The recession has however put some of them in a different light. Following below are abstracts of the initial recommendations supplemented by brief comments in the light of the developments over the 2008-2010 period.

External relations

Abstract. It is recommended that the work in the WTO is continued and that strong efforts are made to strengthen the positions. Multi- and bilateral agreements are second best alternatives that should be pursued in parallel without undermining the work in the WTO. Removal of trade barriers benefit transport and should be encouraged. As for the representation of the EU27 it should be underlined that, seen from a European shipping perspective, it is favourable that EU27 continues to speak with one voice through the Delegation of the European Commission.

Comment. The drop in cargo volumes sent a shock wave throughout the entire transport system. The importance of predictable volume development overrides most things.

Transition to sustainability

Abstract. Set up of a research programme focusing on the energy use for ships, bunker fuels or other types of fuels, propulsion systems, coatings, supply chain efficiency.

Comment. The eco-friendliness is still very much in focus despite the recession. Products and services developed around this is now regarded as an industry with strong growth potential.

Port infra-structure investment fast track

Abstract. Review of procedures for environmental assessments aiming at cutting the overall lead time significantly without giving in to any of the environmental demands.

Comment. This recommendation lost pace in the recession. Transport volumes have largely been restored and thus is the importance of this recommendation still as strong.

EU and the IMO

Abstract. Work for the replacement of ratification based on flag by ratification based on the fleet defined by the country of residence of the company issued with a Documents of Compliance (DOC) for the ships as defined by the IMO.

Work for a consensus presentation in the IMO, preferably via a permanent EU representation. As second best alternative, or a step on the way, preparatory work for a consensus view to be presented by the member states with the effect of "one voice".

Comment. The changes in the world fleet in terms of geographic division of ownership are significant. This recommendation should be addressed without delay.

State aid

Abstract. The current support measures are generally considered successful. It is important that member states preserve their right not to introduce some of the measures. Seen in broader perspective and over a longer period of time, questions could be raised over the rationale of special treatment for certain industries, such as shipping. Seen in a 2018 perspective, there is no need to revisit any of these support schemes or special treatments. Most of them could be said to have functioned well.

Comment. Deliveries of new tonnage to EU-based owners (EU 15 since the others were not members in the 1990s) were rising continuously over the 1997-2005 period, from 3.5M gt to 14.9M gt annually. During that period the share of new vessel deliveries to EU-flags was on average 53%. The share fell somewhat as a consequence of the Asian crisis in 1997-1998 and the 2001-2002 recession. The deliveries peaked in 2006 at 17.6M gt and then fell two years in a row to 12.7M gt in 2008. In 2009 another delivery peak was recorded at 24.4M gt. This coincided with a new fall in the EU share of new vessel registrations, down to 44%.

	1997-2005			2006-2009		
Thousand gt	New vessel reg's in EU15 flag by EU15 owners	% of total new reg's by EU15 owners	Flag change to EU15 flags	New vessel reg's in EU15 flag by EU15 owners	% of total new reg's by EU15 owners	Flag change to EU15 flags
Tankers	16,976	47%	3,822	11,279	47%	-7,337
Bulkers & general cargo	7,811	39%	1,483	5,814	40%	-7,065
Container & roro	22,982	65%	-1,617	16,683	62%	-16,255
Other	5,958	61%	-371	2,013	62%	-1,109
Total	53,727	53%	3,317	35,789	52%	-31,767

Table 1: EU 15 flag changes 1997-2009.

Over the 1997-2005 period there was a positive inflow of tonnage to the EU 15 flags following their relative competitiveness. As from 2006 and onwards the attractiveness increased of the Panamanian and Marshall flags. This followed on active measures taken to increase the competitiveness of those flags.

The interest by EU15 owners to register the newbuildings in EU15 flags has been maintained, much due to favourable financial conditions offered for newbuildings, but the last 5-7 years many of these ships have changed flag fairly shortly after delivery to non-EU15 registries for financial reasons.

In times of recession the cry for state aid is always stronger. To some EU member states the absence of equal terms and conditions in between different industries have proved to be costly during the recession, but corrections of the structures have to be done with care and with suitable timing.

Availability and quality of crew

Abstract. We recommend that a policy package is launched containing; Commissioning of a study of the perception among young people in Europe of how a career at sea is. The results of the study should be a guidance for the final formulation of a policy on recruitment supporting measures. Joint EC and industry PR campaign about the advantages of a career at sea. An inventory is made of the capacities, capabilities, content and qualities of the maritime education offered in EU27 today. If the inventory shows that there is a lack of capacity and/or insufficient quality and content then this should be addressed accordingly and quickly. A support scheme for apprenticeship onboard. Taking onboard apprentices could be claimed to be the industry's own responsibility, but there are a few issues that need to be addressed to take onboard an apprentice (cabin, food, safety training etc). Soft loans for students.

Comment. The issue eased off during the recession. Now activity is picking up and the world fleet is expanding rapidly. The need is mounting.

Safety

Abstract. Studies of safety culture and perception of compliance in different cultures. The ambition is to ensure a uniform interpretation of the conditions for compliance. The results should lead to revisions if necessary.

Comment. This is always important. Progress has been made. More remains to be done.

Security

Abstract. Regulations already in place should be perused and compliance controlled. As with safety, it is recommended that studies are undertaken on how compliance is perceived and met throughout the Union.

Comment. Still as important as two years ago.

ICT standards

Abstract. The EU27 (member states or via the EC) should actively work for the establishment of global standards in order to promote the development and utilisation of safe digital navigation, improved communication between ship and shore-based administrations. A sub-objective is to work for the establishment of a European standard.

Comment. This is an area where the technological development is extremely fast. Standardisation cannot wait if non-compatible systems are to be avoided.

Competition in ports

Abstract. The recommendation is that the work with a port package is restarted, possibly with a revised approach.

Comment. The pace of change, particularly in difficult times, is quick. Ownership structures and consolidation are reviewed. The playing ground could and should be level and as of yet it is not, and hence the recommendation stands.

Short sea shipping

Abstract. Port and fairway fee structures need to be looked at. Maritime space without barriers is underlined. Preserving the large number of smaller ports is essential. The efficiency and costs for modal shifts ie. the sea to rail or road interface is key to the success of short sea shipping; Pilot Actions for Combined Transport (PACT), MarcoPolo, Motorways of the Seas, Basic research and innovation on cargo modes, cargo handling and logistic solutions.

Comment. There is no change in the relevance of this recommendation, quite the contrary in the light of the need to address emissions, noise, congestion and accidents.

Transport policy

Abstract. Study to estimate the total costs of the use of the various modes of transportation incl all the indirect costs related to infrastructure investments, wear and tear, congestion, bottleneck problems, energy use, emissions of harmful substances etc.

Comment. The starting point for this is to develop key performance indicators (KPIs) and start to describe best practice. Since 2008 projects have been initiated with this ambition in part. Thus progress has been made on the way to a comprehensive approach to the transport system and following transport policies.

Annex with updated figures

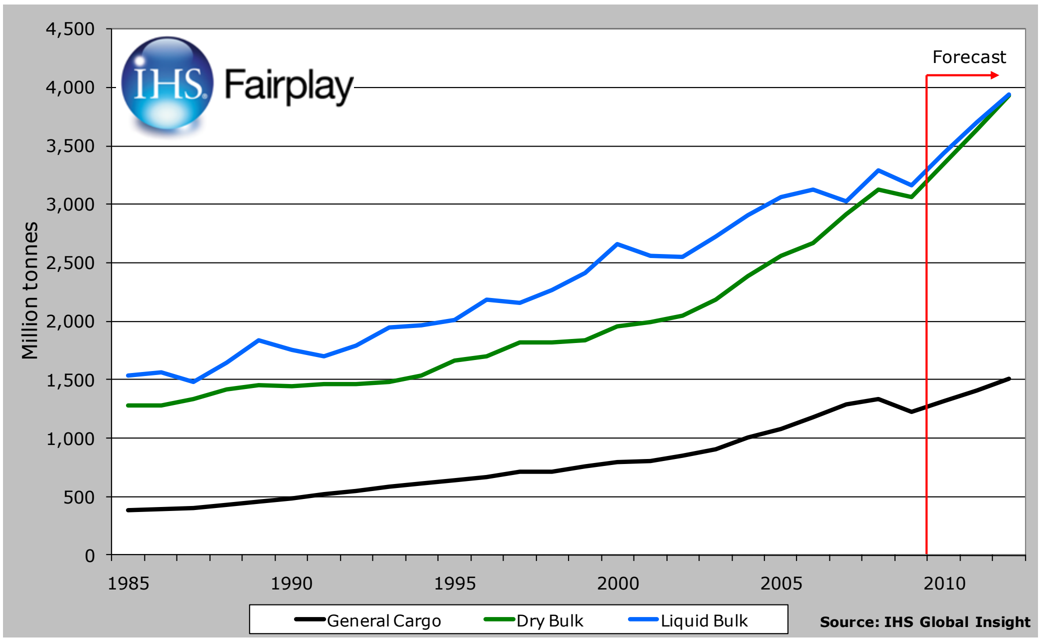

Figure 10: OPTIMAR 2008, Figure 3: Total world seaborne deep sea trade, million tonnes

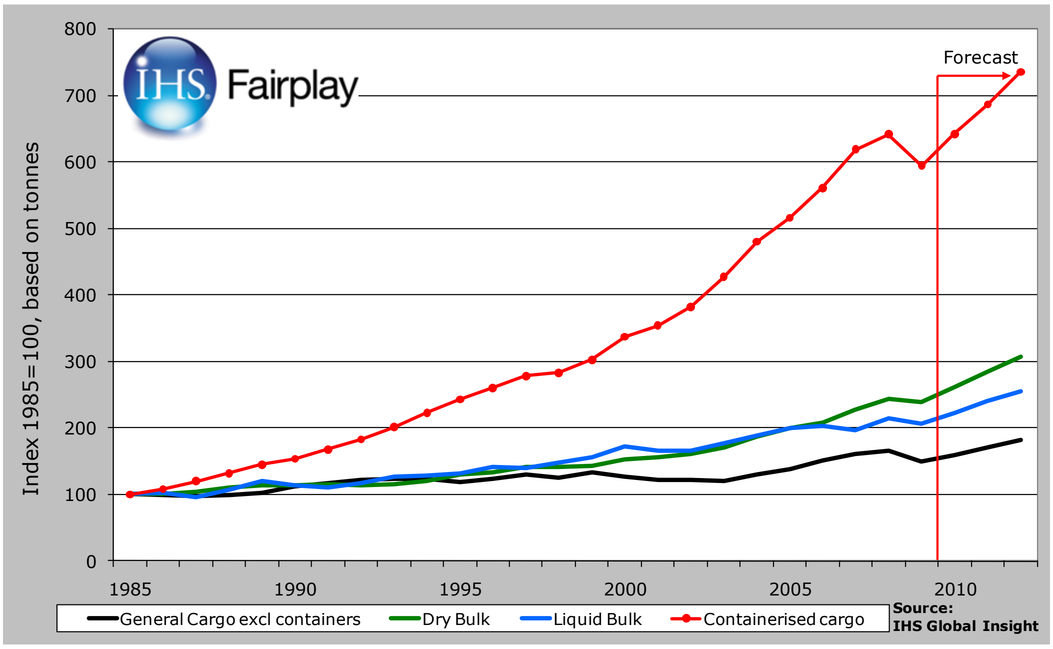

Figure 11: OPTIMAR 2008, Figure 5: Total world seaborne deep sea trade, index: 1985=100, container separated

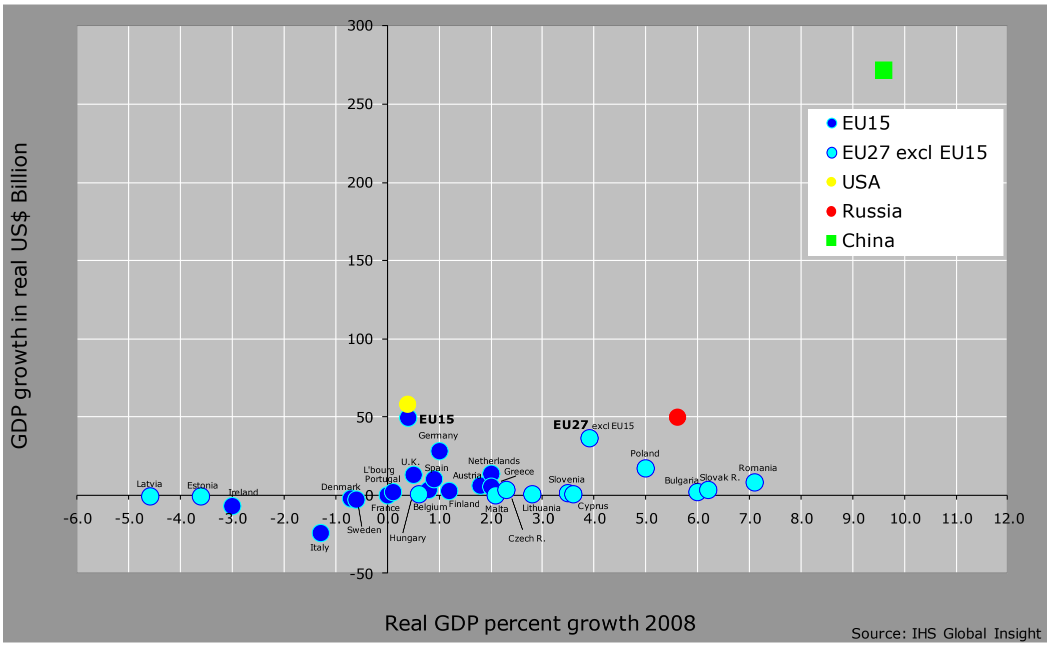

Figure 12: OPTIMAR 2008, Figure 6: Relation GDP growth in percent and US$ 2008 over 2007

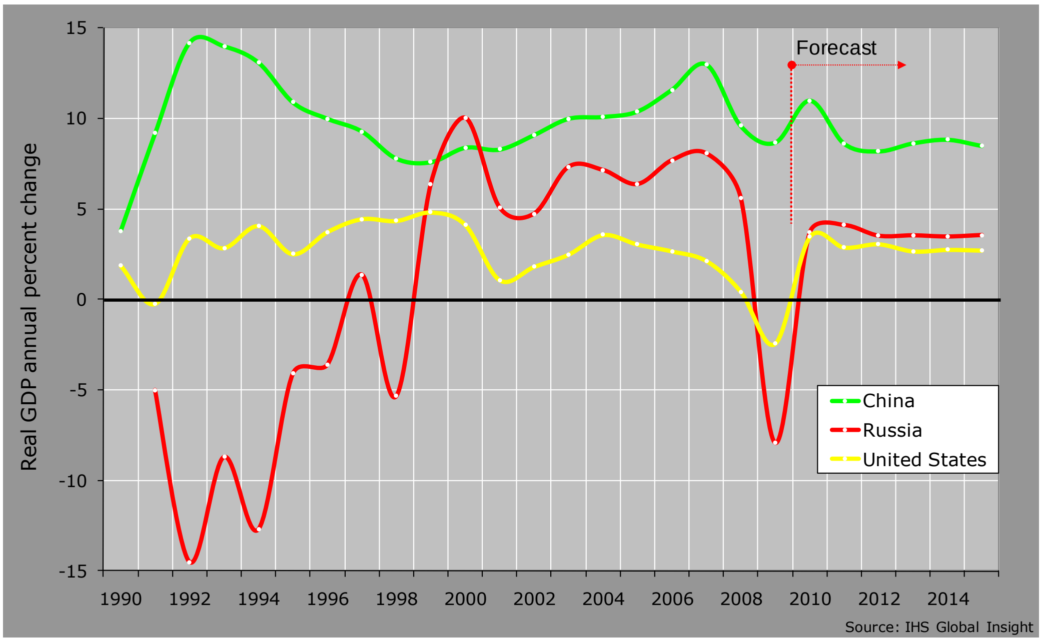

Figure 13: OPTIMAR 2008, Figure 7: Real GDP development in influential non-EU countries

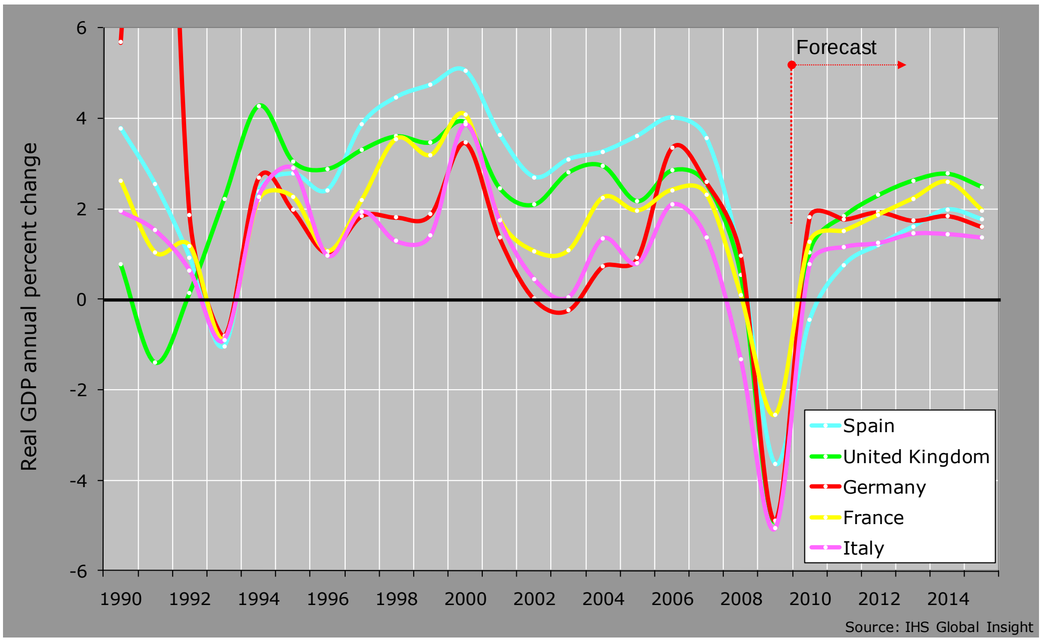

Figure 14: OPTIMAR 2008, Figure 8: Real GDP development in major EU15 countries

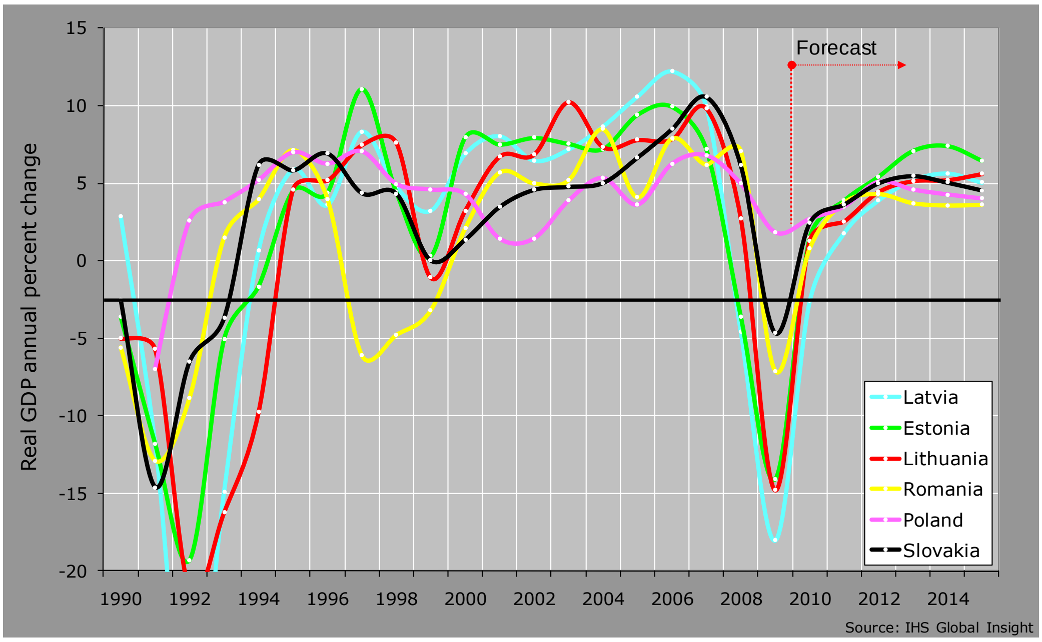

Figure 15: OPTIMAR 2008, Figure 9: Real GDP development is some high growth EU27 countries

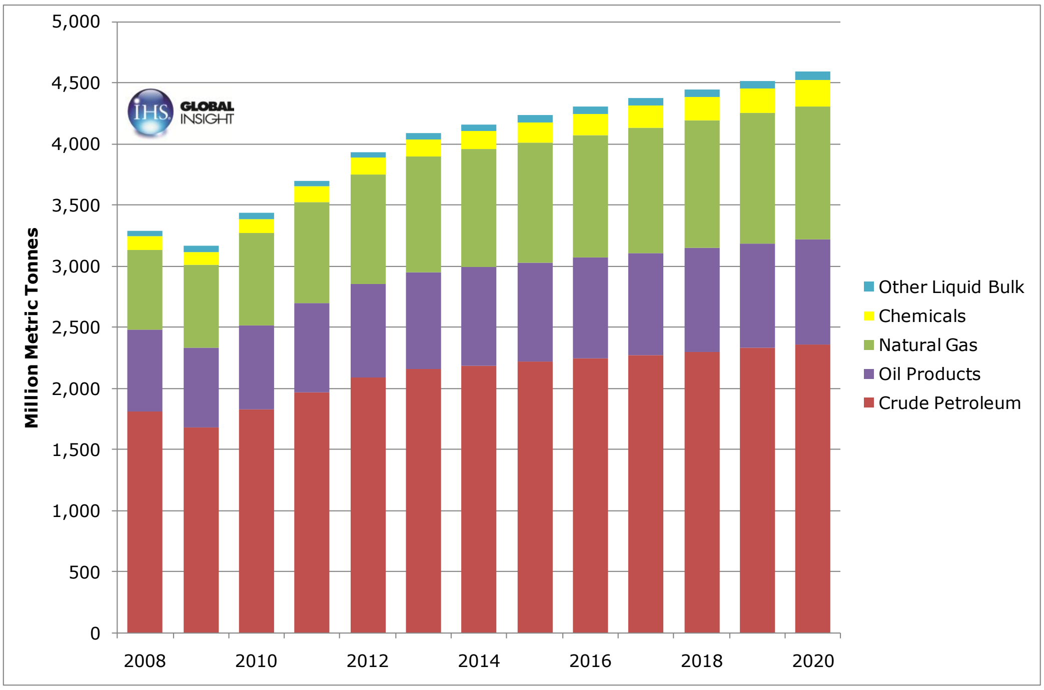

Figure 16: OPTIMAR 2008, Figure 10: World total liquid bulk trade by commodity

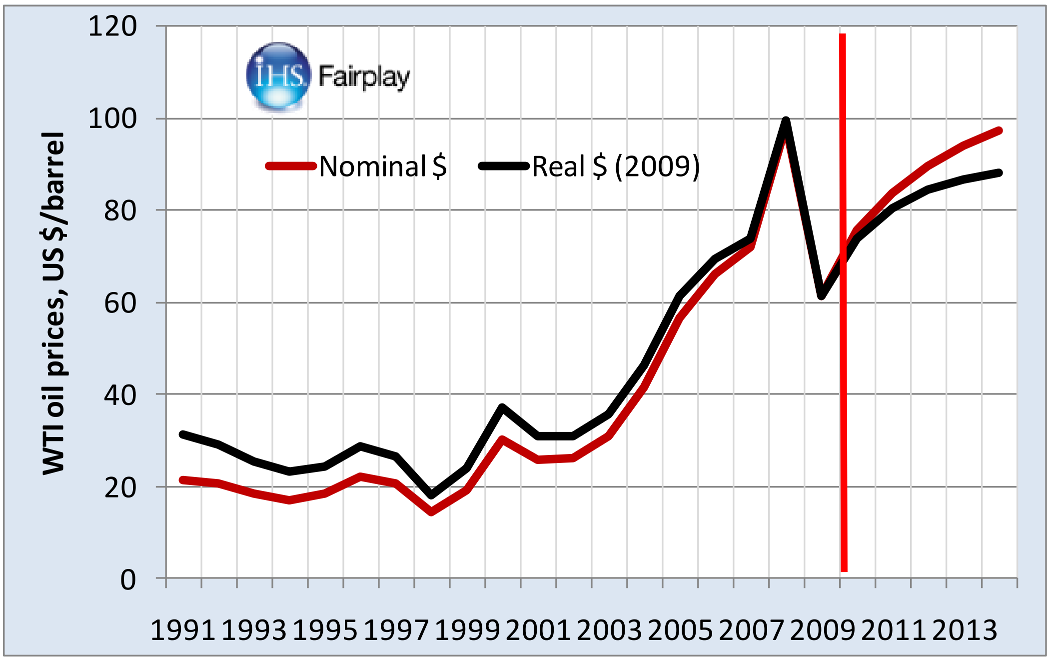

Figure 17: OPTIMAR 2008, Figure 11: Oil price forecasts; annual averages US$ per barrel

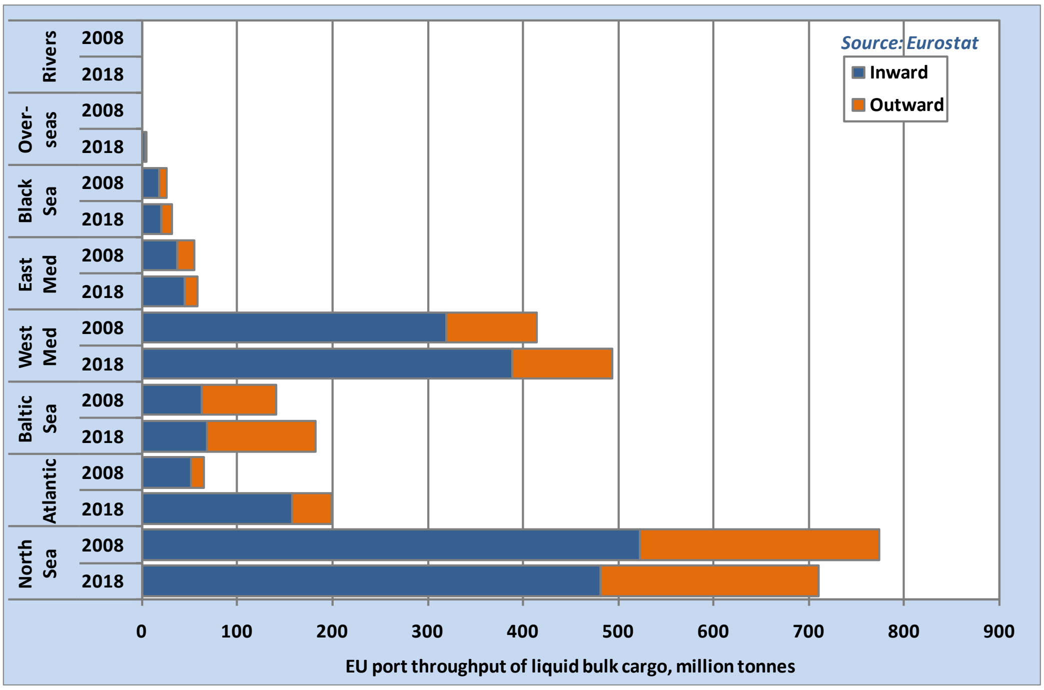

Figure 18: OPTIMAR 2008, Figure 20: EU port liquid bulk throughputs by direction, million tonnes

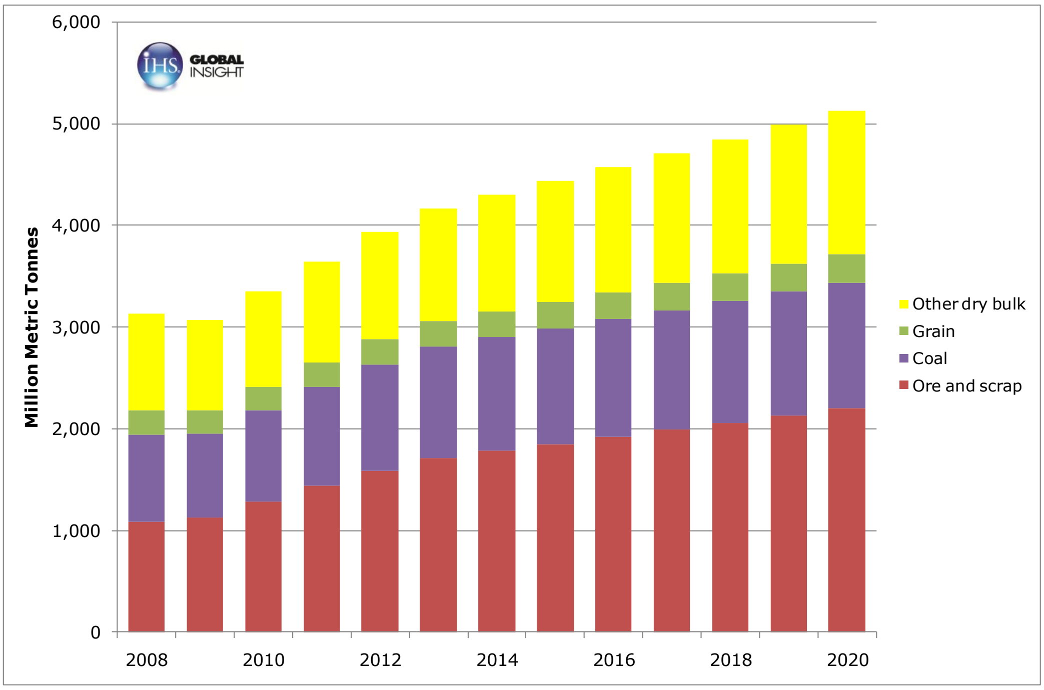

Figure 19: OPTIMAR 2008, Figure 21: World total dry bulk trade commodity

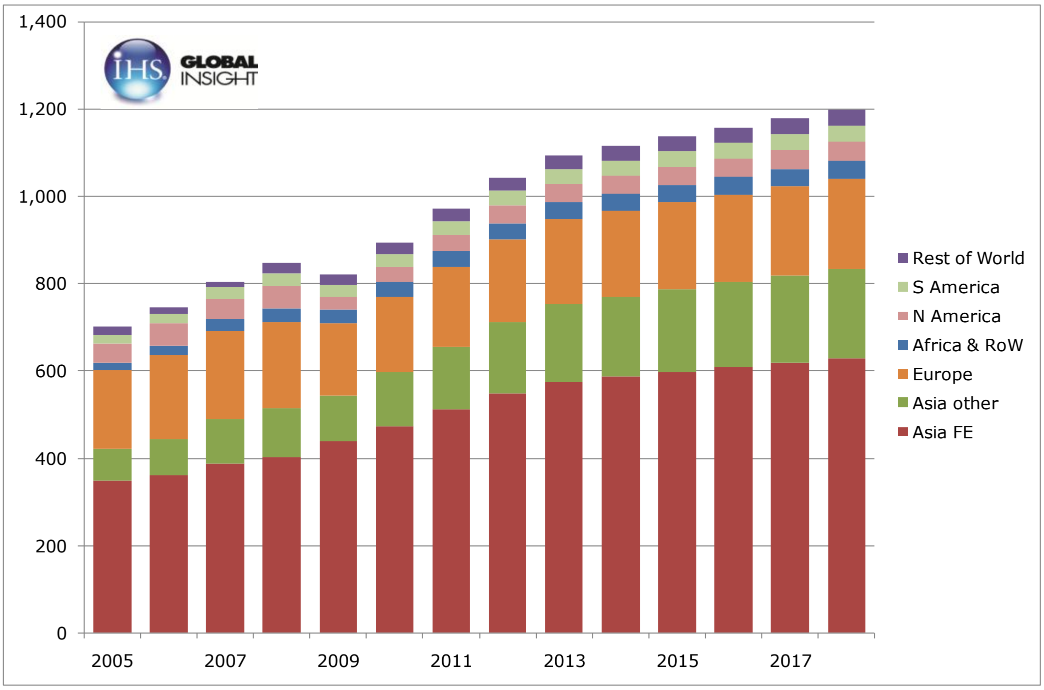

Figure 20: OPTIMAR 2008, Figure 22: World wide coal imports in million tonnes per region

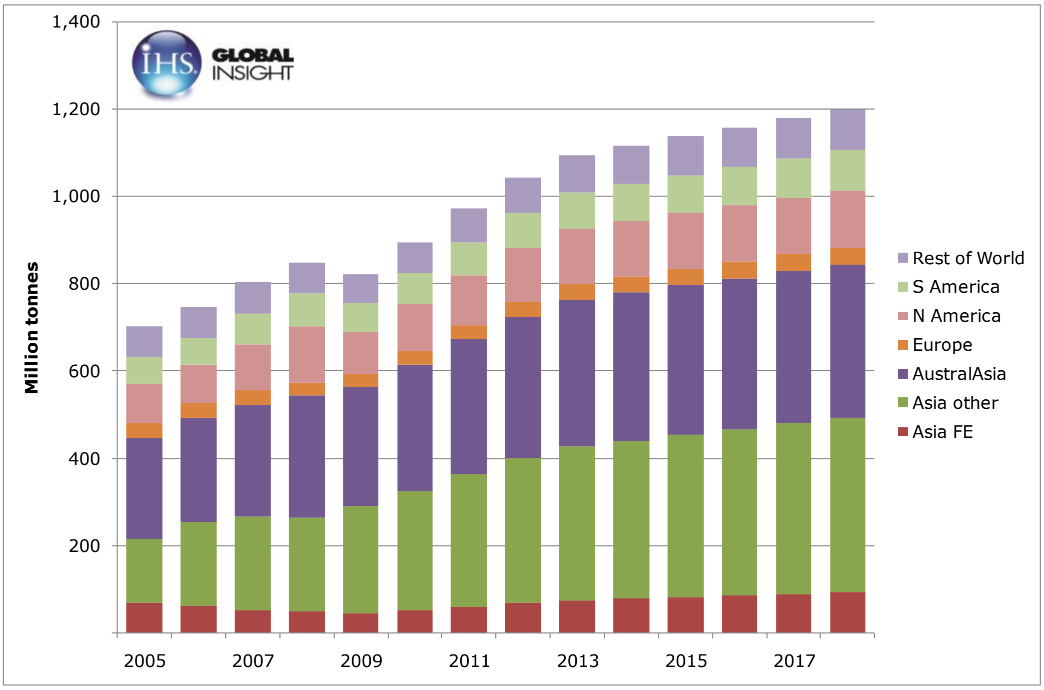

Figure 21: OPTIMAR 2008, Figure 23: World wide available coal exports by region

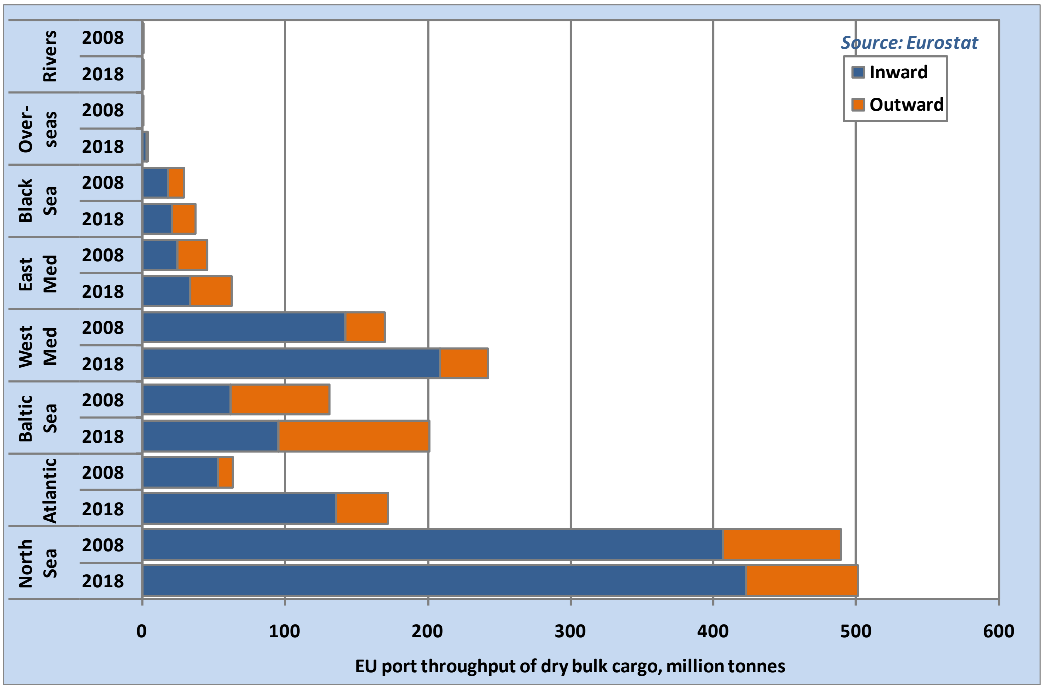

Figure 22: OPTIMAR 2008, Figure 30: EU port dry bulk throughputs by direction, million tonnes

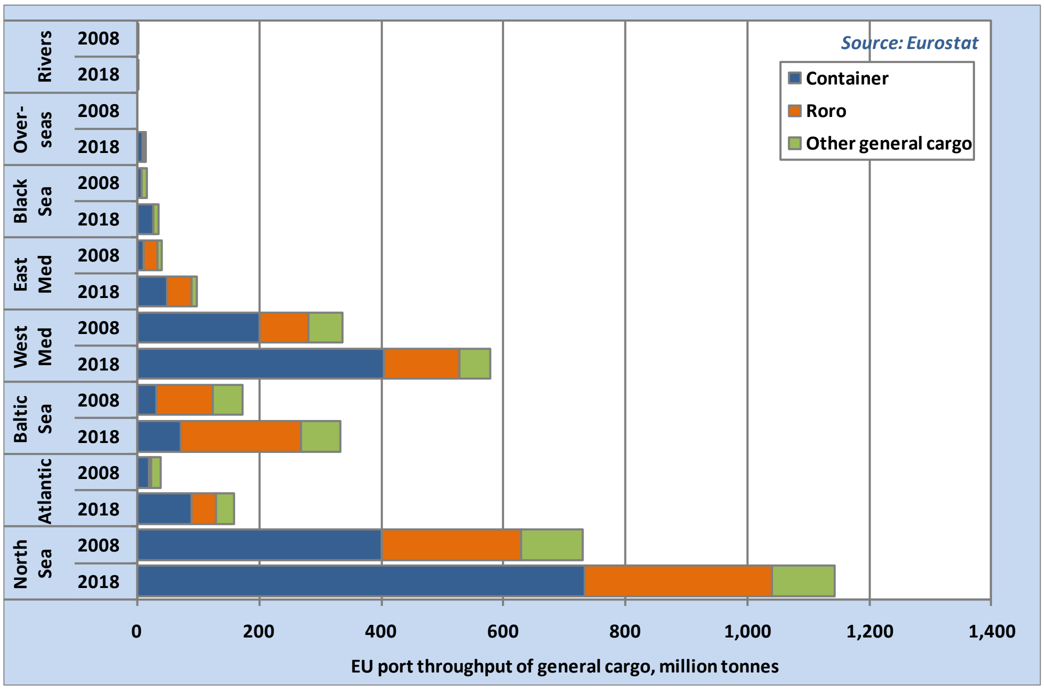

Figure 23: OPTIMAR 2008, Figure 31: EU port general cargo throughputs by type, million tonnes

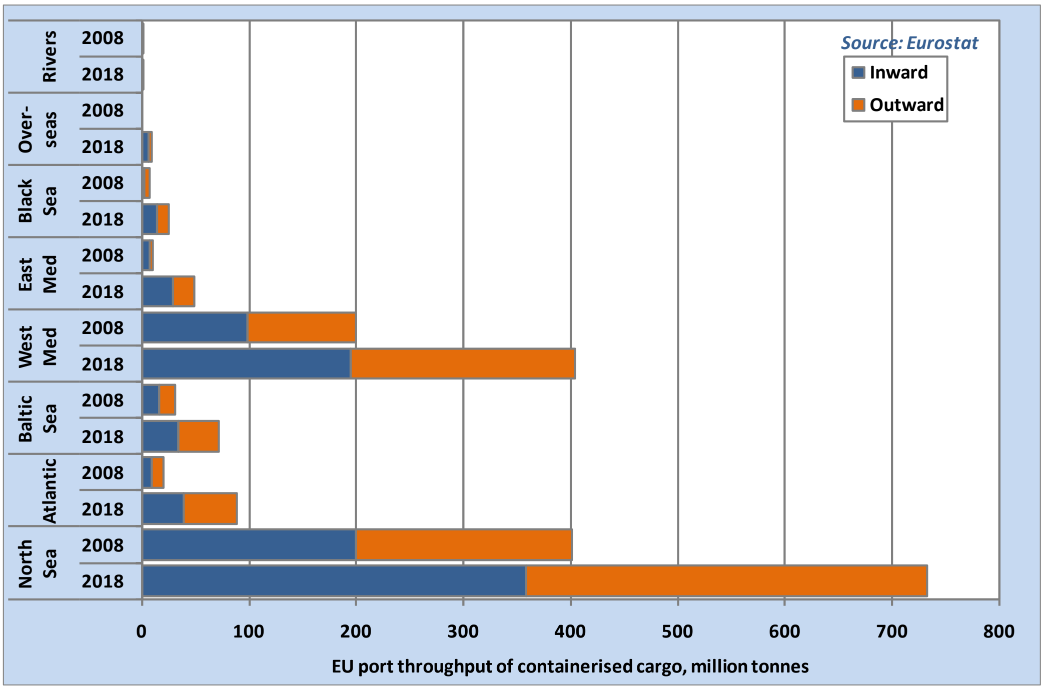

Figure 24: OPTIMAR 2008, Figure 33: EU port containerised cargo throughputs by direction, million tonnes

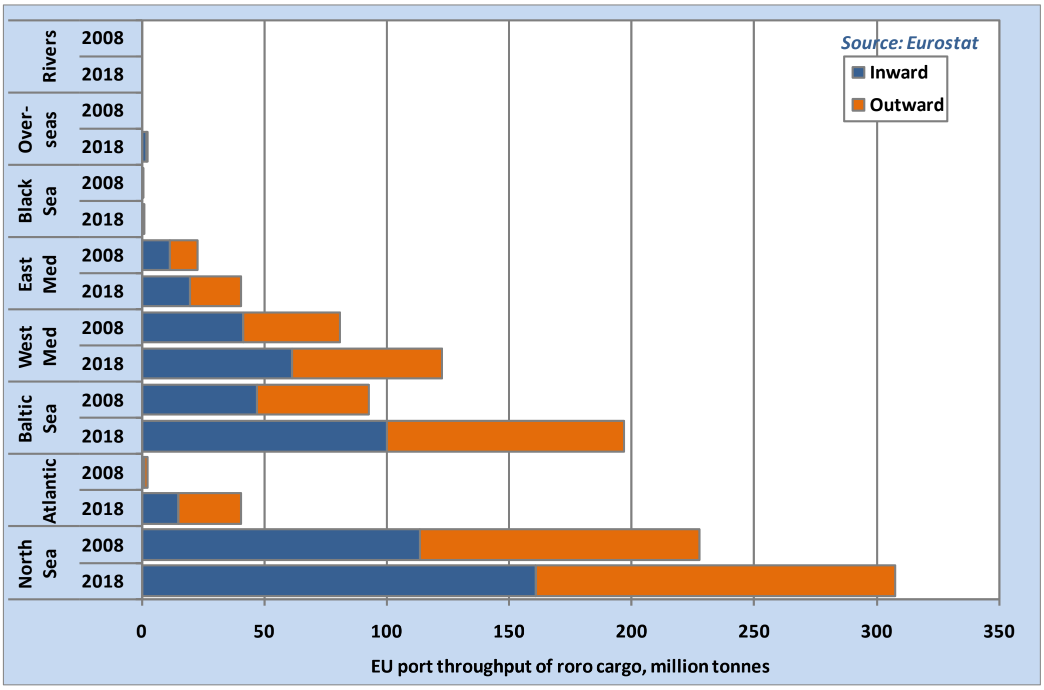

Figure 25: OPTIMAR 2008, Figure 34: EU port roro cargo throughputs by direction, million tonnes

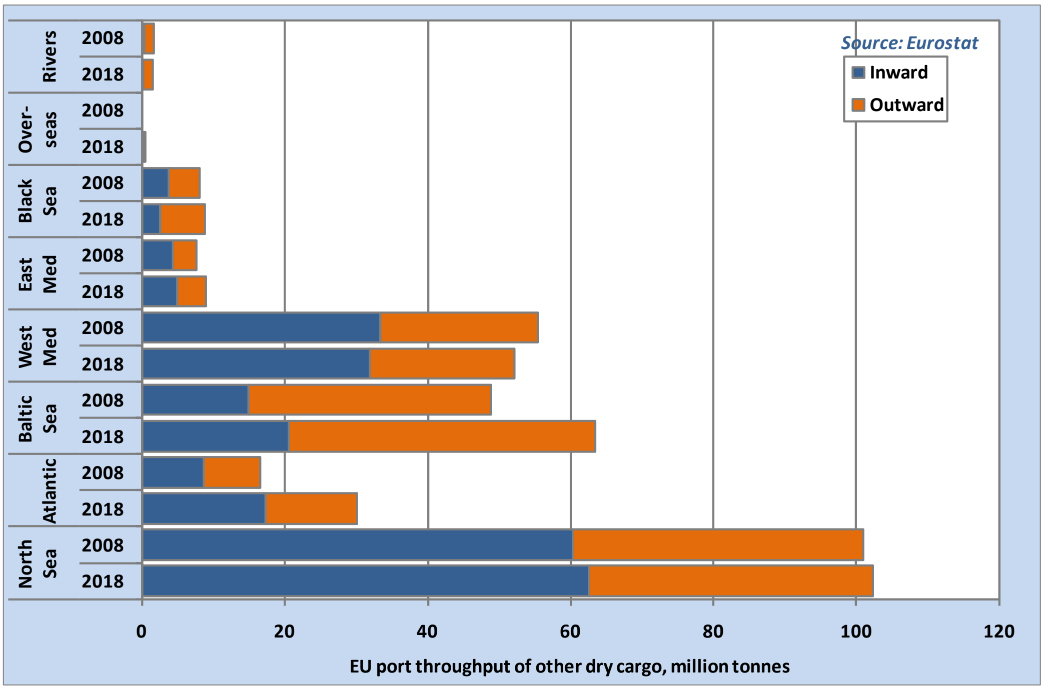

Figure 26: OPTIMAR 2008, Figure 41: EU port other general cargo throughputs by direction, million tonnes

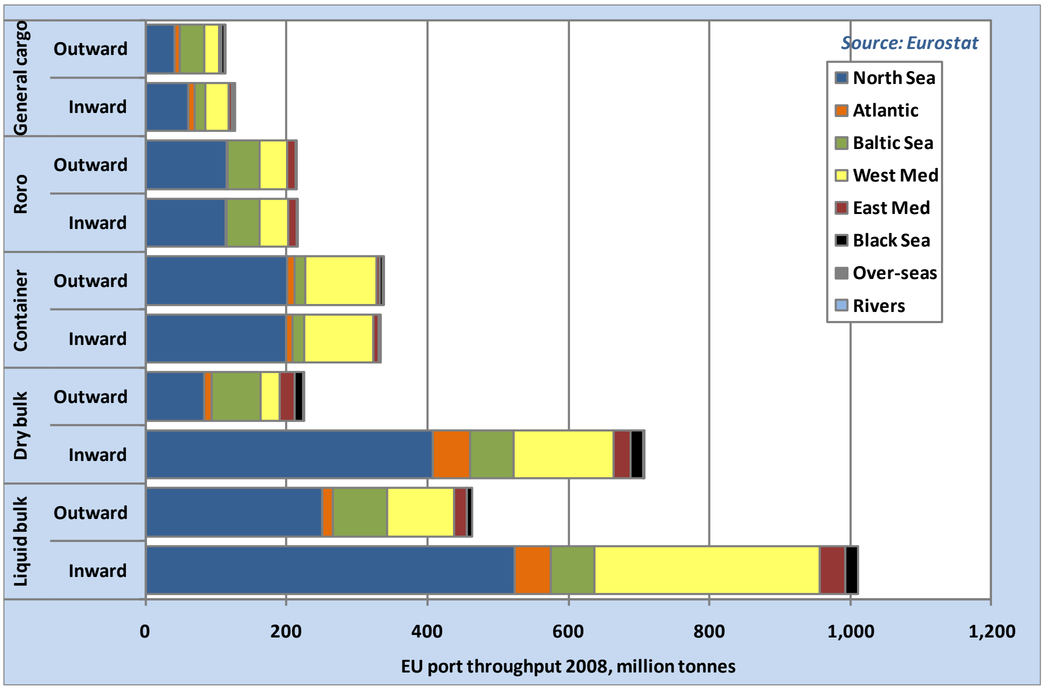

Figure 27: OPTIMAR 2008, Figure 45: EU port throughputs 2006 by direction, million tonnes

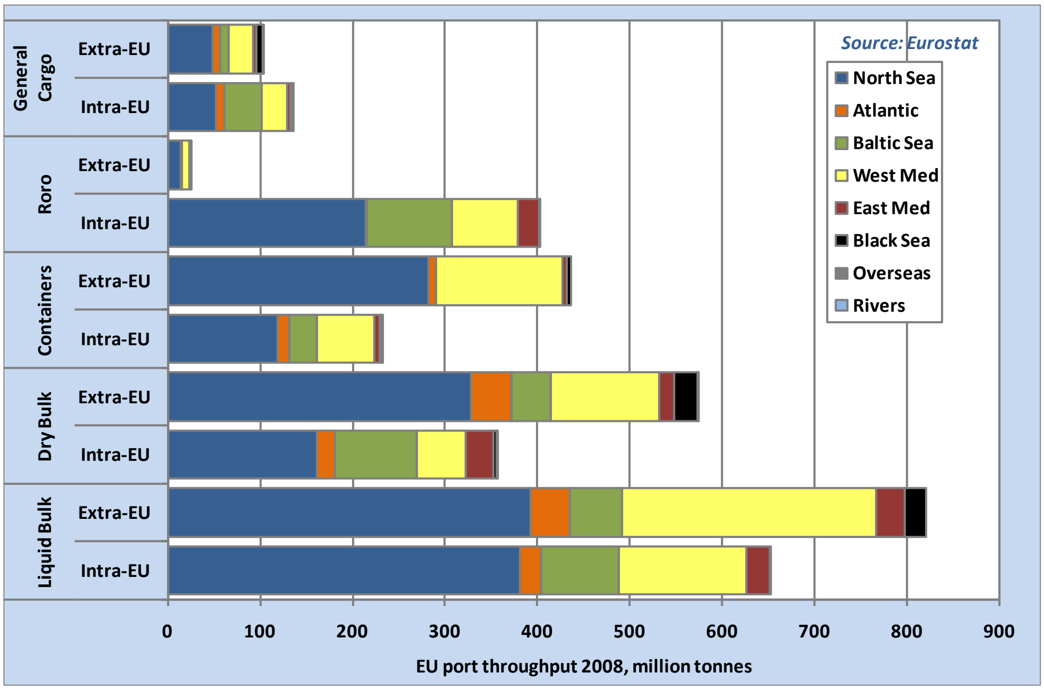

Figure 28: OPTIMAR 2008, Figure 47: EU port throughputs 2006, intra- vs extra-EU trade, million tonnes

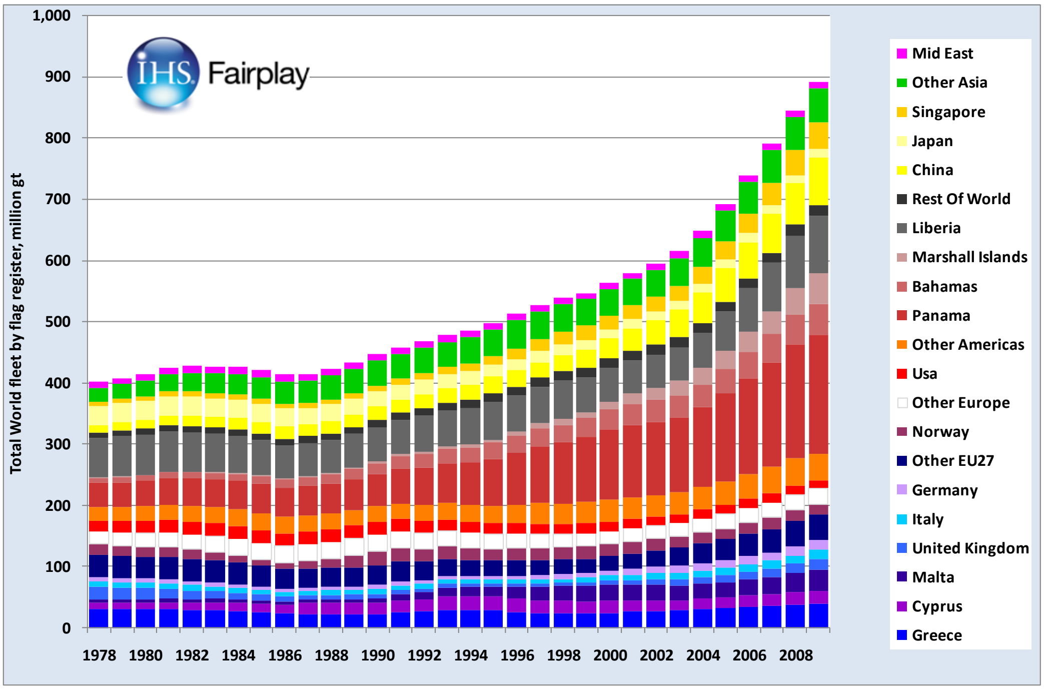

Figure 29: OPTIMAR 2008, Figure 92: World fleet development, flag states, aggregated gt

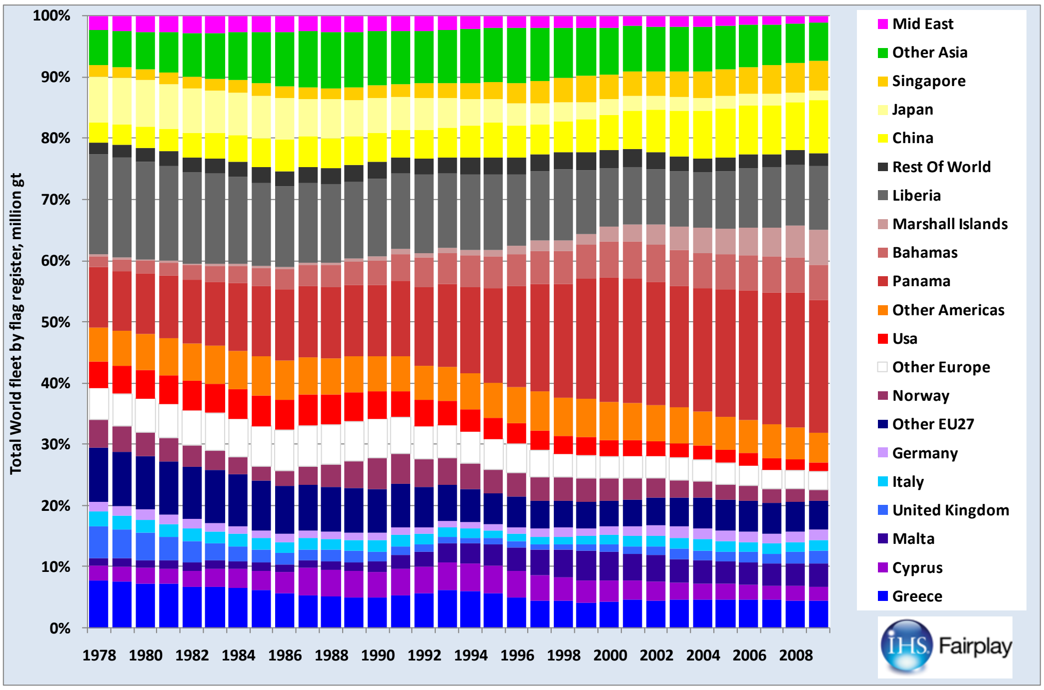

Figure 30: OPTIMAR 2008, Figure 93: World fleet development, flag states, gt in per cent

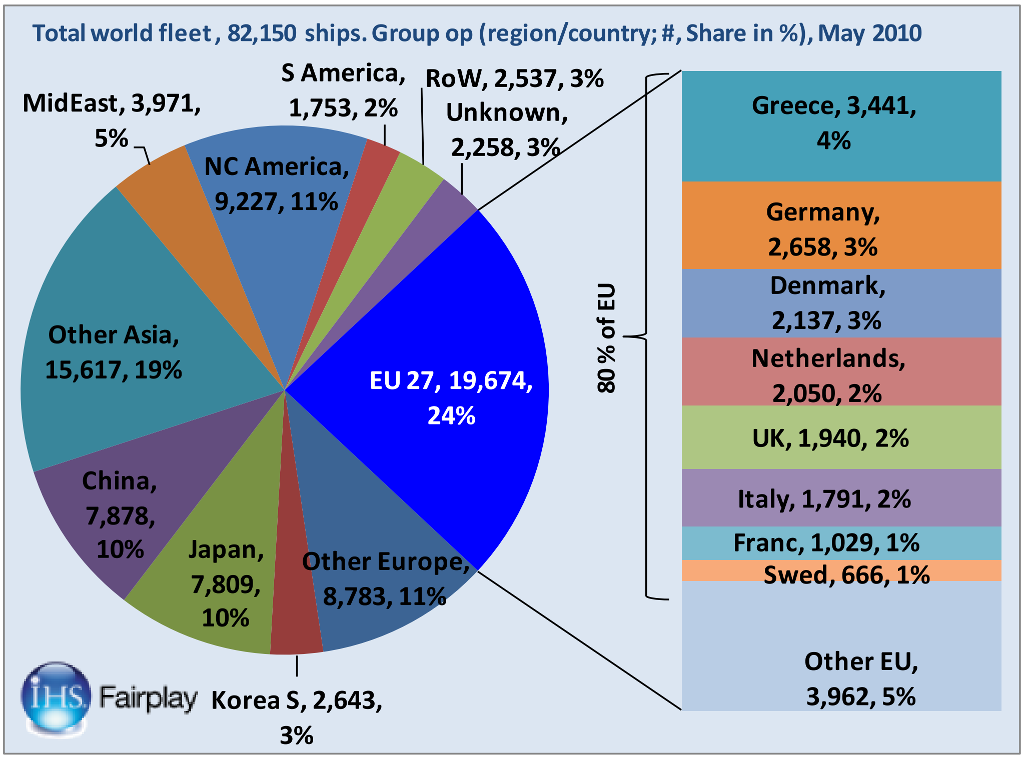

Figure 31: OPTIMAR 2008, Figure 98: EU interests in the shipping world, number of ships

In the past five years, the number of ships in the world merchant fleet has increased by an average of 2.1%, the highest 5-year average in three decades. In the next 5-year period the growth rate is expected to fall to 1.3%, which is still a historic high growth figure.

