

# PORT CALLS IN NORTHERN EUROPE 2002



## A Report in the Strategic Maritime Information System

Göteborg  
2003-08-19



# PORT CALLS IN NORTHERN EUROPE 2002

This report has been produced since 1999 as a part of SMIS on behalf of the Swedish Maritime Administration by the Institute of Shipping Analysis. SMIS is a virtual www system under development, which will be presented during the autumn. For further information regarding SMIS including contacts persons and if you are interested in participating as a SMIS partner, please contact [sai@sai.se](mailto:sai@sai.se)

For further information regarding this report, please contact our reference Andreas Krantz, Phone: +46 31 337 55 30, E-mail: [andreas.krantz@sai.se](mailto:andreas.krantz@sai.se)

The next report (covering the traffic in 2003) is due in May 2004.

Göteborg August 19, 2003

Kaj Rehnström

Andreas Krantz

---

**Report Date:** 2003-08-05

**File Path:** I:\SAIEKF\SMIS\MarInfoSystem\StandardReports\S2  
ShippingActivitiesNE\2002\FinalReport\PortCallsNE2002final.doc

**Last printed:** 2003-08-19 16:40

**Keyword table**

<b>MAIN INFLUENCE AREA</b>	<i>Keywords</i>
<b>1 Business Environment:</b>	
<b>2 Economy &amp; Trade:</b>	
<b>3 Transport:</b>	
<b>4 Markets:</b>	<i>Shipping, Ports</i>
<b>5 Market Characteristics:</b>	<i>Supply</i>
<b>MAIN PERSPECTIVES</b>	<i>Keywords</i>
<b>1 Geography:</b>	<i>Northern Europe</i>
<b>2 Time:</b>	<i>Short term</i>
<b>3 Method:</b>	<i>Quantitative, Statistical</i>



## Contents

<b>SUMMARY AND ANALYSIS .....</b>	<b>1</b>
<b>1 CALLS, PORTS AND FREQUENCY OF PORT CALLS.....</b>	<b>3</b>
1.1 CALLS .....	3
1.2 PORTS.....	4
1.3 FREQUENCY.....	6
<b>2 SHIP TYPES.....</b>	<b>9</b>
<b>3 SHIP TYPES AND COUNTRIES .....</b>	<b>10</b>
<b>4 OWNERS' COUNTRY OF DOMICILE .....</b>	<b>10</b>
<b>5 SHIP AGE GROUPS .....</b>	<b>11</b>
<b>6 AVERAGES.....</b>	<b>11</b>
<b>7 DOUBLE HULL.....</b>	<b>11</b>

## Appendices

APPENDIX I: METHODOLOGY AND DEFINITIONS .....	12
APPENDIX II: SOURCES.....	13
APPENDIX III: STRATEGIC MARITIME INFORMATION SYSTEM (SMIS) .....	14
APPENDIX IV: SMIS REPORTS ALREADY PUBLISHED .....	15
APPENDIX V: SHIP TYPES.....	18
APPENDIX VI: SHIP TYPES AND COUNTRIES.....	19
APPENDIX VII: OWNERS' COUNTRY OF DOMICILE.....	22
APPENDIX VIII: SHIP AGE GROUPS .....	26
APPENDIX IX: AVERAGES AND TOTALS .....	32
APPENDIX X: DOUBLE HULL SHIPS.....	34

## Tables

TABLE 1: NO OF PORTS AND PORT CALLS PER REGION IN NORTHERN EUROPE.....	3
TABLE 2: NO OF PORTS PER COUNTRY OF PORT CALL & FREQUENCY OF PORT CALLS 2002 ....	6
TABLE 3: PERCENTAGE OF PORTS PER COUNTRY OF PORT CALL & FREQUENCY OF PORT CALLS 2002.....	7
TABLE 4: AVERAGE CALL FREQUENCY .....	7
TABLE 5: NO OF CALLS PER REGION OF PORT CALL & FREQUENCY OF PORT CALLS 2002 .....	7
TABLE 6: PERCENTAGE OF CALLS PER REGION OF PORT CALL & FREQUENCY OF PORT CALLS 2002.....	8
TABLE 7: NO OF PORT CALLS AND NO OF SHIPS PER SHIP TYPE IN NORTHERN EUROPE 2002... 9	9
TABLE 8: COUNTRY REGIONS AND SHIP TYPES USED IN THIS REPORT .....	12

## Figures

FIGURE 1: PORT CALLS IN NORTHERN EUROPE, 2002 .....	4
FIGURE 2: PORTS IN NORTHERN EUROPE, 2002.....	5
FIGURE 3: CALLS/PORT IN NORTHERN EUROPE, 2002.....	5
FIGURE 4: SHARES OF CALLS IN THE REGION .....	6
FIGURE 5: NUMBER OF PORT CALLS PER SHIP TYPE IN NORTHERN EUROPE 2002 .....	9
FIGURE 6: NUMBER OF VESSELS PER SHIP TYPE IN NORTHERN EUROPE 2002.....	10
FIGURE 7: AVERAGE NUMBER OF PORT CALLS PER SHIP TYPE IN NORTHERN EUROPE 2002 ..	10

## Summary and Analysis

The total number of merchant ship calls (excluding ferry traffic) in Northern Europe dropped from 341 000 in 2000 to 330 000 in 2002 a fall by 3.2 %. The change can be attributed mainly to a recession and decreased demand from the extreme highs of 2000.

The exceptions are Russia, Finland, Latvia, Norway and Belgium. The dramatic increase in Russia comes mainly from traffic in Kaliningrad, where the number of port calls has increased by 956 calls, mainly in the tanker, chemical tanker and container markets. We can also see a continued growth in the container and cruise markets in almost every country in the region.

Most calls (70 %) are made in the ports<sup>1</sup> where 1 000 calls or more are made, but the focus on the large ports is most visible in northern continental Europe (92.6 %). In UK/Eire and Scandinavia/Baltic larger portions of the calls are made in smaller ports.

In Sweden, more than 56.8 % of the calls are made in medium-sized ports with a call frequency between 100 and 1000 calls per year. The only countries that are close to these numbers are Finland with 48.7 %, Denmark with 41.9 % and Norway with 40 %.

Sweden showed a sharp decline in the number of port calls from 2000 to 2002 (-14.4 %). The change is mainly in the dry cargo market, but significant changes can also be seen in bulkers and product tankers as well as chemical tankers and roro. Denmark seems to follow the same trend as Sweden (-15 %), and mainly in the same markets.

The average number of calls per port also decreased in Sweden. The number of ports and terminals was 90 in 2002 compared to 89 in 2000, whereas calls have dropped by 14.4 %.

Close to 10 500 individual ships carried out the transport work in the region in 2002. Dry cargo and bulk vessels accounted for 5 400 units i.e. over 50 % of the total supply of individual ships in the region and various types of tankers amounted to over 2000 individuals. Approximately 80 % of the ships that operated in the region are owned by companies based in the region. Ships owned by German owners accounted for 77 000 calls or 23 % of all calls, Norwegian for 16 %, Dutch 10 %, the UK and Denmark 7 % and Sweden 6 %.

Out of the total of about 330 000 calls, no less than 35 % are made by ships older than 20 years. Especially among bulk carriers more than 50 % of all calls are made by vessels older than 20 years. Countries like Denmark, Estonia, Germany (Scand/Baltic), Latvia, Lithuania, Poland and Russia are the ones that utilised the relatively largest proportion of bulk vessels over 20 years of age.

The average design speed of vessels between 0 and 5 years of age compared to those 20 years and older is 1 knot higher for the younger ships.

---

<sup>1</sup> The database reports both ports and terminals separately, even if part of the same port

Comparable figures for product tankers are 1 knot and roros 3.5 knots. The average size has also increased in all segments. It is most pronounced in the bulk and crude oil carrier segments.

Double hull ships made as much as 72 % of the crude tanker calls, 50% of product tanker calls and 71% of chemical tanker calls.

The table below shows some key figures from the report for the 10 largest countries where the number of calls are concerned out of the 14 countries, which are found in the region.

Country	000 calls	Share %	No ports	Calls/ port	Calls/1000 per.
Great Britain	82	25	301	274	1.4
Netherlands	42	13	63	664	2.6
Norway	38	12	210	191	8.7
Germany	38	11	72	527	0.4
Sweden	25	8	90	275	3.2
Belgium	27	8	20	1333	2.6
Denmark	18	6	85	216	4.0
Finland	17	5	49	340	3.1
Russia	10	3	34	320	na
Ireland	8	2	25	311	3.7
Other	25	7	40	625	na
<b>Total</b>	<b>330</b>	<b>100</b>	<b>989</b>	<b>334</b>	<b>na</b>

Most striking are the enormous differences, which prevail between different countries. Let us compare Norway to the Netherlands. Norway has almost 5 million inhabitants, accounts for 12% of all calls in the region which amounts to 8 calls per 1 000 inhabitants, has 210 ports and only 191 calls per port. The Netherlands has 16 million inhabitants, accounts for 13% of the number of calls, amounting to 2.6 calls per 1 000 inhabitants, has only 63 ports and as many as 663 calls per port.

The preconditions for the utilisation of economies of scale are thus considerably larger in the Netherlands than in Norway. But if we consider the number of calls per 1 000 inhabitants shipping is most important to Norway followed by countries like Estonia, Finland, Denmark and Sweden. But these are also countries with considerable diseconomies of scale in the size of terminals and vessels, which means higher costs per cargo unit. The economies of scale for the creation of efficient transport systems are so obvious in countries like Germany, the Netherlands et.al. that there are good reasons for posing a number of questions concerning the efficiency and productivity of the transport system in these countries compared to the Nordic countries. All the more so when maritime policy and competitive conditions become increasingly harmonised in the EU.

There is still a large share of above all bulk and general cargo vessels, which need to be replaced during the next few years for technical/economic reasons and also tankers because of demands for double hulls. These will be replaced by faster vessels with considerably higher capacity and more rational handling. The structural change in supply will most likely be able to handle the bulk of the future growth of transport demand. This means that the number of ships in the region is unlikely to grow, which together with modernisation of tonnage and growing demands on crew competence and management functions will lead to a gradual improvement of safety at sea and reduced environmental impact.

# 1 Calls, ports and frequency of port calls

Table 1 displays number of port calls and ports in the countries in Northern Europe for 2000 and 2002.

Table 1: No of ports and port calls per region in Northern Europe<sup>234</sup>

	Country	2000		2002		Calls/Port		Change 02/00		
		Calls	Ports	Calls	Ports	2000	2002	Calls	Ports	Calls/Port
UK/Eire	Great Britain	83 839	298	82 428	301	281	274	-1,7%	1,0%	-2,7%
	Isle of Man	421	4	407	4	105	102	-3,3%	0,0%	-3,3%
	Ireland	9 068	28	7 777	25	324	311	-14,2%	-10,7%	-3,9%
	Total UKE	93 328	330	90 612	330	283	275	-2,9%	0,0%	-2,9%
N Cont Europe	Belgium	26 416	29	26 658	20	911	1333	0,9%	-31,0%	46,3%
	Germany NEU	29 963	60	29 269	47	499	623	-2,3%	-21,7%	24,7%
	Netherlands	44 504	69	41 863	63	645	664	-5,9%	-8,7%	3,0%
	Total NEU	100 883	158	97 790	130	639	752	-3,1%	-17,7%	17,8%
Scandinavia/Baltic	Denmark	21 567	81	18 325	85	266	216	-15,0%	4,9%	-19,0%
	Estonia	5 913	16	5 416	17	370	319	-8,4%	6,3%	-13,8%
	Finland	16 213	49	16 662	49	331	340	2,8%	0,0%	2,8%
	Germany SCN	8 474	26	7 949	25	326	318	-6,2%	-3,8%	-2,4%
	Latvia	6 268	7	6 647	6	895	1108	6,0%	-14,3%	23,7%
	Lithuania	3 183	3	3 125	3	1061	1042	-1,8%	0,0%	-1,8%
	Norway	38 272	209	40 018	210	183	191	4,6%	0,5%	4,1%
	Poland	8 716	11	8 304	10	792	830	-4,7%	-9,1%	4,8%
	Russia	9 725	33	10 884	34	295	320	11,9%	3,0%	8,6%
	Sweden	28 914	89	24 764	90	325	275	-14,4%	1,1%	-15,3%
Total SCN	147 245	524	142 094	529	281	269	-3,5%	1,0%	-4,4%	
<b>Total</b>		<b>341 456</b>	<b>1 012</b>	<b>330 496</b>	<b>989</b>	<b>337</b>	<b>334</b>	<b>-3,2%</b>	<b>-2,3%</b>	<b>-1,0%</b>

Source: LMIU

## 1.1 Calls

The overall trend is a decrease in number of port calls in the region, -3.2%. The changes can be mainly attributed to a recession and demand decrease from the extreme highs of 2000.

The exceptions are Russia (+11.9 %), Finland (+2.8 %), Latvia (+6 %), Norway (+4.6 %) and Belgium (+0.9 %).

The dramatic increase in Russia comes mainly from traffic in Kaliningrad, where the number of port calls has increased with 956. The changes are mainly in the tanker, chemical tanker and container markets, but significant increases can also be seen in roro (see Appendix V, Ship Types and Countries, Differences 2002-2000). The increases seem to have occurred

<sup>2</sup> In Lloyd's Classification Russian ports situated in Barent's Sea are included in the Scandinavia/Baltic Region.

<sup>3</sup> German ports are included in two of the regions in the area.

<sup>4</sup> A relatively large number of ports (154 in 2000 and 151 in 2002) have only 1 call registered. A number of these might be errors and thus the number of ports can be misleading.

largely at the expense of bulk and dry cargo traffic, both show a significant decrease in number of calls.

Sweden has a sharp decline in the number of calls from 2000 to 2002 (-14.4%). The change is mainly in the dry cargo market, but significant changes can also be seen in bulker, and product tanker as well as chemical tankers and roro. The trends for dry cargo and bulker are consistent with the development in the rest of the region. Product tankers, however, are making more calls in many countries in both the Scandinavia/Baltic region and Northern Continental Europe and the trend for Sweden more resembles that for UK/Eire.

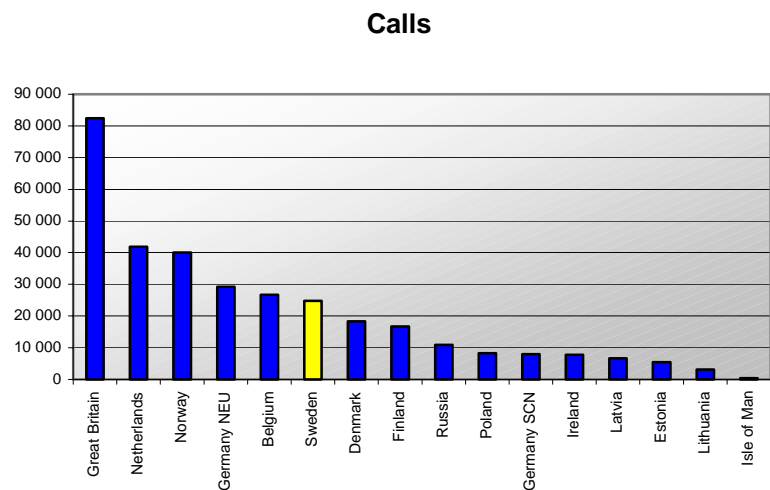
Denmark seems to follow the same trend as Sweden (-15%), and mainly in the same markets.

