

EUROSTAT 2019.20.06

Maritime transport of goods - quarterly data

Data extracted in June 2019
Planned article update: September 2019

Highlights

1 billion tonnes of goods were handled in the main EU ports in the 3rd quarter of 2018.

Rotterdam remains the largest EU port with 110 million tonnes of goods handled in the 3rd quarter of 2018.

Gross weight of seaborne goods handled in EU-28 main ports

Q1 2013Q2 2013Q3 2013Q4 2013Q1 2014Q2 2014Q3 2014Q4 2014Q1 2015Q2 2015Q3 2015Q4
2015Q1 2016Q2 2016Q3 2016Q4 2016Q1 2017Q2 2017Q3 2017Q4 2017Q1 2018Q2 2018Q3
2018(million tonnes)9009209409609801 0001 020

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

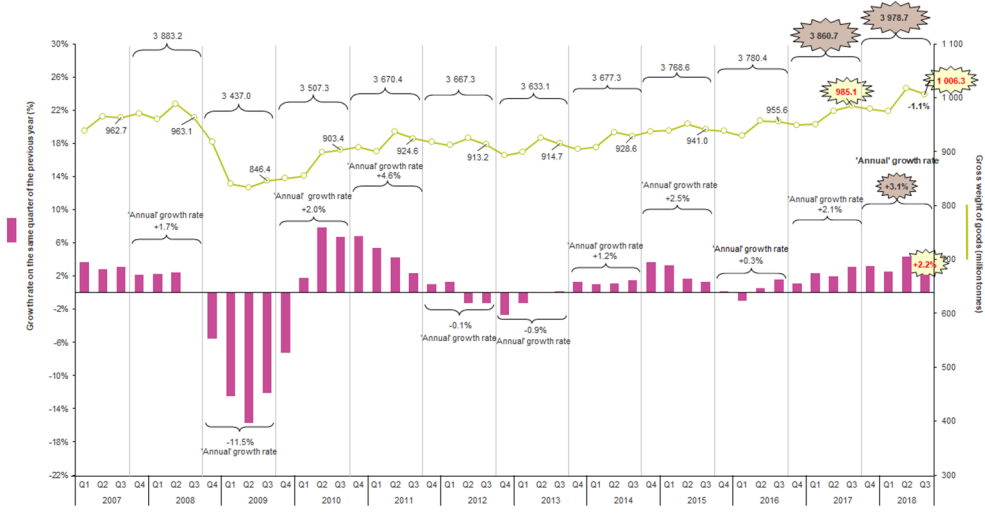
The article contains data for the 3rd quarter of 2018. Please note that the quarterly port activity figures are provisional and subject to revisions.

Full article

EU ports activity

EU ports activity

Gross weight of seaborne goods handled in main ports, EU-28, 2007Q1-2018Q3



Source: Eurostat (online data code: mar_qg_qm_cwh)



Figure 1: Gross weight of seaborne goods handled in main ports, EU-28, 2007Q1-2018Q3

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

At 1 billion tonnes, the gross weight of goods handled in the main EU-28 ports decreased by 1.1 % compared with the previous quarter. Compared with the 3rd quarter of 2017, the gross weight of goods handled in the main EU ports increased by 2.2 %. The overall annual change showed as well an increase of 3.1 % in EU port activity in terms of the gross weight of goods handled compared with the previous year (Figure 1 and Table 1).