Group operators in the EU control 19,674 ships or 24% of the world fleet. That is 2,100 or 12% more than in 2008, which means that the EU's countries have increased their share of the fleet from 23% to 24%. All of EU's major shipping countries have kept their share of the total fleet unchanged, and thus been enjoying approximately the same growth since 2008.

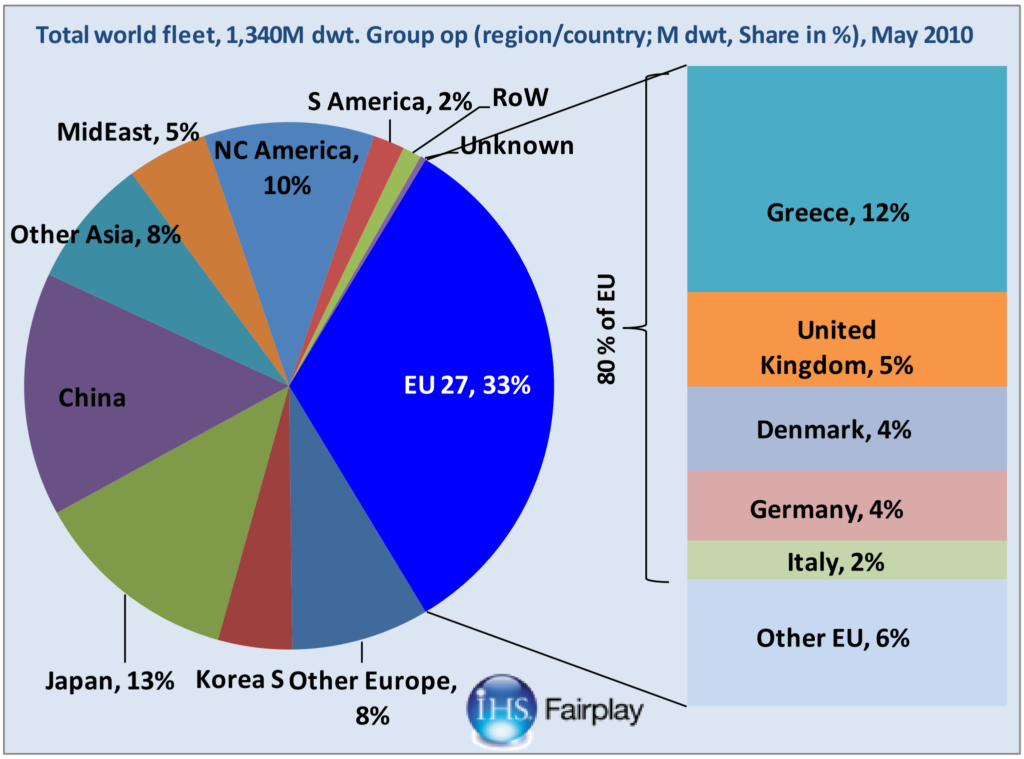

Figure 32: OPTIMAR 2008, Figure 99: EU interests in the shipping world, dwt capacity

Measured in cargo carrying capacity (dwt=deadweight) the world fleet has in the past five years grown at an average of 6.8%, which is the highest 5-year average since the middle of the 1970-ies. EU's share of the world fleet has been unchanged since 2008.

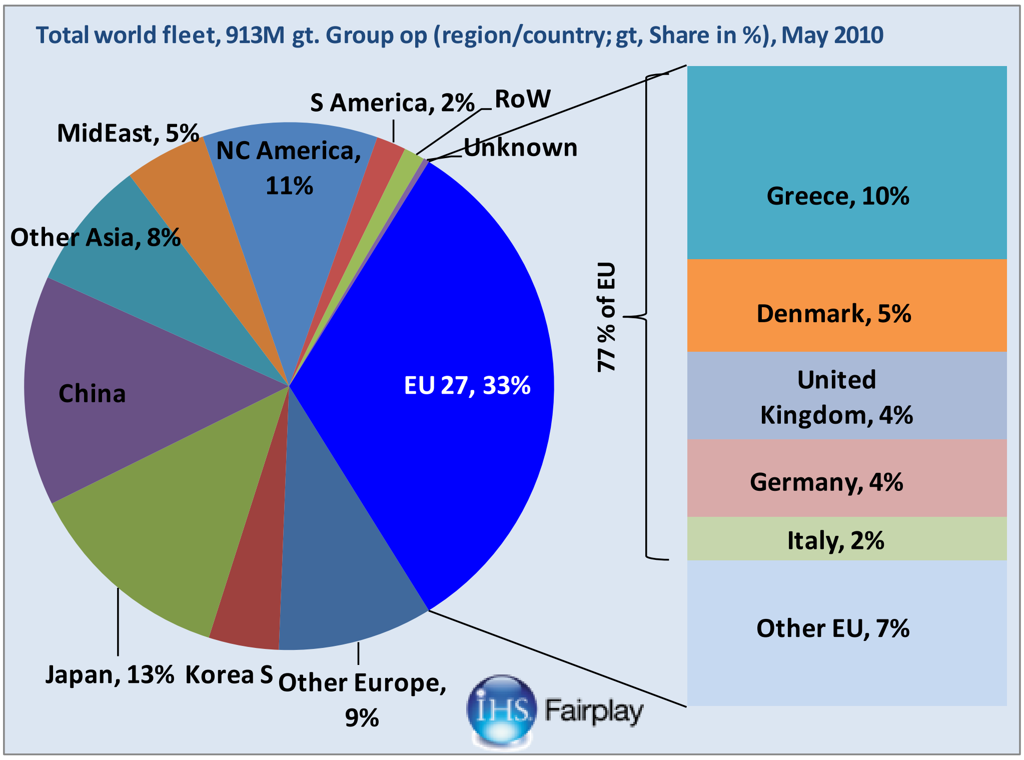

Figure 33: OPTIMAR 2008, Figure 100: EU interests in the shipping world, gt capacity

Denmark's and Germany's shares have increased by 1%-point each, while the UK has decreased by 1%-point, and Greece by 2%-points. The other European countries has also increased their share by 1%-point.

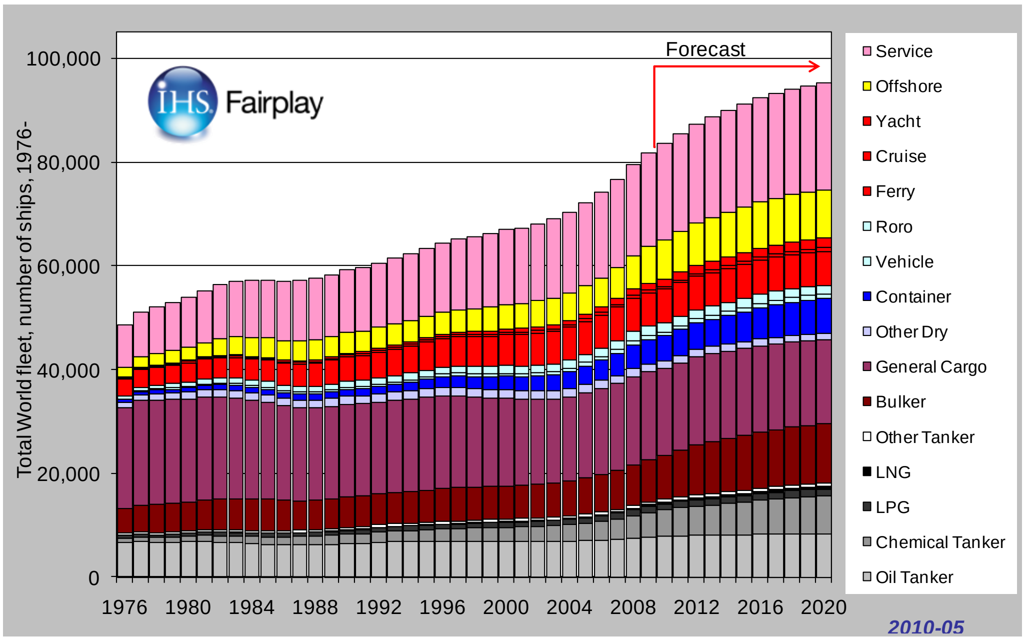

Figure 34: OPTIMAR 2008, Figure 89: Total world fleet development from 1976 and onwards, no

By the end of 2009 total world fleet comprised 81,842 vessels split on 16 main types of vessels. Fishing boats and miscellaneous small boats are not included. Because of the financial crises that hit global economy in late 2007, the ordering of new vessels has declined, but deliveries of previously ordered vessels continued to increase through to 2009 after which they have been declining. The world fleet will therefore grow at a slower pace and by 2020 reach a total of approximately 95,000 vessels instead of the forecast 100,000 in the Optimar report 2008.

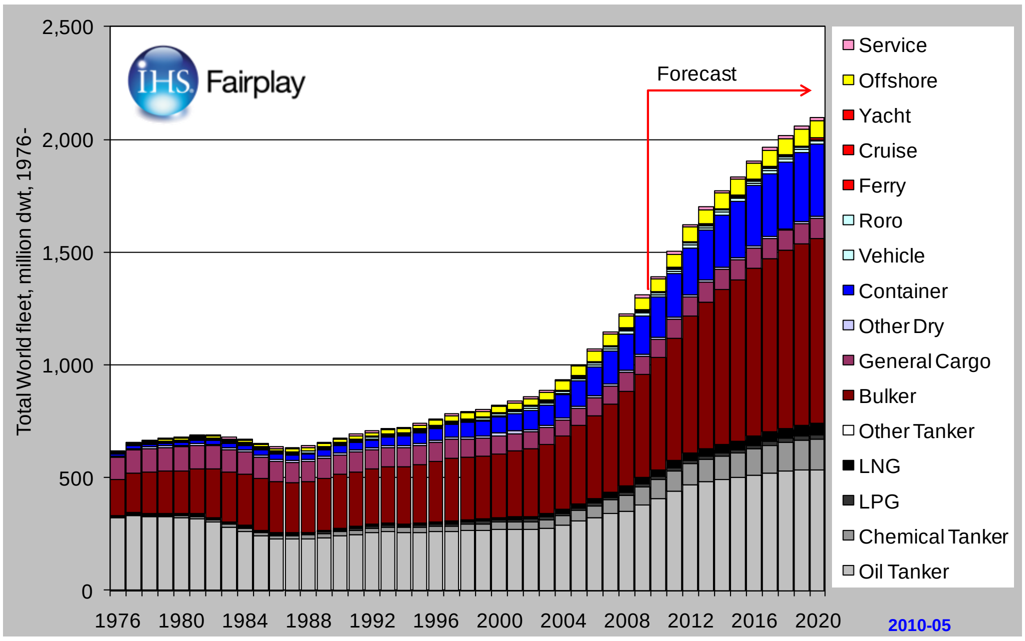

Figure 35: OPTIMAR 2008, Figure 90: Total world fleet development from 1976 and onwards, dwt

As the average cargo carrying capacity of vessels ordered after 2003 have almost doubled compared to those ordered between 1993 and 2002. As a result the world fleet cargo carrying capacity is forecast to grow by 59% from 2009 to 2020.

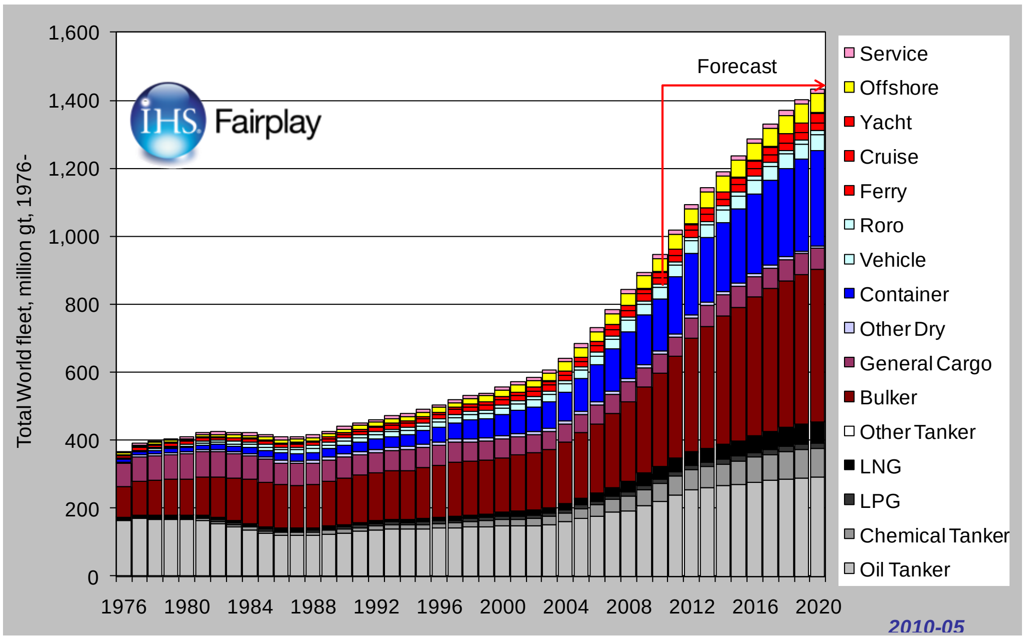

Figure 36: OPTIMAR 2008, Figure 91: Total world fleet development from 1976 and onwards, gt

As the number of non-cargo carrying vessels (service vessels, yachts, cruise vessels and ferries) is not growing as fast as the number of cargo carrying vessels, the world fleet measured in gross tonnage (gt) is expected to grow by 56% between 2009 and 2020.

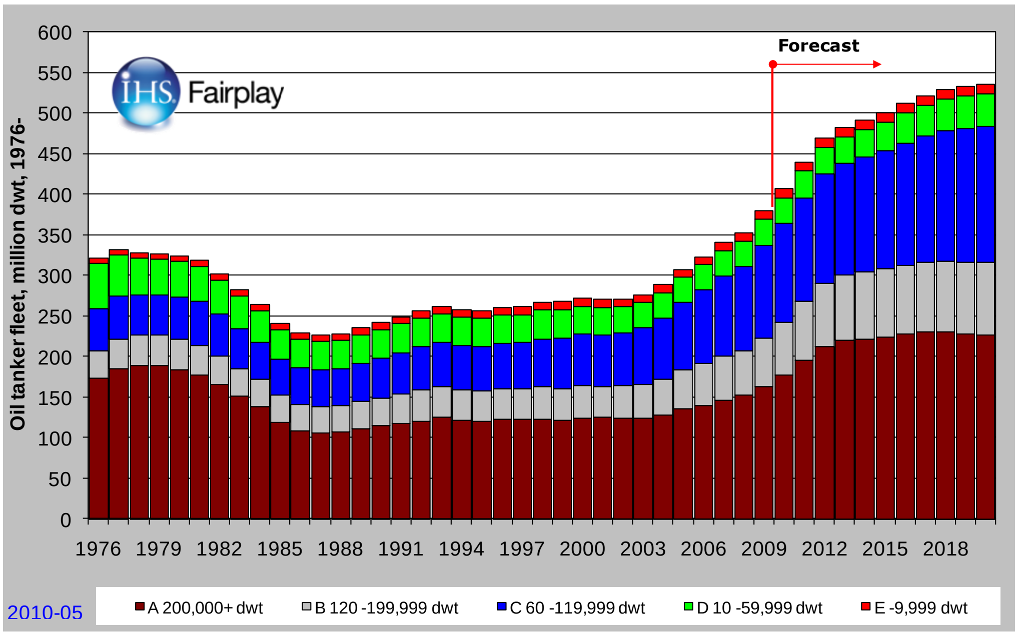

Figure 37: OPTIMAR 2008, Figure 102: Oil tanker fleet, million dwt

In 2009 the oil tanker market entered a period of accelerating fleet capacity growth through to 2012, but low demand for energy and increased use of "green" energy sources in the same period has caused an oversupplied tanker market. With ordering of new vessels plummeting, deliveries of new tonnage are expected decline. That will cause the tanker fleet growth to start leveling out from 2012. This will be the case both for the smallest and largest size segments, while the fleet of medium size tankers that transport both crude oil and refined oil is expected to grow the most.

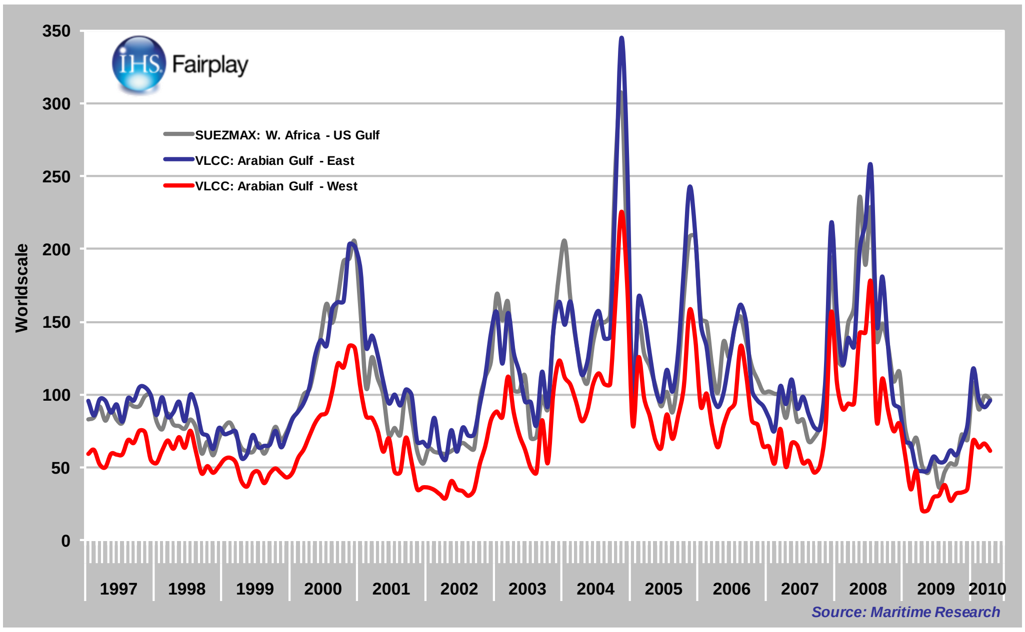

Figure 38: OPTIMAR 2008, Figure 103: VLCC and Suezmax world scale rates

During 2008 tankers freight rates were at all-time high levels, driven both by strong demand and in the first half of the year by high bunker costs. In 2009 the freight rates were severely hit by the falling oil demand, and the subsequent decline in traded volumes. The rate indices were down 80% from their peak values in 2008, which caused owners heavy losses. The present earning levels are high enough to cover costs also for relatively new tankers.

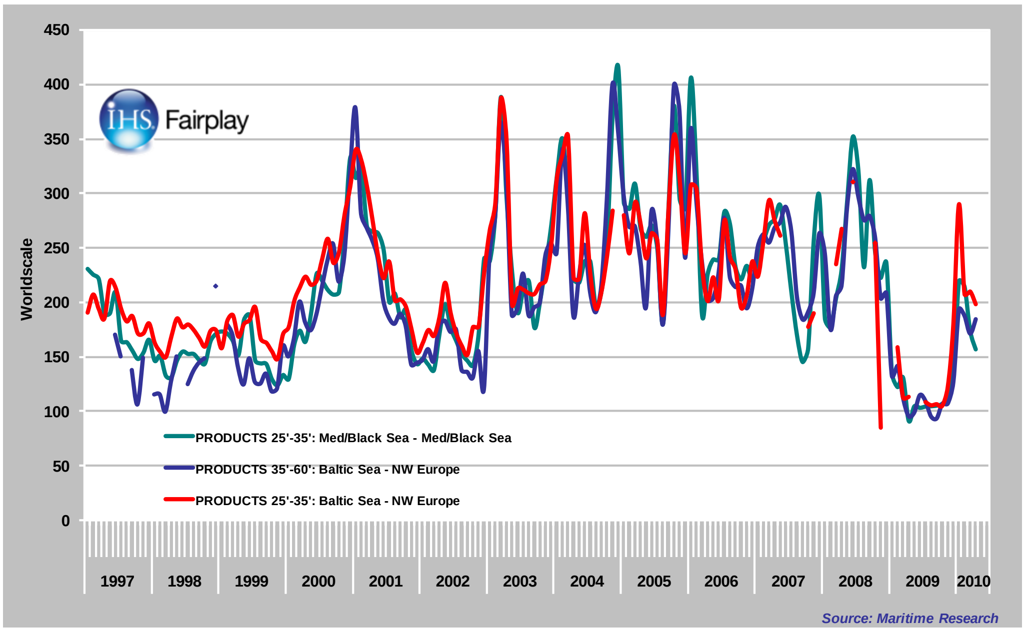

Figure 39: OPTIMAR 2008, Figure 104: Product tanker indices

After significant losses during 2009 the product tanker market was strongly favored by the harsh winter 2009/2010 with soaring demand for ice-classed tonnage. Since then freight rates have plummeted because of falling demand for oil products and affluent supply of tonnage. With further tonnage scheduled to be delivered in this and the following two years, freight rates are expected to remain depressed.

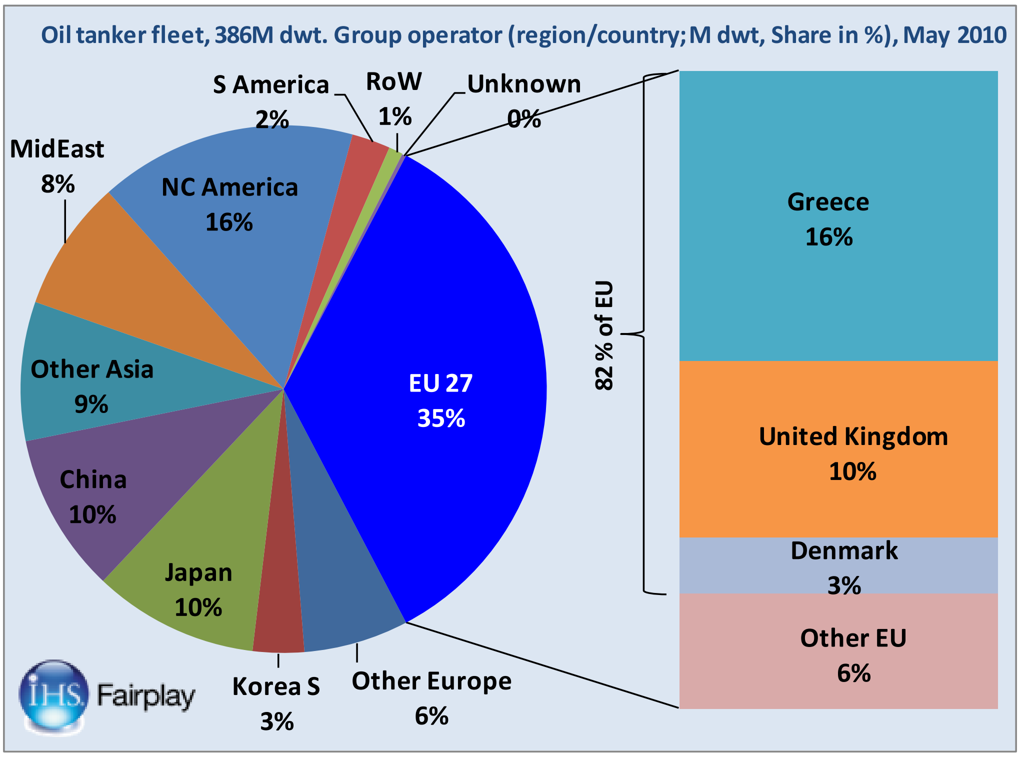

Figure 40: OPTIMAR 2008, Figure 105: EU interest in the oil tanker shipping segment

Group tanker operators in the EU countries hold 35% of the oil global tanker fleet, compared to 36% by the end of 2007. The EU is followed by North and Central America, China and Japan. Greece is the single largest country in terms of operated tanker tonnage, followed by the UK, Denmark and other EU countries. Since 2007 group operators in Greece and Denmark have increased their shares of the tanker fleet by one percentage point each, while the operators in the UK now hold ten percent of the fleet, compared to 12% in 2007. Among non-EU countries, Norway is the most prominent country of domicile for group tanker operators.

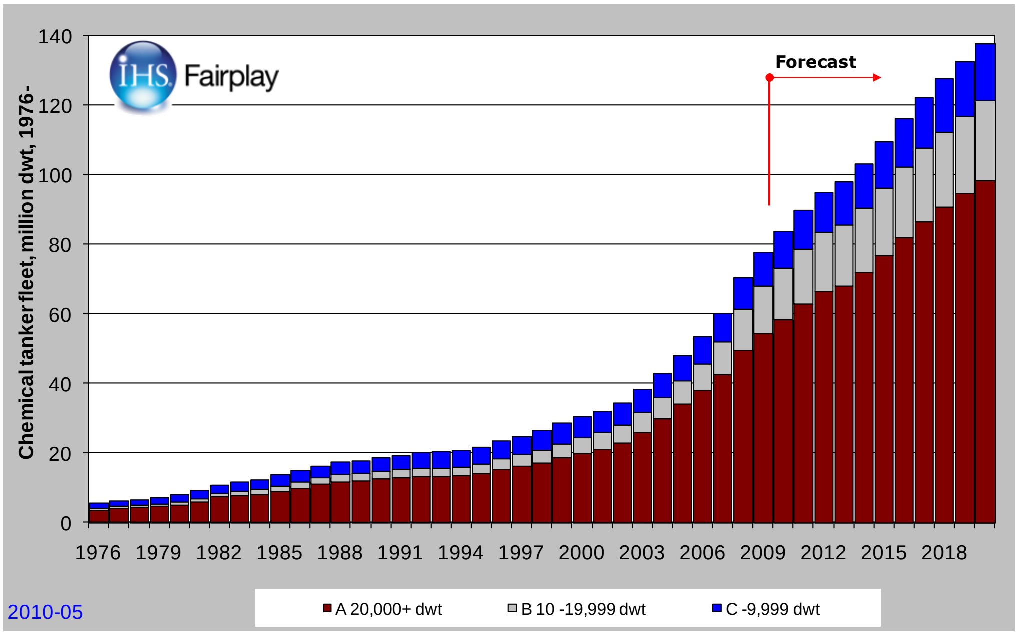

Figure 41: OPTIMAR 2008, Figure 107: Chemical tanker fleet, million dwt

The chemical tanker fleet capacity is forecast to increase 75% to 138Mdwt in 2020, which is a marginally lower than the forecast level in the Optimar report 2008. The demand for new chemical tankers is expected to continue to grow at high level, particularly within the 20,000+ dwt size segment, as the long-range chemical trade is increasing fast.

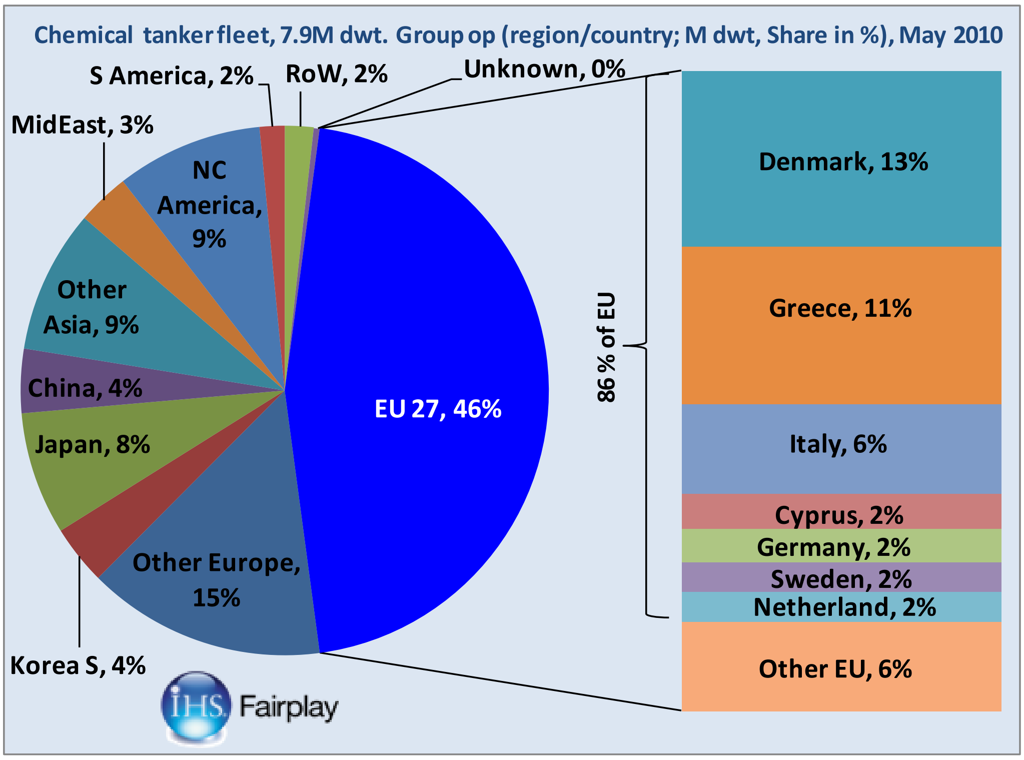

Figure 42: OPTIMAR 2008, Figure 108: Chemical tankers group operators

European group operators control 61% of the global chemical tanker fleet capacity, 46% of which are EU countries, led by Denmark, Greece and Italy. In the past two years, Denmark has gained 2%-points of the total market, and Greece and Cyprus one percentage point each. Germany and Sweden have on the other hand lost 1%- point each. Europe's total share is thus up by 1% since 2008. The Asian countries control 25% of the capacity and Americas' 11%, but while Asia's share has increased by 3%-points, Americas' share has decreased by 2%-points and that of the Middle East by 1%-point.

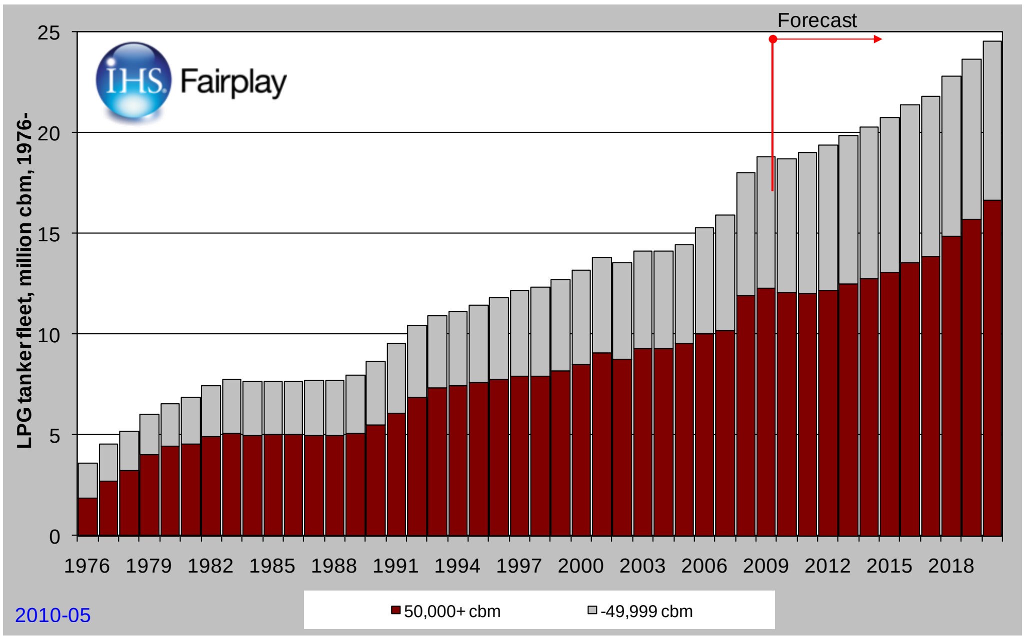

Figure 43: OPTIMAR 2008, Figure 110: LPG tanker fleet, million cbm

Because of two years of historic high deliveries of new tonnage, the LPG fleet capacity jumped 18% from end of 2007 to end of 2009. During the next five years delays will cause the number of deliveries to fall, making the fleet growth returning to trend. By 2020 the total capacity is expected to reach almost 25M cbm, up 30% or 6 M cbm from 2009. More than 70% of the growth will be within the 50,000+ cbm size segment. In the Optimar 2008 report the total fleet capacity at 2020 was forecast at 27.5M cbm, as no delivery problems were foreseen.

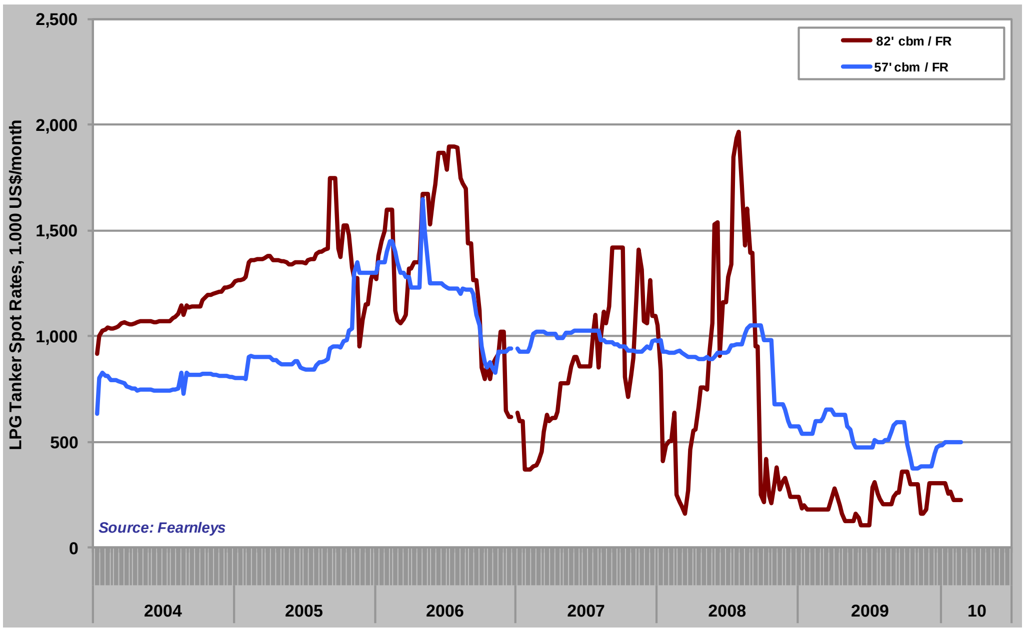

Figure 44: OPTIMAR 2008, Figure 111: LPG tanker freight rates

Surging oil prices in the first half of 2008 generated increased oil/LPG production and demand for transport. As the access to small size LPG carrying tonnage was stretched, freight rates for this category of vessels soared. In the second half of the year freight rates dropped due to falling oil prices, but also because of softer demand in the wake of the financial crises and all-time high deliveries of new vessels. Although the fleet capacity growth will be low in coming years, the freight rates will not see any major improvements.

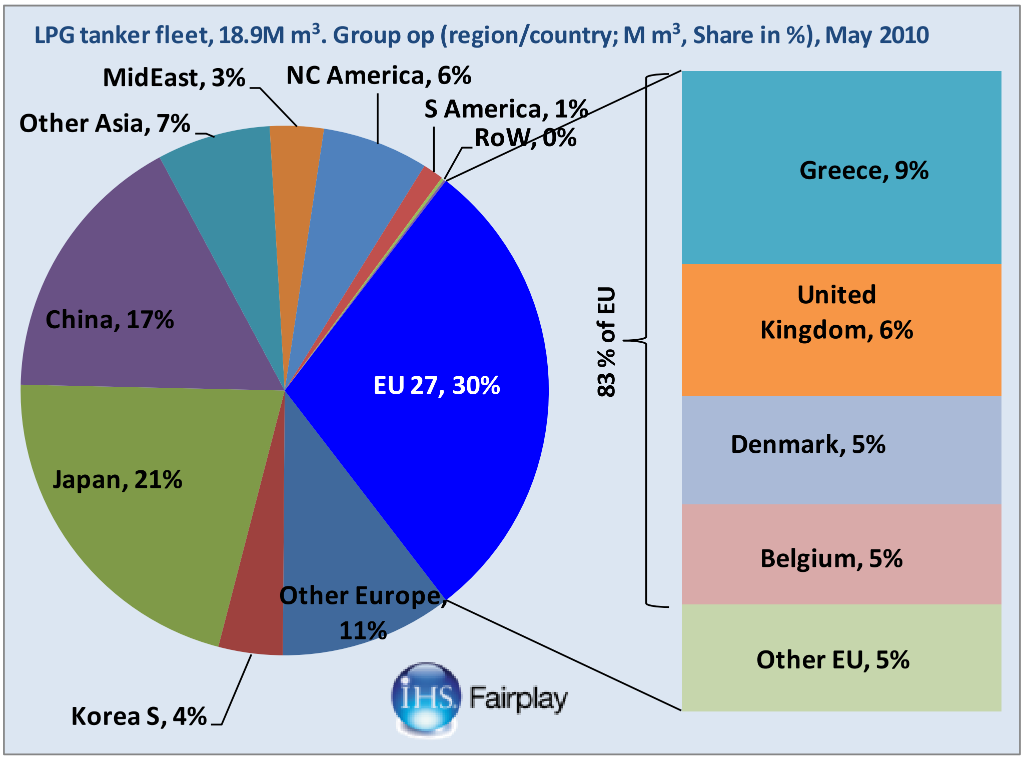

Figure 45: OPTIMAR 2008, Figure 112: LPG tankers group operators

Europe and the EU remain the dominating domicile of LPG group operators. Their shares of the LPG fleet have increased by 3%-points each in the past two years. Among the five EU countries with the largest operating LPG fleets, Greece has increased its share by one percentage point during the period and Belgium by two percentage points.

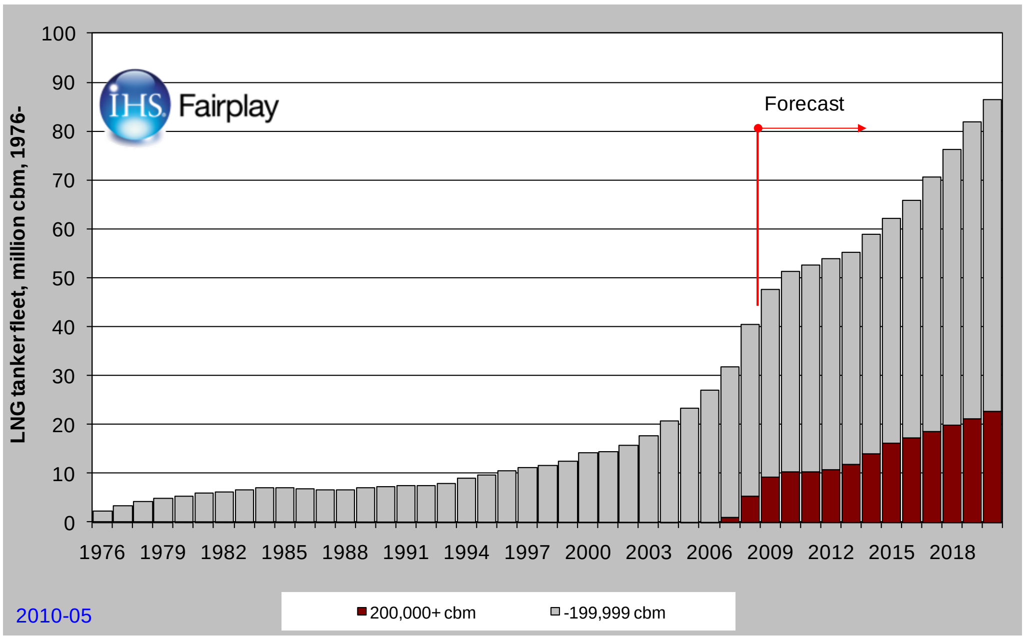

Figure 46: OPTIMAR 2008, Figure 114: LNG tanker fleet, million m³

Because of an oversupplied LNG fleet, the ordering of new LNG carriers has come to an almost stand-still, which significantly slow down the fleet capacity growth. By 2020 the LNG fleet capacity is forecast at 86M m^3, down 14M m^3 from the forecast 100M m^3 in the Optimar 2008 report.

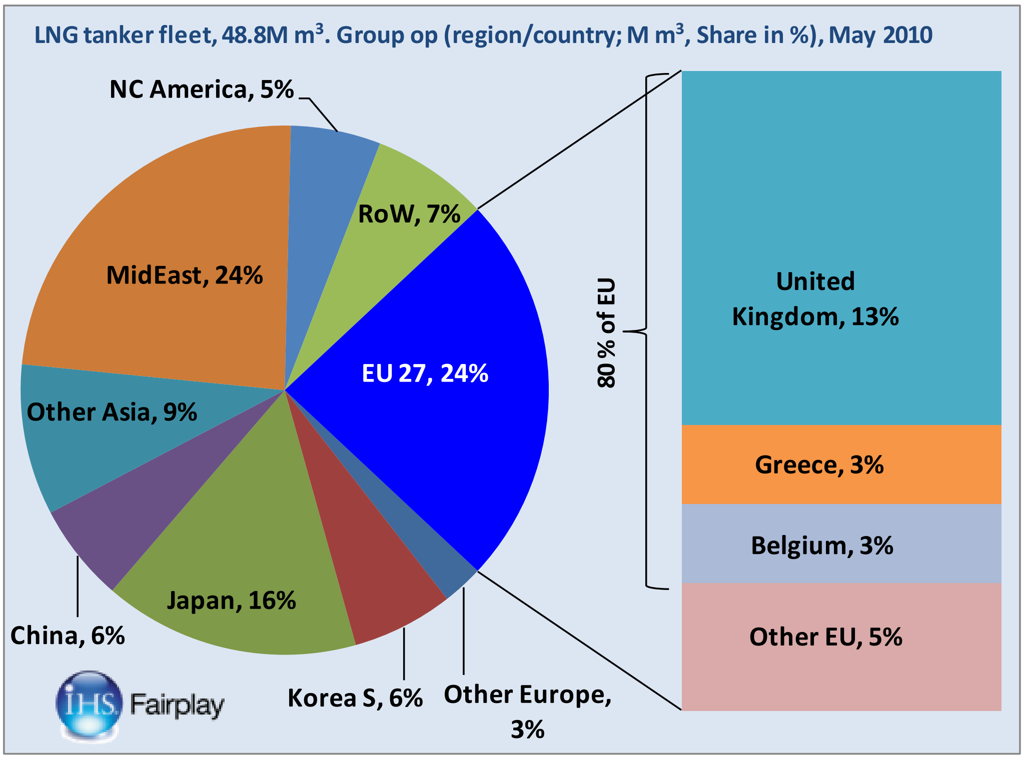

Figure 47: OPTIMAR 2008, Figure 115: LNG tankers by group operators country

The EU countries share of the operated LNG fleet has decreased by 3%-points. The UK has lost 4% of the global fleet capacity, and Greece 1%, while the other EU countries have increased their share by 1%.

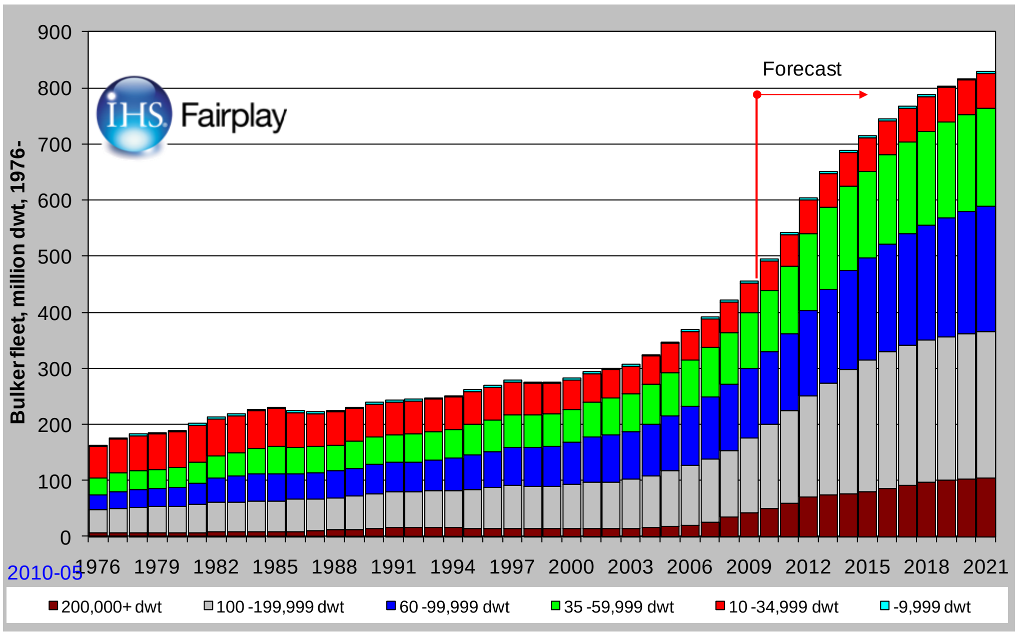

Figure 48: OPTIMAR 2008, Figure 117: Bulker fleet, million DWT

The dry bulk fleet is the only type of vessels where growth has exceeded previous forecasts. The answer to that is the unprecedented growth in China's imports of iron ore, coal, grain and other commodities, and the consequent growth in demand for tonnage, particularly within the two largest vessel size segments. By 2020 the total cargo carrying capacity is therefore estimated at 817M dwt instead of 800M dwt.

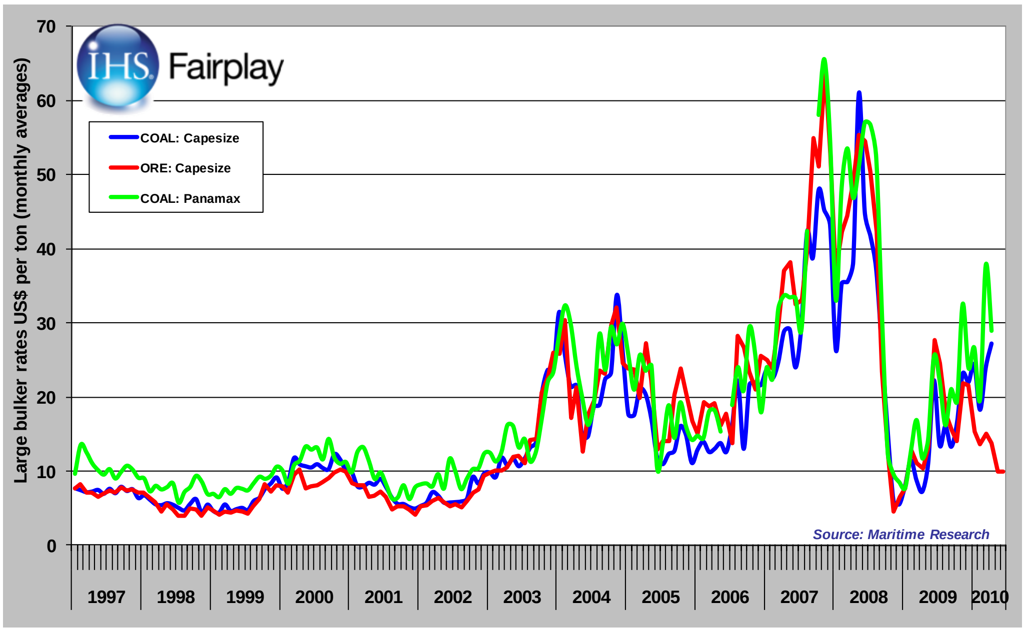

Figure 49: OPTIMAR 2008, Figure 118: Large bulk carrier freight rates

As China's imports of commodities continued to grow through 2009, freight rates firmed and have reached 30 US$ per tonne for transport of coal, while freight rates for iron ore transport peaked in mid-2009 and are now down at 10 US$ per tonne.

Even though demand for dry bulk transport will grow above average an annual average growth of 8.6% in fleet capacity in the next five years will maintain strong pressure on freight rates.

