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For ESPO, the past working year can be considered in many ways as a year of achievements.

First, there is the ports policy, the "port regulation". The discussions on developing a legislative framework for ports started in 2001, not less than 15 years ago. If everything goes well and the texts get the final approval of the Parliament and Council, we can really speak of an achievement. After two failed attempts, it seems that the main negotiators in charge of this third proposal have found a common ground and above all a way to get out of the impasse. As ESPO, we believe that this port regulation will give ports in Europe the flexibility needed to organise their port services, taking into account the specific features of each port. We also embrace the pragmatic approach to tackle customer and stakeholder relations. Furthermore, ESPO very much supports the provisions on enhancing the transparency when ports receive public funding. We regret however that the Council has not shown more ambition in defining the autonomy of European ports. The plea for less public funding for ports can only be realised if port authorities can manage their financial situation themselves and decide how to structure and optimise their income. The port regulation is setting a step, be it a small one, into the right direction. We must hope that this step is also taken by each individual Member State when applying the regulation.

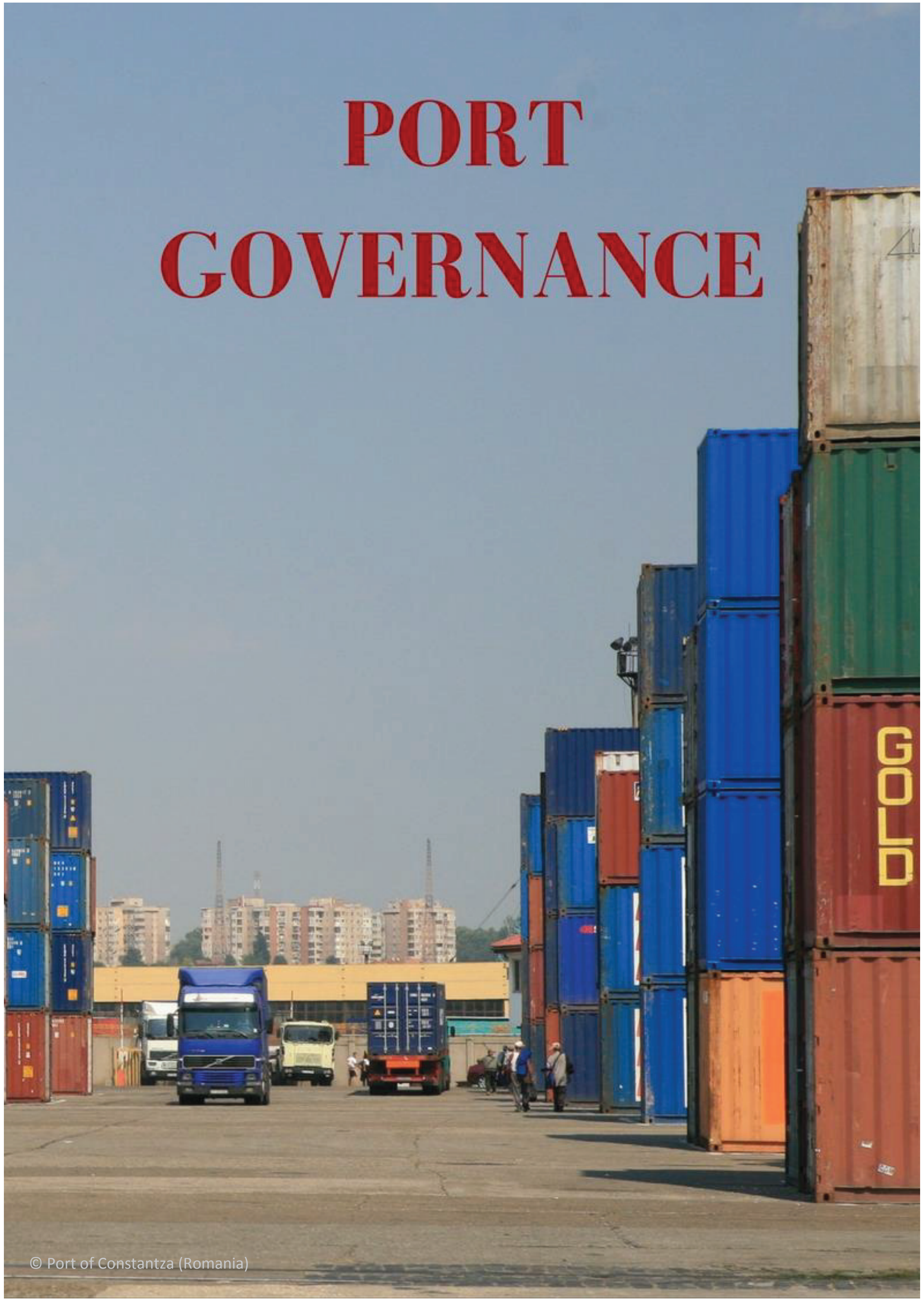
I believe that the outcome of the 2015 Paris Climate Conference, the so-called COP21, can be considered as another breakthrough at international level over the last year. For the first time in over 20 years of UN negotiations, governments worldwide have achieved a legally binding and universal agreement on climate with the aim of keeping global warming below 2°C. If the signing was a breakthrough, I believe the speed of ratification allowing the agreement to enter into force in less than one year is a real international "first". Implementing the agreement and tackling the climate change problem both in terms of mitigation and adaptation will be a real challenge for European ports. Ports are literally on the first row when climate is changing and sea levels are rising. Moreover, being part of a local community, ports will have to contribute to the decarbonisation strategies of the surrounding community. Decarbonisation will oblige many ports in Europe to rethink their business case, certainly if one considers that for one out of four European ports handling energy sources counts for more than half of their activity.

But if I identify this working year as the year of achievements, I am also considering the achievements of our organisation over the last year. First, we have been developing a new website, making the communication with both our Members, policy makers and stakeholders a lot easier than before. Moreover, ESPO achieved a lot in what makes ESPO a real "knowledge network". ESPO published a new governance fact-finding report, developed a Code of Good Practices for Cruise and Ferry Ports and issued a new Top 10 on environmental priorities. These are all initiatives which must help the ports in our network in stepping up their performance, not because they have to, but because they want to.

Since I am ending my mandate as Chairman of this wonderful organisation, I would like to thank our Members, the secretariat and the many people in the Commission and the Parliament as well as all other transport organisations for helping us facing the challenges of today and tomorrow and assisting us in turning those into opportunities.

Santiago Garcia-Milà
Chairman

PORT GOVERNANCE



For the last three years the proposal for a Port Regulation has dominated the agenda of ESPO and in particular that of the Port Governance Committee. During the last working year, a lot of progress has been made and it seems quite realistic to assume that there will be a **Port Regulation** by the beginning of 2017.

On 25 January 2016, the Transport Committee of the European Parliament expressed its support for the compromise reached by rapporteur Knut Fleckenstein and the shadow rapporteurs. Since the Transport Committee had not given a real mandate to start the negotiations with the Council, the outcome of that vote was submitted to the Plenary session of the European Parliament. On 8 March, the European Parliament confirmed the outcome of the Transport Committee with a large majority. An even larger majority voted in favour of giving the rapporteur the mandate to start negotiations with the Council in view of reaching a first reading agreement. ESPO considered the Parliament result as a solid basis to start negotiations with the Council. The European ports welcomed in particular the strong signal given in favour of an organisation of port services that takes into account the diversity of ports in Europe, in favour of more transparency and in favour of more autonomy for the European ports to set their charges. At the same time, ESPO expressed the wish that the Parliament would be able to support the more pragmatic approach taken by the Council when it comes to the relations with port users and stakeholders and the establishment of a good and efficient framework for the handling of complaints.

ESPO was strongly involved in the negotiation process that followed between the Parliament and the Dutch Presidency of the Council. On 27 June, Commission, Council and Parliament reached an agreement on a Port Regulation. The European seaports welcomed the final outcome of these negotiations.

However, ESPO expressed its disappointment on one issue. ESPO regrets that national governments have not shown more ambition in moving towards a clear framework for port authorities to set their own charges and develop their own financial strategy. ESPO and its Members considered the principle of autonomy, as put forward in the initial Commission proposal and fully supported by the European Parliament, as one of the main assets of the Port Regulation and as an important condition for unleashing the potential of all European ports in Europe.

Even if ESPO recognises that the final texts will be giving port authorities in Europe the possibility to determine the level and structure of the port infrastructure charges and to enter into individual negotiations with their customers, it remains unclear to what extent national governments may limit this negotiating power of port authorities by setting general requirements within their national ports policy.

The final vote of this agreement by the European Parliament is expected to take place in December 2016. Once adopted, the Port Regulation is due to enter into force after two years.

Through different amendments on the Port Regulation, the Parliament has been putting pressure on DG Competition to bring more clarity on the assessment of state aid given to ports and to port infrastructure. On 7 March, the Commission published a first draft for a **General Block Exemption Regulation for Ports.** The aim of this proposal is to identify in which cases the state aid given to ports can be considered as "non-problematic" and can be exempted of notification. ESPO participated in the public consultation round that followed this first proposal.

In principle, ESPO welcomed the proposal, since it can bring clarity and limit the uncertainty that would result from a case-by-case approach. Moreover, such a block exemption can reduce the administrative burden on port development and speed up project implementation. The main point that ESPO has been addressing in its reaction to the public consultation, is the need to define a category of public funding that is not to be considered as "state aid". Furthermore, European ports believe that superstructure should not be exempted from notification. Finally, ESPO made some reservations as regards the conditions for obtaining an exemption.

On 13 October, the Commission published a second draft proposal. ESPO is now preparing a reaction to this second draft. The second round of public consultations is ending on 8 December. The Commission can decide autonomously to what extent it takes into account the concerns expressed during the consultation rounds. The final General Block Exemption for Ports is due to come out beginning of 2017.

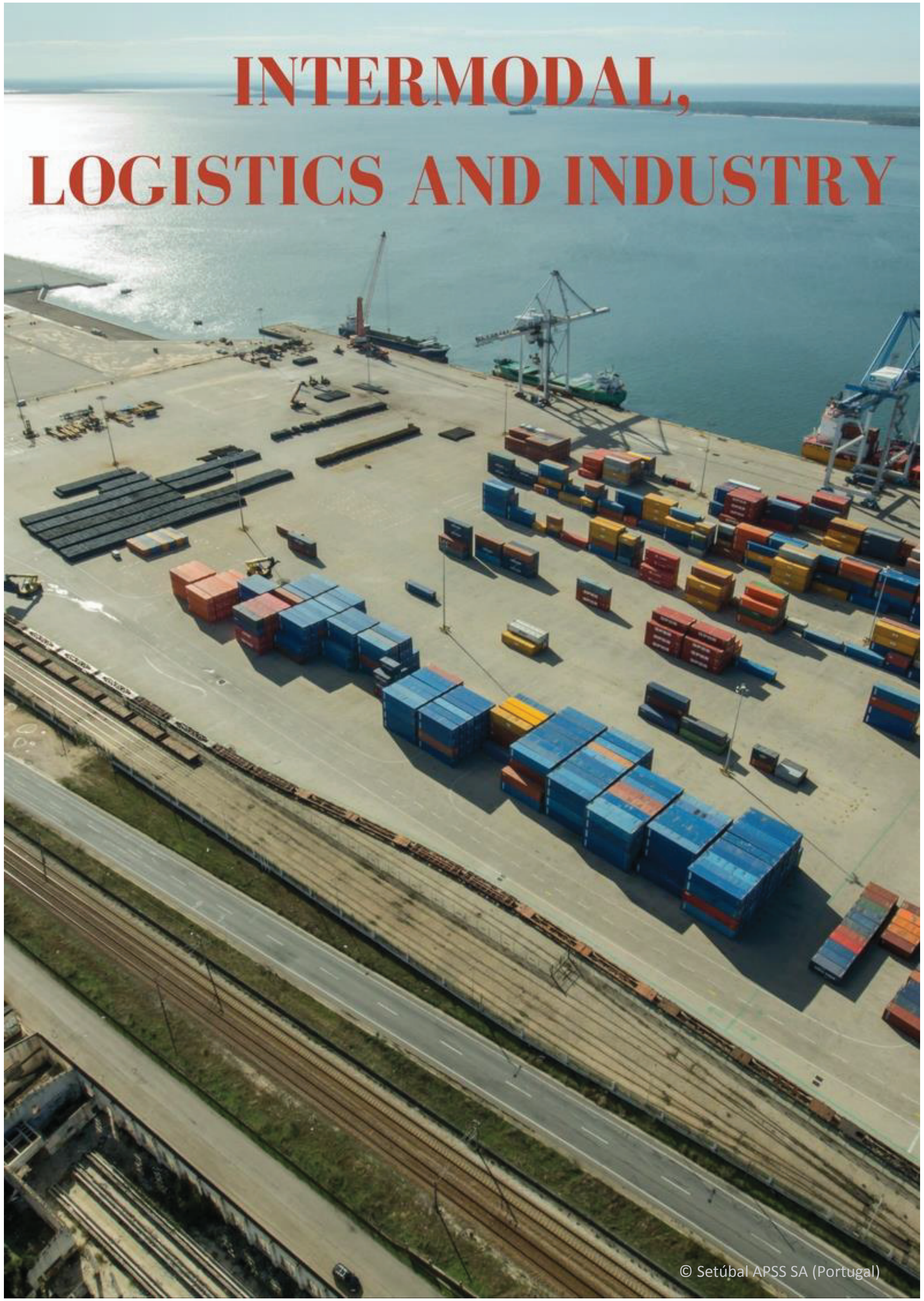
In June 2016, ESPO issued a publication **"Trends in EU ports governance 2016"**, which compiles the results of the latest fact finding survey on the governance of EU ports.[1]

This report shows, among other realities, the hybrid and unique character of European port authorities, combining both public and commercial interests and developing multiple ways to connect with their stakeholders. For the first time, the survey has also captured the many dimensions of port authorities beyond their key role in transport. These include the ports as home and key partners of industrial clusters, the energy transition, innovation and the sustainability of port activities.

This was possible with the support of the EU co-funded project PORTOPIA, which allowed the ESPO Secretariat to devote time and resources to increase its scope and ensure quality. This publication is only a first outcome of the fact-finding survey 2016. In the coming months, further analysis of the data collected will be provided and communicated though the ESPO website.

PORTOPIA

[1] The publication can be consulted at ESPO's website: http://www.espo.be/publications/trends-in-eu-ports-governance-2016



Throughout the year, ESPO was very active in supporting its Members with the **implementation of EU legislation regarding the Trans-European Transport Network (TEN-T)** and the accompanying financial instrument, the **Connecting Europe Facility (CEF).** The Transport Infrastructure Plan identifies 104 core seaports, among 329 comprehensive sea ports, nine multimodal core network corridors that start and end in seaports and it reserves a budget of € 26 billion for the period 2014-2020.

At the beginning of the previous working year, DG MOVE launched a **study on permitting and facilitating the preparation of TEN-T core network projects**. The purpose of this study is to identify barriers in the regulatory and administrative processes at EU and national level that impact the effective and efficient planning and implementation of TEN-T core network projects, and deliver recommendations on how to address these barriers. ESPO welcomed the study because port development projects suffer significantly from increased costs, complex approval procedures and resulting delays that are not always justified by other societal benefits. For this reason, ESPO issued a position paper aimed at improving permitting procedures and facilitating the preparation of TEN-T projects.

At the same time, ESPO followed and contributed to the preparation of the so-called **Motorways of the Sea "Detailed Implementation Plan" (DIP),** submitted by MoS Coordinator Brian Simpson to the European Parliament and the Member States on 27 June 2016, as foreseen by the TEN-T regulation. The MoS DIP constitutes a clear guidance document for defining development and research priorities of Motorways of the Sea.

ESPO assisted its Members in a number of Corridor Forum meetings and related working groups on ports. In addition, ESPO participated in the **TEN-T days** in Rotterdam on 20-22 June 2016 in order to effectively inform its Members and voice their concerns and priorities.

Through its **TEN-T Help-desk,** ESPO was very active in providing ports with the right instruments to apply to CEF and Horizon 2020 calls by providing them with explanatory guides to present successful project applications.

On 17 June 2016, the **results of the 2015 CEF call** became available. In the General Call 2015 of CEF, only "horizontal priorities" were covered. For ports, this meant that the call included Motorways of the Sea, deployment of innovation, connections to and development of multimodal logistics platforms and urban nodes development. ESPO calculated that seaport-related projects requested CEF funding for approximately 400 million euro and received around 80 million euro of the total CEF funding. As regards the cohesion call, seaport-related projects requested CEF funding for approximately 730 million euro and received around 550 million euro of the total CEF funding. Overall, the European Commission approved 25 seaports' projects, granting them around 1 billion euro.

Next to the implementation of the new TEN-T policy, ESPO devoted a lot of attention to the **'Juncker Plan' (or 'Investment plan for Europe')**. The Juncker Plan aims to revive investment in strategic projects around Europe to ensure that money reaches the real economy. At its hart is a new fund: the **European Fund for Strategic Investment (EFSI)**, which is a 16 billion euro guarantee from the EU budget, complemented by an allocation of 5 billion euro of EIB's (European Investment Bank) own capital.

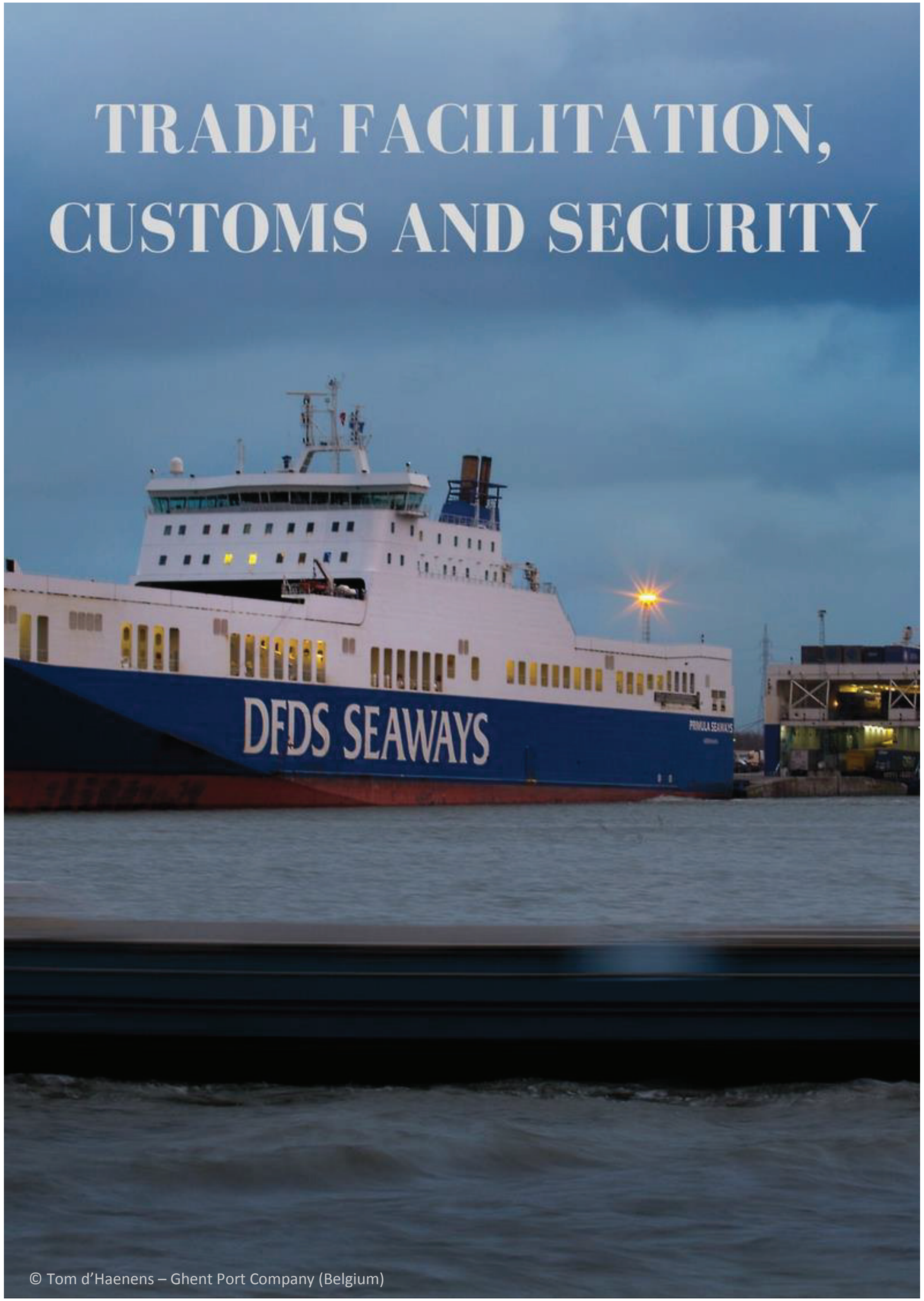
Since the approval of the Juncker Plan, the Commission has changed its logic of financing transport infrastructure given the limited amount of available EU public funding. Projects need to be discussed much in advance with the EU institutions in order to find the best solution in terms of financial support. This could entail the blending of financial instruments (EFSI) with direct grants (CEF) in case projects need a kick-off to get started. For this reason, on 23 February 2016, the ESPO and EFIP secretariats jointly organised an **EFSI workshop** as a unique opportunity for ports to meet the representatives of the EU institutions responsible for EU port financing and discuss their projects with them.