Gross weight of seaborne goods handled in main ports, EU-28, 2016Q3-2018Q3

	2016		2017				2018		
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Gross weight of goods (in Mio tonnes)	955.6	949.1	950.9	975.5	985.1	979.4	975.1	1 017.9	1 006.3
Change rate on previous quarter (%)	-0.1	-0.7	+0.2	+2.6	+1.0	-0.6	-0.4	+4.4	-1.1
Change rate on same quarter of previous year (%)	+1.5	+1.1	+2.3	+2.0	+3.1	+3.2	+2.5	+4.3	+2.2
Gross weight of goods (in Mio tonnes) - 'Annual' data	3 860.7						3 978.7		
'Annual' change rate (%)	+2.1						+3.1		

Source: Eurostat (online data code: mar_qg_qm_cwh)



Table 1: Gross weight of seaborne goods handled in main ports, EU-28, 2016Q1-2018Q3

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

EU ports activity by direction, type of cargo and reporting country

Inward movements of goods made up close to 60 % of the total volume of goods handled in the main EU ports in the 3rd quarter of 2018, about the same as in previous quarters. Compared with the 3rd quarter of 2017, inward and outward movements of goods to/from the main EU ports increased by 2.3 % and 1.9 % in the 3rd quarter of 2018, respectively (Table 2).

Gross weight of seaborne goods handled in main ports by direction, EU-28

Direction	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Inwards	564.5	569.2	585.2	582.5	581.8	603.7	598.7	-0.8	+2.3	+3.1
Outwards	376.5	386.4	399.9	396.9	393.2	414.2	407.7	-1.6	+1.9	+3.0

Source: Eurostat (online data code: mar_qg_qm_ewhd)

eurostat 



Table 2: Gross weight of seaborne goods handled in main ports by direction, EU-28

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

Compared with the previous quarter, the 3rd quarter of 2018 saw decreases of 7.6 % in the volumes of other general cargo, 4.3 % in the tonnages of [roll on - roll off \(Ro-Ro\)](#) units and 2.7 % in the volumes of containerised goods, while the tonnages of liquid bulk goods and dry bulk goods handled in the main EU ports saw increases compared with the previous quarter (both +0.9 %) (Table 3).

Compared with the corresponding quarter of 2017, all categories recorded an increase as well, except liquid bulk goods (-0.3 %). The largest rises were observed for other general cargo (+8.3 %), large containers (+4.8 %) and Ro-Ro units (+3.8 %).

Gross weight of seaborne goods handled in main ports by type of cargo, EU-28

Type of cargo	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Liquid bulk goods	362.3	371.6	369.6	364.4	358.8	365.5	368.6	+0.9	-0.3	+0.6
Dry bulk goods	213.5	214.6	222.7	221.7	212.3	223.3	225.4	+0.9	+1.2	+0.9
Large containers	198.1	202.8	218.2	217.2	222.1	234.9	228.6	-2.7	+4.8	+6.9
Ro-Ro mobile units	115.4	114.4	120.7	119.2	120.5	130.9	125.3	-4.3	+3.8	+5.1
Other general cargo	51.8	52.2	54.0	56.9	61.2	63.3	58.5	-7.6	+8.3	+9.0

Source: Eurostat (online data code: mar_qg_qm_ewhk)

eurostat 



Table 3: Gross weight of seaborne goods handled in main ports by type of cargo, EU-28

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

The Netherlands, Italy, Spain and the United Kingdom were the largest maritime freight transport countries in Europe in the 3rd quarter of 2018, all handling more than 100 million tonnes of goods in their main ports. Compared with the same quarter of the previous year, Spain and the United Kingdom recorded a decrease in main port activity in the 3rd quarter 2018 (-2.5 % and -0.9 %, respectively), while the Netherlands and Italy both saw an increase (+3.1 % and +2.8 %, respectively) (Table 4).

Overall, seven of the [maritime EU member states](#) reported a decrease in the tonnes of goods handled in their main ports compared with the same quarter of the previous year, while sixteen reported growth. In relative terms, the largest decrease was recorded in Malta (-26.6 %). Latvia, Estonia, Poland and Cyprus, on the other hand, each reported an increase in main port activity of more than 10 % in this period.