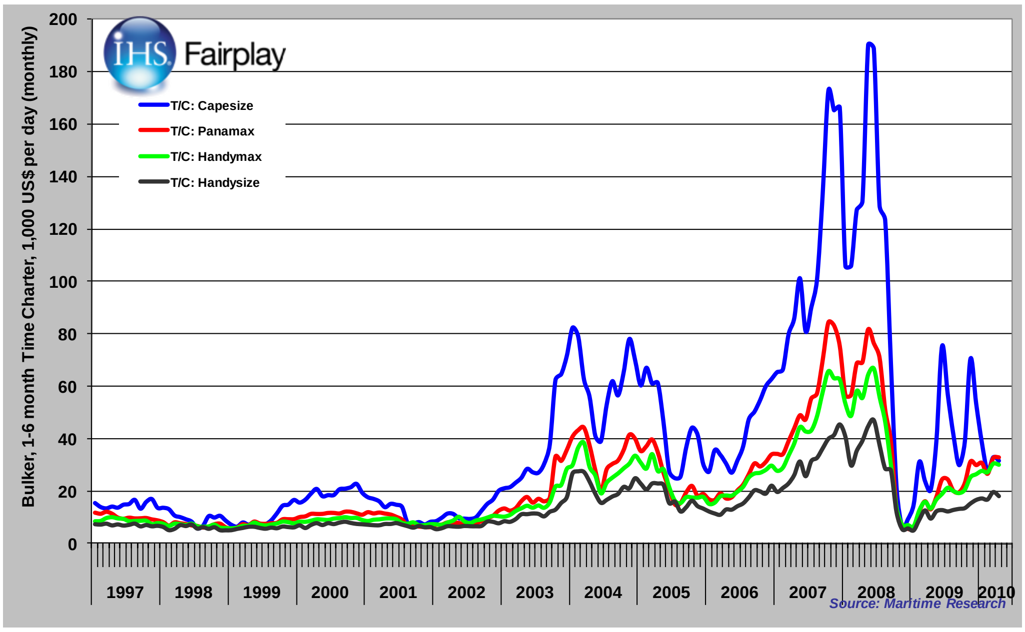

Figure 50: OPTIMAR 2008, Figure 119: TC rates for bulkers

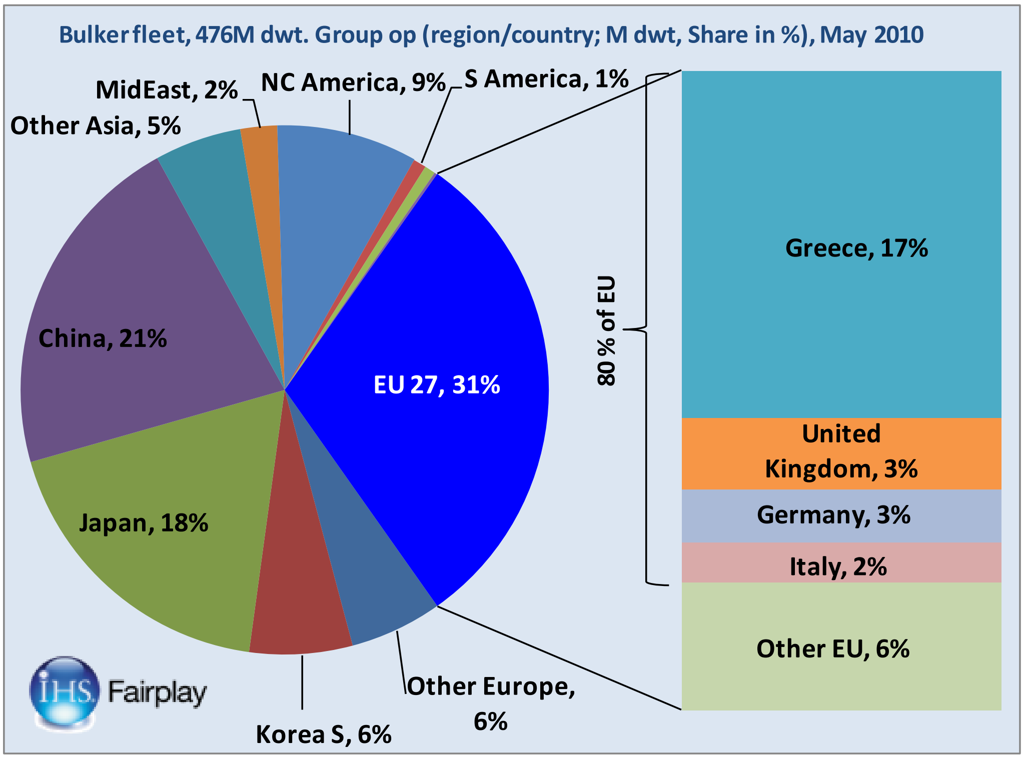

Figure 51: OPTIMAR 2008, Figure 120: Group operators in the Bulker sector

Group operators in China control 21% of the dry bulk cargo carrying capacity in the world, which are 2%-points more than two years ago. Both the EU and Japan have on the other hand seen their shares decline by 2%-points each. This reflects China's growing importance in the global dry bulk trade.

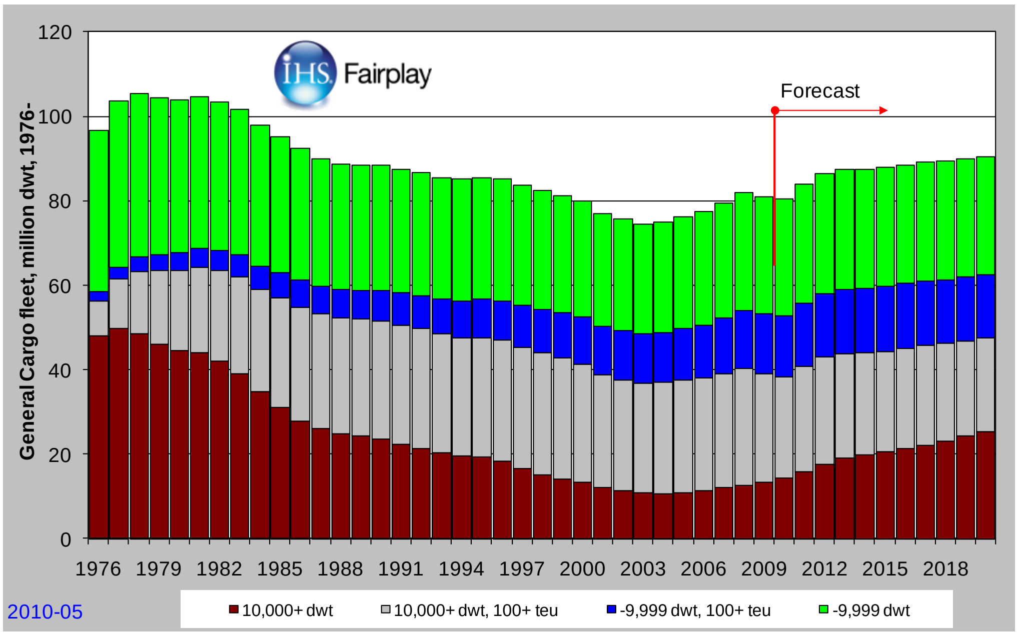

Figure 52: OPTIMAR 2008, Figure 122: General cargo fleet, million DWT

The global economic crises in 2009 caused steeply falling demand for general cargo transport and big losses for a large number of operators who began to recycle their ships instead of having them idled. They also cut down the ordering of new vessels, and cancelled a number of orders, which severely affected deliveries and lowered the size of the world fleet both last year and this year. In the course of next year the fleet capacity is forecast to be back on the same level as in 2007. From 2011 onwards the total fleet capacity growth is calculated to stop at 1.2% per year.

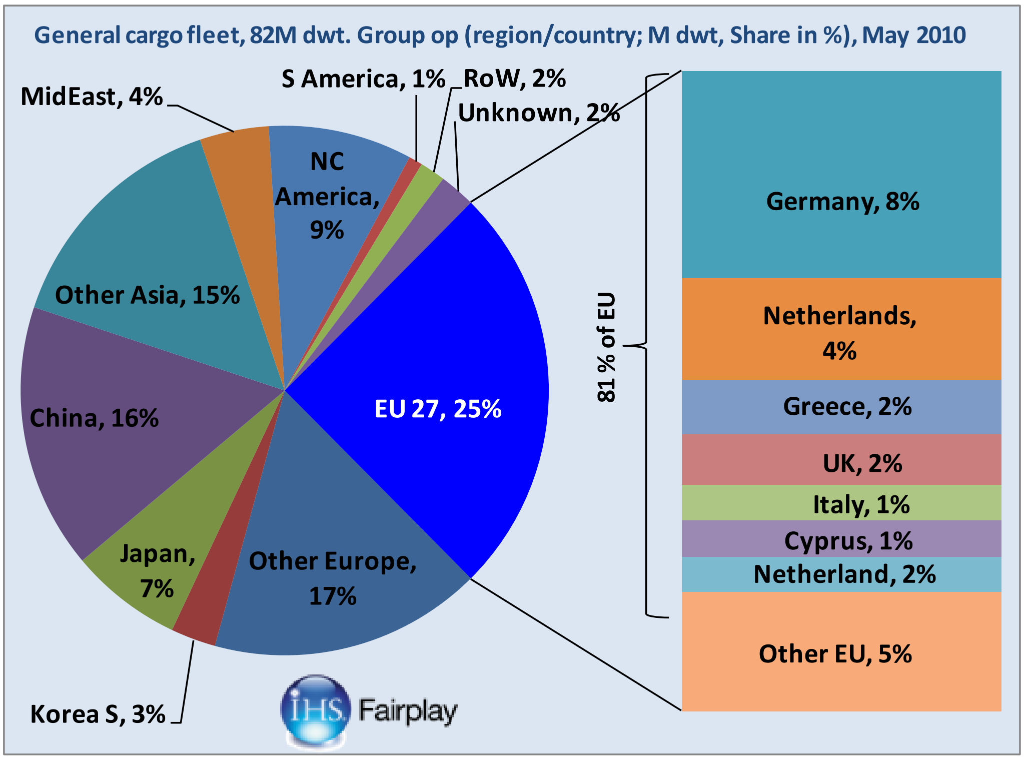

Figure 53: OPTIMAR 2008, Figure 123: Group operators country, General cargo ships

42% of the general cargo ship operators have either the EU or other European countries as their domicile, the same share as two years ago. Greece and Germany have increased their shares by 1%-point each, mainly because they have not cut down on their fleets as much as other countries.

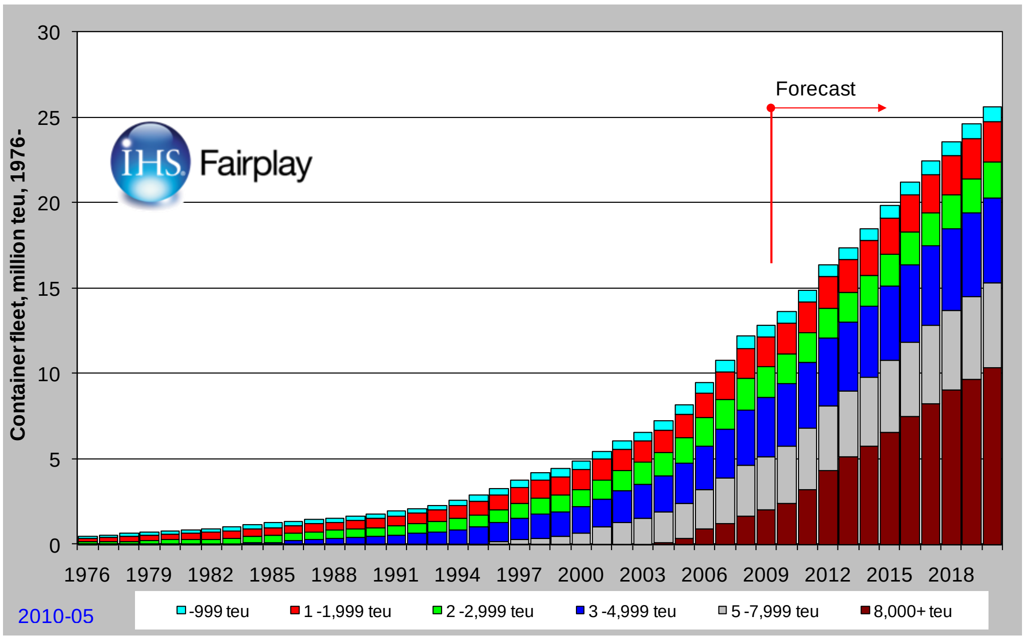

Figure 54: OPTIMAR 2008, Figure 125: Container fleet, thousand teu

The container carrier fleet is the fastest growing fleet of all. In the past two and a half years the fleet capacity has increased by 2.5M teu or 23%. In 2009 the global economic crises affected by the container market negatively, and more than 10% of the total fleet capacity was idled. The ordering of new vessel reached a 37 year low and removals quadrupled. The annual average fleet growth rate is in the next ten years expected to be cut half from the 6.8% annual growth in the past ten years.

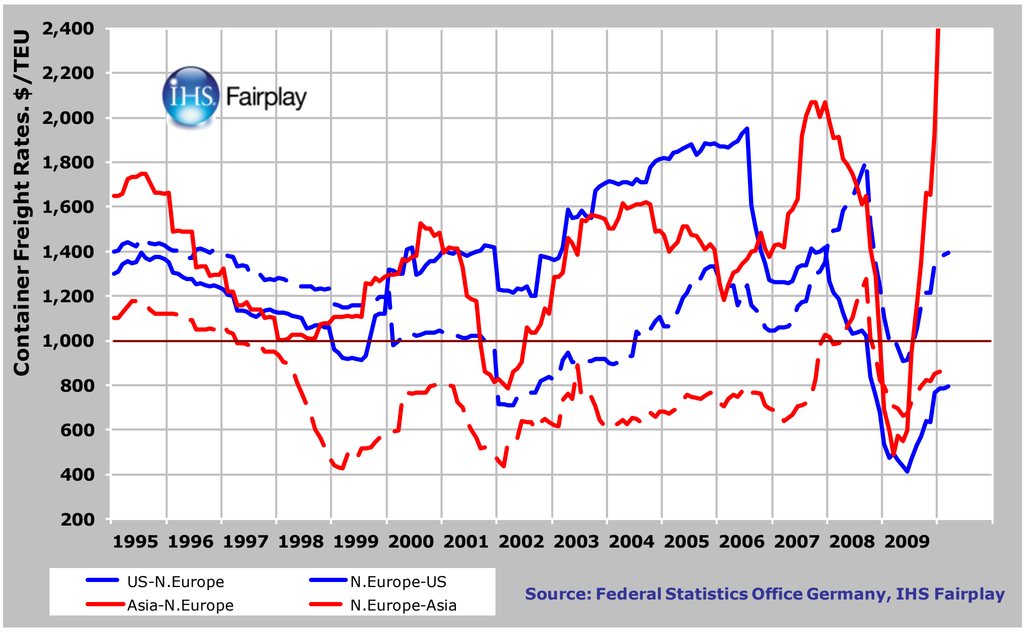

Figure 55: OPTIMAR 2008, Figure 126: Container freight index

The falling demand for container transport last year brought freight rates to new historic lows on main routes to and from Europe, but in the second half of the year rates turned up again when the operators began to cut down capacity and introduced slow-steam as a mean to cut costs.

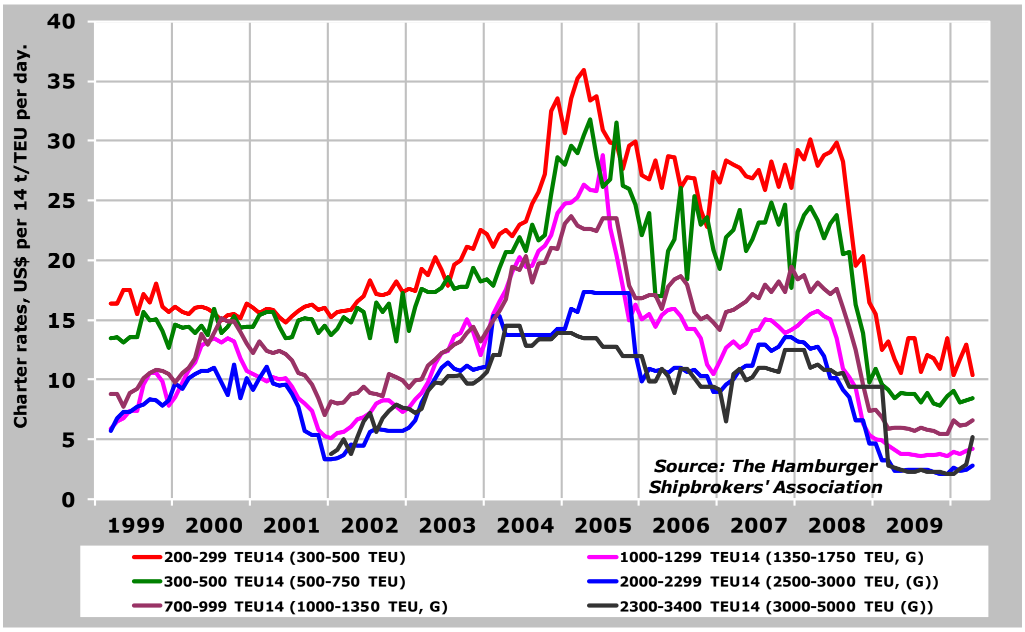

Figure 56: OPTIMAR 2008, Figure 127: Container ship charter rates

The oversupplied container market brought the charter market rates to levels far below cost-covering, and as long the imbalances between supply and demand for tonnage prevail, charter rates will continue to be low.

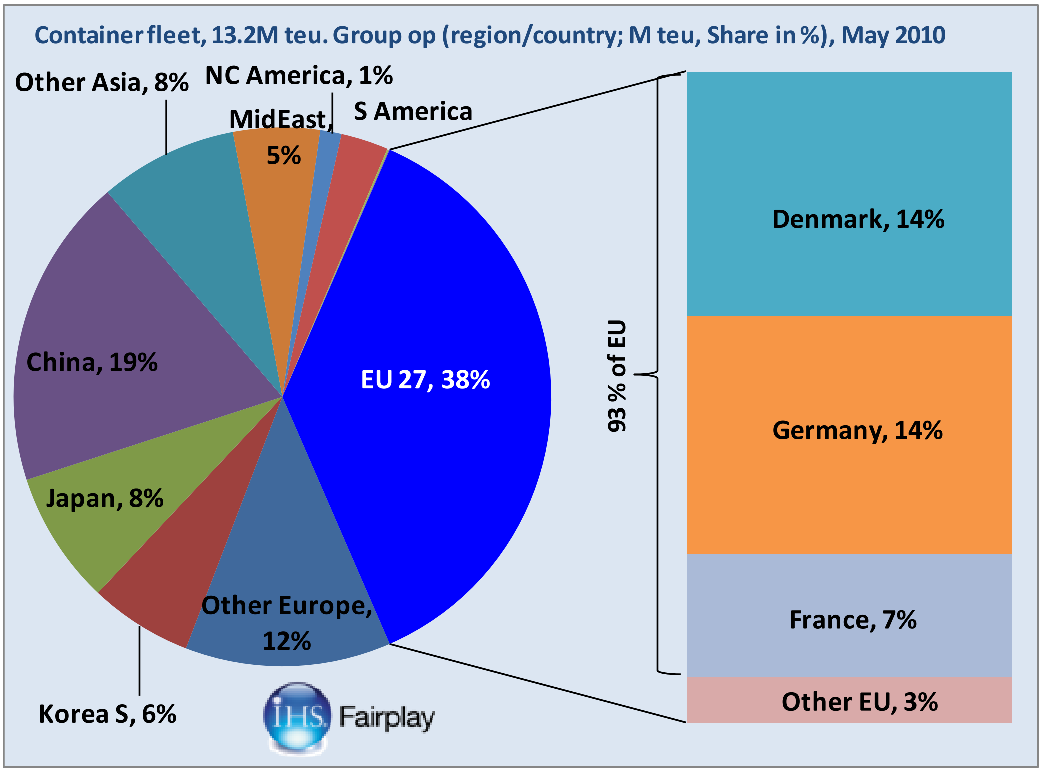

Figure 57: OPTIMAR 2008, Figure 128: Country of domicile group operators of container ships

EU's share of the container fleet has in the past two years increased by 2%-points, as much of the new tonnage added to the fleet was ordered by German operators. Germany's share of the global container carrier fleet has increased from 8% to 14%, as its fleet has more than doubled, from 860,000 teus to 1,848,000 teus. Operators from other countries have also redelivered their chartered vessels to German owners/operators. Denmark's share of the world's container carrier fleet capacity has decreased by 4%, despite the fact that the total fleet capacity is unchanged.

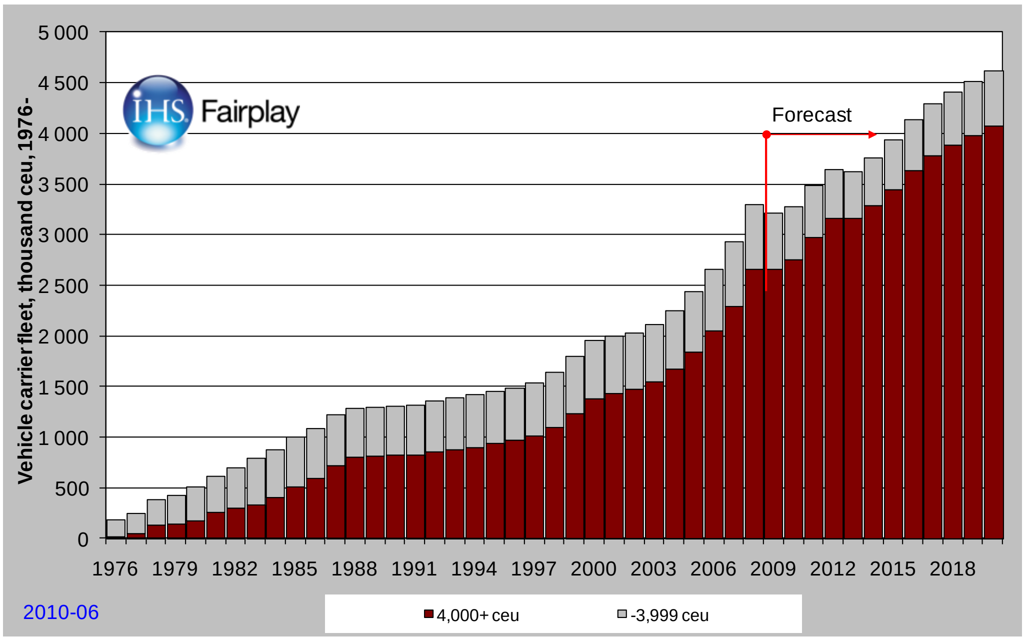

Figure 58: OPTIMAR 2008, Figure 130: Fleet vehicle carriers, thousand CEU

The vehicle carrying fleet capacity has in the past two years increased by 10%, despite the fact that it declined 2.6% last year. At that year 9% of the existing fleet was replaced by new vessels and another 3% removed without being replaced, but already this year the fleet is expected to grow again by 2%. The present low ordering of new car carriers will generate further low and occasionally negative growth the next 5 years. By 2020 the total fleet capacity is forecast to exceed 4.5M ceus, approximately 1M ceus less than forecast in the Optimar 2008 report.

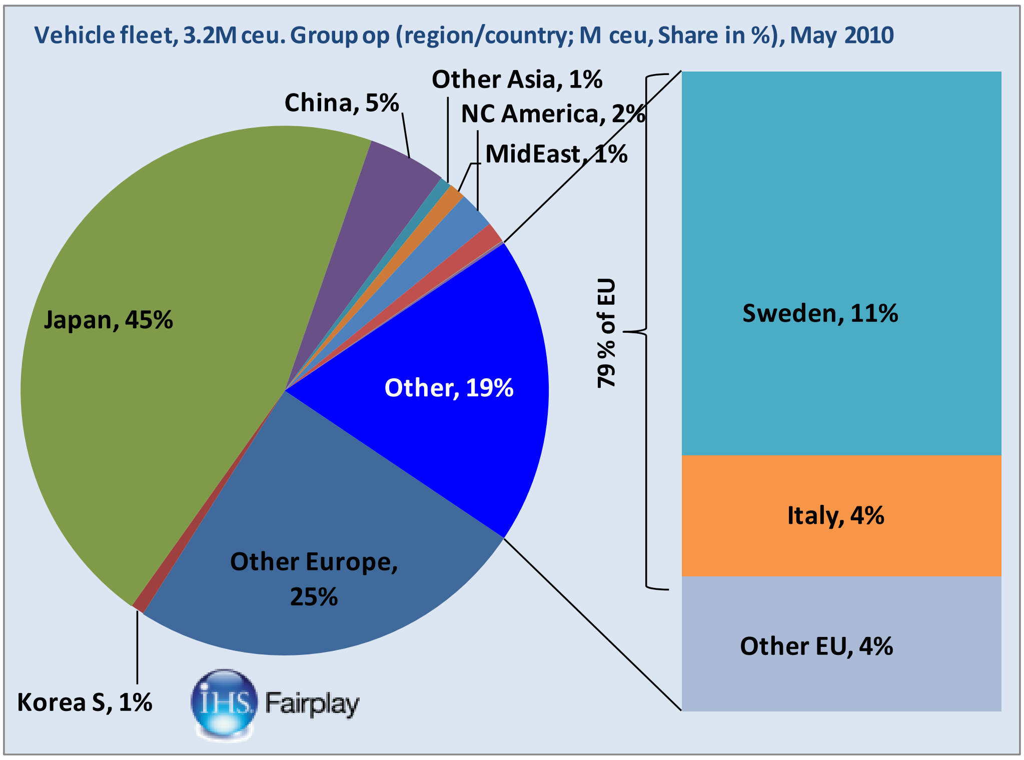

Figure 59: OPTIMAR 2008, Figure 131: Group operators COD for Vehicle carriers

This is a fleet that is dominated by Asian and European operators who controls 52% and 44% of the world fleet capacity each. In the past two and a half years Asia's share has decreased by 11%-points through massive removals of old ships. European operators, essentially from outside the EU have instead increased its share by 16%-points through acquiring vessels. Inside the EU Swedish operators control more than half of the total EU fleet.

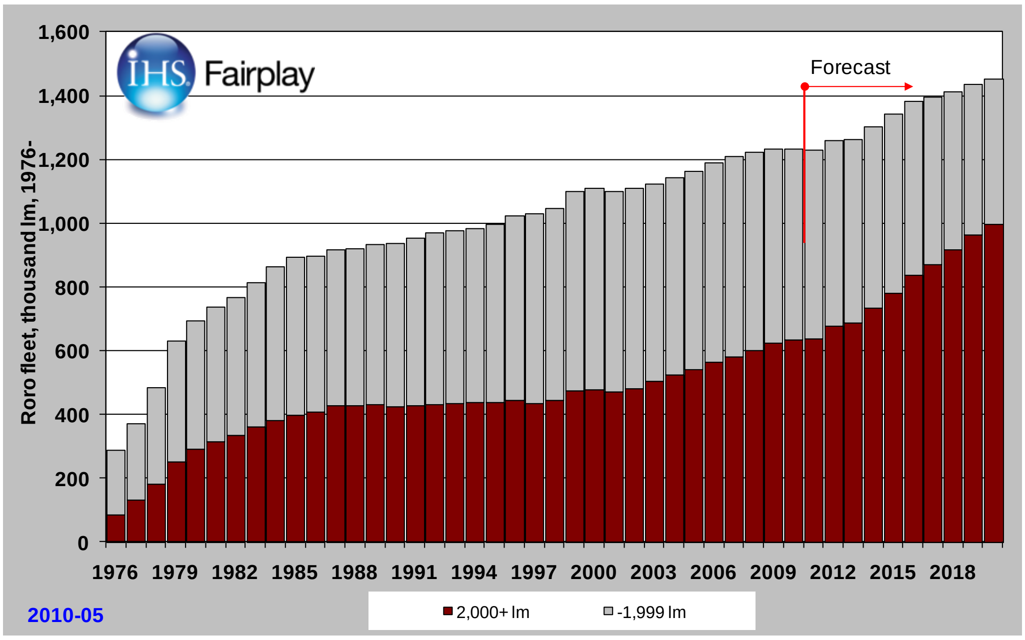

Figure 60: OPTIMAR 2008, Figure 133: Ro-ro fleet, thousand lane metres

The Ro-ro fleet with a total capacity of 1.2M lanemeters has increased by 2% in the past two years. This year is not expected to see any growth at all, and in the next ten-year period an average annual growth of 1.5%. By 2020 the total fleet capacity is forecast to be 1.45M lanemeters, which is 0.25M lanemeters below previously forecast total.

The Ro-ro charter rates were last year hit by the economic crises and the falling demand for Ro-ro transport services. This was particularly the case in Europe, where deliveries of new vessels added to the already surplus fleet capacity.

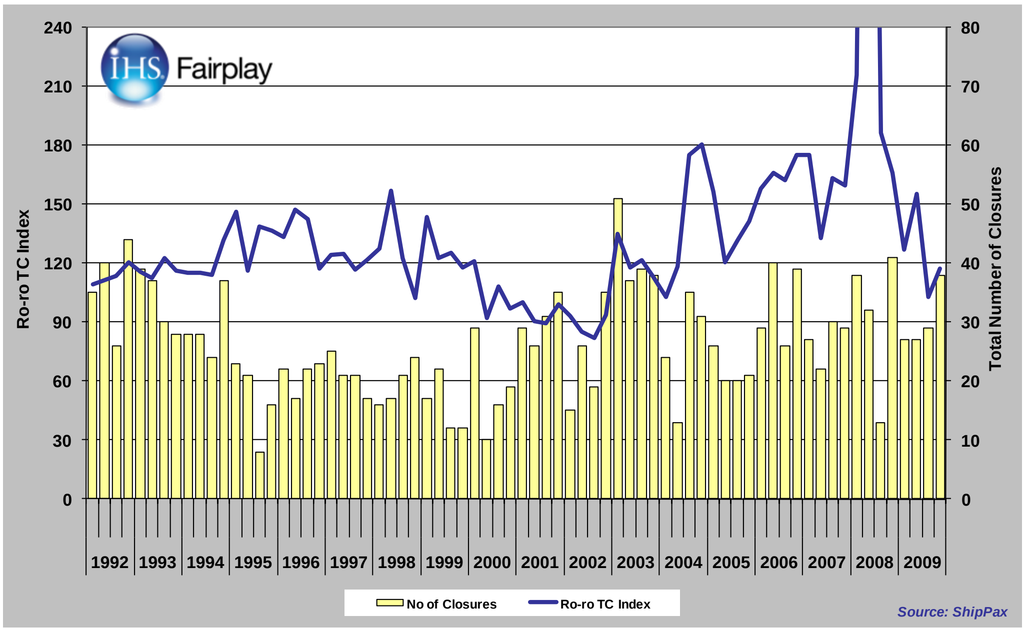

Figure 61: OPTIMAR 2008, Figure 134: Ro-ro charter rates

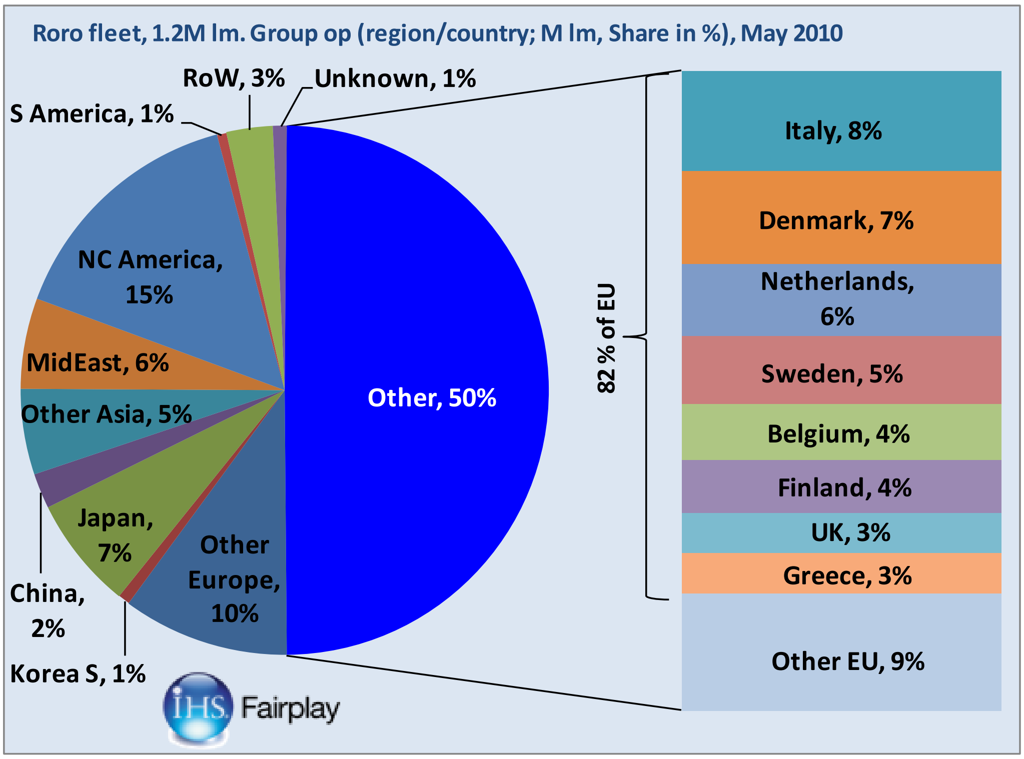

Figure 62: OPTIMAR 2008, Figure 135: Operator country for roro ships

There have only been marginal changes in the division between group operator's COD in the past two years, which is still dominated by Europeans who have 60% of the total fleet capacity.

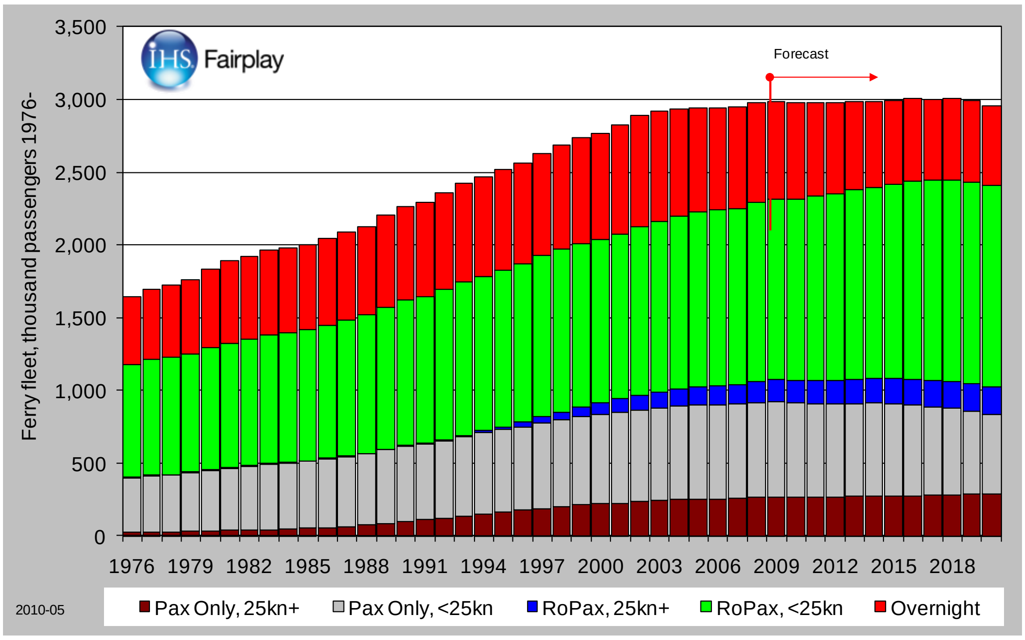

Figure 63: OPTIMAR 2008, Figure 138: Ferry fleet development, number of pax

The ferry fleet has in the past two years increased its passenger carrying capacity by 1.4%, but is neither in this nor in coming years expected to grow at all. Total pax-capacity is not expected to exceed 3M passengers, which is 350,000 below previous forecast.

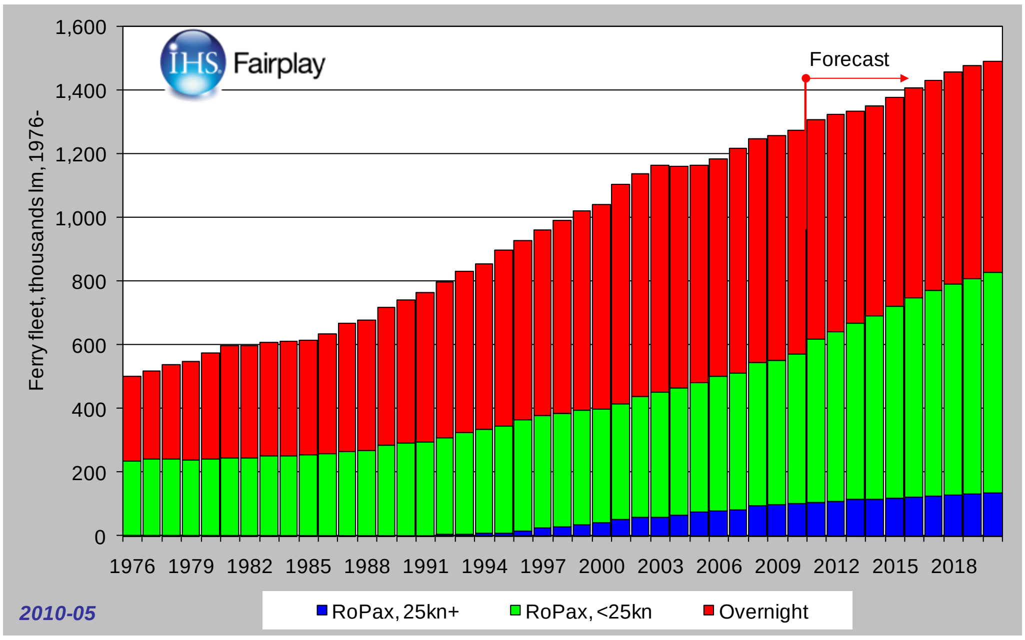

Figure 64: OPTIMAR 2008, Figure 139: Ferry fleet development; lane metres

The ferry fleet lanemeter capacity has in the past 5 years grown at an average of 1.2% per year, mainly within the Ro-Pax <25kn segment where the growth has been 2.6% per year. In the next 10 years growth is expected to average 4.1% per year in this segment, while the total fleet growth is expected to remain at 1.2% per month.

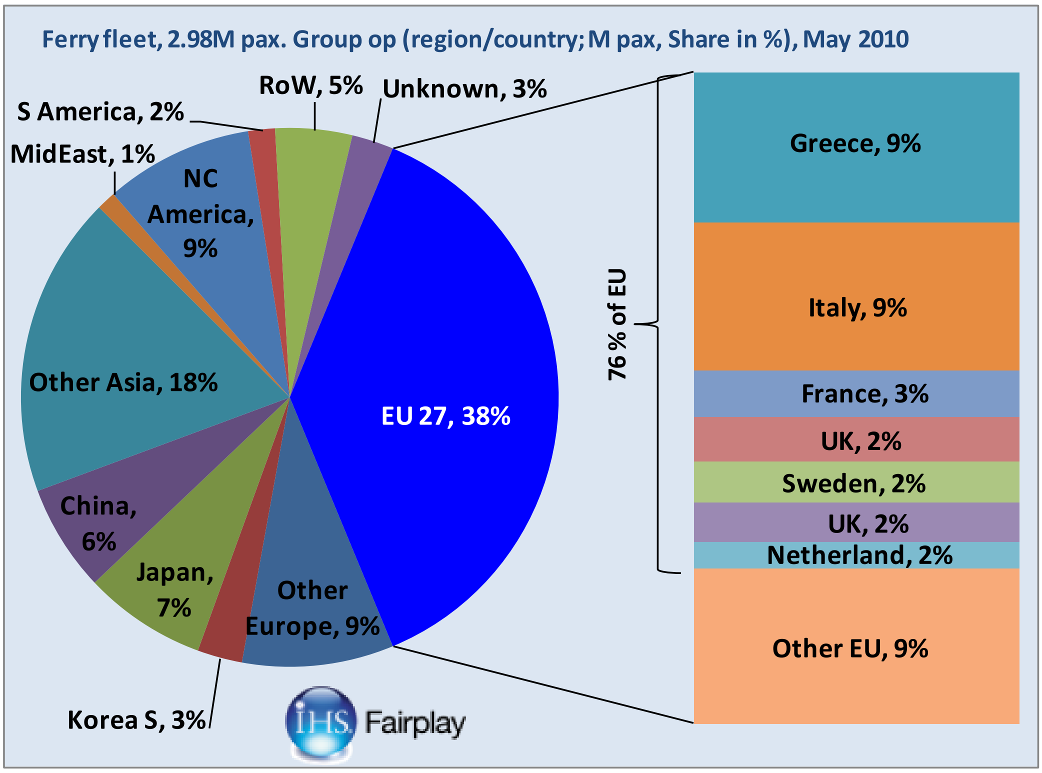

Figure 65: OPTIMAR 2008, Figure 140: Group operators, country of domicile, passenger capacity

Very small changes have taken place in the division of the global ferry fleet passenger capacity in the past two years. Greece and Italy has marginally increased their share of the EU ferry fleet.

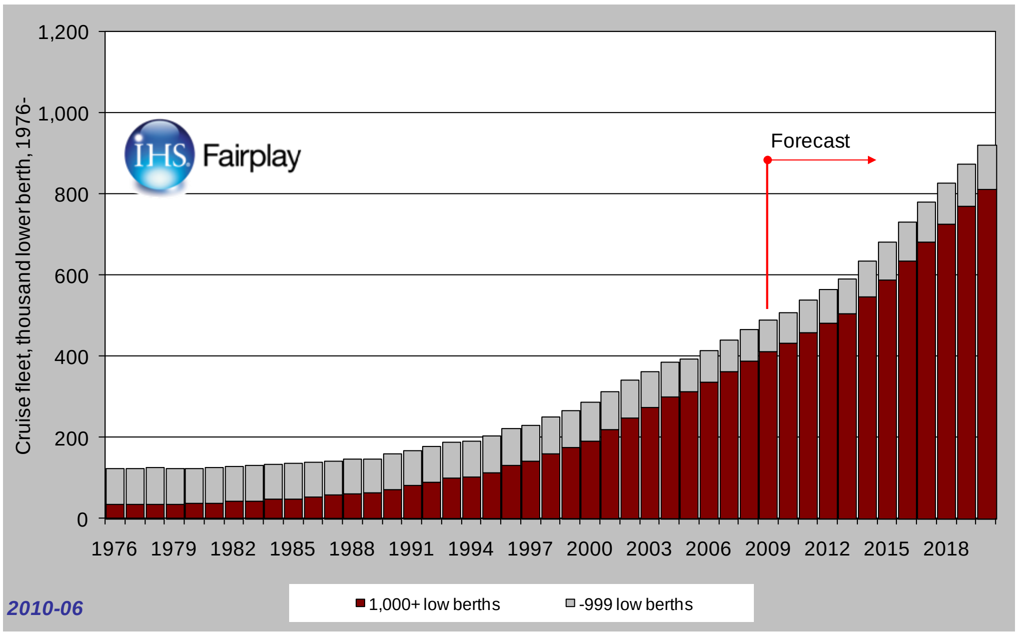

Figure 66: OPTIMAR 2008, Figure 142: Cruise fleet development, lower berth

The cruise fleet lower berth capacity has in the past two years increased by 10%. Increased removals of ships from the fleet last year, and probably also this year lower the fleet growth rate. The demand for cruise travels is already picking up again and that will affect the ordering of new vessels, starting this year. Deliveries of new vessels will start rising in 2013/2014, which will generate a significant increase in fleet capacity. By 2020 the cruise fleet capacity is estimated at 900,000 lbrth, up 80% from now. This is 100,000 lbrth more than forecast in the Optimar 2008 report.

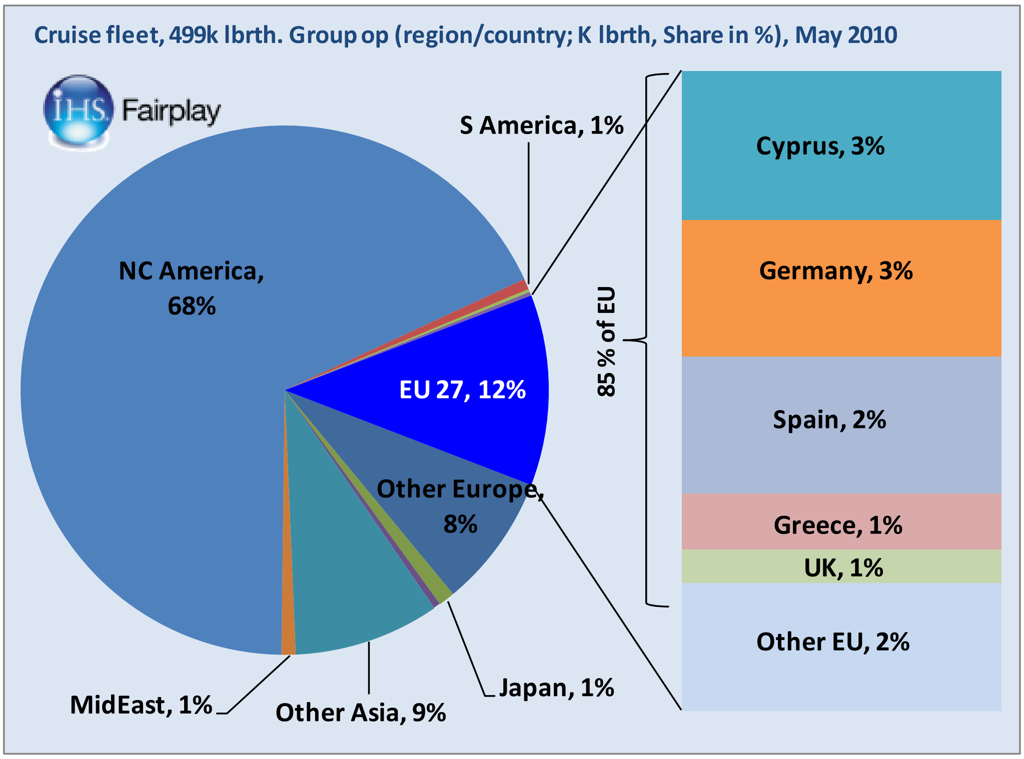

Figure 67: OPTIMAR 2008, Figure 143: Cruise fleet control by country, measured in lower berth

North American operators control more than two thirds of the global cruise fleet capacity, and their share has increased by 4%-points in the past two years. As a majority of the cruise vessels on order are signed by American operators, their domination of the industry will increase further.

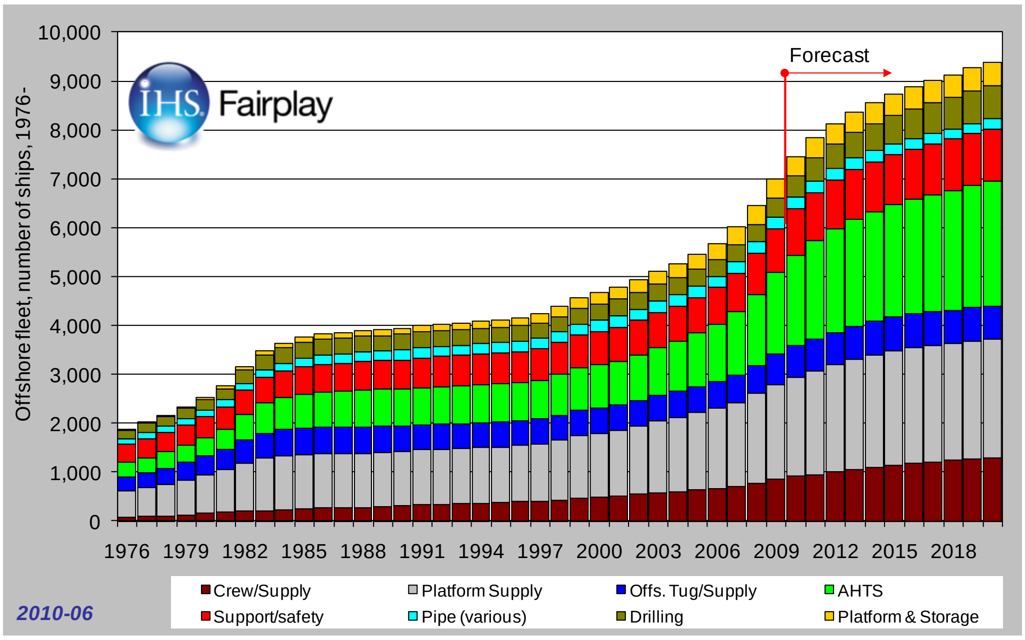

Figure 68: OPTIMAR 2008, Figure 145: Offshore fleet, numbers

In 2008 and 2009 the offshore fleet saw an unprecedented growth when the number of vessels jumped by 16%. After having peaked last year, the annual fleet growth rate is forecast to decelerate to below 2% by 2020. The number of AHTS, platform supply, service, platform & storage units are expected to grow the fastest. The forecast number of ships by 2020 is 900 more than in the Optimar 2008 report.

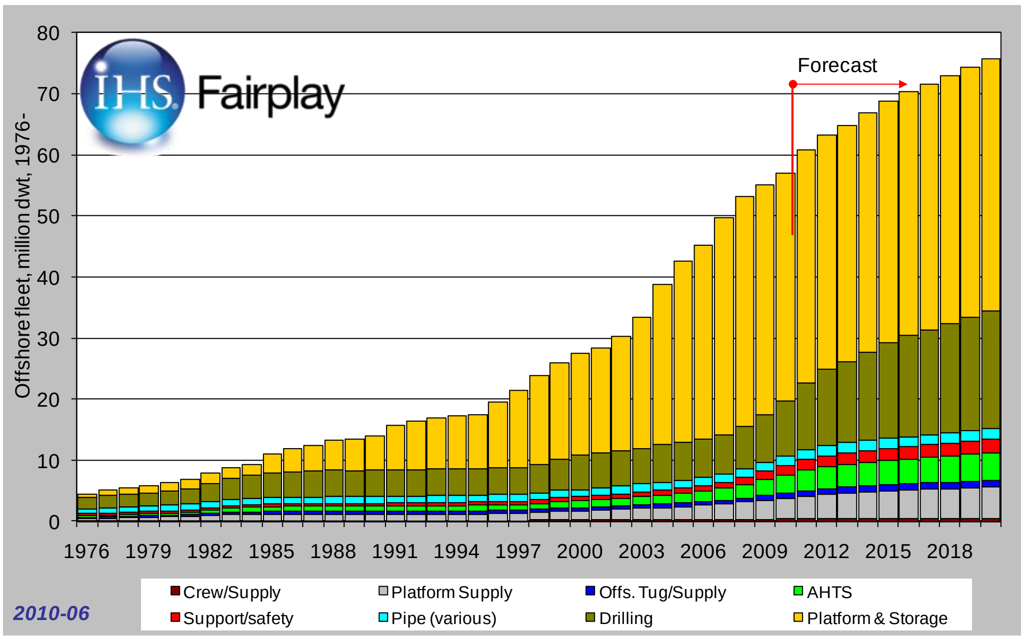

Figure 69: OPTIMAR 2008, Figure 146: Offshore fleet development, dwt

Measured in dwt platform & storage units dominate the fleet growth even more.

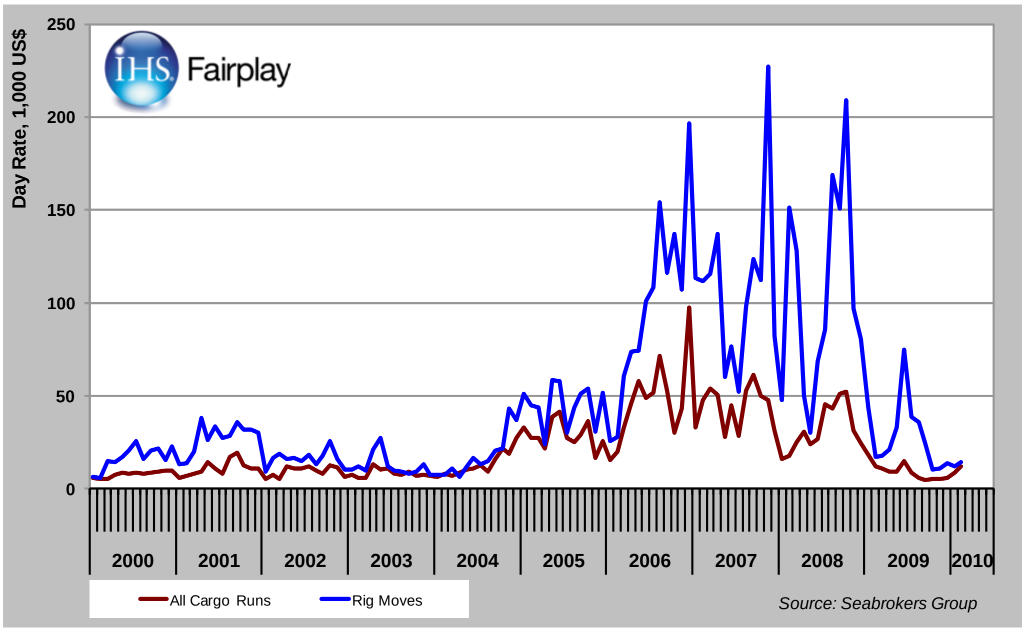

Figure 70: OPTIMAR 2008, Figure 147: Offshore market rates

Offshore production and the demand for services to the offshore industry is sensitive to changes in crude oil prices, rather than demand for oil, but both falling oil prices in 2008 and lower oil demand caused a steep fall in market rates last year.

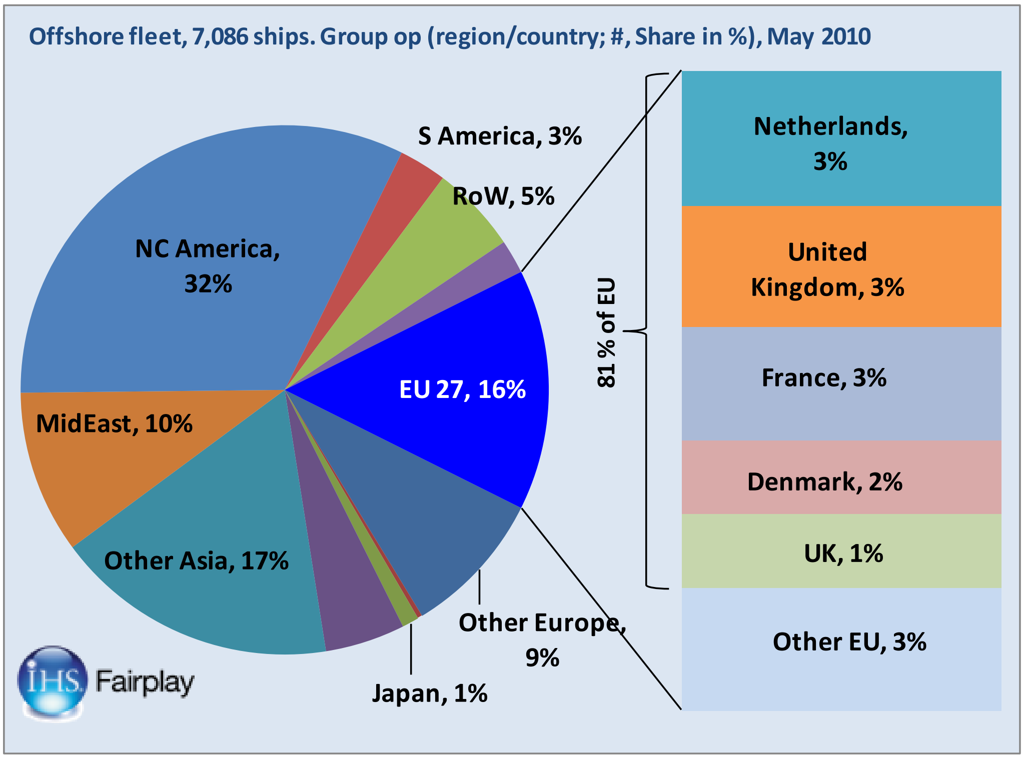

Figure 71: OPTIMAR 2008, Figure 148: The control of the Offshore fleet, measured in no

The offshore fleet has in the past two years increased by 1,105 units or 18%. EU's share of the fleet is up 2%-points compared to 2008 as operators in both France and the Netherlands has increased their shares of the total fleet. Other European countries, primarily Norway, have increased their share of the fleet as well.

