Reference Manual on Maritime Transport Statistics

Version April 2012

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Introduction

In the present reference manual, definitions and classifications as included in the Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passenger by sea [1] are elaborated and set in context with regard to the production and use of the statistics. The basic legal act above will be referred to as "the Directive" in the rest of the manual.

Maritime transport is the carriage of goods and passengers in sea-going vessels. European maritime transport statistics describe these movements in terms of type of cargo and passengers, the routes over which they are transported, and types, sizes and nationality of ships used to carry out that transportation. The data collection provides a consistent statistical description of the maritime component of European transport activity in terms of its size and extent and its relation to other modes of transport.

This version of the reference manual is an update of the previous "Methodology on maritime statistics" (version 2005). While it covers the same ground, the experience of partner countries in providing the data and the problems they have faced in doing so have been used to extend the scope of the advice given. It also includes some aspects of the work of the Task Force on Maritime Transport Statistics, which was established in 2006.

The manual is divided into five parts:

- Part I: Methodology, definitions and classifications
- Part II: Description of the data integration process
- Part III: National methodologies
- Part IV: Wider data collection
- Part V: Annexes

In Part I, all the necessary background information related to the implementation of the Directive is illustrated. In this part, there is a description of the structure of the datasets, the definition of the statistical units and variables, methodological advice as well as the details of the transmission of the datasets.

Part II deals with the data validation processes and quality checks applied by Eurostat to ensure that the data received is internally consistent within and between datasets, that it is consistent over time and consistent with the returns made by other Member States. In addition, this part describes the data integration processes applied by Eurostat. It also describes how Eurostat disseminates the data, once it is checked.

Part III of the manual provides information about the methodologies applied at national level to comply with the requirements of the Directive. This part is based on a questionnaire addressed to the various reporting countries. The main methodological elements of this survey are presented in tables, broken down by reporting country.

Part IV deals with the possible questionnaire to extend the scope of the available statistics beyond "traffic" and "transport measurement".

Part V contains detailed annexes supporting the earlier parts.

In this new manual, the major innovation is the inclusion of the element on reporting country methodologies. However, it has also been updated both to take account of the decisions taken in the Maritime Transport Statistics Working Group in the period 2006-2010 and some of the methodological refinements brought about by queries raised by Member States.

[1] OJ L 141, 6.6.2009, p. 29.

Part I: Methodology, definitions and classifications

1. Scope of the Directive: main aspects

The scope of the statistics covered by the Directive refers to the **carriage of goods and passengers by seagoing vessels calling at ports in the territories** of the reporting countries.

Carriage of goods and passengers by sea means the movement of goods and passengers using seagoing vessels, on voyages which are undertaken wholly or partly at sea.

Seagoing vessels are vessels other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.

As a consequence, the carriage of goods and passengers between inland ports on voyages which are partly undertaken at sea is included within the scope of the Directive. On the other hand, the carriage of goods and passengers between inland ports on voyages wholly undertaken on inland waterways is excluded from the scope of the Directive, even where the transport operation is carried out by seagoing vessels.

Vessels are included within the scope of the Directive when they carry goods and/or passengers. As a consequence fish-catching vessels, fish-processing vessels, drilling and exploration vessels, tugs, pusher craft, research and survey vessels, dredgers, naval ships, and other vessels used solely for non-commercial purposes are, as a general rule, all excluded from the scope of the Directive, since their activities are distinct from transport. However, the same vessels are included within the scope of the Directive when, exceptionally, they are used for carrying cargo and/or passengers. The basic concept is that maritime transport relates to the carriage of goods or/and passengers by sea for commercial purposes, either in return for payment (i.e. for hire and reward) or on an organisation's own account as part of its wider economic activity.

According to the Directive, vessels with a gross tonnage of less than 100 may be excluded from the data collection.

Port means a place having facilities for merchant ships to moor and to load or unload cargo or to disembark or embark passengers to or from vessels.

Usually maritime transport takes place between two ports.
However, the scope of this Directive also explicitly includes goods:

(i) shipped to offshore installations;
(ii) reclaimed from the seabed and unloaded in ports.

Transport operations between a port and an offshore installation or a location at sea are referred to as "**one-port transport**". Goods shipped to and from offshore installations, and goods shipped to and from the seabed are included within maritime transport. These include products of offshore production carried to shore, supplies and equipment transported to/from offshore installations, sea-dredged aggregates and other goods reclaimed from the seabed and unloaded in ports, bunkers at sea, and material loaded in ports and shipped for dumping at sea.

The scope of the Directive explicitly excludes bunkers and stores supplied to vessels. Indeed, bunker fuel for ships, ship's stores of maintenance equipment, food and supplies are excluded from the concept of carriage of goods, since these are related to the operation of vessels. However, this applies only to the supply of bunker fuel and other stores to vessels either in port on anchored in seaways subject to port regulation. Where a vessel is supplied while at sea, the movement of the supplies is deemed to be transport, and should be included. Similarly, shipment of fuel from a refinery to a bunker supply depot is part of maritime transport.

2. Description of the datasets

The Directive defines nine datasets in Annex VIII. The datasets describe in detail the data collection requirements. For the purpose of data collection, ports are classified by the Directive into two categories:

- main ports (or "selected ports");
- other ports (or "non-selected ports").

Main ports are ports handling more than one million tonnes of goods ("main port for goods") or recording more than 200,000 passenger movements ("main passenger ports") annually. For main ports more complex statistical data are collected than for the other ports.

The datasets mentioned in the Directive are described below.

A1. This dataset concerns the gross weight of goods handled (unloaded and loaded) in the port during a quarter (data are quarterly). Data collection is mandatory only for "main ports for goods" (more than 1 million tonnes of goods annually) as "reporting ports". Smaller ports can report for this dataset on a voluntary basis. Data for each reporting port is broken down by direction (inwards vs. outwards), port of loading/unloading, maritime coastal area and type of cargo at a broad level. The information concerning the port of loading/unloading (= the "partner ports" from/to where goods are carried) is mandatory only when the partner port is located in the European Economic Area (EEA). This information can be provided also for non-EEA ports on a voluntary basis; however it is recommended for the non-EEA countries that are contributing to the maritime transport statistics on a voluntary basis (particularly for candidate countries). For the definition of "gross weight of goods" (GWG), "maritime coastal area (MCA) and for more information on the above briefly mentioned concepts, see the next section "Further information on the definitions and scope of the legal acts".

A2. This dataset is identical to A1 except that data are provided for non-unit-load cargo only (bulk and general cargo) and at a detailed type of cargo level. In other words container transport and Ro-Ro transport are excluded.

A3. This dataset concerns four variables: (1) the gross weight of goods handled (unloaded and loaded) in the port, (2) the number of non-cruise passengers disembarked and embarked in the port, (3) the number of cruise passengers starting and ending a cruise in the port and (4) the number of cruise passengers on cruise passenger excursion. Data refer to the activity at the port over one year (data are annual) [2]. The first three variables are mandatory, the fourth (cruise passenger excursions) is optional. Data collection is mandatory for all the ports (main ports and other ports). Data for each reporting port are broken down by direction. Since data for the fourth variable are usually identical for both directions, data are required for the inward direction only.