We can also see a continued growth in the container and cruise markets in almost every country in the region. Exceptions for this market are Finland, Russia and Lithuania.

### 1.2 Ports

Figure 1 displays the number of calls in the region, countries sorted in descending order by number of calls. Sweden is no. 6, behind the UK, the Netherlands, Norway, Germany and Belgium. Figure 2 displays the number of ports, again sorted in descending order by number of ports. Sweden is at no. 3, behind only the UK and Norway. This indicates that Sweden has a lot of traffic in smaller ports, compared to the Netherlands, Germany and Belgium. This is also clearly demonstrated in Figure 3, where the average number of calls per port during 2002 is shown. Sweden is no.12 out of 15, ahead of only the UK, Denmark, Norway.

The average number of calls per port is also decreasing in Sweden. The number of ports and terminals is 90 in 2002 compared to 89 in 2000, whereas calls have dropped by more than 14%. This means that the average number of calls per port is 15.3% lower in 2002 than in 2000.



Source: LMIU

Figure 1: Port Calls in Northern Europe, 2002

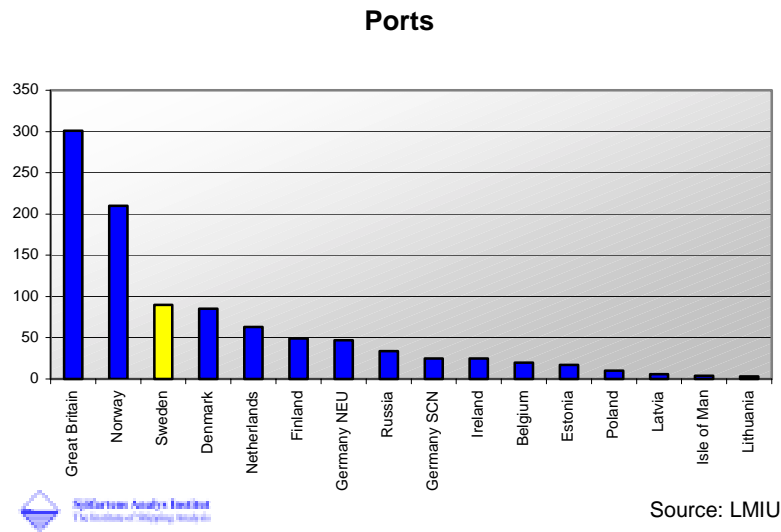


Figure 2: Ports in Northern Europe, 2002

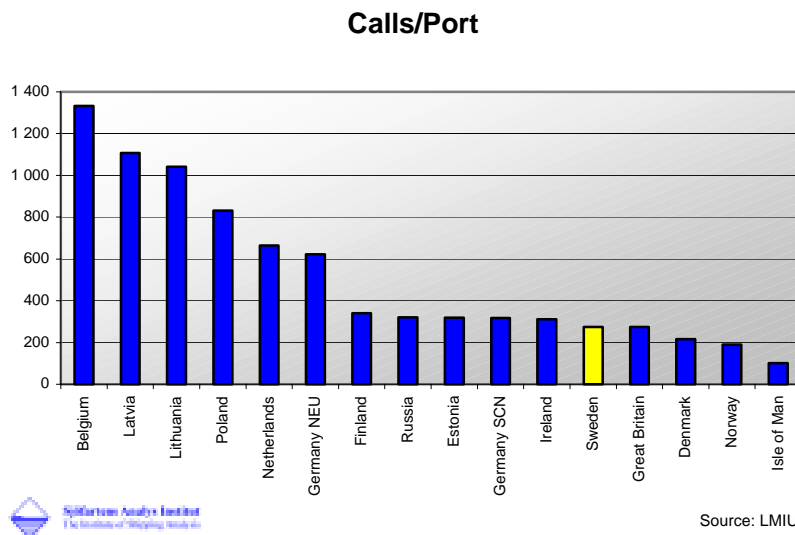


Figure 3: Calls/Port in Northern Europe, 2002

Figure 4 displays the shares of calls that the respective countries in Table 1 represent. For the purpose of this figure Germany is presented as the sum of the two parts (SCN and NEU), Great Britain includes the Isle of Man and Estonia, Latvia and Lithuania are shown as Baltic.

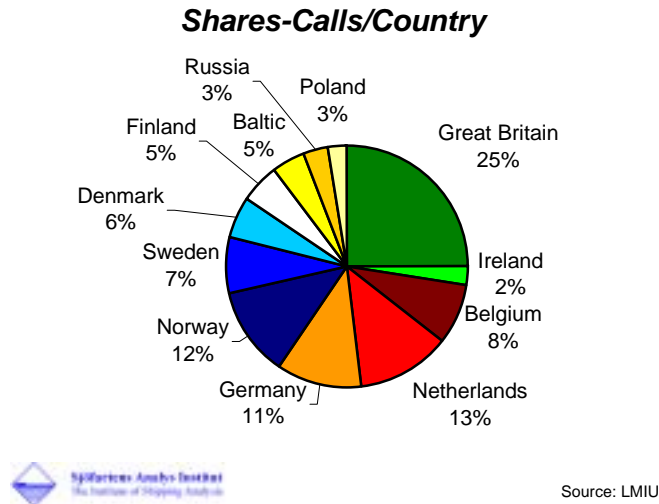


Figure 4: Shares of calls in the region

### 1.3 Frequency

Table 2 and Table 5 display the number of ports and calls in ports divided by call frequency. Table 3 and Table 6 show the distribution of ports and calls into each group. 70% of all port calls are made in 8% of the ports, i.e. trade is concentrated to larger ports. In Northern Continental Europe 15% of the ports have well over 90% of the calls.

In Sweden, more than 56.8% of the calls are made in medium-sized ports with a call frequency between 100 and 1000 calls per year. The only countries that are close to these numbers are Finland with 48.7% and Norway with 40% of all port calls being made in ports with 100 to 1000 calls per year.

Table 2: No of ports per country of port call & frequency of port calls 2002

Region	Country	+1000	999-500	499-100	99-12	<12	Total
UK/Eire	Great Britain	20	12	75	74	120	301
	Isle of man			2	1	1	4
	Ireland	2	2	9	7	5	25
	Total UKE	22	14	86	82	126	330
N Cont Europe	Belgium	4		5	5	6	20
	Germany NEU	7	2	4	6	28	47
	Netherlands	8	4	5	8	38	63
	Total NEU	19	6	14	19	72	130
Scandinavia/Baltic	Denmark	5	4	22	23	31	85
	Estonia	2	2	1	4	8	17
	Finland	5	5	18	11	10	49
	Germany SCN	3	1	3	7	11	25
	Latvia	3			2	1	6
	Lithuania	1				2	3
	Norway	11	11	35	45	108	210
	Poland	3	1	2	1	3	10
	Russia	2	1	3	9	19	34
	Sweden	5	10	27	17	31	90
	Total SCN	40	35	111	119	224	529
<b>Total</b>		<b>81</b>	<b>55</b>	<b>211</b>	<b>220</b>	<b>422</b>	<b>989</b>

Source: LMIU

Table 3: Percentage of ports per country of port call &amp; frequency of port calls 2002

Region	Country	+1000	999-500	499-100	99-12	<12	Total
UK/Eire	Great Britain	7%	4%	25%	25%	40%	100%
	Isle of man	0%	0%	50%	25%	25%	100%
	Ireland	8%	8%	36%	28%	20%	100%
	Total UKE	7%	4%	26%	25%	38%	100%
N Cont Europe	Belgium	20%	0%	25%	25%	30%	100%
	Germany NEU	15%	4%	9%	13%	60%	100%
	Netherlands	13%	6%	8%	13%	60%	100%
	Total NEU	15%	5%	11%	15%	55%	100%
Scandinavia/Baltic	Denmark	6%	5%	26%	27%	36%	100%
	Estonia	12%	12%	6%	24%	47%	100%
	Finland	10%	10%	37%	22%	20%	100%
	Germany SCN	12%	4%	12%	28%	44%	100%
	Latvia	50%	0%	0%	33%	17%	100%
	Lithuania	33%	0%	0%	0%	67%	100%
	Norway	5%	5%	17%	21%	51%	100%
	Poland	30%	10%	20%	10%	30%	100%
	Russia	6%	3%	9%	26%	56%	100%
	Sweden	6%	11%	30%	19%	34%	100%
Total SCN	8%	7%	21%	22%	42%	100%	
<b>Total</b>		<b>8%</b>	<b>6%</b>	<b>21%</b>	<b>22%</b>	<b>43%</b>	<b>100%</b>

Source: LMIU

Table 4 displays the average call frequency in each group.

Table 4: Average call frequency

Year	+1000	999-500	499-100	99-12	<12	Average
Average Call Frequency	2 856	671	244	42	4	334

Source: LMIU

Table 5: No of calls per region of port call &amp; frequency of port calls 2002

Region	Country	+1000	999-500	499-100	99-12	<12	Total
UK/Eire	Great Britain	52 080	7 422	19 086	3 428	412	82 428
	Isle of Man			373	26	8	407
	Ireland	4 276	1 323	1 907	235	36	7 777
	Total UKE	56 356	8 745	21 366	3 689	456	90 612
N Cont Europe	Belgium	25 726		682	226	24	26 658
	Germany NEU	26 799	1 360	903	139	68	29 269
	Netherlands	38 009	2 534	903	301	116	41 863
	Total NEU	90 534	3 894	2 488	666	208	97 790
Scandinavia/Baltic	Denmark	9 601	2 628	5 045	908	143	18 325
	Estonia	3 341	1 424	402	222	27	5 416
	Finland	8 143	3 868	4 198	409	44	16 662
	Germany SCN	6 014	911	766	208	50	7 949
	Latvia	6 602			38	7	6 647
	Lithuania	3 114				11	3 125
	Norway	21 784	7 208	8 791	1 854	381	40 018
	Poland	7 261	569	450	14	10	8 304
	Russia	8 781	556	1 047	427	73	10 884
	Sweden	9 835	7 100	6 949	753	127	24 764
Total SCN	84 476	24 264	27 648	4 833	873	142 094	
<b>Total</b>		<b>231 366</b>	<b>36 903</b>	<b>51 502</b>	<b>9 188</b>	<b>1 537</b>	<b>330 496</b>

Source: LMIU

Table 6: Percentage of calls per region of port call &amp; frequency of port calls 2002

Region	Country	+1000	999-500	499-100	99-12	<12	Total
UK/Eire	Great Britain	63,2%	9,0%	23,2%	4,2%	0,5%	100%
	Isle of Man	0,0%	0,0%	91,6%	6,4%	2,0%	100%
	Ireland	55,0%	17,0%	24,5%	3,0%	0,5%	100%
	Total UKE	62,2%	9,7%	23,6%	4,1%	0,5%	100%
N Cont Europe	Belgium	96,5%	0,0%	2,6%	0,8%	0,1%	100%
	Germany NEU	91,6%	4,6%	3,1%	0,5%	0,2%	100%
	Netherlands	90,8%	6,1%	2,2%	0,7%	0,3%	100%
	Total NEU	92,6%	4,0%	2,5%	0,7%	0,2%	100%
Scandinavia/Baltic	Denmark	52,4%	14,3%	27,5%	5,0%	0,8%	100%
	Estonia	61,7%	26,3%	7,4%	4,1%	0,5%	100%
	Finland	48,9%	23,2%	25,2%	2,5%	0,3%	100%
	Germany SCN	75,7%	11,5%	9,6%	2,6%	0,6%	100%
	Latvia	99,3%	0,0%	0,0%	0,6%	0,1%	100%
	Lithuania	99,6%	0,0%	0,0%	0,0%	0,4%	100%
	Norway	54,4%	18,0%	22,0%	4,6%	1,0%	100%
	Poland	87,4%	6,9%	5,4%	0,2%	0,1%	100%
	Russia	80,7%	5,1%	9,6%	3,9%	0,7%	100%
	Sweden	39,7%	28,7%	28,1%	3,0%	0,5%	100%
	Total SCN	59,5%	17,1%	19,5%	3,4%	0,6%	100%
<b>Total</b>		<b>70,0%</b>	<b>11,2%</b>	<b>15,6%</b>	<b>2,8%</b>	<b>0,5%</b>	<b>100%</b>

Source: LMIU

## 2 Ship Types

Among the ships that operated in northern Europe the majority were either dry cargo vessels, bulk carriers or tankers. These vessels also accounted for most of the port calls. However, the most frequent ships were the ro-ro vessels.

Table 7: No of port calls and no of ships per ship type in northern Europe 2002

ShipType	Calls	Ships	Calls/Ship
Unclassified	6 134	195	31,5
Bulker	48 678	3095	15,7
Combination	575	81	7,1
Product Tanker	30 240	695	43,5
Chemical Tanker	26 114	647	40,4
Crude Oil Tanker	6 038	513	11,8
Gas Tanker	8 123	260	31,2
Miscellaneous Tankers	140	16	8,8
Dry Cargo	99 877	2321	43,0
Container	37 087	1040	35,7
Reefer	5 920	562	10,5
RoRo	56 109	748	75,0
Passenger, Ferry	4 767	231	20,6
Offshore	398	17	23,4
Miscellaneous	296	30	9,9
<b>Total</b>	<b>330 496</b>	<b>10 451</b>	<b>31,6</b>

Source: LMIU & LR Fairplay

This is visually illustrated in the following figures, which display:

- Number of port calls in northern Europe 2002 per ship type (Figure 5)
- Number of vessels in northern Europe 2002 per ship type (Figure 6)
- Average number of port calls per ship type in northern Europe 2002 (Figure 7)