While the share of offshore vessels operated by American companies has decreased, the shares of other countries have increased. Other Asia has increased its share by by 4%-points, Mid-East, other Europe, and China by 1%-point each.

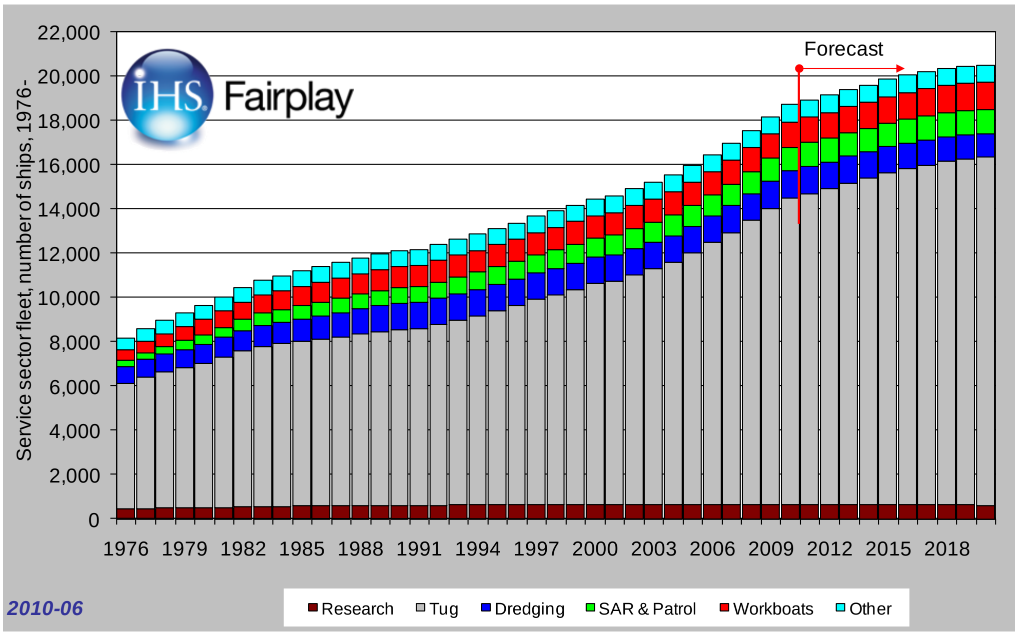

Figure 72: OPTIMAR 2008, Figure 150: Service, fleet, number

The number of service vessels, such as tugs, research ships, dredgers, workboats, and SAR & patrol ships, has in the past two years increased at higher rates than before. Increased port congestions and investments in port infrastructures have increased demand for tugs, dredgers and workboats. When these investments decline, demand for these types of vessels is expected to grow at a lower pace than before. By 2020 the fleet growth is expected to level out around 20,000 units.

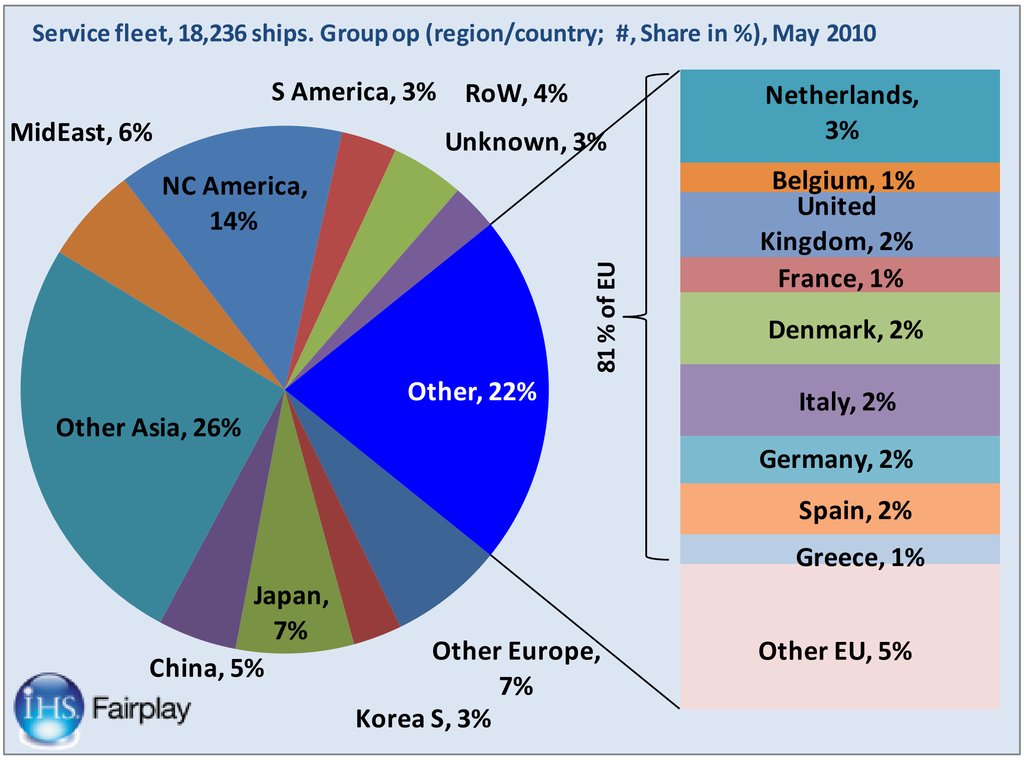

Figure 73: OPTIMAR 2008, Figure 151: Control of the service fleet, by country, measured in no

The EU's share of the service fleet has increased by 2%-points since 2008, partly due to the heavy investment programs going on many European ports, and to the introduction of new regulations for tug escorts.

Table 2: OPTIMAR 2008, Table 29: Ferry traffic figure in 2009

Year 2009	PAX	CARS	BUSES	TRAILERS	TRIPS
America	298,015,700	74,284,949	80,653	880,402	1,358,932
Baltic	220,776,576	84,505,530	261,222	7,834,425	3,871,588
Inland Lakes/Rivers	9,711,534	1,528,300	0	18,200	0
Mediterranean	433,861,663	35,614,388	100,639	8,615,770	791,146
North Sea	89,093,388	18,987,696	219,594	10,150,230	362,649
Pacific	31,726,069	946,198	137	465,863	98,974
Red Sea & Persian Gulf	76,082	1,344,707	6,393	60,052	3,147
South East Asia	892,806,201	34,748,503	8,677	4,153,967	1,519,791
Total	**1,976,067,213**	**251,960,271**	**677,315**	**32,178,909**	**8,006,227**

Source: Shippax Information

Table 3: Table 32: Cruise passengers, share of number of pax, nationality and destination

	2002	2003	2004	2005	2006	2007	2008	2009
Cruise Pax	12,906,667	13,971,648	15,402,793	16,719,322	16,927,322	18,045,029	19,463,403	19,591,843
Growht	5%	8%	10%	9%	1%	7%	8%	1%
By nationality								
American	63%	62%	61%	59%	61%	61%	57%	
European	27%	28%	27%	29%	27%	29%	30%	
Other	10%	10%	12%	12%	12%	10%	13%	
By destination								
American	63%	62%	64%	61%	63%	63%	53%	
Europe	23%	25%	24%	27%	26%	27%	34%	
Asia	10%	9%	10%	9%	8%	7%	11%	
Other	4%	3%	2%	3%	3%	3%	2%	

Table 4: OPTIMAR 2008, Table 59: Comparison between owned, operated and flag for tonnage in different countries/regions of the world

Country/ k gt	Owner	%	Operator	%	Flag	%
Austria	16	0%	13	0%	14	0%
Belgium	7,769	1%	7,728	1%	4,423	0%
Bulgaria	961	0%	1,077	0%	446	0%
Cyprus	8,496	1%	5,761	1%	20,485	2%
Czech Republic	3	0%	3	0%	0	0%
Denmark	25,087	3%	43,154	5%	11,614	1%
Estonia	768	0%	679	0%	356	0%
Finland	2,657	0%	2,835	0%	1,473	0%
France	8,015	1%	15,199	2%	6,368	1%
Germany	78,277	9%	35,920	4%	15,222	2%
Greece	82,028	9%	88,586	10%	39,964	4%
Hungary	2	0%	0	0%	0	0%
Irish Republic	378	0%	456	0%	141	0%
Taly	18,629	2%	19,888	2%	16,306	2%
Latvia	965	0%	915	0%	205	0%
Lithuania	313	0%	269	0%	367	0%
Luxembourg	71	0%	134	0%	1,001	0%
Malta	207	0%	188	0%	35,956	4%
Netherlands	10,068	1%	10,332	1%	7,332	1%
Poland	1,870	0%	2,125	0%	127	0%
Portugal	583	0%	706	0%	1,225	0%
Romania	596	0%	670	0%	194	0%
Slovakia	4	0%	4	0%	134	0%
Slovenia	494	0%	486	0%	2	0%
Spain	3,125	0%	3,399	0%	2,386	0%
Sweden	6,098	1%	9,089	1%	3,915	0%
United Kingdom	25,492	3%	40,034	4%	16,549	2%
Eu 27 Total	**282,972**	**31%**	**289,650**	**32%**	**186,205**	**20%**
Norway	26,227	3%	28,682	3%	16,645	2%
Switzerland	3,736	0%	25,101	3%	657	0%
Other Europe	36,032	4%	37,881	4%	26,792	3%
Canada	6,989	1%	16,918	2%	2,965	0%
Usa	35,495	4%	58,193	6%	13,413	1%
S&C America	59,887	7%	39,422	4%	286,497	31%
China	106,856	12%	128,440	14%	83,565	9%
Japan	128,290	14%	116,563	13%	14,541	2%
Mid East	37,273	4%	46,778	5%	9,474	1%
Other Asia	90,443	10%	110,162	12%	100,929	11%
Rest Of World	29,406	3%	12,187	1%	166,172	18%
Unknown	69,588	8%	3,217	0%	5,337	1%
Total World fleet May 2010	**913,192**	**100%**	**913,192**	**100%**	**913,192**	**100%**

Table 5: Table 60: Who operates a country's/region's owned tonnage

Owner region/ country	Owned operated themselves no	gt	2 largest op regions	share no	gt	other op reg no	gt
Denmark	92%	93%	Other EU27	2%	2%	6%	5%
Germany	59%	41%	Denmark	7%	10%	34%	49%
Greece	85%	80%	Other Europe	3%	4%	12%	16%
Italy	92%	85%	Denmark	3%	5%	5%	10%
United Kingdor	85%	72%	Other Europe	3%	5%	12%	23%
Other EU27	90%	77%	Denmark	2%	6%	8%	17%
Other Europe	92%	82%	Other EU27	2%	4%	6%	14%
Canada	91%	64%	China	4%	20%	5%	16%
Usa	94%	83%	UK	1%	5%	5%	12%
S&C America	67%	39%	Usa	7%	17%	26%	44%
China	95%	90%	Other Europe	1%	2%	4%	8%
Japan	87%	81%	Other Asia	3%	4%	10%	15%
Mid East	96%	92%	UK	1%	2%	3%	6%
Other Asia	96%	89%	UK	2%	2%	2%	9%
Rest Of World	69%	21%	Greece	16%	36%	15%	43%

Table 6: Table 61: Who owns a country's/region's operated tonnage

Operator region/country	Operated owned themselves no	gt	2 largest op regions	share no	gt	other own reg no	gt
Denmark	56%	54%	Germany	13%	18%	31%	28%
Germany	87%	88%	Japan	1%	3%	12%	9%
Greece	63%	74%	RoW	12%	12%	25%	14%
Italy	77%	80%	UK	1%	3%	22%	17%
United Kingdor	57%	46%	S&C Am	3%	9%	40%	45%
Other EU27	69%	66%	Germany	5%	11%	26%	23%
Other Europe	74%	59%	Germany	2%	7%	24%	34%
Canada	61%	39%	S&C Am	12%	39%	27%	22%
Usa	68%	51%	S&C Am	3%	17%	29%	32%
S&C America	47%	59%	Germany	3%	13%	50%	28%
China	78%	75%	Germany	2%	3%	20%	22%
Japan	61%	90%	Germany	1%	1%	38%	9%
Mid East	67%	73%	Germany	2%	6%	31%	21%
Other Asia	61%	73%	Germany	1%	5%	38%	22%
Rest Of World	57%	51%	Japan	1%	7%	42%	42%

Table 7: Table 62: Ownership and the flags in k gt

	Flag																																						
Owner country	Austria	Belgium	Bulgaria	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Irish Republic	Italy	Latvia	Lithuania	Luxembourg	Malta	Netherlands	Poland	Portugal	Romania	Slovakia	Slovenia	Spain	Sweden	United Kingdom	Total EU27	Norway	Switzerland	Other Europe	Canada	Usa	S&C America	China	Japan	Mid East	Other Asia	Rest Of World	Unknown	Total
Austria																										0						6							6
Belgium		3,726		8				1,138		1,309					351	301	65		40				35			6,973			69			178	484			46	18	2	7,769
Bulgaria			376													362										738						177				46		0	961
Cyprus				3,898					41	234						624			17		11					4,825	18		135			1,917	216			224	1,119	41	8,496
Czech Republic																										0						3							3
Denmark		99		34	10,901	0		279			0			161	23	407	110	1	17				7	209	1,637	13,885	244		518	37	1,538	1,374	1,315		5	5,579	520	70	25,087
Estonia				62		346							70			51								107		637	4		1			114				3	9	0	768
Finland						1	1,424		98				34			6	85							515		2,163	10		8			468			2		6	0	2,657
France		5		52				3,354				11			287	477	53						1	2	1,576	5,818	103		2	7	28	1,285	137			55	358	223	8,015
Germany				1,576	125	3		4	14,491	2		2		0	173	2,070	418	6	59		9		44	90	1,259	20,331	0		1,287		120	14,751	407			764	40,616		78,277
Greece				4,682	14			4		30,096		314				10,183			40		1				3	45,337		0	2,148			15,274	785		18	255	18,182	28	82,028
Hungary																										0			2										2
Irish Republic				91							95					2	21				2			16	2	228			4			116				18	9	3	378
Taly				47	0				0			13,296				763	67		68	0	4	0	14	289	81	14,630	75		259			1,601				48	1,989	27	18,629
Latvia													26			64										90						177				3	694		965
Lithuania														204		12										216	3		2			51				13	18	10	313
Luxembourg															9	42									1	51						20							71
Malta				0						1						189	0									190						11					5	1	207
Netherlands		10	1	364				3	2			15		1	17	33	4,213	0	2	1				1	346	5,007	12	12	365	26	2	3,469	20		1	334	814	5	10,068
Poland				300												309		80			3					691	13					670					496		1,870
Portugal				2												147			142				0			291						290					2	0	583
Romania																218				162			0			381			3			28			5	41	133	4	596
Slovakia																					4					4													4
Slovenia				59												77					4	1				142						75				12	264		494
Spain		1		170				19								473	0		219				1,188		9	2,079			0	1		1,034				1	9	1	3,125
Sw eden				26	351			245	17			27				35	232		27					2,512	742	4,212	310		88		260	501				626	100	1	6,098
United Kingdom		48		654	6			18	16	4,108		13			44	636	145			1			3	42	6,263	11,996	43		3,346	1	361	4,007	501		12	498	4,723	4	25,492
Eu 27 Total	**0**	**3,890**	**377**	**12,026**	**11,397**	**350**	**1,424**	**5,061**	**14,666**	**35,751**	**95**	**13,677**	**131**	**366**	**905**	**17,481**	**5,408**	**86**	**630**	**164**	**38**	**2**	**1,293**	**3,782**	**11,917**	**140,917**	**835**	**12**	**8,237**	**72**	**2,309**	**47,598**	**3,866**	**0**	**43**	**8,566**	**70,086**	**422**	**282,962**
Norw ay				156	52	5	23	7			27	43				615	78		133				310	49	1,171	2,671	11,005		1,260	316	252	4,585	760		2	3,056	2,134	185	26,227
Sw itzerland								137	51							358	126		23				3		0	698		631	19			1,672				109	607	0	3,736
Other Europe			4	1,436	20			0	0	618		4	1		12	4,569	11		3		77				13	6,770	52		12,784			2,856	5			800	12,651	115	36,032
Canada				39				0								14	21								0	74				2,237	3	903	3,348			6	419		6,989
Usa		100		65						633	13				11	1,136	10						6		200	2,173	395		37	254	9,003	9,463	478		5	721	12,312	655	35,495
S&C America				1,596	10			1		636		1,565				944	926		172				596		1,141	7,587	2,866		1,693		277	29,215	2,344		1	4,931	10,875	99	59,887
China				152				544	72			517				148									1,177	2,611	891					29,108	59,919	1	0	5,599	8,270	457	106,856
Japan				573											17	131	39								45	806			599			93,862	2,423	13,318		8,381	8,836	64	128,290
Mid East				1,878					210							5,933	5									8,027	70		54			8,382	251		8,648	1,115	10,601	126	37,273
Other Asia				183				482		0						375									185	1,225	21		10		1,060	21,897	416	0	32	58,150	7,410	223	90,443
Rest Of World		0		1,419				55		1,422		12				2,291	81	6	60		2				122	5,470	366		614		64	7,596	2,117		15	528	12,511	123	29,406
Unknow n	4	433	64	961	134	0	26	80	224	904	6	488	73	1	56	1,960	626	35	203	30	17		177	84	578	7,166	144	13	1,486	87	446	29,360	7,638	1,221	728	8,969	9,463	2,867	69,588
Total k gt	**4**	**4,423**	**446**	**20,485**	**11,614**	**356**	**1,473**	**6,368**	**15,222**	**39,964**	**141**	**16,306**	**205**	**367**	**1,001**	**35,956**	**7,332**	**127**	**1,225**	**194**	**134**	**2**	**2,386**	**3,915**	**16,549**	**186,195**	**16,645**	**657**	**26,792**	**2,965**	**13,413**	**286,497**	**83,565**	**14,541**	**9,474**	**100,929**	**166,172**	**5,337**	**913,183**

Table 63: Ownership and the flag, % share in gt

Flag %

Owner country	Austria	Belgium	Bulgaria	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Irish Republic	Italy	Latvia	Lithuania	Luxembourg	Malta	Netherlands	Poland	Portugal	Romania	Slovakia	Slovenia	Spain	Sweden	United Kingdom	Total EU27	Norway	Switzerland	Other Europe	Canada	Usa	S&C America	China	Japan	Mid East	Other Asia	Rest Of World	Unknown	Total
Austria	0%																									0%						100%							100%
Belgium		48%		0%				15%		17%					5%	4%	1%		1%				0%			90%			1%			2%	6%			1%	0%	0%	100%
Bulgaria			39%													38%										77%						18%				5%		0%	100%
Cyprus				46%					0%	3%						7%			0%		0%					57%	0%		2%			23%	3%			3%	13%	0%	100%
Czech Republic																										0%						100%							100%
Denmark		0%		0%	43%	0%		1%			0%			1%	0%	2%	0%	0%	0%				0%	1%	7%	55%	1%		2%	0%	6%	5%	5%		0%	22%	2%	0%	100%
Estonia				8%		45%							9%			7%								14%		83%	0%		0%			15%				0%	1%	0%	100%
Finland						0%	54%		4%				1%			0%	3%							19%		81%	0%		0%			18%			0%		0%		100%
France		0%		1%				42%				0%			4%	6%	1%						0%	0%	20%	73%	1%		0%	0%	0%	16%	2%			1%	4%	3%	100%
Germany				2%	0%	0%		0%	19%	0%		0%		0%	0%	3%	1%	0%	0%		0%		0%	0%	2%	26%	0%		2%		0%	19%	1%			1%	52%		100%
Greece				6%	0%			0%		37%		0%				12%			0%		0%				0%	55%		0%	3%			19%	1%		0%	0%	22%	0%	100%
Hungary																										0%			100%										100%
Irish Republic				24%							25%					0%	6%				0%			4%	1%	60%			1%			31%				5%	2%	1%	100%
Italy				0%	0%				0%			71%				4%	0%		0%	0%	0%	0%	0%	2%	0%	79%	0%		1%			9%				0%	11%	0%	100%
Latvia													3%			7%										9%						18%				0%	72%		100%
Lithuania														65%		4%										69%	1%		1%			16%				4%	6%	3%	100%
Luxembourg															13%	59%									1%	72%						28%							100%
Malta				0%						0%						91%	0%									92%						5%					2%	0%	100%
Netherlands		0%	0%	4%				0%	0%			0%		0%	0%	0%	42%	0%	0%	0%				0%	3%	50%	0%	0%	4%	0%	0%	34%	0%		0%	3%	8%	0%	100%
Poland				16%												16%		4%			0%					37%	1%					36%					27%		100%
Portugal				0%												25%			24%				0%			50%						50%					0%	0%	100%
Romania																37%				27%			0%			64%			1%			5%			1%	7%	22%	1%	100%
Slovakia																					100%					100%													100%
Slovenia				12%												16%					1%	0%				29%						15%				2%	53%		100%
Spain		0%		5%				1%								15%	0%		7%				38%		0%	67%			0%	0%		33%				0%	0%	0%	100%
Sweden				0%	6%			4%	0%			0%				1%	4%		0%					41%	12%	69%	5%		1%		4%	8%				10%	2%	0%	100%
United Kingdom		0%		3%	0%			0%	0%	16%		0%			0%	2%	1%			0%			0%	0%	25%	47%	0%		13%	0%	1%	16%	2%		0%	2%	19%	0%	100%
Eu 27 Total	**0%**	**1%**	**0%**	**4%**	**4%**	**0%**	**1%**	**2%**	**5%**	**13%**	**0%**	**5%**	**0%**	**0%**	**0%**	**6%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**4%**	**50%**	**0%**	**0%**	**3%**	**0%**	**1%**	**17%**	**1%**	**0%**	**0%**	**3%**	**25%**	**0%**	**100%**
Norway				1%	0%	0%	0%	0%			0%	0%				2%	0%		1%				1%	0%	4%	10%	42%		5%	1%	1%	17%	3%		0%	12%	8%	1%	100%
Switzerland								4%	1%							10%	3%		1%				0%		0%	19%		17%	1%			45%				3%	16%	0%	100%
Other Europe			0%	4%	0%			0%	0%	2%		0%	0%		0%	13%	0%		0%		0%				0%	19%	0%		35%			8%	0%			2%	35%	0%	100%
Canada				1%				0%								0%	0%								0%	1%				32%	0%	13%	48%			0%	6%		100%
Usa		0%		0%						2%	0%				0%	3%	0%						0%		1%	6%	1%		0%	1%	25%	27%	1%		0%	2%	35%	2%	100%
S&C America				3%	0%			0%		1%		3%				2%	2%		0%				1%		2%	13%	5%		3%		0%	49%	4%		0%	8%	18%	0%	100%
China				0%				1%	0%			0%				0%									1%	2%	1%					27%	56%	0%	0%	5%	8%	0%	100%
Japan				0%											0%	0%	0%								0%	1%			0%			73%	2%	10%		7%	7%	0%	100%
Mid East				5%					1%							16%	0%									22%	0%		0%			22%	1%		23%	3%	28%	0%	100%
Other Asia				0%				1%		0%						0%									0%	1%	0%		0%		1%	24%	0%	0%	0%	64%	8%	0%	100%
Rest Of World		0%		5%				0%		5%		0%				8%	0%	0%	0%		0%				0%	19%	1%		2%		0%	26%	7%		0%	2%	43%	0%	100%
Unknown	0%	1%	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	3%	1%	0%	0%	0%	0%		0%	0%	1%	10%	0%	0%	2%	0%	1%	42%	11%	2%	1%	13%	14%	4%	100%
Total k gt	**0%**	**0%**	**0%**	**2%**	**1%**	**0%**	**0%**	**1%**	**2%**	**4%**	**0%**	**2%**	**0%**	**0%**	**0%**	**4%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**20%**	**2%**	**0%**	**3%**	**0%**	**1%**	**31%**	**9%**	**2%**	**1%**	**11%**	**18%**	**1%**	**100%**

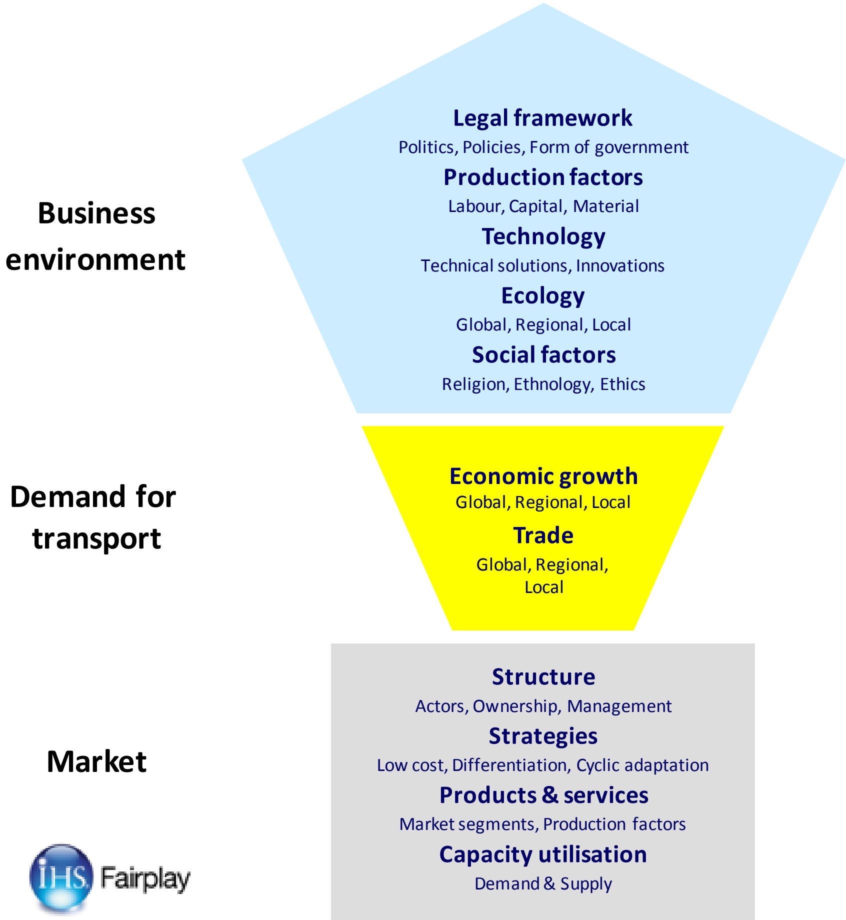

Figure 74: Figure 1: The IHS Fairplay Research approach

Appendix III: OPTIMAR 2008 10, Appendix II: Cargo in Ports (Eurostat) and tables in Chapter XXX

Notes on the cargo descriptions in appendix II:

1) Self-propelled roll-on roll-off
2) Non self-propelled roll-on roll-off
3) Includes small containers
4) Does not include TEUs

Belgium

Table 8: OPTIMAR 2008 table 48, port throughput in Belgium 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1		Q2		Q3		Q4	
Belgium-Total	Liquid Bulk	47,810	48,872	33,990	14,881	11,837	0%	12,270	4%	12,420	-1%		
	Dry Bulk	44,020	47,759	39,647	8,113	7,340	-37%	7,125	-44%	8,731	-28%		
	Roro S-P[1]	84,591	91,601	4,611	5,558	18,665	-15%	21,566	-14%	21,248	-10%		
	Roro NS-P[2]	10,145	10,169	8,038	13,357	1,766	-33%	1,722	-36%	1,699	-30%		
	General Cargo[3]	23,322	21,394	11,570	9,891	4,177	-26%	4,289	-25%	4,236	-19%		
	Containers	23,532	21,461	40,515	51,086	3,829	-26%	3,278	-40%	3,385	-38%		
	All Cargo	*233,420*	*241,256*	*138,370*	*102,886*	*47,613*	*-19%*	*50,249*	*-21%*	*51,719*	*-16%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Antwerpen	Liquid Bulk	33,398	36,701	37,574	39,220	38,991	26,966	12,026	9,195	9,772	9,949	
	Dry Bulk	25,135	26,685	25,607	24,200	27,132	21,400	5,732	3,922	3,907	4,800	
	Roro S-P[1]	948	1,894	2,078	2,352	2,527	890	1,637	485	493	512	
	Roro NS-P[2]	2,440	3,484	3,419	3,983	3,648	1,392	2,256	636	629	679	
	General Cargo[3]	17,513	17,381	18,182	19,467	16,719	8,589	8,130	2,867	2,447	2,408	
	Containers	55,936	59,529	64,676	76,289	82,219	36,537	45,682	16,332	18,459	17,771	
	Container (TEU)	6,063,746	6,488,029	7,018,899	8,175,951	8,662,890						
	All Cargo Types [4]	*135,370*	*145,673*	*151,536*	*165,511*	*171,237*	*95,774*	*75,463*	*33,436*	*35,707*	*36,119*	
Gent	Liquid Bulk	2,380	3,340	2,817	2,984	3,907	2,832	1,075	949	908	928	
	Dry Bulk	13,661	13,023	16,822	16,963	17,889	15,609	2,280	2,865	2,538	3,453	
	Roro S-P[1]	73	76	378	349	294	203	91	58	47	54	
	Roro NS-P[2]	1,235	1,008	1,641	1,845	1,670	795	874	315	333	322	
	General Cargo[3]	2,851	4,619	2,380	2,818	3,097	1,685	1,412	626	494	546	
	Containers	101	31	30	26	35	2	33	11	11	13	
	All Cargo Types [4]	*20,302*	*22,096*	*24,067*	*24,984*	*26,891*	*21,126*	*5,765*	*4,823*	*4,331*	*5,314*	
Oostende	Liquid Bulk	26	70	94	29	53	53		4	14	3	
	Dry Bulk	1,081	992	968	911	791	791		160	275	106	
	Roro S-P[1]	1,604	3,827	3,221	3,707	3,646	1,621	2,025	741	740	687	
	Roro NS-P[2]	2,080	2,361	3,069	3,063	3,078	1,049	2,029	474	366	174	
	General Cargo[3]	41	343	431	362	793	736	58	158	162	177	
	Containers	87	28	16	8							
	All Cargo Types [4]	*4,919*	*7,620*	*7,799*	*8,082*	*8,361*	*4,250*	*4,111*	*1,537*	*1,558*	*1,148*	
Zeebrugge	Liquid Bulk	3,103	4,163	5,896	5,577	5,920	4,140	1,780	1,689	1,576	1,541	
	Dry Bulk	1,663	1,719	1,863	1,946	1,947	1,846	101	393	404	372	
	Roro S-P[1]	1,987	2,426	3,185	3,738	3,702	1,896	1,806	483	442	445	
	Roro NS-P[2]	12,769	13,580	13,689	14,430	12,999	4,802	8,197	2,752	2,960	3,061	
	General Cargo[3]	688	1,040	1,041	885	852	561	291	178	175	254	
	Containers	4,683	5,514	7,090	8,268	9,347	3,976	5,371	2,322	3,096	3,464	
	Container (TEU)	1,196,755	1,407,933	1,653,000	2,020,723	2,209,665						
	All Cargo Types [4]	*24,892*	*28,442*	*32,763*	*34,843*	*34,767*	*17,220*	*17,546*	*7,817*	*8,653*	*9,138*	
Belgium Total		***185,483***	***203,831***	***216,166***	***233,420***	***241,256***	***138,370***	***102,886***	***47,613***	***50,249***	***51,719***	***0***

Bulgaria

Table 9: OPTIMAR 2008 table 41, port throughput in Bulgaria 2007-2009, thousand tonnes

Country	*Cargo*	*2007*	*2008*			*2009*							
			Total	*Inward*	*Outward*	*Q1, % vs '08*		*Q2 % vs '08*		*Q3 % vs '08*		*Q4 % vs '08*	
Bulgaria	Liquid Bulk	11,461	11,688	7,531	4,157	2,142	-18%	2,870	-7%	2,718	-11%	2,651	-10%
	Dry Bulk	8,702	10,047	6,607	3,439	2,064	8%	1,064	-60%	2,500	-21%	2,594	13%
	Roro S-P[1]	44	22	4	18	4	-35%	3	-13%	5	-12%	4	-24%
	Roro NS-P[2]	177	131	79	52	23	-41%	12	-58%	13	-56%	26	-21%
	General Cargo[3]	2,852	2,624	1,442	1,181	433	-34%	433	-43%	382	-44%	467	-12%
	Containers	1,370	1,826	1,083	743	299	-16%	354	-24%	344	-35%	347	-28%
	All Cargo Types [4]	*24,605*	*26,338*	*16,747*	*9,591*	*4,965*	*-11%*	*4,736*	*-33%*	*5,962*	*-20%*	*6,088*	*-3%*

Port	*Cargo*	*2004*	*2005*	*2006*	*2007*	*2008*			*2009*			
						Total	*Inward*	*Outward*	*Q1*	*Q2*	*Q3*	*Q4*
Burgas	Liquid Bulk	7,942	8,911	10,850	10,661	10,745	7,342	3,403	1,918	2,583	2,437	2,313
	Dry Bulk	2,968	2,982	3,836	2,621	2,699	2,033	666	389	336	1,013	871
	Roro S-P[1]	74	85	64	42	18	3	15	4	3	5	4
	Roro NS-P[2]					9	2	6	1	2	1	2
	General Cargo[3]	2,352	2,270	2,380	2,046	1,836	1,067	769	296	293	222	268
	Containers	249	246	271	291	394	252	142	61	67	68	56
Varna	*All Cargo Types [4]*	*13,585*	*14,493*	*17,401*	*15,661*	*15,701*	*10,700*	*5,001*	*2,668*	*3,284*	*3,746*	*3,513*
	Liquid Bulk	528	789	943	799	943	189	754	224	287	281	338
	Dry Bulk	6,970	7,367	6,738	6,081	7,347	4,574	2,773	1,675	728	1,487	1,723
	Roro S-P[1]	411	456	375	2	4	0	3	0	0	0	1
	Roro NS-P[2]				177	122	77	46	23	10	12	24
	General Cargo[3]	602	603	706	806	788	376	412	137	140	160	198
	Containers	973	1,028	1,176	1,080	1,433	831	601	238	287	277	291
	All Cargo Types [4]	*9,484*	*10,243*	*9,938*	*8,944*	*10,637*	*6,047*	*4,590*	*2,296*	*1,452*	*2,217*	*2,575*
Bulgaria Total		***23,068***	***24,737***	***27,339***	***24,605***	***26,338***	***16,747***	***9,591***	***4,965***	***4,736***	***5,962***	***6,088***

Cyprus

Table 10: OPTIMAR 2008 table 40, port throughput in Cyprus 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	% vs '08	Q2	% vs '08	Q3	% vs '08	Q4	% vs '08
Cyprus	Liquid Bulk	1,160	1,376	1,376		337	-19%	379	39%	359	15%		
	Dry Bulk	418	274	185	88	56	-4%	64	-31%	66	7%		
	Roro S-P[1]	34	32	30	2	4	-43%	4	-42%	3	-58%		
	Roro NS-P[2]	1	1	1		0	-67%	3	4795%	4	1507%		
	General Cargo[3]	397	346	333	12	41	-50%	50	-59%	47	-56%		
	Containers	990	1,153	777	376	197	-38%	199	-35%	200	-28%		
	All Cargo Types [4]	*2,999*	*3,181*	*2,703*	*478*	*636*	*-28%*	*699*	*-12%*	*679*	*-12%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Dhekelia	Liquid Bulk	111	28		79	217	217		51	67	54	
	All Cargo Types [4]	*111*	*28*		*79*	*217*	*217*		*51*	*67*	*54*	
Larnaca	Liquid Bulk	8	10	8	11	12	12			1		
	Dry Bulk	32	173	215	271	242	181	61	47	56	55	
	Roro S-P[1]	7	1	1	1	1		1				
	Roro NS-P[2]		0	0								
	General Cargo[3]	78	107	125	161	133	123	10	17	21	22	
	Containers	38	16	0		0		0				
	All Cargo Types [4]	*163*	*308*	*349*	*444*	*388*	*315*	*72*	*63*	*77*	*76*	
Larnaca Oil Terminal	Liquid Bulk	316	466	634	678	719	719		230	201	189	
	General Cargo[3]			0							0	
	All Cargo Types [4]	*316*	*466*	*634*	*678*	*719*	*719*		*230*	*201*	*189*	
Lemesos	Liquid Bulk	12	9									
	Dry Bulk	57	145	100	65	30	5	25	10	8	7	
	Roro S-P[1]	46	15	28	33	31	30	0	4	3	3	
	Roro NS-P[2]	28	7	3	1	1	1		0	0	0	
	General Cargo[3]	121	304	201	236	211	208	3	23	25	25	
	Unknow n		206									
	Containers	1,187	1,037	1,160	990	1,153	777	376	197	199	200	
	All Cargo Types [4]	*1,451*	*1,724*	*1,491*	*1,324*	*1,425*	*1,021*	*404*	*233*	*235*	*236*	
Moni Anchorage	Liquid Bulk	31			19	53	53		12	23	16	
	All Cargo Types [4]	*31*			*19*	*53*	*53*		*12*	*23*	*16*	
Vasilico	Liquid Bulk				373	375	375		44	88	100	
	Dry Bulk				82	2		2			4	
	General Cargo[3]					2	2		2	4		
	Containers					0	0					
	All Cargo Types [4]				*455*	*379*	*377*	*2*	*46*	*96*	*108*	
Cyprus Total		**2,071**	**2,526**	**2,474**	**2,999**	**3,181**	**2,703**	**478**	**636**	**699**	**679**	***0***

Germany

Table 11: OPTIMAR 2008 table 58, port throughput in Germany 2007-2009, thousand tonnes

			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Germany	Liquid Bulk	70,516	67,679	52,169	15,510	16,304	0%	14,490	-14%	15,233	-10%		
	Dry Bulk	60,613	63,877	49,105	14,772	11,932	-21%	12,853	-19%	15,184	-3%		
	Roro S-P[1]	25,318	24,681	10,598	14,083	4,713	-27%	4,826	-28%	4,871	-19%		
	Roro NS-P[2]	16,279	15,324	8,459	6,865	2,861	-30%	2,950	-30%	2,862	-23%		
	General Cargo[3]	20,348	19,781	11,246	8,535	3,869	-24%	3,449	-35%	3,823	-23%		
	Containers	116,897	121,831	59,948	61,883	22,655	-25%	25,244	-22%	24,907	-21%		
	All Cargo Types[4]	*309,971*	*313,172*	*191,525*	*121,647*	*62,334*	*-19%*	*63,813*	*-22%*	*66,880*	*-15%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Amrum I.	Liquid Bulk	2	2	2	1	1	1					
	Dry Bulk	17	13	6	14	4	4	0			0	
	Roro S-P[1]	12	1	19	23	24	19	5	5	6	7	
	All Cargo Types[4]	*30*	*16*	*27*	*38*	*29*	*24*	*5*	*5*	*6*	*7*	
Baltrum I.	Dry Bulk	13	1	6		0	0					
	Roro S-P[1]	1	1	0	0	7	3	3	0	1	2	
	General Cargo[3]	10	7	8	8	24	23	1	2	3	6	
	Containers	1	1	1	1	1		1	0	0	0	
	All Cargo Types[4]	*25*	*10*	*15*	*9*	*32*	*27*	*5*	*2*	*5*	*8*	
Bensersiel	Dry Bulk		0		0	0	0	0				
	Roro S-P[1]	13	12	7	6	5	1	4	2	7	5	
	General Cargo[3]	13	13	5	11	32	8	24	4	4	1	
	Containers	3	3	4	6	5	4	1	2	1	4	
	All Cargo Types[4]	*29*	*28*	*16*	*23*	*42*	*13*	*29*	*10*	*12*	*10*	
Borkum I.	Liquid Bulk	1	1									
	Dry Bulk	8	16	3	19	3	3		3		1	
	Roro S-P[1]	116	122	121	133	94	48	46	9			
	General Cargo[3]	0		2	6	5	5		2	0	0	
	Containers	8	8	1								
	All Cargo Types[4]	*133*	*147*	*127*	*157*	*103*	*56*	*46*	*13*	*0*	*1*	
Brake	Liquid Bulk	342	390	443	254	213	38	175	26	115	93	
	Dry Bulk	2,184	2,169	2,456	2,722	3,370	2,726	644	759	700	786	
	Roro NS-P[2]	75	73	63								
	General Cargo[3]	2,375	2,646	2,494	2,399	2,160	1,332	828	283	293	308	
	Containers	26	32	30	28	2	1	0		1	1	
	All Cargo Types[4]	*5,002*	*5,309*	*5,486*	*5,402*	*5,745*	*4,097*	*1,648*	*1,068*	*1,109*	*1,188*	
Bremen	Liquid Bulk	1,520	1,644	1,867	1,222	1,320	1,294	26	310	276	247	
	Dry Bulk	7,545	6,450	8,383	9,220	7,747	7,247	500	1,357	1,306	1,880	
	Roro S-P[1]	24	34	30	42	40	24	16	11	11	6	
	Roro NS-P[2]	0	1	0	0	0		0	0			
	General Cargo[3]	4,351	4,508	4,855	5,027	5,264	1,827	3,437	881	781	770	
	Containers	172	291	150	133	173	38	135	33	30	25	
	All Cargo Types[4]	*13,613*	*12,927*	*15,286*	*15,644*	*14,545*	*10,430*	*4,115*	*2,591*	*2,404*	*2,929*	
Bremerhaven	Liquid Bulk	415	487	485	386	402	384	19	62	58	54	
	Dry Bulk	148	140	87	70	58	58		21	20	17	
	Roro S-P[1]	2,107	2,329	2,711	3,046	3,275	1,257	2,017	376	390	497	
	Roro NS-P[2]	31	78	60	90	151	27	124	35	30	33	
	General Cargo[3]	1,089	1,185	1,274	1,262	1,333	826	507	222	216	181	
	Containers	27,966	29,509	35,733	38,764	43,736	20,541	23,194	8,208	10,084	10,268	
	Container (TEU)	3,469,253	3,735,574	4,444,389	4,912,177	5,529,159						
	All Cargo Types[4]	*31,756*	*33,728*	*40,350*	*43,618*	*48,955*	*23,094*	*25,861*	*8,923*	*10,797*	*11,051*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Brunsbüttel	Liquid Bulk	5,611	5,476	4,574	5,743	4,557	2,821	1,736	1,177	1,159	705	
	Dry Bulk	1,158	1,100	1,633	3,866	4,570	3,785	785	884	904	748	
	Roro S-P[1]					0		0				
	General Cargo[3]	14	21	26	47	48	9	38	9	9	2	
	Containers	113			0				1	3	1	
	All Cargo Types[4]	*6,896*	*6,598*	*6,233*	*9,657*	*9,175*	*6,616*	*2,559*	*2,072*	*2,076*	*1,456*	
Büsum	Dry Bulk	122	102	112	85	96	67	28	20	20	11	
	All Cargo Types[4]	*122*	*102*	*112*	*85*	*96*	*67*	*28*	*20*	*20*	*11*	
Bützfleth	Liquid Bulk	2,367	2,317	2,229	2,404	2,219	1,043	1,176	487	561	595	
	Dry Bulk	2,320	2,661	2,560	3,140	3,346	2,949	396	627	600	574	
	General Cargo[3]	11	6	24	14	9	2	6	10	36	41	
	All Cargo Types[4]	*4,697*	*4,984*	*4,812*	*5,558*	*5,573*	*3,995*	*1,578*	*1,124*	*1,197*	*1,210*	
Carolinensiel	Liquid Bulk	0	0									
	Roro S-P[1]	2	2	2	5	3	1	2	0	1	1	
	General Cargo[3]	2	1	1	1	1	0	1	0	0	1	
	Containers	19	19	19	24	15	5	10	3	4	5	
	All Cargo Types[4]	*23*	*21*	*21*	*30*	*19*	*7*	*12*	*3*	*6*	*7*	
Cuxhaven	Liquid Bulk	5	3	2	2	0		0			9	
	Dry Bulk	263	246	202	301	369	327	42	53	79	62	
	Roro S-P[1]	240	289	290	339	311	15	296	40	69	73	
	Roro NS-P[2]	687	799	748	719	689	307	382	100	126	139	
	General Cargo[3]	182	227	216	186	197	114	83	127	49	97	
	Containers	217	269	408	382	389	59	330	76	92	92	
	Container (TEU)	32,000	37,660	68,354	63,808	63,271						
	All Cargo Types[4]	*1,594*	*1,833*	*1,867*	*1,929*	*1,956*	*822*	*1,134*	*395*	*415*	*472*	
Dagebüll	Dry Bulk	2	13	11	32				3	11	11	
	Roro S-P[1]	91	101	121	112	116	37	79	25	30	32	
	All Cargo Types[4]	*93*	*114*	*132*	*144*	*116*	*37*	*79*	*29*	*41*	*44*	
Duisburg	Liquid Bulk	7	2									
	Dry Bulk	87	84	74	79	74	59	14	32	6	24	
	General Cargo[3]	1,399	1,339	1,291	1,616	1,595	351	1,244	189	166	199	
	Containers	191	248	254	364	406	86	320	73	88	62	
	All Cargo Types[4]	*1,684*	*1,673*	*1,618*	*2,060*	*2,074*	*496*	*1,578*	*294*	*260*	*285*	
Emden	Liquid Bulk	727	861	830	849	867	745	122	206	178	198	
	Dry Bulk	505	418	452	362	410	402	9	72	137	93	
	Roro S-P[1]	1,313	1,422	1,622	1,787	1,678	467	1,211	317	245	314	
	General Cargo[3]	950	884	963	1,223	1,561	1,295	266	314	289	363	
	Containers	4	12	0	0	0	0	0	0	0	1	
	Container (TEU)	1,000	426	204	51							
	All Cargo Types[4]	*3,498*	*3,597*	*3,867*	*4,221*	*4,517*	*2,909*	*1,608*	*908*	*850*	*968*	
Flensburg	Liquid Bulk	3	2	0		0	0					
	Dry Bulk	487	552	493	464	581	580	2	197	70	91	
	General Cargo[3]	33	1	3	5	0	0			2		
	All Cargo Types[4]	*523*	*555*	*496*	*469*	*582*	*580*	*2*	*197*	*72*	*91*	
Föhr I.	Liquid Bulk	2										
	Dry Bulk	33	2	3		5	5					
	Roro S-P[1]	82	6	88	91	97	63	34	21	25	28	
	General Cargo[3]	1				0	0					
	Containers	0										
	All Cargo Types[4]	*118*	*8*	*91*	*91*	*103*	*69*	*34*	*21*	*25*	*28*	
Hamburg	Liquid Bulk	12,214	13,068	14,164	14,469	15,600	11,344	4,256	3,965	3,132	3,650	
	Dry Bulk	25,535	27,012	28,718	26,895	26,638	20,407	6,231	4,659	5,202	6,601	
	Roro S-P[1]	406	371	363	419	521	75	446	101	125	109	
	Roro NS-P[2]	3	11	14	3	10	9	1	6		2	
	General Cargo[3]	2,322	2,353	2,333	2,454	2,348	1,449	899	588	446	516	
	Containers	59,048	65,437	69,936	73,949	73,797	37,598	36,199	13,672	14,366	13,878	
	Container (TEU)	7,003,479	8,087,545	8,861,804	9,889,792	9,737,110						
	All Cargo Types[4]	*99,528*	*108,252*	*115,529*	*118,189*	*118,914*	*70,882*	*48,033*	*22,992*	*23,272*	*24,755*	
Helgoland I.	Liquid Bulk	1	1	1	1	1	1		0	0	0	
	Dry Bulk	3	5	2	15	16	16		5	2	1	
	General Cargo[3]	15	12	13	18	15	11	4	3	4	4	
	All Cargo Types[4]	*20*	*19*	*16*	*34*	*32*	*28*	*4*	*9*	*6*	*5*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Juist	Dry Bulk		5	3	2							
	Roro S-P[1]				0							
	General Cargo[3]	22	21	22	29	24	23	1	5	6		
	Containers	4	5	5	5	5		5	2	0	8	
	All Cargo Types [4]	*27*	*32*	*30*	*36*	*29*	*23*	*6*	*7*	*7*	*8*	
Kiel	Liquid Bulk	255	314	206	160	320	311	9	80	50	31	
	Dry Bulk	824	739	618	614	890	611	278	276	316	212	
	Roro S-P[1]	766	779	806	816	750	359	392	179	180	174	
	Roro NS-P[2]	722	761	838	805	743	319	424	189	195	198	
	General Cargo[3]	272	329	375	377	306	111	196	48	37	39	
	Containers	147	176	204	208	126	18	107	22	22	40	
	Container (TEU)	15,821	19,029	19,028	20,064	12,860						
	All Cargo Types [4]	*2,986*	*3,099*	*3,047*	*2,980*	*3,135*	*1,730*	*1,405*	*795*	*799*	*694*	
Langeoog, Insel	Dry Bulk				0	0	0					
	Roro S-P[1]	12	12	7	6	5	4	1	4	7	5	
	General Cargo[3]	13	13	5	11	31	23	9	4	4	1	
	Containers	3	3	4	6	5	1	4	2	1	4	
	All Cargo Types [4]	*29*	*28*	*16*	*23*	*42*	*29*	*13*	*11*	*12*	*10*	
List/Sylt	Roro S-P[1]	62	76	80	92	87	83	4				
	All Cargo Types [4]	*62*	*76*	*80*	*92*	*87*	*83*	*4*	*17*	*20*	*15*	
Lübeck	Liquid Bulk	1										
	Dry Bulk	1,331	970	1,010	1,060	1,215	941	273	297	235	285	
	Roro S-P[1]	6,131	6,062	6,505	6,866	6,952	3,280	3,672	1,566	1,608	1,566	
	Roro NS-P[2]	9,847	9,650	10,463	10,793	9,668	5,789	3,879	1,866	1,860	1,839	
	General Cargo[3]	408	417	557	504	421	378	44	97	91	90	
	Containers	1,450	1,749	2,521	2,952	3,080	1,541	1,538	546	532	492	
	Container (TEU)	137,200	170,000	234,000	205,338							
	All Cargo Types [4]	*19,168*	*18,848*	*21,056*	*22,175*	*21,334*	*11,929*	*9,406*	*4,372*	*4,326*	*4,272*	
Neuharlingersiel	Roro S-P[1]				0							
	General Cargo[3]	12	10	9	10	11	1	9	2	2	2	
	All Cargo Types [4]	*12*	*10*	*9*	*10*	*11*	*1*	*9*	*2*	*2*	*2*	
Norddeich	Liquid Bulk				0							
	Dry Bulk	0	1	1	5	4	1	3				
	Roro S-P[1]	91	112	116	112	110	11	99	9	6	10	
	General Cargo[3]	24	21	25	32	58	19	39	17	25	24	
	Containers	21	21	18	18	14	13	1	4	3	11	
	All Cargo Types [4]	*137*	*156*	*160*	*167*	*186*	*44*	*142*	*30*	*34*	*45*	
Nordenham	Liquid Bulk	538	686	486	499	524	418	105	106	89	83	
	Dry Bulk	2,336	2,402	2,534	2,484	1,995	1,900	95	378	467	687	
	General Cargo[3]	642	680	752	938	1,077	1,038	39	340	241	86	
	Containers	20	13	14	10	9	3	6		5		
	All Cargo Types [4]	*3,535*	*3,780*	*3,785*	*3,930*	*3,605*	*3,360*	*245*	*824*	*802*	*856*	
Norderney I.	Liquid Bulk	2	3	1	0							
	Dry Bulk	2	2	3	6	3	3		1	0		
	Roro S-P[1]	91	110	116	109	107	93	15	9	6	9	
	General Cargo[3]	0	1	4	9	17	15	2	12	19	20	
	Containers	9	10	10	11	8		8	2	2	3	
	All Cargo Types [4]	*103*	*125*	*134*	*135*	*135*	*110*	*25*	*24*	*27*	*33*	
Nordstrand	Dry Bulk		1	1	4					5	5	
	Roro S-P[1]	16	27	26	29	30	8	22	7	13	3	
	General Cargo[3]	1	1	0	1	1	0	0	0	0	0	
	All Cargo Types [4]	*16*	*29*	*27*	*33*	*31*	*8*	*23*	*7*	*18*	*9*	
Pellworm I.	Dry Bulk	22	18	7	6	30	29	1	0	17	5	
	Roro S-P[1]	20	28	29	29	30	22	8	7	13	3	
	General Cargo[3]	1	1	1	1	1	0	0	0	0	0	
	All Cargo Types [4]	*42*	*46*	*36*	*36*	*61*	*52*	*9*	*8*	*30*	*9*	
Puttgarden	Roro S-P[1]	3,574	3,735	3,965	4,319	4,073	1,591	2,482	852	887	852	
	All Cargo Types [4]	*3,574*	*3,735*	*3,965*	*4,319*	*4,073*	*1,591*	*2,482*	*852*	*887*	*852*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Rostock	Liquid Bulk	2,699	2,646	2,959	3,966	4,914	4,401	513	1,058	745	1,234	
	Dry Bulk	5,686	6,070	6,405	5,411	6,959	2,868	4,091	1,192	1,670	1,810	
	Roro S-P[1]	4,749	5,287	6,009	6,362	5,922	2,937	2,985	1,099	1,123	1,114	
	Roro NS-P[2]	2,089	1,894	1,871	1,999	2,181	1,114	1,067	409	394	388	
	General Cargo[3]	1,133	1,240	1,807	1,833	1,255	672	584	191	154	315	
	Containers	11	8	7	13	42	25	17	2	3	6	
	Container (TEU)	838										
	All Cargo Types [4]	*16,367*	*17,147*	*19,058*	*19,584*	*21,273*	*12,017*	*9,256*	*3,952*	*4,088*	*4,867*	
Sassnitz	Dry Bulk	142	130	127	131	337	236	101	105	48	48	
	Roro S-P[1]	485	461	441	575	441	198	243	75	75	61	
	Roro NS-P[2]	2,144	2,010	2,064	1,870	1,882	894	988	250	346	263	
	General Cargo[3]	88	22	31	19	50	43	7	13	11	113	
	Containers	0	1	0	0	1	0	1	1	0	0	
	All Cargo Types [4]	*2,858*	*2,623*	*2,663*	*2,595*	*2,711*	*1,371*	*1,340*	*443*	*479*	*484*	
Spieckeroog I.	Liquid Bulk	0	0	0	0	0	0		0	0	0	
	Roro S-P[1]	0		0	0	0	0	0	0	0	0	
	Roro NS-P[2]					0	0	0	0	0	0	
	General Cargo[3]	11	10	9	10	10	10	0	2	2	2	
	All Cargo Types [4]	*11*	*10*	*9*	*10*	*10*	*10*	*1*	*2*	*2*	*2*	
Wangerooge I.	Dry Bulk	2			2							
	Roro S-P[1]	1	0	1	1	1	0	0	0	0	0	
	General Cargo[3]	1	0	1	2	1	0	0	1	0		
	Containers	18	17	16	22	18	13	5	5	6	5	
	All Cargo Types [4]	*23*	*17*	*17*	*27*	*19*	*13*	*6*	*6*	*6*	*5*	
Wilhelmshaven	Liquid Bulk	42,278	43,645	40,866	40,444	36,629	29,256	7,373	8,802	8,106	8,311	
	Dry Bulk	2,138	1,903	1,881	1,763	3,340	3,333	7	552	847	746	
	General Cargo[3]	273	411	359	436	586	557	29	164	250	259	
	Containers	267	18									
	Container (TEU)	43,032	2,681									
	All Cargo Types [4]	*44,956*	*45,977*	*43,106*	*42,643*	*40,556*	*33,147*	*7,409*	*9,519*	*9,203*	*9,317*	
Wismar	Liquid Bulk	23	56	94	115	110	110		24	22	20	
	Dry Bulk	1,815	1,716	1,641	1,840	1,817	546	1,271	438	189	486	
	Roro S-P[1]	0	0									
	General Cargo[3]	966	1,977	2,114	1,862	1,340	1,102	238	326	287	368	
	Containers		1									
	All Cargo Types [4]	*2,804*	*3,750*	*3,848*	*3,817*	*3,267*	*1,758*	*1,509*	*789*	*497*	*875*	
Germany-Total		***266,093***	***279,409***	***297,148***	***309,971***	***313,172***	***191,525***	***121,647***	***62,334***	***63,813***	***66,880***	***0***