Gross weight of seaborne goods handled in main ports

Reporting country	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Belgium	59.3	63.4	64.2	64.4	67.0	69.4	67.1	-3.2	+4.6	+4.7
Bulgaria	7.5	8.7	9.1	8.2	5.6	6.1	8.8	+43.5	-3.6	-5.5
Denmark	21.3	21.6	20.1	21.1	21.6	21.7	20.2	-6.8	+0.7	+0.8
Germany	73.5	75.5	76.0	72.4	73.9	74.3	76.4	+2.9	+0.5	-0.7
Estonia	6.9	7.7	7.0	8.0	7.8	8.3	8.2	-1.3	+16.1	+7.3
Ireland	12.0	12.1	12.7	13.1	12.9	13.3	13.1	-1.6	+3.4	+3.9
Greece	37.4	42.9	40.9	40.6	41.3	43.6	44.3	+1.7	+8.4	+5.2
Spain	114.3	112.3	128.7	123.8	120.7	126.7	125.5	-1.0	-2.5	+3.9
France	73.8	72.6	75.0	76.3	75.8	73.7	77.1	+4.7	+2.8	+3.1
Croatia	4.6	4.0	5.1	4.9	4.1	5.3	5.2	-0.9	+3.5	+3.6
Italy	113.5	110.9	121.6	119.3	117.7	142.4	125.1	-12.1	+2.8	+11.0
Cyprus	1.9	2.7	1.7	1.9	1.4	1.8	1.9	+0.5	+10.9	-15.8
Latvia	14.4	13.2	12.2	13.3	14.0	15.7	15.1	-4.1	+24.0	-3.4
Lithuania	11.0	11.2	13.1	13.3	12.6	12.2	13.0	+6.3	-0.9	+4.8
Malta	1.0	1.0	1.1	0.9	0.7	0.8	0.8	+0.2	-26.6	-19.4
Netherlands	143.5	146.7	145.3	147.0	154.7	145.6	149.8	+2.9	+3.1	-0.3
Poland	17.8	18.4	18.8	22.1	22.0	23.3	21.5	-8.0	+14.0	+19.7
Portugal	21.5	23.7	23.8	21.6	21.1	23.4	23.3	-0.7	-2.3	-1.3
Romania	12.9	13.0	13.4	12.8	10.9	10.5	14.4	+37.5	+7.9	+9.3
Slovenia	4.7	4.9	5.5	5.3	6.0	5.4	5.6	+2.5	+0.5	-0.3
Finland	24.5	26.0	26.9	29.1	26.9	29.0	28.6	-1.4	+6.3	+7.4
Sweden	43.0	43.3	44.9	45.3	43.8	46.4	44.3	-4.5	-1.3	+2.6
United Kingdom	120.8	119.7	118.1	115.0	112.7	118.9	117.1	-1.5	-0.9	-1.6
Norway	48.8	44.9	45.5	47.5	42.1	45.4	46.1	+1.5	+1.4	+0.3
Montenegro	:	:	:	:	0.5	0.5	0.5	-5.4	:	:
Turkey	102.7	104.7	120.0	119.0	:	:	:	:	:	:

Note: (:) data not available.

Source: Eurostat (online data code: mar_qg_qm_cwh)



Table 4: Gross weight of seaborne goods handled in main ports

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

The main seaborne transport partners

At 665 million tonnes, [short sea shipping](#) tonnages to and from the main EU ports increased by 3.2 % in the 3rd quarter of 2018 compared to same quarter in 2017. [Deep sea shipping](#) tonnages saw a rise of 2.5 %, at 317 million tonnes. Between the same periods, national transport increased by 5.3 %, international intra-EU transport by 2.3 % and international extra-EU transport by 2.8 %, mainly thanks to increases in seaborne transport with Asia & Oceania. It should be noted that these figures may be influenced by variations in the level of transport reported with unknown partner geographical zones (Table 5).