B1. This dataset is identical to A1 except that it includes an additional breakdown by commodity ("type of goods"). However, the data covers the activity of the port over one year (data are annual). This dataset has up to the reference year 2010 been collected on a voluntary basis. As from the reference year 2011 the transmission of this dataset is made obligatory by Regulation 1090/2010 of the European Parliament and the Council of 24 November 2010 that amends the legal basis.

C1. This dataset is identical to A1 except that data are provided for unit-load cargo only (container transport and Ro-Ro transport) and at a detailed type of cargo level. Data are collected not only on the gross weight of goods but also on the number of intermodal units (containers and Ro-Ro units) and on the number of intermodal units without cargo ("empty units").

[2] As a result of the discussions in 2003-2004 leading to the Commission Decision 2005/366, which introduced the distinction between non-cruise and cruise passengers, the collection of data on cruise passengers has been included in dataset A3 only because some countries have problems in identifying the port of destination (partner port). However, due to the fact that dataset A3 contains annual data only, the statistical results will not illustrate the seasonal patterns of this specific maritime transport activity.

C2. This dataset is similar to C1 except that data are provided for the numbers of Ro-Ro containers, i.e. containers that are rolled on and off the vessel. As from the reference year 2012 dataset C2 may be supplied annually on a voluntary basis for ports having a significant traffic of Ro-Ro containers. The dataset covers at least Ro-Ro containers loaded or unloaded on shipborn port-to-port trailers engaged in goods transport (subclass 65 of the type of cargo classification) but may be extended to include other Ro-Ro containers (part of type of cargo classes 5 and 6) loaded or unloaded on a lorry, on an accompanying trailer or semi-trailer, on a rail wagon or on a shipborn barge.

D1. This dataset concerns the number of non-cruise passenger movements (disembarkations and embarkations) in the port during each quarter (data are quarterly). Data collection is mandatory only for "main passenger ports" (more than 200,000 passenger movements annually) as "reporting ports". Smaller ports can report for this dataset on a voluntary basis. Data for each reporting port is broken down by direction (inwards vs. outwards), port of embarkation/disembarkation, maritime coastal area and nationality of registration of vessels ("flag"). The conditions for the collection of information on the port of embarkation/disembarkation (the "partner port") are the same as for the port of loading/unloading in dataset A1. The Commission Decision 2010/216 of 14 April 2010 makes the collection of information on the "flag" voluntary from reference year 2009

E1. This dataset is identical to A1 except that it includes an additional breakdown by nationality of registration of vessels ("flag"). The data covers the activity of the port during one year (data are annual).

F1. Dataset F1 deals with vessel traffic in European ports (vessels calling at ports). Only movements of those vessels performing an activity within the scope of the Directive ("carriage of goods and passengers": see section I.1) are to be reported. This dataset concerns two variables: (1) the number of vessels, (2) the deadweight (DWT) of vessels. Data refer to the activity of the port during one quarter (data are quarterly). Data collection is voluntary both for "main ports" (ports above at least one of the two thresholds defining "main ports": 1 million tonnes of goods or 200,000 passengers annually) and for "other ports". Data for each reporting port are broken down by direction, type of vessel and size of vessel expressed in DWT. The Maritime Transport Statistics Working Group has agreed on a harmonised definition of "traffic" (vessel calling at ports) to be applied starting from reference year 2010[3] by all the participating countries and, as a consequence, agreed to collect data for the inward direction only using the same argument as for "cruise passengers on cruise passenger excursion" in dataset A3: the harmonised data will be almost identical for both directions. However, the latest change ("elimination of direction") is subject to approval by the European Commission of the amendment to the legal basis.

F2. Dataset F2 is identical to dataset F1 except that the deadweight (DWT) is replaced by gross tonnage (GT). According to legislation, Member States are to return dataset F1 or F2 or both. During the 2001 Working Group meeting, for dissemination reasons, all Member States agreed to provide at least dataset F2. In other words, according to this gentlemen's agreement in the Working Group, dataset F2 is considered mandatory, while dataset F1 is considered voluntary. During the 2010 Working Group meeting, a proposal to formalise the current practice was adopted. The decision to make dataset F2 mandatory is currently subject to approval by the European Commission of the amendment to the legal basis.

A detailed description of the above mentioned datasets is available in Annex VIII of the Directive.

[3] For practical reasons (delay in the procedures for the preparation and approval of new legal acts due to the delay in the codification/recast exercise) this change will be requested for 2012 data collection. However, it can be applied on a voluntary basis for 2010 data collection.

3. Further information on the definitions and scope of the legal acts

The first sources of the definitions below are the legal acts. These definitions are then complemented by those contained in the Glossary for Transport Statistics and by methodological clarifications agreed by the Working Group on Maritime Transport Statistics.

Where the definitions relate only to a limited range of the datasets defined in the Directive, this is indicated in the titles.

3.1. Ports

3.1.1. List of ports

According to the Directive, Eurostat draws up a list of port, coded and classified according to countries and maritime coastal areas. Of course this operation can only be successfully carried out in close cooperation with the National Statistical Authorities. The codes used by Eurostat in the list are the official UN/LOCODEs, when they exist. If a port does not have an official UN/LOCODE a provisional (numeric) code is attributed to the port. As soon as an official UN/LOCODE is attributed by the United Nations Economic Commission for Europe (UNECE) to the port at the request of the competent national authority, the provisional (numeric) code is replaced by the final official one. In exceptional cases (see for example one-port transport or special aggregation for minor ports) permanent numeric codes are attributed to special locations or activities.

The list of ports is included in implementing legal acts and as such is published in the Official Journal of the European Union (the "**official**" list). The list is updated as and when there are modifications. The modifications should only reflect the changes in the real infrastructure used for maritime transport operations: e.g. where new ports are constructed; existing ports change their use (for example a port used only for fishing activities starts maritime transport operations or vice-versa; a commercial port becomes a pleasure port only).

However, following a decision of the Working Group during the 2006 meeting, the list of ports is undergoing a process of harmonisation, using standard criteria for all the participating countries (see section 4.15 Harmonisation of the list of ports).

The consequence of the above changes (changes in the real infrastructure, changes in the codes, harmonisation process), is that the list of ports needs to be updated every year for operational reasons. After making the necessary amendments to the existing annual list, the list for data collection is distributed by Eurostat to the participating countries for data collection in the subsequent year under a gentlemen's agreement in Working Group (the "**informal**" annual list). From time to time the informal list is published as part of a Commission Decision and made official.

The official list of ports was published for the first time in Commission Decision 98/385/EC. The list contained the EEA ports. The official list was then modified and re-published in Commission Decision 2000/363. This version only contained ports of EU Member States. From then onwards, the official list of Icelandic and Norwegian ports has been published by the EFTA secretariat in the Annex XXI (Statistics) to the EEA Agreement. Further modifications to the official list of EU ports have been as follows:

1) In the "Acts concerning the accession of ten new Member states (OJ L 236 of 23/9/2003, pp.573-575).
2) In Commission Decision 2005/366.
3) In Commission Regulation 1792/2006 (accession of two new Member States).
4) In a codified version in Commission Decision 2008/861 of 29 October 2008.

Following the decisions of the Working Group, the next publication of the official lists (the EU list and the EFTA list) will take place after the finalisation of the harmonisation process.

As mentioned before, the annual informal list is built up for operational purposes, since it is updated more frequently and also because it contains information on all reporting ports: the ports of the EU

Member States, the ports of the EFTA countries (Iceland and Norway) and the ports of the participating Candidate Countries (Croatia and Turkey). The annual informal list also contains additional information useful for data compilation purposes.