Denmark

Table 12: OPTIMAR 2008 table 52, port throughput in denmark 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, % vs '08		Q2 % vs '08		Q3 % vs '08		Q4 % vs '08	
Denmark	Liquid Bulk	28,163	27,933	12,304	15,629	6,784	-2%	6,432	-11%	6,674	-4%	6,095	-11%
	Dry Bulk	32,056	32,156	23,507	8,649	6,911	-18%	5,208	-41%	6,929	-2%	6,629	-15%
	Roro S-P[1]	20,435	19,953	9,722	10,230	4,210	-18%	4,348	-19%	4,263	-12%	4,299	-7%
	Roro NS-P[2]	5,884	5,558	2,538	3,019	1,149	-18%	1,132	-25%	1,114	-19%	1,104	-13%
	General Cargo[3]	4,349	4,326	2,926	1,400	807	-25%	670	-44%	608	-39%	916	-13%
	Containers	5,747	5,524	3,016	2,508	1,088	-23%	1,128	-24%	1,200	-13%	1,225	-2%
	All Cargo Types [4]	*96,635*	*95,450*	*54,014*	*41,436*	*20,949*	*-14%*	*18,918*	*-26%*	*20,789*	*-8%*	*20,267*	*-11%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Aabenraa	Liquid Bulk	306	422	475	785	670	529	142	137	88	64	75
	Dry Bulk	817	917	990	1,067	988	627	360	186	181	282	225
	Roro NS-P[2]	227	264	237	168	113	46	67				
	General Cargo[3]	7	12	18	31	34	20	14	3	5	4	1
	All Cargo Types [4]	*1,356*	*1,615*	*1,721*	*2,051*	*1,805*	*1,222*	*583*	*326*	*275*	*350*	*301*
Aalborg	Liquid Bulk	1,187	1,074	1,557	1,224	1,590	1,242	348	338	400	495	338
	Dry Bulk	1,187	955	956	995	1,041	951	90	166	278	197	209
	General Cargo[3]	132	210	287	213	246	64	182	43	36	54	51
	Containers	244	289	304	292	288	146	142	38	63	89	76
	All Cargo Types [4]	*2,749*	*2,529*	*3,105*	*2,724*	*3,165*	*2,402*	*762*	*585*	*778*	*835*	*674*
Aalborg Portland	Liquid Bulk	23	13	23	22	9	9					
	Dry Bulk	2,925	2,899	3,013	2,918	2,574	747	1,827	324	372	407	304
	General Cargo[3]	27	42	49	57	81	79	3	13	10	9	18
	All Cargo Types [4]	*2,974*	*2,953*	*3,085*	*2,997*	*2,665*	*835*	*1,830*	*337*	*382*	*416*	*322*
Asnæsværkets Havn	Liquid Bulk	94	32	23		5	5		10		3	
	Dry Bulk	1,125	1,274	2,034	1,377	1,284	1,161	123	305	239	217	236
	All Cargo Types [4]	*1,219*	*1,306*	*2,057*	*1,377*	*1,289*	*1,166*	*123*	*315*	*239*	*220*	*236*
Avedøreværkets Havn	Liquid Bulk	185	162	217	116	95	95		48	12	50	
	Dry Bulk	696	489	486	518	568	563	4	45	85	3	75
	General Cargo[3]	256	284	126	230	339	339		101	62		156
	All Cargo Types [4]	*1,137*	*935*	*830*	*864*	*1,002*	*997*	*4*	*194*	*160*	*54*	*231*
Enstedværkets Havn	Liquid Bulk				12							
	Dry Bulk	4,916	3,502	5,734	5,935	5,824	3,333	2,492	1,670	419	1,906	1,585
	General Cargo[3]				6							
	All Cargo Types [4]	*4,916*	*3,502*	*5,734*	*5,953*	*5,824*	*3,333*	*2,492*	*1,670*	*419*	*1,906*	*1,585*
Esbjerg	Liquid Bulk	636	552	448	470	258	205	53	71	68	140	124
	Dry Bulk	1,026	1,082	1,125	1,462	964	900	64	384	280	208	224
	Roro S-P[1]	77	94	105	107	127	83	44	23	28	30	26
	Roro NS-P[2]	1,563	1,668	1,689	1,616	1,577	598	979	353	367	385	385
	General Cargo[3]	302	277	141	150	230	28	202	46	32	51	56
	Containers	48	110	223	306	249	130	119	52	53	60	60
	All Cargo Types [4]	*3,651*	*3,783*	*3,730*	*4,111*	*3,405*	*1,944*	*1,461*	*929*	*827*	*874*	*875*
Fredericia	Liquid Bulk	14,785	15,174	14,049	13,383	12,374	1,284	11,091	3,044	2,803	2,929	2,682
	Dry Bulk	1,127	1,030	1,037	955	1,085	900	185	180	242	291	247
	Roro S-P[1]	25	29	20	18	13	13	0	4	1	0	2
	Roro NS-P[2]	230	182	232	240	248	84	164	57	53	50	64
	General Cargo[3]	289	463	424	471	296	281	14	58	69	52	86
	Containers	197	175	246	258	373	210	164	80	98	98	94
	All Cargo Types [4]	*16,653*	*17,053*	*16,007*	*15,326*	*14,389*	*2,772*	*11,617*	*3,422*	*3,267*	*3,420*	*3,174*
Frederikshavn	Roro S-P[1]	2,673	2,402	2,408	2,559	2,211	1,086	1,125	464	489	492	487
	Roro NS-P[2]	193	244	318	297	245	117	128	43	42	37	43
	General Cargo[3]	22	30	30	0	0		0				
	All Cargo Types [4]	*2,887*	*2,675*	*2,756*	*2,856*	*2,456*	*1,203*	*1,253*	*506*	*530*	*529*	*530*
Frederiskværk Havn	Dry Bulk		188	68	80	80	6	74	4	8	18	26
	General Cargo[3]		740	833	1,065	862	582	280	138	93	87	165
	All Cargo Types [4]		*928*	*900*	*1,144*	*942*	*588*	*354*	*142*	*101*	*105*	*191*
Gedser	Roro S-P[1]	1,188	1,447	1,714	1,858	1,779	889	889	343	334	330	334
	All Cargo Types [4]	*1,188*	*1,447*	*1,714*	*1,858*	*1,779*	*889*	*889*	*343*	*334*	*330*	*334*
Grenå	Liquid Bulk					94	89	5	19	24	15	54
	Dry Bulk					405	270	135	101	68	80	83
	Roro S-P[1]					563	242	321	126	150	131	135
	Roro NS-P[2]					61	33	28	14	15	14	12
	General Cargo[3]					153	108	45	21	19	21	51
	Containers					1	0	1	0	0	0	0
	All Cargo Types [4]					*1,277*	*742*	*535*	*282*	*275*	*261*	*334*
Helsingør	Roro S-P[1]	4,417	4,283	4,442	4,475	4,429	2,016	2,412	928	966	914	913
	All Cargo Types [4]	*4,417*	*4,283*	*4,442*	*4,475*	*4,429*	*2,016*	*2,412*	*928*	*966*	*914*	*913*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Hirtshals	Roro S-P[1]		1,177	1,263	1,062	1,029	497	532	268	292	257	276
	Roro NS-P[2]					7	4	4	6	10	11	13
	General Cargo[3]		17	18	4	1	0	1	0	0	0	1
	All Cargo Types [4]		*1,194*	*1,280*	*1,066*	*1,037*	*501*	*537*	*274*	*302*	*268*	*289*
Kalundborg	Liquid Bulk	33	17	32	29	44	36	8	12	14	10	15
	Dry Bulk	405	493	653	659	502	248	253	105	207	232	125
	Roro S-P[1]	1,900	1,860	1,774	1,720	1,571	773	799	338	325	349	339
	Roro NS-P[2]	994	1,132	1,303	1,224	1,081	548	534	210	207	195	185
	General Cargo[3]	53	70	70	78	66	41	25	23	21	17	14
	All Cargo Types [4]	*3,385*	*3,571*	*3,832*	*3,710*	*3,264*	*1,646*	*1,618*	*688*	*774*	*803*	*677*
Kolding	Liquid Bulk	29	34	25	20	30	30			9	8	3
	Dry Bulk	914	899	933	943	1,024	969	55	192	185	171	192
	General Cargo[3]	209	185	218	305	212	111	101	41	34	38	42
	All Cargo Types [4]	*1,153*	*1,118*	*1,175*	*1,268*	*1,266*	*1,110*	*156*	*233*	*228*	*217*	*237*
Københavns Havn	Liquid Bulk	2,496	3,137	2,963	2,811	3,218	2,424	794	695	561	604	538
	Dry Bulk	2,258	2,071	2,326	2,564	2,084	1,794	291	455	373	417	581
	Roro S-P[1]	245	217	227	227	213	99	114	39	43	41	41
	Roro NS-P[2]	179	151	172	149	120	61	59	22	21	23	31
	General Cargo[3]	181	165	177	188	167	144	23	52	30	34	23
	Containers	858	934	1,031	1,441	1,420	933	487	288	287	280	279
	Container (TEU)	144,000	155,000	175,000	192,000							
	All Cargo Types [4]	*6,215*	*6,675*	*6,896*	*7,379*	*7,222*	*5,454*	*1,768*	*1,551*	*1,314*	*1,399*	*1,493*
Køge	Liquid Bulk	75	37	57	80	79	79		12	15	26	18
	Dry Bulk	870	849	734	959	824	516	308	187	192	210	176
	Roro S-P[1]	32	120	128	121	113	19	95	27	32	29	26
	Roro NS-P[2]	355	183	215	228	260	122	138	71	60	58	50
	General Cargo[3]	97	90	110	150	124	65	59	27	41	24	36
	All Cargo Types [4]	*1,430*	*1,278*	*1,243*	*1,539*	*1,401*	*801*	*600*	*323*	*341*	*347*	*306*
Nordjyllandsværkets Havn	Liquid Bulk	11	8	14	5							
	Dry Bulk	1,108	657	967	1,281	923	923		306	188	336	208
	General Cargo[3]	0	0		0							
	All Cargo Types [4]	*1,119*	*666*	*981*	*1,286*	*923*	*923*		*306*	*188*	*336*	*208*
Odense	Liquid Bulk	48	53	54	59	47	14	33	10	14	17	13
	Dry Bulk	1,907	2,046	1,939	2,299	2,862	2,098	764	599	395	462	470
	General Cargo[3]	152	237	296	257	261	254	6	75	58	29	37
	All Cargo Types [4]	*2,107*	*2,336*	*2,289*	*2,616*	*3,169*	*2,366*	*803*	*684*	*466*	*508*	*520*
Randers	Liquid Bulk	11	14		10	9	9		1			
	Dry Bulk	950	883	961	1,269	1,084	839	245	202	204	202	171
	General Cargo[3]	184	334	283	330	282	123	159	50	47	49	80
	All Cargo Types [4]	*1,145*	*1,231*	*1,244*	*1,609*	*1,375*	*971*	*404*	*253*	*251*	*251*	*251*
Rødby	Roro S-P[1]	4,911	5,241	5,755	6,438	6,148	3,074	3,074	1,273	1,313	1,295	1,338
	All Cargo Types [4]	*4,911*	*5,241*	*5,755*	*6,438*	*6,148*	*3,074*	*3,074*	*1,273*	*1,313*	*1,295*	*1,338*
Rønne	Liquid Bulk	75	82	89	77	82	82	0	29	15	23	10
	Dry Bulk	858	886	999	964	1,112	580	532	215	220	195	221
	Roro S-P[1]	122	175	186	177	147	114	33	35	42	37	35
	Roro NS-P[2]	261	208	241	261	320	165	155	84	76	72	64
	General Cargo[3]	60	51	50	46	46	14	32	4	7	10	9
	All Cargo Types [4]	*1,376*	*1,402*	*1,565*	*1,525*	*1,706*	*954*	*752*	*366*	*360*	*338*	*339*
Statoil-Havnen	Liquid Bulk	8,399	7,757	7,421	7,114	7,417	4,686	2,732	2,000	2,005	1,879	1,842
	All Cargo Types [4]	*8,399*	*7,757*	*7,421*	*7,114*	*7,417*	*4,686*	*2,732*	*2,000*	*2,005*	*1,879*	*1,842*
Stigsnæsværkets Havn	Liquid Bulk	5	5	6	7	3		3	6	5	10	6
	Dry Bulk	684	551	1,160	1,046	698	479	219	6		6	
	All Cargo Types [4]	*690*	*556*	*1,166*	*1,053*	*701*	*479*	*222*	*12*	*5*	*16*	*6*
Studstrupværkets Havn	Liquid Bulk	27	30	31	30	19	12	8	6		4	
	Dry Bulk	1,155	784	1,401	1,079	1,232	1,170	62	376	82	303	380
	General Cargo[3]		0	4	1							
	All Cargo Types [4]	*1,181*	*814*	*1,437*	*1,110*	*1,251*	*1,182*	*69*	*381*	*82*	*306*	*380*
Thyboron	Liquid Bulk					101	83	18	24	30	17	15
	Dry Bulk					1,113	879	233	208	354	208	264
	Roro S-P[1]					79	41	38	15	18	24	20
	General Cargo[3]					6	6	1	3	0	1	
	All Cargo Types [4]					*1,299*	*1,009*	*290*	*250*	*402*	*250*	*299*
Vejle	Liquid Bulk	14	16	16	34	20	19	1	3	7	3	4
	Dry Bulk	425	489	542	571	498	469	29	89	139	121	87
	General Cargo[3]	439	388	502	516	545	500	45	65	48	59	53
	All Cargo Types [4]	*879*	*894*	*1,059*	*1,121*	*1,063*	*988*	*75*	*157*	*194*	*182*	*143*
Århus	Liquid Bulk	1,582	1,701	1,913	1,876	1,767	1,372	395	319	361	377	359
	Dry Bulk	2,639	2,813	3,000	3,115	3,389	3,086	303	606	496	458	541
	Roro S-P[1]	1,860	1,819	1,731	1,674	1,529	776	753	330	317	334	327
	Roro NS-P[2]	1,369	1,551	1,780	1,701	1,526	761	765	290	282	269	258
	General Cargo[3]	131	252	272	251	374	167	208	45	58	70	37
	Containers	2,615	2,961	3,161	3,450	3,193	1,597	1,596	630	627	673	715
	Container (TEU)	341,000	396,000	427,000	504,000	458,000						
	All Cargo Types [4]	*10,197*	*11,097*	*11,856*	*12,066*	*11,779*	*7,759*	*4,019*	*2,220*	*2,140*	*2,181*	*2,237*
Denmark-Total		***87,333***	***88,839***	***95,282***	***96,635***	***95,450***	***54,014***	***41,436***	***20,949***	***18,918***	***20,789***	***20,267***

Estonia

Table 13: OPTIMAR 2008 table 54, port throughput in Estonia 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Estonia	Liquid Bulk	24,242	21,227	2,686	18,541	6,150	3%	5,593	16%	5,623	12%		
	Dry Bulk	8,247	3,134	764	2,370	556	-39%	1,059	58%	1,385	93%		
	Roro S-P[1]	40	20	19	1	0	-92%	4	-31%	1	-76%		
	Roro NS-P[2]	1	1	1	0				-100%				
	General Cargo[3]	7,333	6,762	2,735	4,027	1,173	-36%	1,214	-32%	1,418	-20%		
	Containers	1,365	1,366	943	423	289	-4%	308	-14%	288	-23%		
	All Cargo Types [4]	*41,228*	*32,509*	*7,147*	*25,362*	*8,169*	*-10%*	*8,178*	*7%*	*8,715*	*10%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Kunda	Liquid Bulk	74	122	82	69	56	19	38	9	11	4	
	Dry Bulk	456	262	329	555	597	139	458	130	100	156	
	General Cargo[3]	904	828	745	1,119	906	152	754	187	113	144	
	All Cargo Types [4]	*1,433*	*1,212*	*1,156*	*1,742*	*1,559*	*310*	*1,249*	*325*	*225*	*304*	
Miiduranna	Liquid Bulk	2,259	2,009	1,499	475	181	154	27				
	Dry Bulk	272	229	229	204	34	3	31				
	Unknown	6										
	All Cargo Types [4]	*2,537*	*2,239*	*1,728*	*680*	*215*	*157*	*58*				
Pärnu	Dry Bulk	267	157	202	242	236	12	224	48	47	20	
	General Cargo[3]	1,538	1,344	1,147	1,100	1,004	67	936	170	223	402	
	Unknown	1										
	All Cargo Types [4]	*1,806*	*1,501*	*1,349*	*1,342*	*1,240*	*80*	*1,160*	*218*	*270*	*421*	
Tallinn, Muuga, Paldiski	Liquid Bulk	25,338	24,087	23,702	22,206	20,379	2,349	18,030	6,058	5,469	5,551	
	Dry Bulk	5,243	6,972	10,463	7,238	2,261	603	1,658	378	910	1,208	
	Roro S-P[1]	3,051	3,099	2	40	20	19	1	0	4	1	
	Roro NS-P[2]			34	1	1	1	0				
	General Cargo[3]	2,354	1,633	5,318	4,959	4,797	2,505	2,292	807	850	844	
	Unknown	17	7									
	Containers	1,008	2,684	1,382	1,365	1,366	943	423	289	308	288	
	Container (TEU)	113,081	127,585	152,399	180,911	180,927						
	All Cargo Types [4]	*37,011*	*38,481*	*40,900*	*35,810*	*28,824*	*6,420*	*22,404*	*7,532*	*7,541*	*7,891*	
Vene-Balti	Liquid Bulk	1,210	899	1,616	1,492	609	164	446	83	112	68	
	Dry Bulk	36	9	19	8	6	6			2	1	
	Roro NS-P[2]			3								
	General Cargo[3]	129	144	134	155	55	10	45	10	27	29	
	Unknown	2										
	Containers		14									
	All Cargo Types [4]	*1,377*	*1,067*	*1,772*	*1,655*	*671*	*180*	*490*	*94*	*142*	*98*	
Estonia-Total		***44,165***	***44,500***	***46,906***	***41,228***	***32,509***	***7,147***	***25,362***	***8,169***	***8,178***	***8,715***	***0***

Spain

Table 14: OPTIMAR 2008 table 42, port throughput in Spain 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	%vs '08	Q2	%vs '08	Q3	%vs '08	Q4	%vs '08
Spain	Liquid Bulk	152,147	155,556	124,858	30,699	36,608	-6%	36,734	-11%	35,541	-6%	35,750	-5%
	Dry Bulk	116,928	101,256	85,860	15,396	18,646	-30%	18,616	-32%	19,964	-20%	21,490	-2%
	Roro S-P[1]	9,964	9,478	4,670	4,808	1,766	-28%	2,184	-19%	1,937	-13%	2,157	4%
	Roro NS-P[2]	8,169	7,875	4,282	3,593	1,689	-14%	1,770	-16%	1,734	-16%	1,476	-15%
	General Cargo[3]	26,484	23,997	13,275	10,721	4,170	-30%	4,872	-25%	4,014	-34%	4,880	-12%
	Containers	112,438	117,556	56,970	60,586	23,080	-19%	26,178	-14%	25,087	-19%	26,851	-3%
	All Cargo Types [4]	*426,130*	*415,718*	*289,915*	*125,802*	*85,960*	*-18%*	*90,354*	*-18%*	*88,276*	*-15%*	*92,604*	*-4%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Algeciras	Liquid Bulk	21,257	21,181	22,347	21,493	22,131	14,610	7,521	5,359	4,617	5,468	5,952
	Dry Bulk	2,765	2,652	2,708	2,680	1,587	1,580	7	393	290	598	381
	Roro S-P[1]	1,018	976	962	1,091	1,169	653	516	254	241	144	216
	Roro NS-P[2]	0	50									
	General Cargo[3]	1,013	1,201	1,342	1,450	1,388	658	730	388	428	271	418
	Containers	26,485	28,657	32,304	35,275	35,473	17,703	17,770	6,730	7,417	8,175	8,063
	Container (TEU)	2,937,381	3,256,776	3,244,640	3,414,345	3,324,310						
	All Types of Cargo	*52,538*	*54,717*	*59,664*	*61,988*	*61,748*	*35,204*	*26,544*	*13,124*	*12,994*	*14,655*	*15,030*
Alicante	Liquid Bulk	148	152	188	176	108	108	0	29	24	38	23
	Dry Bulk	1,555	1,668	1,643	1,570	1,086	805	282	243	209	305	354
	Roro S-P[1]	8	12	8	10	10	6	4	1	1	1	1
	Roro NS-P[2]	208	239	153	166	161	8	153	18	12	17	11
	General Cargo[3]	290	322	348	318	255	143	113	114	35	31	25
	Containers	1,081	1,093	872	902	730	151	579	144	166	181	191
	All Types of Cargo	*3,291*	*3,486*	*3,211*	*3,142*	*2,351*	*1,220*	*1,131*	*548*	*446*	*574*	*605*
Almería	Liquid Bulk	8	9	7	8	3	3				0	2
	Dry Bulk	5,803	6,307	5,965	6,065	4,907	3,118	1,789	1,160	751	681	698
	Roro S-P[1]	126	115	51	74	67	16	52	16	19	12	16
	Roro NS-P[2]	233	261	171	163	162	32	131	41	42	37	50
	General Cargo[3]	145	160	179	246	254	168	87	27	32	31	24
	Containers	3	0	0	0	1	0	1	0	2	3	6
	All Types of Cargo	*6,319*	*6,852*	*6,372*	*6,556*	*5,395*	*3,336*	*2,059*	*1,244*	*846*	*764*	*796*
Avilés	Liquid Bulk	744	740	814	609	537	260	277	148	165	195	165
	Dry Bulk	3,008	3,083	3,615	3,451	3,115	1,778	1,336	533	465	748	547
	Roro S-P[1]		0	0					0			
	General Cargo[3]	1,171	1,034	1,414	1,414	1,177	423	754	259	241	173	288
	Containers	86	92	56	55	44	4	40	9	7		
	All Types of Cargo	*5,008*	*4,949*	*5,900*	*5,530*	*4,873*	*2,465*	*2,408*	*950*	*879*	*1,117*	*1,000*
Barcelona	Liquid Bulk	12,010	12,202	10,536	10,991	12,106	11,488	618	2,984	3,272	2,974	3,109
	Dry Bulk	3,583	3,532	4,108	3,870	3,506	2,995	511	780	987	1,156	990
	Roro S-P[1]	2,288	2,708	3,580	3,588	3,579	1,165	2,415	640	837	715	790
	Roro NS-P[2]	1,193	1,146	1,294	1,651	1,563	589	974	329	363	345	300
	General Cargo[3]	1,542	1,760	854	764	779	427	352	148	294	236	183
	Containers	15,699	15,708	17,889	20,177	19,996	9,558	10,438	3,304	3,757	3,733	3,682
	Container (TEU)	1,916,493	2,070,726	2,318,241	2,610,099	2,569,547						
	All Types of Cargo	*36,316*	*37,056*	*38,261*	*41,042*	*41,529*	*26,220*	*15,308*	*8,185*	*9,510*	*9,159*	*9,055*
Bilbao	Liquid Bulk	18,531	19,643	22,176	22,537	22,987	18,197	4,790	5,669	5,155	5,070	4,604
	Dry Bulk	5,033	4,261	5,523	5,821	5,229	4,373	855	632	931	1,098	1,167
	Roro S-P[1]				2	31	16	15	26	49	51	81
	Roro NS-P[2]				1	1	1	0	1	1	1	1
	General Cargo[3]	3,704	3,779	3,718	3,982	3,514	2,279	1,235	412	599	511	677
	Containers	4,218	4,457	4,582	4,811	5,024	2,298	2,726	871	920	998	1,080
	All Types of Cargo	*31,486*	*32,141*	*36,000*	*37,153*	*36,786*	*27,163*	*9,622*	*7,612*	*7,655*	*7,730*	*7,610*
Cádiz	Liquid Bulk	70	108	74	78	169	162	8	27	52	23	18
	Dry Bulk	2,178	2,557	2,699	4,406	2,118	1,670	448	323	481	365	468
	Roro S-P[1]	67	84	39	31	26	7	20	5	6	7	6
	Roro NS-P[2]	1,453	1,412	830	654	681	300	380	147	144	121	133
	General Cargo[3]	436	399	324	237	224	123	101	31	47	27	47
	Containers	991	1,159	971	1,056	1,008	250	758	196	221	195	214
	All Types of Cargo	*5,194*	*5,718*	*4,937*	*6,462*	*4,226*	*2,512*	*1,715*	*728*	*950*	*737*	*885*
Cartagena	Liquid Bulk	18,758	20,848	19,315	17,532	20,110	17,468	2,642	4,778	4,402	3,705	3,285
	Dry Bulk	3,854	5,028	5,170	5,371	4,598	4,349	249	815	916	961	928
	Roro S-P[1]	4	6	1	0	0	0				0	1
	General Cargo[3]	352	444	566	511	452	433	19	36	32	39	30
	Containers	263	382	354	423	362	97	265	64	117	159	131
	All Types of Cargo	*23,230*	*26,707*	*25,405*	*23,837*	*25,522*	*22,347*	*3,174*	*5,693*	*5,467*	*4,864*	*4,374*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Castellón	Liquid Bulk	7,790	8,949	8,120	7,354	7,761	5,886	1,876	2,096	2,069	1,682	1,930
	Dry Bulk	2,631	3,294	3,598	3,903	4,017	3,655	362	389	448	481	549
	Roro S-P[1]	8	13	18	22	26	0	26	5	4	5	7
	Roro NS-P[2]	0	0	0		6	3	3	6	0		
	General Cargo[3]	506	569	576	480	515	101	414	113	106	102	225
	Containers	463	547	801	1,122	1,025	84	941	144	189	193	195
	All Types of Cargo	*11,399*	*13,373*	*13,114*	*12,881*	*13,351*	*9,729*	*3,622*	*2,752*	*2,816*	*2,462*	*2,906*
Ceuta	Liquid Bulk	549	611	965	1,046	1,113	815	299	216	211	151	510
	Dry Bulk	90	71	67	76	72	72	0	16	21	16	15
	Roro S-P[1]	305	307	287	44	41	37	4	32	34	37	35
	Roro NS-P[2]	452	473	536	326	352	265	87	59	59	59	55
	General Cargo[3]	2	2	4	9	8	2	6	1	1	0	0
	Containers	59	68	60	43	45	42	3	8	10	8	6
	All Types of Cargo	*1,458*	*1,533*	*1,918*	*1,544*	*1,632*	*1,232*	*400*	*331*	*335*	*271*	*623*
Ferrol	Liquid Bulk	819	822	937	1,478	2,225	2,200	24	549	510	680	663
	Dry Bulk	8,609	8,290	8,709	8,727	9,781	8,490	1,291	1,959	2,568	2,106	2,635
	Roro S-P[1]	0	0	0		0	0					0
	Roro NS-P[2]		0			0	0	0	0	0	0	0
	General Cargo[3]	456	566	550	785	823	331	492	146	144	117	148
	Containers	0	1	8	48	1	0	1	0	1	1	1
	All Types of Cargo	*9,884*	*9,679*	*10,204*	*11,039*	*12,829*	*11,021*	*1,808*	*2,653*	*3,223*	*2,905*	*3,448*
Gijón	Liquid Bulk	1,324	1,418	1,377	1,480	1,478	1,422	56	327	312	373	368
	Dry Bulk	18,268	19,663	18,298	18,305	16,870	15,505	1,365	3,406	2,224	3,111	3,715
	Roro S-P[1]		2	0	0							
	Roro NS-P[2]		1		0							
	General Cargo[3]	210	421	513	581	572	195	377	51	100	92	106
	Containers	46	64	72	146	278	118	159	57	54	66	85
	All Types of Cargo	*19,847*	*21,570*	*20,261*	*20,513*	*19,198*	*17,240*	*1,958*	*3,841*	*2,690*	*3,642*	*4,274*
Huelva	Liquid Bulk	11,291	12,921	13,400	13,472	13,665	10,967	2,698	2,816	3,628	3,177	3,394
	Dry Bulk	6,402	7,531	7,412	7,604	6,525	5,566	960	1,005	944	1,057	1,286
	General Cargo[3]	452	463	712	714	448	89	359	79	60	73	103
	All Types of Cargo	*18,146*	*20,915*	*21,524*	*21,790*	*20,638*	*16,622*	*4,016*	*3,900*	*4,633*	*4,306*	*4,783*
La Coruña	Liquid Bulk	7,331	8,534	8,205	8,313	7,455	5,947	1,508	1,925	1,518	1,577	1,799
	Dry Bulk	4,432	4,438	4,096	4,141	3,290	2,936	354	670	834	831	881
	Roro S-P[1]					0	0					
	General Cargo[3]	857	1,015	1,030	1,289	1,561	1,066	494	296	456	330	254
	Containers			12	58	73	47	26	18	20	20	15
	All Types of Cargo	*12,621*	*13,987*	*13,343*	*13,801*	*12,378*	*9,996*	*2,382*	*2,909*	*2,828*	*2,757*	*2,949*
Las Palmas	Liquid Bulk	4,392	4,798	4,456	4,634	4,694	4,283	410	1,254	1,149	1,007	1,149
	Dry Bulk	1,590	1,785	1,669	1,677	1,156	1,154	2	179	187	180	218
	Roro S-P[1]	120	138	141	141	97	64	33	21	24	29	31
	Roro NS-P[2]	1,422	1,494	1,533	1,465	1,363	763	600	287	283	326	318
	General Cargo[3]	866	637	600	643	461	272	188	132	129	133	146
	Containers	9,261	10,263	10,944	12,099	12,101	6,762	5,339	2,121	2,073	2,359	2,275
	All Types of Cargo	*17,652*	*19,116*	*19,344*	*20,658*	*19,871*	*13,299*	*6,572*	*3,995*	*3,844*	*4,036*	*4,137*
Málaga	Liquid Bulk	107	76	66	109	116	44	72	17	8	2	7
	Dry Bulk	1,784	2,100	1,944	1,604	1,343	1,064	278	231	160	186	190
	Roro S-P[1]	64	79	95	64	53	25	28	8	11	12	13
	Roro NS-P[2]	278	302	322	197	187	16	171	51	64	74	54
	General Cargo[3]	17	30	23	4	26	24	2	3	3	3	0
	Containers	488	2,075	2,843	2,988	1,852	886	966	66	27	49	37
	All Types of Cargo	*2,739*	*4,663*	*5,294*	*4,966*	*3,577*	*2,059*	*1,518*	*377*	*274*	*325*	*302*
Marín- (Pontevedra)	Liquid Bulk	0	0	0								0
	Dry Bulk	820	1,016	892	938	847	829	19	194	243	192	250
	Roro S-P[1]	0			0				0	0	0	0
	General Cargo[3]	531	543	523	545	517	129	388	92	129	132	126
	Containers	257	274	242	320	195	57	137	23	59	63	73
	All Types of Cargo	*1,607*	*1,833*	*1,657*	*1,803*	*1,559*	*1,015*	*544*	*309*	*431*	*387*	*450*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Melilla	Liquid Bulk	77	74	74	68	71	71		19	21	20	16
	Dry Bulk	51	84	46	48	34	34		5	9	8	10
	Roro S-P[1]	133	134	57	34	45	40	5	10	11	12	11
	Roro NS-P[2]	349	385	233	242	220	212	8	58	63	66	63
	General Cargo[3]	0	0	1	0	0	0	0	0	0	0	0
	Containers	119	124	112	116	111	109	2	29	35	28	35
	All Types of Cargo	*728*	*802*	*522*	*508*	*482*	*466*	*16*	*121*	*139*	*133*	*134*
Molina de Segura	Liquid Bulk	1,356	1,322									
	Dry Bulk	1,016	1,235									
	General Cargo[3]	226	193									
	All Types of Cargo	*2,597*	*2,751*									
Motril	Liquid Bulk			1,423	1,544	1,420	1,404	15	361	323	314	329
	Dry Bulk			1,172	978	757	469	288	121	133	86	116
	Roro S-P[1]					1		1	1	0	0	
	Roro NS-P[2]					0		0	0	0		
	General Cargo[3]			259	212	193	168	25	37	39	39	40
	Containers			0	0					0		4
	All Types of Cargo			*2,854*	*2,733*	*2,371*	*2,042*	*329*	*520*	*495*	*439*	*490*
Palma de Mallorca	Liquid Bulk	1,807	2,068	2,161	2,207	2,074	2,071	3	409	522	691	396
	Dry Bulk	2,191	2,390	2,207	2,315	2,131	1,941	190	414	449	446	383
	Roro S-P[1]	3,441	4,601	5,557	2,233	2,135	1,858	277	399	546	542	531
	Roro NS-P[2]	2,266	2,604	1,947	1,695	1,509	1,346	163	308	363	305	121
	General Cargo[3]	281	223	345	369	285	135	150	67	77	89	72
	Containers	1,726	1,399	1,317	602	350	324	27	50	81	98	82
	All Types of Cargo	*11,711*	*13,285*	*13,535*	*9,421*	*8,484*	*7,674*	*810*	*1,647*	*2,038*	*2,172*	*1,586*
Pasajes	Liquid Bulk	100										
	Dry Bulk	3,497	3,266	3,238	2,774	2,338	2,288	49	292	418	467	173
	Roro S-P[1]	359	311	341	441	433	72	361	78	83	68	30
	Roro NS-P[2]	20	19	21	28	17	15	3	3	2	3	1
	General Cargo[3]	1,727	1,739	1,840	1,771	1,921	819	1,101	324	323	372	150
	Containers		0	0		1	0	0				
	All Types of Cargo	*5,703*	*5,335*	*5,440*	*5,014*	*4,710*	*3,195*	*1,515*	*697*	*827*	*909*	*353*
Santa Cruz de Tenerife	Liquid Bulk	8,964	9,555	9,585	9,607	9,423	6,273	3,150	1,954	2,184	2,311	1,941
	Dry Bulk	1,991	1,892	1,970	1,713	1,353	1,138	216	165	231	240	212
	Roro S-P[1]	364	369	399	430	381	223	158	83	81	83	87
	Roro NS-P[2]	1,323	1,291	1,359	1,381	1,265	597	668	305	294	304	294
	General Cargo[3]	287	253	220	191	99	48	51	24	20	15	27
	Containers	2,401	2,583	2,537	2,594	2,092	1,738	354	460	489	515	519
	All Types of Cargo	*15,331*	*15,943*	*16,070*	*15,917*	*14,614*	*10,017*	*4,597*	*2,991*	*3,300*	*3,468*	*3,079*
Santander	Liquid Bulk	341	278	426	425	342	285	57	94	73	109	120
	Dry Bulk	4,516	5,139	4,165	4,375	3,732	2,782	950	686	715	725	794
	Roro S-P[1]	438	499	383	434	298	191	107	39	49	52	81
	Roro NS-P[2]	5	33	49	65	155	85	70	27	42	42	42
	General Cargo[3]	612	687	745	780	732	439	292	123	149	136	128
	Containers	2	1	1	4	5	3	2	4	4	4	5
	All Types of Cargo	*5,914*	*6,636*	*5,769*	*6,083*	*5,264*	*3,786*	*1,477*	*974*	*1,031*	*1,068*	*1,170*
Sevilla	Liquid Bulk	393	364	359	325	229	188	41	52	64	38	50
	Dry Bulk	2,448	2,813	2,828	2,344	2,343	1,794	549	552	536	615	718
	Roro S-P[1]	94	109	81	87	10	2	8	3	2	2	2
	Roro NS-P[2]	84	87	64	75	163	43	120	45	37	33	33
	General Cargo[3]	746	709	989	796	762	356	406	224	164	119	147
	Containers	743	779	651	741	716	135	581	166	167	191	201
	All Types of Cargo	*4,508*	*4,862*	*4,971*	*4,367*	*4,223*	*2,519*	*1,704*	*1,042*	*970*	*996*	*1,152*
Tarragona	Liquid Bulk	18,062	17,904	18,647	20,627	18,990	14,689	4,301	3,917	4,955	4,875	4,602
	Dry Bulk	10,650	11,916	11,234	13,626	12,421	9,968	2,453	2,397	2,384	2,423	2,627
	Roro S-P[1]	308	593	638	455	285	107	178	19	32	22	53
	Roro NS-P[2]	45	102	1	20	12	6	6	0	0	0	0
	General Cargo[3]	439	390	587	760	766	688	78	124	136	114	130
	Containers	106	62	82	315	333	183	150	245	552	595	610
	All Types of Cargo	*29,610*	*30,967*	*31,189*	*35,802*	*32,807*	*25,641*	*7,166*	*6,702*	*8,058*	*8,030*	*8,022*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Valencia	Liquid Bulk	1,675	1,380	4,356	5,535	5,969	5,652	316	1,526	1,428	984	1,253
	Dry Bulk	5,447	6,361	7,148	7,347	5,137	4,544	593	918	861	656	929
	Roro S-P[1]	0	0	0	0	0	0	0	0	0	0	0
	Roro NS-P[2]	0	0	0	0	0	0	0	0	0	0	0
	General Cargo[3]	5,542	5,662	6,319	6,372	5,209	3,106	2,103	806	967	669	1,194
	Containers	19,624	21,582	22,905	26,681	33,868	15,388	18,480	7,992	9,390	7,024	8,948
	Container (TEU)	2,145,236	2,612,049	2,609,600	2,771,851	3,593,000						
	All Cargo Types [4]	*32,288*	*34,985*	*40,728*	*45,935*	*50,182*	*28,690*	*21,492*	*11,243*	*12,647*	*9,333*	*12,324*
Vigo	Liquid Bulk	89	63	89	82	58	58		28	14	14	14
	Dry Bulk	686	693	702	632	458	458		85	98	94	105
	Roro S-P[1]	501	471	549	782	789	187	602	127	151	144	167
	Roro NS-P[2]	22	0	26	40	56	1	55	5	2	0	0
	General Cargo[3]	934	909	1,017	1,055	885	577	308	92	140	119	153
	Containers	1,996	2,108	1,827	1,862	1,773	1,024	749	325	397	419	388
	All Cargo Types [4]	*4,227*	*4,244*	*4,210*	*4,454*	*4,020*	*2,306*	*1,713*	*662*	*803*	*790*	*827*
Villagarcía (de Arosa)	Liquid Bulk	293	366	334	416	322	307	16	55	58	62	50
	Dry Bulk	591	578	613	570	506	506		84	123	133	148
	General Cargo[3]	237	240	246	205	170	76	95	21	22	41	38
	Containers			1	0	99	9	91	53	23	11	4
	All Cargo Types [4]	*1,121*	*1,184*	*1,194*	*1,191*	*1,099*	*898*	*201*	*213*	*225*	*247*	*241*
Spain-Total		***372,472***	***399,287***	***412,891***	***426,130***	***415,718***	***289,915***	***125,802***	***85,960***	***90,354***	***88,276***	***92,604***

Finland

Table 15: OPTIMAR 2008 table 51, port throughput in Finland 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Finland	Liquid Bulk	33,360	35,445	21,501	13,944	8,451	-3%	7,042	-20%	8,642	1%		
	Dry Bulk	30,277	31,828	24,298	7,530	5,008	-30%	5,602	-27%	6,813	-20%		
	Roro S-P[1]	8,184	8,480	4,927	3,553	1,485	-29%	1,532	-36%	1,483	-30%		
	Roro NS-P[2]	9,064	8,636	3,658	4,978	1,755	-23%	1,711	-27%	1,695	-18%		
	General Cargo[3]	14,547	14,250	1,994	12,256	2,485	-34%	2,679	-29%	2,596	-25%		
	Containers	12,331	12,565	5,773	6,792	2,210	-30%	2,390	-28%	2,362	-28%		
	All Cargo Types [4]	*107,762*	*111,204*	*62,151*	*49,053*	*21,395*	*-21%*	*20,956*	*-26%*	*23,590*	*-16%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Hamina	Liquid Bulk	1,810	1,703	1,788	2,123	2,261	770	1,491	463	359	406	
	Dry Bulk	343	362	326	467	85	52	33	28	87	65	
	Roro S-P[1]	13	23	33	30	76	72	4	10	3	4	
	Roro NS-P[2]	279	332	362	336	272	126	146	54	47	37	
	General Cargo[3]	2,382	1,765	1,700	1,777	966	166	801	164	115	109	
	Containers	1,212	1,120	974	1,143	951	673	279	167	160	176	
	Container (TEU)	144,066	159,602	166,983	195,292	178,804						
	All Cargo Types [4]	*6,039*	*5,304*	*5,183*	*5,877*	*4,612*	*1,859*	*2,753*	*886*	*772*	*796*	
Hanko	Liquid Bulk	4	1	2	1	7	7			1		
	Dry Bulk		7			0	0					
	Roro S-P[1]	818	950	1,078	760	706	682	24	60	53	52	
	Roro NS-P[2]	1,094	1,342	1,433	748	1,493	777	715	284	288	283	
	General Cargo[3]	733	636	1,224	1,111	1,010	78	932	184	172	189	
	Containers	426	517	416	469	489	280	209	90	95	98	
	All Cargo Types [4]	*3,075*	*3,453*	*4,152*	*3,088*	*3,705*	*1,825*	*1,880*	*617*	*610*	*621*	
Helsinki	Liquid Bulk	462	336	437	444	191	160	31	95	45	257	
	Dry Bulk	1,431	960	1,041	1,110	824	814	10	299	197	171	
	Roro S-P[1]	1,769	2,129	2,324	2,961	3,179	1,603	1,577	632	690	681	
	Roro NS-P[2]	3,349	2,906	3,338	4,337	3,473	1,777	1,697	647	632	613	
	General Cargo[3]	694	786	880	803	505	235	271	71	69	70	
	Containers	4,547	3,942	3,713	3,789	3,710	1,877	1,833	726	756	762	
	Container (TEU)	500,000	459,744	416,527	435,000	428,000						
	All Cargo Types [4]	*12,252*	*11,058*	*11,733*	*13,443*	*11,883*	*6,465*	*5,417*	*2,470*	*2,388*	*2,554*	
Inkoo	Liquid Bulk	75	269	49	8	8	8		16		44	
	Dry Bulk	2,050	1,257	1,796	1,958	1,676	1,121	555	293	305	293	
	General Cargo[3]	33	34	46	107	138	36	103	7	11	3	
	All Cargo Types [4]	*2,159*	*1,560*	*1,891*	*2,074*	*1,822*	*1,165*	*657*	*316*	*316*	*340*	
Inland Ports	Dry Bulk	1,467	1,533	1,476	1,466	1,610	1,290	319	35	173	303	
	General Cargo[3]	901	693	641	588	506	17	489	24	86	90	
	All Cargo Types [4]	*2,368*	*2,226*	*2,118*	*2,054*	*2,116*	*1,308*	*808*	*59*	*260*	*393*	
Kaskinen	Liquid Bulk					91	91		23	11	15	
	Dry Bulk					967	901	66	88	35	19	
	Roro S-P[1]					5	2	3	7	1		
	General Cargo[3]					743	35	708	135	132	96	
	Containers					0	0	0				
	All Cargo Types [4]					*1,806*	*1,029*	*777*	*253*	*180*	*130*	
Kemi	Liquid Bulk	499	526	489	551	525	490	35	105	110	100	
	Dry Bulk	665	773	868	788	588	583	5	89	64	143	
	Roro S-P[1]	1	2	1	1	1	1	0	0	0	0	
	Roro NS-P[2]	0	0	151	443	382	5	376	90	81	97	
	General Cargo[3]	1,184	994	976	664	505	30	475	81	88	81	
	Containers	315	242	225	225	257	54	203	29	56	65	
	All Cargo Types [4]	*2,665*	*2,537*	*2,711*	*2,673*	*2,258*	*1,163*	*1,094*	*395*	*399*	*486*	
Kokkola	Liquid Bulk	950	939	989	969	990	792	198	177	256	230	
	Dry Bulk	2,054	2,709	3,625	3,267	4,115	1,243	2,872	404	728	1,329	
	Roro S-P[1]	0										
	Roro NS-P[2]	0	0	0	0							
	General Cargo[3]	450	429	656	508	543	4	539	95	115	96	
	Containers	47	53	53	48	55	49	6	23	16	17	
	All Cargo Types [4]	*3,501*	*4,130*	*5,323*	*4,791*	*5,703*	*2,088*	*3,615*	*699*	*1,114*	*1,672*	
Kotka	Liquid Bulk	1,315	1,077	883	957	1,087	359	728	281	222	237	
	Dry Bulk	1,959	1,928	1,977	2,607	2,887	2,321	566	429	352	186	
	Roro S-P[1]	49	83	281	538	587	542	45	33	27	26	
	Roro NS-P[2]	27	315	627	581	781	64	716	200	192	147	
	General Cargo[3]	2,525	2,210	2,087	1,969	2,120	230	1,890	445	494	451	
	Containers	2,759	2,816	3,724	3,953	4,172	1,856	2,316	626	676	685	
	Container (TEU)	325,730	366,667	461,876	570,881	627,765						
	All Cargo Types [4]	*8,634*	*8,428*	*9,578*	*10,606*	*11,634*	*5,373*	*6,262*	*2,015*	*1,962*	*1,733*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Koverhar	Dry Bulk	1,157	1,129	1,196	1,206	1,161	1,056	104	224	156	127	
	General Cargo[3]	219	234	218	195	306	5	301	44	58	15	
	All Cargo Types [4]	*1,376*	*1,363*	*1,415*	*1,401*	*1,466*	*1,061*	*405*	*268*	*214*	*141*	
Loviisa	Liquid Bulk	4	4	1								
	Dry Bulk	550	355	471	648	451	267	185	109	216	229	
	General Cargo[3]	572	622	634	625	526	36	490	108	133	81	
	Containers	0										
	All Cargo Types [4]	*1,125*	*981*	*1,106*	*1,273*	*977*	*302*	*675*	*217*	*349*	*310*	
Naantali	Liquid Bulk	3,867	4,054	3,774	4,715	4,653	3,183	1,470	1,106	914	1,089	
	Dry Bulk	1,131	884	859	1,048	1,071	932	139	138	300	145	
	Roro S-P[1]	1,938	1,996	2,227	2,467	2,611	1,331	1,280	397	447	431	
	Roro NS-P[2]	103	81	4	167	221	74	147	29	46	47	
	General Cargo[3]	371	340	284	113	164	121	43	51	21	31	
	Containers				0	0		0				
	All Cargo Types [4]	*7,410*	*7,354*	*7,147*	*8,510*	*8,720*	*5,641*	*3,079*	*1,721*	*1,728*	*1,743*	
Oulu	Liquid Bulk	1,004	1,091	1,258	1,308	1,315	1,267	48	304	283	322	
	Dry Bulk	569	352	481	611	589	409	180	146	131	112	
	Roro S-P[1]	3	3	2	0	1	0	0	0	0	0	
	Roro NS-P[2]	13	11	185	793	795	205	590	231	210	249	
	General Cargo[3]	778	695	706	351	335	155	180	25	27	28	
	Containers	293	226	362	384	416	77	340	71	82	116	
	All Cargo Types [4]	*2,660*	*2,377*	*2,993*	*3,448*	*3,451*	*2,113*	*1,338*	*777*	*732*	*827*	
Parainen	Dry Bulk	934	887	1,046	1,183	1,188	728	460	81	134	217	
	General Cargo[3]	2	1	0	1	6	3	3	0	1	0	
	All Cargo Types [4]	*937*	*888*	*1,047*	*1,184*	*1,194*	*731*	*463*	*81*	*135*	*217*	
Pietarsaari	Liquid Bulk	210	136	161	159	164	143	21	32	26	23	
	Dry Bulk	641	731	867	1,032	1,052	1,052		177	158	178	
	Roro S-P[1]	0		0								
	Roro NS-P[2]	0										
	General Cargo[3]	550	492	501	580	614	26	588	115	124	125	
	Containers	16	9	12	12	9	1	9	2	1	2	
	All Cargo Types [4]	*1,417*	*1,367*	*1,541*	*1,784*	*1,840*	*1,222*	*617*	*326*	*310*	*328*	
Pori	Liquid Bulk	793	664	840	787	1,008	691	317	179	201	125	
	Dry Bulk	3,412	2,241	3,873	3,956	3,548	2,661	887	946	1,005	1,176	
	Roro S-P[1]	0	0		0	0	0	0	3		2	
	General Cargo[3]	660	782	616	495	372	65	307	91	105	79	
	Containers	664	590	449	411	359	161	198	97	93	54	
	Container (TEU)	66,842	61,048	42,137	34,415							
	All Cargo Types [4]	*5,530*	*4,277*	*5,778*	*5,648*	*5,287*	*3,577*	*1,709*	*1,315*	*1,404*	*1,436*	
Raahe	Liquid Bulk	332	317	348	289	308	268	39	15	26	53	
	Dry Bulk	4,481	4,732	4,936	5,500	5,338	5,099	239	803	868	1,248	
	Roro S-P[1]	0	0									
	Roro NS-P[2]	0	1	3	2	1	0	1	0	0	0	
	General Cargo[3]	944	795	704	687	684	35	649	114	113	195	
	Containers	33	53	98	108	111	74	37	10	10	11	
	All Cargo Types [4]	*5,790*	*5,897*	*6,089*	*6,585*	*6,441*	*5,476*	*965*	*943*	*1,018*	*1,506*	
Rauma	Liquid Bulk	212	202	181	166	149	107	41	17	33	36	
	Dry Bulk	1,392	1,524	1,680	1,770	2,342	2,146	196	318	304	324	
	Roro S-P[1]	2	3	0	1	0	0	0	0	0	0	
	Roro NS-P[2]	109	79	53	65	45	11	33	15	14	15	
	General Cargo[3]	3,508	2,978	3,212	3,297	3,029	105	2,923	516	547	586	
	Containers	1,129	1,149	1,470	1,563	1,614	440	1,174	289	355	299	
	Container (TEU)	114,853	120,234	168,952	174,531	172,155						
	All Cargo Types [4]	*6,353*	*5,935*	*6,595*	*6,860*	*7,179*	*2,811*	*4,368*	*1,155*	*1,254*	*1,261*	
Sköldvik	Liquid Bulk	19,217	17,350	19,739	19,760	21,549	12,195	9,354	5,414	4,311	5,459	
	Dry Bulk	32										
	General Cargo[3]		12	0		1	1			0		
	All Cargo Types [4]	*19,248*	*17,362*	*19,739*	*19,760*	*21,550*	*12,196*	*9,354*	*5,414*	*4,311*	*5,459*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Tornio	Liquid Bulk					92	92			23	46	
	Dry Bulk					842	778	64	96	168	165	
	Roro NS-P[2]					1	0	1	0	0	1	
	General Cargo[3]					475	61	414	60	140	117	
	Containers					186	59	127	36	43	33	
	All Cargo Types [4]					*1,596*	*990*	*606*	*193*	*374*	*362*	
Turku	Liquid Bulk	395	423	416	406	359	316	43	71	70	72	
	Dry Bulk	150	58	139	220	114	66	48	11	14	17	
	Roro S-P[1]	1,345	1,388	1,334	1,206	1,092	594	499	301	267	246	
	Roro NS-P[2]	1,534	1,457	1,509	1,518	1,110	560	551	189	188	191	
	General Cargo[3]	300	305	317	392	453	311	142	77	86	74	
	Containers	219	194	212	226	233	171	62	45	47	44	
	Container (TEU)	20,962	16,717	20,120	21,983	22,736						
	All Cargo Types [4]	*3,943*	*3,826*	*3,926*	*3,968*	*3,362*	*2,017*	*1,344*	*693*	*671*	*644*	
Uusikaupunki	Liquid Bulk	321	339	364	281	259	133	127	51	50	38	
	Dry Bulk	777	811	682	797	753	246	508	143	61	156	
	Roro S-P[1]	14	24	37	32	23	0	23	7	3	2	
	Roro NS-P[2]	30	211	246	9							
	General Cargo[3]	132	116	143	138	122	117	5	63	17	34	
	Containers		10	18	0							
	All Cargo Types [4]	*1,274*	*1,511*	*1,490*	*1,257*	*1,158*	*495*	*663*	*264*	*132*	*230*	
Vaasa	Liquid Bulk	408	439	446	436	430	430		102	103	89	
	Dry Bulk	739	455	545	643	628	533	95	151	144	212	
	Roro S-P[1]	123	154	209	188	198	100	98	35	40	38	
	Roro NS-P[2]	70	67	76	65	63	57	6	15	12	15	
	General Cargo[3]	82	126	124	146	126	123	4	14	26	47	
	Containers			0		0	0					
	All Cargo Types [4]	*1,422*	*1,240*	*1,399*	*1,479*	*1,445*	*1,243*	*202*	*318*	*325*	*401*	
Finland-Total		***99,178***	***93,074***	***102,956***	***107,762***	***111,204***	***62,151***	***49,053***	***21,395***	***20,956***	***23,590***	***0***