Because of the infrastructural challenges that European ports are facing, ESPO continues to advocate for European investments in the port sector. So to speak, ESPO coordinated the transport campaign that gathered 29 associations in the transport sector to urge the European institutions to increase the Connecting Europe Facility (CEF) budget in the upcoming **review of the Multi-Annual Financial Framework (MFF)**. The plea was welcomed by the European institutions and, as a result, the Commission proposal for the review of MFF included a raise of 1.4 billion euro for the CEF envelope.

As regards industry issues, ESPO was active on circular economy by contributing to the **Circular Economy Package** and organising specific sessions on the exchange of best practices.

Finally, in the course of the year, ESPO has been actively participating in the European industry stakeholders' meetings organised by DG MOVE in the context of the so-called **"EU-China Connectivity Platform"**, which was set up in September 2015 as a forum for the EU Commission and Chinese authorities to share information on the respective transport plans and policies.

TRADE FACILITATION, CUSTOMS AND SECURITY



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This year, maritime trade facilitation stood high on ESPO's agenda. In that respect, the 2016 ESPO Conference, which was held in Dublin on 2 and 3 June 2016, focused on ways to improve the efficiency of maritime transport and ports, including the potential of digitalisation, and looked at the impact of trade agreements on ports business.

During the year, the Trade Facilitation, Customs and Security Committee, together with the Marine Affairs Committee, closely monitored all developments with regards to the implementation of the **Reporting Formalities Directive (RFD)**, of which the main aim is to reduce administrative burden for maritime transport. To this end, ESPO together with its Members tried to identify the main issues with regards to the implementation of the directive and participated in the relevant platforms gathering representatives of the Commission and industry to voice those issues. During this year however, it became clear to the Commission, ESPO and other stakeholders that the reporting formalities directive did not achieve the aim of reducing administrative burdens. That is why in 2016, the Commission launched a REFIT evaluation of the directive to analyse and solve the main issues. ESPO welcomed this exercise as an opportunity to analyse the reasons why the RFD is not working. In order to voice the concerns of European port authorities, ESPO published a "Roadmap for Maritime Trade Facilitation"[2] in June 2016.

At the same time, ESPO took a lot of interest in the setting up by the Commission of the **eManifest pilot project**. The aim of this project is to develop a comprehensive harmonised electronic manifest, encompassing cargo formalities required by both maritime and customs authorities and to reduce the administrative burden of the shipping industry.

[2] The Roadmap for Maritime Trade Facilitation can be consulted on ESPO's website: https://www.espo.be/media/ESPO%20Road%20map%20for%20Maritime%20Trade%20Facilitation%20June%202016.pdf

Furthermore, ESPO also looked at the relevant developments with regards to customs legislation. In particular, the implementation of the **Union Customs Code (UCC),** which came into force in June 2016, was high on the agenda of the Trade Facilitation Committee. In order to better understand the impact of the new Union Customs Code on ports as well as the developments with regards to the Reporting Formalities Directive and eManifest pilot project, ESPO organised on 4 October 2016 a **Workshop on Customs, Internal Market and Ports,** which brought together representatives of DG MOVE, DG TAXUD, customs and port authorities.

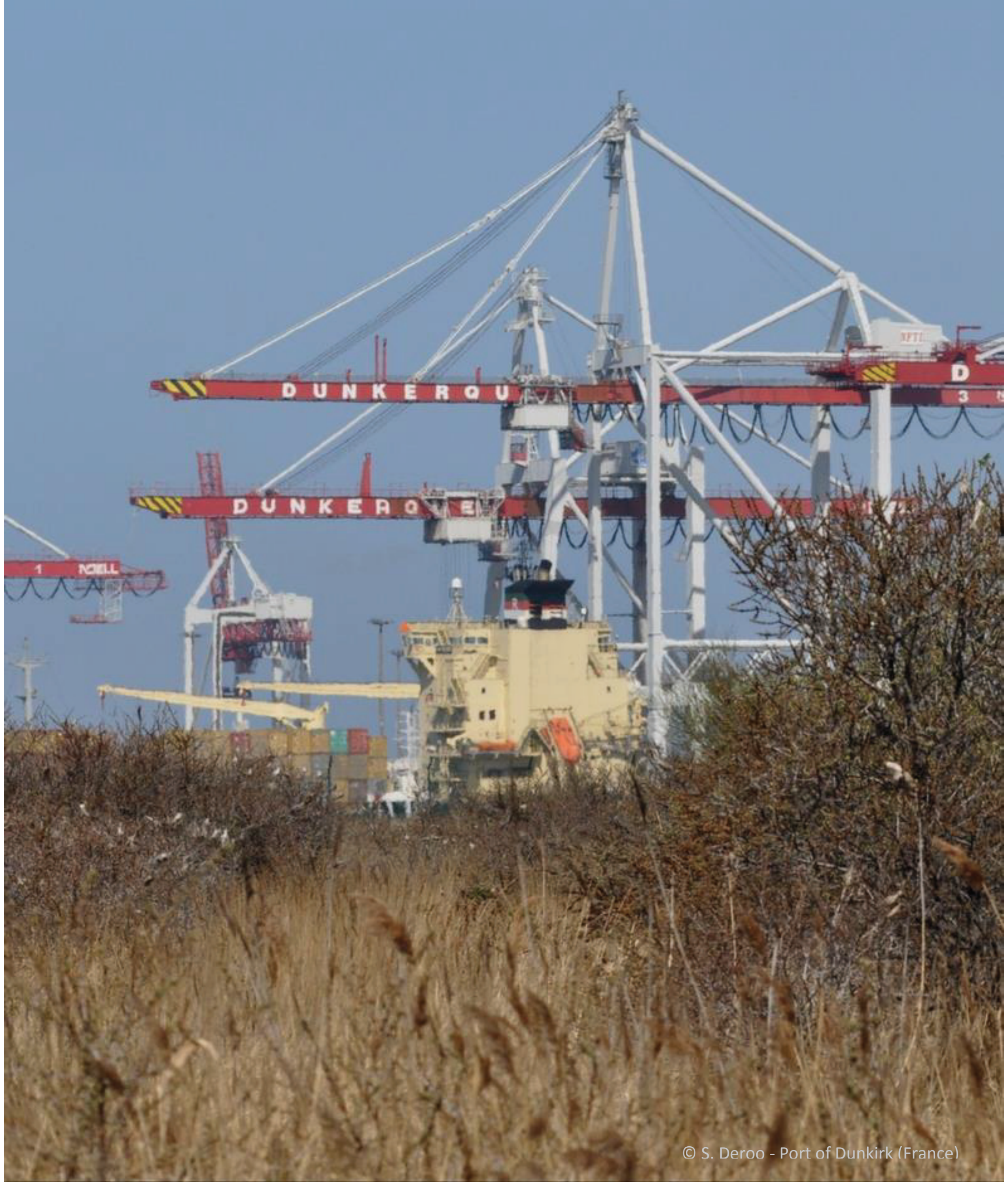
On 1 July 2016, the amended International Convention for the Safety of Life at Sea (SOLAS) which introduces requirements for the **weighing of containers** before those are loaded on to ships, came into force. In order to work towards a successful implementation, ESPO together with organisations representing shippers, freight forwarders and terminal operators published a joint statement on 20 April 2016 to ensure that the implementation of the new legal requirements does not create competition distortion through a patchwork of varying national measures.[3] The organisations therefore called upon Member States to pursue a coordinated approach, taking into consideration the national guidelines of other Member States when deciding on national rules.

Furthermore, ESPO continued to follow EU initiatives in the field of digitalisation. In this respect, ESPO remained active in the **Digital Transport and Logistics Forum (DTLF),** which aims at further supporting digitalisation of freight transport and logistics. The forum brings together Member States and stakeholders from all transport and logistics communities with the aim to identify challenges and areas where common action in the EU is needed, to provide recommendations, and to work on the implementation of these recommendations where appropriate.

The Trade Facilitation Committee has also looked into **trade agreements,** in particular the Transatlantic Trade and Investment Partnership (TTIP) between the European Union and the United States. In addition, ESPO also followed potential trade distorting matters, such as the potential impact of the **Brexit** on ports as well as the **Commission's report on the rise of global protectionism**.
On the security side, ESPO has been raising awareness towards the EU institutions about the **refugee crisis and its impact on ports and the Schengen agreement**. In addition, ESPO continued to raise awareness about **cyber security** threats and monitored EU legislative action that was being taken in this field.

[3] The joint statement can be consulted on ESPO's website: http://www.espo.be/news/weighing-of-containers-member-states-to-bring-clar

SUSTAINABLE DEVELOPMENT



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The ongoing policy initiatives in relation to the environmental performance of shipping were at the centre of attention of the Sustainable Development Committee during the last year. In that respect, ESPO is working together with the Commission, the European Maritime Safety Agency (EMSA), the Member States and the maritime industry stakeholders, under the framework of the European Sustainable Shipping Forum (ESSF).

ESPO and port experts actively contribute to the discussions at the ESSF Plenary and the working groups on Exhaust Gas Cleaning Systems (scrubbers), Liquefied Natural Gas (LNG), Financing and Competitiveness, while ESPO also co-chairs the ESSF working group on Port Reception Facilities[4]. On **Climate Change**, the non-inclusion of shipping in the Paris Agreement in December 2015 and the lack of progress in the International Maritime Organisation (IMO) towards setting targets for CO_2 emission reductions for the sector led to proposals of the European Parliament to include shipping in the scope of the European Emission Trading System (ETS). ESPO firmly believes that shipping, being a global sector, requires global regulation through IMO. ESPO made clear however that shipping needs to contribute like every other sector to the global emission reductions efforts and hence called on the IMO Marine and Environment Protection Committee (MEPC) to achieve real progress in setting concrete timetables and emission reduction targets during its meeting in October 2016.

In relation to the same MEPC meeting in October 2016, ESPO called on IMO to maintain the global cap for the **Sulphur** content in marine fuels to 0,5% by 2020 and not postpone it to 2025. In that way, a level playing field will be ensured between Europe and the globe and there will be significant benefits for the green image of shipping, the public health and the environment. The application of low sulphur fuels in the **Sulphur Emission Control Areas (SECAs)** led to significant air quality improvements without having a negative impact on the competitiveness of maritime transport as it was established by the ESSF. Regarding the operation of scrubbers as one of the compliance methods with the low sulphur requirements, the main issue remains that of the potential current and long-term acceptability of open loop scrubbers by the different Member States. In January, the Commission issued an official view on this topic, stating in principle that both the Sulphur and the Water Framework directives need to be respected and that it is the responsibility of the Member States to take respective decisions as regards the washwater discharges of open loop scrubbers.

[4] see the Marine Affairs part for more information on PRF

The North Sea and Baltic Sea states decided to submit a request to IMO for designating their sea areas as **Nitrogen Emission Control Areas (NECAs).** This means that as from 2021, all new built vessels that operate in these areas will have to comply with stricter requirements regarding their NOx emissions (Tier III). Furthermore, the **International Convention for the Control and Management of Ships' Ballast Water and Sediment** was ratified in September and will be then entering into force by September 2017. Under the convention, ballast water will need to be treated before it is released into a new location, so that any microorganisms or small marine species are killed.

During the last year, ESPO continued to support its Members through the **EcoPorts** tools and methodologies. Through completing the Self Diagnosis Methodology (SDM) checklist, 91 European ports provided the data for the publication of the **ESPO Environmental Review 2016** in spring. The review confirms once again the continuous progress of the sector in terms of environmental management through the demonstration of positive trends over time on selected key indicators. Part of the review was also used for the re-establishment of the **top 10 environmental priorities** of the European ports.[5] This data is important as it identifies the high priority environmental issues on which ports are working and it sets the framework for guidance and initiatives to be taken by ESPO. Air quality has firmly established its position as the top environmental priority of European ports for 2016 followed by energy consumption and noise. ESPO was also delighted to observe the increased interest of ports in the **Port Environmental Review System (PERS)**. Currently, 25 ports hold a valid PERS certificate. So far in 2016, the following ports have achieved PERS certification: Den Oever (NL), Asyaport Liman (Turkey), Lauwersoog (NL), Tanger Med (Morocco), Castellón (ES), Wilhelmshaven (DE), Moerdijk (NL) and Bremen/Bremerhaven (DE). EcoPorts will be celebrating its 20 year anniversary in 2017.

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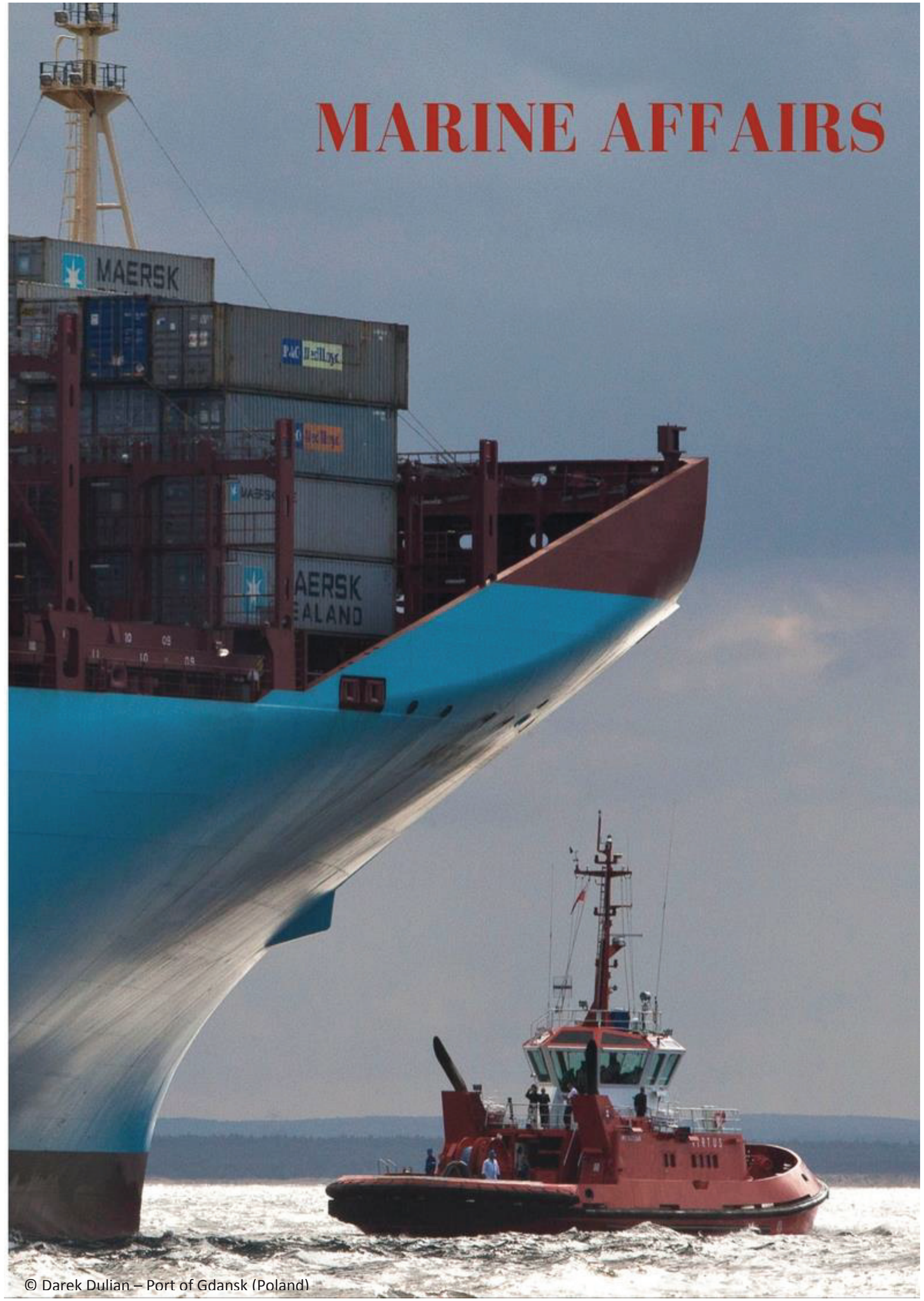
[5] More information on the ESPO Environmental Review and Top 10 environmental priorities for ports can be found on ESPO's website: http://www.espo.be/news/espo-reveals-new-top-10-environmental-priorities-0



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During the past working year, the developments regarding the revision of the **Port Reception Facilities (PRF) directive** have been at the centre of attention of ESPO's Marine Affairs Committee.

The revision is reaching a mature stage after the launch of the online consultation and the kick-off of the evaluation study by the Ecorys and COWI consortium in July. ESPO has contributed to the consultation and will continue to do so during the evaluation study. Both outcomes will feed to the Commission Impact Assessment that will be leading to a Commission proposal for a revised PRF directive by mid-end 2017. Given the legislative procedure, a new PRF directive will not enter into force before 2019-2020. In view of that, the Commission and EMSA have released in June 2016 interpretative guidelines and technical recommendations respectively aiming to address and clarify the identified shortcomings in the current directive. All developments on PRF are continuously being discussed between the Commission, EMSA, the Member States and the industry stakeholders in the working group on Port Reception Facilities under the umbrella of the European Sustainable Shipping Forum (ESSF). ESPO is co-chairing the ESSF PRF working group while experts from Belgian, Dutch, Estonian, Finnish, German, Greek, Irish, Italian and Swedish ports also have an active contribution. In response to all the ongoing developments, ESPO published in May its position paper on the revision of the directive.[6] ESPO generally favours a targeted revision with the primary aim to align the directive with the international developments (updated IMO MARPOL annexes and definitions). In the paper, ESPO expresses its views on issues such as the "adequacy" of port reception facilities and the fee systems applied in ports for the collection of ship generated waste.

[6] The position paper can be consulted on ESPO's website: http://www.espo.be/news/port-reception-facilities-directive-a-review-could

In addition, ESPO continued to actively contribute to the work of the Correspondence Group set up by EU Member States, EMSA and the European Commission on **Places of Refuge**. In January, the group officially released Operational Guidelines on how to deal with ships in need of assistance. ESPO welcomed the guidelines as a tool to enhance cooperation and exchange of information between the relevant authorities of the Member States when dealing with a request for a place of refuge. In parallel and in order to address the sector's long-standing concerns about the adequacy of the liability and compensation regimes, ESPO together with the Port of Rotterdam commissioned a study to the Erasmus University. The outcome of the study "Financial risks for ports of refuge" was presented in the co-operation group meeting in January. The report confirms that in the worst case scenarios the full compensation of ports for the provision of a place refuge is doubtful. This is mainly due to the applied limitation of liability that cannot always guarantee full compensation. Furthermore, a risk for unpaid claims is identified in the (likely) case that the ship-owner becomes insolvent. The findings raised a lively debate with the ship-insurers in particular and ESPO is currently in the process of following up with all relevant stakeholders in view of finding common understanding and seeking solutions.

Over the past twelve months, the Marine Affairs Committee has also been dealing extensively with the **Reporting Formalities Directive (RFD)** and has developed together with the leading Trade Facilitation Committee the ESPO "Roadmap for maritime trade facilitation" in June (see Trade Facilitation, Customs and Security part for concrete development in this file). Further in cooperation with the Trade facilitation Committee, the Marine Affairs Committee has been following the implementation of the amended International Convention for the Safety of Life at Sea (SOLAS) that introduces requirements for the **weighing of containers** before those are loaded on to ships (see also Trade Facilitation, Customs and Security part for full information).