Gross weight of seaborne goods handled in main ports by various types of partner geographical areas, EU-28

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU-28	941.0	955.6	985.1	979.4	975.1	1 017.9	1 006.3	-1.1	+2.2	+3.1
Split Short Sea Shipping										
Short Sea Shipping	621.8	632.9	644.3	644.9	647.0	676.6	664.9	-1.7	+3.2	+3.4
Deep Sea Shipping	295.2	299.2	309.6	304.7	302.8	314.4	317.3	+0.9	+2.5	+3.5
Unknown	24.0	23.5	31.2	29.8	25.3	26.9	24.2	-10.3	-22.5	-9.4
By type of transport										
National	128.9	130.8	133.3	126.0	127.2	140.1	140.3	+0.2	+5.3	+6.6
International intra-EU-28	309.3	312.9	325.9	324.5	324.1	337.5	333.4	-1.2	+2.3	+3.0
International extra-EU-28	478.8	488.4	494.8	499.0	498.5	513.4	508.5	-1.0	+2.8	+2.9
Unknown	24.0	23.5	31.2	29.8	25.3	26.9	24.2	-10.3	-22.5	-9.4
By partner geographical zone										
EU-28	438.2	443.7	459.1	450.6	451.3	477.5	473.7	-0.8	+3.2	+4.0
Europe except EU-28	133.2	139.1	142.7	147.1	153.5	152.1	147.7	-2.9	+3.5	+2.8
America	126.3	125.3	127.6	123.5	118.7	130.8	130.8	-0.0	+2.4	+4.0
Africa	99.9	98.4	97.4	98.0	97.3	99.8	96.3	-3.5	-1.1	+3.4
Asia & Oceania	119.4	125.7	127.1	130.4	129.0	130.8	133.8	+2.3	+5.2	+1.7
Unknown	24.0	23.5	31.2	29.8	25.3	26.9	24.2	-10.3	-22.5	-9.4

Source: Eurostat (online data code: mar_qg_qm_ewht and mar_qg_qm_ewhg)

eurostat 



Table 5: Gross weight of seaborne goods handled in main ports by various types of partner geographical areas, EU-28

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

In terms of the total gross weight of goods, Russia was the EU's largest maritime transport partner in the 3rd quarter of 2018, followed by the United States of America (USA), Norway, China, Turkey and Brazil (Table 6). A substantial share of the seaborne transport with Russia is made up of imports of liquid bulk goods to the main EU ports, particularly crude oil and oil products from Russian ports on the Baltic and the Black Sea (Table 7).

Top 10 extra EU-28 partner countries in maritime transport by gross weight of goods handled in main ports during the 3rd quarter 2018, EU-28

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Russia	66.9	69.5	70.0	72.4	77.5	78.1	73.5	-5.9	+4.9	+1.6
United States of America	42.7	42.2	44.3	46.3	46.2	53.3	50.7	-4.9	+14.4	+15.4
Norway	31.3	33.1	31.9	30.8	30.8	28.9	31.6	+9.3	-1.0	-1.2
China	30.1	30.3	30.7	29.6	28.1	28.7	30.8	+7.2	+0.3	-5.2
Turkey	25.2	27.2	30.1	31.0	31.5	32.2	30.8	-4.5	+2.3	+7.8
Brazil	30.9	29.6	31.0	28.1	27.2	29.3	29.2	-0.4	-5.9	+0.7
Egypt	23.8	26.0	18.7	20.0	17.0	21.2	20.6	-2.9	+9.9	-5.7
Canada	14.0	16.1	16.6	14.9	13.2	14.7	18.6	+27.0	+12.4	-5.7
Saudi Arabia	10.4	10.8	9.8	11.4	10.5	12.3	14.3	+16.3	+45.9	+0.5
Nigeria	11.9	9.6	13.0	13.3	15.2	14.2	13.6	-3.9	+4.6	+29.4

Source: Eurostat (online data code: mar_qg_qm_ewhp)

eurostat 



Table 6: Top 10 extra EU-28 partner countries in maritime transport by gross weight of goods handled in main ports during the 3rd quarter 2018, EU-28

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

Compared with the same quarter of the previous year, there were noticeable decreases in inward movements of crude oil from Libya, Turkey and the Russian ports on the Baltic Sea. In contrast, the 3rd quarter 2018 saw substantial increases in inward movements of oil products from the Russian ports on the Baltic Sea, crude oil from Iraq and Nigeria, as well as in inward movements of containers from Turkey and the East coast of the USA. Outward movements of containers to Singapore and the East coast of the USA steadily increased in the same period while outward movements of containers to China decreased.