France

Table 16: OPTIMAR 2008 table 44, port throughput in France 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
France	Liquid Bulk	128,450	166,737	139,063	27,675	42,750	-2%	40,475	-7%	38,634	-16%		
	Dry Bulk	73,295	70,840	56,699	14,141	15,301	-22%	13,847	-32%	16,029	-23%		
	Roro S-P[1]	21,337	24,612	9,831	14,781	5,906	5%	5,655	-3%	900	-86%		
	Roro NS-P[2]	3,613	3,577	1,255	2,322	954	10%	768	-17%	720	-27%		
	General Cargo[3]	15,076	13,658	5,516	8,142	3,001	-23%	3,137	-24%	3,247	-15%		
	Containers	15,838	31,129	14,217	16,911	7,477	-22%	8,074	11%	8,141	-2%		
	All Cargo Types [4]	*257,609*	*310,553*	*226,581*	*83,972*	*75,388*	*-9%*	*71,956*	*-12%*	*67,672*	*-22%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Ajaccio	Liquid Bulk					142	142		65			
	Dry Bulk					13	13		9			
	Roro S-P[1]					254	172	82	36			
	Roro NS-P[2]					159	116	42	136			
	General Cargo[3]					3	1	1	3			
	Containers					0	0		0			
	All Cargo Types [4]					*570*	*444*	*125*	*249*			
Bastia	Liquid Bulk					160	160					
	Dry Bulk					18	18					
	Roro S-P[1]					1,451	913	539				
	All Cargo Types [4]					*1,630*	*1,091*	*539*				
Bayonne	Liquid Bulk	1,718	1,699	1,594	1,710	980	373	608	177	211	296	
	Dry Bulk	2,430	1,561	1,704	1,871	1,706	1,231	475	362	469	398	
	General Cargo[3]	132	623	719	768	1,041	27	1,014	233	388	460	
	All Cargo Types [4]	*4,280*	*3,883*	*4,017*	*4,348*	*3,728*	*1,631*	*2,096*	*772*	*1,068*	*1,154*	
Bordeaux	Liquid Bulk	4,654	5,344	5,034	4,507	5,459	5,028	432	1,438	1,288	1,344	
	Dry Bulk	2,743	2,594	2,285	2,910	2,797	1,409	1,388	617	549	588	
	Roro S-P[1]	1	2	2	2	1		1				
	Roro NS-P[2]	0	0	145	0	0		0				
	General Cargo[3]	168	160	154	186	140	135	5	29	34	32	
	Containers	449	434	467	552	513	171	342	113	176	202	
	All Cargo Types [4]	*8,016*	*8,534*	*8,087*	*8,156*	*8,910*	*6,743*	*2,167*	*2,196*	*2,048*	*2,166*	
Boulogne-sur-Mer	Liquid Bulk	39										
	Dry Bulk	187										
	General Cargo[3]	226										
	All Cargo Types [4]	*452*										
Brest	Liquid Bulk	1,051	1,088	1,022	1,052	1,071	944	127	263	274	252	
	Dry Bulk	952	1,013	1,009	1,360	1,312	1,213	99	355	303	327	
	Roro S-P[1]	1						0				
	Roro NS-P[2]	0	2	0	1	0	6	62				
	General Cargo[3]	38	28	65	63	67	50	182	6	7	13	
	Containers	230	228	197	218	232			62	72	65	
	All Cargo Types [4]	*2,272*	*2,358*	*2,294*	*2,695*	*2,683*	*2,213*	*470*	*686*	*656*	*658*	
Caen	Liquid Bulk	5	9		7	18	15	3				
	Dry Bulk	628	593	715	577	529	168	361	137	51	89	
	Roro S-P[1]	1,259	1,399			33	10	23	1	1	2	
	Roro NS-P[2]			1,530	1,657	1,487	543	944	393	338	326	
	General Cargo[3]	142	132	124	145	94	93	1	17	14	12	
	Containers	1			0					0	0	
	All Cargo Types [4]	*2,035*	*2,132*	*2,369*	*2,386*	*2,160*	*829*	*1,332*	*547*	*404*	*430*	
Calais	Liquid Bulk	169	138		2					1		
	Dry Bulk	771	811	679	600	455	238	217	85	81		
	Roro S-P[1]	15,950	16,516	18,489	18,310	18,139	6,847	11,292	4,838	4,685		
	Roro NS-P[2]				0							
	General Cargo[3]	148	123	127	82	58	0	58	11	38		
	All Cargo Types [4]	*17,038*	*17,588*	*19,295*	*18,994*	*18,653*	*7,085*	*11,568*	*4,934*	*4,805*		
Cherbourg	Dry Bulk	534	249	132	244	103	1	102	2	2		
	Roro S-P[1]	1,657	1,457	1,405	1,375	1,336	523	813	227	280	246	
	Roro NS-P[2]	1	1		0	0		0			0	
	General Cargo[3]	0	0	0								
	Containers	1				0	0		1			
	All Cargo Types [4]	*2,193*	*1,707*	*1,536*	*1,620*	*1,440*	*524*	*915*	*231*	*282*	*246*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Dieppe	Liquid Bulk	23	56	63	61	85	1	84	18			
	Dry Bulk	310	354	863	1,047	496	460	36	86			
	Roro S-P[1]	410	458	697	427	627	224	403	147			
	Roro NS-P[2]			0	67	6		6				
	General Cargo[3]	97	90	0	1	2	2		101			
	Containers	13	38			0	0					
	All Cargo Types [4]	*853*	*995*	*1,624*	*1,602*	*1,215*	*687*	*528*	*352*			
Dunkerque	Liquid Bulk	12,161	14,849	13,921	14,023	14,839	10,844	3,995	3,531	3,526	3,467	
	Dry Bulk	27,130	26,314	27,876	27,575	26,832	22,808	4,024	3,612	3,176	5,649	
	General Cargo[3]	5,699	5,777	6,900	7,291	7,365	2,703	4,663	1,569	1,671	1,687	
	Containers	1,423	1,428	1,439	1,356	1,430	713	718	332	402	395	
	Container (TEU)	200,404	205,000	204,853	197,000	215,000						
	All Cargo Types [4]	*46,413*	*48,368*	*50,137*	*50,244*	*50,466*	*37,067*	*13,399*	*9,044*	*8,775*	*11,198*	
Guadeloupe	Liquid Bulk	693	783	741	860							
	Dry Bulk	867	701	793	797							
	Roro S-P[1]	37	31	26	32							
	Roro NS-P[2]	117	148	108	71							
	General Cargo[3]	59	71	110	133							
	Containers	764	982	1,132	1,200							
	All Cargo Types [4]	*2,538*	*2,715*	*2,910*	*3,092*							
La Rochelle	Liquid Bulk	2,751	2,691	2,706	1,150	2,585	2,581	4	745	560	668	
	Dry Bulk	3,175	3,247	3,650	1,186	4,341	1,267	3,073	954	1,015	1,168	
	Roro S-P[1]	1	11	5		1	1	1	1	0	1	
	Roro NS-P[2]	58	52	2	0	2	0	2	0	0	0	
	General Cargo[3]	991	880	874	395	917	883	34	208	173	138	
	Containers					25	21	4	8	10	24	
	All Cargo Types [4]	*6,976*	*6,881*	*7,236*	*2,732*	*7,871*	*4,754*	*3,117*	*1,916*	*1,758*	*1,998*	
Le Havre	Liquid Bulk	46,784	46,693	47,394		48,953	41,864	7,089	12,170	11,766	10,374	
	Dry Bulk	4,374	4,845	3,677		4,667	4,156	511	1,174	1,126	654	
	Roro S-P[1]	1,470	1,313	1,094		1,234	500	734	313	335	345	
	Roro NS-P[2]	1	0	0		0	0	0			0	
	General Cargo[3]	126	130	103		191	95	97	13	16	10	
	Containers	18,115	17,647	17,581		20,589	9,773	10,816	4,451	4,675	4,624	
	Container (TEU)	2,145,000	2,118,000	2,137,828	2,638,000	2,500,000						
	All Cargo Types [4]	*70,870*	*70,628*	*69,850*		*75,634*	*56,387*	*19,247*	*18,120*	*17,918*	*16,008*	
Lorient	Liquid Bulk	1,164	1,222	1,174	1,133	1,060	1,060		274	267	247	
	Dry Bulk	1,514	1,454	1,574	1,724	1,950	1,901	49	405	401	310	
	Roro NS-P[2]	0	0	0	0	0	0	0	0	0	0	
	General Cargo[3]	7	0	0	1							
	Containers		1	3								
	All Cargo Types [4]	*2,684*	*2,678*	*2,752*	*2,859*	*3,011*	*2,962*	*49*	*680*	*668*	*557*	
Marseille	Liquid Bulk	63,252	65,688	67,442	65,870	66,652	56,644	10,008	16,010	15,371	14,393	
	Dry Bulk	14,957	15,363	16,175	13,112	14,124	12,636	1,488	1,600	1,294	2,252	
	Roro S-P[1]	574	492	539	539	543	233	311	100	166	137	
	Roro NS-P[2]	1,393	1,475	1,606	1,717	1,747	477	1,270	397	423	390	
	General Cargo[3]	3,183	2,999	3,062	3,030	2,498	495	2,003	377	380	501	
	Containers	7,451	7,291	7,703	8,293	6,928	2,917	4,011	1,662	1,877	1,850	
	Container (TEU)	916,277	907,918	941,400	1,001,957	847,651						
	All Cargo Types [4]	*90,810*	*93,307*	*96,526*	*92,559*	*92,491*	*73,402*	*19,089*	*20,146*	*19,511*	*19,522*	
Nantes Saint-Nazaire	Liquid Bulk	22,295	23,643	23,340	22,821	22,102	17,011	5,091	4,453	3,974	4,187	
	Dry Bulk	7,648	8,346	8,234	8,037	8,483	6,985	1,499	2,014	2,072	1,642	
	Roro S-P[1]	272	204	201	261	237	97	140	41	47	44	
	Roro NS-P[2]	64	94	130	96	69	67	2	8	5	0	
	General Cargo[3]	524	583	700	722	681	655	26	82	65	94	
	Containers	1,178	1,169	1,206	1,378	1,408	571	836	246	245	286	
	All Cargo Types [4]	*31,981*	*34,039*	*33,810*	*33,315*	*32,979*	*25,386*	*7,593*	*6,845*	*6,407*	*6,253*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Port-la-Nouvelle	Liquid Bulk	1,384	1,422	1,333	1,170	1,096	1,083	13	330	268	300	
	Dry Bulk	703	750	765	727	725	102	622	207	136	100	
	Roro NS-P[2]			1								
	General Cargo[3]	85	121	174	99	104	48	56	24	33	25	
	All Cargo Types [4]	*2,171*	*2,293*	*2,273*	*1,996*	*1,925*	*1,233*	*692*	*561*	*437*	*425*	
Port-Réunion	Liquid Bulk	814	699	739	676	781			182	244	190	
	Dry Bulk	1,214	1,291	1,398	1,523	1,390	147		334	397	267	
	Roro S-P[1]	48	54	48	55	60			8	6	11	
	General Cargo[3]	158	120	133	191	88			16	12	7	
	Containers	1,656	1,540	1,630	1,768	1,985			385	385	462	
	All Cargo Types [4]	*3,891*	*3,704*	*3,947*	*4,212*	*4,303*	*147*		*926*	*1,044*	*937*	
Rouen	Liquid Bulk	9,422	10,748	12,167	11,733	10,830			2,492	2,367	2,512	
	Dry Bulk	7,642	8,040	8,107	7,625	9,204			2,887	2,421	2,146	
	Roro S-P[1]	211	240	9	17	17			5	5	3	
	Roro NS-P[2]	0	1		1				0			
	General Cargo[3]	1,600	1,462	1,589	1,555	1,448			236	239	203	
	Containers	976	1,133	1,168	1,075	999			216	229	231	
	All Cargo Types [4]	*19,851*	*21,624*	*23,040*	*22,006*	*22,498*			*5,836*	*5,262*	*5,096*	
Saint-Malo	Liquid Bulk	284	170	180	182	126	126		47	24	41	
	Dry Bulk	978	790	771	946	850	819	31	160	142	215	
	Roro S-P[1]	279	273	272	270	248	88	160	73	55	40	
	Roro NS-P[2]			0	0							
	General Cargo[3]	303	254	279	254	309	228	80	48	42	34	
	All Cargo Types [4]	*1,844*	*1,488*	*1,502*	*1,652*	*1,533*	*1,262*	*272*	*327*	*263*	*329*	
Sète	Liquid Bulk	1,460	1,582	1,448	1,495	1,409	1,187	222	556	333	363	
	Dry Bulk	1,698	1,768	1,634	1,435	1,292	1,126	166	300	213	224	
	Roro S-P[1]	85	52	29	49	71	41	30	21	24	21	
	Roro NS-P[2]	0	1	1	3	5	0	5	0	0	0	
	General Cargo[3]	247	270	198	159	167	142	25	25	23	27	
	Containers	36	61	7	0	0	0	0	0	1	2	
	All Cargo Types [4]	*3,526*	*3,733*	*3,317*	*3,141*	*2,946*	*2,497*	*449*	*903*	*594*	*637*	
Toulon	Roro S-P[1]					437	185	253	95	52	49	
	Roro NS-P[2]					102	52	50	19	3	4	
	General Cargo[3]					20	3	18	4	2	4	
	Containers					3		3	0	1	0	
	All Cargo Types [4]					*563*	*239*	*324*	*119*	*58*	*57*	
France-Total		***320,694***	***328,656***	***336,522***	***257,609***	***337,208***	***226,581***	***83,972***	***75,388***	***71,956***	***67,672***	***0***

Greece

Table 17: OPTIMAR 2008 table 39, port throughput in Greece 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	%vs '08	Q2	%vs '08	Q3	%vs '08	Q4	%vs '08
Greece	Liquid Bulk	45,644	50,721	33,262	17,458	14,704	28%	11,980	9%	11,107	-17%		
	Dry Bulk	40,196	35,757	17,197	18,560	6,071	-33%	7,481	-20%	7,441	-21%		
	Roro S-P[1]	20,538	18,959	9,292	9,666	3,615	-22%	5,288	0%	6,078	23%		
	Roro NS-P[2]	4,881	3,743	1,807	1,936	880	-5%	821	-29%	809	-7%		
	General Cargo[3]	5,825	5,872	3,669	2,204	1,043	-35%	1,089	-37%	1,184	-13%		
	Containers	16,026	6,336	4,439	1,897	1,440	14%	1,894	17%	2,243	29%		
	All Cargo Types [4]	*133,109*	*121,387*	*69,666*	*51,721*	*27,752*	*-4%*	*28,554*	*-5%*	*28,861*	*-9%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Agii Theodori	Liquid Bulk	12,284	12,896	14,809	14,071	14,659	8,802	5,857	4,039	3,979	4,153	
	Dry Bulk	4	5	6	6	3		3			0	
	Roro S-P[1]	0	0									
	General Cargo[3]					0		0				
	All Cargo Types [4]	*12,288*	*12,901*	*14,816*	*14,077*	*14,662*	*8,802*	*5,860*	*4,039*	*3,979*	*4,153*	
Aliverio	Liquid Bulk	247	277	300	307	325	325		62	82	22	
	Dry Bulk	3,562	3,291	2,817	2,545	2,615	829	1,786	521	541	456	
	Roro S-P[1]			0								
	General Cargo[3]	110	124	12	49	20	20		39	10	48	
	Containers					4		4				
	All Cargo Types [4]	*3,919*	*3,692*	*3,129*	*2,900*	*2,964*	*1,174*	*1,790*	*622*	*633*	*526*	
Almyros Volou	Liquid Bulk		2									
	Dry Bulk	2,202	2,506	3,803	4,433	3,328	672	2,656	626	926	1,041	
	General Cargo[3]	0	327	518	292	358	111	248	64	93	60	
	All Cargo Types [4]	*2,202*	*2,835*	*4,321*	*4,725*	*3,686*	*782*	*2,904*	*690*	*1,019*	*1,101*	
Antikyra	Liquid Bulk	295	313	271	168	250	250		64	42	50	
	Dry Bulk	1,241	1,297	1,206	1,658	1,529	1,043	485	359	396	383	
	General Cargo[3]	54	32	38	98	64	29	35	23	26	13	
	Containers					0	0					
	All Cargo Types [4]	*1,590*	*1,641*	*1,515*	*1,923*	*1,842*	*1,322*	*521*	*446*	*464*	*446*	
Antirio	Dry Bulk	1										
	Roro S-P[1]	5,574	2,242	2,342	2,213	2,361	1,198	1,163	449	572	587	
	Roro NS-P[2]	0	0									
	General Cargo[3]		1									
	All Cargo Types [4]	*5,575*	*2,243*	*2,342*	*2,213*	*2,361*	*1,198*	*1,163*	*449*	*572*	*587*	
Chalkida	Liquid Bulk	123	164	222	215	178	176	3	30	46	41	
	Dry Bulk	1,416	1,627	1,615	1,532	1,622	1,101	521	118	257	270	
	General Cargo[3]	857	770	776	671	581	535	46	94	119	114	
	All Cargo Types [4]	*2,395*	*2,561*	*2,613*	*2,419*	*2,381*	*1,812*	*569*	*242*	*422*	*426*	
Corfu	Liquid Bulk		124	137	123	116	116	0	25	25	38	
	Dry Bulk		228	481	573	460	460		97	164	148	
	Roro S-P[1]		631	521	764	510	200	309	97	217	152	
	Roro NS-P[2]		1	10	36	18	10	8	4	11	6	
	General Cargo[3]		87	64	107	248	248		24	2		
	Containers					0		0				
	All Cargo Types [4]		*1,071*	*1,212*	*1,604*	*1,350*	*1,032*	*318*	*246*	*419*	*344*	
Eleusina	Liquid Bulk	9,185	7,971	8,578	8,549	13,366	3,764	9,602	4,329	2,680	2,093	
	Dry Bulk	2,504	2,949	2,785	2,747	2,734	1,488	1,246	435	469	570	
	Roro S-P[1]	21	15	28	2	54	49	5	7	0	1	
	Roro NS-P[2]	0	0						0			
	General Cargo[3]	1,639	1,447	1,581	1,758	1,767	1,186	581	311	363	405	
	Containers	0	1	0		396	274	122	116	60		
	All Cargo Types [4]	*13,349*	*12,383*	*12,972*	*13,055*	*18,317*	*6,761*	*11,556*	*5,199*	*3,573*	*3,069*	
Heraklio	Liquid Bulk	611	671	740	760	668	662	7	132	146	197	
	Dry Bulk	966	824	975	952	791	791		174	134	162	
	Roro S-P[1]	749	934	1,066	1,235	1,124	802	322	208	244	241	
	Roro NS-P[2]	930	963	1,105	1,204	968	657	311	200	201	226	
	General Cargo[3]	172	133	169	143	145	143	2	17	25	22	
	Containers	84	149	125	100	86	80	7	33	42	36	
	All Cargo Types [4]	*3,513*	*3,675*	*4,180*	*4,395*	*3,782*	*3,134*	*648*	*763*	*792*	*884*	
Igoumenitsa	Liquid Bulk	149	63	114	109	99	99		22	13	24	
	Dry Bulk	624	653	900	952	670	255	416	132	204	169	
	Roro S-P[1]	2,423	2,745	2,653	2,941	2,279	1,290	989	427	612	558	
	Roro NS-P[2]	67	24	139	350	275	160	115	60	109	57	
	General Cargo[3]	102	187	86	128	234	11	222	30	6	3	
	All Cargo Types [4]	*3,364*	*3,672*	*3,892*	*4,480*	*3,557*	*1,815*	*1,742*	*670*	*944*	*810*	
Itea	Dry Bulk	1,395	1,406	1,114	1,130	925		925				
	All Cargo Types [4]	*1,395*	*1,406*	*1,114*	*1,130*	*925*		*925*				

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Kavala	Liquid Bulk	207	238	218	236	256	187	69	127	78	41	
	Dry Bulk	1,086	1,067	1,081	877	1,002	454	548	247	182	168	
	Roro S-P[1]	135	101	119	201	62	39	24	11	17	28	
	Roro NS-P[2]	6	8	57	43	6		6	0	1		
	General Cargo[3]	283	262	360	256	233	76	156	75	48	113	
	Containers			1	2	239	114	124	13	10	1	
	All Cargo Types [4]	*1,717*	*1,676*	*1,838*	*1,615*	*1,799*	*871*	*928*	*474*	*337*	*350*	
Larymna	Liquid Bulk	28	38	32	36	28	28		2	5	3	
	Dry Bulk	4,072	4,297	3,916	3,968	3,313	1,819	1,495	452	538	318	
	General Cargo[3]	89	203	92	67	82	10	72	11	4	2	
	All Cargo Types [4]	*4,189*	*4,537*	*4,040*	*4,071*	*3,424*	*1,857*	*1,567*	*465*	*546*	*323*	
Lavrio	Liquid Bulk			997	1,105	1,234	499	734	212	219	242	
	Dry Bulk			65	82	96	93	4	62	15	17	
	Roro S-P[1]			107	126	112	4	108	18	30	28	
	Roro NS-P[2]			9	2	2		2				
	General Cargo[3]			54	78	191	155	36	10	14	12	
	Containers			0		307	233	74	20	0		
	All Cargo Types [4]			*1,231*	*1,393*	*1,941*	*984*	*957*	*322*	*278*	*298*	
Megara	Liquid Bulk	8,086	8,545	8,936	9,360	9,661	9,661		2,772	2,356	1,761	
	Dry Bulk	4	1	3	4	1	1					
	Roro S-P[1]	386	383	349	219	272	85	187	58	193	95	
	Roro NS-P[2]	0	0									
	All Cargo Types [4]	*8,475*	*8,929*	*9,288*	*9,583*	*9,934*	*9,747*	*187*	*2,830*	*2,549*	*1,856*	
Milos	Liquid Bulk	61	199	254	413	268	268		10	7	14	
	Dry Bulk	2,764	2,885	3,127	3,075	2,927	124	2,803	393	460	470	
	Roro S-P[1]	27	19	27	41	41	29	12	11	6	8	
	Roro NS-P[2]	3	5	4	10	15	11	4	3	2	3	
	General Cargo[3]	19	92	36	35	34	12	22	2	2	7	
	All Cargo Types [4]	*2,874*	*3,200*	*3,448*	*3,575*	*3,285*	*444*	*2,841*	*419*	*478*	*502*	
Nafplio	Liquid Bulk		0									
	Dry Bulk	986	658									
	General Cargo[3]	63	74									
	All Cargo Types [4]	*1,049*	*732*									
Paloúkia	Roro S-P[1]	1,734	1,867	1,616	1,633	1,323	1,018	304	293	752	1,226	
	Roro NS-P[2]	0	0									
	General Cargo[3]					0	0					
	All Cargo Types [4]	*1,734*	*1,867*	*1,616*	*1,633*	*1,323*	*1,019*	*304*	*293*	*752*	*1,226*	
Patras	Liquid Bulk	120	246	108	108	109	103	6	180	166	148	
	Dry Bulk	241	257	195	179	194	194		52	43	12	
	Roro S-P[1]	3,278	2,948	3,124	2,887	2,765	1,495	1,270	600	536	574	
	Roro NS-P[2]	478	613	750	1,201	810	534	276	103	141	145	
	General Cargo[3]	83	64	98	111	113	110	3	49	47	30	
	Containers	0										
	All Cargo Types [4]	*4,200*	*4,128*	*4,275*	*4,486*	*3,992*	*2,437*	*1,555*	*983*	*933*	*908*	
Perama	Liquid Bulk	775	841	891	693	543	543					
	Dry Bulk					2	2					
	Roro S-P[1]	1,734	1,867	1,616	1,633	1,323	304	1,018				
	Roro NS-P[2]	0	0									
	General Cargo[3]		2			1	1					
	All Cargo Types [4]	*2,509*	*2,710*	*2,506*	*2,326*	*1,868*	*850*	*1,018*				
Pireus	Liquid Bulk	160	217	262	194	68	63	5	248	179	171	
	Dry Bulk	436	224	373	486	304	291	13	120	139	150	
	Roro S-P[1]	3,273	3,247	3,526	3,991	3,790	1,246	2,544	916	1,448	1,913	
	Roro NS-P[2]	1,482	1,525	1,826	1,964	1,611	423	1,188	509	351	364	
	General Cargo[3]	167	61	88	95	34	26	8	2	13	21	
	Containers	14,584	13,118	12,898	12,175	2,983	2,296	687	819	1,212	1,617	
	Container (TEU)	1,541,563	1,394,512	1,403,408	1,373,138	431,000						
	All Cargo Types [4]	*20,101*	*18,392*	*18,973*	*18,905*	*8,790*	*4,344*	*4,446*	*2,613*	*3,342*	*4,237*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Politika	Dry Bulk	1,486	1,205	1,197	1,047	968		968				
	General Cargo[3]		87									
	All Cargo Types [4]	*1,486*	*1,292*	*1,197*	*1,047*	*968*		*968*				
Rhodes	Liquid Bulk	645	658	628	450	630	614	16	82	115	148	
	Dry Bulk	181	228	189	288	383	382	1	71	48	40	
	Roro S-P[1]	223	255	161	293	368	284	84	59	65	53	
	Roro NS-P[2]	22	23	27	27	15	10	6	1	4	6	
	General Cargo[3]	84	97	75	110	127	127	0	25	31	31	
	Containers	4	4			0	0			0		
	All Cargo Types [4]	*1,160*	*1,265*	*1,080*	*1,167*	*1,523*	*1,416*	*107*	*238*	*264*	*277*	
Rio	Liquid Bulk	162	55		2						7	
	Dry Bulk	1,047	1,132	430	452	404	275	129	212	335	328	
	Roro S-P[1]	5,574	2,242	2,342	2,213	2,361	1,163	1,198	449	572	587	
	Roro NS-P[2]	0	0									
	General Cargo[3]	200	107	30	10	9	9		16	18	20	
	All Cargo Types [4]	*6,983*	*3,535*	*2,802*	*2,678*	*2,775*	*1,447*	*1,327*	*678*	*925*	*943*	
Souda Bay	Liquid Bulk	173										
	Dry Bulk	83										
	Roro S-P[1]	342										
	Roro NS-P[2]	323										
	General Cargo[3]	21										
	All Cargo Types [4]	*942*										
Thessaloniki	Liquid Bulk	8,593	8,129	8,499	8,538	8,084	6,931	1,153	2,314	1,807	1,929	
	Dry Bulk	2,973	3,396	3,656	4,475	4,254	2,922	1,332	609	777	848	
	Roro S-P[1]	42	52	23	58	70	14	56	2	3	4	
	Roro NS-P[2]	59	57	25	44	21	2	19	0	2	2	
	General Cargo[3]	1,320	1,295	1,180	1,312	1,005	737	268	181	152	199	
	Containers	2,812	3,015	2,967	3,595	2,067	1,268	799	414	499	527	
	All Cargo Types [4]	*15,798*	*15,945*	*16,351*	*18,021*	*15,501*	*11,874*	*3,627*	*3,521*	*3,239*	*3,508*	
Volos	Liquid Bulk	226	110	154	208	179	172	6	55	35	24	
	Dry Bulk	8,046	7,934	8,231	8,737	7,232	4,002	3,230	1,391	1,852	1,891	
	Roro S-P[1]	61	74	64	86	146	72	74	11	19	24	
	Roro NS-P[2]	2	6	0	0	0	0				0	
	General Cargo[3]	690	1,103	809	503	626	122	503	69	116	84	
	Containers	88	123	208	153	253	174	79	24	72	62	
	All Cargo Types [4]	*9,114*	*9,351*	*9,466*	*9,687*	*8,436*	*4,543*	*3,892*	*1,550*	*2,094*	*2,085*	
Greece-Total		***131,923***	***125,638***	***130,217***	***133,109***	***121,387***	***69,666***	***51,721***	***27,752***	***28,554***	***28,861***	***0***

Croatia

Table 18: OPTIMAR 2008 table 36, port throughput in Croatia 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Croatia	Liquid Bulk	10,640	9,272	8,102	1,171	2,170	8%	2,220	-8%	1,993	-25%	2,134	-3%
	Dry Bulk	10,490	12,308	7,149	5,159	2,354	-19%	1,698	-48%	1,746	-40%	2,161	-33%
	Roro S-P[1]	628	728	277	451	121	-6%	164	-28%	189	-15%	120	-19%
	Roro NS-P[2]	4	2	2		0	-51%	0	-86%		-100%	0	-86%
	General Cargo[3]	1,571	1,396	246	1,150	222	-52%	361	5%	297	-19%	337	52%
	Containers	1,199	1,441	1,146	294	278	-5%	269	-33%	295	-31%	266	-16%
	All Cargo Types [4]	*24,532*	*25,147*	*16,923*	*8,224*	*5,145*	*-11%*	*4,711*	*-29%*	*4,520*	*-31%*	*5,018*	*-18%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Bakar	Liquid Bulk		1,898	1,501	1,696	1,445	368	1,077	371	318	544	608
	Dry Bulk		2,242	2,024	2,363	2,436	1,605	830	676	419	132	299
	Roro S-P[1]					0		0		0	0	
	General Cargo[3]		27	110	12	41	38	4	5	5	3	7
	All Cargo Types [4]		*4,168*	*3,635*	*4,070*	*3,922*	*2,011*	*1,911*	*1,051*	*742*	*679*	*913*
Omisalj	Liquid Bulk		7,121	5,972	7,657	6,594	6,594		1,638	1,713	1,232	1,387
	Dry Bulk		1									
	General Cargo[3]		2		1	1	1					
	All Cargo Types [4]		*7,124*	*5,972*	*7,658*	*6,595*	*6,595*		*1,638*	*1,713*	*1,232*	*1,387*
Ploce	Liquid Bulk		304	511	520	579	579		73	117	104	55
	Dry Bulk		2,197	2,273	3,139	4,025	2,863	1,163	568	374	400	636
	Roro S-P[1]		18	12	10	17	6	12	2	4	6	2
	Roro NS-P[2]			2	3	2	2			0		
	General Cargo[3]		137	211	262	193	75	118	36	48	61	64
	Containers		102	108	230	268	222	46	51	47	57	43
	All Cargo Types [4]		*2,757*	*3,116*	*4,165*	*5,086*	*3,747*	*1,338*	*730*	*590*	*629*	*801*
Pula	Dry Bulk		807									
	General Cargo[3]		127									
	All Cargo Types [4]		*934*									
Rabac	Dry Bulk		726			1,068	1,068		142		186	196
	Roro S-P[1]		31			22	6	15	5	10	9	3
	All Cargo Types [4]		*757*			*1,090*	*1,074*	*15*	*147*	*10*	*196*	*199*
Raša - Bršica	Dry Bulk				1,815	1,962	108	1,854	557	543	675	448
	Roro S-P[1]				0							
	General Cargo[3]				16	75		75	18	2	4	
	All Cargo Types [4]				*1,832*	*2,037*	*108*	*1,929*	*575*	*545*	*679*	*448*
Rijeka	Liquid Bulk		417	387	327	272	196	77	1		0	0
	Dry Bulk		513	560	415	420	283	136	158	109	73	172
	Roro S-P[1]		0	1	1	1	0	0	0	0	0	0
	Roro NS-P[2]		1	2		0	0					0
	General Cargo[3]		988	926	1,085	950	74	876	143	270	220	253
	Containers		434	540	939	1,131	884	247	216	216	229	216
	All Cargo Types [4]		*2,353*	*2,415*	*2,767*	*2,773*	*1,437*	*1,336*	*519*	*595*	*522*	*641*
Sibenik	Liquid Bulk			24	36	8	2	6				
	Dry Bulk			1,201	1,147	826	470	356				
	Roro S-P[1]			7	11	13	6	7				
	Roro NS-P[2]			0	0							
	General Cargo[3]			48	98	52	8	44				
	All Cargo Types [4]			*1,280*	*1,292*	*899*	*486*	*413*				
Split	Liquid Bulk		521	449	405	373	362	11	87	72	113	84
	Dry Bulk		1,362	1,549	1,611	1,571	752	820	253	252	280	409
	Roro S-P[1]		629	677	606	676	259	417	113	149	174	114
	Roro NS-P[2]		1	0	0	0	0		0			0
	General Cargo[3]		85	124	97	83	51	33	21	36	8	13
	Containers		0	12	29	42	40	2	11	5	10	7
	All Cargo Types [4]		*2,597*	*2,811*	*2,749*	*2,746*	*1,464*	*1,282*	*484*	*515*	*584*	*628*
Croatia-Total		***0***	***20,690***	***19,230***	***24,532***	***25,147***	***16,923***	***8,224***	***5,145***	***4,711***	***4,520***	***5,018***

Ireland

Table 19: OPTIMAR 2008 table 47, port throughput in Ireland 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Ireland	Liquid Bulk	14,414	13,299	10,921	2,378	3,087	-4%	3,279	-4%	2,357	-23%		
	Dry Bulk	14,794	15,075	11,105	3,970	2,891	-30%	2,086	-46%	2,077	-37%		
	Roro S-P[1]	5,178	5,029	2,999	2,030	1,075	-18%	1,098	-16%	1,114	-9%		
	Roro NS-P[2]	4,381	4,279	2,682	1,597	941	-13%	1,026	-8%	1,043	-3%		
	General Cargo[3]	1,739	1,232	792	440	162	-50%	195	-46%	169	-44%		
	Containers	8,787	7,945	4,912	3,033	1,601	-20%	1,840	-16%	1,646	-18%		
	All Cargo Types [4]	*49,294*	*46,859*	*33,411*	*13,448*	*9,758*	*-19%*	*9,524*	*-22%*	*8,407*	*-23%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Bantry Bay	Liquid Bulk	535	825	965	1,347	784	470	314	182	487	109	
	Dry Bulk	123	316	226	55	225		225	11	11		
	General Cargo[3]				0							
	All Cargo Types [4]	*658*	*1,142*	*1,191*	*1,402*	*1,009*	*470*	*539*	*193*	*498*	*109*	
Cork	Liquid Bulk	5,679	6,546	6,090	6,246	6,002	3,939	2,064	1,364	1,400	940	
	Dry Bulk	1,543	1,569	1,788	1,748	1,763	1,289	474	363	261	320	
	Roro S-P[1]	153	128	127	112	85	70	15	6	14	10	
	Roro NS-P[2]	24	40	19	5	1	1	1	1	0	0	
	General Cargo[3]	329	310	305	383	286	146	140	52	53	38	
	Containers	1,194	1,326	1,373	1,596	1,495	810	686	310	489	300	
	All Cargo Types [4]	*8,923*	*9,919*	*9,701*	*10,089*	*9,633*	*6,255*	*3,378*	*2,096*	*2,217*	*1,608*	
Drogheda	Liquid Bulk	125	149	139	126	70	70		9	5	13	
	Dry Bulk	370	356	466	414	356	284	72	110	100	71	
	General Cargo[3]	363	362	353	282	176	173	2	20	21	22	
	Containers	376	528	301	198	56	29	26	4	4	4	
	All Cargo Types [4]	*1,234*	*1,395*	*1,260*	*1,021*	*657*	*556*	*101*	*143*	*130*	*110*	
Dublin	Liquid Bulk	3,907	4,037	4,055	4,068	4,074	4,074		1,031	1,003	942	
	Dry Bulk	1,610	1,904	2,067	2,199	2,385	1,388	997	353	380	384	
	Roro S-P[1]	4,054	4,256	4,695	5,067	4,944	2,929	2,015	1,069	1,084	1,104	
	Roro NS-P[2]	4,000	4,108	4,249	4,376	4,278	2,682	1,596	940	1,026	1,043	
	General Cargo[3]	235	294	318	415	232	214	19	32	44	33	
	Containers	4,123	4,628	5,412	5,677	5,214	3,325	1,889	1,030	1,111	1,109	
	All Cargo Types [4]	*17,930*	*19,227*	*20,795*	*21,801*	*21,127*	*14,612*	*6,516*	*4,456*	*4,648*	*4,615*	
Galway	Liquid Bulk			875	860	729	729		185	165	137	
	Dry Bulk			13	12	29	10	18	4	2	4	
	General Cargo[3]			58	73	80	35	45	9	9	19	
	All Cargo Types [4]			*946*	*945*	*838*	*775*	*63*	*198*	*176*	*160*	
Limerick	Liquid Bulk	1,612	1,836		1,587	1,476	1,476		305	220	210	
	Dry Bulk	8,725	9,141		9,091	9,108	7,098	2,010	1,861	1,178	1,153	
	General Cargo[3]	278	326		376	235	95	140	31	51	38	
	Containers	3	52									
	All Cargo Types [4]	*10,619*	*11,355*		*11,054*	*10,819*	*8,669*	*2,150*	*2,198*	*1,449*	*1,401*	
New Ross	Liquid Bulk	373	287	199	166	138	138					
	Dry Bulk	695	609	559	503	504	345	159				
	General Cargo[3]	34	70	73	59	52	40	12				
	All Cargo Types [4]	*1,102*	*966*	*831*	*729*	*694*	*523*	*171*				
Waterford	Liquid Bulk	149	99	60	14	25	25		10		6	
	Dry Bulk	757	804	908	772	706	691	15	190	153	145	
	Roro S-P[1]	4	4									
	General Cargo[3]	106	73	117	151	170	88	82	18	18	19	
	Containers	1,326	1,276	1,290	1,316	1,180	748	433	257	236	234	
	All Cargo Types [4]	*2,342*	*2,257*	*2,376*	*2,253*	*2,082*	*1,552*	*530*	*475*	*406*	*404*	
Ireland-Total		***42,806***	***46,261***	***37,101***	***49,294***	***46,859***	***33,411***	***13,448***	***9,758***	***9,524***	***8,407***	***0***

Italy

Table 20: OPTIMAR 2008 table 45, port throughput in Italy 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Italy	Liquid Bulk	238,682	222,850	162,342	60,509	57,359	-5%	54,995	-5%				
	Dry Bulk	98,082	97,982	82,124	15,858	23,658	-13%	24,304	-10%				
	Roro S-P[1]	24,750	32,483	16,772	15,711	6,717	-21%	8,821	9%				
	Roro NS-P[2]	44,147	27,816	13,700	14,115	6,256	-14%	8,696	4%				
	General Cargo[3]	31,617	40,472	25,638	14,833	8,663	-13%	8,455	-4%				
	Containers	84,768	81,793	41,412	40,381	18,429	-8%	19,886	-11%				
	All Cargo Types [4]	*522,047*	*503,396*	*341,989*	*161,407*	*121,082*	*-9%*	*125,156*	*-6%*				

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Ancona	Liquid Bulk	225	43	94	51	171	107	64	35	87		
	Dry Bulk	1,677	1,548	1,640	1,549	1,270	1,192	78	298	292		
	Roro S-P[1]	2,213	2,058	2,140	2,172	2,159	991	1,168	517	515		
	Roro NS-P[2]	143	147	134	149	253	68	185	36	72		
	General Cargo[3]	89	54	70	65	31	4	26	14	7		
	Containers	329	473	610	1,176	1,387	639	748	310	334		
	All Cargo Types [4]	*4,676*	*4,322*	*4,689*	*5,162*	*5,272*	*3,001*	*2,270*	*1,209*	*1,308*		
Augusta	Liquid Bulk	30,266	31,913	29,620	28,841	25,302	14,273	11,029	5,806	7,232		
	Dry Bulk	732	897	1,028	986	846	245	601	234	333		
	Roro S-P[1]			12								
	Roro NS-P[2]			20		2	2			2		
	General Cargo[3]	109	135	116	140	285	205	80	22	46		
	Containers		11	3		13		13		4		
	All Cargo Types [4]	*31,107*	*32,956*	*30,797*	*29,966*	*26,447*	*14,726*	*11,722*	*6,062*	*7,617*		
Bari	Liquid Bulk	66	169	138	52	109	76	33	20	14		
	Dry Bulk	1,408	1,258	1,524	1,698	857	787	70	220	281		
	Roro S-P[1]	862	858	1,075	1,223	966	484	482	236	286		
	Roro NS-P[2]	84	44	130	121	63	20	43	16	23		
	General Cargo[3]	72	73	302	99	442	208	234	116	57		
	Containers	93	69		0	0		0				
	All Cargo Types [4]	*2,584*	*2,471*	*3,168*	*3,194*	*2,438*	*1,575*	*863*	*608*	*661*		
Barletta	Liquid Bulk	326	286	308	548	578	576	2	125	121		
	Dry Bulk	918	801	894	731	680	373	307	150	170		
	General Cargo[3]	87	113	90	110	227	136	91	42	40		
	All Cargo Types [4]	*1,332*	*1,201*	*1,292*	*1,390*	*1,484*	*1,084*	*400*	*318*	*331*		
Brindisi	Liquid Bulk	2,119	2,806	2,718	3,528	2,558	1,972	586	664	626		
	Dry Bulk	7,425	6,278	6,468	6,378	7,100	6,707	392	1,577	1,604		
	Roro S-P[1]	859	773	523	548	819	219	599	168	217		
	Roro NS-P[2]	54	36	39	102	0	0					
	General Cargo[3]	286	213	183	115	153	16	137	30	52		
	Containers	35	34	41	31	3		3	3			
	All Cargo Types [4]	*10,779*	*10,140*	*9,973*	*10,702*	*10,633*	*8,914*	*1,718*	*2,441*	*2,500*		
Cagliari	Liquid Bulk	509	603	860	628	643	90	553	173	427		
	Dry Bulk	480	471	473	341	474	263	211	146	136		
	Roro S-P[1]	209	270	340	361	1,585	988	596	227	787		
	Roro NS-P[2]	2,648	2,758	2,290	3,251	2,088	1,050	1,038	616	1,282		
	General Cargo[3]	123	121	53	74	2,813	1,243	1,571	709	1,274		
	Containers	5,906	5,050	5,453	4,032	1,402	730	671	158	68		
	All Cargo Types [4]	*9,876*	*9,273*	*9,469*	*8,687*	*9,004*	*4,364*	*4,640*	*2,029*	*3,973*		
Catania	Liquid Bulk	268	523	561	696	665	133	532	313	269		
	Dry Bulk	205	242	264	283	328	214	114	105	89		
	Roro S-P[1]	753	325	46	2	36	34	3				
	Roro NS-P[2]	625	760	71	45							
	General Cargo[3]	279	183	180	212	458	384	74	87	47		
	Containers	11	126	133	189	176	132	44	121	46		
	All Cargo Types [4]	*2,140*	*2,160*	*1,256*	*1,427*	*1,664*	*897*	*767*	*626*	*452*		
Chioggia	Liquid Bulk	1	17	10	6	4	4	0		1		
	Dry Bulk	1,542	1,537	1,784	1,925	1,849	1,658	191	423	355		
	Roro S-P[1]	0	1			1	0	1		1		
	Roro NS-P[2]	23	43	40	25	28	1	27	7	5		
	General Cargo[3]	946	1,027	1,080	1,031	1,157	379	778	225	269		
	Containers	0	1	3	2	26	10	16		8		
	All Cargo Types [4]	*2,513*	*2,626*	*2,916*	*2,990*	*3,065*	*2,052*	*1,014*	*654*	*639*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Civitavecchia	Liquid Bulk	2,212	2,437	2,130	1,573	1,160	1,083	77	435	258		
	Dry Bulk	1,175	1,025	1,208	715	702	596	106	229	254		
	Roro S-P[1]	438	582	695	1,331	1,475	731	743	334	468		
	Roro NS-P[2]	1,360	1,460	1,579	1,679	1,110	585	526	331	457		
	General Cargo[3]	274	212	203	379	271	110	161	21	93		
	Containers	194	315	241	206	164	88	76	64	83		
	All Cargo Types [4]	*5,653*	*6,031*	*6,057*	*5,882*	*4,882*	*3,193*	*1,689*	*1,413*	*1,613*		
Falconara Marittima	Liquid Bulk	4,529	4,862	4,394	5,368	5,724	3,888	1,836	1,088	1,248		
	Dry Bulk				3							
	Roro S-P[1]		5	5	0	1	1	0	0	0		
	Roro NS-P[2]		1	0		0	0					
	General Cargo[3]		0									
	Containers		1	0	1							
	All Cargo Types [4]	*4,529*	*4,870*	*4,400*	*5,372*	*5,725*	*3,888*	*1,836*	*1,088*	*1,248*		
Fiumicino	Liquid Bulk	6,045	6,542	6,626	6,708	6,825	5,827	997	1,387	1,406		
	Dry Bulk		0									
	Roro S-P[1]	0	0	0	0	0	0	0				
	Roro NS-P[2]		0									
	General Cargo[3]		0									
	All Cargo Types [4]	*6,045*	*6,542*	*6,626*	*6,708*	*6,825*	*5,827*	*997*	*1,387*	*1,406*		
Gaeta	Liquid Bulk	1,536	1,944	1,768	2,453	1,846	1,578	268	430	444		
	Dry Bulk	562	604	603	628	658	638	20	148	202		
	General Cargo[3]	152	184	266	260	234	223	11	61	53		
	All Cargo Types [4]	*2,250*	*2,733*	*2,638*	*3,341*	*2,738*	*2,439*	*298*	*639*	*699*		
Gela	Liquid Bulk	7,866	7,842	7,111	9,241	9,280	5,201	4,079	1,704	2,224		
	Dry Bulk	264				4	0	4		3		
	General Cargo[3]	6	0									
	All Cargo Types [4]	*8,137*	*7,842*	*7,111*	*9,241*	*9,284*	*5,201*	*4,083*	*1,704*	*2,227*		
Genova	Liquid Bulk	19,748	18,284	19,742	21,647	19,479	17,402	2,077	5,387	5,251		
	Dry Bulk	4,763	3,551	3,118	2,747	3,789	3,305	485	1,278	972		
	Roro S-P[1]	915	754	806	846	835	341	493	181	184		
	Roro NS-P[2]	6,798	6,583	6,990	7,219	4,897	3,472	1,425	932	1,317		
	General Cargo[3]	855	1,808	1,374	1,477	1,177	809	368	402	203		
	Containers	12,670	11,637	12,356	14,346	16,163	8,746	7,418	3,812	3,967		
	Container (TEU)	1,628,594	1,624,964	1,657,113	1,855,026	1,766,605						
	All Cargo Types [4]	*45,749*	*42,617*	*44,387*	*48,281*	*46,340*	*34,075*	*12,266*	*11,991*	*11,894*		
Gioia Tauro	Liquid Bulk		220	495	585							
	Dry Bulk	81	101	112	129	77	75	1	15	47		
	Roro S-P[1]	138	183	184	248	421	226	195	152	114		
	Roro NS-P[2]			0	0							
	General Cargo[3]	14	49	26	20	21	21	0	8	8		
	Containers	29,074	29,045	27,853	29,619	31,000	15,907	15,092	6,580	7,195		
	Container (TEU)	3,261,034	3,160,981	2,938,000	3,445,337	3,467,772						
	All Cargo Types [4]	*29,307*	*29,597*	*28,671*	*30,600*	*31,519*	*16,230*	*15,289*	*6,756*	*7,364*		
La Spezia	Liquid Bulk	3,337	3,576	4,005	5,241	4,331	3,290	1,041	960	919		
	Dry Bulk	1,911	1,854	1,863	1,990	2,160	1,859	301	401	490		
	Roro S-P[1]	1	0	0	0	1	0	1	0	0		
	Roro NS-P[2]	3	9	15	1	3	0	3	2	0		
	General Cargo[3]	583	620	938	880	913	439	474	192	139		
	Containers	7,731	7,426	8,372	9,153	9,408	3,977	5,431	2,228	2,274		
	Container (TEU)	1,040,438	1,024,455	1,136,664	1,187,040	1,246,139						
	All Cargo Types [4]	*13,566*	*13,485*	*15,193*	*17,265*	*16,817*	*9,566*	*7,251*	*3,782*	*3,824*		
Lipari	Liquid Bulk	1,335	1,231	1,469	1,443	1,654	1,649	5	201	415		
	Dry Bulk	316	340	304	127	2	1	0	0	1		
	Roro S-P[1]	112	90	162	205	113	96	17	25	23		
	Roro NS-P[2]					0	0	0		0		
	General Cargo[3]	7	0	1	6	45	20	25	4	23		
	Containers		1	1								
	All Cargo Types [4]	*1,771*	*1,662*	*1,937*	*1,781*	*1,814*	*1,766*	*48*	*230*	*463*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Livorno	Liquid Bulk	8,099	8,865	9,328	9,506	10,378	7,907	2,471	2,581	1,437		
	Dry Bulk	1,395	1,235	1,466	947	203	171	32	65	48		
	Roro S-P[1]	1,096	1,823	1,841	2,140	1,990	1,252	737	376	411		
	Roro NS-P[2]	4,458	4,944	4,304	8,520	3,276	1,589	1,687	890	706		
	General Cargo[3]	2,010	2,327	2,428	2,723	5,777	4,290	1,487	1,594	1,257		
	Containers	4,181	4,815	5,180	5,957	2,348	1,735	613	430	597		
	Container (TEU)	638,586	658,506	657,592	745,557							
	All Cargo Types [4]	*21,240*	*24,009*	*24,547*	*29,793*	*23,970*	*16,943*	*7,027*	*5,936*	*4,456*		
Manfredonia	Liquid Bulk	239	200	239	286	243	5	239	33	36		
	Dry Bulk	793	811	868	949	792	572	220	208	180		
	Roro S-P[1]				1	0	0					
	General Cargo[3]	38	31	36	42	49	25	23	4	7		
	Containers					7	7		7			
	All Cargo Types [4]	*1,070*	*1,043*	*1,143*	*1,277*	*1,091*	*610*	*482*	*252*	*224*		
Marina di Carrara	Liquid Bulk	141	62	59	42	26	24	2	5	3		
	Dry Bulk	1,030	1,013	1,344	701	599	279	320	176	244		
	Roro S-P[1]					0	0					
	Roro NS-P[2]					1	1	0				
	General Cargo[3]	1,491	1,723	1,600	1,713	1,543	973	570	460	499		
	Containers	88	119	84	26	83	32	51	38	13		
	All Cargo Types [4]	*2,750*	*2,917*	*3,086*	*2,483*	*2,252*	*1,309*	*943*	*679*	*759*		
Messina	Liquid Bulk	137	199	42	171	57	1	56		5		
	Dry Bulk	27	26	84	9	72	59	12	14	46		
	Roro S-P[1]	964	1,209	1,777	3,288	3,037	1,386	1,650	870	837		
	Roro NS-P[2]	125	240	297	430	506	272	234	118	114		
	General Cargo[3]	105	105	173	189	121	78	42	32	29		
	All Cargo Types [4]	*1,358*	*1,779*	*2,373*	*4,087*	*3,792*	*1,797*	*1,995*	*1,034*	*1,032*		
Milazzo	Liquid Bulk	13,007	17,446	17,426	15,562	15,021	8,667	6,354	4,422	3,903		
	Dry Bulk	57	107	89	86	90	67	23	30	18		
	Roro S-P[1]	156	148	216	266	165	22	142	40	56		
	Roro NS-P[2]					1	0	1	0	1		
	General Cargo[3]	193	131	204	260	129	62	67	22	71		
	Containers			3								
	All Cargo Types [4]	*13,413*	*17,832*	*17,938*	*16,173*	*15,405*	*8,819*	*6,587*	*4,513*	*4,049*		
Monfalcone	Liquid Bulk	371	287	158	98	3	3					
	Dry Bulk	769	1,056	1,076	1,012	2,124	2,036	89	523	425		
	Roro S-P[1]	87	74	82	125	131	67	63	31	37		
	Roro NS-P[2]	542	395	443	364	343	340	4	59	112		
	General Cargo[3]	2,173	2,293	2,735	2,924	2,333	1,970	363	433	516		
	Containers	12	10	6	7	26	21	5	1	3		
	All Cargo Types [4]	*3,954*	*4,115*	*4,500*	*4,530*	*4,960*	*4,437*	*523*	*1,046*	*1,094*		
Napoli	Liquid Bulk	5,744	5,751	5,957	5,066	4,409	3,772	637	1,251	1,247		
	Dry Bulk	798	998	809	733	260	238	22	68	106		
	Roro S-P[1]	855	1,275	1,306	756	918	359	559	213	197		
	Roro NS-P[2]	1,285	1,172	1,217	1,699	1,395	643	752	384	486		
	General Cargo[3]	109	97	57	44	99	90	9	73	10		
	Containers	1,694	1,525	2,016	2,305	1,986	987	999	586	656		
	Container (TEU)	347,000	373,706	430,000	460,812	481,521						
	All Cargo Types [4]	*10,485*	*10,819*	*11,362*	*10,603*	*9,067*	*6,088*	*2,979*	*2,574*	*2,701*		
Olbia	Liquid Bulk			0								
	Dry Bulk	43	66	44	8	25	5	20	2	7		
	Roro S-P[1]	1,084	1,057	1,115	1,642	8,930	5,248	3,682	1,294	2,551		
	Roro NS-P[2]	3,651	3,849	4,185	6,343	3,651	1,846	1,805	549	1,158		
	General Cargo[3]	20	56	28	47	261	171	90	14	34		
	Containers	0		2	3	4	0	4		0		
	All Cargo Types [4]	*4,798*	*5,029*	*5,374*	*8,042*	*12,872*	*7,270*	*5,602*	*1,860*	*3,750*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Oristano	Liquid Bulk	125	99	77	68	68	66	2	41	17		
	Dry Bulk	1,488	1,503	1,479	1,449	1,404	832	572	590	406		
	Roro S-P[1]				85							
	Roro NS-P[2]				118							
	General Cargo[3]	83	110	93	37	60	40	20	36	16		
	All Cargo Types [4]	*1,697*	*1,711*	*1,649*	*1,756*	*1,532*	*938*	*594*	*667*	*438*		
Ortona	Liquid Bulk	849	839	822	764	736	685	51	152	208		
	Dry Bulk	393	393	573	444	279	275	4	73	103		
	Roro S-P[1]	5	7	1	1	0	0					
	Roro NS-P[2]		0									
	General Cargo[3]	132	108	121	131	128	79	49	12	37		
	Containers	0	1	0	0	0	0					
	All Cargo Types [4]	*1,380*	*1,348*	*1,518*	*1,340*	*1,143*	*1,039*	*104*	*237*	*348*		
Other	Liquid Bulk		1,519	1,027	702	546	216	330	173	258		
	Dry Bulk		579	506	421	425	72	352	213	96		
	Roro S-P[1]		45	70	21	14	5	9	4	2		
	Roro NS-P[2]		66	13	4	1	1	0	1	1		
	General Cargo[3]		28	6	12	23	16	7	0	3		
	Containers		27	22	36	0	0	0		0		
	All Cargo Types [4]		*2,265*	*1,645*	*1,195*	*1,009*	*310*	*698*	*390*	*361*		
Palermo	Liquid Bulk	1,256	1,235	1,519	1,428	1,746	1,021	725	270	333		
	Dry Bulk	200	187	157	121	33	30	3	7	8		
	Roro S-P[1]	880	1,066	1,296	1,193	1,458	816	642	244	228		
	Roro NS-P[2]	1,683	1,689	1,757	2,589	2,227	1,416	810	468	515		
	General Cargo[3]	61	64	31	31	45	26	19	6	8		
	Containers	240	334	311	403	419	183	236	90	92		
	All Cargo Types [4]	*4,321*	*4,575*	*5,071*	*5,765*	*5,928*	*3,491*	*2,436*	*1,086*	*1,184*		
Piombino	Liquid Bulk	445	348	512	210	152	110	41	87	26		
	Dry Bulk	4,130	4,375	4,897	5,629	5,059	4,600	459	1,083	1,501		
	Roro S-P[1]	1,148	1,151	1,195	1,328	973	317	655	201	233		
	Roro NS-P[2]	655	650	545	780	520	188	332	135	121		
	General Cargo[3]	1,408	1,383	2,133	1,634	1,324	771	553	336	323		
	Containers		1		4	12		12	5	4		
	All Cargo Types [4]	*7,787*	*7,909*	*9,282*	*9,585*	*8,040*	*5,987*	*2,053*	*1,848*	*2,208*		
Porto Empedocle	Liquid Bulk		102	127								
	Dry Bulk		934	984								
	Roro S-P[1]		27	24								
	Roro NS-P[2]		3									
	General Cargo[3]		10	9								
	All Cargo Types [4]		*1,076*	*1,145*								
Porto Foxi	Liquid Bulk	24,386	22,458	26,605	26,366	26,120	14,633	11,487	7,003	5,808		
	Dry Bulk	2	33			101		101	30	4		
	General Cargo[3]			18								
	All Cargo Types [4]	*24,387*	*22,491*	*26,623*	*26,366*	*26,221*	*14,633*	*11,589*	*7,033*	*5,812*		
Porto Nogaro	Liquid Bulk	19	15	21	3							
	Dry Bulk	552	500	415	343	274	210	63	65	95		
	Roro NS-P[2]			3		11	4	7	4	5		
	General Cargo[3]	1,141	739	803	1,128	1,165	305	860	296	296		
	Containers			0	1							
	All Cargo Types [4]	*1,712*	*1,254*	*1,242*	*1,475*	*1,449*	*519*	*930*	*366*	*397*		
Porto Torres	Liquid Bulk	2,183	2,736	2,724	2,911	2,738	2,007	732	537	693		
	Dry Bulk	2,135	2,179	1,921	2,000	1,800	1,479	321	402	368		
	Roro S-P[1]	145	144	57	148	136	78	58	37	36		
	Roro NS-P[2]	624	661	1,070	743	1,322	618	704	288	364		
	General Cargo[3]	7	14	20	97	45	15	30	4	6		
	Containers	1	4	7	8	25	0	25	7	10		
	All Cargo Types [4]	*5,094*	*5,738*	*5,799*	*5,908*	*6,066*	*4,197*	*1,869*	*1,274*	*1,477*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Portovesme	Liquid Bulk	1,005	1,090	1,044	930	936	763	174	228	221		
	Dry Bulk	4,356	4,483	4,821	4,801	4,929	4,136	794	1,161	1,114		
	Roro S-P[1]	117	118	101	76	64	0	64	22	18		
	General Cargo[3]	24	56	34	54	38	25	13	7	10		
	Containers					20	7	13	12	7		
	All Cargo Types [4]	*5,503*	*5,746*	*6,000*	*5,860*	*5,987*	*4,930*	*1,057*	*1,430*	*1,369*		
Pozzallo	Liquid Bulk		2		6	12	6	6	4	3		
	Dry Bulk		854		1,291	1,123	525	597	375	270		
	Roro S-P[1]		0		2	5	2	3	3	1		
	Roro NS-P[2]		2									
	General Cargo[3]		177		69	313	122	191	16	107		
	Containers		36		43	28	12	17	6	8		
	All Cargo Types [4]		*1,071*		*1,410*	*1,480*	*667*	*813*	*404*	*388*		
Ravenna	Liquid Bulk	5,692	5,290	5,868	5,436	6,043	5,448	595	1,090	1,355		
	Dry Bulk	12,635	12,879	14,575	14,044	16,519	15,078	1,441	3,129	3,856		
	Roro S-P[1]	15	9	14	18	18	14	4	4	5		
	Roro NS-P[2]	842	529	52	49	34	27	7	9	7		
	General Cargo[3]	4,532	3,734	4,863	4,838	4,691	4,302	389	711	900		
	Containers	1,535	1,709	2,197	2,557	2,631	1,182	1,450	516	632		
	All Cargo Types [4]	*25,251*	*24,149*	*27,570*	*26,941*	*29,937*	*26,052*	*3,885*	*5,459*	*6,754*		
Salerno	Liquid Bulk	21	2	4	80	53		53		2		
	Dry Bulk	828	761	724	739	443	383	61	132	115		
	Roro S-P[1]	1,965	1,563	2,167	3,634	3,751	1,973	1,778	822	890		
	Roro NS-P[2]	140	295	368	1,350	537	242	294	94	108		
	General Cargo[3]	119	140	228	261	332	233	99	15	22		
	Containers	2,407	2,050	1,613	2,206	1,515	692	823	381	377		
	All Cargo Types [4]	*5,479*	*4,810*	*5,105*	*8,269*	*6,631*	*3,523*	*3,108*	*1,442*	*1,513*		
Santa Panagia	Liquid Bulk	18,722	23,179	15,576	17,446	16,277	8,468	7,809	4,539	3,979		
	Dry Bulk			146		81	81					
	Roro NS-P[2]	21										
	All Cargo Types [4]	*18,743*	*23,179*	*15,722*	*17,446*	*16,357*	*8,549*	*7,809*	*4,539*	*3,979*		
Savona — Vado	Liquid Bulk	7,416	7,641	8,448	8,077	7,868	7,572	296	1,798	1,974		
	Dry Bulk	4,708	4,463	4,290	4,281	4,794	4,616	178	1,091	1,019		
	Roro S-P[1]	162	112	94	115	147	87	60	25	41		
	Roro NS-P[2]	2	1	0	16							
	General Cargo[3]	448	445	504	628	1,368	956	412	134	114		
	Containers	603	1,879	1,929	2,072	1,860	953	907	560	423		
	All Cargo Types [4]	*13,339*	*14,541*	*15,264*	*15,189*	*16,036*	*14,184*	*1,853*	*3,608*	*3,572*		
Taranto	Liquid Bulk	5,675	7,662	8,839	8,922	7,256	3,520	3,736	1,702	1,729		
	Dry Bulk	17,631	25,454	25,196	24,069	24,599	18,254	6,345	6,175	5,858		
	Roro S-P[1]		2	4								
	Roro NS-P[2]	3,808	2,293	3,567	3,967	2,457	40	2,417	377	834		
	General Cargo[3]	6,408	7,230	6,018	6,592	8,675	4,619	4,056	1,785	1,223		
	Containers	5,773	5,220	7,150	5,684	5,661	2,784	2,877	1,045	1,427		
	Container (TEU)	763,318	716,856	892,303	756,000	786,655						
	All Cargo Types [4]	*39,294*	*47,862*	*50,775*	*49,234*	*48,648*	*29,218*	*19,430*	*11,084*	*11,072*		
Termini Imerese	Liquid Bulk	390	277		55							
	Dry Bulk	115	104		111							
	Roro S-P[1]	128	44		19							
	Roro NS-P[2]	768	756		762							
	General Cargo[3]	4	12		0							
	Containers				0							
	All Cargo Types [4]	*1,405*	*1,193*		*948*							
Trapani	Liquid Bulk	91	82	173	98	102	39	64	64	6		
	Dry Bulk	15	16	26	64	60	24	36	10	12		
	Roro S-P[1]	318	765	765	721	560	200	360	151	169		
	Roro NS-P[2]	315	176	59	861	250	109	141	68	92		
	General Cargo[3]	0	10	38	25	33	21	13	19	3		
	Containers	228	145	131	208	155	7	148	41	46		
	All Cargo Types [4]	*968*	*1,195*	*1,192*	*1,976*	*1,160*	*399*	*762*	*353*	*328*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Trieste	Liquid Bulk	34,644	35,405	34,843	31,458	28,967	28,810	158	9,348	7,935		
	Dry Bulk	1,420	2,029	2,599	2,413	1,036	514	522	381	362		
	Roro S-P[1]	1,766	1,373	1,324	1,444	1,156	519	637	385	336		
	Roro NS-P[2]	1,745	1,832	2,129	2,329	2,014	946	1,069	689	650		
	General Cargo[3]	297	273	236	278	1,429	326	1,104	60	117		
	Containers	1,564	1,908	2,039	1,521	1,919	992	926	611	662		
	Container (TEU)	174,729	198,319	220,661	267,854	335,943						
	All Cargo Types [4]	*41,436*	*42,820*	*43,171*	*39,443*	*36,522*	*32,106*	*4,416*	*11,474*	*10,062*		
Venezia	Liquid Bulk	12,689	13,520	13,864	13,483	12,764	11,453	1,311	3,304	2,876		
	Dry Bulk	10,578	11,075	11,111	11,081	10,064	9,674	391	2,431	2,813		
	Roro S-P[1]	558	927	871	793	619	314	305	156	177		
	Roro NS-P[2]	592	584	562	631	825	219	606	184	260		
	General Cargo[3]	2,658	2,366	3,035	2,950	2,265	1,928	337	662	538		
	Containers	1,683	1,914	2,469	2,972	3,351	1,589	1,762	820	949		
	Container (TEU)	290,898	289,860	316,641	328,000	379,072						
	All Cargo Types [4]	*28,759*	*30,386*	*31,912*	*31,909*	*29,888*	*25,176*	*4,712*	*7,557*	*7,612*		
Vibo Valentia	Liquid Bulk	862	906	937	900							
	Dry Bulk	163	218	141	106							
	General Cargo[3]	13	7	15	45							
	All Cargo Types [4]	*1,038*	*1,131*	*1,092*	*1,051*							
Italy-Total		***468,672***	***494,520***	***502,678***	***522,047***	***503,396***	***341,989***	***161,407***	***121,082***	***125,156***	***0***	***0***