3.1.2. Port

A port is a place having facilities for merchant ships to moor and to load and/or unload cargo or to disembark and/or embark passengers to and from vessels, usually directly to a pier.

However, no information about the facilities of the port or its capacity to handle ships or cargo is collected within European Maritime Transport statistics except indirectly by implication from the types of cargo recorded as being handled by a port. Consequently, in relation to the collection of European Maritime Transport statistics, a port is the start or finish point of journeys that link it to other ports.

3.1.3. Statistical port

A statistical port consists of one or more ports, normally controlled by a single port authority able to record ship, passenger and cargo movements.

In practice, statistical ports may include several places suitable for shipping. Processing of data records supplied under the Directive is required to aggregate information coded to all UN/LOCODEs under the control of each port authority. There may also be several statistical ports (i.e. port authorities) within a geographical area (e.g. a river estuary) that may be considered for operational statistical purposes as a single geographical entity (e.g. Plymouth U.K.).

3.1.4. Reporting port

"Reporting port" is a statistical port for which statistics of inward and outward maritime transport flows are compiled.

3.1.5. Main port

A main port is a statistical port which has annual movements of no less than 200 000 passengers or recording more than one million tonnes of cargo. For main ports, more complex statistical data are collected than for the other ports. For ports selected on the basis of only one of these cargo or passenger criteria, detailed statistics are required only for that class of transport.

For any main port for which detailed statistics are required, data on cargo or passengers on journeys to or from any other port are required. Where these relations are links with other smaller ports, required only to supply summary statistics, additional partial information about transport through these smaller ports is therefore available within the overall European Maritime Transport statistics database.

3.1.6. Other port (A3)

For ports other than main ports, summary totals of tonnes of cargo and number of passengers handled inwards and outwards are required. Such ports may report at the same level of detail and frequency as main ports on a voluntary basis.

3.1.7. UN/LOCODE

The UN/LOCODE consists of a 5 character code where the first two characters are the ISO 3166 country codes. The remaining three are either derived from recommendation 16 from the United Nations Economic Commission for Europe (UNECE) or numeric codes supplied provisionally by Eurostat for ports not yet included in the UN system.

A UN/LOCODE forms part of a list of codes for all transport terminals and transfer places, being maintained as a standard for all transport documentation to facilitate trade and transport operations. The UN list of ports is not complete or fully consistent. For example, it may include more than one name for the same place. The list can also include names and codes for several shipping places within the control of one port authority.

The extension, refinement and correction of the UN/LOCODE list are an ongoing process. Any new ports identified within the data collection for which an official UN/LOCODE does not exist, are assigned a temporary code which is later replaced by the official UN/LOCODE, supplied by the UN office maintaining the UN/LOCODE list. Within the European Transport Maritime data collection, ports are coded to their UN/LOCODEs or temporary codes.

3.1.8. Port call by a merchant ship

A merchant ship makes a port call when it anchors or berths to load and/or unload cargo, to embark and/or disembark passengers or to facilitate excursions by passengers.

The port call should normally be counted as taking place when the vessel enters the port, with the timing of the entry into port determined according to each port's normal procedures.

3.1.9. Direction

The variable "direction" (inwards, outwards) is determined always by reference to the reporting port: "inwards" means "arriving at the port", "outwards" means "leaving the port".

As a consequence, inward passengers are passengers "arriving at the port", i.e. the disembarkation (from vessel to port) of passengers; outward passengers are passengers "leaving the port", i.e. the embarkation (from port to vessel) of passengers.

Inward goods are goods "arriving at the port", i.e. unloaded (from vessel to port) goods; outward goods are goods "leaving the port", i.e. loaded (from the port onto vessels) goods.

For a vessel making a port call, the direction indicates when the vessel arrives in port, i.e. moving inwards, or is departing from port, i.e. moving outwards.

3.1.10. Relation – Maritime Coastal Area (MCA)

A **maritime coastal area** is defined as a contiguous stretch of coastline, together with islands offshore. Within a country, an MCA is defined either in terms of one or more ranges of ports along its coastline, or in terms of the latitude and longitude of one or more sets of extremities of the coastal area. Riverbanks can be included. For some countries, two separate stretches of coastline may be counted as one maritime coastal area, as, for example, the Indian Ocean and Pacific coastlines of Australia.

For "partner ports" (ports of loading/unloading, port of embarkation/disembarkation) other than EEA ports, no information about them is required by the Directive[4]. Instead, they are grouped into Maritime Coastal Areas in order to simplify reporting of more distant ports. Normally the coastline of each country is allocated to a single maritime coastal area and the coastlines of more than one country may form a single maritime coastal area. There are some exceptions, taking into account the importance of the partner country and the need to separate different traffic from a technical (maritime routes and type of trade) point of view. For example, the USA is separated into a number of maritime coastal areas to cover its overall coastline.

The purpose in defining the MCAs is to provide a consistent basis for the presentation of the statistics in terms of aggregates with a general relevance and interest. Maritime Coastal Area categories aim to define maritime corridors consisting of port-to-port links that provide equivalent or competitive connections between countries or regions. At detailed level, an MCA is one country's coastline or a subdivision of a country's coastline. Within Europe MCAs define a classification of port-to-port relations that can be used to summarise maritime transport flows. Outside Europe, statistics are required only on the basis of MCAs defining the different international relations of importance to European maritime transport.

[4] This information can be provided also for non-EEA ports on a voluntary basis; however it is recommended for the non-EEA "participating countries" (particularly for Candidate Countries): Croatia and Turkey.

3.1.11. MCA codes

The Eurostat MCA code is a four-digit code, the first two being the country code defined in the Eurostat geonomenclature.

3.1.12. Maritime coastal area classification

The European maritime coastal area classification organises maritime coastal areas into a geographical structure reflecting appropriate levels of importance for European maritime transport. It defines groupings of ports to define corridors of maritime transport, to distinguish distinct routes and to simplify presentation of statistical descriptions. The European classification is relatively detailed for routes within Europe and more aggregated for other continents.

The classification of Maritime Coastal Areas is contained in Annex IV to the Directive.

As for the list of ports, Eurostat maintain and distribute annually an informal list of MCAs, for operational purposes. This list incorporates any changes that have occurred in the geo-nomenclature. The informal list also includes changes in the MCA, decided by the Working Group and applied under a gentlemen's agreement, before these changes are officially included in the legislation.

3.2. Vessels

The basic concept is that maritime transport relates to the **carriage of goods or/and passengers by sea by a person for commercial purposes**, either in return for payment (i.e. for hire and reward) or on an organisation's own account as part of its wider economic activity.

In consequence, **fish-catching and the associated fish-processing vessels are excluded**, their activities being distinct from transport, and covered statistically as a separate economic activity. However, when fish and fish products are carried by maritime transport vessels they are included. For reasons similar to those for fish catching, drilling and exploration vessels, research and survey vessels, tugs, pusher craft, naval ships, and other ships used only for non-commercial purposes are all excluded, except when carrying cargo and/or passengers.

3.2.1. Seagoing vessel

Floating marine structure, whether self-propelled or not, with one or more surface displacement hulls

In the context of the Directive, sea-going vessels are vessels other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.

3.2.2. Merchant ship and classification by type of ships (F1, F2)

Ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty.

Naval ships and ships used by public administration and public services are excluded.