Top 20 extra EU-28 maritime trades flows by gross weight of goods handled in main ports during the 3rd quarter 2018, EU-28

Trade	2015	2016	2017		2018		2018				
	Q3	Q3	Q3	Q4	Q1	Q2	Q3				
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)	
from extra-EU-28 ports to EU-28 main ports ('inwards')											
China	Large containers	14.9	16.0	17.9	15.4	15.8	15.0	17.8	+18.4	-0.8	+2.7
Russia: Black sea	Crude oil	12.9	13.1	12.7	12.4	14.4	13.0	12.0	-7.6	-5.9	-6.7
Brazil	Ores	13.0	11.7	10.9	9.8	10.2	11.9	11.7	-1.6	+6.8	-3.9
Russia: Baltic sea	Crude oil	14.7	16.5	13.2	12.9	11.7	10.6	11.5	+8.1	-12.7	-19.8
Egypt	Crude oil	13.4	14.9	10.1	10.4	8.2	10.9	10.7	-1.9	+6.4	-10.3
Russia: Baltic sea	Oil products	11.5	10.7	8.2	9.0	13.2	10.0	10.6	+6.2	+28.5	+0.7
Norway	Crude oil	10.5	11.3	9.6	9.3	9.0	6.7	9.7	+44.3	+1.0	-11.4
Canada: East coast	Ores	5.4	5.9	7.4	6.1	4.4	3.7	7.8	+108.3	+5.8	-3.4
Nigeria	Crude oil	7.9	5.6	6.5	7.3	7.7	7.8	7.4	-5.2	+13.7	+37.0
USA: East coast	Coal	6.6	4.9	6.0	6.8	6.4	7.6	6.6	-13.2	+9.4	+8.3
Turkey	Crude oil	5.7	6.9	6.9	5.7	6.0	7.3	5.9	-19.2	-14.9	-3.1
Turkey	Large containers	4.5	4.5	4.5	5.2	5.0	5.9	5.2	-12.4	+15.1	+14.7
Iraq	Crude oil	5.2	4.0	3.8	3.9	3.8	3.3	4.8	+44.5	+27.6	-8.6
Norway	Other dry bulk	3.4	4.6	4.8	3.9	3.4	4.6	4.6	+1.6	-3.2	-4.9
Libya	Crude oil	3.1	1.9	6.2	5.2	5.3	6.0	4.5	-24.2	-26.9	+31.2
USA: East coast	Large containers	4.3	3.7	3.9	4.1	4.1	4.9	4.4	-11.8	+10.3	+8.7
from EU-28 main ports to extra-EU-28 ports ('outwards')											
China	Large containers	8.9	9.4	9.1	9.4	8.4	8.9	8.6	-3.0	-5.4	-8.8
USA: East coast	Large containers	4.9	4.6	5.4	5.5	5.5	5.8	5.9	+2.6	+10.0	+12.7
Singapore	Large containers	3.0	4.0	3.8	4.1	4.1	4.4	4.7	+7.1	+22.9	+21.5
USA: East coast	Oil products	5.0	5.1	4.4	4.2	4.3	4.8	4.4	-7.6	+1.4	+16.1

Source: Eurostat (online data code: mar_qg_qm_ewh)

eurostat 



Table 7: Top 20 extra EU-28 maritime trades flows by gross weight of goods handled in main ports during the 3rd quarter 2018, EU-28

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

Top European ports

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	107.1	108.6	106.1	106.2	111.6	106.7	110.2	+3.3	+3.8	-0.4
Antwerpen (BE)	47.0	49.7	50.2	50.5	52.8	54.5	52.3	-4.0	+4.1	+5.3
Hamburg (DE)	29.3	30.4	29.6	28.0	28.1	29.9	33.2	+10.7	+12.1	-0.2
Amsterdam (NL)	21.9	23.0	22.9	24.6	26.1	23.4	24.2	+3.1	+5.4	-1.0
Algeciras (ES)	20.4	20.7	21.8	22.0	22.0	22.5	22.9	+2.1	+5.3	+8.3

Note: Turkish ports are not included because data are not available in 2018.