Lithuania

Table 21: OPTIMAR 2008 table 56, port throughput in Lithuania 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Lithuania	Liquid Bulk	13,565	20,024	9,515	10,509	4,719	-5%	4,723	-13%	4,878	-1%	4,493	-3%
	Dry Bulk	8,593	9,242	2,268	6,974	2,045	-13%	2,009	-16%	2,490	7%	2,698	24%
	Roro S-P[1]	1,016	952	492	460	215	-11%	252	8%	250	2%	275	19%
	Roro NS-P[2]	1,136	1,012	701	312	178	-27%	203	-24%	229	-14%	258	11%
	General Cargo[3]	2,294	2,062	617	1,445	441	-23%	326	-37%	360	-31%	461	2%
	Containers	2,251	2,568	1,759	809	467	-22%	585	-13%	579	-15%	680	10%
	All Cargo Types [4]	*28,856*	*35,860*	*15,352*	*20,508*	*8,065*	*-10%*	*8,097*	*-15%*	*8,785*	*-2%*	*8,864*	*6%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Butinge	Liquid Bulk		6,127	5,788	4,577	9,068	9,068		2,104	2,011	2,305	1,969
	All Cargo Types [4]		*6,127*	*5,788*	*4,577*	*9,068*	*9,068*		*2,104*	*2,011*	*2,305*	*1,969*
Klaipeda	Liquid Bulk	14,725	7,165	7,997	8,989	10,955	447	10,509	2,616	2,712	2,572	2,523
	Dry Bulk	6,150	7,358	7,296	8,593	9,242	2,268	6,974	2,045	2,009	2,490	2,698
	Roro S-P[1]	1,257	846	966	1,016	952	492	460	215	252	250	275
	Roro NS-P[2]	359	849	1,147	1,136	1,012	701	312	178	203	229	258
	General Cargo[3]	2,051	2,222	1,976	2,294	2,062	617	1,445	441	326	360	461
	Containers	1,150	1,377	1,583	2,251	2,568	1,759	809	467	585	579	680
	Container (TEU)	174,241	214,307	231,548	321,432	373,263						
	All Cargo Types [4]	*25,692*	*19,818*	*20,965*	*24,279*	*26,792*	*6,284*	*20,508*	*5,962*	*6,087*	*6,480*	*6,894*
Lithuania-Total		***25,692***	***25,945***	***26,754***	***28,856***	***35,860***	***15,352***	***20,508***	***8,065***	***8,097***	***8,785***	***8,864***

Latvia

Table 22: OPTIMAR 2008 table 55, port throughput in Latvia 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Latvia	Liquid Bulk	24,551	23,040	1,593	21,447	7,010	7%	6,175	12%	5,243	1%	5,202	-10%
	Dry Bulk	24,508	28,257	2,139	26,118	7,106	5%	6,860	1%	6,676	-3%	6,590	-16%
	Roro S-P[1]	1,938	1,538	575	963	323	-18%	349	-15%	426	10%	405	18%
	Roro NS-P[2]	79	311	239	72	34	-57%	34	-64%	38	-55%	38	-27%
	General Cargo[3]	5,310	4,285	314	3,970	828	-19%	883	-27%	1,000	-15%	1,193	37%
	Containers	2,080	2,037	1,198	838	408	-19%	414	-22%	470	-10%	534	12%
	All Cargo Types [4]	*58,466*	*59,467*	*6,059*	*53,407*	*15,710*	*2%*	*14,715*	*1%*	*13,853*	*-3%*	*13,963*	*-9%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Liepaja	Liquid Bulk	854	663	1,034	772	916	47	869	106	180	188	187
	Dry Bulk	1,148	1,623	1,641	1,573	1,817	529	1,289	462	476	487	567
	Roro S-P[1]	585	431			11	3	8	68	89	114	63
	Roro NS-P[2]	108	82			0	0	0	1	2	7	3
	General Cargo[3]	1,559	1,545	1,430	1,431	1,393	42	1,351	338	325	286	395
	Unknown	135	156	24								
	Containers	45	40	76	60	32	19	13	1	3	4	2
	Container (TEU)				7,665	4,227						
	All Cargo Types [4]	*4,434*	*4,539*	*4,204*	*3,836*	*4,170*	*640*	*3,529*	*977*	*1,074*	*1,086*	*1,216*
Riga	Liquid Bulk	3,705	2,611	4,490	4,578	5,015	171	4,844	1,699	1,491	1,548	1,566
	Dry Bulk	10,998	14,868	14,209	14,935	18,625	1,374	17,250	4,838	4,702	4,612	4,282
	Roro S-P[1]		0	258	396	444	156	288	82	85	90	121
	Roro NS-P[2]	0		49	72	81	55	26	13	11	15	17
	General Cargo[3]	5,820	4,364	2,981	3,087	2,224	167	2,057	321	416	554	607
	Unknown			0								
	Containers	925	1,593	1,553	1,850	1,862	1,116	747	406	411	464	532
	Container (TEU)	152,729	168,978	176,826	211,840	207,122						
	All Cargo Types [4]	*21,448*	*23,435*	*23,540*	*24,918*	*28,251*	*3,039*	*25,212*	*7,360*	*7,116*	*7,282*	*7,124*
Ventspils	Liquid Bulk	16,964	17,041	17,201	19,201	17,110	1,376	15,734	5,205	4,505	3,507	3,449
	Dry Bulk	7,485	10,317	7,663	8,001	7,815	236	7,578	1,805	1,681	1,577	1,741
	Roro S-P[1]	269	509	1,296	1,542	1,082	416	666	173	175	222	222
	Roro NS-P[2]	2	3	20	6	230	184	46	20	21	15	19
	General Cargo[3]	1,898	726	715	792	667	105	562	170	142	160	191
	Unknown	0		2								
	Containers	2	7	133	170	142	63	79	1	1	3	
	Container (TEU)	1,260	900	14,241	16,846	14,148						
	All Cargo Types [4]	*26,619*	*28,604*	*27,030*	*29,712*	*27,046*	*2,380*	*24,665*	*7,374*	*6,525*	*5,485*	*5,622*
Latvia-Total		**52,501**	**56,578**	**54,774**	**58,466**	**59,467**	**6,059**	**53,407**	**15,710**	**14,715**	**13,853**	**13,963**

Malta

Table 23: OPTIMAR 2008 table 38, port throughput in Malta 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	%vs '08	Q2	%vs '08	Q3	%vs '08	Q4	%vs '08
Malta	Liquid Bulk	1,566	1,555	1,550	5	377	26%	465	8%	444	-3%	373	1%
	Dry Bulk	607	678	660	17	164	-20%	147	-7%	136	-3%	133	-24%
	Roro S-P[1]	19	12	9	3	4	0%	3	-7%	2	-15%	2	-23%
	Roro NS-P[2]	209	319	250	69	90	36%	70	-28%	62	-21%	71	-9%
	General Cargo[3]	82	75	64	11	11	-11%	20	-6%	12	-63%	18	99%
	Containers	745	733	655	78	164	0%	192	3%	204	3%	205	10%
	All Cargo Types [4]	*3,228*	*3,373*	*3,189*	*183*	*810*	*8%*	*897*	*0%*	*860*	*-5%*	*802*	*-2%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Malta (Valetta)	Liquid Bulk	754	1,091	974	865	750	744	5	228	197	163	197
	Dry Bulk	755	677	553	597	675	658	17	162	147	136	133
	Roro S-P[1]	16	23	28	19	12	9	3	4	3	2	2
	Roro NS-P[2]	206	182	195	205	319	250	69	90	69	62	71
	General Cargo[3]	508	175	129	79	69	58	11	11	20	12	18
	Containers	175	200	114	299	393	346	47	22	23	19	19
	All Cargo Types [4]	*2,414*	*2,347*	*1,993*	*2,063*	*2,218*	*2,066*	*152*	*517*	*458*	*394*	*440*
Marsaxlokk	Liquid Bulk	389	665	929	701	805	805		149	269	281	176
	Dry Bulk	0	2	15	10	3	3		2	0	0	0
	Roro S-P[1]			0	0					0		
	Roro NS-P[2]	0	1	1	4					1		0
	General Cargo[3]	63	0	18	3	6	6	0		0		
	Containers	608	487	622	446	340	309	31	142	169	185	186
	Container (TEU)	1,461,174	1,321,000	1,485,000	1,887,405	2,300,000						
	All Cargo Types [4]	*1,060*	*1,155*	*1,584*	*1,165*	*1,155*	*1,123*	*31*	*293*	*439*	*466*	*362*
Malta-Total		***3,474***	***3,503***	***3,577***	***3,228***	***3,373***	***3,189***	***183***	***810***	***897***	***860***	***802***

Netherlands

Table 24: OPTIMAR 2008 table 48, port throughput in the Netherlands 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Netherlands	Liquid Bulk	225,201	240,756	186,765	53,991	61,032	-2%	60,847	0%				
	Dry Bulk	151,073	161,611	143,017	18,594	29,828	-23%	22,694	-47%				
	Roro S-P[1]	15,946	15,971	6,825	9,146	2,890	-30%	2,764	-36%				
	Roro NS-P[2]	401											
	General Cargo[3]	25,717	23,415	15,898	7,517	5,014	-21%	4,420	-28%				
	Containers	85,036	86,471	42,823	43,649	18,261	-17%	19,150	-15%				
	All Cargo Types [4]	*503,373*	*528,225*	*395,328*	*132,897*	*117,025*	*-12%*	*109,875*	*-20%*				

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
NL-Amsterdam	Liquid Bulk	17,637	18,847	24,471	25,145	33,796	16,628	17,168	10,119	9,551		
	Dry Bulk	28,075	23,971	25,196	30,501	33,957	29,391	4,567	7,307	8,099		
	Roro S-P[1]	231	310	378	409	633	424	209	105	77		
	Roro NS-P[2]	6	14	3								
	General Cargo[3]	2,215	2,163	2,205	2,510	2,854	2,349	505	705	532		
	Containers	522	683	3,131	2,800	2,872	1,513	1,359	668	420		
	Container (TEU)	46,069	65,844	305,722	370,000	435,129						
	All Cargo Types [4]	*48,686*	*45,988*	*55,384*	*61,366*	*74,113*	*50,305*	*23,808*	*18,904*	*18,679*		
NL-Delfzijl/Eemshaven	Liquid Bulk	303	373	265	338	398	227	171	89	138		
	Dry Bulk	1,485	1,603	1,613	1,868	2,106	995	1,110	294	521		
	Roro S-P[1]	6	8	11	19	10	2	8	2			
	General Cargo[3]	549	850	791	722	605	192	413	47	192		
	Containers	0	0	2		0	0	0				
	All Cargo Types [4]	*2,344*	*2,833*	*2,682*	*2,947*	*3,119*	*1,416*	*1,702*	*432*	*851*		
NL-Den Helder	Liquid Bulk			0	4							
	Dry Bulk	11	24	3		3	3		3			
	General Cargo[3]	0	1	3	3	1	0	0	0	0		
	All Cargo Types [4]	*11*	*25*	*6*	*7*	*3*	*3*	*0*	*3*	*0*		
NL-Dordrecht	Liquid Bulk	229	200	202	221	251	97	154	56	52		
	Dry Bulk	1,524	1,499	1,708	1,387	1,105	396	709	237	269		
	General Cargo[3]	462	420	462	521	255	64	191	43	46		
	Containers	2		3	7	2		2				
	All Cargo Types [4]	*2,217*	*2,119*	*2,375*	*2,137*	*1,612*	*557*	*1,055*	*336*	*367*		
NL-Harlingen	Liquid Bulk				1							
	Dry Bulk	539	765	950	1,022	758	301	457	99	99		
	General Cargo[3]	87	134	119	84	103	15	88	15	18		
	Containers	4										
	All Cargo Types [4]	*630*	*899*	*1,069*	*1,107*	*861*	*316*	*545*	*113*	*118*		
NL-Moerdijk	Liquid Bulk	1,944	2,094	2,464	2,333	2,469	2,057	412	696	296		
	Dry Bulk	745	917	1,080	1,063	1,685	1,236	449	503	159		
	Roro S-P[1]	8	1	2	3	5	1	3		0		
	General Cargo[3]	740	1,060	1,450	1,128	1,117	905	211	337	77		
	Containers	158	159	224	288	500	137	362	110	129		
	All Cargo Types [4]	*3,595*	*4,232*	*5,220*	*4,814*	*5,775*	*4,337*	*1,438*	*1,646*	*661*		
NL-Rotterdam	Liquid Bulk	157,344	167,478	173,130	183,088	189,715	157,155	32,560	47,148	47,585		
	Dry Bulk	86,681	87,166	85,105	88,342	93,930	85,995	7,935	17,382	10,513		
	Roro S-P[1]	9,320	9,600	9,703	9,306	9,130	3,943	5,186	1,501	1,566		
	Roro NS-P[2]	1,571	1,381	1,134	398							
	General Cargo[3]	9,393	8,237	9,976	9,880	8,242	5,843	2,398	2,005	1,829		
	Containers	65,217	70,988	73,812	81,771	83,012	41,151	41,861	17,470	18,549		
	Container (TEU)	8,280,787	9,286,757	9,654,508	10,790,604	10,783,825						
	All Cargo Types [4]	*329,526*	*344,849*	*352,860*	*372,785*	*384,029*	*294,088*	*89,941*	*85,507*	*80,042*		
NL-Scheveningen	Liquid Bulk	23	4	2	3	2	2		1			
	Dry Bulk			3								
	Roro S-P[1]	3,103	3,329	3,149	0	0		0				
	General Cargo[3]	42	80	31	46	19	1	19	0	2		
	All Cargo Types [4]	*3,168*	*3,413*	*3,185*	*48*	*21*	*3*	*19*	*1*	*2*		
NL-Terneuzen	Liquid Bulk	6,709	6,583	6,768	7,275	6,653	5,143	1,509	1,482	1,407		
	Dry Bulk	3,867	3,740	3,154	3,314	3,493	1,763	1,730	1,142	870		
	Roro S-P[1]		3	5	1	1	0	1	2			
	General Cargo[3]	1,637	2,263	2,046	2,188	1,932	1,735	197	303	408		
	Containers	107	153	43	4	27	12	15	6	16		
	All Cargo Types [4]	*12,319*	*12,743*	*12,016*	*12,781*	*12,105*	*8,653*	*3,452*	*2,935*	*2,701*		
NL-Velsen/Ijmuiden	Liquid Bulk	206	467	145	1,072	2,784	2,582	201	60	679		
	Dry Bulk	15,045	18,665	17,497	17,036	17,922	17,443	478	1,682	1,404		
	Roro S-P[1]	142	179	187	202	217	95	122	78	0		
	General Cargo[3]	2,537	2,717	2,497	2,920	2,264	328	1,935	355	259		
	Containers		30	0	1	0		0	0			
	All Cargo Types [4]	*17,929*	*22,059*	*20,326*	*21,230*	*23,186*	*20,449*	*2,737*	*2,175*	*2,341*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
NL-Vlaardingen	Liquid Bulk	989	1,618	983	953	681	75	606	104	136		
	Dry Bulk	698	802	506	343	189	132	57	20	27		
	Roro S-P[1]			491	4,364	4,533	1,727	2,806	926	917		
	General Cargo[3]	73	81	90	56	28	2	25	0	45		
	Containers	0	4	19	12	16	0	16	2			
	All Cargo Types [4]	*1,760*	*2,505*	*2,089*	*5,728*	*5,447*	*1,936*	*3,511*	*1,053*	*1,125*		
NL-Vlissingen	Liquid Bulk	3,520	3,780	3,918	4,752	3,995	2,793	1,202	1,272	1,004		
	Dry Bulk	4,849	5,253	5,027	6,055	6,337	5,256	1,080	1,125	711		
	Roro S-P[1]	1,839	1,735	1,750	1,641	1,442	632	811	276	204		
	Roro NS-P[2]				3							
	General Cargo[3]	3,935	4,137	4,691	5,600	5,968	4,441	1,526	1,192	1,009		
	Containers	314	298	262	155	43	9	34	5	37		
	All Cargo Types [4]	*14,456*	*15,203*	*15,648*	*18,206*	*17,784*	*13,132*	*4,653*	*3,870*	*2,965*		
NL-Zaanstad	Liquid Bulk	22	2	5	13	11	5	6				
	Dry Bulk	49	42	70	100	98	93	4	28	9		
	General Cargo[3]	136	124	89	53	17	17	0	12			
	All Cargo Types [4]	*207*	*169*	*164*	*166*	*126*	*115*	*11*	*40*	*9*		
NL-Zwijndrecht	Liquid Bulk	27	42	4	3	2		2	4			
	Dry Bulk	111	61	46	42	31	13	18	6	13		
	General Cargo[3]	32	15	8	8	11	5	6	0	2		
	All Cargo Types [4]	*170*	*118*	*58*	*52*	*44*	*18*	*26*	*10*	*15*		
Netherlands-Total		***437,019***	***457,155***	***473,082***	***503,373***	***528,225***	***395,328***	***132,897***	***117,025***	***109,875***	***0***	***0***

Norway

Table 25: OPTIMAR 2008 table 52, port throughput in Norway 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, % vs '08		Q2 % vs '08		Q3 % vs '08		Q4 % vs '08	
Norway	Liquid Bulk	93,379	83,680	23,644	60,036	22,252	10%	21,454	0%	20,861	3%		
	Dry Bulk	57,321	55,771	18,038	37,733	9,273	-25%	11,170	-25%	13,199	-13%		
	Roro S-P[1]	6,847	7,296	3,798	3,498	1,658	-3%	1,460	-27%	1,685	-11%		
	Roro NS-P[2]	1,938	1,854	965	889	420	-15%	453	-6%	405	-10%		
	General Cargo[3]	16,393	15,276	5,196	10,080	2,900	-18%	2,495	-34%	3,005	-35%		
	Containers	4,338	4,559	2,122	2,437	967	-13%	1,012	-17%	1,053	-6%		
	All Cargo Types [4]	*180,216*	*168,436*	*53,764*	*114,672*	*37,470*	*-5%*	*38,044*	*-13%*	*40,208*	*-7%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Bergen og Omland Havnevesen	Liquid Bulk	71,425	68,981	62,890	56,182	47,672	9,249	38,422	13,546	13,085	12,496	
	Dry Bulk	1,982	2,576	2,663	2,530	2,348	443	1,905	426	737	668	
	Roro S-P[1]	85	97	119	112	56	35	21	8	10	8	
	Roro NS-P[2]	19	27	36	52	82	54	28	19	19	18	
	General Cargo[3]	1,952	2,020	1,955	2,139	1,973	823	1,149	506	550	488	
	Containers	163	173	201	209	222	126	96	46	46	43	
	All Cargo Types [4]	*75,626*	*73,874*	*67,864*	*61,224*	*52,352*	*10,730*	*41,622*	*14,552*	*14,447*	*13,721*	
Bodø	Liquid Bulk	272	231	267	258	272	216	55	70	56	64	
	Dry Bulk	189	249	261	149	208	162	46	26	98	106	
	Roro S-P[1]		3									
	Roro NS-P[2]	1	1	87	100	85	44	41	21	23	21	
	General Cargo[3]	78	83	86	178	90	47	42	19	15	14	
	Containers	118	125	126	123	77	28	49	23	25	29	
	All Cargo Types [4]	*657*	*692*	*827*	*808*	*731*	*498*	*234*	*157*	*217*	*234*	
Borg	Liquid Bulk	1,108	892	867	803	847	429	418	171	155	182	
	Dry Bulk	1,554	1,278	1,253	1,093	1,301	904	397	327	297	284	
	Roro S-P[1]			0								
	Roro NS-P[2]	7	5	5	4	3	0	3	1	2	1	
	General Cargo[3]	443	421	424	401	328	207	121	64	39	40	
	Containers	363	406	364	313	316	170	146	80	81	93	
	All Cargo Types [4]	*3,475*	*3,002*	*2,913*	*2,614*	*2,795*	*1,711*	*1,084*	*643*	*574*	*600*	
Bremanger	Liquid Bulk		1,088	1,296	1,923	1,549	185	1,364	404	471	482	
	Dry Bulk		45	26	44	37	35	2	8	5	6	
	Roro NS-P[2]		4	0	1							
	General Cargo[3]		7	15	4	3	3	0	1	0	1	
	Containers		66	51	67	64	7	57	15	10	9	
	All Cargo Types [4]		*1,209*	*1,389*	*2,038*	*1,653*	*230*	*1,423*	*429*	*486*	*498*	
Brønnøy	Liquid Bulk	10	12	13	12	5	5		1	2	1	
	Dry Bulk	2,092	1,932	1,896	1,919	2,231	5	2,226	349	448	401	
	Roro S-P[1]		0									
	Roro NS-P[2]	0				0	0					
	General Cargo[3]	11	27	6	10	6	4	2	1	2	1	
	Containers				0							
	All Cargo Types [4]	*2,113*	*1,971*	*1,916*	*1,940*	*2,242*	*14*	*2,228*	*351*	*452*	*403*	
Drammen	Liquid Bulk	247	220	222	233	186	185	1	28	41	55	
	Dry Bulk	831	1,043	981	1,287	1,256	626	630	238	231	258	
	Roro S-P[1]	108	101	96	117	105	98	7	12	13	15	
	Roro NS-P[2]	0	1	0	0	1	1	0	0	0	0	
	General Cargo[3]	1,487	1,788	1,635	1,773	1,617	800	817	229	105	296	
	Containers		0	0	8	49	42	8	15	18	16	
	All Cargo Types [4]	*2,673*	*3,153*	*2,936*	*3,418*	*3,214*	*1,751*	*1,463*	*522*	*409*	*641*	
Eigersund	Liquid Bulk	74	73	51	78	101	66	34	18	19	12	
	Dry Bulk	419	416	363	423	363	19	344	62	98	135	
	Roro S-P[1]	87	79	53	30	25	15	11			0	
	Roro NS-P[2]	110	93	72	29	28	16	12			0	
	General Cargo[3]	26	30	29	30	56	8	48	15	13	9	
	Containers	22	21	18	19	28	1	27	5	1	4	
	All Cargo Types [4]	*737*	*711*	*586*	*608*	*602*	*126*	*476*	*99*	*130*	*160*	
Farsund	Liquid Bulk				0							
	Dry Bulk			254	263							
	General Cargo[3]			699	137							
	All Cargo Types [4]			*953*	*400*							
Florø	Liquid Bulk	427	390	399	394	432	196	236	141	144	154	
	Dry Bulk	218	266	241	236	289	179	111	46	56	96	
	Roro S-P[1]	0	0	0	0				0			
	Roro NS-P[2]	110	108	128	139	152	71	81	45	56	51	
	General Cargo[3]	230	199	239	251	313	71	241	70	88	110	
	Containers	84	63	44	65	57	29	29	9	17	10	
	All Cargo Types [4]	*1,069*	*1,027*	*1,051*	*1,085*	*1,243*	*546*	*698*	*310*	*362*	*421*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Grenland/Skien/Porsgrunn/Bamble	Liquid Bulk	2,730	2,854	3,315	3,302	3,152	1,563	1,590	637	702	681	
	Dry Bulk	5,594	5,577	5,573	6,120	5,932	2,511	3,422	1,018	1,041	1,167	
	Roro S-P[1]	158	208	195	161	86	59	27	3	3	3	
	Roro NS-P[2]	344	353	456	409	318	184	134	58	66	54	
	General Cargo[3]	549	489	280	291	377	101	276	53	53	67	
	Containers	270	308	281	277	286	21	265	25	35	59	
	All Cargo Types [4]	*9,645*	*9,788*	*10,101*	*10,560*	*10,151*	*4,437*	*5,714*	*1,794*	*1,901*	*2,032*	
Karmsund	Liquid Bulk	8,550	9,216	8,520	8,101	7,475	347	7,128	1,852	1,690	1,585	
	Dry Bulk	2,447	2,474	2,958	3,144	2,893	1,773	1,120	497	594	637	
	Roro S-P[1]	1,258	1,315	1,469	1,931	2,087	1,040	1,047	518	185	387	
	Roro NS-P[2]	23	38	47	24	151	14	137	25	29	15	
	General Cargo[3]	921	814	796	817	826	255	571	105	139	177	
	Containers	60	47	41	35	37	12	25	9	6	9	
	All Cargo Types [4]	*13,259*	*13,903*	*13,830*	*14,051*	*13,469*	*3,441*	*10,028*	*3,006*	*2,643*	*2,810*	
Kristiansand	Liquid Bulk	388	396	402	385	390	305	84	95	87	99	
	Dry Bulk	577	577	441	514	472	447	25	100	116	99	
	Roro S-P[1]	310	284	331	410	516	261	255	106	115	97	
	Roro NS-P[2]	82	105	60	29	36	11	25	24	18	16	
	General Cargo[3]	204	169	146	196	199	146	53	47	30	29	
	Containers	378	397	379	395	433	178	255	69	75	90	
	All Cargo Types [4]	*1,938*	*1,927*	*1,760*	*1,929*	*2,045*	*1,347*	*698*	*441*	*441*	*429*	
Kristiansund	Liquid Bulk	1,580	1,767	1,725	2,307	2,144	657	1,486	452	576	554	
	Dry Bulk	2,156	1,851	2,843	2,146	2,031	1,333	698	509	452	523	
	Roro S-P[1]	0	0	1	0	0	0					
	Roro NS-P[2]	48	60	181	174	178	84	94	35	52	52	
	General Cargo[3]	644	1,172	1,030	1,162	1,263	547	716	233	269	274	
	Containers	101	130	129	131	139	39	100	33	28	19	
	All Cargo Types [4]	*4,529*	*4,979*	*5,910*	*5,921*	*5,754*	*2,660*	*3,094*	*1,262*	*1,377*	*1,423*	
Larvik	Liquid Bulk	45	42	40	51	60	60			22	22	
	Dry Bulk	380	393	134	534	799	35	764	33	137	63	
	Roro S-P[1]	427	455	468	219	353	180	173	124	132	126	
	Roro NS-P[2]	2			0							
	General Cargo[3]	431	399	359	257	183	32	150	18	25	31	
	Containers	425	449	434	569	645	145	500	127	166	156	
	All Cargo Types [4]	*1,710*	*1,738*	*1,435*	*1,630*	*2,040*	*452*	*1,587*	*301*	*481*	*398*	
Molde	Liquid Bulk			3,019	3,275	3,894	23	3,871	889	319	1,013	
	Dry Bulk			3,016	3,390	3,254	2,777	477	550	205	658	
	Roro S-P[1]			0								
	Roro NS-P[2]			0								
	General Cargo[3]			101	80	60	17	43	13	12	11	
	Containers			9	7	9	2	7	1	1	0	
	All Cargo Types [4]			*6,146*	*6,753*	*7,217*	*2,819*	*4,398*	*1,453*	*537*	*1,682*	
Moss	Liquid Bulk	78	63	74	4							
	Dry Bulk	512	571	545	209	69	57	11	20	16	14	
	Roro NS-P[2]	1										
	General Cargo[3]	298	252	318	90	18	14	4	5	9	2	
	Containers	227	266	307	322	302	191	111	60	61	60	
	All Cargo Types [4]	*1,116*	*1,152*	*1,244*	*626*	*389*	*262*	*127*	*85*	*86*	*76*	
Måløy	Liquid Bulk	112	106	88	99	57	48	8	19	10	11	
	Dry Bulk	498	423	370	388	276	24	252	87	96	53	
	Roro S-P[1]	1	0	0	0	0		0				
	General Cargo[3]	117	439	515	148	131	22	109	38	23	20	
	Containers	51	49	41	49	42	10	32	13	8	8	
	All Cargo Types [4]	*780*	*1,018*	*1,013*	*684*	*505*	*104*	*401*	*157*	*137*	*93*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Narvik Havn KF	Liquid Bulk		1	1					8	9	16	
	Dry Bulk	14,603	14,535	15,767	15,968	14,354	479	13,876	1,750	2,575	3,866	
	Roro S-P[1]	0		0		0	0		0	0	0	
	Roro NS-P[2]	0		0	0	0	0					
	General Cargo[3]	33	27	24	22	26	25	1	5	8	10	
	Containers	33	17	20	5							
	All Cargo Types [4]	*14,669*	*14,580*	*15,812*	*15,996*	*14,381*	*504*	*13,876*	*1,764*	*2,593*	*3,891*	
Oslo	Liquid Bulk	1,951	1,922	2,044	1,979	2,052	2,052		490	508	455	
	Dry Bulk	1,225	1,320	1,710	1,604	1,400	1,172	228	257	248	265	
	Roro S-P[1]	554	534	519	532	435	252	182	85	83	79	
	Roro NS-P[2]	635	679	755	706	502	349	153	106	94	98	
	General Cargo[3]	471	417	336	334	254	140	114	43	46	52	
	Containers	1,227	1,088	1,043	1,149	1,246	873	373	273	304	294	
	Container (TEU)	177,019	170,506	172,065	196,252	209,000						
	All Cargo Types [4]	*6,063*	*5,960*	*6,406*	*6,305*	*5,889*	*4,838*	*1,051*	*1,254*	*1,283*	*1,242*	
Other Ports	Liquid Bulk	3,321	3,270	308	228	211	191	20	47	15	24	
	Dry Bulk	8,716	7,551	6,343	9,237	10,373	1,182	9,191	2,035	2,437	2,581	
	General Cargo[3]	3,440	4,115	3,128	4,382	4,022	288	3,735	590	326	682	
	All Cargo Types [4]	*15,477*	*14,937*	*9,779*	*13,847*	*14,606*	*1,660*	*12,946*	*2,673*	*2,779*	*3,287*	
Rana	Liquid Bulk	3	34	44	74	107	98	9	24	19	27	
	Dry Bulk	1,891	1,787	1,745	1,912	1,881	917	964	236	394	487	
	General Cargo[3]	1,492	1,464	1,397	1,442	1,174	748	427	237	275	235	
	Containers	39	19	22	10	0	0	0			0	
	All Cargo Types [4]	*3,426*	*3,304*	*3,208*	*3,438*	*3,163*	*1,763*	*1,400*	*497*	*689*	*749*	
Sandefjord	Roro S-P[1]	295	298	275	290	259	163	96	56	64	59	
	All Cargo Types [4]	*295*	*298*	*275*	*290*	*259*	*163*	*96*	*56*	*64*	*59*	
Stavanger	Liquid Bulk	938	841	871	935	835	661	174	174	157	239	
	Dry Bulk	1,272	1,226	1,177	1,516	1,514	1,263	252	265	329	321	
	Roro S-P[1]	1,350	2,040	2,386	3,033	3,364	1,688	1,677	745	852	908	
	Roro NS-P[2]	170	253	292	265	314	134	180	84	92	79	
	General Cargo[3]	404	402	428	443	581	221	359	138	133	123	
	Containers	120	110	116	123	145	101	44	32	24	31	
	All Cargo Types [4]	*4,253*	*4,872*	*5,270*	*6,316*	*6,753*	*4,068*	*2,685*	*1,439*	*1,587*	*1,701*	
Tromsø	Liquid Bulk	202	229	187	284	199	181	18	70	95	97	
	Dry Bulk	239	312	393	408	301	284	17	26	62	115	
	Roro S-P[1]	2	1	2	3	3	3	0	0	1	1	
	General Cargo[3]	237	160	172	218	251	84	167	69	54	50	
	Containers	36	42	49	36	24	17	7	6	8	8	
	All Cargo Types [4]	*714*	*744*	*803*	*948*	*778*	*569*	*209*	*171*	*220*	*271*	
Trondheim	Liquid Bulk	551	583	595	569	620	580	40	146	161	144	
	Dry Bulk	619	685	792	831	848	711	136	142	150	146	
	Roro S-P[1]	4	5	5	6	6	4	2	1	1	1	
	Roro NS-P[2]	3	3	4	6	4	3	1	0	1	0	
	General Cargo[3]	293	306	329	372	358	160	198	70	60	73	
	Containers	76	80	103	114	97	31	66	20	20	18	
	All Cargo Types [4]	*1,548*	*1,663*	*1,828*	*1,898*	*1,933*	*1,489*	*444*	*380*	*392*	*382*	
Tønsberg	Liquid Bulk	10,254	9,532	11,149	11,354	10,810	5,822	4,988	2,814	2,941	2,314	
	Dry Bulk	144	195	148	158	110	75	34	20	14	20	
	Roro S-P[1]	0										
	General Cargo[3]	25	39	33	33	9	6	3	2	0	2	
	Containers				0							
	All Cargo Types [4]	*10,423*	*9,766*	*11,330*	*11,546*	*10,929*	*5,903*	*5,026*	*2,837*	*2,956*	*2,336*	
Verdal	Liquid Bulk	57	52	45	60	66	66		17	23	19	
	Dry Bulk	739	782	771	844	779	267	511	146	152	121	
	Roro S-P[1]			0	0	0		0				
	Roro NS-P[2]			2	0					0		
	General Cargo[3]	800	813	791	808	749	213	536	166	123	144	
	Containers	16	62	72	38	63	26	37	25	5	26	
	All Cargo Types [4]	*1,611*	*1,709*	*1,681*	*1,750*	*1,657*	*573*	*1,084*	*354*	*304*	*310*	
Ålesund	Liquid Bulk	502	452	438	486	544	456	88	137	145	114	
	Dry Bulk	200	238	344	456	450	358	93	102	182	110	
	Roro S-P[1]	0	0	0	0	0	0	0	0	0	0	
	Roro NS-P[2]	0	0	0	0	0	0	0	0	0	0	
	General Cargo[3]	245	286	275	374	409	214	194	164	98	66	
	Containers	232	214	240	276	279	74	205	81	74	69	
	All Cargo Types [4]	*1,181*	*1,192*	*1,297*	*1,592*	*1,683*	*1,103*	*580*	*484*	*498*	*359*	
Norway-Total		***178,986***	***179,168***	***179,564***	***180,216***	***168,436***	***53,764***	***114,672***	***37,470***	***38,044***	***40,208***	***0***

Poland

Table 26: OPTIMAR 2008 table 57, port throughput in Poland 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Poland	Liquid Bulk	15,589	13,405	5,870	7,536	2,829	-7%	2,994	-15%	3,628	-10%		
	Dry Bulk	20,256	19,923	14,032	5,891	4,401	2%	4,243	-11%	5,168	-13%		
	Roro S-P[1]	4,179	4,394	2,427	1,967	835	-27%	962	-21%	1,001	-4%		
	Roro NS-P[2]	1,677	1,320	766	554	236	-35%	222	-37%	234	-30%		
	General Cargo[3]	4,517	3,802	1,599	2,203	609	-41%	754	-28%	826	-13%		
	Containers	5,898	5,609	3,313	2,296	1,145	-14%	1,234	-19%	1,314	-10%		
	All Cargo Types [4]	*52,116*	*48,454*	*28,007*	*20,447*	*10,055*	*-11%*	*10,408*	*-16%*	*12,171*	*-11%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Gdansk	Liquid Bulk	5,329	11,693	13,104	12,018	10,343	4,225	6,118	2,176	2,444	2,760	
	Dry Bulk	4,121	9,271	7,036	5,751	4,037	2,444	1,593	1,238	1,457	1,804	
	Roro S-P[1]	41	112	222	428	593	406	187	71	84	86	
	Roro NS-P[2]	5	5	7	8	9	2	7	2	3	4	
	General Cargo[3]	420	864	884	1,042	871	140	730	54	201	216	
	Containers	116	492	540	600	955	371	583	381	485	480	
	Container (TEU)	43,739	70,014	78,364	96,873	163,704						
	All Cargo Types [4]	*10,031*	*22,436*	*21,793*	*19,848*	*16,807*	*7,589*	*9,218*	*3,921*	*4,674*	*5,351*	
Gdynia	Liquid Bulk	309	1,047	1,415	2,023	1,331	943	389	235	228	393	
	Dry Bulk	1,729	3,409	4,116	4,744	4,780	3,375	1,405	1,432	1,232	1,314	
	Roro S-P[1]	455	1,023	1,205	1,242	1,152	641	511	188	210	227	
	Roro NS-P[2]	208	530	939	989	740	475	264	124	112	119	
	General Cargo[3]	410	1,579	799	1,043	736	394	341	151	145	182	
	Containers	1,407	3,443	3,739	4,806	4,121	2,674	1,448	657	638	703	
	Container (TEU)	377,236	400,165	461,170	614,373	610,767						
	All Cargo Types [4]	*4,517*	*11,031*	*12,214*	*14,849*	*12,860*	*8,502*	*4,358*	*2,787*	*2,565*	*2,939*	
Police	Liquid Bulk	86	248	164	80	256	28	228	3	5	2	
	Dry Bulk	912	2,086	1,919	1,968	1,897	1,424	473	139	178	185	
	General Cargo[3]	3	0	25	2	6	3	4	0	15	0	
	All Cargo Types [4]	*1,001*	*2,334*	*2,107*	*2,050*	*2,159*	*1,454*	*705*	*142*	*198*	*186*	
Swinoujscie	Liquid Bulk	98	252	404	730	658	83	575	262	154	273	
	Dry Bulk	3,750	6,601	4,275	3,020	4,531	4,162	369	554	422	748	
	Roro S-P[1]	715	2,240	2,461	2,507	2,649	1,380	1,269	576	667	688	
	Roro NS-P[2]	246	490	593	679	572	288	283	110	106	111	
	General Cargo[3]	285	659	585	354	419	246	172	68	80	109	
	Containers	9	61	77	74	13	1	12	1	0	0	
	All Cargo Types [4]	*5,102*	*10,303*	*8,393*	*7,364*	*8,841*	*6,161*	*2,680*	*1,571*	*1,430*	*1,929*	
Szczecin	Liquid Bulk	323	621	655	738	818	591	227	154	163	200	
	Dry Bulk	2,528	5,043	4,989	4,772	4,678	2,627	2,051	1,037	953	1,117	
	Roro S-P[1]	0	13	3	1	0	0	0	0	0	0	
	Roro NS-P[2]	32	66	108	0							
	General Cargo[3]	1,190	2,200	2,058	2,076	1,771	816	955	336	313	319	
	Containers	118	296	329	418	520	267	253	106	112	130	
	Container (TEU)	27,680	36,453	42,424	47,976	62,913						
	All Cargo Types [4]	*4,192*	*8,239*	*8,143*	*8,005*	*7,787*	*4,301*	*3,486*	*1,634*	*1,541*	*1,766*	
Poland-Total		**24,843**	**54,343**	**52,649**	**52,116**	**48,454**	**28,007**	**20,447**	**10,055**	**10,408**	**12,171**	**0**

Portugal

Table 27: OPTIMAR 2008 table 43, port throughput in Portugal 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	% vs '08	Q2	% vs '08	Q3	% vs '08	Q4	% vs '08
Portugal	Liquid Bulk	30,621	29,764	22,336	7,429	6,006	-27%	6,821	-11%				
	Dry Bulk	18,874	17,482	13,008	4,474	3,975	-17%	4,360	-4%				
	Roro S-P[1]	347	357	191	166	77	-12%	70	-27%				
	Roro NS-P[2]	16	11	3	8	7	105%	7	333%				
	General Cargo[3]	4,985	4,689	2,326	2,363	708	-42%	669	-44%				
	Containers	66,161	64,525	5,309	6,912	13,195	-23%	14,625	-12%				
	All Cargo Types [4]	*11,319*	*12,221*	*43,173*	*21,352*	*2,421*	*-14%*	*2,696*	*-15%*				

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Aveiro	Liquid Bulk	604	536	535	568	629	482	148	138	97		
	Dry Bulk	1,071	1,416	1,159	1,307	1,370	538	831	300	276		
	Roro NS-P[2]				0					0		
	General Cargo[3]	1,433	1,367	1,653	1,398	1,464	818	647	211	133		
	Containers	0		0	0	1	0	0	0	0		
	All Cargo Types [4]	*3,108*	*3,320*	*3,347*	*3,274*	*3,464*	*1,838*	*1,626*	*649*	*507*		
Caniçal	Liquid Bulk			281	268	323	323		78	66		
	Dry Bulk			180	142	215	215		53	57		
	General Cargo[3]			78	71	66	61	5	16	13		
	Containers			715	691	695	566	130	146	154		
	All Cargo Types [4]			*1,253*	*1,172*	*1,300*	*1,165*	*135*	*293*	*289*		
Figueira da Foz	Dry Bulk			653	602	496	340	156				
	General Cargo[3]			413	456	494	155	339				
	Containers			126	128	150	7	143				
	All Cargo Types [4]			*1,192*	*1,186*	*1,139*	*502*	*638*				
Funchal (Madeira)	Liquid Bulk	412	296	103								
	Dry Bulk	411	262	221								
	General Cargo[3]	113	28	7								
	Containers	734	601	12								
	All Cargo Types [4]	*1,669*	*1,187*	*343*								
Leixões	Liquid Bulk	7,299	7,713	7,404	7,643	8,142	6,324	1,818	1,768	1,898		
	Dry Bulk	2,378	2,301	2,150	2,110	2,187	1,845	343	502	571		
	Roro S-P[1]	9	7	6	10	16	1	15	8	6		
	Roro NS-P[2]	1	2	12	14	6		6	3	4		
	General Cargo[3]	462	489	573	732	648	348	300	123	84		
	Containers	2,833	2,819	3,088	3,535	3,704	1,651	2,054	839	924		
	All Cargo Types [4]	*12,983*	*13,331*	*13,233*	*14,043*	*14,703*	*10,168*	*4,535*	*3,242*	*3,487*		
Lisboa	Liquid Bulk	1,276	1,609	1,392	1,346	1,563	1,328	235	401	535		
	Dry Bulk	4,761	5,203	5,056	5,606	5,340	4,507	832	1,015	1,164		
	Roro S-P[1]	20	11	5	5	12	6	6	20	16		
	Roro NS-P[2]	1	1			1	0	1	4	3		
	General Cargo[3]	464	439	537	489	406	268	137	76	69		
	Containers	4,142	4,043	4,082	4,503	4,482	1,582	2,900	958	1,015		
	Container (TEU)	616,000	513,061	512,501	554,774	556,062						
	All Cargo Types [4]	*10,664*	*11,306*	*11,073*	*11,950*	*11,803*	*7,691*	*4,111*	*2,474*	*2,802*		
Ponta Delgada	Liquid Bulk		495	479	518	369	279	91				
	Dry Bulk		374	365	449	376	376					
	Roro S-P[1]		8	10	12	11	7	4				
	General Cargo[3]		38	49	65	44	30	14				
	Containers		647	672	723	706	378	328				
	All Cargo Types [4]		*1,562*	*1,576*	*1,766*	*1,507*	*1,070*	*437*				
Setúbal	Liquid Bulk	1,133	1,717	1,092	955	959	957	2	250	131		
	Dry Bulk	3,065	3,224	3,172	3,696	3,144	1,054	2,090	637	838		
	Roro S-P[1]	376	368	369	321	318	177	141	49	49		
	Roro NS-P[2]	4	4	5	2	3	3	1	0	0		
	General Cargo[3]	1,715	1,208	1,442	1,735	1,517	634	883	280	366		
	Containers	141	81	86	91	140	39	101	30	48		
	All Cargo Types [4]	*6,434*	*6,602*	*6,166*	*6,800*	*6,082*	*2,864*	*3,218*	*1,248*	*1,433*		
Sines	Liquid Bulk	16,765	18,553	19,506	19,322	17,779	12,644	5,136	3,371	4,093		
	Dry Bulk	5,416	5,802	6,180	4,962	4,354	4,132	221	1,468	1,454		
	Roro S-P[1]				0							
	General Cargo[3]	45	29	36	38	50	12	38	2	5		
	Containers	208	546	1,211	1,648	2,343	1,086	1,257	448	555		
	All Cargo Types [4]	*22,434*	*24,929*	*26,934*	*25,970*	*24,526*	*17,874*	*6,653*	*5,288*	*6,107*		
Portugal-Total		***57,291***	***62,236***	***65,115***	***66,161***	***64,525***	***43,173***	***21,352***	***13,195***	***14,625***	***0***	***0***