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This year, the Cruise and Ferry Port Network achieved an important milestone: the publication of a **Code of Good Practices for Cruise and Ferry Ports**. The aim of the Code was to formulate a series of good practices to face the challenges that European cruise and ferry ports are dealing with nowadays. The five main challenges identified are the port-city relationship, infrastructure, cooperation, relation with the cruise and ferry lines and security. Besides sharing these practices among port authorities, the Code can also be seen as an instrument to enhance the dialogue with all stakeholders involved in the cruise and ferry sector. Moreover, this Code must inform policy makers and the wider public of the characteristics, challenges and bottom-up initiatives taken by European port authorities. The Code of Good Practices for Cruise and Ferry Ports was officially launched during the ESPO Conference which took place in Dublin in June 2016. The Code is available on ESPO's website, and comes with a dynamic online inventory which will be regularly updated and consists of tangible examples of good practices in European cruise and ferry ports.[7]

Furthermore, ESPO continued to follow all relevant developments with regards to the **Pan-European dialogue between cruise operators, ports and coastal tourism stakeholders,** which was launched on 5 and 6 March 2015 and is currently being continued on a regional level.

At the policy level, the Network has mainly been looking at the developments regarding the revision of the Port Reception Facilities directive, the Parliament own initiative report on unleashing the potential of ferries, the impact of the refugee crisis on ports and measures being taken in that respect and the DG MOVE commissioned study on the security of cruise ports. The forthcoming year, ESPO aims at reflecting further on some of the challenges identified in the Code and the corresponding best practices. Security will also be high on the agenda of the Network.

[7] The Code of Good Practices for Cruise and Ferry Ports can be consulted on ESPO's website: http://www.espo.be/publications/code-of-good-practices-for-cruise-and-ferry-ports

SOCIAL DIALOGUE

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Already for three years, the **Sectoral Social Dialogue Committee on Ports** (SSDCP) is successfully bringing together EU employers' organisations (European Sea Ports Organisation and Federation of European Private Port Operators) and employees' organisations (European Transport Workers' Federation and International Dockworkers Council). These social partners jointly contribute not only to the improvement of working and living conditions for the people employed in the sector but also to the competitiveness and productivity within EU ports. ESPO contributes to this Committee by assisting and representing those port authorities that are employing port workers.

"Safe loading and unloading of ships" has been on the agenda of this year meetings of the Social Dialogue Committee for Ports. The aim of the discussion is to improve the safety situation when loading and unloading ships and comes as a consequence of several accidents in European ports. In particular, social partners assessed the implementation of Directive 2001/96/EC prescribing a mandatory system of vessel safety assessment checklists for bulk carriers. From a first analysis, social partners agreed that there is a lack of uniformity in European ports as concerns safety assessment checklists and their mandatory nature. This has led to legal uncertainty and more red tape for ship owners who need to fill in different safety checklists depending on the port they call. For this reason, social partners requested the European Commission to carry out an evaluation report of the Directive on safety of bulk carriers and, assess whether in all EU Member States, national authorities have made it a legal obligation to complete the IMSBC (International Maritime Solid Bulc Cargo's Code) ship/shore safety checklist. The evaluation-report will be carried out in the course of 2017.

Social partners will also participate in **tripartite discussions with ship owners** on procedural aspects for entering bulk carriers in the port. The social partners, in cooperation with ship owners, will work towards the creation of guidelines that will be built upon existing good practices.

In June 2016, social partners agreed to apply for EU funding in order to finance **a study on "Impact of maritime transport development and of technological changes on terminal operations".** The project proposal focuses on the growing size of ships and the consolidation of shipping alliances, and seeks to know how those changes affect terminal operations and working conditions in the medium term. If the application is successful, the study will be carried out over a period of 18 months, starting in December 2016. The task would be outsourced to an external consultant, whose work will be monitored and reviewed by a steering group composed of representatives of the four social partner organisations.

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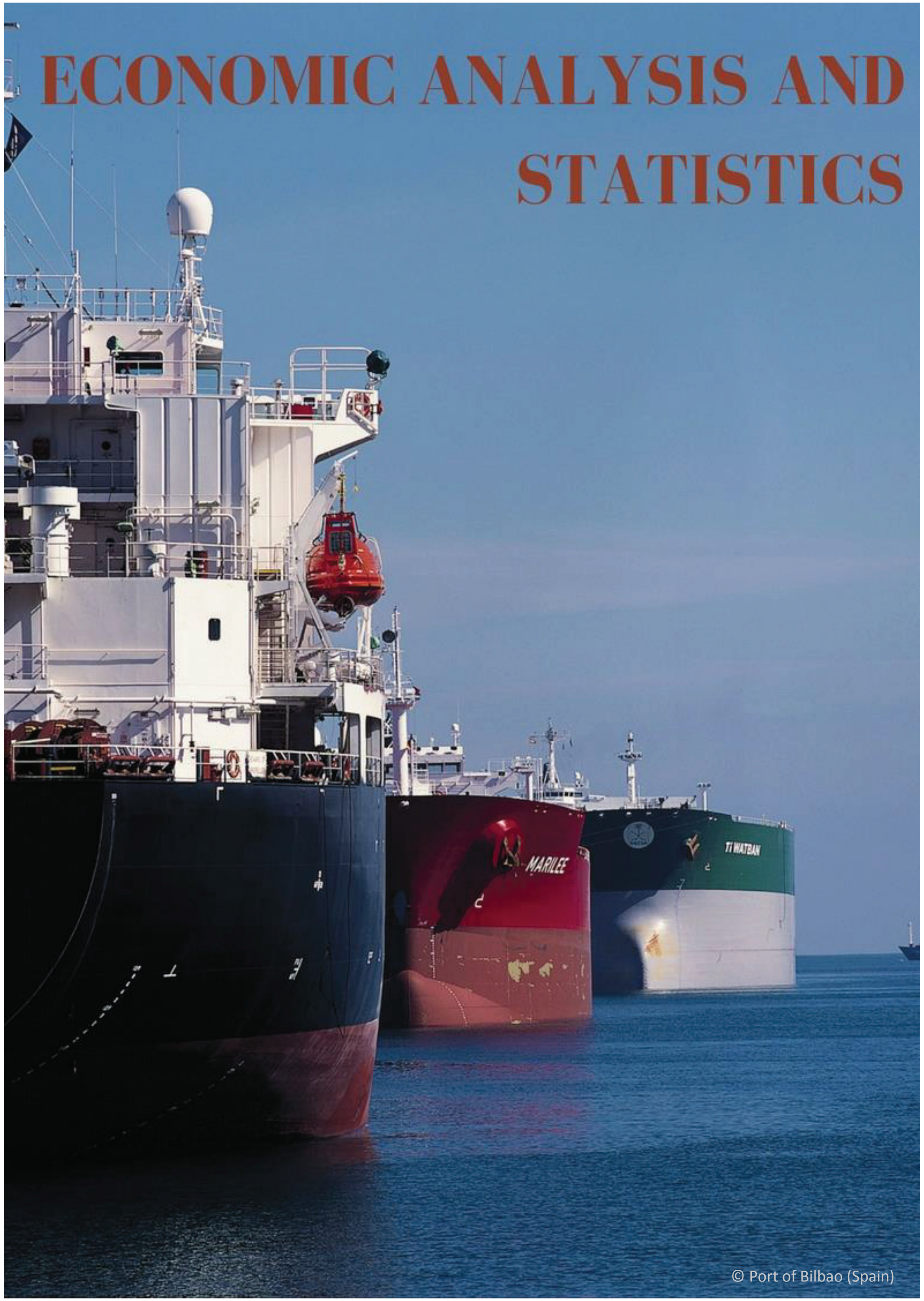
ECONOMIC ANALYSIS AND STATISTICS



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Through this Committee, ESPO is very attentive to **general economic trends in different sectors and their impact on port activity**. Experts from consulting companies, banks and academia are invited to exchange views with port experts on the future of certain industries in ports and the local and global variables that impact ports activities.

This year, ESPO welcomed Mr. Paul Tourret, manager of the Institut Supérieur d'Economie Maritime de Nantes Saint-Nazaire and Mr. Olaf Merk from International Transport Forum - OECD with whom ESPO Members assessed international freight flows projections and port capacity needs. The traditional scenarios on which long term forecasts are based seem less and less valid, taking into account potential and real disruptions that are unpredictable and may impact port traffic flows and needed capacity. Increasing virtual consumption, 3D printing, Brexit and other developments will with no doubt have to be assessed by the port sector.

Because data is so important for economic analysis and monitoring policy making, ESPO also contributed to the **study on the establishment of a framework for collecting and processing maritime economic data in Europe**. The study aims to deliver a stable system that, over the next decade or so, can provide ready-to-use socio-economic information and figures to monitor the performance of the blue economy across EU Member States.

The **PORTOPIA project** also continues to deliver and this year, the first PORTOPIA Sustainability Report was released and presented during a dedicated PORTOPIA conference in Lisbon on 23 March 2016.[8]

Furthermore the discussion over the sustainability of the PORTOPIA outcomes after the end of the project at the end of 2017 has started. To that end, ESPO and the project partners reached an

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[8] More information about the PORTOPIA conference can be found on PORTOPIA's website: http://www.portopia.eu/?p=1247

understanding on the modules that are to be implemented in PORTOPIA as a matter of priority. These modules are of immediate interest to ESPO and its members and as such can be sustained by the sector after the end of the project. The clear implementation priorities are the Rapid Exchange System, the integration of environment indicators from EcoPorts and that of Governance indicators from the 2016 fact finding exercise.

As from January 2016, ESPO collects every quarter more detailed data on containers and passenger traffic and has put in place a new procedure to improve the rapid exchange of quarterly statistics between European ports, already known as the **Rapid Exchange System**.[9] In the meantime, also within PORTOPIA, partners are fine-tuning the new IT platform that will host this system in the new future, through which ports share their traffic data on a quarterly basis. This platform will provide additional functionalities including user-friendly data submission, analytical and graphical tools to benchmark ports' traffic data against any other participant port and dashboards to visualise the ports' traffic performance though a number of graphs.

Also the work towards transferring selected data on port **environmental management** from the EcoPorts website to the PORTOPIA platform is ongoing. The aim here is to maintain EcoPorts as the data collection interface but to use PORTOPIA for better data visualisation and analysis for both individual ports and the monitoring of trends for the sector's performance. On **governance** and on the basis of an agreed ESPO proposal, PORTOPIA is working on integrating key data from the 2016 fact finding exercise on port governance. The aim here is again to offer added value to individual ports through confidential tools and to make selected EU trends over time visible.

In parallel to the ongoing work in these three modules, this year ESPO made a big step forward towards adopting a harmonised methodology for **modal split** calculation, which could be used by most if not all EU ports. Adopting such a methodology as EU standard will be extremely useful for the European Commission and for the port sector. The reported modal split data, consolidated to a relevant level can serve as indicator for monitoring modal shift targets or to assess the development of certain components of the TEN-T Network. ESPO and the PORTOPIA partners will be exploring ways to integrate also this extra module in the PORTOPIA platform.

[9] More information is available on the ESPO website and at statistics@espo.be

ESPO Award on Societal Integration

The theme of the 2015 edition of the ESPO Award on Societal Integration was Engagement with local schools and universities. Twenty-two ports from all over Europe competed for the Award. In total, five ports were shortlisted for the award: Dublin (Ireland), Guadeloupe (France), Antwerp (Belgium), Bremen (Germany) and Valencia (Spain). At the ESPO Award ceremony on 10 November 2015, the jury made its decision public. The Port of Dublin received the ESPO Award in recognition of its strategies in making schools and universities aware of their local port and its activities. Dublin's project "Port Communities Educational Support Programme" helps increase employment options within the disadvantaged communities that provided the port's workforce in the past. The programme includes early learning initiatives, technology in schools, scholarships programmes and support to sport teams. The educational programme is a response to when port communities in Dublin have been impoverished by the great reduction in employment opportunities caused by the industrialisation of cargo handling beginning in the 1960's with the growth of unitised freight.

The Port of Guadeloupe received a special mention from the jury with its project "Discovering my port". The objective of the project is to create a favourable context to help others learn about the importance of port-related activities in an island environment, about the impact of those activities on the local economy and about the development plans and the port commitment to preserve the environment. The project is part of a 360-degree approach focusing on young people.

The theme of the 2016 edition ESPO Award is "Nature in Ports". The Award will go to the port authority that succeeds the best in safeguarding and further upgrading the nature and ecosystem (on land and/or waterside) in the port area and would also reward ports that succeed in opening up these areas for the people living around the port and let them enjoy that nature, notwithstanding ISPS restrictions. The winner of the 8th ESPO Award will be announced during the Award Ceremony and Port Night taking place on 9 November 2016 in Brussels.

ESPO Conference in Dublin: "Are European ports moving fast enough?"

On 2 and 3 June 2016, ESPO held its annual conference in Dublin, kindly hosted by the Port of Dublin. The theme of this year's conference was "Are European ports moving fast enough?" and looked into ways to improve the efficiency of maritime transport and ports from different angles.

Representatives of the EU institutions, top managers of European ports and delegates of major players of the maritime business came together to discuss a number of interesting questions such as: how to remove the remaining barriers in maritime transport and how to come to a real internal market for maritime transport? How to set the digital agenda for ports? Big data: what is in for European ports? How can ports benefit from new trade agreements? Is Brexit a possible game stopper?

This years' conference was also special: Jeremy Rifkin, top economist and influential thinker gave a keynote address on the theme of "A Third Industrial Revolution and a Zero Marginal Cost Society". After an interesting lecture, conference attendees were able to ask him questions, which they did with great enthusiasm.

Overall, this years' conference can be called a real success. Over 300 people participated in the conference, which led at times to very interesting discussions. The 15th edition of the ESPO conference will take place in Barcelona on 1 and 2 June 2017. The central theme of the conference will be "Climate".

ESPO Structure and Membership

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

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

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

The General Assembly mandates the daily policy-making of the organisation to the Executive Committee which consists of one representative per member country and a number of observers. It meets about five times a year.

A series of Technical Committees provide technical recommendations to the Executive Committee on specific subjects which fall within their scope of competence.

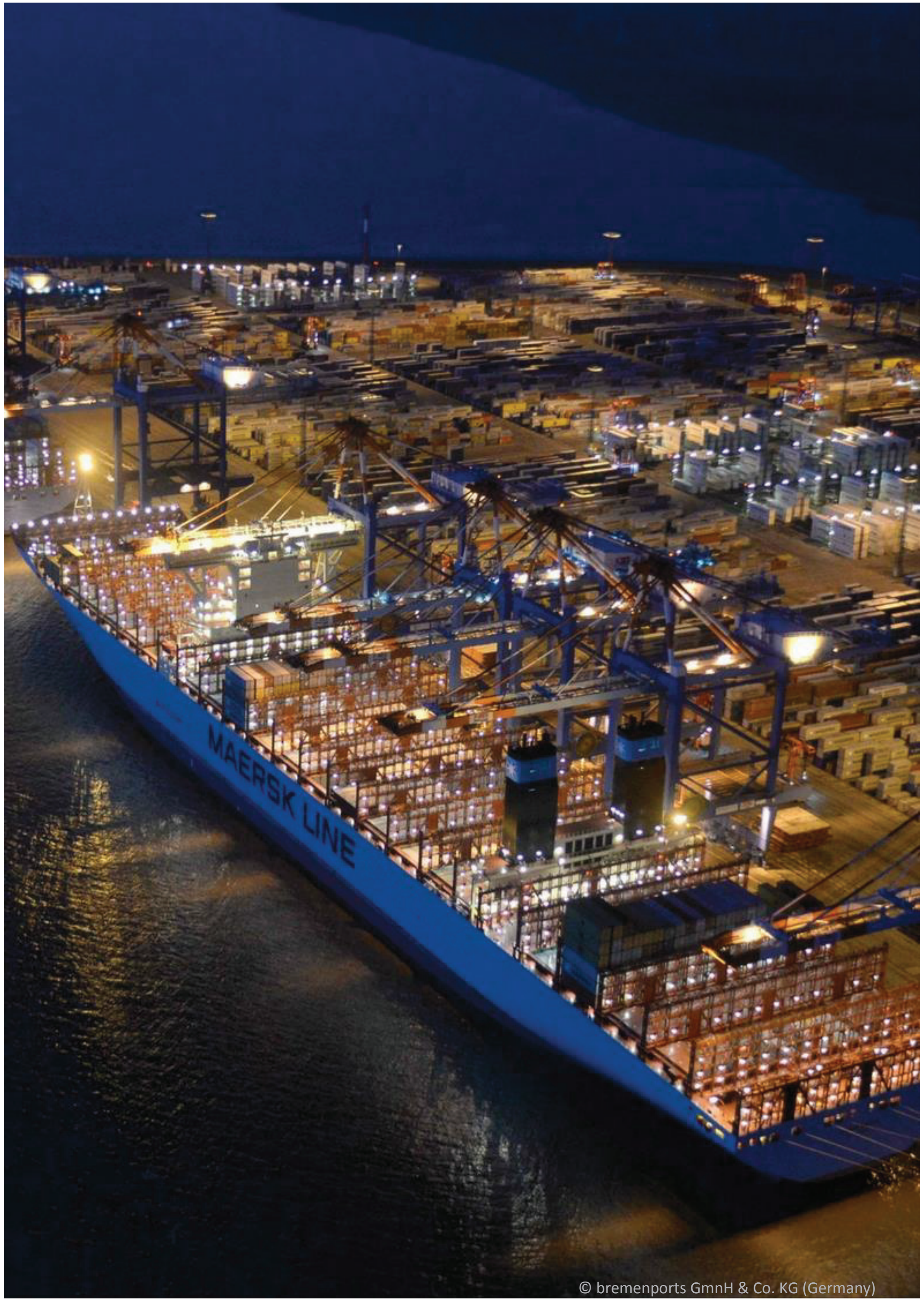
There are six permanent Technical Committees, each chaired by one of the members, who are elected for two years. The mandates of the chairmen listed below lasted until 9 November 2016:

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

In addition, there are three policy networks:

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

The ESPO Secretariat is responsible for the overall coordination of the organisation's activities, including policy advice, communication, representation and administrative management. The Secretariat is based in Brussels and consists of Isabelle Ryckbost (Secretary General), Antonis Michail (who is being replaced by Sotiris Raptis as from 1 November), Alexander van den Bosch, Eugenio Quintieri (Senior Advisors), Laurens Schautteet (Policy Advisor), Cécile Overlau (Finance and Office Manager), Hélène Vancompernolle (Personal Assistant, Events and Communication manager) and Charlotte Max (Management and Communication Assistant). Martina Fontanet ended her function as senior advisor and is still working as an external advisor for the organisation. ESPO also shares a joint office with the European Federation of Inland Ports (EFIP), which is led by Alexander van den Bosch.



Overview of ESPO Activities in 2015-2016

Events organised, co-organised or supported:

- GreenPort Congress 2015, 7-8 October, Copenhagen
- ESPO 2015 Award Ceremony, 10 November 2015, Brussels
- Joint ESPO-EFIP Workshop on the European Fund for Strategic Investment (EFSI), 23 February 2016, Brussels
- PORTOPIA Conference, 23 March 2016, Lisbon
- ESPO 2016 Conference, 2-3 June 2016, Dublin
- Workshop on Customs, Internal Market and Ports, 4 October 2016, Brussels
- Workshop on "What if you are a non-TEN-T port? What if you are a small port in the comprehensive network?", 5 October 2016, Brussels

Publications:

- ESPO Award 2015 – Booklet with Summary of Applications
- ESPO Code of Good Practices for Cruise and Ferry Ports
- Trends in EU Port Governance 2016

Policy input :

- 2015-10-10 Joint Paper on Wagonload Traffic
- 2016-02-01 ESPO Position on Port regulation following TRAN vote of 25 January 2016
- 2016-04-20 Joint Statement Weighing of Containers CLECAT ESC ESPO FEPORT
- 2016-05-24 ESPO Position Paper on Port Reception Facilities
- 2016-05-24 ESPO's Contribution to the First Round of Public Consultation on the GBER
- 2016-06-08 More EU budget for transport – the best Investment Plan for Europe
- 2016-06-13 ESPO's Road Map to Cut Red Tape in Maritime Transport
- 2016-08-31 ESPO Position Paper on Permitting and Facilitating the Preparation of TEN-T Core Network Projects
- 2016-10-12 Statement of ESPO in view IMO MEPC 70

Information on the above events, publications and policy statements can be found on the ESPO website: www.espo.be, in particular under the sections ' Our events', 'Our publications', 'Our views' and 'Our news' .