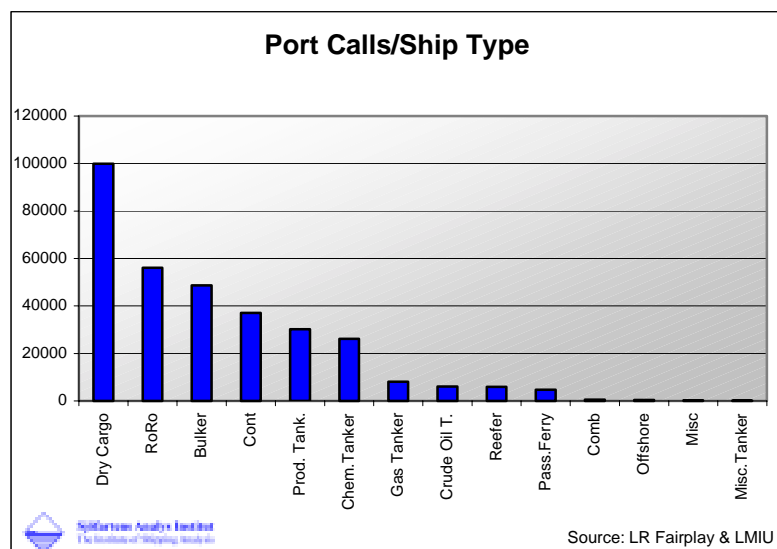


Figure 5: Number of port calls per ship type in northern Europe 2002

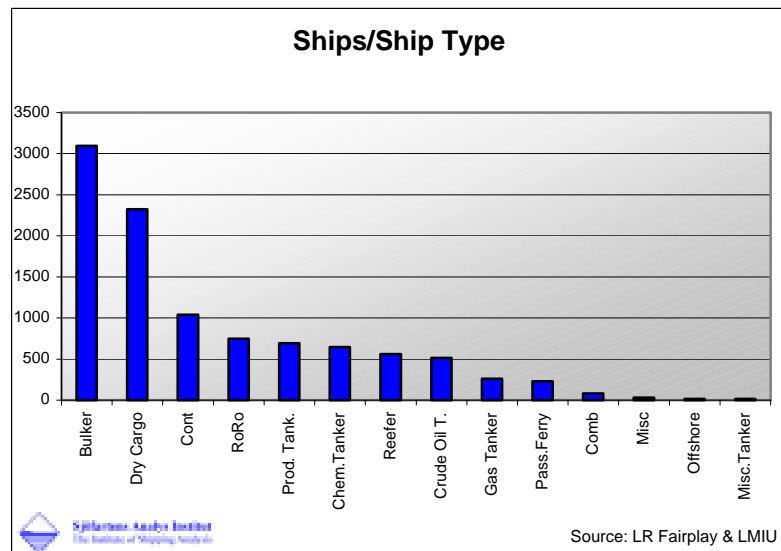


Figure 6: Number of vessels per ship type in northern Europe 2002

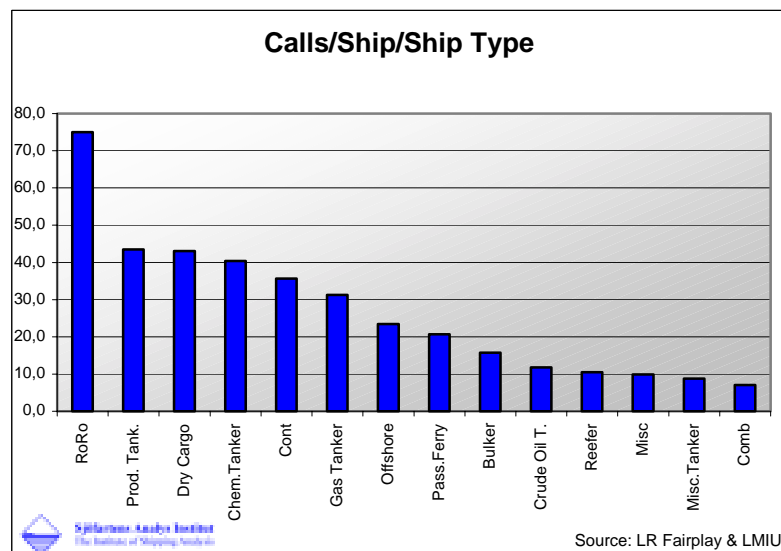


Figure 7: Average number of port calls per ship type in northern Europe 2002

### 3 Ship Types and Countries

Tables with a more detailed picture of the traffic in each country, with number of calls and ships per ship type, can be found in Appendix VI: Ship Types And Countries. The detailed breakdown for 2002 can be found in Calls and Ships 2002. Figures for the year 2000 are in Calls and Ships 2000 and an overview of the changes between 2000 and 2002 can be found in Differences 2002-2000.

### 4 Owners' Country of Domicile

Appendix VII displays the number of port calls made in each country, by vessel type and owners' country of domicile. The tables show the top 10

countries, the sum of the rest and the total number of calls. One feature that stands out is that German-owned ships accounted for almost 77 000 calls or 23% of all calls in the region. Only 11.3% of all calls were made in German ports. German-owned vessels were the most frequent ones in all countries except Denmark, Finland, Norway, Russia and Sweden. In all these countries but Denmark, German ships were second only to ships carrying the home flag.

## **5 Ship Age Groups**

The tables in Appendix VIII give an overview of the age distribution of the port calls in each country. 35 % of all the calls in the region were made by ships older than 20 years. Among bulk carriers over 50 % of all calls were made by ships older than 20 years. Other categories of ships where the proportion of calls by older ships was significant are product tankers 47%, dry cargo 36% and ro-ro 31%.

## **6 Averages**

Appendix IX gives an overview of the fleet, showing how average speed and deadweight have developed, and how it is very different in new ships from older ones. Averages are calculated per ship.

## **7 Double Hull**

Appendix X displays the ships that have double hulls, the total dead weight tonnage and the number of calls made in the region. The table shows the results by ship type and also gives a percentage compared to all ships making calls in the region. Among the tankers 67% of all crude oil tankers accounting for 72% of the deadweight were double hull vessels. These ships made 77% of all crude oil tanker port calls. For product tankers and chemical tankers the corresponding figures were 39, 34, 49% and 56, 53 and 72% respectively.

## Appendix I: Methodology, Definitions and Sources

This report covers traffic in Northern Europe for all ship types except ferries in liner traffic. That segment is covered in the report Ferry Traffic to and from Sweden 2002.

The main sources for ship data is Lloyd's Register Fairplay and for ship movements Lloyd's Marine Intelligence Unit. The two databases have been connected via the vessels' IMO number. The vessel movement data include all commercial vessel movements excluding passenger vessels in liner traffic.

The countries included in the three regions are listed in Table 8. Note that Germany is present in both Northern Continental Europe and Scandinavia/Baltic.

Vessels are classed according to a system that is based on the classifications in LR Fairplay. Some minor changes have been made to separate ships in different markets. Further improvements will be made to this classification system so that the model more closely resembles the situation in the different markets. Listed below are the main ship types, a listing of all included sub types can be found in Appendix III.

*Table 8: Country Regions and Ship Types used in this Report*

Area	Country	Ship Types
UK/Eire	Isle of Man	Bulker Combination Dry Cargo Container RoRo Reefer Passenger, Ferry Crude Oil Tanker Product Tanker Chemical Tanker Gas Tanker Miscellaneous Tanker Offshore Miscellaneous
	Republic of Ireland	
N Cont Europe	U.K.	
	Belgium	
	Germany NEU	
Scandinavia/Baltic	Netherlands	
	Denmark	
	Estonia	
	Finland	
	Germany SCN	
	Latvia	
	Lithuania	
	Norway	
	Poland	
Russia		
Sweden		

Source: LMIU

Source: LR Fairplay

Commentary and analyses are based on our own analytical model and assisted by other independent sources of information that we follow regularly. In the reference list, you will find our main sources listed.

## Appendix II: References

Databases: Lloyd's Register Fairplay PC Register  
Lloyd's Marine Intelligence Unit, Ship Movements

Other main sources of information:

SAI Intelligence Service  
Svensk Sjöfarts Tidning, the Scandinavian Shipping Gazette  
Lloyd's List  
The Economist  
The Financial Times  
Lloyd's Shipping Economist  
Containerisation International  
Trade Winds  
Fairplay Shipping Weekly  
Seatrade  
National Statistics

## Appendix III: Strategic Maritime Information System (SMIS)

The “Strategic Maritime Information System”, is a virtual www system and a joint venture between:

- The Swedish Maritime Administration - [www.sjofartsverket.se](http://www.sjofartsverket.se)
- Swedish Ports - [www.sweports.com](http://www.sweports.com)
- The Swedish Shipowners’ Association - [www.sweship.se](http://www.sweship.se)
- The Institute of Shipping Analysis - [www.sai.se](http://www.sai.se)

The system focuses on information and analysis of the transport/shipping business environment and market developments as well as management and medium to long term government or commercial strategic decision issues.

The system can be reached by the most popular web browsers and consists of:

- An open information portal – Maritime Information and Analysis System (MIA)
- A Knowledge & Communication Centre (KCC) that works as a virtual workplace subject to registration and login

MIA contains information about:

- Shipping structured by five main influence areas - Business environment, Economy & Trade, Transport, Shipping Markets and Market Characteristics including sub categories. MIA is also coded by three main perspectives, Time, Geography and Methodology. MIA includes analyses and research produced by the partners and official sources.
  - Research projects, external reports and CD documentation
  - Links to other www sources and databases.
  - Experts
- External Business Environment, Economy & Trade, Transport and Shipping daily and weekly news www links.
- Partner news and activities

KCC is a virtual workplace, for those who want to cooperate in projects and research activities and play an active role in the network. KCC includes:

- Conference and video facilities
- Project meeting places with document management
- Information about experts in different fields, including contact details
- Meeting places for Innovation Activators
- Education and training programmes, research projects, databases etc.
- SAI Intelligence Service

## Appendix IV: SMIS reports already published

IssueDate	Title
Mar-03	Den svenska handelssjöfartens internationella konkurrenssituation, 2003 års rapport
Mar-03	Bemanning
Feb-03	European Shipping Policy 2003 - The implementation of state aid guidelines in different European countries.
Jan-03	Shipping Activities in Northern Europe
Nov-02	Comparison of manning costs in different ships' registers
Nov-02	Comparison of manning costs in different ships' registers in northern Europe 2002
Nov-02	The North European maritime container feeder market - Final feeder report
Oct-02	Färjetrafik till och från Sverige årsrapport 2001
Oct-02	The North European maritime container feeder market - Summary & Concluding Analysis
Oct-02	General business environment, economy, trade, transports and container market characteristics
Oct-02	Färjetrafik till och från Sverige - Årsrapport 2001
Oct-02	Gods till och från Sverige - helåret 2001
Oct-02	Fartyg som anlöper hamnar i Sverige - Helårsrapport 2001
Oct-02	European Shipping Policy 2002 - The implementation of state aid guidelines in different European countries
Aug-02	Sjötransporter en översikt och utblick mot framtiden
Apr-02	Den svenska handelssjöfartens internationella konkurrenssituation 2002 års rapport
Mar-02	Comparison of manning costs in different ships' registers in northern Europe 2001
Jan-02	Vessels calling ports in northern Europe 2000
Jan-02	Fartyg som anlöper hamnar i norra Europa 2000
Jan-02	Merchant fleets in north Europe 2001
Dec-01	Färjetrafik till och från Sverige - årsrapport 2000
Dec-01	European Shipping Policy 2001 the Implementation of State Aid Guidelines in Different European Countries
Feb-01	Svensk sjöfartskonkurrenssituation - årsrapport 2000
Jan-01	Svensk sjöfartsnäring och konkurrenskraften - en strategisk analys -
Jan-01	Comparison of manning costs in different ships, registers in Northern Europe 2001
Dec-00	Svensk sjöfarts konkurrenssituation

Nov-00	Kompetens i sjöfartsnäringen- en fråga om utbildning och forskning -
Oct-00	Sjöfarten på Tjörn - en klusterstudie - andel anställda på Tjörn i sjöfartsrelaterade verksamheter.
Sep-00	Kommuner med störst relativ koncentration inom sjöfartsnäringen - en urvalsrapport
Sep-00	Svenska rederiers ekonomiska situation
Aug-00	Sjöfartsmarknaderna - Trender och tendenser
Aug-00	Den svenska handelsflottan - en faktasammanställning
Aug-00	Jämförelse av arbetskraftskostnaden i olika fartygsregister - en analys
Jul-00	TAP-avtalen - en sammanställning
Jul-00	Sjöfartspolitik i EU - En jämförelse
Jul-00	Kompetens i sjöfartsnäringen - en fråga om utbildning och forskning
Jun-00	Tanker in European waters
May-00	Svensk färjemarknad / Swedish ferry market
Feb-00	Strategic Maritime Information System - Preliminary study
Dec-99	Baltic Maritime Outlook 2000
Sep-99	Harbour markets - a reflection
Aug-99	Den svenskflaggade handelsflottans konkurrenskraft
Jul-99	Konjunkturen & Sjöfartsmarknaderna
Jun-99	Harbour markets - appendix to Harbour Structure and shipping
Mar-99	The Swedish transport, shipping and harbour market
Jan-99	Sjöfartsnäringen och forskning för ökad konkurrenskraft och tillväxt
Sep-98	Lost bulk carriers
Jun-98	Den svenska rederinäringens konkurrenskraft
Nov-97	Svenska Rederier Bolagsskatt eller Tonnageskatt?
Oct-97	Utrustningsleverantörernas relation till rederierna
Jun-97	Containertransporterna och feedermarknaden
Jun-97	Svensk Sjöfartsnäring samt konkurrenskraften
May-97	Benchmarking
Apr-97	World Shipping Statistics
Mar-97	North European Shipping -Cost Structure-

Nov-96	Nordeuropeisk sjöfart kostnadsstruktur
Oct-96	Konsekvensberäkning av föreslagna förändringar av fyr-och farledsvaruavgifterna
Oct-95	Svensk sjöfart- Näring för framtiden Betänkande av sjöfartspolitiska utredningen Stockholm1995
Oct-95	Svensk sjöfart - Näring för framtiden Bilagor till sjöfartspolitiska utredningen Stockholm 1995
Oct-95	Sjöfartsmarknaderna
Sep-95	Svensk sjöfartsnäring samt konkurrenskraften
Sep-95	Sjöfarten och hamnarna
Sep-95	Shipping trade and ports
Sep-95	Sammanfattning av rapporterna Sjöfartsmarknaderna Svensk sjöfartsnäring Sjöfarten och hamnarna
Apr-94	Konjunkturen & Sjöfartsmarknaderna

## Appendix V: Ship Types

Bulker	Combination	Dry Cargo	Container	RoRo	Reefer	Passenger, Ferry
Bulk Carrier Ore Strengthened	Ore/Bulk/Oil Carrier	General Cargo Ship	Container Ship	Barge Carrier	Reefer	Cruise Ship
Bulk Cement Carrier	Ore/Oil Carrier	General Cargo/Part Refrigerated Ship		Pallet Vessel	Refrigerated Fish Carrier	Multi-Hull Passenger Ferry
Bulk Wood Chip Carrier	Product/Ore/Bulk/Oil	Heavy Lift Ship		Ro-Lo		Multi-Hull Passenger/Vehicle Ferry
Bulk/Container Carrier		Livestock Ship		Ro-Ro		Passenger/Cargo Ship
Bulker		Multi-Purpose Ship		Ro-Ro/Cellular		Passenger Excursion Vessel
Ore Carrier		Semi-Sub Heavy Lift Vessel		Ro-Ro/General Cargo		Passenger Vessel
				Ro-Ro/Heavy Lift		Passenger/Train/Vehicle Ferry
				Vehicle Carrier		Passenger/Vehicle Ferry
Crude Oil Tanker	Product Tanker	Chemical Tanker	Gas Tanker	Miscellaneous Tanker	Offshore	Miscellaneous
Crude Oil Tanker	Asphalt Tanker	Chemical Tanker	LNG Carrier	Water Tanker	Floating Storage Offtake	Anti-Pollution Vessel
	Bitumen Tanker	Chemical/Oil Tanker	LPG Carrier	Wine Tanker	FPSO	Cable Ship
	Bunker Tanker	Parcels Tanker		Fruit Juice Tanker	Offshore Construction Vessel	Exhibition Vessel
	Ethylene Tanker	Sulphur Tanker			Oil Well Production Test Vessel	Fishing Vessel
	Product Tanker				Rock Laying Ship	Hopper Barge
	Replenishment Tanker				Seismic Survey Vessel	Icebreaker
	Tanker				Supply Vessel	Live Fish Carrier
						Logistics Vessel
						Museum Ship
						Oil Barge
						Oil Storage Barge
						Research Vessel
						Sail Training Vessel
						Sludge Carrier
						Spent Nuclear Fuel Carrier
						Training Vessel
						Tug
						Waste Disposal Vessel (Liq)
						Weather Ship