Romania

Table 28: Port throughput in Romania 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1,	%vs '08	Q2	%vs '08	Q3	%vs '08	Q4	%vs '08
Romania	Liquid Bulk	13,265	13,893	9,881	4,012	2,623	-18%	3,006	-16%	2,972	-16%	2,647	-26%
	Dry Bulk	15,596	19,244	11,037	8,208	3,442	-19%	3,054	-37%	4,148	-26%	3,927	-14%
	Roro S-P[1]	49	82	22	59	12	-34%	19	46%	18	-20%	31	15%
	Roro NS-P[2]	65	24	9	15	4	-43%						
	General Cargo[3]	6,051	5,382	2,229	3,152	804	-42%	1,041	-40%	1,247	-4%	900	-7%
	Containers	350	4,898	633	4,265	591	51%	761	-55%	750	-50%	634	-52%
	All Cargo Types [4]	*35,376*	*43,523*	*23,813*	*19,710*	*7,476*	*-19%*	*7,881*	*-33%*	*9,136*	*-23%*	*8,139*	*-23%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Basarabi	Dry Bulk	10	12									
	General Cargo[3]		6									
	All Cargo Types [4]	*10*	*18*									
Braila	Liquid Bulk		10									
	Dry Bulk	140	184									
	General Cargo[3]	67	63									
	All Cargo Types [4]	*207*	*257*									
Constanta	Liquid Bulk	10,633	12,349	11,902	11,796	11,915	9,055	2,860	1,751	2,236	1,628	1,621
	Dry Bulk	16,632	17,520	16,178	15,075	18,656	10,769	7,887	3,404	2,990	3,722	3,565
	Roro S-P[1]	8	13	24	35	75	22	53	12	17	14	26
	Roro NS-P[2]	18	178	115	65	24	9	15	4			
	General Cargo[3]	4,680	4,772	3,818	4,825	3,955	2,096	1,859	592	777	943	608
	Containers	1,857	2,439	1,083	350	4,898	633	4,265	591	761	750	634
	Container (TEU)	386,282	768,099	1,037,068	1,411,370	1,380,935						
	All Cargo Types [4]	*33,829*	*37,271*	*33,121*	*32,146*	*39,522*	*22,585*	*16,937*	*6,354*	*6,781*	*7,057*	*6,455*
Galati	Liquid Bulk	29	102	72	71	66	44	22			14	12
	Dry Bulk	189	66	127	365	295	218	76	15	16	386	335
	Roro NS-P[2]		3									
	General Cargo[3]	956	967	889	1,173	1,344	52	1,292	202	241	287	278
	Containers				0							
	All Cargo Types [4]	*1,174*	*1,137*	*1,088*	*1,610*	*1,704*	*314*	*1,391*	*217*	*257*	*687*	*624*
Mangalia	Liquid Bulk	84	71									
	Dry Bulk	126	108									
	General Cargo[3]	10	9									
	All Cargo Types [4]	*219*	*188*									
Medgidia	Dry Bulk	30	169									
	General Cargo[3]	25	29									
	All Cargo Types [4]	*55*	*198*									
Midia	Liquid Bulk	812	1,229	1,739	1,397	1,913	783	1,129	872	771	1,330	1,014
	Dry Bulk	114	72	172	155	294	49	245	22	48	41	27
	Roro S-P[1]	24	9	16	14	7		7	1	2	4	4
	General Cargo[3]	36	62	30	54	83	82	1	9	23	16	14
	All Cargo Types [4]	*986*	*1,372*	*1,957*	*1,620*	*2,296*	*914*	*1,382*	*905*	*844*	*1,392*	*1,060*
Tulcea	Dry Bulk	175	63									
	General Cargo[3]	4	0									
	All Cargo Types [4]	*179*	*63*									
Romania-Total		***36,658***	***40,504***	***36,166***	***35,376***	***43,523***	***23,813***	***19,710***	***7,476***	***7,881***	***9,136***	***8,139***

Slovenia

Table 29: OPTIMAR 2008 table 37, port throughput in Slovenia 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Slovenia	Liquid Bulk	2,263	2,743	2,691	52	746	26%	559	-23%	710	-3%		
	Dry Bulk	9,547	9,619	7,161	2,457	2,076	-20%	1,092	-52%	1,329	-39%		
	Roro S-P[1]	8	14	4	10	2	-41%	3	-58%	3	17%		
	Roro NS-P[2]	15	14	3	11	1	-61%	3	4%	3	15%		
	General Cargo[3]	1,530	1,373	343	1,029	309	-14%	432	17%	510	68%		
	Containers	2,442	2,736	1,559	1,177	632	-5%	630	-8%	658	-9%		
	All Cargo Types [4]	*15,805*	*16,498*	*11,761*	*4,737*	*3,768*	*-11%*	*2,720*	*-33%*	*3,214*	*-18%*		

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
SI-Koper	Liquid Bulk	2,152	2,039	2,078	2,263	2,743			746	559	710	
	Dry Bulk	7,316	7,732	9,886	9,547	9,619			2,076	1,092	1,329	
	Roro S-P[1]	32	20	6	8	14			2	3	3	
	Roro NS-P[2]	2	8	11	15	14			1	3	3	
	General Cargo[3]	949	992	1,111	1,530	1,373			309	432	510	
	Containers	1,534	1,748	2,107	2,442	2,736			632	630	658	
	Container (TEU)	153,347	179,745	218,970	305,648	350,000						
	All Cargo Types [4]	*11,986*	*12,540*	*15,199*	*15,805*	*16,498*			*3,768*	*2,720*	*3,214*	
Slovenia-Total		***11,986***	***12,540***	***15,199***	***15,805***	***16,498***			***3,768***	***2,720***	***3,214***	***0***

Sweden

Table 30: OPTIMAR 2008 table 50, port throughput in Sweden 2007-2009, thousand tonnes

Country	Cargo	2007	2008			2009							
			Total	Inward	Outward	Q1, %vs '08		Q2 %vs '08		Q3 %vs '08		Q4 %vs '08	
Sweden	Liquid Bulk	58,936	66,560	42,740	23,820	16,153	-1%	14,727	-11%	14,201	-11%	15,631	-12%
	Dry Bulk	28,905	29,043	13,946	15,096	4,096	-39%	3,670	-51%	4,378	-43%	5,348	-26%
	Roro S-P[1]	30,121	28,273	14,259	14,013	5,820	-21%	5,985	-22%	5,864	-13%	6,182	-4%
	Roro NS-P[2]	17,159	17,591	8,216	9,375	3,550	-21%	3,612	-26%	3,593	-16%	3,723	-6%
	General Cargo[3]	17,716	16,264	5,942	10,322	2,908	-34%	2,622	-38%	2,731	-28%	3,384	-11%
	Containers	10,915	10,959	4,708	6,250	2,292	-15%	2,438	-17%	2,417	-15%	2,837	13%
	All Cargo Types [4]	*163,752*	*168,689*	*89,813*	*78,877*	*34,818*	*-17%*	*33,055*	*-24%*	*33,185*	*-20%*	*37,105*	*-11%*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
SE-Bergs Oljehamn	Liquid Bulk		1,026	1,026	1,039	934	934		225	242	287	313
	Dry Bulk				9							
	All Cargo Types [4]		*1,026*	*1,026*	*1,047*	*934*	*934*		*225*	*242*	*287*	*313*
SE-Brofjorden Scanraff	Liquid Bulk	16,954	18,389	17,944	16,993	19,465	10,245	9,221	4,415	4,548	4,730	4,557
	All Cargo Types [4]	*16,954*	*18,389*	*17,944*	*16,993*	*19,465*	*10,245*	*9,221*	*4,415*	*4,548*	*4,730*	*4,557*
SE-Gävle	Liquid Bulk	1,221	1,321	1,886	2,071	2,556	2,340	216	811	627	528	396
	Dry Bulk	332	437	512	472	540	303	237	129	154	141	123
	Roro S-P[1]	2	2	1	1	0	0	0				
	Roro NS-P[2]	2	3	2	1	0	0					
	General Cargo[3]	1,382	1,397	1,268	1,426	1,021	860	162	168	165	151	188
	Containers	431	498	579	628	857	130	727	185	196	171	207
	All Cargo Types [4]	*3,370*	*3,657*	*4,248*	*4,600*	*4,975*	*3,632*	*1,342*	*1,293*	*1,142*	*991*	*914*
SE-Göteborg	Liquid Bulk	20,326	19,284	20,480	19,238	21,789	13,582	8,207	5,696	5,333	4,572	5,685
	Dry Bulk	177	130	222	126	87	1	86		12	20	10
	Roro S-P[1]	3,420	3,249	3,409	3,340	3,300	1,437	1,863	632	662	649	677
	Roro NS-P[2]	6,122	6,947	8,543	9,576	8,590	3,736	4,855	1,921	1,921	1,894	1,988
	General Cargo[3]	64	68	87	56	55	21	34	17	12	8	10
	Containers	5,818	6,290	6,526	7,115	7,209	3,260	3,949	1,614	1,661	1,703	2,055
	Container (TEU)	713,439	787,705	811,508	840,550	862,500						
	All Cargo Types [4]	*35,926*	*35,967*	*39,266*	*39,452*	*41,031*	*22,036*	*18,995*	*9,880*	*9,601*	*8,846*	*10,426*
SE-Halmstad	Liquid Bulk	441	465	433	425	445	413	32	87	118	112	117
	Dry Bulk	681	766	834	867	842	531	311	155	119	211	189
	Roro S-P[1]	59	70	81	90	82	82	0	11	14	17	23
	Roro NS-P[2]	96	60	0	3				0			
	General Cargo[3]	672	1,626	1,303	1,387	812	344	468	128	131	124	153
	Containers	130	176	97	110	143	69	75	31	35	40	35
	All Cargo Types [4]	*2,080*	*3,162*	*2,748*	*2,881*	*2,324*	*1,438*	*886*	*413*	*417*	*504*	*516*
SE-Helsingborg	Liquid Bulk	864	732	903	837	821	674	147	144	172	191	179
	Dry Bulk	537	483	652	657	644	387	257	163	183	182	133
	Roro S-P[1]	3,883	3,825	3,997	4,077	4,069	2,207	1,862	837	875	825	872
	Roro NS-P[2]	705	616	570	497	475	270	205	117	114	109	108
	General Cargo[3]	99	272	148	72	217	181	36	103	51	33	121
	Containers	915	1,019	1,202	1,471	1,214	552	662	201	280	265	301
	Container (TEU)	137,000	182,000	230,000	300,000	240,000						
	All Cargo Types [4]	*7,001*	*6,947*	*7,472*	*7,611*	*7,439*	*4,271*	*3,169*	*1,565*	*1,674*	*1,607*	*1,714*
SE-Husum	Liquid Bulk	189	185	225	179	176	163	13	32	52	36	37
	Dry Bulk	240	106	26	42	32	19	12	15	4	9	3
	General Cargo[3]	1,966	2,070	1,777	1,938	1,662	895	767	218	278	285	321
	Containers					28	28		5	6	4	6
	All Cargo Types [4]	*2,395*	*2,360*	*2,028*	*2,159*	*1,897*	*1,105*	*792*	*270*	*340*	*335*	*367*
SE-Iggesund	Liquid Bulk		44	54								
	Roro NS-P[2]			9								
	General Cargo[3]		1,098	978								
	Containers		4	11								
	All Cargo Types [4]		*1,147*	*1,052*								
SE-Jätterssön	Liquid Bulk	36	38		42	39	39		10	10	10	12
	Dry Bulk	3									5	11
	General Cargo[3]	1,470	1,662		1,069	1,069	533	536	221	155	230	273
	Containers	32	28									
	All Cargo Types [4]	*1,541*	*1,728*		*1,111*	*1,108*	*572*	*536*	*232*	*166*	*246*	*297*
SE-Kalmar	Liquid Bulk				383	353	350	3	94	89	103	71
	Dry Bulk				196	317	148	169	38	36	54	32
	General Cargo[3]				480	538	15	522	55	76	69	56
	All Cargo Types [4]				*1,058*	*1,208*	*514*	*694*	*188*	*200*	*225*	*159*
SE-Kappelskär	Roro S-P[1]	2,446	2,482	2,831	3,134	3,106	1,544	1,562	488	540	536	496
	Roro NS-P[2]	100	101	23	28	97	53	44	14	11	13	17
	General Cargo[3]	2	1	11	9	6	5	1	1	3	1	2
	All Cargo Types [4]	*2,547*	*2,585*	*2,865*	*3,170*	*3,209*	*1,602*	*1,606*	*503*	*554*	*550*	*515*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
SE-Karlshamn	Liquid Bulk	696	2,279	2,861	2,126	2,519	1,873	646	571	622	135	474
	Dry Bulk	2,398	2,688	2,444	2,446	2,361	471	1,890	413	497	655	356
	Roro S-P[1]	722	882	1,144	1,082	936	466	470	178	182	205	199
	Roro NS-P[2]	266	280	201	226	210	80	130	50	56	62	72
	General Cargo[3]	710	1,126	890	1,243	941	350	591	222	164	161	179
	All Cargo Types [4]	*4,793*	*7,254*	*7,540*	*7,124*	*6,966*	*3,239*	*3,726*	*1,433*	*1,522*	*1,218*	*1,280*
SE-Karlskrona	Liquid Bulk		12	13	10	5		5	3	7	2	7
	Dry Bulk		1	21	15							
	Roro S-P[1]		932	1,076	1,138	1,043	468	576	178	207	215	212
	Roro NS-P[2]		33	41	56	19	15	3	4	4	4	5
	General Cargo[3]		224	214	7	26	0	26	3	7	108	270
	Containers		1	3	2	2	2	0	1	1	0	1
	All Cargo Types [4]		*1,202*	*1,368*	*1,227*	*1,095*	*485*	*611*	*189*	*227*	*329*	*495*
SE-Köping	Liquid Bulk	212	238	279	190	227	222	5	44	43	39	47
	Dry Bulk	875	992	873	798	790	684	106	122	131	129	145
	General Cargo[3]	213	289	188	216	152	85	67	13	57	43	42
	Containers	8										
	All Cargo Types [4]	*1,308*	*1,518*	*1,339*	*1,204*	*1,169*	*992*	*177*	*180*	*231*	*211*	*233*
SE-Luleå	Liquid Bulk	342	382	350	455	417	384	33	98	113	92	127
	Dry Bulk	6,925	7,136	6,963	8,055	8,307	2,487	5,820	925	944	1,587	2,392
	General Cargo[3]	298	194	168	160	232	18	214	56	31	50	47
	Containers	0	10	4	0	0	0					
	All Cargo Types [4]	*7,565*	*7,722*	*7,486*	*8,671*	*8,956*	*2,889*	*6,067*	*1,079*	*1,089*	*1,729*	*2,566*
SE-Malmö	Liquid Bulk	2,961	2,655	2,965	4,299	4,364	2,802	1,562	983	691	1,372	1,552
	Dry Bulk	677	598	866	812	1,162	720	442	220	193	262	250
	Roro S-P[1]	2,666	2,806	2,872	3,197	3,654	1,909	1,744	759	598	635	657
	Roro NS-P[2]	1,120	1,078	1,640	1,593	1,456	772	684	237	181	178	205
	General Cargo[3]	244	344	317	331	80	73	7	14	15	21	18
	Containers	256	303	342	356	336	217	119	60	48	64	59
	All Cargo Types [4]	*7,924*	*7,783*	*9,002*	*10,588*	*11,052*	*6,494*	*4,558*	*2,273*	*1,726*	*2,533*	*2,742*
SE-Norrköping	Liquid Bulk	956	1,352	1,502	1,281	1,214	1,070	144				
	Dry Bulk	882	873	695	711	922	673	249				
	Roro S-P[1]			4	0	0		0				
	General Cargo[3]	1,826	1,498	1,387	1,363	1,435	350	1,085				
	Containers	137	114	117	152	219	77	142				
	All Cargo Types [4]	*3,802*	*3,836*	*3,705*	*3,507*	*3,790*	*2,171*	*1,620*				
SE-Norrsundet	General Cargo[3]		1,095									
	All Cargo Types [4]		*1,095*									
SE-Nynäshamn (ports)	Liquid Bulk	1,902	2,303	2,074	2,087	2,362	1,352	1,010	783	454	504	407
	Roro S-P[1]	541	442	528	635	731	344	387	146	175	174	176
	Roro NS-P[2]	5	253	230	208	229	98	132	46	57	60	53
	General Cargo[3]					1	1					
	All Cargo Types [4]	*2,449*	*2,998*	*2,832*	*2,931*	*3,324*	*1,795*	*1,529*	*976*	*685*	*738*	*636*
SE-Oskarshamn	Liquid Bulk					147	139	9	36	8	8	4
	Dry Bulk					90	14	76	12	42	22	14
	Roro S-P[1]					228	101	127	54	60	51	55
	Roro NS-P[2]					71	27	44	20	24	25	21
	General Cargo[3]					631	0	631	89	97	105	124
	Containers					59	1	58	8	7	8	4
	All Cargo Types [4]					*1,227*	*282*	*944*	*218*	*238*	*219*	*223*
SE-Oxelösund (ports)	Liquid Bulk	389	1,067	1,704	1,505	2,379	1,314	1,065	627	260	97	271
	Dry Bulk	3,967	4,212	3,216	3,859	3,516	3,174	342	812	372	216	581
	Roro S-P[1]			0						3	24	16
	General Cargo[3]	1,369	1,392	1,153	1,425	1,347	158	1,188	303	144	139	294
	Containers	47	48	110	182	143	37	105	23	18	9	26
	All Cargo Types [4]	*5,772*	*6,718*	*6,183*	*6,971*	*7,385*	*4,683*	*2,701*	*1,765*	*797*	*486*	*1,193*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
SE-Piteå	Liquid Bulk	224	213	210	193	161	160	1	58	29	37	23
	Dry Bulk	5	9	4	5	6	5	1	2	9	1	
	Roro S-P[1]	0	1	1	1	1	1	0	0	0	0	0
	Roro NS-P[2]	0	0	1	0	0	0			0	0	0
	General Cargo[3]	1,446	1,587	1,304	1,565	1,412	660	752	269	295	305	327
	Containers	2	6	7	7	7	6	1	0		0	0
	All Cargo Types [4]	*1,678*	*1,816*	*1,527*	*1,771*	*1,587*	*832*	*755*	*329*	*333*	*343*	*350*
SE-Skellefteå	Liquid Bulk	591	542	566	521	467	58	409	101	122	155	157
	Dry Bulk	1,008	989	882	1,040	951	711	240	243	194	207	220
	General Cargo[3]	272	355	353	369	275	65	210	51	70	41	56
	Containers	22	34	30	1							
	All Cargo Types [4]	*1,894*	*1,921*	*1,831*	*1,931*	*1,692*	*834*	*859*	*396*	*386*	*403*	*433*
SE-Skutskär	General Cargo[3]		1,038									
	All Cargo Types [4]		*1,038*									
SE-Slite (ports)	Liquid Bulk	81	87	86	64	111	104	7				
	Dry Bulk	2,281	2,318	2,720	2,272	2,451	433	2,017				
	General Cargo[3]	29	48	44	81	71	54	17				
	All Cargo Types [4]	*2,391*	*2,452*	*2,850*	*2,417*	*2,632*	*591*	*2,041*				
SE-Solvesborg	Liquid Bulk				68	51	51		18	15	15	15
	Dry Bulk				114	111	111		21	27	23	27
	General Cargo[3]				1,090	684	425	259	72	66	86	71
	All Cargo Types [4]				*1,273*	*847*	*588*	*259*	*110*	*108*	*124*	*113*
SE-Stenungsund (ports)	Liquid Bulk	3,130	3,331	2,941	2,810	2,960	2,058	901	715	592	641	589
	Dry Bulk	321	349	326	321	447	321	126	110	102	89	90
	General Cargo[3]				2	4	4					
	All Cargo Types [4]	*3,452*	*3,679*	*3,267*	*3,133*	*3,411*	*2,383*	*1,027*	*824*	*694*	*730*	*680*
SE-Stockholm	Liquid Bulk	1,112	1,048	956	578	718	667	51	192	157	114	139
	Dry Bulk	1,026	1,021	1,162	1,090	975	870	105	252	189	162	270
	Roro S-P[1]	1,650	1,660	1,552	1,478	1,506	767	739	427	420	389	474
	Roro NS-P[2]	1,135	1,033	1,139	1,151	861	403	458	141	144	162	169
	General Cargo[3]		16	0	10	231	231		101	16	22	67
	Containers	219	216	202	226	214	166	48	43	46	38	38
	Container (TEU)	33,726	38,200	37,635	44,563	41,000						
	All Cargo Types [4]	*5,143*	*4,994*	*5,011*	*4,533*	*4,505*	*3,104*	*1,402*	*1,156*	*972*	*887*	*1,156*
SE-Storugns	Liquid Bulk					7	7					
	Dry Bulk	2,499	2,504	2,686	2,633	2,226	36	2,190				
	All Cargo Types [4]	*2,499*	*2,504*	*2,686*	*2,633*	*2,233*	*43*	*2,190*				
SE-Sundsvall	Liquid Bulk	546	512	453	482	800	678	121	157	140	143	160
	Dry Bulk	234	281	270	350	394	394		76	89	73	70
	General Cargo[3]	1,138	1,159	1,217	1,035	1,042	106	937	242	247	216	221
	Containers		0	15	49	80	1	80	23	31	21	21
	All Cargo Types [4]	*1,919*	*1,953*	*1,956*	*1,916*	*2,316*	*1,179*	*1,137*	*497*	*508*	*453*	*471*
SE-Trelleborg	Liquid Bulk	109	105	123	129	123	120	3	31	29	31	33
	Dry Bulk	39	21	51	30	21	5	16	3	9	12	7
	Roro S-P[1]	7,418	7,554	8,167	9,498	7,338	3,715	3,624	1,513	1,639	1,510	1,659
	Roro NS-P[2]	3,204	3,004	3,038	3,083	4,942	2,442	2,499	859	967	958	954
	General Cargo[3]	0	1	0	9	10	6	4	0	0		
	All Cargo Types [4]	*10,770*	*10,684*	*11,379*	*12,747*	*12,434*	*6,287*	*6,147*	*2,405*	*2,643*	*2,510*	*2,652*
SE-Uddevalla	Liquid Bulk	81	101	142	102	72	72	0	14	15	15	12
	Dry Bulk	889	572	599	680	582	392	190	81	98	73	137
	Roro S-P[1]	24	33	9	28	57	14	44	14	3	3	6
	Roro NS-P[2]		0	2	3	5		5	1	1	1	1
	General Cargo[3]	318	347	307	370	351	98	253	96	65	88	99
	Containers	3	3	3	5	0	0	0	0	0	0	0
	All Cargo Types [4]	*1,315*	*1,055*	*1,062*	*1,188*	*1,068*	*577*	*491*	*207*	*183*	*180*	*256*
SE-Umeå	Liquid Bulk	368	333	359	344	359	350	8	99	80	90	95
	Dry Bulk	138	175	148	149	151	150	1	34	38	26	59
	Roro S-P[1]	162	218	264	312	225	116	109	56	37	38	45
	Roro NS-P[2]	3	11	17	40	38	36	2	20	11	9	11
	General Cargo[3]	899	999	976	930	989	223	766	248	227	212	213
	Containers	60	72	87	80	75	3	73	22	30	19	21
	All Cargo Types [4]	*1,630*	*1,807*	*1,850*	*1,855*	*1,837*	*877*	*959*	*478*	*422*	*394*	*444*

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
SE-Varberg	Liquid Bulk	100	117	20						25		17
	Dry Bulk	158	165	155	168	217	217		64	51	43	44
	Roro S-P[1]	330	659	591	562	620	350	270	139	164	128	132
	Roro NS-P[2]	15	6	13	9	6		6	1	1	1	0
	General Cargo[3]	865	1,190	891	865	767	79	688	177	211	197	151
	Containers	32	67	139	159	64	18	46	16	14	11	11
	All Cargo Types [4]	*1,499*	*2,204*	*1,809*	*1,763*	*1,674*	*665*	*1,009*	*397*	*466*	*381*	*355*
SE-Västerås	Liquid Bulk	525	525	487	486	518	518		110	133	139	134
	Dry Bulk	939	720	888	891	796	660	136	191	157	150	160
	Roro NS-P[2]					0		0				
	General Cargo[3]	195	255	238	174	148	91	57	29	35	26	57
	Containers	311	346	374	372	309	143	166	58	65	64	51
	All Cargo Types [4]	*1,970*	*1,846*	*1,986*	*1,924*	*1,770*	*1,411*	*359*	*388*	*391*	*378*	*403*
SE-Ystad	Liquid Bulk	1	2	1	1							
	Dry Bulk	159	89	140	96	105	28	77	18	22	25	27
	Roro S-P[1]	1,565	1,958	2,284	1,548	1,375	738	637	387	405	465	482
	Roro NS-P[2]	464	501	614	685	593	284	309	119	120	119	113
	General Cargo[3]	94	83	47	32	55	11	44	11	5	10	24
	All Cargo Types [4]	*2,282*	*2,633*	*3,086*	*2,362*	*2,129*	*1,062*	*1,067*	*534*	*551*	*619*	*645*
Sweden-Total		***143,869***	***157,679***	***158,402***	***163,752***	***168,689***	***89,813***	***78,877***	***34,818***	***33,055***	***33,185***	***37,105***

United Kingdom

Table 31: OPTIMAR 2008 table 46, port throughput in the United Kingdom 2007-2009, thousand tonnes

Country	*Cargo*	*2007*	*2008*			*2009*							
			Total	*Inward*	*Outward*	*Q1, %vs '08*		*Q2 %vs '08*		*Q3 %vs '08*		*Q4 %vs '08*	
United Kingdom	Liquid Bulk	248,242	239,088	125,710	113,378	57,392	-5%	56,907	-5%	57,040	-2%		
	Dry Bulk	125,094	124,341	102,062	22,278	28,821	-4%	24,504	-17%	23,815	-24%		
	Roro S-P[1]	54,167	53,934	30,458	23,476	11,955	-13%	11,993	-14%	12,058	-8%		
	Roro NS-P[2]	50,966	47,901	28,421	19,480	11,208	-8%	11,726	-11%	12,765	7%		
	General Cargo[3]	27,367	22,875	15,203	7,672	3,840	-33%	3,962	-41%	4,401	-22%		
	Containers	60,216	59,669	35,635	24,034	11,414	-23%	12,413	-22%	13,094	-14%		
	All Cargo Types [4]	*566,053*	*547,807*	*337,489*	*210,318*	*124,630*	*-9%*	*121,505*	*-13%*	*123,173*	*-9%*		

Port	*Cargo*	*2004*	*2005*	*2006*	*2007*	*2008*			*2009*			
						Total	*Inward*	*Outward*	*Q1*	*Q2*	*Q3*	*Q4*
Aberdeen	Liquid Bulk	1,955	1,905	2,150	2,202	2,166	1,388	778	457	372	427	
	Dry Bulk	339	390	382	370	308	173	136	145	115	56	
	Roro S-P[1]	18	24	15	7	3	1	2	1	1	1	
	Roro NS-P[2]	192	224	185	196	237	127	110	93	104	106	
	General Cargo[3]	1,284	1,843	1,799	2,220	2,001	696	1,304	434	466	447	
	Containers	97	121	125	134	116	21	95	10	94	82	
	All Cargo Types [4]	*3,885*	*4,508*	*4,655*	*5,129*	*4,831*	*2,407*	*2,424*	*1,140*	*1,153*	*1,121*	
Ballylumford	Liquid Bulk			13	34	16	16					
	Dry Bulk	1,114	977	1,142	769	851	851					
	All Cargo Types [4]	*1,114*	*977*	*1,155*	*803*	*867*	*867*					
Belfast	Liquid Bulk	3,064	3,107	2,870	2,699	2,558	2,558		784	547	622	
	Dry Bulk	3,738	3,444	3,539	3,339	3,412	2,398	1,014	772	722	820	
	Roro S-P[1]	1,802	1,972	1,902	1,932	1,905	946	958	407	460	448	
	Roro NS-P[2]	2,819	2,731	2,779	2,778	2,664	1,474	1,190	597	691	671	
	General Cargo[3]	548	602	620	663	594	537	58	77	93	79	
	Containers	1,588	1,643	1,804	2,004	1,907	1,230	676	372	410	397	
	All Cargo Types [4]	*13,559*	*13,500*	*13,514*	*13,416*	*13,040*	*9,143*	*3,897*	*3,008*	*2,924*	*3,037*	
Boston	Liquid Bulk	10	12	9	18	15	15		3	1	1	
	Dry Bulk	183	269	290	215	389	51	338	89	93	75	
	General Cargo[3]	424	375	486	534	537	483	54	86	82	98	
	Containers	88	111	49	68	20	19	2				
	All Cargo Types [4]	*705*	*767*	*834*	*836*	*961*	*568*	*393*	*178*	*175*	*175*	
Bristol	Liquid Bulk	2,571	2,665	2,094	2,047	1,756	1,751	6	178	296	484	
	Dry Bulk	5,874	6,416	8,001	6,903	7,828	7,124	703	2,188	1,552	1,319	
	Roro S-P[1]	802	719	713	776	723	470	253	86	96	86	
	Roro NS-P[2]	103	123	153	225	173	153	20	8	8	7	
	General Cargo[3]	478	350	388	356	297	289	8	62	80	128	
	Containers	931	933	912	871	751	504	247	166	204	185	
	All Cargo Types [4]	*10,759*	*11,206*	*12,261*	*11,178*	*11,527*	*10,290*	*1,237*	*2,688*	*2,235*	*2,209*	
Cairnryan	Roro S-P[1]	1,817	2,187	2,017	1,997	1,797	802	995	408	372	340	
	Roro NS-P[2]	1,032	1,087	1,128	1,166	1,130	492	639	256	258	262	
	All Cargo Types [4]	*2,849*	*3,274*	*3,145*	*3,163*	*2,928*	*1,294*	*1,633*	*664*	*630*	*602*	
Cardiff	Liquid Bulk	1,292	1,264	1,379	1,448	1,345	1,345		368	308	285	
	Dry Bulk	378	323	405	429	527	375	153	132	88	83	
	General Cargo[3]	596	587	819	945	567	415	152	38	93	92	
	Containers	238	276	270	235	156	62	94	9	11	11	
	All Cargo Types [4]	*2,504*	*2,450*	*2,873*	*3,057*	*2,596*	*2,197*	*399*	*548*	*500*	*471*	
Clydeport	Liquid Bulk	3,482	3,499	3,825	3,577	5,123	3,974	1,149	716	706	1,278	
	Dry Bulk	6,907	11,282	10,192	7,278	8,241	6,721	1,520	2,753	1,587	1,597	
	General Cargo[3]	739	546	567	757	516	134	383	48	50	91	
	Containers	379	367	396	451	457	57	400	58	78	99	
	All Cargo Types [4]	*11,507*	*15,693*	*14,980*	*12,063*	*14,338*	*10,885*	*3,453*	*3,576*	*2,422*	*3,065*	
Cromarty Firth	Liquid Bulk	2,957	3,115	2,975	3,323	2,079	1,076	1,003	216	332	933	
	Dry Bulk	121	108	85	85	75	75		27	11	12	
	General Cargo[3]	129	102	145	95	95	20	75	1	16	13	
	All Cargo Types [4]	*3,207*	*3,325*	*3,205*	*3,502*	*2,249*	*1,171*	*1,078*	*243*	*358*	*959*	
Dover	Dry Bulk	311	311	250	287	211	181	30	58	38	35	
	Roro S-P[1]	19,759	20,124	22,791	24,037	23,325	14,138	9,187	6,164	6,063	6,095	
	Roro NS-P[2]	404	541	563	561	586	489	97	119	127	152	
	General Cargo[3]	276	165	200	259	222	209	12	51	57	56	
	Containers	2	4			0		0	0	0	0	
	All Cargo Types [4]	*20,753*	*21,145*	*23,805*	*25,144*	*24,344*	*15,017*	*9,326*	*6,393*	*6,284*	*6,338*	
Dundee	Liquid Bulk	331	663	622	524	505	402	103	108	83	146	
	Dry Bulk	359	325	284	329	362	287	75	83	51	69	
	General Cargo[3]	368	226	289	138	102	90	12	21	19	10	
	All Cargo Types [4]	*1,058*	*1,214*	*1,194*	*990*	*970*	*780*	*190*	*212*	*154*	*225*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Felixstowe	Liquid Bulk	141	72	100	73	36	36			11		
	Dry Bulk		4		3	4	4		10			
	Roro S-P[1]	225	236	355	183	191	112	79	38	28	26	
	Roro NS-P[2]	2,716	2,634	2,641	2,601	2,535	1,610	925	490	488	552	
	General Cargo[3]	723	358	55	9	17	11	6	1	7	3	
	Containers	19,608	19,840	21,217	22,817	22,205	13,355	8,850	4,723	5,455	6,034	
	Container (TEU)	2,717,000	2,760,000	3,030,000	3,300,000	3,200,000						
	All Cargo Types [4]	*23,413*	*23,143*	*24,368*	*25,685*	*24,988*	*15,129*	*9,859*	*5,262*	*5,988*	*6,616*	
Fishguard	Roro S-P[1]	380	380	418	391	383	236	147	79	67	57	
	Roro NS-P[2]	142	133	179	180	177	87	90	38	26	21	
	All Cargo Types [4]	*522*	*513*	*597*	*572*	*560*	*323*	*237*	*117*	*93*	*78*	
Fleetwood	Roro S-P[1]	544	564	543	661	501	268	233	120	103	96	
	Roro NS-P[2]	1,117	1,072	1,127	1,110	1,070	508	562	218	256	218	
	All Cargo Types [4]	*1,662*	*1,635*	*1,670*	*1,772*	*1,571*	*776*	*795*	*338*	*360*	*314*	
Forth	Liquid Bulk	30,756	29,100	26,208	31,583	33,925	1,668	32,257	8,147	8,987	6,498	
	Dry Bulk	1,008	1,651	2,266	1,993	1,990	1,836	155	616	572	555	
	Roro S-P[1]	265	256	73	90	55	27	28		4	11	
	Roro NS-P[2]	241	218	356	205	139	69	70		13	126	
	General Cargo[3]	740	1,183	667	476	491	429	62	302	85	130	
	Containers	1,875	1,810	1,986	2,334	2,454	827	1,627	596	349	355	
	All Cargo Types [4]	*34,885*	*34,218*	*31,556*	*36,681*	*39,054*	*4,856*	*34,199*	*9,660*	*10,010*	*7,676*	
Fowey	Dry Bulk	1,330	1,270	1,103	1,121	935	30	905	164	207	207	
	All Cargo Types [4]	*1,330*	*1,270*	*1,103*	*1,121*	*935*	*30*	*905*	*164*	*207*	*207*	
Glensanda	Liquid Bulk	1										
	Dry Bulk	5,188	5,439	6,004	7,050	6,336		6,336	1,098	1,442	1,581	
	All Cargo Types [4]	*5,189*	*5,439*	*6,004*	*7,050*	*6,336*		*6,336*	*1,098*	*1,442*	*1,581*	
Goole	Liquid Bulk	39	32	45	22	22	22		3	8	8	
	Dry Bulk	325	433	233	375	482	466	16	45	86	59	
	General Cargo[3]	1,433	1,263	1,334	1,332	1,149	861	288	252	225	240	
	Containers	376	895	602	546	506	289	217	60	90	113	
	All Cargo Types [4]	*2,174*	*2,623*	*2,215*	*2,275*	*2,159*	*1,639*	*520*	*360*	*408*	*421*	
Great Yarmouth	Liquid Bulk	143	265	410	354	323	323		81	55	28	
	Dry Bulk	407	367	367	395	342	297	44	61	61	116	
	General Cargo[3]	58	131	172	151	118	117	1	37	28	21	
	All Cargo Types [4]	*607*	*763*	*949*	*900*	*783*	*738*	*45*	*180*	*144*	*164*	
Harwich	Liquid Bulk	75	354	296	294	387	199	187	92	71	76	
	Dry Bulk	48	103	147	56	78	21	57	8	3		
	Roro S-P[1]	1,544	1,511	1,710	1,392	1,419	1,001	419	230	246	224	
	Roro NS-P[2]	2,150	2,118	1,890	1,874	1,663	1,189	474	230	280	301	
	General Cargo[3]	61	125	132	162	166	121	45	22	33	27	
	Containers	386	11		7	26	18	8	2	13	12	
	All Cargo Types [4]	*4,264*	*4,221*	*4,176*	*3,784*	*3,739*	*2,549*	*1,190*	*584*	*645*	*640*	
Heysham	Liquid Bulk	8	16	4								
	Dry Bulk	95	94	140	125	12	12					
	Roro S-P[1]	480	467	491	435	380	176	203	56	64	71	
	Roro NS-P[2]	2,811	2,842	3,263	2,899	2,663	1,306	1,358	590	667	684	
	General Cargo[3]	145	258	116	117	61	19	42	7	10	11	
	All Cargo Types [4]	*3,539*	*3,676*	*4,014*	*3,576*	*3,117*	*1,514*	*1,603*	*653*	*741*	*766*	
Holyhead	Dry Bulk	360	365	346	330	276	276		67	89	29	
	Roro S-P[1]	2,834	3,088	3,095	2,871	2,910	1,301	1,609	644	594	569	
	Roro NS-P[2]	752	694	712	267	234	95	138	47	88	88	
	All Cargo Types [4]	*3,945*	*4,147*	*4,153*	*3,468*	*3,419*	*1,673*	*1,747*	*758*	*771*	*686*	
Hull	Liquid Bulk	2,726	2,438	1,982	1,912	1,821	995	826	330	385	387	
	Dry Bulk	2,782	3,785	3,699	3,245	3,698	3,389	308	1,123	1,091	682	
	Roro S-P[1]	591	1,151	607	633	619	310	309	134	133	140	
	Roro NS-P[2]	2,395	2,751	3,367	3,496	3,366	2,483	883	522	507	527	
	General Cargo[3]	1,522	1,585	1,464	1,396	1,245	1,052	193	279	289	324	
	Containers	2,418	1,652	1,666	1,815	1,500	1,136	364	229	230	274	
	All Cargo Types [4]	*12,433*	*13,363*	*12,785*	*12,497*	*12,249*	*9,365*	*2,884*	*2,617*	*2,633*	*2,334*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Immingham	Liquid Bulk	24,239	24,292	23,780	25,384	24,654	17,513	7,141	5,645	5,254	5,780	
	Dry Bulk	19,125	20,735	23,412	23,830	23,116	21,933	1,183	4,980	4,044	3,995	
	Roro S-P[1]	1,733	1,783	2,034	2,438	4,391	2,445	1,946	376	465	525	
	Roro NS-P[2]	9,698	10,897	12,015	11,850	10,313	5,911	4,402	2,716	2,717	2,858	
	General Cargo[3]	1,783	1,880	1,682	1,667	1,579	1,109	470	134	237	290	
	Containers	1,034	1,099	1,110	1,109	1,215	967	249	209	304	291	
	All Cargo Types [4]	*57,613*	*60,686*	*64,033*	*66,279*	*65,267*	*49,877*	*15,391*	*14,060*	*13,021*	*13,738*	
Ipswich	Liquid Bulk	374	384	366	314	299	291	7	82	45	66	
	Dry Bulk	1,507	1,817	1,847	1,829	1,635	923	712	419	370	389	
	Roro S-P[1]	78	99	96	44	34	25	9	12	15	19	
	Roro NS-P[2]	864	969	971	398	397	252	145	204	195	162	
	General Cargo[3]	255	222	180	198	178	168	10	32	26	52	
	Containers	480	88	45		0		0				
	All Cargo Types [4]	*3,557*	*3,578*	*3,505*	*2,782*	*2,543*	*1,660*	*883*	*749*	*651*	*687*	
Kirkwall	Liquid Bulk	17,756	14,373	11,092	10,389	4,552	603	3,950	2,785	2,509	1,384	
	Dry Bulk	23	16	16	11	6	6		74	5		
	Roro S-P[1]	7	8	4	40	32	22	10	22	7	50	
	Roro NS-P[2]	60	60	68	80	99	73	27	93	26	295	
	General Cargo[3]	29	29	19	17	40	30	10	0	0	1	
	Containers	59	48	50	54	60	43	17	92	30	188	
	All Cargo Types [4]	*17,934*	*14,534*	*11,249*	*10,592*	*4,789*	*776*	*4,014*	*3,067*	*2,578*	*1,918*	
Larne	Liquid Bulk	20	49	104								
	Dry Bulk	21	17	12	14	12	12		3	4		
	Roro S-P[1]	2,460	2,830	2,620	2,636	2,413	1,269	1,145	523	468	436	
	Roro NS-P[2]	2,482	2,599	2,753	2,813	2,740	1,468	1,272	557	602	586	
	All Cargo Types [4]	*4,984*	*5,496*	*5,489*	*5,464*	*5,166*	*2,749*	*2,417*	*1,084*	*1,077*	*1,027*	
Liverpool	Liquid Bulk	12,282	13,148	12,484	10,926	12,189	12,066	123	2,910	2,998	2,847	
	Dry Bulk	8,486	8,891	9,059	8,060	7,376	5,246	2,129	1,957	1,648	1,660	
	Roro S-P[1]	1,779	2,596	2,626	2,362	2,303	1,005	1,298	571	563	606	
	Roro NS-P[2]	4,207	3,628	4,108	4,274	4,553	2,090	2,464	1,028	1,199	1,139	
	General Cargo[3]	914	776	708	1,240	927	918	9	126	127	121	
	Containers	4,565	4,735	4,565	5,395	4,857	2,640	2,217	933	926	1,018	
	Container (TEU)	616,000	626,000	645,000	727,363							
	All Cargo Types [4]	*32,232*	*33,774*	*33,550*	*32,258*	*32,204*	*23,964*	*8,240*	*7,525*	*7,460*	*7,390*	
London	Liquid Bulk	20,380	20,169	19,107	19,264	20,569	17,528	3,042	4,412	4,647	4,199	
	Dry Bulk	14,232	15,003	13,811	14,488	14,383	12,997	1,386	3,584	3,406	3,297	
	Roro S-P[1]	1,045	998	905	989	901	626	275	225	187	225	
	Roro NS-P[2]	5,081	7,992	8,130	7,920	6,670	4,829	1,841	1,985	2,007	2,465	
	General Cargo[3]	3,488	3,308	3,719	3,051	2,142	1,824	318	256	260	331	
	Containers	9,048	6,367	6,207	6,965	8,301	6,061	2,240	992	1,008	1,040	
	All Cargo Types [4]	*53,274*	*53,837*	*51,880*	*52,677*	*52,965*	*43,864*	*9,101*	*11,454*	*11,516*	*11,557*	
Londonderry	Liquid Bulk	276	264	610	671	774	774		100	157	159	
	Dry Bulk	953	656	864	1,046	911	872	39	386	175	180	
	General Cargo[3]	163	223	161	202	143	129	14	9	8	8	
	All Cargo Types [4]	*1,392*	*1,143*	*1,635*	*1,918*	*1,828*	*1,774*	*54*	*496*	*340*	*346*	
Manchester	Liquid Bulk	5,196	5,450	6,083	6,388	5,868	2,345	3,523	1,401	1,363	1,322	
	Dry Bulk	1,162	1,659	1,888	1,610	1,447	1,107	340	236	274	252	
	General Cargo[3]	245	86	72	74	123	56	67	19	57	24	
	Containers	20	23	5	3					5		
	All Cargo Types [4]	*6,623*	*7,218*	*8,048*	*8,074*	*7,438*	*3,509*	*3,930*	*1,656*	*1,699*	*1,598*	
Medway	Liquid Bulk	1,208	2,694	4,057	2,528	2,142	2,142		1,108	1,138	1,041	
	Dry Bulk	6,413	5,471	8,358	7,353	6,227	5,985	242	1,305	878	865	
	Roro S-P[1]	476	397	458	437	395	384	11	64	63	105	
	General Cargo[3]	2,577	2,493	2,527	2,109	1,760	1,545	215	392	366	490	
	Containers	3,860	4,415	3,556	2,990	4,439	2,561	1,878	728	855	668	
	All Cargo Types [4]	*14,534*	*15,470*	*18,956*	*15,417*	*14,963*	*12,617*	*2,345*	*3,603*	*3,307*	*3,177*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Milford Haven	Liquid Bulk	37,508	36,379	33,086	34,176	34,699	19,817	14,882	8,939	8,938	9,887	
	Dry Bulk	45	67	89	62	44	44		12	11	27	
	Roro S-P[1]	463	536	617	627	527	294	233	142	133	126	
	Roro NS-P[2]	406	541	479	607	595	291	304	133	146	168	
	General Cargo[3]	15	19	34	22	3	3		5	1		
	All Cargo Types [4]	*38,436*	*37,542*	*34,305*	*35,495*	*35,868*	*20,449*	*15,419*	*9,231*	*9,228*	*10,208*	
Newhaven	Dry Bulk	383	659	321	411	343	293	50	91	82	86	
	Roro S-P[1]	371	152	612	505	792	523	270	242	196	176	
	Roro NS-P[2]	44	9	83	36	46	34	11	17	15	17	
	General Cargo[3]	132	56	29	51	14		14				
	All Cargo Types [4]	*929*	*876*	*1,046*	*1,003*	*1,195*	*850*	*345*	*350*	*294*	*279*	
Newport, Gwent	Dry Bulk	1,255	2,073	1,956	1,129	1,940	1,853	87	472	463	461	
	General Cargo[3]	2,184	1,897	1,881	1,711	1,253	743	511	178	209	236	
	Containers	6	1	9	3							
	All Cargo Types [4]	*3,446*	*3,971*	*3,846*	*2,843*	*3,194*	*2,596*	*598*	*650*	*672*	*696*	
Peterhead	Liquid Bulk	299	501	481	375	433	377	57	106	83	156	
	Dry Bulk	149	138	104	73	99	18	81	36	17	5	
	General Cargo[3]	228	289	362	341	339	129	210	66	62	44	
	All Cargo Types [4]	*676*	*928*	*947*	*789*	*871*	*524*	*347*	*209*	*162*	*205*	
Plymouth	Liquid Bulk	1,236	1,315	1,389	1,393	1,331	1,331		310	321	323	
	Dry Bulk	810	833	916	911	870	334	536	164	132	142	
	Roro S-P[1]	104	136	121	146	101	54	46	10	22	28	
	Roro NS-P[2]	6		20	15	10	7	2	1	2	2	
	General Cargo[3]	6	10	4	20	9	6	3	0	0	0	
	All Cargo Types [4]	*2,162*	*2,293*	*2,451*	*2,485*	*2,319*	*1,733*	*587*	*485*	*478*	*495*	
Poole	Liquid Bulk	189	150	166								
	Dry Bulk	299	294	275	329	276	134	142	64	89	43	
	Roro S-P[1]	843	813	886	842	935	605	330	141	216	181	
	Roro NS-P[2]	178	226	238	131	81	53	28	9	11	10	
	General Cargo[3]	245	228	241	83	131	123	9	11	16	14	
	Containers				18	28		28	7	8	8	
	All Cargo Types [4]	*1,754*	*1,712*	*1,806*	*1,401*	*1,451*	*914*	*537*	*232*	*340*	*256*	
Port Talbot	Dry Bulk	8,525	8,570	8,646	9,013	8,086	7,884	202	971	1,149	1,359	
	General Cargo[3]	30	3	13	39	20		20	2		4	
	All Cargo Types [4]	*8,555*	*8,573*	*8,659*	*9,052*	*8,106*	*7,884*	*222*	*973*	*1,149*	*1,363*	
Portsmouth	Dry Bulk	348	308	403	428	335	335		57	71	65	
	Roro S-P[1]	3,121	2,812	2,131	2,244	2,055	1,186	869	491	519	478	
	Roro NS-P[2]	654	910	576	519	721	372	349	156	220	197	
	General Cargo[3]	693	771	882	414	652	496	156	114	150	140	
	Containers	125	118	200	356	162	85	76	18	52	65	
	All Cargo Types [4]	*4,940*	*4,919*	*4,191*	*3,961*	*3,924*	*2,474*	*1,451*	*837*	*1,012*	*944*	
Ramsgate	Dry Bulk	35	30	53	44	27	27		7	5	6	
	Roro S-P[1]	1,428	1,618	1,381	1,740	1,685	1,046	639	342	348	331	
	Roro NS-P[2]	239	224	270	231	257	205	52	39	57	69	
	All Cargo Types [4]	*1,702*	*1,872*	*1,704*	*2,015*	*1,968*	*1,278*	*690*	*388*	*410*	*406*	
River Hull and Humber	Liquid Bulk	8,501	8,638	8,928	8,470	8,224	8,224		1,959	1,521	2,484	
	Dry Bulk	540	983	639	690	977	716	261	279	321	195	
	General Cargo[3]	199	222	207	202	150	150		53	61	75	
	All Cargo Types [4]	*9,241*	*9,843*	*9,774*	*9,362*	*9,351*	*9,090*	*261*	*2,291*	*1,903*	*2,755*	
Shoreham	Liquid Bulk	162	177	209	255	227	227		38	42	55	
	Dry Bulk	1,233	1,382	1,256	1,399	1,280	1,176	104	333	335	364	
	General Cargo[3]	290	266	330	334	285	274	10	35	60	57	
	All Cargo Types [4]	*1,685*	*1,826*	*1,795*	*1,989*	*1,792*	*1,677*	*114*	*406*	*437*	*477*	
Southampton	Liquid Bulk	26,995	28,171	28,241	29,280	28,996	19,352	9,643	6,513	6,941	6,962	
	Dry Bulk	2,024	2,218	2,288	2,095	1,968	1,311	657	534	517	484	
	Roro S-P[1]	1,404	1,452	1,473	1,624	1,182	253	928	92	103	148	
	Roro NS-P[2]	105	100	64	52	54	7	48	12	11	14	
	General Cargo[3]	167	172	136	161	75	41	34	18	23	14	
	Containers	7,657	7,743	8,109	10,228	8,699	4,717	3,983	1,826	1,865	1,730	
	Container (TEU)	1,441,012	1,375,000	1,500,306	1,900,000	1,710,000						
	All Cargo Types [4]	*38,352*	*39,855*	*40,311*	*43,440*	*40,974*	*25,681*	*15,293*	*8,996*	*9,462*	*9,353*	

Port	Cargo	2004	2005	2006	2007	2008			2009			
						Total	Inward	Outward	Q1	Q2	Q3	Q4
Stranraer	Roro S-P[1]	1,053	1,047	1,007	995	885	444	441	184	232	228	
	Roro NS-P[2]	187	119	215	236	305	190	115	65	91	88	
	All Cargo Types [4]	*1,240*	*1,165*	*1,222*	*1,231*	*1,190*	*634*	*556*	*249*	*323*	*316*	
Sullom Voe	Liquid Bulk	23,939	20,492	19,417	16,533	14,507	2,370	12,137	3,241	3,073	2,479	
	General Cargo[3]		48	30	31	23		23				
	All Cargo Types [4]	*23,939*	*20,541*	*19,447*	*16,564*	*14,531*	*2,370*	*12,160*	*3,241*	*3,073*	*2,479*	
Sunderland	Liquid Bulk	695	468	651	627	336	306	31	76	72	58	
	Dry Bulk	123	292	163	228	259	109	149	42	79	109	
	General Cargo[3]	300	160	89	169	210	185	24	53	47	16	
	All Cargo Types [4]	*1,117*	*920*	*903*	*1,024*	*805*	*600*	*204*	*170*	*198*	*183*	
Swansea	Liquid Bulk	40										
	Dry Bulk	368	406	351	431	403	291	112	57	82	68	
	Roro S-P[1]	27	36	18	2							
	Roro NS-P[2]	22	44	16	4							
	General Cargo[3]	263	208	248	246	186	125	61	22	15	20	
	Containers		0									
	All Cargo Types [4]	*721*	*694*	*634*	*683*	*589*	*416*	*173*	*79*	*97*	*88*	
Tees and Hartlepool	Liquid Bulk	36,628	36,892	34,752	30,988	27,044	4,540	22,504	6,265	5,626	6,649	
	Dry Bulk	11,976	12,402	12,217	10,843	10,977	9,539	1,438	2,288	1,751	1,836	
	Roro S-P[1]	237	172	240	240	216	137	80	28	23	29	
	Roro NS-P[2]	2,294	2,468	2,797	2,879	2,931	1,830	1,101	648	553	592	
	General Cargo[3]	1,468	2,620	2,284	3,541	2,948	381	2,568	428	410	523	
	Containers	1,216	1,232	1,057	1,289	1,320	654	666	314	353	466	
	All Cargo Types [4]	*53,819*	*55,787*	*53,347*	*49,779*	*45,436*	*17,080*	*28,356*	*9,971*	*8,715*	*10,094*	
Trent River	Liquid Bulk	20	2	36	38	38	34	4	4	9	10	
	Dry Bulk	835	864	814	836	894	593	301	193	108	112	
	General Cargo[3]	1,474	1,058	1,211	1,332	1,052	881	172	104	121	99	
	All Cargo Types [4]	*2,329*	*1,924*	*2,062*	*2,207*	*1,984*	*1,507*	*477*	*301*	*237*	*220*	
Tyne	Liquid Bulk	133	133	141	130	127	101	26	14	8	5	
	Dry Bulk	1,582	1,921	2,606	2,990	3,853	3,517	336	782	642	477	
	Roro S-P[1]	575	650	699	756	764	296	468	89	166	164	
	Roro NS-P[2]	104	166	139	152	115	62	53		16	15	
	General Cargo[3]	351	313	325	272	273	223	51	54	60	33	
	Containers	228	175	166	313	285	229	56	30	48	58	
	All Cargo Types [4]	*2,973*	*3,357*	*4,076*	*4,613*	*5,417*	*4,428*	*989*	*967*	*940*	*753*	
Warrenpoint	Liquid Bulk	6	9	6	3							
	Dry Bulk	286	378	360	244	242	240	3	57	35	43	
	Roro S-P[1]	115	87	156	94	112	57	55	34	33	38	
	Roro NS-P[2]	1,063	766	1,253	1,210	1,377	666	711	330	336	366	
	General Cargo[3]	340	382	296	232	183	183		10	14	34	
	Containers	156	813	228	210	204	159	44	38	28		
	All Cargo Types [4]	*1,967*	*2,436*	*2,298*	*1,993*	*2,118*	*1,305*	*813*	*470*	*446*	*481*	
Total		***557,989***	***569,842***	***568,379***	***566,053***	***547,807***	***337,489***	***210,318***	***124,630***	***121,505***	***123,173***	***0***