Merchant ships are divided into cargo and passenger carrying ships and ships of miscellaneous activities, specially fitted out for a specific duty. Ships of miscellaneous activities include fish catching and processing ships, tugs, dredgers, research/survey ships and ships used in offshore production and support.

While the following specific types are identified, based on the Eurostat classification (ICST-COM) which is harmonised with the UNCTAD International Classification of Ship Types, barges are treated separately and not included in the definition of a Merchant ship:

i) Liquid bulk carrier

This category includes oil tankers, chemical tankers, LG tanker, tanker barge and other tankers. Liquid bulk carriers should be further subdivided into

(a) Single hulled liquid bulk carriers
(b) Double hulled liquid bulk carriers

ii) Dry bulk carrier

This category includes bulk/oil carriers and bulk carriers.

iii) Container ship

Ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.

iv) Specialised carrier

Ship specially designed for the carriage of particular cargoes.

This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.

v) General cargo non-specialised

Ships designed to carry a wide range of goods.

This category includes reefer, Ro-Ro passenger, Ro-Ro container, other Ro-Ro cargo, combination carrier general cargo/passenger and combination carrier general cargo/container.

This category should be subdivided into

(a) High speed general cargo non-specialised meeting the requirements set out in the IMO HSC Code paragraph 1.4.30

(b) Other general cargo non-specialised

vi) Dry cargo barge

This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.

vii) Passenger ship

Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.

This category should be subdivided into

(a) High speed passenger ship specialised meeting the requirements set out in the IMO HSS Code paragraph 1.4.30
(b) Other passenger ships

A ship designed with one or more decks specifically for the carriage of passengers, and where there is either no cabin accommodation for the passengers (un-berthed) or not all of the passengers are accommodated in cabins where cabins are provided, is sometimes referred to as a "ferry".

Ro-Ro passenger ships are excluded.

viii) Fishing

This category includes fish catching and fish processing vessels.

ix) Offshore activities

This category includes drilling and exploration vessels and offshore support vessels.

x) Tugs

Ship designed for the towing and/or pushing of ships or other floating structures.
Port tugs are included.

xi) Miscellaneous

This category includes dredgers, research/survey vessels and other vessels n.e.s.

For the purposes of data collection according to the Directive, the type of ship classification is included in Annex VI to the Directive.

3.2.3. Ship (Boat)

Seagoing self-propelled surface displacement vessel

3.2.4. Cruise ship

According to the Directive, a cruise ship is a passenger ship intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included.

Ships operating normal ferry services are excluded, even if some passengers treat the service as a cruise. In addition, cargo-carrying vessels able to carry a very limited number of passengers with their own cabins are excluded. Ships intended solely for day excursions are excluded.

3.2.5. IMO ship number

A permanent number assigned to each ship for identification purposes. The number will remain unchanged upon the transfer of the ship to other flag(s) and will be inserted in the ship's certificates. The IMO ship identification is made of the three letters "IMO" followed by a seven-digit number assigned to all ships by Lloyds Register Fairplay when they are constructed. The IMO numbers have been applied to passenger ships of 100 gross tonnage and upwards and to all cargo ships of 300 gross tonnage and upwards" from 1 January 1996.

3.2.6. Deadweight (F1)

According to the Directive, the deadweight (DWT) of a ship is the difference in tonnes between the displacement of a ship on the summer load line in water with a specific gravity of 1.025 and the total weight of the ship, i.e. the displacement in tonnes of a ship without cargo, fuel, lubricating oil, ballast water, fresh water and drinking water in the tanks, usable supplies as well as passengers, crew and their possessions.

3.2.7. Gross tonnage (F2)

According to the Directive, gross tonnage (GT) is a measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

3.2.8. Nationality of registration of vessels (Flag) (D1, E1)

Every ship is entered in a registry (i.e. list) of ships. Registries are maintained by many countries, each having a set of rules regarding safety procedures, inspection schedules, manning numbers and nationalities for crew and officers, training requirements, etc. Ship-owners select which registry to use based on the balance between the relative cost implications of the rules of each registry and possible penalties from insurance assessments dependent on these rules.

3.2.9. Nationality of registration code (D1, E1)

The code used for the Nationality of registration consists of four digit: the ISO alpha 2 code for each country from the Geonomenclature, followed by 2 zeros except for countries with more than one register exists, which are identified by a fourth digit other than zero (from 1 to 4).

For the purposes of data collection according to the Directive, the classification of nationality of registration of vessels is included in Annex V to the Directive.

As in the case of MCAs, Eurostat maintain and distribute annually an informal list of nationalities of registration of vessels ("flags"), for operational purposes. This list incorporates the changes that have occurred in the geo-nomenclature. The informal list also includes changes in the "flags", decided by the Working Group and applied under a gentlemen's agreement, before these changes are officially included in the legislation.

3.2.10. Vessel size classes (F1, F2)

For the purposes of data collection according to the Directive, the classification of vessel size classes in deadweight (DWT) is included in Annex VII to the Directive.

Similarly, the classification of vessel size classes in gross tonnage (GT) is included in Annex VII to the Directive.

According to the Directive, vessels with a tonnage of less than 100, either DWT or GT, may be excluded from the data collection. Information on vessels with a GT of less than 100 can be collected on a voluntary basis. For this reason, a specific vessel size class in GT (class 99) is included in the classification by gentlemen's agreement.

3.3. Journeys

A journey is the movement of cargo or passengers from one port to another across the sea. A journey from an inland port to the sea, across the sea and then up a river or canal to another inland port is included within the scope of the Directive. There is an overlap between maritime transport and inland waterway transport since those parts of the journey on inland waterways between the ports and the sea are also part of inland waterway transport. In principle, the extent of overlap can be calculated in tonne-kilometres from the geographical position of each port and waterway access to the sea.

Journeys carrying goods and/or passengers between inland ports without going to sea are not included within maritime transport, but are part of inland waterway transport, even where these journeys are carried out by ships able to navigate at sea.

3.3.1. Cargo journey

The statistics relate to goods being transported on a sea voyage for commercial purposes. A cargo journey is a movement of cargo by sea, between the place of loading onto a vessel and the place of discharge from the same vessel. It is important to recognise that this movement relates to the cargo being moved. A ship's journey may be only between two ports with all of its cargo loaded in one port and discharged in the other. Transhipment (the unloading of cargo from one vessel and its loading into another vessel to complete a trip) is included. But many maritime transport services involve journeys calling at several ports, with cargo loaded and/or discharged at each port. Each such ship journey carries out several cargo journeys, movements of cargo between pairs of ports at which the ship calls in the course of its voyage.

Cargo journeys may not be between two ports, but may be "one-port" journeys, between a port and an offshore installation or a location at sea. Goods shipped to and from offshore installations, and goods shipped to and from the seabed are included within maritime transport. These include products of offshore production carried to shore, supplies and equipment transported to/from offshore installations, sea-dredged aggregates and other goods reclaimed from the seabed and unloaded in ports, bunkers at sea, and material loaded in ports and shipped for dumping at sea.

Bunker fuel for ships, ship's stores of maintenance equipment, food and supplies are excluded, since these are related to the operation of vessels. Movements of bunker vessels within a port are also excluded. On the other hand, shipment of fuel from a refinery to a bunker supply depot is part of maritime transport and is included, as is supply of bunker fuel to vessels at sea, outside the area subject to port regulations.