Source: LR Fairplay

## Appendix VI: Ship Types and Countries

### Calls and Ships 2002

Calls per Country and Ship Type - 2002																	
Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Reef	Pass/Ferry	Misc.	Crude Oil T.	Prod. Tank.	Chem. Tank.	Gas Tank.	Misc. Tank.	Offshore	Incl.	Total	
UK/Eire	Great Britain	11 924	69	19 030	8 017	15 210	1 025	1 305	2 310	10 463	6 525	3 091	34	62	745	62 426	
	Ile of Man	53		250		1	13			64	26					487	
	Ireland	1 000		2 958	1 312	410	84	107	47	1 326	362	157		6	7	7 777	
	<b>Total UKE</b>	<b>12 977</b>	<b>69</b>	<b>23 038</b>	<b>10 129</b>	<b>16 321</b>	<b>1 179</b>	<b>1 505</b>	<b>159</b>	<b>2 357</b>	<b>11 853</b>	<b>6 897</b>	<b>3 274</b>	<b>34</b>	<b>68</b>	<b>752</b>	<b>69 612</b>
H Cont Europe	Belgium	2 971	101	6 258	3 472	8 041	796	161	109	1 022	2 960	915	38	181	26 658		
	Germany NEU	3 097	22	8 489	7 759	3 731	353	232	7	1 773	1 879	526	5	42	919	29 269	
	Netherlands	6 437	166	11 780	6 990	5 211	1 034	97	31	806	2 812	1 452	55	64	93	41 863	
	<b>Total NEU</b>	<b>12 505</b>	<b>289</b>	<b>26 527</b>	<b>17 021</b>	<b>16 963</b>	<b>2 183</b>	<b>490</b>	<b>60</b>	<b>1 400</b>	<b>5 607</b>	<b>2 854</b>	<b>99</b>	<b>116</b>	<b>1 193</b>	<b>97 789</b>	
ScandinBaltic	Denmark	2 997	10	6 009	1 320	2 435	124	360	4	2 235	1 096	146		17	764	18 326	
	Estonia	1 256	48	2 121	338	300	39	163	5	615	273	4		2	130	5 416	
	Finland	1 526	6	6 383	1 655	4 363	60	60	4	1 023	1 338	50		152	16 862		
	Germany SCH	1 834	5	2 784	1 85	1 953	2	156	19	318	139	43		19	512	7 949	
	Latvia	1 557	65	2 809	223	160	64	144	2	111	733	562	1	7	111	8 647	
	Lithuania	738	13	1 255	112	275	18	5	70	1	245	134	7	1	68	3 125	
	Norway	5 176	28	12 427	1 853	8 209	1 115	1 224	20	1 213	3 499	2 532	1 011	5	152	1 544	49 618
	Poland	1 662	4	3 183	635	879	184	109	4	48	453	517	149		273	8 384	
	Russia	2 739	16	3 730	976	456	758	204	26	134	761	753	26		305	10 884	
	Sweden	3 511	22	9 031	1 040	3 736	91	305	7	209	2 917	2 329	414		1	330	24 764
<b>Total SCH</b>	<b>23 196</b>	<b>217</b>	<b>50 312</b>	<b>9 137</b>	<b>22 805</b>	<b>2 559</b>	<b>2 172</b>	<b>77</b>	<b>2 201</b>	<b>12 780</b>	<b>9 673</b>	<b>1 956</b>	<b>140</b>	<b>214</b>	<b>4 109</b>	<b>142 694</b>	
<b>Total</b>	<b>48 678</b>	<b>575</b>	<b>99 877</b>	<b>37 087</b>	<b>56 169</b>	<b>5 328</b>	<b>4 267</b>	<b>296</b>	<b>6 038</b>	<b>38 246</b>	<b>26 114</b>	<b>8 123</b>	<b>140</b>	<b>388</b>	<b>6 134</b>	<b>338 096</b>	

Source: LHMU's LR Ferryfly

Ships per Country and Ship Type - 2002																	
Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Reef	Pass/Ferry	Misc.	Crude Oil T.	Prod. Tank.	Chem. Tank.	Gas Tank.	Misc. Tank.	Offshore	Incl.	Total	
UK/Eire	Great Britain	1 462	36	1 690	682	555	314	134	296	432	436	173	6	9	38	6 388	
	Ile of Man	4		10		1	11			12		8				46	
	Ireland	389		675	64	130	47	47	1	116	107	27		3	5	1 537	
H Cont Europe	Belgium	1 311	42	1 639	671	486	235	40	71	268	393	152	7	2	10	5 133	
	Germany NEU	1 053	19	1 270	792	445	153	60	1	130	311	104	2	4	37	4 624	
	Netherlands	1 655	51	1 623	727	359	359	45	8	296	563	157	11	15	32	6 394	
	<b>Total NEU</b>	<b>4 029</b>	<b>7</b>	<b>833</b>	<b>1 022</b>	<b>1 04</b>	<b>41</b>	<b>75</b>	<b>2</b>	<b>78</b>	<b>182</b>	<b>156</b>	<b>34</b>	<b>5</b>	<b>51</b>	<b>2 256</b>	
ScandinBaltic	Denmark	392	26	543	40	34	26	54	3	68	69	3		2	16	1 447	
	Estonia	238	5	548	60	116	22	22	3	17	176	104	34		12	1 235	
	Finland	457	5	651	42	65	2	51	13	64	49	4		3	33	1 669	
	Germany SCH	550	33	601	37	27	50	26	1	57	141	7	1	1	24	1 739	
	Latvia	337	9	465	24	28	98	11	4	17	117	62	4	1	17	1 216	
	Lithuania	589	17	733	40	103	73	89	5	212	196	136	1	0	90	2 565	
	Norway	676	4	903	69	122	114	43	34	34	94	53	110	3	30	2 766	
	Poland	851	12	795	71	47	308	60	6	61	141	102	2	2	43	2 689	
	Russia	552	15	1 030	104	240	37	69	3	96	221	218	92		1	29	2 677
	<b>Total SCH</b>	<b>48 678</b>	<b>575</b>	<b>99 877</b>	<b>37 087</b>	<b>56 169</b>	<b>5 328</b>	<b>4 267</b>	<b>296</b>	<b>6 038</b>	<b>38 246</b>	<b>26 114</b>	<b>8 123</b>	<b>140</b>	<b>388</b>	<b>6 134</b>	<b>338 096</b>

Source: LHMU's LR Ferryfly

Note: Ships may appear in several different countries.

## Calls and Ships 2000

Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Reef	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod. Tank.	Chem. Tank.	Gas Tank.	Misc. Tank.	Offshore	Unk.	Total
UK/Eire	Great Britain	13 678	170	20 623	8 113	14 765	1 100	695	154	2 627	11 273	6 959	3 463	22	62	335	83 839
	Isle of Man	25		266		1		0			107		24				421
	Ireland	1 514	2	3 218	1 212	585	131	79	4	66	1 734	331	184		2	6	8 668
N cent Europe	Total UKE	15 217	172	24 097	9 325	15 351	1 231	862	158	2 693	13 114	6 890	3 671	22	64	341	93 328
	Belgium	3 425	96	7 007	3 179	7 017	940	112	34	164	1 053	2 477	863	45		82	26 416
	Germany NEU	3 507	68	8 007	7 320	3 863	381	206	19	529	1 710	1 757	531	4	7	1 034	28 163
Scand/Baltic	Netherlands	7 705	215	12 756	6 951	5 287	1 169	152	41	952	2 826	5 190	1 421	102	41	1 45	44 504
	Total NEU	14 637	361	28 800	17 060	16 157	2 390	470	94	1 645	5 599	9 414	2 836	102	48	1 261	100 483
	Denmark	3 428	28	8 088	1 158	2 818	94	364	12	181	2 614	1 283	201		5	1 383	21 167
Scand/Baltic	Estonia	1 245	66	2 577	405	328	32	42	10	100	608	415	1			83	5 913
	Finland	1 649	10	5 990	1 314	4 496	4	232		70	826	1 344	130			148	16 213
	Germany SCN	1 809	6	3 128	163	1 803	11	142	5	10	496	165	41	1	13	681	8 474
Scand/Baltic	Lithuania	1 626	91	2 635	286	148	83	47	12	173	968	365	80	1		153	6 248
	Lithuania	869	33	1 255	103	211	159	68	5	43	337	93	3	1		113	3 183
	Norway	5 346	43	11 416	1 883	9 211	1 136	779	8	1 253	2 743	2 422	1 068		73	901	36 272
Scand/Baltic	Poland	2 140	6	3 239	658	770	260	98	7	41	463	555	172	1		307	8 716
	Russia	3 078	29	3 938	963	316	644	217	38	38	317	259	22	1		274	9 725
	Sweden	4 136	13	10 967	1 890	3 987	181	308	17	215	3 369	2 533	548		1	719	28 914
Total	Total SCN	25 326	325	53 263	8 423	24 088	2 804	2 287	114	2 124	12 142	9 434	2 256	4	93	4 762	147 245
	Total	65 634	1 491	166 160	34 998	55 596	6 225	3 739	366	8 482	39 845	25 738	8 762	128	265	6 364	347 656

Source: IMLU's LR Purpdy

Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Reef	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod. Tank.	Chem. Tank.	Gas Tank.	Misc. Tank.	Offshore	Unk.	Total
UK/Eire	Great Britain	1 577	62	1 718	791	580	343	113	24	313	477	427	180	9	7	40	6 461
	Isle of Man	1		5		1		6			17		5				35
	Ireland	480	2	614	48	178	63	28	3	30	116	119	19		1	3	1 784
N cent Europe	Belgium	1 529	59	1 687	526	503	242	35	12	90	316	367	150	9		20	5 577
	Germany NEU	1 195	38	1 388	705	480	183	47	6	168	281	313	132	3	4	47	4 971
	Netherlands	1 882	82	1 744	709	439	375	54	9	310	483	544	181	14	9	30	6 865
Scand/Baltic	Denmark	625	17	913	101	197	40	75	4	74	200	177	46		1	64	2 534
	Estonia	403	38	610	42	32	25	20	3	55	153	90	1			19	1 491
	Finland	244	9	554	54	132	3	56		10	118	118	43			21	1 326
Scand/Baltic	Germany SCN	551	4	729	36	80	6	41	2	9	82	69	9	1	1	51	1 671
	Lithuania	595	41	604	40	36	68	24	5	76	197	128	14	1	26	1 855	
	Lithuania	435	12	534	28	25	94	3	4	31	112	66	14	1	1	24	1 370
Scand/Baltic	Norway	725	31	821	52	192	88	84	6	183	191	180	117		5	67	2 752
	Poland	752	5	918	61	99	143	56	7	27	94	125	47		1	43	2 360
	Russia	847	15	751	56	52	265	56	7	11	94	54	1	1	1	43	2 254
Total	Sweden	628	11	1 076	126	279	68	67	6	91	199	260	90		1	58	2 896
	Total	15 777	62	17 118	791	580	343	113	24	313	477	427	180	9	7	40	6 461
	Total	15 777	62	17 118	791	580	343	113	24	313	477	427	180	9	7	40	6 461

Source: IMLU's LR Purpdy  
 (Note: Ships not appear in overall different countries.)

### Differences 2002-2000

Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Rebo.	Reefer	Pass/Ferry	Misc.	Crud Oil T.	Prod.Tank.	Chem. Tank	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
UK/Eire	Great Britain	-1 754	-101	-793	704	1 145	-5	490	4	-317	-810	-24	-372	12	0	410	-1 411
	Isle of Man	28	0	-6	0	0	0	5	0	0	-43	0	2	0	0	0	-14
	Ireland	-514	-2	-260	100	-175	-47	28	-3	-19	-408	31	-27	0	4	1	-1 291
	<b>Total UK/E</b>	<b>-2 240</b>	<b>-103</b>	<b>-1 059</b>	<b>804</b>	<b>970</b>	<b>-52</b>	<b>523</b>	<b>1</b>	<b>-336</b>	<b>-1 261</b>	<b>7</b>	<b>-397</b>	<b>12</b>	<b>4</b>	<b>411</b>	<b>-2 716</b>
N coast Europe	Belgium	-454	3	-749	293	1 024	-44	49	-12	-55	-31	83	32	-8	10	99	242
	Germany NEU	-410	-46	-548	439	-122	-28	26	-12	-94	63	122	-5	-5	1	35	-894
	Netherlands	-1 268	-49	-976	29	-76	-135	-85	-14	-14	-75	-75	31	2	23	-52	-2 641
	<b>Total NEU</b>	<b>-2 132</b>	<b>-92</b>	<b>-2 273</b>	<b>761</b>	<b>826</b>	<b>-207</b>	<b>20</b>	<b>-34</b>	<b>-165</b>	<b>18</b>	<b>130</b>	<b>58</b>	<b>-3</b>	<b>58</b>	<b>-68</b>	<b>-3 693</b>
Scand/Baltic	Denmark	-431	-18	-1 469	162	-383	30	4	-6	19	-279	-187	-55	0	12	-619	-3 242
	Estonia	11	-18	-456	-67	-38	7	121	-5	22	6	-142	3	0	2	47	-687
	Finland	-123	-4	-393	341	-133	-4	172	4	5	177	-6	-30	0	0	4	689
	Germany SCN	26	-1	-364	22	190	-9	14	-5	9	-178	-26	2	-1	6	-169	-826
	Latvia	-69	-26	174	-63	51	-19	97	-10	-62	165	157	-21	0	7	-42	379
	Lithuania	-131	-20	0	9	64	22	-40	0	27	9	41	4	0	2	-45	-58
	Norway	-170	-15	1 011	-30	-1 002	-21	445	12	-40	756	110	-47	5	89	643	1 746
	Poland	-278	-2	-56	-23	109	-76	11	-3	7	-10	-38	-23	0	4	-34	-412
	Russia	-339	-13	-198	413	140	114	-13	-12	96	444	484	4	-1	-1	31	1 159
	Sweden	-625	9	-1 966	-50	-251	-90	-18	18	-10	-452	-204	-134	0	0	-369	-4 150
<b>Total SCN</b>	<b>-2 130</b>	<b>-108</b>	<b>-2 951</b>	<b>714</b>	<b>-1 263</b>	<b>-46</b>	<b>485</b>	<b>-37</b>	<b>77</b>	<b>638</b>	<b>239</b>	<b>-300</b>	<b>-3</b>	<b>121</b>	<b>-573</b>	<b>-5 151</b>	
<b>Total</b>		<b>-6 502</b>	<b>-363</b>	<b>-6 263</b>	<b>2 279</b>	<b>513</b>	<b>-395</b>	<b>1 628</b>	<b>-78</b>	<b>-424</b>	<b>-695</b>	<b>376</b>	<b>-439</b>	<b>52</b>	<b>193</b>	<b>-238</b>	<b>-10 960</b>