COP21: Seaports Join "Think Climate" On Road to Paris

8th December 2015

#COP21shipping – Tackling global climate change is a concern of all European ports, writes the European Sea Ports Organisation (ESPO).

European ports overall consider that the 2015 Paris Climate Conference is a historic milestone for enhancing global collective action and moving towards a low-carbon and climate-resilient society. That is why the ESPO decided to join the "Think Climate" coalition that has been set up under the umbrella of PIANC, the World Association for Waterborne Transport Infrastructure.

Think Climate brings together major international associations with interests in waterborne transport infrastructure, with the objective to help the sector respond to climate change. By further understanding, providing targeted technical support and building capacity, the coalition has a double aim: first of all, to promote the reduction of greenhouse gas emissions, by shifting to low carbon maritime and inland waterway tra... address ways to adapt maritime and waterborne infrastructure a... such as sea level rise and extreme weat... coalition formally launched its 2015-202...

2016 January 29 13:15

ESPO welcomes the operational guidelines for places of refuge

The European Sea Ports Organisation (ESPO) together with all maritime industry stakeholders, the Commission and EMSA co-signed a joint declaration to express their support for the recently adopted EU Operational Guidelines on Places of Refuge. This took place during an event in the European Parliament organized by Gesine Meissner, MEP and President of the Seas, Rivers, Islands and Coastal Areas (SEARICA) Intergroup of the European Parliament. Commissioner for Transport, Violeta Bulc, also joined the conference as a way to support the initiative.

The guidelines are the result of the joined effort of Member States authorities, the Commission, EMSA and the maritime industry who have been working together for more than three years within the framework of the Co-operation group on places of refuge. They aim to enhance the communication and cooperation between the relevant authorities in the Member States in situations where a ship in distress requests a place of refuge, and also to streamline the decision-making process. The guidelines have and will be further tested during dedicated exercises. As such, they are seen as a living document that can be further improved to incorporate lessons learned.

"We fully support these guidelines. Time is the most important factor when dealing with a ship in distress. These guidelines will certainly help shortening the decision making process and avoid loss of time. The guidelines are a living document. We are looking forward to continuing the work on them, together with all stakeholders involved. We are happy that the cooperation group will also work on issues related to insurance, liability and compensation for ports accommodating a ship in distress. Bringing more clarity in these issues could certainly further facilitate the decision-making process", says Isabelle Ryckbost, ESPO Secretary General.

Port Regulation: ESPO believes Fleckenstein-report is a good basis for starting negotiations with the council

Tuesday, 08 March 2016 | 10:00

Monday and Tuesday, the European Parliament, gathering in Strasbourg for the March plenary session, will debate and vote on the report of Mr Knut Fleckenstein (A8-0023/2016) regarding the Proposal for a Regulation establishing a framework on market access to port services and financial transparency of ports.

Since the adoption of the Commission proposal in May 2013, the European Sea Ports Organisation (ESPO) has been assessing the concrete impact of the Regulation proposal and expressing its concerns. European port authorities were very much worried about the initial Commission proposal since they feared that it could make well-performing European ports engines sputtering, instead of providing ports the tools needed to face current and future challenges.

Since the start, ESPO has entered into a constructive dialogue with the TRAN rapporteur, Mr Knut Fleckenstein, and the TRAN shadow rapporteurs. European port authorities recognise the efforts made by the rapporteur and other members of the Transport committee to understand European ports and port authorities.

...ublin wint ESPO Award 2015

12 november 2015 om 09:23

...Helsinki, Stockholm, Genua, Antwerpen en Koper is de haven van Dublin de zevende ...van de ESPO Award. De Franse haven van Guadeloupe kreeg van de jury een bijzondere ...g.

De prijs voor maatschappelijke integratie van zeehavens die de Europese vereniging sinds 2009 jaarlijks uitreikt, stond dit jaar in het teken van de banden die havens met lokale scholen en universiteiten smeden.

ESPO kreeg 22 inzendingen binnen. Daaruit puurde een jury onder leiding van voormalig europarlementariër Dirk Sterckx eerst een longlist van tien en vervolgens een shortlist van vijf kandidaten voor de finale. Naast Dublin en Guadeloupe stonden ook Antwerpen, Bremerhaven en Valencia op dat lijstje.

Uiteindelijk ging de Ierse kandidaat met de palm lopen. Eamonn O'Reilly, CEO van Dublin Port Company (rechts op de foto), kreeg de trofee die met de Award gepaard gaat, overhandigd door europarlementslid Knut Fleckenstein (links).

Air Quality a Top Priority for European Ports

Image Courtesy: Dryad Maritime

The leading issue of European ports is still air quality which remains the number one environmental priority of the ports, as it was in 2013, according to the European Sea Ports Organization's (ESPO) 2016 environmental review.

"This is fully in line with the priority given to th... subject at EU political level. The implementat... the Sulphur Directive and the ongoing politic... process on the air quality package have a c... role to play here," ESPO said.

Energy consumption was placed as the second priority issue of European ports, as the import... energy consumption has raised year over year since 2009 due to *"the direct link between ene... consumption, and the carbon footprint of the ports and climate change"*.

Noise appears in number three and has remained a top priority issue since 2004.

The relationship with the local community, port development and water quality gained imp... and moved to the fourth position, followed by the two waste items, port waste and ship w... fifth and sixth positions, respectively.

ESPO said that the climbing of water quality at number 8 can be linked with the impleme... the water framework directive and the ongoing discussions on the potential impact of w... discharges by open loop scrubbers.

Port development (land), dredging operations, and dust, which were placed on the pri... European port sector for the last 20 years, remain in the list in 2016 as well.

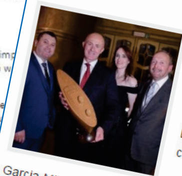
"This data is important as it identifies the high priority environmental issues on whic... working and sets the framework for guidance and initiatives to be taken by ESPO," ... senior policy advisor and EcoPorts coordinator at ESPO, said.

ESPO and EcoPorts regularly monitor the top environmental priorities of European ports authorities. The 2016 exercise builds on data from 91 ports in 20 EU member states.

Image Courtesy: ESPO

Port of Dublin wins ESPO Award 2015, Port of Guadeloupe receives a special mention

NOVEMBER 11, 2015



The Port of Dublin has been awarded this year's ESPO Award in recognition of his strategies in making schools and universities aware of their local port and its activities. The jury of the ESPO Award also decided to grant the Port of Guadeloupe with a special mention for the project 'Discovering my port'.

Dublin and Guadeloupe were presented with the Award at a ceremony in Brussels on Tuesday night.

Opening the ESPO awa...

Garcia-Mila said: "Today we are livin... dramatically. This means that w... that exist today, did not exist te...

AREA SURVEY Europe

Alliances set the tone

The European ports sector is full of diversity, with opportunities and challenges to match finds **Felicity Landon**

Neil Davidson, Drewry

'Whatever efforts you are trying to undertake to invest or attract customers, it's clouded by the uncertainty of the alliances, where there are so many moving parts'

Isabelle Ryckbost, ESPO

'There is concern about the impact of the UCC and ports have a lot of questions'

26 www.portstrategy.com June 2016

ESPO identifies key trends in port governance

07 Jun 2016

Independent management, masterplanning and digitalisation are among some of t... port governance highlighted by the European Sea Ports Organisation (ESPO) in i... Report.

According to the report, most port authorities in Europe remain publicly owned. Full ownership by the state or by the municipality remains predominant, while only a few port authorities combine ownership of different government levels. Mix public-private ownership, meanwhile, is still much rarer and exists in just a few European countries.

The report noted, however, that seaports are moving towards more independent private-like management. "Compared to 2010, more port authorities are structured as independent commercial entities and operate in a commercially-orientated manner. In 2016, they account for 51% of the respondents. Next, 44% or port authorities are still independent public bodies with their own legal personality and different degrees of functional and financial dependency from the public administration," it said.

Overview of ESPO Membership (Status October 2016)

Country	National Port Body	General Assembly Representative	Executive Committee Representative
Belgium	*none*	Eddy Bruyninckx (Antwerp Port Authority) Guy Janssens (Antwerp Port Authority) Toon Tessier (Antwerp Port Authority) Daan Schalck (Port of Ghent Port Company) Joachim Coens (Port Authority Zeebrugge) Patrick Van Cauwenberghe (Port Authority Zeebrugge)	Guy Janssens (Antwerp Port Authority)
Bulgaria	Bulgarian Ports Infrastructure Company	Stefan Neychev (Bulgarian Ports Infrastructure Company) Vladimir Todorov (Bulgarian Ports Infrastructure Company) Angel Zaburtov (Bulgarian Ports Infrastructure Company)	Angel Zaburtov (Bulgarian Ports Infrastructure Company)
Croatia	Croatian Ports Association	Milan Blaževski (Port of Split Authority) Nina Perko (Ministry of Maritime Affairs, Transport and Infrastructure) Vlado Mezak (Port of Rijeka Authority)	Svemir Zekulic (Port of Ploce Authority)
Cyprus	Cyprus Ports Authority (CPA)	Eftychia Christodoulou (CPA) Anthia Klerides (CPA) Alecos Michaelides (CPA) until 10/16 then Lefteris Hadjizacharia	Alecos Michaelides (CPA) until 10/16 then Lefteris Hadjizacharia
Denmark	Danish Ports	Ole Ingrisch (Danish Ports Association) Jakob Flyvbjerg Christensen (Port of Aarhus)	Gitte Lillelund Bech till 05/16 and Bjorn Christiansen since 05/16 (Danish Ports Association)

		Thomas Elm Kampmann (Port of Koge)	
Estonia	*none*	Ellen Kaasik (Port of Talinn) NN NN	Ellen Kaasik (Port of Talinn)
Finland	Finnish Port Association	Henry Lindelöf (Finnish Port Association) Annaleena Mäkilä (Finnish Port Association) Kimmo Mäki (Port of Helsinki)	Annaleena Mäkilä (Finnish Port Association)
France	Union des Ports de France (UPF)	Bernard Mazuel (UPF) Mériadec Le Mouillour (CCI de Brest) Stéphane Raison (Grand Port Maritime de Dunkerque) Hervé Martel (Grand Port Maritime du Havre) Christine Cabau-Woerhel (Grand Port Maritime de Marseille) Nicolas Occis (Grand Port Maritime de Rouen)	Bernard Mazuel (UPF)
Germany	*none*	Bettina Linkogel (Ministry of Economics and Ports, Bremen) Burkhard Müller (Ministry of Economy, Work and Transport - Lower Saxony) Jens Zingler (Ministry for Energy, Infrastructure and Regional Development - Mecklenburg Vorpommern) Bernhard Zampolin (Hamburg Port Authority)	Bernhard Zampolin (Hamburg Port Authority)
Greece	Hellenic Ports Association - ELIME	George Kastellanos (ELIME) Stavros Hatzakos (Piraeus Port Authority SA) Dimitris Makris (Port of Thessaloniki)	Stavros Hatzakos (Piraeus Port Authority SA) Dimitris Makris (Port of Thessaloniki)

Ireland	Irish Ports Association	Brendan Keating (Port of Cork Company)	Eamonn O'Reilly (Irish Ports Association)
		Eamonn O'Reilly (Dublin Port Company)	
		NN	
Italy	Associazione Porti Italiana - Assoporti	Pasqualino Monti (Assoporti)	Pasqualino Monti
		Paolo Ferrandino (Assoporti)	
		Oliviero Giannotti (Assoporti)	
Latvia	*none*	Irina Gorbatikova (Freeport of Riga Authority)	Leonids Loginovs (Freeport of Riga Authority)
		Leonids Loginovs (Freeport of Riga Authority)	
		Inita Luna (Freeport of Riga Authority)	
Lithuania	*none*	Adomas Alekna (Klaipeda State Seaport Authority)	Arturas Drungilas (Klaipeda State Seaport Authority)
		Arvydas Vaitkus (Klaipeda State Seaport Authority)	
		NN	
Malta	Authority for Transport Malta	Jason Bongailas (Authority for Transport Malta)	David Bugeja (Authority for Transport Malta)
		David Bugeja (Authority for Transport Malta)	
		NN	
The Netherlands	*none*	Dertje Meijer until 07/16 and Koen Overtoom since 07/16 (Port of Amsterdam)	Wilko Tijsse Claase (Port of Amsterdam)
		Harm D. Post (Groningen Seaports)	
		Ferdinand van den Oever (Havenschap Moerdijk)	
		Allard S. Castelein (Port of Rotterdam)	
		Jan Lagasse (Zeeland Seaports)	
Norway	Norwegian Ports Association	Arnt-Einar Litsheim (Norwegian Ports Association)	Arnt-Einar Litsheim (Norwegian Ports Association)
		Ingvar M. Mathisen (Port Authority of Bodø)	

		Dag Sem (Port of Oslo)	
Poland	*none*	Julian Skelnik (Port of Gdansk)	Krzysztof Gromadowski (Port of Gdynia Authority SA)
		Janusz Jarosinski until 07/16 and Adam Meller since 07/16 (Port of Gdynia Authority SA)	
		Darius Słaboszewski (Port of Szczecin-Swinoujscie)	
Portugal	APP - Association Ports of Portugal	Marta Alves (Aveiro Port Authority – representing Portuguese Port Association)	Vitor Caldeirinha until 07/16 and Lidia Sequeira since 07/16 (APP)
		Vitor Caldeirinha until 07/16 and Lidia Sequeira since 07/16 (APP)	
		Marina João Ferreira (Port of Lisbon) until 07/16 then NN	
Romania	*none*	Ambroziu Duma (National Company "Maritime Ports Administration" SA Constantza)	Valeriu Nicolae Ionescu (Maritime Ports Administration SA) until 10/16 then Dan Nicolae Tivilichi
		Valeriu Nicolae Ionescu (Maritime Ports Administration SA) until 10/16 then Dan Nicolae Tivilichi	
		Carmen Costache (National Company "Maritime Danube Ports Administration" Galati/APDM)	
		Luigi Marius Ciubrei (National Company "Maritime Danube Ports Administration" Galati/APDM)	
Slovenia	Luka Koper	Boris Jerman (Luka Koper)	Maša Certalic (Luka Koper)
		NN	
		NN	
Spain	Puertos del Estado	José Llorca Ortega (Puertos del Estado)	Nuria Gaiton Redondo (Puertos del Estado)
		José Luis Hormaechea Escos (Port Authority of Algeciras Bay)	
		Santiago Garcia-Milà (Port Authority of Barcelona)	

		Ramón Gomez-Ferrer Boldova (Port Authority of Valencia)	
Sweden	Ports of Sweden	Mikael Castanius until 08/16 (Ports of Sweden) and Tommy Halen (Port of Trellebrog) since 09/16	Mikael Castanius
		Magnus Karestedt (Port of Göteborg AB)	
		Lennart Pettersson (Kvarken Ports)	
United Kingdom	British Ports Association / UK Major Ports Group	Richard Ballantyne (British Ports Association)	Theresa Crossley and David Whitehead OBE until 09/16 then Richard Ballantyne (Alternate)
		David Whitehead OBE (British Ports Association) until 09/16	
		Paul Davey (Hutchison Ports (UK) Ltd / Port of Felixstowe)	
		Theresa Crossley (UKMPG)	

Market Development in Figures

The statistical section of this Annual Report is based on figures of Eurostat kindly made available by Mr Vidar Lund. Eurostat data for French ports are provisional.

For 2012, not all data is available. The cells are highlighted in grey when the figures are missing.

Liquid buld traffic for selected European ports

(1000 tonnes)