Source: Eurostat (online data code: mar_qg_qm_pwh)

eurostat 



Table 8: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018

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

EU's top 5 ports saw an increase in port freight activity in the 3rd quarter of 2018 compared with the same quarter of the previous year. Europe's largest port, Rotterdam in the Netherlands increased by 3.8 %. Hamburg recorded the largest increase by 12 % in the total gross weight of goods handled in

this period. Furthermore Amsterdam, Algeciras and Antwerpen registered increases of 5.4 % ,5.3 % and 4.1 % respectively (Table 8).

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for liquid bulk goods

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	53.1	54.4	49.3	50.3	54.5	49.7	51.2	+3.0	+3.9	-2.0
Antwerpen (BE)	17.0	17.3	18.2	18.1	18.4	19.3	18.6	-3.5	+2.2	+7.3
Amsterdam (NL)	9.8	10.4	10.6	11.1	13.2	10.3	11.7	+13.6	+10.8	-0.9
Marseille (FR)	12.5	13.6	11.3	12.4	11.5	10.3	11.5	+10.7	+1.6	-1.6
Le Havre (FR)	10.1	9.8	10.3	10.3	9.6	9.1	10.8	+18.8	+4.8	+0.3

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pwhl)

eurostat 



Table 9: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for liquid bulk goods

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

With the exception of Ro-Ro mobile units, Rotterdam was the largest European port for all other types of cargo in the 3rd quarter of 2018. Compared with the same quarter of the previous year, Rotterdam saw increases in the tonnes of all types of cargo. The largest increase was observed for other general cargo (+12.3 %) (Tables 9 to 14). Furthermore, Europe's fourth largest port, Amsterdam, recorded a large increase in the tonnes of liquid bulk goods (+10.8 %) within the same periods (Table 9).

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for dry bulk goods

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	19.7	19.9	18.7	16.9	18.6	17.1	19.2	+12.6	+2.7	-8.2
Amsterdam (NL)	9.9	10.9	10.4	11.1	11.1	10.8	10.2	-5.7	-2.1	-4.5
Constanta (RO)	6.9	7.7	7.8	6.3	4.9	5.0	8.5	+69.5	+9.8	+5.1
Hamburg (DE)	7.0	7.9	7.1	7.4	7.1	7.8	7.6	-3.1	+6.0	+0.1
Dunkerque (FR)	5.3	6.0	6.6	5.7	6.3	6.5	6.7	+3.7	+1.1	+4.0

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pwhb)

eurostat 



Table 10: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for dry bulk goods

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

Among other ports, Constanta and Hamburg saw large increases in the tonnes of dry bulk goods (+9.8 % and +6.0 %, respectively) compared with the 3rd quarter of 2017, while the port of Amsterdam recorded a decrease in the tonnes of dry bulk goods (-2.1 %) (Table 10).

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for large containers

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	26.1	26.1	30.4	30.8	30.5	31.4	31.2	-0.5	+2.7	+6.8
Antwerpen (BE)	23.1	25.4	25.2	25.4	26.8	27.9	26.5	-5.3	+5.1	+4.9
Hamburg (DE)	18.2	18.5	18.7	17.2	17.7	18.4	21.7	+17.6	+16.2	+1.3
Algeciras (ES)	12.2	12.6	12.6	12.8	12.4	13.2	12.8	-2.9	+1.7	+6.2
Valencia (ES)	10.5	10.6	11.9	11.1	10.9	12.4	11.5	-6.7	-2.9	-0.0

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pwhc)

eurostat 



Table 11: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for large containers

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

In the container cargo segment, four of the EU's top 5 ports recorded increases in the tonnes of containerised goods compared with 3rd quarter of 2017. Hamburg showed the highest increase with 16.2 %. In contrast, Valencia registered a fall of 2.9 % (Table 11).