3.3.2. Port of loading

According to the Directive, the port of loading (for inward cargo as declared by the reporting port) is the port in which the cargo was loaded into the ship in which it arrived in the reporting port.

For recording the movement of goods, the port of loading is the port at which a consignment of goods was loaded onto the ship from which it is unloaded at the reporting port. Transhipments from one merchant ship to another are regarded as loading after unloading.

3.3.3. Port of unloading

According to the Directive, the port of unloading (for outward cargo as declared by the reporting port) is the port in which the cargo is to be unloaded from the ship in which it left the reporting port.

The port of unloading is the port at which a consignment of goods, loaded onto a ship at the reporting port, is to be unloaded from the same ship. Transhipments from one merchant ship to another are regarded as unloading before reloading.

3.3.4. Passenger journey (A3, D1)

Passenger journeys are defined as movements of passengers from the port at which the journey begins to the port at which it ends. For some passengers, notably cruise passengers, (see 3.7), the two ports can be the same. The Directive statistics record numbers of passengers moving between a port of embarkation and a port of disembarkation. These are the quantities that define the amount of passenger maritime transport carried out.

3.3.5. Port of embarkation

The port of embarkation is the port in which a passenger started a journey. A transfer from one merchant ship to another is regarded as embarkation after disembarkation.

3.3.6. Port of disembarkation

Port of disembarkation is the port in which a passenger ends a journey. A transfer from one merchant ship to another is regarded as disembarkation before re-embarkation.

3.4. Cargo

In datasets related to cargo, freight transport is measured in terms of gross weight of goods in tonnes or in terms of number of transported units.

3.4.1. Gross weight of goods

According to the Directive "gross weight of goods" means the tonnage of goods carried, including packaging but excluding the tare weight of containers or Ro-Ro units.

The gross weight of each consignment is the weight of the actual goods together with the immediate packaging in which they are being transported from origin to destination, but excluding the tare weight of containers or Ro-Ro units (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles, wagons or barges carried on the vessel). This measure of quantity is different from that used in trade statistics, namely the net weight of goods[5] and different from statistics collected on rail transport and transport by inland waterways, where the tare weight is included, but similar to the weight concept requested in road transport. Where goods are transported by a sea-

[5] The weight of goods in a consignment, excluding any immediate packaging. For some types of goods, (e.g. liquids in bottles) the weight of packaging can be as large or larger than the weight of the goods.

going vessel in a road goods vehicle, in a container, or in another intermodal transport unit, the gross weight of the goods does not include the tare weight[6] of the transport unit.

The explanations above are most difficult to interpret in the case of Ro-Ro, i.e. Categories 5 and 6 in the type of cargo classification (see annex II of the Directive). Within these two groups, categories 51 (road goods vehicles and accompanying trailers), 61 (unaccompanied road goods trailers and semi-trailers) and 63 (rail wagons, shipborne port-to-port trailers, and shipborne barges engaged in goods transport) are the most common categories for the transport of goods. The 2008 Working Group meeting approved a proposal to break down heading 63 so that rail wagons, shipborne port-to-port trailers and shipborne barges could be separately identified (with new codes 64, 65 and 66). For practical reasons, the originally foreseen implementation of the new categorization in 2010 was postponed to 2011 (and is currently subject to the approval by the European Commission of the amendment to the legal basis). However, countries may use the new classes on 2010 data on a voluntary basis.

Where the "carried goods" are those loaded on a truck or an accompanying trailer (51), or an unaccompanied trailer (61), a rail wagon (64), a shipborne port-to-port trailer (65) or a shipborne barge (66), the weight of the Ro-Ro units should not be collected (they are "the tare"): only the weight of the goods transported on the Ro-Ro units needs to be collected. If the goods on the Ro-Ro units are in containers ("Ro-Ro containers") then the weight of the containers should also be excluded from the collected weight. For these categories of cargo, the definition of gross weight of goods is repeated in a footnote to the type of cargo classification in Annex II of the Directive in order to highlight the importance of applying the principle of excluding the tare weight of Ro-Ro units and containers.

Different considerations apply to type of cargo categories 52 (passenger cars, motorcycles and accompanying trailers/caravans) and 53 (passenger buses) where the items being moved are passenger related, either private vehicles or coaches, both travelling to convey the passengers on their journey. In this case, the weight is irrelevant, numbers of passengers being the important concept.

Categories 54 (trade vehicles), 56 (live animals on the hoof) and 62 (unaccompanied caravans and other road, agricultural and industrial vehicles) raise another set of issues. Here, the vehicles involved are being transported for sale, either as new vehicles or as used vehicles. They are often referred to as "trade vehicles" to distinguish them from "transport vehicles". In this situation, the trade vehicles themselves are the cargo and their weight is the "weight of goods transported". Normally, such vehicles will not carry cargo but, if they do, then the weight declared should include the weight of the vehicle and of its cargo.

There is an additional more complex issue concerning gross weight of goods for non-self-propelled Ro-Ro units. During the Task Force it was argued that under 62 one could include Ro-Ro units that could be the non-self-propelled version of either type 54 (i.e. non-self-propelled trade vehicles) or type 51/52. This issue was not fully clarified by the Task Force. The proposal here is to follow the general principle:

- If Ro-Ro units in category 62 are transported for sale as "trade vehicles", they should be treated in the same way as category 54, and the gross weight declared should include the weight of the vehicle.
- If Ro-Ro units in category 62 are just means of transport for other things, they should be treated in the same way as category 51, and the gross weight of the vehicle should not be included in gross weight of goods.
- If Ro-Ro units in category 62 are both "trade vehicles" and means of transport (as mentioned above), the gross weight declared should include the weight of the vehicle and the weight of the cargo.
- Unaccompanied trailers transported as trade vehicles should be classified in category 62 (instead of 61) and the gross weight declared should include the weight of the trailer.

[6] The unladen weight of an intermodal transport unit (e.g. road goods vehicle or trailer, container, swap-body, etc.).

- If a trade vehicle in category 62 is loaded with a container, the weight of the container should be excluded from the gross weight, unless the container is also transported for sale as part of the trade vehicle (see 3.4.3). However, such cases are not believed to be common in the data.

For categories 59, 69, 5X and 6X (residual or unknown categories of Ro-Ro transport), it is difficult to give firm guidance since it is difficult to predict what will be included here.

3.4.2. Number of units transported

The number of units transported is collected for containers (category 3) and Ro-Ro units (categories 5 and 6). For containers, data is collected for both the number of empty units and the total number of units transported, whether empty or not.

For Ro-Ro units, the collection of the number of empty units applies to categories 51, 59, 61, 64, 65, 66 and 69, as well as 5X and 6X. For the passenger related categories 52 and 53, the concept of empty passenger vehicles is of no value. The same is true for trade vehicles and live animals on the hoof, where the vehicles transported are the goods (i.e. the concept of empty units is not relevant).

A special case in the recording of number of units occurs when empty containers are being transported on Ro-Ro units on a ship in order to move them back to a place where they can be filled again. In such cases, the approach to be followed should be:

1. An unloaded Ro-Ro unit should be recorded as an empty Ro-Ro unit.
2. Once a Ro-Ro unit is loaded, either with an empty container (or any other material) the Ro-Ro unit itself is no longer empty and should not be recorded as "empty unit without cargo".
3. However, the tare weight of the Ro-Ro unit and the empty container should not be recorded in the "gross weight of goods" (see 3.4.1). In some cases, this could result in a port having records of handling Ro-Ro units with cargo, while gross weight of goods on these Ro-Ro units is reported to be equal to zero (because all Ro-Ro units where loaded with empty containers).