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Belgium	Antwerpen	44367	58606	62378	66123	6,0%	49,0%
	Ghent	3977	3871	3397	3692	8,7%	-7,2%
	Ostend	n.a.	29	41	43	4,4%	n.a.
	Zeebrugge	5552	4683	4391	4791	9,1%	-13,7%
	TOTAL SELECTED PORTS	**53895**	**67188**	**70207**	**74648**	**6,3%**	**38,5%**
Bulgaria	Burgas	10467	10853	10162	11050	8,7%	5,6%
	Varna	1131	1400	1156	1246	7,8%	10,2%
	TOTAL SELECTED PORTS	**11598**	**12253**	**11318**	**12296**	**8,6%**	**6,0%**
Croatia	Bakar	1868	1885	1966	2010	2,2%	7,6%
	Omisalj	4191	4454	3394	4665	37,4%	11,3%
	Ploce	463	328	282	459	62,7%	-0,9%
	Split		393	407	408	0,2%	n.a.
	TOTAL SELECTED PORTS	**6523**	**7059**	**6050**	**7542**	**24,7%**	**15,6%**
Cyprus	Dekeleia (Dhekelia)	801	427	369	380	2,9%	-52,6%
	Larnaka (Larnaca) Oil Terminal	1047	931	915	902	-1,5%	-13,8%
	Lemesos (Limassol)		176	176	195	10,6%	n.a.
	Moni		621	175	215	22,8%	n.a.
	Vasiliko (Vasilico)	372	610	649	747	15,2%	100,7%
	TOTAL SELECTED PORTS	**2220**	**2764**	**2284**	**2439**	**6,8%**	**9,9%**
Denmark	Aabenraa	195	396	183	399	118,0%	104,2%
	Aalborg	779	716	1176	1488	26,6%	91,0%
	Arhus	1428	1483	1425	1486	4,3%	4,1%
	Esbjerg	606	513	708	602	-15,0%	-0,8%
	Fredericia (Og Shell-Havnen)	8744	8405	7169	6597	-8,0%	-24,6%
	Grena		102	97	81	-16,5%	n.a.
	Gulfhavnen		-	-	1290	n.a.	n.a.
	Kalundborg		124	135	162	19,6%	n.a.
	Kobenhavns Havn	1747	1970	1629	2981	82,9%	70,6%
	Statoil Havnen	7547	7441	6968	8735	25,4%	15,7%
	TOTAL SELECTED PORTS	**21047**	**21150**	**19490**	**23820**	**22,2%**	**13,2%**
Estonia	Sillamae		5830	5932	3662	-38,3%	n.a.
	Tallinn	19100	18745	18768	12680	-32,4%	-33,6%
	Vene Balti	1287	1087	1311	594	-54,7%	-53,8%
	TOTAL SELECTED PORTS	**20387**	**25662**	**26012**	**16935**	**-34,9%**	**-16,9%**
Finland	HaminaKotka	3403	2967	3041	2959	-2,7%	-13,1%
	Kaskinen		117	76	67	-12,3%	n.a.
	Kemi	589	513	463	501	8,1%	-15,1%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Kokkola	873	819	601	591	-1,6%	-32,3%
	Naantali	3766	4206	3851	3947	2,5%	4,8%
	Oulu	1362	1269	1292	1284	-0,6%	-5,7%
	Pietarsaari		118	119	130	9,3%	n.a.
	Pori	681	723	734	841	14,6%	23,5%
	Rauma		152	150	144	-4,3%	n.a.
	Sköldvik	23207	23108	22423	20400	-9,0%	-12,1%
	Turku		197	139	111	-20,4%	n.a.
	Uusikaupunki		293	396	311	-21,5%	n.a.
	Vaasa		526	470	463	-1,5%	n.a.
	TOTAL SELECTED PORTS	**33883**	**35006**	**33754**	**31748**	**-5,9%**	**-6,3%**
France	Ajaccio		254	229	219	-4,5%	n.a.
	Bastia		263	251	314	25,1%	n.a.
	Bayonne	235	480	348	312	-10,4%	33,0%
	Bordeaux	4780	4882	5075	5064	-0,2%	5,9%
	Brest	998	379	803	839	4,5%	-15,9%
	Dunkerque	6181	6093	5655	4152	-26,6%	-32,8%
	Fort de France (Martinique)	1487	1213	1495	1501	0,4%	0,9%
	La Rochelle	2823	2510	2871	3135	9,2%	11,1%
	Le Havre	36502	39080	37904	40070	5,7%	9,8%
	Lorient	938	470	337	975	189,4%	3,9%
	Marseille	56053	49452	47544	49944	5,0%	-10,9%
	Nantes Saint Nazaire	18715	16168	16859	15771	-6,5%	-15,7%
	Pointe a Pitre (Guadeloupe)	629	694	616	641	4,1%	1,9%
	Port la Nouvelle	1050	1020	1005	1057	5,1%	0,6%
	Port Reunion (ex Pointe des Galets) (Reunion)	784	768	783	849	8,4%	8,3%
	Rouen	7906	9583	9105	9624	5,7%	21,7%
	Sète	1443	1632	1241	1595	28,5%	10,5%
	St Malo		0	324	1082	233,6%	n.a.
	TOTAL SELECTED PORTS	**140525**	**134941**	**132447**	**137143**	**3,5%**	**-2,4%**
Germany	Brake		598	478	539	12,6%	n.a.
	Bremen	1144	1344	1399	1371	-2,0%	19,9%
	Bremerhaven		208	331	330	-0,2%	n.a.
	Brunsbuttel	5128	4889	5077	5009	-1,3%	-2,3%
	Bützfleth	2336	2324	2565	2649	3,3%	13,4%
	Emden	1107	1027	976	981	0,5%	-11,4%
	Hamburg	14014	14541	14237	14020	-1,5%	0,0%
	Nordenham	138	154	127	145	14,2%	5,2%
	Rostock	3213	2954	3557	2997	-15,8%	-6,7%
	Wilhelmshaven	22815	19150	19419	16668	-14,2%	-26,9%
	TOTAL SELECTED PORTS	**190420**	**182131**	**180614**	**181852**	**0,7%**	**-4,5%**
Greece	Aegina		1481	1712	1547	-9,6%	n.a.
	Agii Theodori	21220	21586	22996	23441	1,9%	10,5%
	Aspropyrgos		1400	1436	1409	-1,9%	n.a.
	Eleusina	8214	11342	11558	11152	-3,5%	35,8%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Heraklio	452	554	424	453	6,7%	0,2%
	Kavala		253	198	290	46,1%	n.a.
	Lavrio	551	-	-	821	n.a.	48,8%
	Megara	8933	8918	9224	9350	1,4%	4,7%
	Patras		334	268	239	-10,9%	n.a.
	Perama	1688	1239	1766	1629	-7,7%	-3,5%
	Piraeus	395	410	359	356	-0,9%	-9,8%
	Thessaloniki	6562	5180	5742	7481	30,3%	14,0%
	TOTAL SELECTED PORTS	**48016**	**52700**	**55684**	**58168**	**4,5%**	**21,1%**
Ireland	Bantry Bay	3261	1469	1311	1165	-11,2%	-64,3%
	Cork	5200	5047	4941	5932	20,1%	14,1%
	Dublin	3444	3502	3635	3849	5,9%	11,8%
	Galway	415	409	398	401	0,7%	-3,5%
	Limerick	1097	1081	1001	1045	4,4%	-4,7%
	TOTAL SELECTED PORTS	**13417**	**11507**	**11286**	**12392**	**9,8%**	**-7,6%**
Italy	Augusta	24650	23184	22156	20099	-9,3%	-18,5%
	Barletta	276	337	328	384	17,2%	39,3%
	Brindisi	2506	2387	2992	1787	-40,3%	-28,7%
	Cagliari	1247	1784	1756	1688	-3,9%	35,4%
	Catania	221	18	39	0	-99,1%	-99,8%
	Civitavecchia	1469	1679	1272	645	-49,2%	-56,1%
	Falconara Marittima	3744	3219	4894	5045	3,1%	34,8%
	Fiumicino	4928	2556	2481	3510	41,5%	-28,8%
	Gaeta	2070	2214	1782	1628	-8,6%	-21,3%
	Gela	3906	2496	2398	1958	-18,3%	-49,9%
	Genova	18032	17631	17426	15091	-13,4%	-16,3%
	Gioia Tauro		629	651	970	49,1%	n.a.
	La Spezia	1541	625	690	631	-8,5%	-59,0%
	Lipari	1664	1664	1480	1356	-8,4%	-18,5%
	Livorno	6975	8057	8054	9514	18,1%	36,4%
	Milazzo	14747	14318	13695	15171	10,8%	2,9%
	Napoli	5165	5461	5464	6404	17,2%	24,0%
	Oristano		259	284	99	-65,1%	n.a.
	Ortona	857	828	777	614	-21,0%	-28,3%
	Palermo	1861	1827	1826	1917	5,0%	3,0%
	Piombino		164	83	98	17,8%	n.a.
	Porto Empedocle		139	101	73	-27,2%	n.a.
	Porto Foxi	24629	24786	20805	24644	18,5%	0,1%
	Porto Torres	958	787	946	985	4,2%	2,8%
	Portovesme	150	70	82	224	173,5%	49,8%
	Ravenna	5385	4856	4992	5417	8,5%	0,6%
	Santa Panagia	12158	10458	9261	8209	-11,4%	-32,5%
	Savona-Vado	6813	7294	5829	8228	41,2%	20,8%
	Taranto	5902	4137	4145	4152	0,2%	-29,7%
	Trieste	28984	33473	33669	34532	2,6%	19,1%
	Venezia	9557	9496	6367	8691	36,5%	-9,1%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	TOTAL SELECTED PORTS	**190393**	**186833**	**176724**	**183770**	**4,0%**	**-3,5%**
Latvia	Liepaja	432	391	359	353	-1,5%	-18,2%
	Riga	7904	7082	10145	10582	4,3%	33,9%
	Ventspils	15037	14891	15170	14083	-7,2%	-6,3%
	TOTAL SELECTED PORTS	**23373**	**22364**	**25673**	**25019**	**-2,6%**	**7,0%**
Lithuania	Butinge	8519	8967	7332	8679	18,4%	1,9%
	Klaipeda	10227	8776	7893	9414	19,3%	-8,0%
	TOTAL SELECTED PORTS	**18746**	**17743**	**15225**	**18092**	**18,8%**	**-3,5%**
Malta	Malta (Valletta)	433	367	246	456	85,2%	5,1%
	Marsaxlokk	1078	880	715	892	24,8%	-17,2%
	TOTAL SELECTED PORTS	**1511**	**1247**	**961**	**1347**	**40,3%**	**-10,8%**
Netherlands	Amsterdam	43508	43359	44923	43861	-2,4%	0,8%
	Delfzijl		432	361	331	-8,3%	n.a.
	Dordrecht		496	343	668	95,0%	n.a.
	Moerdijk	1985	1889	1524	1791	17,5%	-9,8%
	Rotterdam	210461	200167	196661	216571	10,1%	2,9%
	Terneuzen	7134	7570	9350	-	-	n.a.
	Vlaardingen	3110	2949	2151	2370	10,2%	-23,8%
	Vlissingen	4391	5371	5331	-	-	n.a.
	Zeeland Seaports		-	-	12681	n.a.	n.a.
	TOTAL SELECTED PORTS	**270590**	**262233**	**260644**	**278273**	**6,8%**	**2,8%**
Norway	Ålesund	547	556	528	420	-20,6%	-23,3%
	Bergen	46681	46988	37756	39199	3,8%	-16,0%
	Bodo		140	122	113	-7,7%	n.a.
	Borg		1018	933	901	-3,4%	n.a.
	Bremanger	3421	2766	3037	3500	15,3%	2,3%
	Drammen		156	157	42	-73,3%	n.a.
	Florø	586	674	813	736	-9,5%	25,6%
	Fredrikstad/Sarpsborg	1061	1018	933	n.a.	n.a.	n.a.
	Hammerfest		3902	4688	4320	-7,8%	n.a.
	Harstad		291	236	160	-32,1%	n.a.
	Karmsund		6129	6152	8843	43,8%	n.a.
	Kirkenes		62	2434	13175	441,4%	n.a.
	Kristiansand		361	356	347	-2,7%	n.a.
	Kristiansund N/Grip	2379	2396	2594	2388	-7,9%	0,4%
	Molde	4206	3881	3405	2458	-27,8%	-41,6%
	Oslo	2123	2091	1993	1926	-3,3%	-9,3%
	Porsgrunn		3383	3187	3491	9,6%	n.a.
	Stavanger		812	693	616	-11,0%	n.a.
	Tønsberg	9066	9680	9740	9510	-2,4%	4,9%
	Tromso		270	279	276	-1,1%	n.a.
	Trondheim	568	719	741	638	-13,8%	12,4%
	TOTAL SELECTED PORTS	**70638**	**87292**	**80775**	**93061**	**15,2%**	**31,7%**
Poland	Gdansk	11031	11366	12613	14992	18,9%	35,9%
	Gdynia	722	567	724	836	15,5%	15,9%
	Swinoujscie	1287	1424	1588	1687	6,3%	31,1%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Szczecin	897	1040	1045	1257	20,3%	40,1%
	TOTAL SELECTED PORTS	**13937**	**14397**	**15970**	**18773**	**17,6%**	**34,7%**
Portugal	Aveiro	984	1032	1124	1027	-8,7%	4,3%
	Canical		254	239	291	21,8%	n.a.
	Leixões	7048	7825	7801	8353	7,1%	18,5%
	Lisboa	1743	1642	1467	1422	-3,1%	-18,4%
	Ponta Delgada (Ilha de S. Miguel- Acores)		300	265	309	16,7%	n.a.
	Setúbal	558	467	384	314	-18,3%	-43,8%
	Sines	16276	19706	18077	21537	19,1%	32,3%
	TOTAL SELECTED PORTS	**26609**	**31226**	**29356**	**33251**	**13,3%**	**25,0%**
Romania	Constanta	4324	4716	5532	5892	6,5%	36,3%
	Midia	4910	5172	6338	5788	-8,7%	17,9%
	TOTAL SELECTED PORTS	**9234**	**9889**	**11870**	**11681**	**-1,6%**	**26,5%**
Slovenia	Koper	3078	2907	3009	3287	9,2%	6,8%
	TOTAL SELECTED PORTS	**3078**	**2907**	**3009**	**3287**	**9,2%**	**6,8%**
Spain	Algeciras	25184	22013	25312	27344	8,0%	8,6%
	Avilés	598	637	611	631	3,3%	5,5%
	Barcelona	10426	10612	14188	11913	-16,0%	14,3%
	Bilbao	15061	15761	16345	18259	11,7%	21,2%
	Cadiz		95	158	296	88,1%	n.a.
	Cartagena	24215	23720	25930	25741	-0,7%	6,3%
	Castellón	7313	7848	8396	8654	3,1%	18,3%
	Ceuta	984	858	767	627	-18,2%	-36,3%
	Ferrol	2297	2531	2659	2194	-17,5%	-4,5%
	Gijón	957	792	865	915	5,8%	-4,4%
	Huelva	22921	21489	21863	21600	-1,2%	-5,8%
	La Coruña	7208	6561	6256	8078	29,1%	12,1%
	Las Palmas de Gran Canaria	4518	4678	4826	6509	34,9%	44,1%
	Motril	1191	1125	1150	1162	1,0%	-2,4%
	Palma de Mallorca	1519	1425	1447	2712	87,4%	78,5%
	Santa Cruz de Tenerife	7507	6483	5736	5733	-0,1%	-23,6%
	Santander		240	234	271	15,6%	n.a.
	Sevilla		285	258	274	6,4%	n.a.
	Tarragona	19088	17994	19428	22327	14,9%	17,0%
	Valencia	3664	4165	5203	3814	-26,7%	4,1%
	Villagarcia		262	126	95	-24,6%	n.a.
	TOTAL SELECTED PORTS	**154651**	**149573**	**161757**	**169150**	**4,6%**	**9,4%**
Sweden	Bergs Oljehamn	987	912	885	807	-8,8%	-18,2%
	Gävle	1541	1927	1715	2756	60,7%	78,8%
	Göteborg	22810	20892	18970	20711	9,2%	-9,2%
	Halmstad		475	476	478	0,6%	n.a.
	Helsingborg	767	773	758	876	15,6%	14,2%
	Husum		190	160	107	-33,2%	n.a.
	Kalmar		397	426	448	5,3%	n.a.
	Karlshamn	2029	1672	2209	1613	-27,0%	-20,5%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Koping		199	187	206	9,8%	n.a.
	Lulea		476	434	361	-16,8%	n.a.
	Malmö	3446	2949	2129	2022	-5,0%	-41,3%
	Norrkoping		1220	1212	1652	36,3%	n.a.
	Ornskoldsvik		108	173	168	-3,2%	n.a.
	Oxelösund (ports)	653	1187	1411	1078	-23,6%	65,0%
	Pitea		270	271	303	11,9%	n.a.
	Skellefteå	566	592	553	538	-2,7%	-5,1%
	Sodertalje		345	320	309	-3,6%	n.a.
	Stenungsund (Ports)	2698	2700	3326	2938	-11,7%	8,9%
	Stockholm	504	547	2497	2557	2,4%	407,6%
	Sundsvall	539	559	649	739	13,7%	37,1%
	Umea		330	330	350	5,9%	n.a.
	Västerås	444	494	479	478	-0,4%	7,7%
	TOTAL SELECTED PORTS	**36985**	**39214**	**39571**	**41493**	**4,9%**	**12,2%**
United Kingdom	Aberdeen	2041	1985	1973	2 181	10,5%	6,9%
	Belfast	2151	2166	2093	2255	7,7%	4,8%
	Bristol	2101	2386	2362	2 069	-12,4%	-1,5%
	Cardiff	859	901	962	1073	11,6%	25,0%
	Clydeport	5971	5828	6934	6 768	-2,4%	13,3%
	Cromarty Firth	2396	3175	1298	97	-92,5%	-95,9%
	Dundee	469	376	181	157	-13,5%	-66,6%
	Forth	20714	22029	20320	23105	13,7%	11,5%
	Great Yarmouth		272	260	198	-24,0%	n.a.
	Harwich		490	461	342	-25,8%	n.a.
	Hull	1585	1758	1690	1 778	5,2%	12,2%
	Immingham	23314	22315	20833	21301	2,3%	-8,6%
	Kirkwall	1485	805	918	3 690	302,0%	148,5%
	Liverpool	12572	10933	10575	11358	7,4%	-9,7%
	London	15519	12584	12811	11 876	-7,3%	-23,5%
	Londonderry	691	644	607	705	16,1%	2,1%
	Manchester	4881	5060	5277	5 309	0,6%	8,8%
	Medway	4010	2405	2122	2547	20,0%	-36,5%
	Milford Haven	39052	40265	33424	36 746	9,9%	-5,9%
	Peterhead		363	529	735	38,8%	n.a.
	Plymouth	1265	1291	1275	1 336	4,8%	5,6%
	River Hull and Humber	9295	8730	9229	7529	-18,4%	-19,0%
	Southampton	26604	24042	23088	22 826	-1,1%	-14,2%
	Sullom Voe	11343	6357	7181	6114	-14,9%	-46,1%
	Tees & Hartlepool	20793	19136	20868	21 857	4,7%	5,1%
	TOTAL SELECTED PORTS	**209108**	**196297**	**187270**	**193954**	**3,6%**	**-7,2%**

Dry bulk traffic for selected European ports

(1000 tonnes)

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Belgium	Antwerpen	18774	14 230	13 461	13 910	3,3%	-25,9%
	Gent (Ghent)	16817	16 652	20 056	16 814	-16,2%	0,0%
	Oostende (Ostend)	843	468	572	587	2,5%	-30,5%
	Zeebrugge	1521	1 281	1 226	1 286	4,9%	-15,5%
	TOTAL SELECTED PORTS	**37 955**	**32 631**	**35 315**	**32 596**	**-7,7%**	-14,1%
Bulgaria	Burgas	2255	2 733	2 839	2 886	1,6%	28,0%
	Varna	7441	8 883	7 780	7 191	-7,6%	-3,4%
	TOTAL SELECTED PORTS	**9 695**	**11 616**	**10 619**	**10 077**	**-5,1%**	3,9%
Croatia	Bakar	1002	272	1 156	1 143	-1,1%	14,1%
	Ploce	1493	1 567	1 747	1 697	-2,8%	13,6%
	Rasa	547	401	405	n.a.	n.a.	n.a.
	Rijeka	441	404	379	1 117	194,7%	153,1%
	Split	1493	1 667	1 475	1 602	8,6%	7,3%
	TOTAL SELECTED PORTS	**4 977**	**4 311**	**5 162**	**5 559**	**7,7%**	11,7%
Cyprus	Larnaka (Larnaca)	564	608	767	912	18,9%	61,8%
	Vasiliko (Vasilico)	525	1 412	1 628	1 500	-7,9%	185,5%
	TOTAL SELECTED PORTS	**1 089**	**2 020**	**2 395**	**2 412**	**0,7%**	121,4%
Denmark	Aabenraa	835	1 123	1 278	1 154	-9,7%	38,2%
	Aalborg	1082	937	734	857	16,8%	-20,9%
	Aalborg Portland (Cementfabrikken Rordal)	1800	1 848	1 985	2 104	6,0%	16,9%
	Arhus	2586	2 487	2 693	2 742	1,8%	6,0%
	Asnaesvaerkets Havn	461	523	496	371	-25,2%	-19,5%
	Avedøreværkets Havn	361	523	407	1 107	172,1%	206,8%
	Enstedvaerkets Havn	5015	4 596	2 001	1 400	-30,0%	-72,1%
	Esbjerg	1 484	1 752	1 318	1 124	-14,8%	-24,3%
	Fredericia (Og Shell-Havnen)	885	925	623	940	51,0%	6,2%
	Kalundborg	672	832	825	824	-0,1%	22,6%
	Københavns Havn	1471	2 030	2 483	2 063	-16,9%	40,2%
	Køge	927	1 009	968	1 027	6,1%	10,9%
	Kolding	989	910	1 077	919	-14,6%	-7,0%
	Nordjyllandsvaerkets Havn	458	846	n.a.	n.a.	n.a.	n.a.
	Odense	1941	1 684	2 322	2 253	-3,0%	16,0%
	Randers	750	637	809	777	-4,0%	3,6%
	Rønne	1004	746	786	790	0,5%	-21,3%
	Studstrupvaerkets Havn	929	1 128	663	660	-0,5%	-29,0%
	Thyborøn	954	666	668	684	2,3%	-28,3%
	TOTAL SELECTED PORTS	**24 605**	**25 202**	**22 135**	**21 796**	**-1,5%**	-11,4%
Estonia	Kunda	655	523	480	347	-27,6%	-47,0%
	Tallinn	4076	3 210	2 827	3 002	6,2%	-26,4%
	TOTAL SELECTED PORTS	**4 731**	**3 733**	**3 307**	**3 349**	**1,3%**	-29,2%
Finland	HaminaKotka		2 808	2 405	2 345	-2,5%	n.a.