Source: IHS & LR Fingtip

### Diffs. % - Calls 2002-2000

Area	Country	Bulker	Comb.	Dry Cargo	Cont.	Rebo.	Reefer	Pass/Ferry	Misc.	Crud Oil T.	Prod.Tank.	Chem. Tank	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
UK/Eire	Great Britain	-12,8%	-59,4%	-3,8%	8,7%	7,8%	-0,5%	54,7%	2,8%	-12,1%	-7,2%	-0,4%	-10,7%	54,5%	0,0%	122,4%	-4,7%
	Isle of Man	112,0%	0,0%	-2,2%	0,0%	0,0%	0,0%	62,5%	0,0%	-40,2%	-40,2%	0,3%	6,3%	0,0%	0,0%	0,0%	-3,3%
	Ireland	-33,9%	-100,0%	-8,1%	8,3%	-29,9%	-35,9%	35,4%	-75,0%	-38,8%	-23,5%	9,4%	-14,7%	0,0%	200,0%	16,7%	-44,2%
	<b>Total UK/E</b>	<b>-14,7%</b>	<b>-59,9%</b>	<b>-4,4%</b>	<b>8,6%</b>	<b>6,3%</b>	<b>-4,2%</b>	<b>53,3%</b>	<b>0,6%</b>	<b>-12,5%</b>	<b>-8,6%</b>	<b>0,1%</b>	<b>-10,8%</b>	<b>54,5%</b>	<b>6,3%</b>	<b>120,5%</b>	<b>-2,8%</b>
N coast Europe	Belgium	-13,3%	3,1%	-10,7%	9,2%	14,6%	-5,2%	43,8%	-35,3%	-33,5%	-2,9%	3,4%	3,6%	-13,3%	0,0%	120,7%	8,9%
	Germany NEU	-11,7%	-87,6%	-8,1%	6,0%	-3,2%	-7,3%	12,6%	-63,2%	-17,8%	3,7%	6,9%	-0,9%	25,0%	500,0%	-11,1%	-2,3%
	Netherlands	-16,5%	-22,8%	-7,7%	0,4%	-1,4%	-11,5%	-38,2%	-24,4%	-1,7%	-0,5%	-1,4%	2,2%	3,8%	56,1%	-35,9%	-5,9%
	<b>Total NEU</b>	<b>-14,6%</b>	<b>-24,1%</b>	<b>-7,6%</b>	<b>4,5%</b>	<b>5,1%</b>	<b>-8,7%</b>	<b>4,2%</b>	<b>-36,2%</b>	<b>-10,0%</b>	<b>0,3%</b>	<b>1,4%</b>	<b>2,0%</b>	<b>-2,9%</b>	<b>141,7%</b>	<b>-5,4%</b>	<b>-3,6%</b>
Scand/Baltic	Denmark	-12,6%	-64,3%	-18,4%	14,0%	-13,6%	31,8%	1,1%	-66,7%	10,5%	-11,1%	-14,6%	-27,4%	-44,8%	240,0%	-44,8%	-65,0%
	Estonia	0,9%	-27,3%	-17,7%	-16,5%	-8,5%	21,9%	288,1%	-50,0%	22,0%	1,0%	-34,2%	300,0%	0,0%	56,8%	0,0%	-8,4%
	Finland	-7,5%	-40,0%	6,6%	26,0%	-3,0%	-100,0%	-74,1%	7,1%	7,1%	21,4%	-0,4%	-25,4%	0,0%	2,7%	2,8%	2,8%
	Germany SCN	1,4%	-16,7%	-11,6%	13,5%	13,5%	8,0%	9,9%	-100,0%	90,0%	-35,9%	-15,0%	4,5%	-100,0%	46,2%	-24,8%	-6,2%
	Latvia	-4,2%	-28,6%	6,6%	-22,0%	34,5%	-22,8%	206,4%	-80,3%	-35,0%	29,0%	54,0%	-26,3%	0,0%	0,0%	-37,5%	6,8%
	Lithuania	-15,1%	-60,6%	0,0%	0,7%	30,3%	13,8%	-69,0%	0,0%	62,8%	3,8%	44,1%	133,3%	0,0%	0,0%	-39,8%	-4,8%
	Norway	-3,2%	-34,9%	0,8%	-1,6%	-10,9%	-1,8%	57,1%	150,0%	-3,2%	27,6%	4,5%	-4,4%	0,0%	121,8%	71,4%	4,6%
	Poland	-13,0%	-33,3%	-1,7%	-3,6%	14,2%	-29,2%	11,2%	-42,9%	17,1%	-2,2%	-6,8%	-13,4%	-13,4%	0,0%	-11,1%	-4,7%
	Russia	-11,0%	-44,8%	-5,0%	73,4%	44,3%	44,3%	-6,0%	-31,6%	262,6%	140,1%	190,7%	16,2%	-100,0%	-100,0%	11,3%	91,8%
	Sweden	-15,1%	69,2%	-17,9%	-2,6%	-5,3%	-69,7%	5,6%	-58,8%	-2,8%	-13,4%	-8,1%	-24,5%	0,0%	0,0%	-54,1%	-44,4%
<b>Total SCN</b>	<b>-8,4%</b>	<b>-33,2%</b>	<b>-5,5%</b>	<b>8,5%</b>	<b>-5,2%</b>	<b>-1,8%</b>	<b>21,2%</b>	<b>-32,5%</b>	<b>3,6%</b>	<b>-6,6%</b>	<b>5,3%</b>	<b>-13,3%</b>	<b>75,0%</b>	<b>94,1%</b>	<b>130,1%</b>	<b>-12,0%</b>	<b>-3,6%</b>
<b>Total</b>		<b>-7,8%</b>	<b>-24,2%</b>	<b>-5,9%</b>	<b>6,5%</b>	<b>6,9%</b>	<b>27,5%</b>	<b>-19,1%</b>	<b>-2,8%</b>	<b>-6,6%</b>	<b>-2,6%</b>	<b>1,5%</b>	<b>-7,3%</b>	<b>9,4%</b>	<b>94,1%</b>	<b>-3,6%</b>	<b>-3,2%</b>

Source: IHS & LR Fingtip

## Appendix VII: Owners' Country of Domicile

Tables display number of port calls per country, vessel type and shipowners' country of domicile.

### Total

Owner CoD	Uncl.	Bulker	Chem.Tank	Comb.	Cont.	Crude Oil T.	Dry Cargo	Gas Tank.	Misc.	Misc.Tank.	Offshore	Pass/Ferry	Prod.Tank.	Reefer	RoRo	Total	
Germany		5 229	4 244	15	20 420	162	37 919	1 688				498	1 771	353	4 453	76 752	
Norway	11	7 685	4 778	149	1 077	1 253	13 443	2 026	13		9	139	963	3 186	1 664	15 225	51 621
Netherlands		5 748	2 127		3 607		16 008	1 108	20			99	45	1 001	613	2 053	32 429
United Kingdom		5 681	424	13	451	378	3 345	127	151		29		809	8 287	401	3 807	23 905
Denmark		1 708	3 074	18	1 864	223	5 315	1 322					169	2 467	362	4 813	21 335
Sweden		2 288	4 092		106		2 981		5				87	5 403	64	5 166	20 192
Russia		5 198	204	65	822	285	5 478		85				128	2 022	240	57	14 584
Finland		1 511	597		290	505	2 958	2					223	1 026	51	5 219	12 382
Unknown	6 123	296			12	15	643	129				8	53	140	129	459	8 046
Greece		2 518	347	94	677	452	721	135					205	717	518	631	7 015
<b>Top 10</b>	<b>6 134</b>	<b>37 862</b>	<b>19 925</b>	<b>354</b>	<b>29 326</b>	<b>3 273</b>	<b>88 811</b>	<b>6 537</b>	<b>274</b>	<b>46</b>	<b>241</b>	<b>3 180</b>	<b>26 020</b>	<b>4 395</b>	<b>41 883</b>	<b>268 261</b>	
<b>Other</b>	<b>0</b>	<b>10 745</b>	<b>6 189</b>	<b>221</b>	<b>7 761</b>	<b>2 765</b>	<b>11 018</b>	<b>1 586</b>	<b>22</b>	<b>94</b>	<b>157</b>	<b>1 587</b>	<b>4 339</b>	<b>1 525</b>	<b>14 226</b>	<b>62 235</b>	
<b>Total</b>	<b>6 134</b>	<b>48 607</b>	<b>26 114</b>	<b>575</b>	<b>37 087</b>	<b>6 038</b>	<b>99 829</b>	<b>8 123</b>	<b>296</b>	<b>140</b>	<b>398</b>	<b>4 767</b>	<b>30 359</b>	<b>5 920</b>	<b>56 109</b>	<b>330 496</b>	

Source: LMIU & LR Fairplay

### UK

Owner CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany	1 225	1	8 141	4 295	834	106	97	57	287		1 195	645				16 883
United Kingdom	3 830	1	1 838	140	2 098	99	637	120	212	6 930	319	72		29	1	16 326
Netherlands	1 486		3 248	1 232	565	184	26	8		411	829	321			4	8 314
Norway	1 155	22	1 464	149	2 740	149	100		390	203	566	753			5	7 696
Denmark	204	2	835	460	2 058	74	48		185	306	849	556				5 577
Sweden	118		134		1 333	12	1			848	1 028					3 474
Russia	563	5	851	74	4	21	18	17	90	228	55					1 926
Belgium	14		17	4	1 563	2		2	10	17	15		99			1 743
Greece	496	13	189	231	207	85	21		149	202	34	70				1 697
United States	17	10	6	69	221	14	208	11	133	225	460				1	1 375
<b>Top 10</b>	<b>9 108</b>	<b>54</b>	<b>16 723</b>	<b>6 654</b>	<b>11 623</b>	<b>746</b>	<b>1 156</b>	<b>158</b>	<b>1 226</b>	<b>9 657</b>	<b>5 350</b>	<b>2 516</b>		<b>29</b>	<b>11</b>	<b>65 011</b>
<b>Other</b>	<b>2 776</b>	<b>15</b>	<b>3 103</b>	<b>2 163</b>	<b>4 287</b>	<b>349</b>	<b>229</b>	<b>0</b>	<b>1 084</b>	<b>850</b>	<b>1 185</b>	<b>575</b>		<b>5</b>	<b>51</b>	<b>745 17 417</b>
<b>Total</b>	<b>11 884</b>	<b>69</b>	<b>19 826</b>	<b>8 817</b>	<b>15 910</b>	<b>1 095</b>	<b>1 385</b>	<b>158</b>	<b>2 310</b>	<b>10 507</b>	<b>6 535</b>	<b>3 091</b>		<b>34</b>	<b>62</b>	<b>82 428</b>

Source: LMIU & LR Fairplay

### Ireland

Owner CoD	Bulker	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Germany	165	1 620	1 109	13	15	12		1	9	45	1			2 944
United Kingdom	157	163	51	1	6	15		12	1 023	18	46			1 428
Netherlands	114	369	88	4	17	1			2	19	4		1	595
Ireland	124	330	48			4								506
Norway	72	109	5	174	13	8		3	6	38	20			390
Sweden	3	39	40						131	109				213
Denmark	30	80	2		4				49	72	72			165
Greece	94	27	2	3	5	2		1	8	6	1			142
Russia	27	64			1	2		7	28					129
United States	5		2	3		41	1		20	25				72
<b>Top 10</b>	<b>791</b>	<b>2 801</b>	<b>1 307</b>	<b>238</b>	<b>61</b>	<b>85</b>	<b>1</b>	<b>24</b>	<b>1 276</b>	<b>332</b>	<b>144</b>		<b>1</b>	<b>6 584</b>
<b>Other</b>	<b>204</b>	<b>160</b>	<b>5</b>	<b>172</b>	<b>23</b>	<b>22</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>30</b>	<b>13</b>		<b>5</b>	<b>7 1 193</b>
<b>Total</b>	<b>995</b>	<b>2 961</b>	<b>1 312</b>	<b>410</b>	<b>84</b>	<b>107</b>	<b>1</b>	<b>47</b>	<b>1 328</b>	<b>362</b>	<b>157</b>		<b>6</b>	<b>7 7 777</b>

Source: LMIU & LR Fairplay

### Belgium

Owner CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Gas Tank.	Chem.Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany	358	4	1 923	1 552	227	87	34		6	110	280	434				4 064
Netherlands	308		1 655	134	816	97	3	2		106	140	370				2 913
Norway	223	41	405	54	912	65	7		11	50	181	320		9		1 635
United Kingdom	380	4	292	35	1 104	51	12	17	6	34	3	44				1 815
Belgium	24		33	5	1 346					68	36	141			9	1 408
Sweden	32		17		1 068	7				115		127				1 117
Switzerland	14		106	345	529	1				11		8				994
Denmark	38	3	145	75	220	93				67	84	227				481
Greece	320	14	174	148	46	71	1		21	60	16	15				702
Russia	301	7	305	3	9	4		3	9	82		16				625
<b>Top 10</b>	<b>1 998</b>	<b>73</b>	<b>5 055</b>	<b>2 351</b>	<b>6 277</b>	<b>476</b>	<b>57</b>	<b>22</b>	<b>53</b>	<b>703</b>	<b>740</b>	<b>1 702</b>		<b>9</b>	<b>9</b>	<b>15 754</b>
<b>Other</b>	<b>966</b>	<b>28</b>	<b>1 205</b>	<b>1 121</b>	<b>1 764</b>	<b>320</b>	<b>104</b>	<b>0</b>	<b>56</b>	<b>324</b>	<b>175</b>	<b>858</b>		<b>30</b>	<b>1 181</b>	<b>10 904</b>
<b>Total</b>	<b>2 964</b>	<b>101</b>	<b>6 260</b>	<b>3 472</b>	<b>8 041</b>	<b>796</b>	<b>161</b>	<b>22</b>	<b>109</b>	<b>1 027</b>	<b>915</b>	<b>2 560</b>		<b>39</b>	<b>10</b>	<b>26 658</b>