3.4.3. Categories of goods carried by sea (B1)

The goods nomenclature (or commodity nomenclature) is a classification which describes what goods are being transported. It differentiates for example between agricultural goods such as potatoes, crude petroleum, ores, textiles and clothing, paper products, chemicals and machinery and equipment. It also covers other items such as household waste and goods moved in the course of household and office removals, which are important for transport but may not be considered "products" in the conventional sense. This classification takes no account of how the goods are transported (see 3.4.4).

For the purposes of data collection according to the Directive, the classification of goods is included in Annex III to the Directive.

The classification used from the reference year 2008 is "NST 2007".

NST 2007 is the "Standard Goods Classification for Transport Statistics, 2007" as adopted by the United Nations Economic Commission for Europe (UNECE). NST 2007 has been adopted at level 1 (Division) in European legislation. The UNECE has also agreed the NST 2007 classification at level 2 (Group) (see Annex 3 of this reference manual).

Until the reference year 2007, the goods classification used for official European transport statistics was a grouping of the NST/R into 24 classes. This classification (the 24 groups) is available in Annex III to Directive 95/64/EC of 8 December 1995. NST/R means "Standard Goods Classification for Transport Statistics/ Revised, 1967". The analytical structure of NST/R is included in Annex 4 of this reference manual.

NST 2007 is used for the classification of goods in transport regardless of the mode of transport. The applied definition of the weight of goods in transport however depends on the mode of transport. In maritime transport the weight of goods means the "gross weight of goods" that excludes the tare weight of the transport unit (container or Ro-Ro unit), that are used for the transport of the goods in service). Accordingly the weight of goods reported in Division 16 of NST 2007 is zero for maritime transport as the weight of transported empty containers, swap bodies, pallets and other packaging in

service is excluded from the gross weight. The tare weight of empty containers transported as commodities, when new, should however be included in the weight of goods and presented under Division 10, fabricated metal products (Group 10.5), according to NST 2007.

3.4.4. Type of cargo (A1, A2, B1, C1, E1)

The type of cargo classification, set according to the UNECE codes for types of cargo, packages and packaging materials, Recommendation 21, Geneva, March 1986, describes how the goods are being transported in terms of the vessels being used and the port facilities required to handle them (see Annex II of the Directive). The type of cargo classification is therefore very different from the categories of goods classification (see 3.4.3 above).

At the one digit level, the type of cargo classification differentiates between:

- Liquid bulk
- Dry bulk
- Containers
- Roll on roll off (self-propelled)
- Roll on roll off (non-self-propelled)
- Other general cargo (including small containers).

It is important to note that there is no one-to-one correlation between type of cargo and category of goods. For example, while petroleum products may normally be transported as liquid bulk, they could also be transported as containerised cargo or in mobile units.

The type of cargo classification used for data collection according to the Directive are specified in annex II of the Directive (see also 4.1-4.12). The UNECE recommendations and descriptions for cargo types are included for reference purposes in Annex 2 of this manual.

3.4.5. Unitised cargo or unit load cargo

Unitised cargo is the carriage of cargo in intermodal transport units such as containers or mobile (Ro-Ro) units (see 3.5 and 3.6).

3.5. Containers (C1, C2)

3.5.1. Freight container and container cargo

A freight container is a special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers.

A more formal technical definition of a container according to the Directive is as follows: "freight container" means an article of transport equipment which is:

a) of a permanent character and accordingly strong enough to be suitable for repeated use;

b) specially designed to facilitate the carriage of goods, by one or more mode of transport without intermediate reloading;

c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;

d) so designed as to be easy to fill and empty;

e) having a length of 20 feet or more;

Additional features not included in the definition available in the Directive are as follows:

f) stackable;

g) having an internal volume of 1 m^3 or more.

Swap bodies are not included as containers within the scope of the Directive.

Although without internal volume, flats used in maritime transport are considered to be a special type of container and should therefore be included as containers in the maritime transport statistics (see 3.5.2). For a fuller description, reference should be made to ISO 668 and 1496.

Containers with a length of 20 feet or more are referred to as "large containers" and included in class 3 of the type of cargo classification (see 4.3). Containers with a length under 20 feet are classified as "Other general cargo" in class 9 of the type of cargo classification as specified in Annex II of the Directive (see also 4.4 and 4.10).

Containers are very flexible cargo units and can be transported by a variety of means. Most often, they are lifted on or off container vessels in a container terminal. However, they can also be transported as cargo on a Ro-Ro unit ('Ro-Ro container cargo"). In the type of cargo classification, only large containers lifted on or off vessels should be included in class 3. Data concerning goods in Ro-Ro containers should be included in the appropriate Ro-Ro class (5 or 6) and sub-class, depending on the type of Ro-Ro unit used. Starting from the reference year 2012, data for the number of Ro-Ro containers are collected in the voluntary table C2 (see 2).

3.5.2. Sizes of containers

There are international standards of length, height and width for containers, agreed in order to facilitate repeated use and transport by different transport modes. The principle categories are 20-foot and 40-foot lengths, 8-foot, 8.5-foot and 9.5-foot heights, and 8-foot width. Other larger sizes of containers exist, usually described as "oversize containers".

Different container sizes are used for different densities of cargo, denser cargo being carried in shorter containers, which are structurally stronger. The maximum cargo weight for a 40-foot box is generally less than 50% more than that of a 20-foot box. Varying height of boxes enable an optimisation of packing of consignment units, in effect providing gradations of optimum packing density, as well as enabling taller items to be containerised for transport.

There are inconsistencies between international standards of containers, road goods vehicles and pallet sizes. This can limit the number of pallet loads that can be loaded into containers. Some short-sea containers have been specially designed ("pallet-wide containers") to enable European standard pallets to be packed efficiently. Similarly, extra-long containers designed for maximum volume have specialised corner designs to bring them within maximum length road regulations.

Within the above standard dimensions, specialised containers are designed for different purposes, such as tank containers, refrigerated containers ("reefers"), and dry bulk containers. Some standard freight containers can be fitted with liners or internal bags, enabling them to carry goods in bulk. There are also "flats", being simple platforms with end vertical sections, but no sides or top, designed to standard sizes and capable of being handled with container handling equipment and ships.

The main sizes of containers are:

a) 20 Foot ISO container (length of 20 foot and width of 8 foot)
b) 40 Foot ISO container (length of 40 foot and width of 8 foot)
c) ISO container over 20 foot and under 40 foot of length
d) ISO container over 40 foot long
e) Super high cube container (oversize container)
f) Air container (container conforming to standards laid down for air transportation)

Containers are normally 8 foot high but other heights also exist. "High cube containers" are containers with a height of 9.5 foot. Super high cube containers" are containers exceeding the ISO dimensions. They include container lengths of 45 foot, 48 foot and 53 foot.

However, the so-called SECU boxes used for bulk cargo in some ports should not be included as oversize containers in type of cargo class 3, as they are too big to be lifted on and off a vessel (see 3.5.5).

Containers sizes classified under a) to e) are referred to as large containers.