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Helsinki	931	883	756	856	13,3%	-8,1%
	Inkoo	1359	1 211	1 392	1 209	-13,2%	-11,0%
	Kaskinen	351	475	442	392	-11,3%	11,6%
	Kemi	337	440	322	316	-1,8%	-6,2%
	Kokkola	5869	6 374	7 277	4 405	-39,5%	-24,9%
	Koverhar	372	66	19	8	-56,9%	-97,8%
	Loviisa	430	363	290	281	-3,0%	-34,6%
	Naantali	818	1 030	1 158	1 089	-6,0%	33,1%
	Oulu	506	509	547	467	-14,7%	-7,8%
	Parainen	723	855	1 019	967	-5,1%	33,8%
	Pietarsaari	631	556	310	154	-50,3%	-75,6%
	Pori	2395	2 927	2 676	1 875	-29,9%	-21,7%
	Raahe	4639	4 197	4 557	4 759	4,4%	2,6%
	Rauma	1325	1 350	1 229	1 176	-4,4%	-11,3%
	Tornio	1094	1 267	1 375	1 382	0,5%	26,3%
	Uusikaupunki	1019	1 162	1 011	1 069	5,8%	4,9%
	Vaasa	434	530	641	275	-57,1%	-36,6%
	TOTAL SELECTED PORTS	**23 233**	**27 004**	**27 426**	**23 026**	**-16,0%**	-0,9%
France	Bayonne	2012	996	1 160	1 025	-11,6%	-49,0%
	Bordeaux	2534	3 339	2 760	2 681	-2,9%	5,8%
	Brest	691	541	1 563	1 092	-30,1%	58,2%
	Caen	524	714	529	537	1,5%	2,5%
	Calais		330	282	215	-23,9%	n.a.
	Cherbourg		287	123	85	-31,1%	n.a.
	Dieppe	337	554	498	448	-9,9%	33,3%
	Dunkerque	23547	21 590	23 602	21 824	-7,5%	-7,3%
	Fecamp		:	232	216	-7,0%	n.a.
	Fort de France (Martinique)		149	202	200	-1,3%	n.a.
	La Rochelle	4642	4 591	5 619	5 817	3,5%	25,3%
	Le Havre	2827	1 436	1 508	1 606	6,5%	-43,2%
	Le Legue		:	366	336	-8,1%	n.a.
	Les Sables d Olonne		:	866	931	7,5%	n.a.
	Lorient	915	461	4 007	1 360	-66,1%	48,7%
	Marseille	9473	12 225	12 755	13 749	7,8%	45,1%
	Nantes Saint-Nazaire	7486	5 293	6 373	6 934	8,8%	-7,4%
	Pointe a Pitre (Guadeloupe)		80	777	755	-2,9%	n.a.
	Port-la-Nouvelle	732	704	679	438	-35,5%	-40,2%
	Port Réunion (ex Pointe des Galets) (Reunion)	1327	1 346	1 422	1 716	20,7%	29,3%
	Rochefort		:	244	225	-7,6%	n.a.
	Rouen	9049	11 047	10 853	11 206	3,3%	23,8%
	Sète	1095	1 334	1 176	1 372	16,6%	25,3%
	St Malo	235	210	1 567	2 011	28,3%	756,3%
	Tonnay Charente			294	302	2,9%	n.a.
	TOTAL SELECTED PORTS	**67 425**	**67 225**	**79 459**	**77 082**	**-3,0%**	14,3%
Germany	Brake	3820	3 349	4 043	4 188	3,6%	9,6%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Bremen	8621	8 053	7 352	7 335	-0,2%	-14,9%
	Bremerhaven		111	119	126	5,8%	n.a.
	Brunsbüttel	3623	3 496	3 553	3 245	-8,7%	-10,4%
	Busum		122	124	83	-32,7%	n.a.
	Bützfleth	3310	2 950	3 015	2 821	-6,4%	-14,8%
	Cuxhaven		561	565	598	5,9%	n.a.
	Duisburg		115	148	169	14,2%	n.a.
	Emden		816	873	600	-31,3%	n.a.
	Flensburg	n.a.	392	365	348	-4,6%	n.a.
	Hamburg	25357	27 702	28 388	31 250	10,1%	23,2%
	Husum		372	379	294	-22,3%	n.a.
	Kiel	686	500	868	743	-14,5%	8,2%
	Lübeck	835	875	1 003	1 046	4,3%	25,3%
	Norddeich		112	97	106	8,6%	n.a.
	Nordenham	2885	2 234	2 390	1 838	-23,1%	-36,3%
	Norderney I.		113	101	103	1,2%	n.a.
	Oldenburg		106	96	76	-20,4%	n.a.
	Papenburg		332	328	345	5,3%	n.a.
	Rendsburg		233	296	222	-25,1%	n.a.
	Rostock	5978	6 776	6 637	7 414	11,7%	24,0%
	Sassnitz		232	251	359	43,1%	n.a.
	Stralsund		669	626	890	42,3%	n.a.
	Wilhelmshaven	3321	4 381	3 735	4 574	22,5%	37,7%
	Wismar	2300	2 068	1 638	2 316	41,4%	0,7%
	Wolgast		345	246	207	-16,0%	n.a.
	TOTAL SELECTED PORTS	**60 736**	**67 016**	**67 235**	**71 295**	**6,0%**	17,4%
Greece	Aliverio	1255	1 593	2 167	2 453	13,2%	95,5%
	Amaliapolis Magnissias	2261	2 525	2 574	2 932	13,9%	29,7%
	Antikyra	1512	1 635	1 495	1 672	11,9%	10,6%
	Eleusina	1847	2 111	2 677	2 948	10,1%	59,5%
	Heraklio	243	188	203	203	-0,1%	-16,5%
	Igoumenitsa	79	101	96	75	-22,1%	-5,2%
	Itea		979	993	1 233	24,3%	n.a.
	Kavala	589	751	872	1 072	22,9%	82,1%
	Larymna	3978	3 707	4 220	4 164	-1,3%	4,7%
	Milos (Adamas)	1640	1 536	1 456	1 534	5,4%	-6,5%
	North Evoikos		1 675	1 939	1 832	-5,5%	n.a.
	Patras		146	142	112	-20,8%	n.a.
	Piraeus		582	433	416	-4,0%	n.a.
	Politika		1 183	1 260	1 220	-3,2%	n.a.
	Rio		101	127	160	25,3%	n.a.
	Thessaloniki	3839	3 663	4 279	3 712	-13,3%	-3,3%
	Volos	4045	4 357	4 107	4 683	14,0%	15,8%
	TOTAL SELECTED PORTS	**21 287**	**26 834**	**29 038**	**30 420**	**4,8%**	42,9%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Ireland	Cork	1759	1 979	1 616	1 567	-3,0%	-10,9%
	Drogheda		919	887	826	-7,0%	n.a.
	Dublin	1813	1 999	1 879	1 810	-3,6%	-0,2%
	Limerick	8938	9 105	8 862	9 669	9,1%	8,2%
	New Ross		334	94	n.a.	n.a.	n.a.
	Waterford	814	1 010	997	1 099	10,2%	35,0%
	TOTAL SELECTED PORTS	**13 325**	**15 345**	**14 334**	**14 971**	**4,4%**	12,4%
Italy	Ancona	618	587	637	502	-21,3%	-18,9%
	Augusta	158	824	961	592	-38,4%	275,5%
	Bari	1247	1 413	1 921	2 215	15,3%	77,6%
	Barletta	640	591	515	697	35,3%	8,9%
	Brindisi	6360	4 572	3 734	4 912	31,6%	-22,8%
	Cagliari		167	560	800	42,9%	n.a.
	Catania		307	222	333	50,1%	n.a.
	Chioggia	552	1 536	832	1 304	56,7%	136,2%
	Civitavecchia	4633	3 573	4 254	5 036	18,4%	8,7%
	Gaeta	578	916	545	385	-29,3%	-33,3%
	Genova	1829	1 382	1 200	1 169	-2,6%	-36,1%
	La Spezia	1571	1 835	1 741	1 453	-16,5%	-7,5%
	Livorno		702	607	897	47,8%	n.a.
	Marina Di Carrara	929	840	737	827	12,1%	-11,0%
	Monfalcone	337	456	556	1 235	122,2%	266,8%
	Napoli		863	677	1 006	48,5%	n.a.
	Oristano	1110	965	990	1 215	22,8%	9,5%
	Ortona		380	245	446	82,4%	n.a.
	Piombino	3696	2 980	1 200	496	-58,6%	-86,6%
	Porto Empedocle		586	117	226	93,3%	n.a.
	Porto Nogaro		242	691	925	33,8%	n.a.
	Porto Torres	1323	1 026	1 073	822	-23,4%	-37,9%
	Portovesme	1674	662	561	863	54,0%	-48,4%
	Pozzallo	764	715	608	616	1,4%	-19,4%
	Ravenna	9469	8 394	9 179	11 748	28,0%	24,1%
	Reggio Di Calabria		141	84	546	546,1%	n.a.
	Salerno		177	100	335	234,9%	n.a.
	Savona	3908	3 137	2 235	1 928	-13,8%	-50,7%
	Taranto	18754	13 327	10 787	10 023	-7,1%	-46,6%
	Trieste	1656	1 330	699	582	-16,7%	-64,8%
	Venezia	8162	6 711	6 788	8 619	27,0%	5,6%
	TOTAL SELECTED PORTS	**69 968**	**61 336**	**55 056**	**62 755**	**14,0%**	-10,3%
Latvia	Liepaja	3942	2 774	3 605	3 891	7,9%	-1,3%
	Riga	20804	20 646	22 872	22 624	-1,1%	8,7%
	Ventspils	10641	9 709	7 701	5 309	-31,1%	-50,1%
	TOTAL SELECTED PORTS	**35 387**	**33 129**	**34 178**	**31 823**	**-6,9%**	-10,1%
Lithuania	Klaipeda	14064	14 034	17 029	16 659	-2,2%	18,5%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	TOTAL SELECTED PORTS	**14 064**	**14 034**	**17 029**	**16 659**	**-2,2%**	18,5%
Malta	Malta (Valletta)	465	431	463	663	43,1%	42,6%
	TOTAL SELECTED PORTS	**465**	**431**	**463**	**663**	**43,1%**	42,6%
Netherlands	Amsterdam	38954	40 207	43 001	42 716	-0,7%	9,7%
	Delfzijl	1988	1 747	2 327	4 369	87,7%	119,8%
	Dordrecht	1691	1 073	1 190	1 820	53,0%	7,6%
	Harlingen	223	55	120	130	8,1%	-41,9%
	Moerdijk	1425	1 438	1 292	1 196	-7,5%	-16,1%
	Rotterdam	71393	83 853	81 380	82 693	1,6%	15,8%
	Terneuzen	4918	4 112	4 148	-	n.a.	n.a.
	Vlaardingen		1 322	1 395	1 260	-9,7%	n.a.
	Vlissingen	5360	4 536	5 076	-	n.a.	n.a.
	Zeeland Seaports		-	-	8 906	n.a.	n.a.
	TOTAL SELECTED PORTS	**125 953**	**138 341**	**139 930**	**143 090**	**2,3%**	13,6%
Norway	Alesund		521	384	389	1,3%	n.a.
	Bergen	2843	3 254	2 923	2 665	-8,8%	-6,3%
	Bodo		370	259	586	126,7%	n.a.
	Borg		1 033	1 023	1 056	3,3%	n.a.
	Brønnøy	1917	1 794	1 894	1 868	-1,4%	-2,5%
	Drammen	1275	1 302	1 253	1 124	-10,3%	-11,8%
	Eigersund		366	454	507	11,5%	n.a.
	Floro		733	1 259	1 377	9,4%	n.a.
	Harstad		410	68	359	431,2%	n.a.
	Karmsund		1 549	1 346	1 808	34,4%	n.a.
	Kirkenes		2 117	2 998	2 034	-32,2%	n.a.
	Kristiansand		392	423	386	-8,7%	n.a.
	Kristiansund	2257	2 895	2 707	2 761	2,0%	22,3%
	Larvik		277	324	643	98,2%	n.a.
	Molde	2927	2 790	2 818	2 194	-22,2%	-25,1%
	Mosjoen		484	858	724	-15,6%	n.a.
	Narvik	19361	19 781	21 003	17 523	-16,6%	-9,5%
	Oslo	1311	1 447	1 361	1 622	19,2%	23,8%
	Porsgrunn		6 415	6 743	7 186	6,6%	n.a.
	Rana		2 536	2 793	3 085	10,5%	n.a.
	Stavanger	1035	829	805	586	-27,2%	-43,3%
	Sveagruva		2 116	1 650	1 209	-26,7%	n.a.
	Tromso		320	261	187	-28,4%	n.a.
	Trondheim	846	1 763	1 940	2 458	26,7%	190,4%
	TOTAL SELECTED PORTS	**33 772**	**55 493**	**57 546**	**54 338**	**-5,6%**	**60,9%**
Poland	Gdansk	6959	8 337	7 810	8 546	9,4%	22,8%
	Gdynia	5625	6 744	6 580	6 338	-3,7%	12,7%
	Police	1628	1 263	1 669	1 647	-1,3%	1,2%
	Swinoujscie	5115	5 706	5 308	3 876	-27,0%	-24,2%
	Szczecin	4362	4 550	4 944	4 800	-2,9%	10,1%
	TOTAL SELECTED PORTS	**23 688**	**26 599**	**26 312**	**25 208**	**-4,2%**	6,4%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Portugal	Aveiro	1098	1 367	1 634	1 942	18,8%	76,9%
	Canical		128	119	64	-46,3%	n.a.
	Figueira da Foz		710	848	795	-6,3%	n.a.
	Leixoes	2169	2 095	2 318	2 568	10,8%	18,4%
	Lisboa	4269	4 817	5 227	4 977	-4,8%	16,6%
	Ponta Delgada (Ilha de S. Miguel- Acores)		290	303	287	-5,0%	n.a.
	Setubal	2646	2 817	3 179	2 765	-13,0%	4,5%
	Sines	5407	4 615	4 895	5 850	19,5%	8,2%
	TOTAL SELECTED PORTS	**15 589**	**16 839**	**18 522**	**19 249**	**3,9%**	**23,5%**
Romania	Constanta	18400	20 613	20 572	21 772	5,8%	18,3%
	Galati		499	542	424	-21,8%	n.a.
	Midia		153	143	140	-1,5%	n.a.
	TOTAL SELECTED PORTS	**18 400**	**21 265**	**21 256**	**22 337**	**5,1%**	**21,4%**
Slovenia	Koper	7200	6 868	6 582	7 080	7,6%	-1,7%
	TOTAL SELECTED PORTS	**7 200**	**6 868**	**6 582**	**7 080**	**7,6%**	**-1,7%**
Spain	Algeciras	1874	1 354	1 603	2 131	32,9%	13,7%
	Alicante	717	940	1 110	1 244	12,1%	73,5%
	Almería	4704	4 152	4 406	5 758	30,7%	22,4%
	Avilés	3386	2 797	3 013	3 260	8,2%	-3,7%
	Barcelona	4656	4 374	5 201	4 473	-14,0%	-3,9%
	Bilbao	4262	4 424	4 600	4 528	-1,6%	6,3%
	Cádiz	1815	1 868	1 776	1 624	-8,6%	-10,6%
	Cartagena	4880	4 516	5 309	5 554	4,6%	13,8%
	Castellón	3114	3 103	4 193	4 637	10,6%	48,9%
	Ferrol	10505	8 999	9 499	9 840	3,6%	-6,3%
	Garrucha		3 801	4 317	4 556	5,6%	n.a.
	Gijón	14482	14 947	16 210	18 897	16,6%	30,5%
	Huelva	4831	4 146	4 701	5 136	9,2%	6,3%
	La Coruña	4180	3 688	4 311	4 912	14,0%	17,5%
	Las Palmas de Gran Canaria	375	335	478	473	-0,9%	26,1%
	Málaga	782	869	1 095	1 366	24,7%	74,6%
	Marín-Pontevedra	806	826	854	999	17,0%	23,9%
	Motril		481	431	452	5,0%	n.a.
	Palma de Mallorca	1618	1 310	1 319	2 163	63,9%	33,6%
	Pasajes	1420	1 212	1 509	1 688	11,8%	18,8%
	Santa Cruz de Tenerife	567	487	438	407	-7,0%	-28,3%
	Santander	3237	2 989	3 189	3 519	10,3%	8,7%
	Sevilla	1813	1 824	1 740	2 074	19,2%	14,4%
	Tarragona	10889	7 375	9 708	8 391	-13,6%	-22,9%
	Valencia	2177	2 445	2 678	2 685	0,3%	23,3%
	Vigo		289	299	288	-3,8%	n.a.
	Villagarcia		203	323	403	24,9%	n.a.
	TOTAL SELECTED PORTS	**87 093**	**83 754**	**94 309**	**101 458**	**7,6%**	**16,5%**
Sweden	Ahus		435	430	478	11,2%	n.a.

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Elleholm		112	72	96	34,1%	n.a.
	Falkenberg		120	116	83	-28,4%	n.a.
	Gävle	527	492	595	643	8,2%	22,1%
	Halmstad	1119	438	460	570	24,0%	-49,0%
	Hargshamn		977	1 178	384	-67,4%	n.a.
	Helsingborg	418	216	188	779	314,7%	86,2%
	Kalmar		255	223	200	-10,5%	n.a.
	Karlshamn	815	698	795	839	5,5%	2,9%
	Köping	665	619	698	687	-1,5%	3,4%
	Landskrona		431	600	571	-4,9%	n.a.
	Lidkoping		404	414	375	-9,4%	n.a.
	Luleå	7445	7 331	6 964	7 403	6,3%	-0,6%
	Malmö	917	1 016	691	750	8,6%	-18,3%
	Norrkoping		988	1 131	1 052	-7,0%	n.a.
	Otterbacken		310	316	336	6,3%	n.a.
	Oxelösund (ports)	2319	2 532	2 954	3 887	31,6%	67,6%
	Skellefteå	879	769	883	830	-6,0%	-5,6%
	Soderhamn		154	107	114	6,4%	n.a.
	Solvesborg		120	124	122	-1,6%	n.a.
	Stenungsund (Ports)		302	356	372	4,6%	n.a.
	Stockholm	769	723	769	802	4,3%	4,4%
	Sundsvall		367	353	321	-9,1%	n.a.
	Uddevalla	416	384	595	703	18,1%	68,9%
	Umea		116	142	128	-9,5%	n.a.
	Varberg		197	135	104	-23,3%	n.a.
	Västerås	744	594	581	565	-2,8%	-24,1%
	TOTAL SELECTED PORTS	**17 034**	**21 102**	**21 870**	**23 194**	**6,1%**	**36,2%**
United Kingdom	Aberdeen		476	493	484	-1,8%	n.a.
	Belfast	4715	6 722	7 116	6 602	-7,2%	40,0%
	Boston		128	149	160	7,8%	n.a.
	Bristol	7315	6 738	7 277	4 822	-33,7%	-34,1%
	Cardiff	449	290	319	321	0,4%	-28,6%
	Clydeport	8748	8 323	8 465	4 860	-42,6%	-44,4%
	Cromarty Firth		114	185	107	-42,1%	n.a.
	Dundee		371	263	310	18,2%	n.a.
	Forth	1294	1 167	1 068	973	-8,9%	-24,8%
	Fowey	641	656	581	513	-11,7%	-19,9%
	Glensanda	5541	5 746	6 347	5 597	-11,8%	1,0%
	Goole		363	439	346	-21,2%	n.a.
	Great Yarmouth		308	640	718	12,1%	n.a.
	Hull	2655	3 396	3 600	2 722	-24,4%	2,5%
	Immingham	22544	23 953	21 364	18 929	-11,4%	-16,0%
	Ipswich	1646	1 497	1 612	2 028	25,8%	23,2%
	Killroot Power Station Jetty		1 052	939	847	-9,9%	n.a.
	Liverpool	8701	7 998	7 554	6 428	-14,9%	-26,1%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	London	11401	11 568	12 743	13 949	9,5%	22,3%
	Londonderry	895	1 127	1 067	919	-13,9%	2,7%
	Manchester	1487	2 344	1 780	1 141	-35,9%	-23,3%
	Medway	4241	2 132	3 073	3 173	3,2%	-25,2%
	Newhaven		169	160	154	-3,9%	n.a.
	Newport- Gwent	1123	1 209	1 001	1 053	5,3%	-6,2%
	Peterhead		54	155	97	-37,4%	n.a.
	Plymouth	1000	790	739	792	7,1%	-20,8%
	Poole		253	302	318	5,1%	n.a.
	Portsmouth		390	400	349	-12,7%	n.a.
	Port Talbot	5404	8 475	9 366	8 111	-13,4%	50,1%
	River Hull and Humber	794	725	528	503	-4,9%	-36,7%
	Shoreham	1493	1 250	1 411	1 450	2,8%	-2,9%
	Southampton	1661	1 629	1 996	2 074	3,9%	24,9%
	Sunderland		379	409	359	-12,1%	n.a.
	Swansea		476	449	413	-8,0%	n.a.
	Tees & Hartlepool	6873	11 613	11 706	7 597	-35,1%	10,5%
	Trent River	522	575	653	458	-29,9%	-12,2%
	Tyne	4821	6 423	5 235	3 617	-30,9%	-25,0%
	Warrenpoint		404	451	536	18,9%	n.a.
	TOTAL SELECTED PORTS	**105 965**	**121 284**	**122 037**	**103 830**	**-14,9%**	**-2,0%**

Roro traffic for selected European ports

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

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Belgium	Antwerpen	6668	5838	4647	4733	1,8%	-29,0%
	Gent (Ghent)	1698	1967	2141	2070	-3,3%	21,9%
	Oostende (Ostend)	1806	440	-	-	n.a.	n.a.
	Zeebrugge	12321	12591	13157	13907	5,7%	12,9%
	TOTAL SELECTED PORTS	**22494**	**20836**	**19945**	**20709**	**3,8%**	**-7,9%**
Bulgaria	Varna	187	192	195	184	-5,9%	-1,9%
	TOTAL SELECTED PORTS	**187**	**192**	**195**	**184**	**-5,9%**	**-1,9%**
Croatia	Split	752	535	480	325	-32,2%	-56,7%
	TOTAL SELECTED PORTS	**752**	**535**	**480**	**325**	**-32,2%**	**-56,7%**
Cyprus	Lemesos (Limassol)	133	115	130	145	11,5%	9,4%
	TOTAL SELECTED PORTS	**133**	**115**	**130**	**145**	**11,5%**	**9,4%**
Denmark	Århus	1457	1185	470	468	-0,4%	-67,9%
	Esbjerg	1757	1796	1787	1775	-0,7%	1,0%
	Fredericia (Og Shell-Havnen)	357	323	293	257	-12,3%	-28,2%
	Frederikshavn	2211	2207	2250	2168	-3,7%	-1,9%
	Gedser	1507	1529	1639	1716	4,7%	13,9%
	Grenå	610	591	592	661	11,7%	8,4%
	Helsingør (Elsinore)	3979	3964	4422	4524	2,3%	13,7%
	Hirtshals	1287	1308	1442	1498	3,9%	16,4%
	Kalundborg	1169	873	41	37	-10,0%	-96,9%
	Københavns Havn	322	357	342	315	-8,1%	-2,3%
	Køge	375	403	430	435	1,2%	15,9%
	Rødby (Færgehavn)	6140	6463	6296	6674	6,0%	8,7%
	Rønne	478	501	526	537	2,2%	12,4%
	Thyborøn	75	89	93	103	10,3%	35,8%
	TOTAL SELECTED PORTS	**21724**	**21591**	**20622**	**21166**	**2,6%**	**-2,6%**
Estonia	Tallinn	3828	3684	4000	4330	8,3%	13,1%
	TOTAL SELECTED PORTS	**3828**	**3684**	**4000**	**4330**	**8,3%**	**13,1%**
Finland	HaminaKotka	1486	1278	1254	1201	-4,2%	-19,2%
	Hanko	2600	3013	3225	3558	10,3%	36,9%
	Helsinki	6741	6541	6854	6974	1,8%	3,5%
	Kemi	429	392	416	423	1,7%	-1,4%
	Naantali	1912	1713	1675	1796	7,2%	-6,1%
	Oulu	824	826	855	930	8,7%	12,8%
	Rauma	299	286	295	303	2,6%	1,3%
	Turku	1872	2051	1967	1636	-16,8%	-12,6%
	Uusikaupunki	3	23	279	504	80,6%	19150,6%
	Vaasa	232	253	265	290	9,2%	24,8%
	TOTAL SELECTED PORTS	**16398**	**16377**	**17087**	**17615**	**3,1%**	**7,4%**
France	Ajaccio	:	476	486	497	2,2%	n.a.