Top 5 European ports by volume of containers handled during the 3rd quarter 2018

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Volume of containers (million TEUs)						Volume of containers (million TEUs)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	2.9	3.0	3.0	3.1	3.2	3.3	3.3	-0.9	+10.6	+6.4
Antwerpen (BE)	2.4	2.5	2.4	2.4	2.5	2.6	2.5	-1.6	+3.9	+7.2
Hamburg (DE)	2.2	2.3	2.2	2.2	2.3	2.3	2.1	-9.7	-6.2	-3.7
Bremerhaven (DE)	1.4	1.4	1.3	1.4	1.3	1.4	1.5	+6.5	+15.7	+5.4
Valencia (ES)	1.2	1.2	1.2	1.1	1.2	1.3	1.2	-6.3	+3.0	+4.8

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pvh)

eurostat 



Table 12: Top 5 European ports by volume of containers handled during the 3rd quarter 2018

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

When looking at the number of [twenty-foot equivalent units \(TEUs\)](#) handled in the same period, four of the EU's top 5 ports recorded an increase. Bremerhaven showed the highest increase with 15.7 %. In contrast, Hamburg registered a fall of 6.2 % (Table 12).

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for Ro-Ro mobile units

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Dover (UK)	6.6	6.6	6.4	6.2	6.2	6.4	6.0	-6.8	-6.3	-4.4
Calais (FR)	4.5	4.7	4.8	4.8	4.7	4.7	4.5	-3.3	-7.1	-6.6
Immingham (UK)	4.0	3.9	4.3	4.0	4.1	4.3	4.0	-7.3	-7.5	+3.7
Zeebrugge (BE)	3.6	3.5	3.5	3.6	3.6	3.7	3.5	-5.0	-0.9	+0.4
Dublin (IE)	3.0	3.2	3.4	3.4	3.3	3.5	3.5	-2.5	+2.7	+4.0

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pwhr)

eurostat 



Table 13: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for Ro-Ro mobile units

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

Dover remained Europe's largest Ro-Ro port in the 3rd quarter of 2018, despite a decrease of 6.3 % in the tonnes of goods handled on Ro-Ro units compared with the same quarter of the previous year. On the other side of the Channel, the port of Calais saw also a substantial decrease in terms of the gross weight of goods on Ro-Ro units compared with the same quarter of the previous year (-7.1 %). Immingham recorded the largest decrease in the same periods (-7.5 %). Among the other top Ro-Ro ports, only Dublin recorded the an increase (+2.7 %) in tonnes of goods handled on Ro-Ro units in this period (Table 13).

Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for other general cargo

	2015	2016	2017		2018		2018			
	Q3	Q3	Q3	Q4	Q1	Q2	Q3			
	Gross weight of goods (in Mio tonnes)						Gross weight of goods (in Mio tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
Rotterdam (NL)	5.2	5.3	4.8	5.3	5.2	5.4	5.4	+0.1	+12.3	+0.9
Livorno (IT)	0.4	1.5	1.6	1.1	0.9	2.3	2.7	+15.4	+66.2	+24.2
Antwerpen (BE)	2.4	2.7	2.4	2.4	2.5	2.6	2.6	+1.0	+6.4	-2.6
Zeeland Seaports (NL)	2.6	2.1	2.3	2.6	2.4	2.1	2.4	+16.5	+6.4	+5.2
Valencia (ES)	1.7	1.4	1.8	1.8	2.2	2.3	2.0	-13.7	+11.9	+26.2

Note: Turkish ports are not included because data are not available in 2018.
Source: Eurostat (online data code: mar_qg_qm_pwho)

eurostat 



Table 14: Top 5 European ports by gross weight of goods handled during the 3rd quarter 2018, for other general cargo

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

When looking at the tonnes of other general cargo, all top 5 ports recorded noticeable increases in the 3rd quarter of 2018 compared with the same period of the previous year. The highest increases were registered by Livorno, Rotterdam and Valencia (+66.2 %, +12.3 % and +11.9 %, respectively).