3.5.3. TEU (Twenty-foot Equivalent Unit)

A statistical unit based on an ISO container of 20 foot length (6.10 m) to provide a standardised measure for counting containers of various capacities and for describing the capacity of container ships or terminals. One 20 Foot ISO container equals 1 TEU.

For the purposes of the Directive, containers of sizes other than 20 Foot ISO are converted to TEU in the following way.

- One 40 Foot ISO container equals two 2 TEU.
- One container with a length between 20 and 40 feet equals 1.50 TEU.
- One container with a length of more than 40 feet equals 2.25 TEU.

3.5.4. Tare weight of container

The tare weight of a container is included in the total weight of the containerised goods transported, also called the gross-gross weight of goods. If only the gross-gross weight of containerised goods is known the gross weight transported can be calculated from the gross-gross weight by deducting the tare weight of the container and vice versa. If information about the tare weight is missing then the tare weight may be estimated using the averages below.

The tare weight of a container may be estimated as:

20 Foot ISO container	2.3 tonnes
40 Foot ISO container	3.7 tonnes
ISO container over 20 feet and under 40 feet of length	3.0 tonnes
ISO container over 40 feet of length	4.7 tonnes

3.5.5. Stora Enso Cargo Unit (SECU)

The Stora Enso Cargo Unit (SECU) is a type of intermodal container (shipping container) built to transport bulk cargo like paper by rail and sea, but not by road. It is larger than a standard 40-foot ISO-Container, measuring 13.8×3.6×3.6 metres. It can carry 80 tonnes of cargo. This compares with the normal 12.2×2.7×2.4-metre size and 26.5 tonne load of an ISO-container.

It is used mainly in the ports of Kotka, Göteborg, Zeebrugge, Tilbury and Immingham.

During the meeting of the Task Force on Maritime Transport Statistics held on 23 October 2009, it was made clear that SECU boxes should not be included as oversized containers in the type of cargo class 3 ("Large containers"), as they are too big to be lifted on and off a vessel. For the time being, SECU boxes should be included in the relevant sub-class of type of cargo classification 6 ("Mobile non-self-propelled units"), according to type of Ro-Ro units that are used for loading or unloading the boxes.

3.6. Ro-Ro: Roll-on roll-off (C1)

3.6.1. Ro-Ro unit

According to the Directive, Ro-Ro unit refers to wheeled equipment for carrying cargo, such as a truck, trailer or semi-trailer, which can be driven or towed onto a vessel. Port or ships' trailers are included in this definition. Classifications should follow UNECE Recommendation 21 of codes for types of cargo, packages and packaging materials.

Live animals on the hoof are included as "Ro-Ro" units within the scope of the Directive. Vehicles being transported as cargo as opposed to a means of transport for freight or passengers are also included as Ro-Ro units (see 3.4.1).

The type of cargo classifications used for data collection on Ro-Ro units within the scope of the directive are specified in Annex II of the Directive (see also 4.5-4.9).

3.6.2. Ro-Ro cargo

According to the Directive, Ro-Ro cargo means goods, whether or not in containers, on Ro-Ro units, and Ro-Ro units which are rolled on and off the vessels which carry them by sea.

3.6.3. Port trailers or ships' trailers

Port trailers or ships' trailers refer to wheeled platforms and trailers on which cargo can be loaded for rolling transfer between port and ship. These units are not designed for use on public highways. Some are similar in design to road trailers. Others are flats slung low to the ground on relatively small wheels, to maximise use of height available within the ship. Examples of cargo types that are commonly handled on such trailers are steel coils and other steel pieces, sawn timber, paper rolls and newsprint, timber, paper pulp. Containers are also carried on Ro-Ro vessels on such flats, as well as being rolled onboard by forklift trucks and stacked on deck within the ship.

3.7 Passengers (A3, D1)

In datasets related to passengers, passenger transport is measured in terms of passenger numbers. Under the Directive, statistics were required of the numbers of passengers starting and finishing journeys at the reporting port.

This definition excludes cruise passengers who disembark and rejoin the same ship before it leaves the port. Details for these passengers are collected in a special category ("cruise passengers on cruise passenger excursion") in dataset A3 and they are not included when calculating "total passengers" for dissemination purposes. Non cruise passengers, e.g. ferry passengers, that arrive and return on the same ship after its stay in the port are counted as both starting and finishing their journeys at both ports.

3.7.1 Sea passenger (A3, D1)

A sea passenger is any person who makes a sea journey on a merchant ship, excluding members of the vessel's crew.

3.7.2 Passengers on board

Passengers on board are described in maritime transport statistics in terms of the ports of starting and finishing journeys.

3.7.3 Cruise passenger (A3)

According to the Directive a cruise passenger is a sea passenger making a sea journey on a cruise ship. Passengers on day excursions are excluded.

3.7.4 Cruise passenger excursion (A3)

According to the Directive a "cruise passenger excursion" is a short visit by a cruise passenger to a tourist attraction associated with a port while retaining a cabin on board.

3.7.5 Passengers excluding cruise passengers (A3, D1)

"Passengers excluding cruise passengers" are sea passengers other than cruise passengers. For the sake of clarity this category is often referred to as "non-cruise passengers".

3.7.6 Further information on passengers

A port handling cruise ships may have passengers starting and finishing their voyages, together with passengers from cruise ships disembarking for a visit before re-embarking to continue their cruise. Such visits do not affect the amount of maritime transport carried out. But such visiting passengers

are important from the point of view of local tourism activity, and they do require provision of port facilities, both for marine handling of the vessel and for accommodation of land transport alongside.

Identification of cruise passengers (i.e. passengers travelling on a cruise ship) visiting a port of call is a useful information for connection between maritime transport, port facilities and activity as well as tourism activity.

3.8 Tonne-kilometre and passenger-kilometre

Using data collected in the frame of the Directive, a methodology has been developed and a port-to-port distance matrix implemented in order to produce tonne-kilometres and passenger-kilometres.

A tonne-kilometre is the unit of measure representing the movement of one tonne of cargo in a merchant ship over one kilometre.

A passenger kilometre is the unit of measure representing the movement of one passenger in a merchant ship over one kilometre

4. Specific classification and methodological issues

A variety of issues have emerged following the implementation of the Directive and the collection of data from partners, both those partners involved from the outset and those subsequently joining the collection effort. Indeed, some changes have been made in response to the emergence of new policy requirements. In this part, these changes and methodological concerns are chronicled and each dataset involved is indicated. However, some of the proposed changes require updates to the legal act and therefore the timing of implementation will depend on the completion of such updates. Where no update to the legal act is required, the timing of any changes has been agreed.

4.1. Type of cargo classification and the goods classification NST 2007

Understanding the distinction between the goods classification, now NST 2007, and the type of cargo classification has posed problems for a number of partners.

Essentially, the difference is that NST 2007 is about **what** is being carried. For example, the cargo might be wheat, petroleum products, mobile phones, newsprint or women's dresses. Each of these has its place in NST 2007. In contrast, the type of cargo classification is concerned with **how** the goods are transported and handled. This is a reflection of the increasing specialisation of ships and the port facilities required to handle them and their cargo. Whereas in the Middle Ages, any vessel could tie up alongside any pier and be unloaded, whatever cargo they were carrying, that is no longer true. A crude oil tanker berthing in a container terminal would be impossible to unload in a cost effective manner, if at all. The same would be true of a Ro-Ro ferry berthing at a port coal terminal. Of necessity, specialised ships need specialised port facilities if they are to operate effectively. The type of cargo classification is attempting to capture data about the usage of the different specialised types of vessels and the associated port facilities.