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Bastia	1217	1142	1172	1202	2,6%	-1,2%
	Caen	1341	1241	1279	1334	4,3%	-0,5%
	Calais	15007	19101	16643	18437	10,8%	22,9%
	Cherbourg	705	719	680	811	19,2%	15,1%
	Dieppe	512	567	516	721	39,8%	41,0%
	Dunkerque	488	5695	6386	7298	14,3%	1395,4%
	Fort-de France (Martinique)	345	277	104	105	1,1%	-69,6%
	Le Havre	880	471	908	792	-12,8%	-10,1%
	Marseille	4772	4654	4727	2664	-43,7%	-44,2%
	Nantes Saint-Nazaire	875	1017	673	390	-42,1%	-55,5%
	Pointe-à-Pitre (Guadeloupe)	120	139	22	11	-50,0%	-90,6%
	Rouen	500	7	8	8	-1,1%	-98,5%
	Sète	288	155	203	353	74,3%	22,7%
	St Malo	38	83	8	36	349,7%	-6,5%
	Toulon	880	913	1041	1107	6,3%	25,8%
	TOTAL SELECTED PORTS	**27966**	**36656**	**34857**	**35765**	**2,6%**	**27,9%**
Germany	Bremerhaven	4022	3964	3943	3909	-0,9%	-2,8%
	Cuxhaven	1339	1355	1361	1448	6,4%	8,2%
	Emden	1869	1852	1998	2209	10,5%	18,2%
	Hamburg	676	640	612	574	-6,2%	-15,0%
	Kiel	2558	2449	2481	2477	-0,2%	-3,2%
	Lübeck	14047	13769	13836	12779	-7,6%	-9,0%
	Norddeich	0	200	189	195	3,6%	n.a.
	Norderney I.	0	201	189	190	0,3%	n.a.
	Puttgarden	4639	4784	4542	4733	4,2%	2,0%
	Rostock	6336	6337	7067	7803	10,4%	23,2%
	Sassnitz	1257	1255	679	238	-64,9%	-81,1%
	TOTAL SELECTED PORTS	**36744**	**36805**	**36899**	**36555**	**-0,9%**	**-0,5%**
Greece	Antirio	1920	1695	1821	1609	-11,6%	-16,2%
	Heraklio	1692	1913	1803	1808	0,3%	6,9%
	Igoumenitsa	2346	2416	2641	2877	9,0%	22,7%
	Kavala	106	131	103	114	10,9%	7,3%
	Megara	405	343	263	282	7,5%	-30,3%
	Paloukia Salaminas	1437	1394	1321	1255	-5,0%	-12,7%
	Patras	2250	2524	2617	2720	3,9%	20,9%
	Perama	1437	1394	1321	1255	-5,0%	-12,7%
	Piraeus	4069	4207	4288	4249	-0,9%	4,4%
	Rio	1920	1695	1821	1609	-11,6%	-16,2%
	TOTAL SELECTED PORTS	**17581**	**17711**	**17997**	**17778**	**-1,2%**	**1,1%**
Ireland	Dublin	9691	10152	11038	11738	6,3%	21,1%
	Rosslare Harbour	1864	1940	1977	1932	-2,3%	3,7%
	TOTAL SELECTED PORTS	**11554**	**12091**	**13016**	**13670**	**5,0%**	**18,3%**
Italy	Ancona	2238	2053	1993	2188	9,8%	-2,2%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Bari	1430	1341	1374	1612	17,4%	12,8%
	Brindisi	618	984	719	2862	298,2%	363,2%
	Cagliari	3641	3150	3005	3570	18,8%	-2,0%
	Catania	1720	1972	2513	2342	-6,8%	36,2%
	Civitavecchia	3531	3695	2993	3512	17,3%	-0,5%
	Genova	8117	7829	8348	8021	-3,9%	-1,2%
	Gioia Tauro	81	245	146	116	-20,3%	43,6%
	La Maddalena	0	1297	1467	1510	2,9%	n.a.
	Livorno	6728	7597	9610	9509	-1,0%	41,3%
	Messina	8952	9109	8887	7096	-20,1%	-20,7%
	Milazzo	154	141	58	245	325,3%	59,1%
	Monfalcone	1015	1021	750	1051	40,2%	3,6%
	Napoli	3442	3754	4149	4927	18,8%	43,1%
	Olbia	6769	6014	4697	4383	-6,7%	-35,3%
	Palermo	5366	5434	4763	5077	6,6%	-5,4%
	Piombino	2623	2656	2088	2186	4,7%	-16,6%
	Porto Torres	1771	1901	1602	1329	-17,0%	-24,9%
	Ravenna	1191	1433	2284	1691	-25,9%	42,1%
	Reggio Di Calabria	5904	6267	6047	4822	-20,3%	-18,3%
	Salerno	4184	3767	3463	3631	4,9%	-13,2%
	Savona	1396	1108	763	1033	35,4%	-26,0%
	Taranto	4255	1411	3740	3364	-10,1%	-20,9%
	Termini Imerese	1203	237	204	-	n.a.	n.a.
	Trapani	368	315	159	-	n.a.	n.a.
	Trieste	6523	6000	5628	4887	-13,2%	-25,1%
	Venezia	1278	1094	1059	1006	-5,0%	-21,3%
	TOTAL SELECTED PORTS	**84498**	**81825**	**82509**	**81975**	**-0,6%**	**-3,0%**
Latvia	Liepaja	681	688	781	613	-21,4%	-9,9%
	Riga	185	200	148	72	-51,5%	-61,3%
	Ventspils	1808	1823	1816	1719	-5,3%	-5,0%
	TOTAL SELECTED PORTS	**2674**	**2711**	**2744**	**2404**	**-12,4%**	**-10,1%**
Lithuania	Klaipeda	2919	2828	2644	2548	-3,6%	-12,7%
	TOTAL SELECTED PORTS	**2919**	**2828**	**2644**	**2548**	**-3,6%**	**-12,7%**
Malta	Malta (Valletta)	456	450	459	624	35,9%	37,0%
	TOTAL SELECTED PORTS	**456**	**450**	**459**	**624**	**35,9%**	**37,0%**
Netherlands	Amsterdam	1332	901	723	653	-9,7%	-50,9%
	Rotterdam	14009	12897	13522	11726	-13,3%	-16,3%
	Terneuzen	173	155	173	-	-	n.a.
	Vlaardingen	1551	1761	1889	4981	163,7%	221,1%
	Vlissingen	1042	568	398	-	-	n.a.
	Zeeland Seaports		-	-	1275	n.a.	n.a.
	TOTAL SELECTED PORTS	**18107**	**16281**	**16704**	**18635**	**11,6%**	**2,9%**
Norway	Bergen	125	121	133	133	0,4%	7,1%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Drammen	127	134	154	168	9,2%	32,5%
	Florø	239	277	309	243	-21,6%	1,5%
	Karmsund	2129	2551	2300	101	-95,6%	-95,3%
	Kristiansand S	502	492	440	409	-7,1%	-18,6%
	Larvik	526	548	559	592	5,9%	12,6%
	Oslo	691	694	726	691	-4,8%	0,0%
	Porsgrunn	268	273	353	354	n.a.	32,3%
	Sandefjord	168	161	195	230	17,5%	36,6%
	Stavanger	3110	4675	4267	699	-83,6%	-77,5%
	TOTAL SELECTED PORTS	**7884**	**9926**	**9436**	**3619**	**-61,6%**	**-54,1%**
Poland	Gdansk	295	133	117	164	39,7%	-44,4%
	Gdynia	1536	1710	1954	2043	4,6%	33,0%
	Swinoujscie	4403	4529	5038	5552	10,2%	26,1%
	TOTAL SELECTED PORTS	**6233**	**6372**	**7109**	**7759**	**9,1%**	**24,5%**
Portugal	Leixões	17	63	323	584	80,7%	3242,2%
	Setúbal	211	198	234	266	13,4%	25,5%
	TOTAL SELECTED PORTS	**229**	**261**	**557**	**850**	**52,4%**	**271,0%**
Romania	Constanta	331	167	206	201	-2,2%	-39,2%
	Midia	49	64	58	61	6,4%	24,6%
	TOTAL SELECTED PORTS	**380**	**231**	**263**	**262**	**-0,3%**	**-30,9%**
Slovenia	Koper	681	688	789	915	16,0%	34,4%
	TOTAL SELECTED PORTS	**681**	**688**	**789**	**915**	**16,0%**	**34,4%**
Spain	Algeciras	1059	892	435	505	16,2%	-52,3%
	Almería	162	205	186	199	7,0%	23,3%
	Barcelona	4648	4969	5557	5940	6,9%	27,8%
	Bilbao	560	503	433	245	-43,4%	-56,2%
	Cádiz	96	39	365	368	0,7%	284,1%
	Ceuta	392	384	355	353	-0,6%	-9,9%
	Las Palmas de Gran Canaria	1608	1651	1904	1946	2,2%	21,0%
	Málaga	157	236	249	420	68,7%	167,3%
	Melilla	239	326	319	339	6,3%	41,5%
	Palma de Mallorca	3686	3857	4292	8016	86,8%	117,5%
	Pasajes	305	307	219	233	6,7%	-23,6%
	Santa Cruz de Tenerife	1779	1702	1774	1915	7,9%	7,7%
	Santander	652	752	893	960	7,5%	47,3%
	Sevilla	142	168	198	196	-0,7%	38,0%
	Tarragona	93	113	95	206	116,0%	122,8%
	Valencia	684	823	996	1373	38,0%	100,6%
	Vigo	609	667	564	826	46,3%	35,5%
	TOTAL SELECTED PORTS	**16872**	**17595**	**18833**	**24042**	**27,7%**	**42,5%**
Sweden	Göteborg	9499	9186	9288	8743	-5,9%	-8,0%
	Helsingborg	4543	4147	4286	4526	5,6%	-0,4%
	Husum	655	617	589	435	-26,1%	-33,5%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Kappelskär	2376	2231	2251	2306	2,5%	-2,9%
	Karlshamn	1781	1573	1510	1573	4,2%	-11,7%
	Karlskrona	1103	1163	1574	1787	13,5%	61,9%
	Malmö	4096	4309	4059	4531	11,6%	10,6%
	Oskarshamn	293	278	310	321	3,4%	9,6%
	Södertälje	89	132	125	139	11,3%	55,5%
	Stockholm	2659	2868	3943	3755	-4,8%	41,2%
	Sundsvall	589	609	556	563	1,3%	-4,4%
	Trelleborg	10075	9769	10047	10911	8,6%	8,3%
	Umeå	229	282	299	378	26,3%	65,0%
	Varberg	604	591	592	661	11,7%	9,5%
	Visby	0	561	602	592	-1,8%	n.a.
	Ystad	2776	3069	2932	2960	1,0%	6,6%
	TOTAL SELECTED PORTS	**41366**	**41385**	**42965**	**44181**	**2,8%**	**6,8%**
United	Aberdeen	301	300	278	286	2,6%	-5,0%
Kingdom	Belfast	6281	5837	5520	5859	6,1%	-6,7%
	Bristol	516	581	721	1033	43,3%	100,4%
	Cairnryan	2610	2364	2368	2548	7,6%	-2,4%
	Dover	22439	24872	27288	27071	-0,8%	20,6%
	Felixstowe	2335	2679	2964	3211	8,3%	37,5%
	Fishguard	323	331	368	367	-0,1%	13,6%
	Forth	533	583	534	531	-0,6%	-0,3%
	Harwich	2745	2983	3193	3999	25,3%	45,7%
	Heysham	3949	3793	4402	4489	2,0%	13,7%
	Holyhead	3022	3183	3644	4438	21,8%	46,8%
	Hull	3061	2773	2694	2474	-8,2%	-19,2%
	Immingham	12427	14549	14771	16104	9,0%	29,6%
	Kirkwall	143	164	165	185	12,0%	29,3%
	Larne	2893	2366	2371	2551	7,6%	-11,8%
	Liverpool	6344	6649	7054	7354	4,2%	15,9%
	London	10064	7617	7841	7768	-0,9%	-22,8%
	Medway	619	648	686	446	-34,9%	-27,9%
	Milford Haven	740	801	829	863	4,0%	16,6%
	Newhaven	584	537	539	710	31,7%	21,4%
	Poole	388	270	132	133	0,9%	-65,7%
	Portsmouth	2564	2438	2635	2590	-1,7%	1,0%
	Ramsgate	868	208	1	1	-15,1%	-99,9%
	Southampton	1656	1793	2072	2058	-0,7%	24,3%
	Stranraer	1815	2136	2038	0	-100,0%	-100,0%
	Tees & Hartlepool	1826	1739	1653	1868	13,0%	2,3%
	Tyne	1014	996	971	895	-7,9%	-11,8%
	Warrenpoint	1850	1937	1836	1681	-8,4%	-9,1%
	TOTAL SELECTED PORTS	**93911**	**95126**	**99569**	**101514**	**2,0%**	**8,1%**

General non-containerised cargo traffic for selected European ports

Other cargo, not elsewhere specified (1000 tonnes)

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Belgium	Antwerpen	10634	9 861	9 790	9 955	1,7%	-6,4%
	Gent (Ghent)	3186	3 156	3 174	3 564	12,3%	11,9%
	Oostende (Ostend)	415	680	610	487	-20,1%	17,4%
	Zeebrugge	1359	1 672	1 190	1 168	-1,9%	-14,1%
	TOTAL SELECTED PORTS	**15594**	**15 370**	**14 765**	**15 174**	**2,8%**	**-2,7%**
Bulgaria	Burgas	1670	1 728	1 998	1 418	-29,1%	-15,1%
	Varna	976	1 104	990	894	-9,7%	-8,4%
	TOTAL SELECTED PORTS	**2646**	**2 833**	**2 989**	**2 312**	**-22,7%**	**-12,6%**
Croatia	Ploce	378	451	372	308	-17,2%	-18,5%
	Rasa		141	155	-	n.a.	n.a
	Rijeka	941	1 282	739	590	-20,2%	-37,3%
	TOTAL SELECTED PORTS	**1319**	**1 873**	**1 266**	**898**	**-29,1%**	**-32,0%**
Cyprus	Larnaka (Larnaca)	107	51	71	77	8,4%	-27,9%
	Lemesos (Limassol)	150	127	101	99	-1,8%	-33,8%
	TOTAL SELECTED PORTS	**256**	**177**	**172**	**176**	**2,4%**	**-31,3%**
Denmark	Aalborg	294	328	291	259	-11,1%	-12,0%
	Århus	142	155	186	115	-38,2%	-19,1%
	Avedøreværkets Havn	809	808	684	-	n.a.	n.a
	Esbjerg	366	397	530	533	0,6%	45,7%
	Fredericia (Og Shell-Havnen)	123	146	119	117	-1,4%	-4,8%
	Frederiskvaerk Havn		803	860	955	11,0%	n.a
	Grenå	178	248	148	113	-23,2%	-36,2%
	Københavns Havn	518	205	301	289	-4,0%	-44,3%
	Køge	125	136	156	176	12,4%	41,0%
	Kolding	188	150	149	157	5,3%	-16,8%
	Odense	98	101	39	81	108,3%	-17,7%
	Randers	287	319	275	362	31,6%	26,1%
	Vejle	292	283	274	-	n.a.	n.a
	TOTAL SELECTED PORTS	**3420**	**4 078**	**4 012**	**3 156**	**-21,3%**	**-7,7%**
Estonia	Kunda	1128	1 155	876	1 024	16,8%	-9,2%
	Pärnu	1420	1 566	1 508	1 571	4,2%	10,6%
	Sillamae		154	175	113	-35,3%	n.a
	Tallinn	505	597	568	502	-11,5%	-0,5%
	Vene-Balti	159	216	161	126	-22,0%	-21,1%
	TOTAL SELECTED PORTS	**3212**	**3689**	**3288**	**3336**	**1,5%**	**3,8%**
Finland	HaminaKotka	2329	2 428	2 497	2 576	3,2%	10,6%
	Hanko	633	542	510	615	20,6%	-2,9%
	Helsinki	331	328	308	327	6,3%	-1,0%
	Inkoo	36	36	35	38	9,2%	6,1%
	Kaskinen	467	480	449	445	-0,9%	-4,8%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Kemi	560	628	681	548	-19,6%	-2,1%
	Kokkola	486	510	554	559	0,7%	14,9%
	Koverhar	99	:	6	12	106,0%	-87,4%
	Loviisa	604	668	652	396	-39,3%	-34,4%
	Naantali	168	98	37	39	5,2%	-76,6%
	Oulu	648	633	609	498	-18,2%	-23,1%
	Pietarsaari	569	565	543	550	1,3%	-3,4%
	Pori	421	345	460	440	-4,4%	4,6%
	Raahe	591	558	753	650	-13,7%	10,0%
	Rauma	2469	2 266	2 083	2 226	6,9%	-9,8%
	Tornio	688	823	940	1 087	15,6%	58,0%
	Turku	344	318	377	418	10,8%	21,6%
	Uusikaupunki	129	124	107	112	5,1%	-13,2%
	Vaasa	135	169	203	196	-3,6%	45,2%
	TOTAL SELECTED PORTS	**11706**	**11519**	**11806**	**11733**	**-0,6%**	**0,2%**
France	Bayonne	696	1 144	1 093	785	-28,2%	12,7%
	Bordeaux	135	159	102	68	-32,9%	-49,4%
	Calais	60	3 904	3 658	953	-73,9%	1487,5%
	Dunkerque	6787	839	1 045	1 337	28,0%	-80,3%
	La Rochelle	913	770	857	804	-6,1%	-11,9%
	Le Havre	64	512	19	15	-20,9%	-76,6%
	Lorient		1 600	2 520	8	-99,7%	n.a
	Marseille	2094	36	540	1 910	254,0%	-8,8%
	Nantes Saint Nazaire	395	10	588	387	-34,2%	-2,1%
	Pointe a Pitre (Guadeloupe)		0	155	154	-0,4%	n.a
	Port-la-Nouvelle	93	21	64	95	47,8%	2,7%
	Rochefort		-	181	172	-5,0%	n.a
	Rouen	948	962	886	767	-13,4%	-19,1%
	Sète	193	141	544	264	-51,5%	37,2%
	St Malo	180	772	992	196	-80,2%	9,0%
	TOTAL SELECTED PORTS	**12558**	**10869**	**13243**	**7916**	**-40,2%**	**-37,0%**
Germany	Brake	1848	1 672	1 737	1 837	5,8%	-0,6%
	Bremen	3679	3 078	3 980	3 970	-0,3%	7,9%
	Bremerhaven	1015	1 033	1 219	1 262	3,5%	24,3%
	Cuxhaven	236	226	278	161	-42,0%	-31,9%
	Duisburg	814	954	982	1 099	11,9%	35,1%
	Emden	603	685	478	379	-20,8%	-37,2%
	Hamburg	1409	1 204	1 316	1 215	-7,7%	-13,8%
	Kiel	418	311	284	264	-7,2%	-36,9%
	Lübeck	413	588	557	642	15,2%	55,4%
	Nordenham	26	61	20	76	277,1%	191,0%
	Papenburg		159	92	101	10,0%	n.a