Source: LMIU & LR Fairplay

## Germany (Northern Cont. Europe)

Owner	CoD	Bulker	Comb.	Cont.	Dry Cargo	RoRo	Reefer	Misc.	Pass/Ferry	Crude Oil T.	Prod.Tank.	Chem.Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany		716		4 519	4 944	774	18		81	54	892	263	687			11 998
Netherlands		514		624	1 029	103	36		2		30	63	196		3	2 338
Norway		277	6	120	643	915	34		32	100	44	75	315		9	2 171
Denmark		80	3	464	217	1	57		1	3	146	50	100			972
Unknown		13		4	27	17	4				8	12	2		919	73
Japan		67		158	3	685	44			8	1	3	15			966
Finland		80		70	308	193	1			57	40		18			749
Sweden		52			85	187	5				225		201			554
Greece		249	5	171	58	80	47		5	30	32	6	22			677
Russia		195		40	201	2	14	7		16	110		8			612
<b>Top 10</b>		<b>2 243</b>	<b>14</b>	<b>6 170</b>	<b>7 515</b>	<b>2 957</b>	<b>260</b>	<b>7</b>	<b>148</b>	<b>268</b>	<b>1 528</b>	<b>472</b>	<b>1 564</b>	<b>0</b>	<b>12</b>	<b>919</b>
<b>Other</b>		<b>854</b>	<b>8</b>	<b>1 589</b>	<b>964</b>	<b>774</b>	<b>93</b>	<b>0</b>	<b>84</b>	<b>167</b>	<b>255</b>	<b>54</b>	<b>315</b>	<b>5</b>	<b>30</b>	<b>0</b>
<b>Total</b>		<b>3 097</b>	<b>22</b>	<b>7 759</b>	<b>8 479</b>	<b>3 731</b>	<b>353</b>	<b>7</b>	<b>232</b>	<b>435</b>	<b>1 783</b>	<b>526</b>	<b>1 879</b>	<b>5</b>	<b>42</b>	<b>919</b>

Source: LMIU &amp; LR Fairplay

## Netherlands

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Misc.	Pass/Ferry	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany		641	2	4 634	3 383	433	57		8	17	130	939	323			10 567	
Netherlands		1 424		3 392	927	168	175		6	10	364	631	243		32	7 372	
Norway		505	30	636	64	1 033	152		9	177	180	957	435		15	4 193	
Denmark		107	5	402	402	1 289	25			8	266	429	202			3 135	
United Kingdom		883	5	411	95	435	100		8	13	65	169	34		1	2 222	
Russia		407	13	614	58	2	34		3	6	52	241	46			1 476	
Greece		559	32	108	122	62	162		4		88	216	60	14		1 427	
Sweden		61		129		257	7				317	431				1 202	
Japan		185		6	210	84	126		2		13	15	133	41		815	
Finland		7		191		393	7		1		64	55	71			789	
<b>Top 10</b>		<b>4 779</b>	<b>87</b>	<b>10 523</b>	<b>5 261</b>	<b>4 156</b>	<b>845</b>	<b>41</b>	<b>29</b>	<b>484</b>	<b>1 953</b>	<b>3 731</b>	<b>1 261</b>	<b>0</b>	<b>48</b>	<b>0</b>	
<b>Other</b>		<b>1 639</b>	<b>79</b>	<b>1 243</b>	<b>1 329</b>	<b>1 055</b>	<b>189</b>	<b>56</b>	<b>2</b>	<b>452</b>	<b>892</b>	<b>1 374</b>	<b>191</b>	<b>55</b>	<b>16</b>	<b>93</b>	
<b>Total</b>		<b>6 418</b>	<b>166</b>	<b>11 766</b>	<b>6 590</b>	<b>5 211</b>	<b>1 034</b>	<b>97</b>	<b>31</b>	<b>936</b>	<b>2 845</b>	<b>5 105</b>	<b>1 452</b>	<b>55</b>	<b>64</b>	<b>93</b>	

Source: LMIU &amp; LR Fairplay

## Denmark

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Misc.	Pass/Ferry	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Denmark		440		1 693	201	435	7		105		922	458	17			3 804
Norway		1 106	4	1 270	160	729	66		29		59	126	187	50	9	3 549
Germany		267		1 992	731	139	3		30		3	18	41	1		3 183
Sweden		269		295		30	2		5			664	224			1 265
Netherlands		394		606	32	3	8					31	10	21	2	1 074
Unknown		13		37					3		2	3			764	58
Russia		178	5	154	17		13		1	4	15	248	3			635
Finland		28		113	22	337			7		27	52	30			586
Lithuania		14		13		226						9				262
Faroes				19		184	16					18	1			237
<b>Top 10</b>		<b>2 709</b>	<b>9</b>	<b>6 192</b>	<b>1 163</b>	<b>2 083</b>	<b>115</b>	<b>180</b>	<b>4</b>	<b>107</b>	<b>2 091</b>	<b>954</b>	<b>89</b>	<b>11</b>	<b>764</b>	<b>14 653</b>
<b>Other</b>		<b>288</b>	<b>1</b>	<b>403</b>	<b>157</b>	<b>352</b>	<b>9</b>	<b>188</b>	<b>0</b>	<b>93</b>	<b>158</b>	<b>142</b>	<b>57</b>	<b>6</b>	<b>0</b>	<b>3 672</b>
<b>Total</b>		<b>2 997</b>	<b>10</b>	<b>6 595</b>	<b>1 320</b>	<b>2 435</b>	<b>124</b>	<b>368</b>	<b>4</b>	<b>200</b>	<b>2 249</b>	<b>1 096</b>	<b>146</b>	<b>17</b>	<b>764</b>	<b>18 325</b>

Source: LMIU &amp; LR Fairplay

## Estonia

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Misc.	Pass/Ferry	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Germany		89		750	78	164	7		13		1	51				1 106
Russia		380	13	188	23		2		6	3	9	227	33			851
Finland		166		230	31	46			32		17	59	6			581
Sweden		63		190	49	2						33	40			337
Estonia		103		51	112	65	4					1				336
Netherlands		33		236	8	2	2					1	1			282
Norway		41	1	131	37	7	4		13		6	9	24	2	1	249
Unknown		21		44		9	2		2		4	22	2		130	104
Denmark		61		68								18	53	2		147
Greece		52	11	7			3		10		31	48	8			162
<b>Top 10</b>		<b>1 009</b>	<b>25</b>	<b>1 895</b>	<b>338</b>	<b>295</b>	<b>24</b>	<b>76</b>	<b>3</b>	<b>68</b>	<b>422</b>	<b>218</b>	<b>4</b>	<b>1</b>	<b>130</b>	<b>4 155</b>
<b>Other</b>		<b>247</b>	<b>23</b>	<b>225</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>87</b>	<b>2</b>	<b>54</b>	<b>194</b>	<b>55</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1 261</b>
<b>Total</b>		<b>1 256</b>	<b>48</b>	<b>2 120</b>	<b>338</b>	<b>300</b>	<b>39</b>	<b>163</b>	<b>5</b>	<b>122</b>	<b>616</b>	<b>273</b>	<b>4</b>	<b>2</b>	<b>130</b>	<b>5 416</b>

Source: LMIU &amp; LR Fairplay

**Finland**

Owner_CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Uncl.	Total
Finland	652		1 041	102	2 185	34		34	549	314	2		4 597
Germany	149		2 484	1 085	900		1		11	193	17		4 630
Netherlands	114		1 968	164	66				6	5	46		2 318
Sweden	88		179		282		1		174	298			724
Norway	59	3	113		285		2	16	38	166	14		516
Russia	197	3	266	185	2		1	2	24	3			680
Unknown	9		52		172		1		1		1	152	235
Estonia	8		5	117	144								274
Italy	47		17	2					43	163			109
Denmark	17		18						43	86	1		78
<b>Top 10</b>	<b>1 340</b>	<b>6</b>	<b>6 143</b>	<b>1 655</b>	<b>4 036</b>	<b>39</b>	<b>3</b>	<b>50</b>	<b>889</b>	<b>1 228</b>	<b>81</b>	<b>152</b>	<b>14 161</b>
<b>Other</b>	<b>186</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>327</b>	<b>21</b>	<b>1</b>	<b>25</b>	<b>114</b>	<b>110</b>	<b>16</b>	<b>0</b>	<b>2 501</b>
<b>Total</b>	<b>1 526</b>	<b>6</b>	<b>6 383</b>	<b>1 655</b>	<b>4 363</b>	<b>60</b>	<b>4</b>	<b>75</b>	<b>1 003</b>	<b>1 338</b>	<b>97</b>	<b>152</b>	<b>16 662</b>

Source: LMIU &amp; LR Fairplay

**Germany (Scand/Baltic)**

Owner_CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Germany	444		1 272	69	405		34	4	189	37	25			2 417
Sweden	169		185	2	517				60	44				933
Norway	293		397	39	149	1	11	1	8	9	10	9		899
Finland	49		61		558		13	1	2	2				684
Unknown	20		11		59		2						512	92
Russia	283		227	56			2		21	1				589
Netherlands	213		258	13	1	1						2		486
Denmark	92		192						15	35	2			299
Estonia	28		20	1	146									195
Poland	36		14		48					1				98
<b>Top 10</b>	<b>1 627</b>	<b>0</b>	<b>2 637</b>	<b>180</b>	<b>1 883</b>	<b>2</b>	<b>62</b>	<b>6</b>	<b>295</b>	<b>129</b>	<b>37</b>	<b>11</b>	<b>512</b>	<b>6 692</b>
<b>Other</b>	<b>207</b>	<b>5</b>	<b>127</b>	<b>5</b>	<b>70</b>	<b>0</b>	<b>94</b>	<b>13</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>1 257</b>
<b>Total</b>	<b>1 834</b>	<b>5</b>	<b>2 764</b>	<b>185</b>	<b>1 953</b>	<b>2</b>	<b>156</b>	<b>19</b>	<b>318</b>	<b>139</b>	<b>43</b>	<b>19</b>	<b>512</b>	<b>7 949</b>

Source: LMIU &amp; LR Fairplay

**Latvia**

Owner_CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany	125	4	1 089	139	36	11	12			5	93	3				1 421
Russia	391	8	239	21	1	8	7	2	17	94	8					788
Sweden	106		218	7	2		43		147	157						523
Norway	77	16	339	13	53	9	4		11	43	33	42				565
Netherlands	52		320	4		6				3	9					385
Denmark	51	2	74		17					132	89					276
Latvia	104		50			10	2		15	74	21					255
Greece	100	7	8		22	4	8		13	44	56					206
Estonia	106		102	5	4	1										219
Unknown	35		44							3	5		1		111	82
<b>Top 10</b>	<b>1 147</b>	<b>37</b>	<b>2 483</b>	<b>189</b>	<b>135</b>	<b>49</b>	<b>77</b>	<b>2</b>	<b>56</b>	<b>545</b>	<b>471</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>111</b>	<b>4 720</b>
<b>Other</b>	<b>410</b>	<b>28</b>	<b>325</b>	<b>34</b>	<b>64</b>	<b>15</b>	<b>67</b>	<b>0</b>	<b>55</b>	<b>189</b>	<b>91</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1 927</b>
<b>Total</b>	<b>1 557</b>	<b>65</b>	<b>2 808</b>	<b>223</b>	<b>199</b>	<b>64</b>	<b>144</b>	<b>2</b>	<b>111</b>	<b>734</b>	<b>562</b>	<b>59</b>	<b>1</b>	<b>7</b>	<b>111</b>	<b>6 647</b>

Source: LMIU &amp; LR Fairplay

**Lithuania**

Owner_CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
Germany	47		497	78	5	14	3			8	30	1				652
Norway	102	4	86	3	147	61	2		10	15	16	3				430
Russia	205	1	141	9		13	1	3	5	23						401
Denmark	37		106	16		6			2	27	15	3				194
Netherlands	57		115	5		13				9						199
Sweden	48		54	1		3				17	38					126
Lithuania	21		8		106	3										138
Unknown	6		39			1							1		68	46
Greece	43	3	4		2	14	7		11	20	3					104
<b>Top 10</b>	<b>566</b>	<b>8</b>	<b>1 050</b>	<b>112</b>	<b>263</b>	<b>128</b>	<b>13</b>	<b>3</b>	<b>28</b>	<b>119</b>	<b>102</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>2 290</b>
<b>Other</b>	<b>172</b>	<b>5</b>	<b>200</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>5</b>	<b>2</b>	<b>42</b>	<b>132</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>835</b>
<b>Total</b>	<b>738</b>	<b>13</b>	<b>1 250</b>	<b>112</b>	<b>275</b>	<b>181</b>	<b>18</b>	<b>5</b>	<b>70</b>	<b>251</b>	<b>134</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>3 125</b>

Source: LMIU &amp; LR Fairplay

## Norway

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Misc.Tank.	Offshore	Uncl.	Total
Norway		3 054	9	6 365	343	7 196	964	704	13	380	2 244	1 622	272		91	11	21 272
Germany		385	1	3 306	1 290	131		86		17	63	107	69				5 279
Unknown		8		14		54	5	12		1	7	1	2			1 533	1 01
Denmark		245		582	21	207	31			21	66	139	169				1 173
Netherlands		366		595	96		7	7			14	9	181		52		1 085
Sweden		145		100		40					583	195					868
Russia		129	1	412	10		26	32	6	24	211	5					851
Antigua				488													488
Greece		100	3	12		152	10	45		69	13	16	17				404
Bahamas		5		1				8		364	23				5		401
<b>Top 10</b>		<b>4 437</b>	<b>14</b>	<b>11 875</b>	<b>1 760</b>	<b>7 780</b>	<b>1 043</b>	<b>894</b>	<b>19</b>	<b>876</b>	<b>3 224</b>	<b>2 094</b>	<b>710</b>	<b>0</b>	<b>148</b>	<b>1 544</b>	<b>31 922</b>
<b>Other</b>		<b>739</b>	<b>14</b>	<b>552</b>	<b>93</b>	<b>429</b>	<b>72</b>	<b>330</b>	<b>1</b>	<b>337</b>	<b>275</b>	<b>438</b>	<b>301</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>8 096</b>
<b>Total</b>		<b>5 176</b>	<b>28</b>	<b>12 427</b>	<b>1 853</b>	<b>8 209</b>	<b>1 115</b>	<b>1 224</b>	<b>20</b>	<b>1 213</b>	<b>3 499</b>	<b>2 532</b>	<b>1 011</b>	<b>5</b>	<b>162</b>	<b>1 544</b>	<b>40 018</b>

Source: LMIU &amp; LR Fairplay

## Poland

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Germany		186	1	1 143	417	7	68	21			6	21	10			1 849
Denmark		129		369	80	2	16	2		1	132	138	39			731
Norway		236	1	322	8	46	159	3		12	32	56	31			819
Poland		271		85	48		153	12		10	68	46				647
Netherlands		169		428	3	22	9				7	9	11		2	638
Russia		234	1	180	11	10	1	4	3	4	75	15				523
Sweden		88		110		6	36	17	1		44	83				302
Finland		84		60			215	7		4	6	8				376
Unknown		11		56			2	1			2				273	72
Greece		117		19		18	29	11		2	13	19	5			209
<b>Top 10</b>		<b>1 525</b>	<b>3</b>	<b>2 772</b>	<b>567</b>	<b>111</b>	<b>688</b>	<b>78</b>	<b>4</b>	<b>33</b>	<b>385</b>	<b>395</b>	<b>96</b>	<b>2</b>	<b>273</b>	<b>6 166</b>
<b>Other</b>		<b>337</b>	<b>1</b>	<b>410</b>	<b>68</b>	<b>73</b>	<b>191</b>	<b>31</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>122</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>2 138</b>
<b>Total</b>		<b>1 862</b>	<b>4</b>	<b>3 182</b>	<b>635</b>	<b>184</b>	<b>879</b>	<b>109</b>	<b>4</b>	<b>48</b>	<b>454</b>	<b>517</b>	<b>149</b>	<b>4</b>	<b>273</b>	<b>8 304</b>