Source data for tables and graphs

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

Data sources and availability

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

EU-28 aggregates refer to the total of 23 [maritime Member States](#). Czechia, Luxembourg, Hungary, Austria and Slovakia have no maritime ports. Norway and Iceland provide [Eurostat](#) with data as members of the [European Economic Area \(EEA\)](#). However, quarterly data are currently not available for Iceland. The EEA country Liechtenstein has no maritime ports. Montenegro and Turkey provides data on a voluntary basis as candidate countries.

“Main ports” are ports handling more than 1 million tonnes of goods annually (however, data for some smaller ports may be included in the published results). Data are presented at level of “[statistical ports](#)”.

A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements. All tables are based on ports’ total (inward + outward) declarations. The results represent the “handling” of goods in ports.

The “short sea shipping” aggregate (in Table 5) includes partner ports situated in geographical Europe, on the Mediterranean and the Black Sea. “Deep sea shipping” is the complementary geographical aggregate. A more extensive definition of “short sea shipping” is available in the article [Maritime transport statistics - short sea shipping of goods](#).

The concept of maritime transport trade (in Table 7) is defined using the following three variables:

1. Direction: “inward” transport is distinguished from “outward” transport.

2. Partner geographical area: usually this corresponds to one country, with the exception of countries of such a size and/or geographical position that the location of individual ports may be quite different and may have a strong impact on the maritime route followed. For example, the ports of the United States of America are grouped in two geographical areas: "East coast" (including Atlantic, Gulf of Mexico, Great Lakes and Puerto Rico) and "West coast" (Pacific).
3. Type of cargo: the following thirteen cargo types are used in Table 8: liquefied gas, crude oil, oil products, other liquid bulk goods, ores, coal, agricultural products, other dry bulk goods, large containers, Ro-Ro mobile units, forestry products, iron/steel products and other general cargo. The first four types constitute "liquid bulk", the subsequent four types "dry bulk", and the last three types "other general cargo not elsewhere specified", as presented in Tables 3 and 9 to 14.

Abbreviations

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

Quarterly data are in general provisional. Revisions may be made by countries as more complete information becomes available or as a result of quality checks. More specifically, when the complete set of annual data emerges, this usually involves some revision of quarterly data for some countries. This

applies particularly to the quarterly estimates of port traffic by type of cargo, which are less robust than the annual totals.

Annual data as presented in this publication are the 'rolling' four quarter totals ending in the latest quarter and the corresponding four quarters for earlier years. As a result, the four quarters included do not necessarily come from the same calendar year. For example, the 'annual' growth rate in Figure 1 shows the percentage change for the four quarters ending in the 3rd quarter of 2018 compared to the four quarters ending in the 3rd quarter of 2017.

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

Specific remarks for this publication for data up to and including the 3rd quarter 2018:

- The quarterly data for port activity in France have been partially estimated by Eurostat for the period 2009 Q1-2016 Q2. These data are to be considered as provisional and are likely to be revised. In general, such estimates reduce the accuracy of the statistics at detailed levels.
- Starting from 2013 Q1, the quarterly figures for Germany include data for all national ports (both main ports and minor ports).
- Starting from 2013 Q1, the quarterly figures for Sweden include data for all national ports (both main ports and minor ports).
- Starting from 2011 Q1, the quarterly figures for Spain include data for a number of regional ports outside the state-controlled port system.
- Montenegro started reporting detailed maritime data to Eurostat for the reference period 2018 Q1.

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

Context

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics [Directive 2009/42/EC](#) of 6 May 2009 on statistical returns in respect of carriage of goods