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Rostock	1334	1 716	2 211	2 114	-4,4%	58,4%
	Stralsund		166	290	43	-85,1%	n.a
	Wilhelmshaven	20	43	45	2	-96,5%	-91,9%
	Wismar	1373	1 661	1 627	1 278	-21,5%	-6,9%
	TOTAL SELECTED PORTS	**13188**	**13557**	**15117**	**14441**	**-4,5%**	**9,5%**
Greece	Amaliapolis Magnissias	323	321	270	260	-3,8%	-19,4%
	Antikyra	308	191	246	332	35,0%	7,9%
	Aspropyrgos		11	24	15	-35,7%	n.a
	Eleusina	1342	1 082	572	478	-16,4%	-64,4%
	Heraklio	105	66	47	20	-58,9%	-81,3%
	Kavala	225	228	181	243	34,2%	7,9%
	Patras	57	47	57	21	-62,5%	-62,2%
	Thessaloniki	655	589	662	419	-36,8%	-36,1%
	Volos	580	804	495	290	-41,4%	-49,9%
	TOTAL SELECTED PORTS	**3594**	**3339**	**2556**	**2078**	**-18,7%**	**-42,2%**
Ireland	Cork	183	163	189	143	-24,4%	-22,0%
	Drogheda	80	100	305	371	21,5%	363,4%
	Dublin	59	39	37	51	37,6%	-12,8%
	Galway		50	65	68	6,0%	n.a
	Limerick	59	104	126	157	24,6%	166,9%
	Waterford	52	52	98	113	15,5%	116,8%
	TOTAL SELECTED PORTS	**433**	**507**	**820**	**904**	**10,2%**	**108,5%**
Italy	Ancona		36	49	279	470,2%	n.a
	Augusta	59	50	199	64	-67,6%	8,9%
	Bari	367	76	78	23	-70,3%	-93,7%
	Barletta	552	210	163	57	-65,3%	-89,7%
	Brindisi	745	885	702	499	-28,9%	-33,0%
	Cagliari	71	220	756	412	-45,5%	482,4%
	Catania	239	300	227	278	22,3%	16,4%
	Chioggia	1864	939	892	444	-50,2%	-76,2%
	Civitavecchia	267	192	19	74	292,4%	-72,2%
	Gaeta	91	63	86	123	43,6%	36,1%
	Genova	831	612	591	267	-54,8%	-67,9%
	Gioia Tauro		236	389	0	-100,0%	n.a
	La Spezia	304	183	120	45	-62,7%	-85,3%
	Livorno	1375	1 627	1 624	1 832	12,8%	33,2%
	Marina Di Carrara	876	979	817	542	-33,7%	-38,1%
	Milazzo	128	58	907	90	-90,1%	-29,7%
	Monfalcone	2457	2 531	3 036	2 141	-29,5%	-12,9%
	Napoli	584	387	223	246	10,0%	-58,0%
	Olbia	311	84	19	1	-94,1%	-99,6%
	Ortona	119	134	109	112	3,3%	-5,6%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Palermo		170	323	18	-94,5%	n.a
	Piombino	619	274	493	95	-80,7%	-84,6%
	Porto Empedocle		363	208	181	-13,2%	n.a
	Porto Nogaro	1293	876	359	130	-63,9%	-90,0%
	Pozzallo	173	158	54	27	-49,7%	-84,3%
	Ravenna	4257	5 531	5 635	4 304	-23,6%	1,1%
	Salerno	207	268	136	732	438,1%	253,4%
	Savona - Vado	618	1 339	1 686	644	-61,8%	4,3%
	Taranto	5047	4 640	3 455	1 355	-60,8%	-73,2%
	Trieste	1426	1 354	1 853	2 940	58,7%	106,2%
	Venezia	3101	2 244	2 400	1 974	-17,8%	-36,3%
	TOTAL SELECTED PORTS	**27980**	**27018**	**27609**	**19929**	**-27,8%**	**-28,8%**
Latvia	Liepaja	2312	892	489	667	36,2%	-71,2%
	Riga	2339	2 197	2 532	2 254	-11,0%	-3,7%
	Ventspils	577	504	493	419	-15,0%	-27,4%
	TOTAL SELECTED PORTS	**5228**	**3 593**	**3 515**	**3 339**	**-5,0%**	**-36,1%**
Lithuania	Klaipeda	1748	1 439	1 545	2 218	43,6%	26,9%
	TOTAL SELECTED PORTS	**1748**	**1 439**	**1 545**	**2 218**	**43,6%**	**26,9%**
Malta	Malta (Valletta)		74	661	163	-75,4%	n.a
	Marsaxlokk		12	87	103	18,1%	n.a
	TOTAL SELECTED PORTS	**n.a.**	**86**	**748**	**266**	**-64,5%**	**n.a**
Netherlands	Amsterdam	6864	8 488	8 199	11 274	37,5%	64,3%
	Delfzijl	781	827	999	1 189	19,0%	52,2%
	Den Helder	150	153	191	232	21,3%	54,6%
	Dordrecht	706	325	182	362	98,2%	-48,8%
	Harlingen	125	124	135	139	2,5%	11,0%
	Moerdijk	1139	984	770	685	-11,1%	-39,9%
	Rotterdam	13707	19 050	22 368	20 660	-7,6%	50,7%
	Terneuzen	1892	2 553	2 651	-	-	n.a
	Vlaardingen		99	131	202	54,4%	n.a
	Vlissingen	6798	7 301	7 186	-	-	n.a
	Zeeland Seaports		-	-	10 528	n.a.	n.a
	TOTAL SELECTED PORTS	**32162**	**39905**	**42813**	**45270**	**5,7%**	**40,8%**
Norway	Ålesund	339	286	351	390	11,1%	14,9%
	Bergen	2621	1 267	1 102	797	-27,6%	-69,6%
	Borg		273	332	461	38,8%	n.a
	Drammen		1 095	293	568	94,0%	n.a
	Florø	312	262	254	280	10,5%	-10,1%
	Karmsund		706	559	767	37,3%	n.a
	Kristiansand S	102	85	98	110	12,3%	8,1%
	Kristiansund	1396	1 331	1 717	1 681	-2,1%	20,4%
	Larvik	113	110	118	174	47,3%	55,0%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Måløy	122	162	194	120	-38,0%	-1,2%
	Molde		97	255	86	-66,2%	n.a
	Mosjoen		130	121	67	-44,5%	n.a
	Oslo	236	249	261	260	-0,3%	10,1%
	Porsgrunn		328	232	363	56,5%	n.a
	Rana	1340	1 174	1 556	1 638	5,3%	22,2%
	Stavanger		444	517	425	-17,8%	n.a
	Tromsø	249	443	202	196	-2,9%	-21,2%
	Trondheim	423	1 040	1 034	885	-14,5%	109,0%
	TOTAL SELECTED PORTS	**7253**	**9480**	**9195**	**9269**	**0,8%**	**27,8%**
Poland	Gdansk	495	313	454	474	4,5%	-4,2%
	Gdynia	547	641	552	621	12,5%	13,4%
	Swinoujscie	475	361	534	639	19,7%	34,4%
	Szczecin	1907	1 815	1 647	1 707	3,6%	-10,5%
	TOTAL SELECTED PORTS	**3424**	**3130**	**3187**	**3441**	**8,0%**	**0,5%**
Portugal	Aveiro	1216	1 552	1 723	1 686	-2,2%	38,6%
	Figueira da Foz		1 262	1 134	1 005	-11,4%	n.a
	Leixoes	916	888	1 023	1 145	11,9%	25,0%
	Lisboa	129	95	82	253	209,4%	95,9%
	Setúbal	2179	2 893	3 184	2 848	-10,6%	30,7%
	Sines		154	137	118	-13,9%	n.a
	TOTAL SELECTED PORTS	**4440**	**6844**	**7283**	**7054**	**-3,1%**	**58,9%**
Romania	Constanta	3566	4 899	3 048	2 818	-7,6%	-21,0%
	Galati	826	723	610	848	39,1%	2,7%
	Midia		176	50	26	-49,0%	n.a
	TOTAL SELECTED PORTS	**4392**	**5 797**	**3 708**	**3 691**	**-0,5%**	**-15,9%**
Slovenia	Koper	1520	1 681	1 621	1 431	-11,7%	-5,8%
	TOTAL SELECTED PORTS	**1520**	**1 681**	**1 621**	**1 431**	**-11,7%**	**-5,8%**
Spain	Algeciras	2592	2656	3074	3 232	5,1%	24,7%
	Alicante	140	140	214	272	27,1%	95,0%
	Almería	146	206	247	184	-25,8%	25,7%
	Avilés	1083	1 192	1 181	1 215	2,9%	12,1%
	Barcelona	778	885	959	963	0,5%	23,8%
	Bermeo		253	283	-	n.a.	n.a
	Bilbao	2351	2 250	2 545	2 729	7,2%	16,1%
	Cádiz	215	231	129	161	25,5%	-25,1%
	Cartagena	140	141	121	119	-1,9%	-15,1%
	Castellón	354	332	289	285	-1,5%	-19,5%
	Ferrol	886	973	889	718	-19,3%	-19,0%
	Gijón	502	601	645	590	-8,6%	17,4%
	Huelva	689	650	524	237	-54,8%	-65,6%
	La Coruña	1383	1 107	1 021	938	-8,1%	-32,2%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	Las Palmas de Gran Canaria	675	426	373	664	78,0%	-1,5%
	Marín-Pontevedra	695	748	796	760	-4,5%	9,3%
	Motril	131	101	115	124	7,2%	-5,3%
	Palma de Mallorca	151	187	246	330	34,2%	118,9%
	Pasajes	1321	1 387	1 596	1 613	1,1%	22,1%
	Santander	674	678	681	534	-21,6%	-20,8%
	Sevilla	962	957	814	772	-5,2%	-19,8%
	Tarragona	958	894	971	1 095	12,7%	14,3%
	Valencia	4813	5 170	6 158	6 821	10,8%	41,7%
	Vigo	519	471	464	453	-2,5%	-12,8%
	Villagarcía (de Arosa)	223	224	248	262	5,4%	17,3%
	TOTAL SELECTED PORTS	**22382**	**22860**	**24584**	**25068**	**2,0%**	**12,0%**
Sweden	Falkenberg		240	327	338	3,4%	n.a
	Gävle	941	918	1 042	985	-5,5%	4,7%
	Goteborg		184	481	372	-22,6%	n.a
	Halmstad	577	419	352	320	-8,9%	-44,5%
	Hargshamn		326	299	236	-21,0%	n.a
	Helsingborg	442	567	734	240	-67,4%	-45,8%
	Husum	-	1 307	1 334	973	-27,1%	n.a
	Iggesund		1 078	884	568	-35,7%	n.a
	Jätterssön	1234	1 239	1 189	838	-29,5%	-32,1%
	Kalmar	359	234	409	447	9,2%	24,5%
	Karlshamn	528	461	581	606	4,3%	14,9%
	Karlstad		138	123	126	1,8%	n.a
	Köping	127	99	114	124	8,9%	-2,7%
	Kristinehamn		137	138	142	2,9%	n.a
	Luleå	303	188	133	154	15,6%	-49,1%
	Norrkoping		667	614	535	-12,9%	n.a
	Ornskoldsvik		603	846	603	-28,8%	n.a
	Oskarshamn	330	332	378	286	-24,4%	-13,4%
	Oxelösund (ports)	953	819	791	659	-16,8%	-30,9%
	Piteå	1360	1 345	1 424	1 250	-12,2%	-8,1%
	Skellefteå	135	147	107	104	-3,0%	-22,7%
	Soderhamn		433	656	681	3,9%	n.a
	Sodertalje		296	303	305	0,8%	n.a
	Sölvesborg	440	486	408	423	3,7%	-3,9%
	Stockholm	144	265	95	82	-14,2%	-43,0%
	Sundsvall	368	410	416	354	-14,8%	-3,8%
	Uddevalla	279	238	227	206	-9,3%	-26,2%
	Umeå	930	840	896	849	-5,2%	-8,7%
	Varberg	859	972	934	935	0,1%	8,8%
	Västerås	167	113	346	287	-16,9%	72,0%

Country	Port	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
	TOTAL SELECTED PORTS	**10475**	**15499**	**16581**	**14027**	**-15,4%**	**33,9%**
United Kingdom	Aberdeen	1536	1 319	1 332	1 277	-4,2%	-16,8%
	Belfast	296	443	417	377	-9,6%	27,3%
	Boston	620	584	660	682	3,3%	9,9%
	Bristol	176	188	170	144	-14,9%	-17,9%
	Cardiff	381	385	287	256	-10,8%	-32,9%
	Clydeport	110	132	221	225	2,2%	105,8%
	Dover	340	341	303	215	-29,0%	-36,9%
	Forth	522	272	359	287	-20,1%	-45,0%
	Goole	1000	979	833	942	13,1%	-5,8%
	Great Yarmouth	229	261	236	180	-23,8%	-21,2%
	Harwich		136	171	165	-3,6%	n.a
	Hull	1216	1 377	1 522	1 507	-1,0%	23,9%
	Immingham	736	786	945	971	2,7%	31,9%
	Ipswich	124	140	249	208	-16,3%	67,7%
	Liverpool	619	908	954	946	-0,8%	53,0%
	London	1396	3 266	2 012	1 981	-1,5%	41,9%
	Londonderry		99	120	135	12,1%	n.a
	Manchester	70	85	67	73	9,5%	4,3%
	Medway	1530	1 483	1 520	1 738	14,4%	13,6%
	Newport- Gwent	1341	1 233	1 616	1 518	-6,1%	13,2%
	Peterhead	542	554	693	636	-8,1%	17,5%
	Poole		112	139	131	-5,7%	n.a
	Portsmouth	505	536	553	627	13,2%	24,1%
	River Hull and Humber	194	220	229	232	1,3%	19,6%
	Shoreham	318	349	400	427	7,0%	34,5%
	Southampton		190	38	138	266,3%	n.a
	Sunderland	101	217	278	389	40,2%	284,1%
	Tees & Hartlepool	2443	3 376	3 271	2 507	-23,4%	2,6%
	Trent River		712	814	696	-14,5%	n.a
	Tyne	205	246	105	130	23,6%	-36,7%
	Warrenpoint		153	251	242	-3,6%	n.a
	TOTAL SELECTED PORTS	**16550**	**21083**	**20762**	**19981**	**-3,8%**	**20,7%**

Container traffic for selected European ports (in TEU)

Source: Port authorities , ESPO rapid data exchange system (www.espo.be)

Port	Country	2012	2013	2014	2015	Growth 2014-2015	Growth 2012-2015
Algeciras	Spain	4.070.791	4.337.816	4.556.503	4.515.768	**-0,9%**	**10,9%**
Amsterdam	The Netherlands	68.933	65.088	57.399	51.949	**-9,5%**	**-24,6%**
Antwerp	Belgium	8.635.169	8.578.269	8.977.738	9.653.511	**7,5%**	**11,8%**
Barcelona	Spain	1.749.974	1.718.779	1.893.299	1.965.241	**3,8%**	**12,3%**
Bilbao	Spain	610.131	606.827	630.888	627.302	**-0,6%**	**2,8%**
Bordeaux	France	63.285	56.383	56.065	37.215	**-33,6%**	**-41,2%**
Bremerhaven	Germany	6.134.000	5.830.711	5.795.624	5.546.657	**-4,3%**	**-9,6%**
Constantza	Romania	684.059	661.124	668.293	689.012	**3,1%**	**0,7%**
Dublin	Ireland	527.984	516.872	565.703	614.226	**8,6%**	**16,3%**
Dunkirk	France	260.283	290.366	311.836	318.276	**2,1%**	**22,3%**
Gdansk	Poland	928.905	1.177.623	1.212.054	1.091.202	**-10,0%**	**17,5%**
Gdynia	Poland	676.349	729.607	849.123	684.796	**-19,4%**	**1,2%**
Genoa	Italy	2.064.806	1.988.013	2.172.944	2.242.902	**3,2%**	**8,6%**
Ghent	Belgium	88.159	70.228	36.800	20.196	**-45,1%**	**-77,1%**
Gothenburg	Sweden	899.628	858.497	836.631	819.953	**-2,0%**	**-8,9%**
Hamburg	Germany	8.863.896	9.257.358	9.728.666	8.821.481	**-9,3%**	**-0,5%**
Helsinki	Finland	404.895	405.862	400.933	430.427	**7,4%**	**6,3%**
Klaipeda	Lithuania	381.278	402.535	450.428	392.000	**-13,0%**	**2,8%**
La Spezia	Italy	1.247.218	1.300.432	1.303.017	1.300.442	**-0,2%**	**4,3%**
Le Havre	France	2.303.750	2.486.264	2.554.455	2.556.116	**0,1%**	**11,0%**
Livorno	Italy	549.047	527.348	577.471	584.400	**1,2%**	**6,4%**
Leixos	Portugal	632.673	626.194	666.661	624.009	**-6,4%**	**-1,4%**
Lisbon	Portugal	485.761	549.302	502.186	481.289	**-4,2%**	**-0,9%**
Marseille	France	1.062.408	1.099.271	1.179.910	1.219.592	**3,4%**	**14,8%**
Oslo	Norway	202.791	202.497	212.579	195.459	**-8,1%**	**-3,6%**
Ravenna	Italy	208.152	226.879	222.548	244.813	**10,0%**	**17,6%**
Riga	Latvia	362.297	381.099	387.603	355.242	**-8,3%**	**-1,9%**
Rotterdam	Netherlands	11.865.916	11.621.249	12.297.570	12.234.535	**-0,5%**	**3,1%**
Rouen	France	127.528	102.122	96.953	111.731	**15,2%**	**-12,4%**
Sines	Portugal	553.063	931.037	1.227.694	1.332.199	**8,5%**	**140,9%**
Stockholm	Sweden	35.833	48.749	51.000	50.943	**-0,1%**	**42,2%**
Szczecin	Poland	52.179	62.307	78.439	87.784	**11,9%**	**68,2%**
Tarragona	Spain	188.851	147.554	148.636	89.848	**-39,6%**	**-52,4%**
Thessaloniki	Greece	317.900	322.310	349.990	351.407	**0,4%**	**10,5%**
Trieste	Italy	411.247	458.497	506.007	501.268	**-0,9%**	**21,9%**
Valencia	Spain	4.469.754	4.327.838	4.441.949	4.615.196	**3,9%**	**3,3%**
Venice	Italy	429.893	446.428	456.068	560.301	**22,9%**	**30,3%**
Zeebrugge	Belgium	1.953.170	2.026.270	2.046.586	1.568.938	**-23,3%**	**-19,7%**

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