Source: LMIU &amp; LR Fairplay

## Russia

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Russia		1 286	3	1 307	293	34	93	13	25	20	253	6				3 327
Germany		82		620	456	169	26	25			19	122				1 397
Norway		114	3	234	4	83	93	20		25	54	109				630
Netherlands		89		415	154	1	33				1	3				692
Finland		178		197	32	1	12	11		17	38	3				486
Sweden		31		87		34	16				54	233				222
Denmark		49	1	137	15		14			2	98	105	19			316
Greece		209	4	18	1		94	18		14	21	30				379
Unknown		25		36			7	3		1	8	1			305	80
Lithuania		76		192		1	22									291
<b>Top 10</b>		<b>2 139</b>	<b>11</b>	<b>3 243</b>	<b>955</b>	<b>323</b>	<b>410</b>	<b>90</b>	<b>25</b>	<b>79</b>	<b>545</b>	<b>612</b>	<b>19</b>	<b>305</b>	<b>7 820</b>	
<b>Other</b>		<b>600</b>	<b>5</b>	<b>487</b>	<b>21</b>	<b>133</b>	<b>348</b>	<b>114</b>	<b>1</b>	<b>55</b>	<b>216</b>	<b>141</b>	<b>7</b>	<b>0</b>	<b>3 064</b>	
<b>Total</b>		<b>2 739</b>	<b>16</b>	<b>3 730</b>	<b>976</b>	<b>456</b>	<b>758</b>	<b>204</b>	<b>26</b>	<b>134</b>	<b>761</b>	<b>753</b>	<b>26</b>	<b>305</b>	<b>10 884</b>	

Source: LMIU &amp; LR Fairplay

## Sweden

Owner	CoD	Bulker	Comb.	Dry Cargo	Cont.	RoRo	Reefer	Pass/Ferry	Misc.	Crude Oil T.	Prod.Tank.	Chem.Tank.	Gas Tank.	Offshore	Uncl.	Total
Sweden		1 015		1 159	47	1 335	6	21	3		1 991	884				5 577
Germany		349	2	3 501	1 219	155	2	38		2	20	249	50			5 288
Norway		371	9	929	78	643	7	17		52	134	360	131			2 240
Netherlands		415		1 373	123	315	12				17	36	78	1		2 255
Denmark		128	2	395	128	570	49	13			179	279	87			1 464
Finland		195		279		239		44		8	141	70				906
Russia		422	5	329	22	2	1	11	4	17	157	5				970
Unknown		52		123		3		5			11	5	1		330	194
United Kingdom		34		209			3	16		6	8					276
Lithuania		48		151		40					2					241
<b>Top 10</b>		<b>3 029</b>	<b>18</b>	<b>8 448</b>	<b>1 617</b>	<b>3 302</b>	<b>80</b>	<b>165</b>	<b>7</b>	<b>85</b>	<b>2 660</b>	<b>1 888</b>	<b>347</b>	<b>1</b>	<b>330</b>	<b>19 411</b>
<b>Other</b>		<b>482</b>	<b>4</b>	<b>580</b>	<b>223</b>	<b>434</b>	<b>11</b>	<b>161</b>	<b>0</b>	<b>124</b>	<b>260</b>	<b>441</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>5 353</b>
<b>Total</b>		<b>3 511</b>	<b>22</b>	<b>9 028</b>	<b>1 840</b>	<b>3 736</b>	<b>91</b>	<b>326</b>	<b>7</b>	<b>209</b>	<b>2 920</b>	<b>2 329</b>	<b>414</b>	<b>1</b>	<b>330</b>	<b>24 764</b>

Source: LMIU &amp; LR Fairplay

## Appendix VIII: Ship Age Groups

Tables display number of port calls per country, vessel type and the ships' age.

### Total

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	3 066	3 888	6 031	9 844	12 847	12 931		48 607
Comb.	7	113	87	196	168	4		575
Dry Cargo	16 433	17 629	13 243	16 727	12 412	23 385		99 829
Cont.	12 174	15 188	3 667	3 559	871	1 628		37 087
RoRo	12 410	5 547	5 554	8 044	16 543	8 011		56 109
Reefer	488	781	1 572	1 568	803	708		5 920
Pass/Ferry	973	693	669	361	502	1 569		4 767
Misc.	33	9	47	65	89	53		296
Crude Oil T.	2 261	1 322	1 455	430	449	121		6 038
Prod.Tank.	4 177	4 490	4 588	2 797	7 600	6 707		30 359
Chem.Tank.	7 187	4 865	3 984	2 621	4 716	2 741		26 114
Gas Tank.	1 404	1 909	2 398	838	731	843		8 123
Misc.Tank.		22		24	35	59		140
Offshore	100	2	49	206	34	7		398
Uncl.						11	6 123	6 134
<b>Total</b>	<b>60 713</b>	<b>56 458</b>	<b>43 344</b>	<b>47 280</b>	<b>57 800</b>	<b>58 778</b>	<b>6 123</b>	<b>330 496</b>

Source: LMIU & LR Fairplay

### UK

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	519	1 015	2 029	2 842	3 451	2 028		11 884
Comb.	6	16	19	16	10	2		69
Dry Cargo	2 897	3 367	2 743	4 466	3 150	3 203		19 826
Cont.	2 781	3 404	1 167	889	203	373		8 817
RoRo	3 713	1 653	1 329	2 519	4 763	1 933		15 910
Reefer	175	216	362	207	56	79		1 095
Pass/Ferry	432	94	148	58	130	523		1 385
Misc.	8	9	10	45	39	47		158
Crude Oil T.	911	446	649	99	159	46		2 310
Prod.Tank.	916	1 912	1 753	759	3 408	1 759		10 507
Chem.Tank.	2 101	1 542	1 213	665	781	233		6 535
Gas Tank.	486	930	984	274	206	211		3 091
Misc.Tank.				1		33		34
Offshore	44		9	6	3			62
Uncl.							745	745
<b>Total</b>	<b>14 989</b>	<b>14 604</b>	<b>12 415</b>	<b>12 846</b>	<b>16 359</b>	<b>10 470</b>	<b>745</b>	<b>82 428</b>

Source: LMIU & LR Fairplay

**Ireland**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	53	71	178	212	298	183		995
Dry Cargo	516	555	490	558	535	307		2 961
Cont.	258	756	183	54	54	7		1 312
RoRo	175	47	74	45	45	24		410
Reefer	1	8	46	16	11	2		84
Pass/Ferry	29	12	11	15	2	38		107
Misc.				1				1
Crude Oil T.	7	3	18	19				47
Prod.Tank.	61	327	299	168	420	53		1 328
Chem.Tank.	180	62	26	33	51	10		362
Gas Tank.	6	41	79	4	7	20		157
Offshore	4			2				6
Uncl.							7	7
<b>Total</b>	<b>1 290</b>	<b>1 882</b>	<b>1 404</b>	<b>1 127</b>	<b>1 423</b>	<b>644</b>	<b>7</b>	<b>7 777</b>

Source: LMIU &amp; LR Fairplay

**Belgium**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	337	374	414	755	602	482		2 964
Comb.		38	9	24	30			101
Dry Cargo	1 413	1 238	1 280	1 101	727	501		6 260
Cont.	1 079	1 383	295	370	145	200		3 472
RoRo	2 174	541	833	1 001	2 971	521		8 041
Reefer	139	259	208	114	36	40		796
Pass/Ferry	8	4	48	11	34	56		161
Misc.	2		3	5	6	6		22
Crude Oil T.	26	34	24	9	15	1		109
Prod.Tank.	180	151	335	158	112	91		1 027
Chem.Tank.	645	644	456	273	300	242		2 560
Gas Tank.	106	207	323	107	144	28		915
Misc.Tank.		11		9	10	9		39
Offshore	1		9					10
Uncl.							181	181
<b>Total</b>	<b>6 110</b>	<b>4 884</b>	<b>4 237</b>	<b>3 937</b>	<b>5 132</b>	<b>2 177</b>	<b>181</b>	<b>26 658</b>

Source: LMIU &amp; LR Fairplay

**Germany (Northern Cont. Europe)**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	345	482	368	695	535	672		3 097
Comb.		7	7	4	4			22
Dry Cargo	1 539	2 076	1 209	1 363	834	1 458		8 479
Cont.	2 996	2 976	722	752	126	187		7 759
RoRo	996	549	246	831	525	584		3 731
Reefer	61	49	98	81	43	21		353
Pass/Ferry	42	37	63	25	24	41		232
Misc.			7					7
Crude Oil T.	165	80	143	32	11	4		435
Prod.Tank.	349	274	181	84	529	366		1 783
Chem.Tank.	679	226	284	286	258	146		1 879
Gas Tank.	160	90	129	42	46	59		526
Misc.Tank.					4	1		5
Offshore	25		5	12				42
Uncl.							919	919
<b>Total</b>	<b>7 357</b>	<b>6 846</b>	<b>3 462</b>	<b>4 207</b>	<b>2 939</b>	<b>3 539</b>	<b>919</b>	<b>29 269</b>

Source: LMIU &amp; LR Fairplay

**Netherlands**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	619	668	836	1 934	1 462	899		6 418
Comb.		24	15	56	69	2		166
Dry Cargo	2 523	2 559	2 058	2 200	1 275	1 151		11 766
Cont.	2 405	2 619	743	436	106	281		6 590
RoRo	1 056	890	442	1 044	1 286	493		5 211
Reefer	83	157	301	276	127	90		1 034
Pass/Ferry	19	15	15	20	1	27		97
Misc.	10		4	3	14			31
Crude Oil T.	345	201	216	65	80	29		936
Prod.Tank.	545	421	488	479	496	416		2 845
Chem.Tank.	1 509	1 156	966	528	601	345		5 105
Gas Tank.	260	211	393	183	143	262		1 452
Misc.Tank.		11		14	16	14		55
Offshore	7	1	6	27	16	7		64
Uncl.							93	93
<b>Total</b>	<b>9 381</b>	<b>8 933</b>	<b>6 483</b>	<b>7 265</b>	<b>5 692</b>	<b>4 016</b>	<b>93</b>	<b>41 863</b>

Source: LMIU &amp; LR Fairplay

**Denmark**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	112	122	132	374	876	1 381		2 997
Comb.		1	4	5				10
Dry Cargo	435	607	493	602	1 048	3 410		6 595
Cont.	200	721	123	135	4	137		1 320
RoRo	208	220	165	215	946	681		2 435
Reefer			22	43	29	30		124
Pass/Ferry	89	74	41	26	27	111		368
Misc.			1		3			4
Crude Oil T.	93	55	38	7	6	1		200
Prod.Tank.	484	119	328	99	462	757		2 249
Chem.Tank.	136	74	136	94	335	321		1 096
Gas Tank.	10	21	54	13	3	45		146
Offshore	2		4	10	1			17
Uncl.							764	764
<b>Total</b>	<b>1 769</b>	<b>2 014</b>	<b>1 541</b>	<b>1 623</b>	<b>3 740</b>	<b>6 874</b>	<b>764</b>	<b>18 325</b>

Source: LMIU &amp; LR Fairplay

**Estonia**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	45	49	118	124	360	560		1 256
Comb.			3	33	12			48
Dry Cargo	310	267	191	396	181	775		2 120
Cont.	37	177	19	18	85	2		338
RoRo	171	28	21	19	10	51		300
Reefer		1	2	12	15	9		39
Pass/Ferry	22	13	50	16	4	58		163
Misc.				2	3			5
Crude Oil T.	32	6	35	12	36	1		122
Prod.Tank.	197	52	127	105	76	59		616
Chem.Tank.	78	39	15	66	56	19		273
Gas Tank.						4		4
Offshore			1	1				2
Uncl.							130	130
<b>Total</b>	<b>892</b>	<b>632</b>	<b>582</b>	<b>804</b>	<b>838</b>	<b>1 538</b>	<b>130</b>	<b>5 416</b>

Source: LMIU &amp; LR Fairplay

**Finland**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	129	126	352	106	414	399		1 526
Comb.		2	1	3				6
Dry Cargo	1 775	1 914	839	790	353	712		6 383
Cont.	764	672	54	163		2		1 655
RoRo	2 028	667	767	125	600	176		4 363
Pass/Ferry	14	4	5	3		34		60
Misc.				1	3			4
Crude Oil T.	19	37	18	1				75
Prod.Tank.	30	24	86	90	293	480		1 003
Chem.Tank.	377	310	175	93	367	16		1 338
Gas Tank.	4	54	8		25	6		97
Uncl.							152	152
<b>Total</b>	<b>5 140</b>	<b>3 810</b>	<b>2 305</b>	<b>1 375</b>	<b>2 055</b>	<b>1 825</b>	<b>152</b>	<b>16 662</b>

Source: LMIU &amp; LR Fairplay

**Germany (Scand/Baltic)**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	84	48	193	186	577	746		1 834
Comb.				1	4			5
Dry Cargo	185	276	359	388	374	1 182		2 764
Cont.	52	36	3	53	5	36		185
RoRo	733	199	186	156	349	330		1 953
Reefer			1	1				2
Pass/Ferry	35	8	19	10	12	72		156
Crude Oil T.	4	5	8	2				19
Prod.Tank.	43	38	23	13	30	171		318
Chem.Tank.	17	14	20	33	40	15		139
Gas Tank.	10		6	25		2		43
Offshore	8			11				19
Uncl.							512	512
<b>Total</b>	<b>1 171</b>	<b>624</b>	<b>818</b>	<b>879</b>	<b>1 391</b>	<b>2 554</b>	<b>512</b>	<b>7 949</b>

Source: LMIU &amp; LR Fairplay

**Latvia**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	98	76	174	202	453	554		1 557
Comb.		6	7	24	28			65
Dry Cargo	494	317	423	336	210	1 028		2 808
Cont.	95	86	2	19	12	9		223
RoRo		5	66	4	55	69		199
Reefer	1	3	11	29	10	10		64
Pass/Ferry	5	3	46	5	51	34		144
Misc.			2					2
Crude Oil T.	38	17	15	13	20	8		111
Prod.Tank.	69	43	91	145	58	328		734
Chem.Tank.	170	45	33	53	151	110		562
Gas Tank.	42	10	1	3	3			59
Misc.Tank.							1	1
Offshore			7					7
Uncl.							111	111
<b>Total</b>	<b>1 012</b>	<b>611</b>	<b>878</b>	<b>833</b>	<b>1 051</b>	<b>2 151</b>	<b>111</b>	<b>6 647</b>

Source: LMIU &amp; LR Fairplay

**Lithuania**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	20	29	73	104	286	226		738
Comb.		2	2	7	2			13
Dry Cargo	177	157	214	192	150	360		1 250
Cont.	15	30	4	59	2	2		112
RoRo	1	1	3	71	39	160		275
Reefer	4	6	33	62	53	23		181
Pass/Ferry	4	1	3	1		9		18
Misc.				2	3			5
Crude Oil T.	32	5	9	8	16			70
Prod.Tank.	17	13	43	43	38	97		251
Chem.Tank.	37	16	12	9	40	20		134
Gas Tank.					3	4		7
Misc.Tank.						1		1
Offshore			2					2
Uncl.							68	68
<b>Total</b>	<b>307</b>	<b>260</b>	<b>398</b>	<b>558</b>	<b>632</b>	<b>902</b>	<b>68</b>	<b>3 125</b>

Source: LMIU &amp; LR Fairplay

**Norway**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	332	322	286	1 036	1 189	2 011		5 176
Comb.	1	7	12	4	4			28
Dry Cargo	1 885	1 503	932	2 084	1 631	4 392		12 427
Cont.	386	1 011	68	69	60	259		1 853
RoRo	162	89	561	1 484	3 693	2 220		8 209
Reefer	2	10	230	437	197	239		1 115
Pass/Ferry	187	371	84	107	127	348		1 224
Misc.	13		1	4	2			20
Crude Oil T.	476	332	207	130	68			1 213
Prod.Tank.	597	670	323	264	754	891		3 499
Chem.Tank.	264	222	282	242	836	686		2 532
Gas Tank.	205	220	291	87	92	116		1 011
Misc.Tank.					5			5
Offshore	8	1	5	134	14			162
Uncl.						11	1 533	1 544
<b>Total</b>	<b>4 518</b>	<b>4 758</b>	<b>3 282</b>	<b>6 082</b>	<b>8 672</b>	<b>11 173</b>	<b>1 533</b>	<b>40 018</b>

Source: LMIU &amp; LR Fairplay

**Poland**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	113	114	236	410	528	461		1 862
Comb.		1		3				4
Dry Cargo	467	388	401	402	453	1 071		3 182
Cont.	193	135	78	179	8	42		635
RoRo	99	52	165	116	299	148		879
Reefer	4	19	30	51	51	29		184
Pass/Ferry	13	5	11	7	35	38		109
Misc.			1		3			4
Crude Oil T.	16	5	15	2		10		48
Prod.Tank.	31	32	47	67	66	211		454
Chem.Tank.	49	104	44	17	100	203		517
Gas Tank.	11	11	53	19	17	38		149
Offshore	1		1	2				4
Uncl.							273	273
<b>Total</b>	<b>997</b>	<b>866</b>	<b>1 082</b>	<b>1 275</b>	<b>1 560</b>	<b>2 251</b>	<b>273</b>	<b>8 304</b>

Source: LMIU &amp; LR Fairplay

**Russia**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	150	147	203	393	1 026	820		2 739
Comb.		2	4	5	5			16
Dry Cargo	405	800	719	617	466	723		3 730
Cont.	411	238	64	251	5	7		976
RoRo	3	49	109	58	56	181		456
Reefer	13	50	166	225	171	133		758
Pass/Ferry	30	19	41	14	13	87		204
Misc.			15	2	9			26
Crude Oil T.	41	31	19	9	14	20		134
Prod.Tank.	216	98	58	135	45	209		761
Chem.Tank.	320	145	20	19	125	124		753
Gas Tank.					7	19		26
Uncl.							305	305
<b>Total</b>	<b>1 589</b>	<b>1 579</b>	<b>1 418</b>	<b>1 728</b>	<b>1 942</b>	<b>2 323</b>	<b>305</b>	<b>10 884</b>

Source: LMIU &amp; LR Fairplay

**Sweden**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	110	245	437	470	740	1 509		3 511
Comb.		7	4	11				22
Dry Cargo	1 411	1 605	891	1 224	991	2 906		9 028
Cont.	502	944	142	112	56	84		1 840
RoRo	891	557	587	356	905	440		3 736
Reefer	5	3	62	14	4	3		91
Pass/Ferry	41	32	81	43	42	87		326
Misc.			3		4			7
Crude Oil T.	56	65	41	22	24	1		209
Prod.Tank.	442	315	380	188	787	808		2 920
Chem.Tank.	625	266	302	210	675	251		2 329
Gas Tank.	104	103	66	80	35	26		414
Offshore				1				1
Uncl.							330	330
<b>Total</b>	<b>4 187</b>	<b>4 142</b>	<b>2 996</b>	<b>2 731</b>	<b>4 263</b>	<b>6 115</b>	<b>330</b>	<b>24 764</b>

Source: LMIU &amp; LR Fairplay

## Appendix IX: Averages and Totals

The Following averages are calculated based on the number of ships (i.e. average dwt = sum(dwt)/no of ships).

### Averages based on No of Ships

#### Average Dwt

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	71 355	72 754	50 377	40 841	31 538	16 089		<b>46 278</b>
Comb.	109 773	94 490	111 495	73 969	73 666	124 223		<b>88 400</b>
Dry Cargo	7 522	5 979	5 505	7 165	9 136	4 025		<b>6 541</b>
Cont.	46 802	33 822	36 163	27 498	25 995	27 774		<b>37 922</b>
RoRo	14 177	12 337	11 910	14 049	11 554	7 314		<b>12 193</b>
Reefer	10 105	8 809	8 495	8 130	7 156	7 630		<b>8 251</b>
Pass/Ferry	4 125	3 414	4 294	4 427	2 291	2 296		<b>3 356</b>
Misc.	270	14 189	1 960	13 111	3 461	1 954		<b>6 557</b>
Crude Oil T.	173 034	173 196	142 069	92 897	76 973	71 473		<b>148 586</b>
Prod.Tank.	34 428	23 643	30 462	34 896	22 957	13 341		<b>27 088</b>
Chem.Tank.	22 491	20 380	17 079	18 073	12 871	10 958		<b>18 192</b>
Gas Tank.	17 039	11 779	13 265	13 013	20 916	18 126		<b>15 621</b>
Misc.Tank.		17 967		15 487	6 930	4 887		<b>9 455</b>
Offshore	142 145	53 268	82 248	10 517	1 020	86 986		<b>58 754</b>
Uncl.						0		<b>0</b>
<b>Total</b>	<b>47 627</b>	<b>44 971</b>	<b>32 963</b>	<b>26 364</b>	<b>22 691</b>	<b>11 480</b>		<b>32 348</b>

Source: LMIU & LR Fairplay

#### Average Speed

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	14,6	14,3	13,2	13,7	13,8	13,3		<b>13,8</b>
Comb.	15,0	14,7	14,3	14,3	14,3	16,0		<b>14,4</b>
Dry Cargo	13,9	12,9	12,5	12,3	13,5	12,3		<b>12,9</b>
Cont.	22,4	20,3	19,9	17,8	18,9	20,4		<b>20,7</b>
RoRo	19,3	18,1	16,5	16,7	16,7	15,9		<b>17,2</b>
Reefer	20,1	18,8	18,1	17,8	17,8	17,7		<b>18,2</b>
Pass/Ferry	21,7	20,7	20,2	18,1	18,5	17,4		<b>19,4</b>
Misc.	11,0	20,0	12,0	16,4	13,8	16,9		<b>15,4</b>
Crude Oil T.	15,1	14,7	14,3	14,4	14,8	15,6		<b>14,8</b>
Prod.Tank.	14,4	13,8	13,9	14,2	13,8	13,3		<b>13,9</b>
Chem.Tank.	14,4	14,3	13,5	13,5	13,8	14,1		<b>14,0</b>
Gas Tank.	15,5	14,8	14,4	14,2	15,2	15,1		<b>14,9</b>
Misc.Tank.		19,3		16,0	14,0	15,6		<b>16,1</b>
Offshore		14,0	13,1	12,9	12,0	12,5		<b>12,9</b>
Uncl.						16,5		<b>16,5</b>
<b>Total</b>	<b>16,7</b>	<b>15,7</b>	<b>14,8</b>	<b>14,4</b>	<b>14,6</b>	<b>13,9</b>		<b>15,1</b>

Source: LMIU & LR Fairplay

## Average no of Calls

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	5,7	7,9	23,9	14,0	20,2	27,3		15,7
Comb.	2,3	8,7	4,4	8,2	8,4	4,0		7,1
Dry Cargo	36,3	47,3	42,7	42,1	34,9	54,3		43,0
Cont.	29,5	48,7	32,5	32,4	17,1	38,8		35,7
RoRo	77,6	75,0	77,1	48,8	95,1	77,8		75,0
Reefer	11,1	10,0	11,1	10,5	7,8	15,4		10,5
Pass/Ferry	17,7	21,7	20,3	18,1	20,9	23,4		20,6
Misc.	16,5	4,5	47,0	7,2	8,1	10,6		9,9
Crude Oil T.	12,3	10,4	14,4	18,7	7,5	6,7		11,8
Prod.Tank.	31,4	59,9	38,9	21,9	60,3	57,8		43,6
Chem.Tank.	36,7	40,5	42,8	34,0	52,4	38,6		40,4
Gas Tank.	27,5	46,6	37,5	27,0	15,2	33,7		31,2
Misc.Tank.		7,3		8,0	35,0	6,6		8,8
Offshore	33,3	1,0	16,3	51,5	11,3	3,5		23,4
Uncl.						11,0	31,6	31,5
<b>Total</b>	<b>27,2</b>	<b>32,4</b>	<b>32,8</b>	<b>25,6</b>	<b>33,9</b>	<b>41,7</b>	<b>31,6</b>	<b>31,6</b>

Source: LMIU &amp; LR Fairplay

## Averages based on No of Calls

### Average Dwt

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Total
Bulker	49 048	32 389	14 568	14 748	9 349	5 020	14 286
Comb.	109 780	92 687	95 486	75 660	77 254	124 223	83 225
Dry Cargo	5 294	4 492	3 827	3 523	3 855	2 063	3 725
Cont.	29 214	14 643	18 161	15 574	24 012	17 577	20 212
RoRo	9 394	8 004	7 832	8 608	7 856	5 067	7 918
Reefer	10 101	9 253	7 923	6 337	5 499	5 655	7 258
Pass/Ferry	3 995	2 711	4 836	4 540	2 622	3 194	3 560
Misc.	236	12 733	1 960	9 439	2 640	2 166	3 979
Crude Oil T.	128 224	121 351	103 539	108 250	86 101	70 585	115 061
Prod.Tank.	14 468	8 034	12 954	20 451	5 486	5 077	9 515
Chem.Tank.	12 448	9 552	6 717	8 193	6 422	3 535	8 583
Gas Tank.	6 816	8 143	4 856	5 391	14 913	3 839	6 822
Misc.Tank.		17 736		15 506	6 930	3 642	8 713
Offshore	34 269	53 268	77 119	9 617	798	26 775	23 889
<b>Total</b>	<b>19 304</b>	<b>13 295</b>	<b>12 112</b>	<b>10 319</b>	<b>7 951</b>	<b>4 218</b>	<b>11 231</b>

Source: LMIU &amp; LR Fairplay

### Average Speed

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Total
Bulker	14,0	12,8	11,4	11,6	12,0	12,1	12,1
Comb.	14,9	14,8	14,2	14,5	14,3	16,0	14,5
Dry Cargo	13,5	12,9	12,1	11,8	12,0	11,9	12,3
Cont.	19,7	17,4	16,7	15,7	18,3	17,9	18,0
RoRo	19,1	17,9	15,9	15,6	16,2	15,6	16,8
Reefer	20,1	19,5	18,4	16,7	16,3	15,3	17,5
Pass/Ferry	21,5	19,4	19,0	19,4	18,9	18,8	19,5
Misc.	11,0	18,4	12,0	17,1	12,6	16,8	14,3
Crude Oil T.	14,8	14,5	14,3	14,3	14,8	15,6	14,6
Prod.Tank.	13,5	12,8	13,0	13,2	12,4	12,1	12,7
Chem.Tank.	13,9	13,8	12,7	12,6	13,4	12,6	13,3
Gas Tank.	14,6	14,1	13,5	12,5	14,6	12,7	13,7
Misc.Tank.		19,0		15,7	14,0	15,4	15,5
Offshore		14,0	13,1	14,2	12,0	10,0	13,7
Uncl.						16,5	16,5
<b>Total</b>	<b>16,3</b>	<b>15,0</b>	<b>13,6</b>	<b>13,1</b>	<b>13,7</b>	<b>12,9</b>	<b>14,2</b>

Source: LMIU &amp; LR Fairplay

**Totals****No of Ships/Ship Type and Age Group**

Ship Type	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	21-25 yrs	26+ yrs	Uncl.	Total
Bulker	535	493	252	705	637	473		<b>3 095</b>
Comb.	3	13	20	24	20	1		<b>81</b>
Dry Cargo	453	373	310	397	356	431		<b>2 320</b>
Cont.	412	312	113	110	51	42		<b>1 040</b>
RoRo	160	74	72	165	174	103		<b>748</b>
Reefer	44	78	141	150	103	46		<b>562</b>
Pass/Ferry	55	32	33	20	24	67		<b>231</b>
Misc.	2	2	1	9	11	5		<b>30</b>
Crude Oil T.	184	127	101	23	60	18		<b>513</b>
Prod.Tank.	133	75	118	128	126	116		<b>696</b>
Chem.Tank.	196	120	93	77	90	71		<b>647</b>
Gas Tank.	51	41	64	31	48	25		<b>260</b>
Misc.Tank.		3		3	1	9		<b>16</b>
Offshore	3	2	3	4	3	2		<b>17</b>
Uncl.						1	194	<b>195</b>
<b>Total</b>	<b>2 231</b>	<b>1 745</b>	<b>1 321</b>	<b>1 846</b>	<b>1 704</b>	<b>1 410</b>	<b>194</b>	<b>10 451</b>

Source: LMIU &amp; LR Fairplay

**Appendix X: Double Hull Ships**

Ship Type	All			Double Hull			%		
	Ships	Calls	Dwt	Ships	Calls	Dwt	Ships	Calls	Dwt
Bulker	3 095	48 607	143 230 821	16	318	1 353 675	0,5%	0,7%	0,9%
Comb.	81	575	7 160 390	39	238	3 829 535	48,1%	41,4%	53,5%
Dry Cargo	2 320	99 829	15 175 921	10	450	86 036	0,4%	0,5%	0,6%
Cont.	1 040	37 087	39 438 408	9	74	423 935	0,9%	0,2%	1,1%
RoRo	748	56 109	9 120 590				-	-	-
Reefer	562	5 920	4 637 011	1	7	43 067	0,2%	0,1%	0,9%
Pass/Ferry	231	4 767	775 175				-	-	-
Misc.	30	296	196 719				-	-	-
Crude Oil T.	513	6 038	76 224 664	341	4 643	54 505 925	66,5%	76,9%	71,5%
Prod.Tank.	696	30 359	18 853 560	269	10 218	9 227 272	38,6%	33,7%	48,9%
Chem.Tank.	647	26 114	11 770 220	363	13 839	8 382 673	56,1%	53,0%	71,2%
Gas Tank.	260	8 123	4 061 400	12	121	290 723	4,6%	1,5%	7,2%
Misc.Tank.	16	140	151 274				-	-	-
Offshore	17	398	998 813	2	12	246 523	11,8%	3,0%	24,7%
Uncl.	195	6 134	0				-	-	-
<b>Total</b>	<b>10 451</b>	<b>330 496</b>	<b>331 794 966</b>	<b>1 062</b>	<b>29 920</b>	<b>78 389 364</b>	<b>10,2%</b>	<b>9,1%</b>	<b>23,6%</b>

Source: LMIU &amp; LR Fairplay