However, while the port facilities are undoubtedly important, what is crucial is the handling of the cargo in its loading and unloading from vessels. As an example, while container terminals are important for the bulk handling of containers, ports may sometimes lift containers on or off vessels with simpler arrangements but they are still lifting the container. This is considered a container movement in the type of cargo classification. Even if the port facilities are important, they are less so than the vessel type in determining the allocation of type of cargo.

Basically, type of cargo is divided into three main types

i. Bulk divided into liquid bulk and dry bulk
ii. Unitised cargo (container and Ro-Ro)
iii. Other general cargo.

The essence of bulk freight is that it can be transhipped through a pipeline, auger, elevator or hopper. For this to be possible, the substance must be sufficiently robust as to incur little or no damage.

Furthermore it must be unpackaged and carried in a tank, hold or other structure that forms a permanent (or semi-permanent) and substantial part of the carrying vehicle or vessel.

There are a variety of forms that bulk goods can take:

i. gases in a gaseous state
ii. liquefied gases
iii. gases in solution
iv. volatile liquids
v. other liquids
vi. molten solids
vii. powders and small granules
viii. delicate bulks (e.g. root vegetables)
ix. other solids

Of these, (i) - (iv) and (vi) - (viii) require specific equipment and techniques for handling and storage, while (v) other liquids and (ix) other solids can generally be transported using general purpose ships and equipment.

Within the type of cargo classification used here, this situation is recognised by dividing ships and port facilities into 6 major groups:

- Liquid bulk
- Dry bulk
- Containers
- Mobile self-propelled units,
- Mobile non-self-propelled units
- Other general cargo

Each of these categories identifies a particular ship type and its associated port facilities. Some confusion may be caused by the inclusion of specific product types in bulk cargo and in other cargo types. However, this again emphasises the importance of very specific cargos such as crude oil in bulk products and iron and steel in other cargo types. Their handling is sufficiently specialised to warrant a specific entry in the classification.

However, the inclusion of iron and steel products as a heading in other cargo types does not mean that all iron and steel products should be allocated to this heading in the classification. This is only true for the specialised handling of iron and steel products offered by a number of ports including stockholding at or near the quayside. If such products were for some reason to be transported by Ro-Ro vehicle or in a container, they would be classified under the appropriate headings in the type of cargo classification and not included in the iron and steel products heading in other cargo types. The same is true in some respects for all the headings and each main heading is dealt with in turn in the sections which follow.

So what is important for the type of cargo is how the cargo is handled, in bulk, in containers, by Ro-Ro or other cargo rather than what the particular product is. One lesson is that there will be no one-to-one correlation between NST 2007 and the type of cargo. Particular product types can be handled in a variety of ways, although some methods of handling will be more normal than others.

These considerations will apply everywhere type of cargo is included i.e. datasets A1, A2 , C1, C2 and E1. However, they will be most important in dataset B1, where both classifications are in use. In this case, it will be important to follow the principle that NST 2007 deals with "what is being transported" while type of cargo deals with "how it is being transported".

4.2. Liquid Bulk (code 1)

Liquid bulk refers to unpackaged liquid goods that can be handled through a pipeline, is stored and transported on the vessel or vehicle in tanks. This includes both gases that have to be handled and transported under pressure, as well as liquids at ambient temperature and pressure, and molten solids transported at high temperatures.

At the second level of the Directive classification, four different types of liquid bulk cargo are identified:

i. Liquefied gas (code 11)
ii. Crude oil (code 12)
iii. Oil products (code 13)
iv. Other liquid bulk goods (code 19)

The aim in distinguishing these categories is to identify cargo flows that require different types of ships, and different types of handling and storage equipment in the course of their maritime transport. These categories are not specifically defined in terms of detailed commodity classifications, but are intended as broad general descriptions of each type of cargo. So code 12 deals with the transport of crude oil in crude oil bulk tankers and its subsequent handling at specialised oil ports. While it is unlikely, if crude oil were to be transported by other means, it would be included elsewhere in the appropriate part of the type of cargo classification.

4.3. Dry bulk (code 2)

Dry bulk refers to unpackaged solid goods that can be handled and transhipped by grab, elevator, auger, or suction equipment.

At the second level of the Directive classification, four types of dry bulk cargo are identified:

i. Ores (code 21)
ii. Coal (code 22)
iii. Agricultural products (e.g. grain, soya, tapioca) (code 23)
iv. Other dry bulk goods (code 29)

The aim in distinguishing these categories is to identify cargo flows that require different types of ships, and different types of handling and storage equipment in the course of their maritime transport. These categories are not specifically defined in terms of detailed commodity classifications, but are intended as broad general descriptions of each type of cargo.

Scrap metal, when transported in bulk, should be included under code 21 and, similarly, coke under code 22.

4.4. Containers (code 3)

This section of the type of cargo classification deals with containers which are moved between the vessel and the port by being lifted on or lifted off (Lo-Lo). This involves the use of specialised equipment to attach to the fittings on the container to allow such movements. While this is most often carried out in highly specialised container terminals, simpler arrangements for such movements are possible in smaller ports. In either case, such container movements should be recorded in section 3 of the classification.

The detailed subheadings for containers divide the movements by size of container as follows.

i.	20-foot freight units (code 31)	(1 TEU)
ii.	40-foot freight units (code 32)	(2 TEU)
iii.	Freight units over 20-feet and under 40-feet in length (code 33)	(1.5 TEU)
iv.	Freight units over 40-feet long (code 34)	(2.25 TEU)

These categories are distinguished because:

- 20-foot and 40-foot boxes have been the most common sizes of unit used in maritime transport, the proportions of each size of box in any trade flow being an important determinant in the storage space and crane capacity required in port, and the revenue generating characteristics on the route.
- Boxes of intermediate length occur mainly for railway transport, and need to be identified separately from standard maritime boxes.
- Oversize units are an increasing proportion of total box transport on some trades, as the commodities being transported in international trade change towards lighter and less

dense products. Such oversize boxes also generate specific problems in loading and discharging ships, and in locating them in port container parks.

Freight units under 20 feet in length, however, are classified as other general cargo (code 99) in the type of cargo classification. The so-called SECU boxes should be included in the relevant sub-class of Ro-Ro units (see 3.5.5).

Quantities recorded are tonnage of goods carried in the containers and numbers of containers with and without cargo. The tonnage is the gross weight of goods including packaging but excluding the tare weight of containers. Enumeration of loaded and empty containers is an important part of the description of container transport flows. The imbalance of cargo flows on a container-shipping route has a strong effect on the economics of operating such a service.

However, what is clear from the breakdown within code 3 is that the commodity being carried is of no concern in the direct handling of the container. The container contents only become important in the handling process if they are hazardous or if, like refrigerated containers ("reefers"), they require a power supply. Once a product has been placed in a container, lifted on or off a vessel, the commodity inside is of no importance in the type of cargo classification. Even if the commodity inside is known, Lo-Lo containers must only be recorded in code 3 and not as any other type of cargo. This may be important in the case of specialised containers. These are designed for different purposes, such as tank containers, reefers and containers suitable for carrying dry bulk goods. Some standard freight containers can be fitted with liners or internal bags, making them suitable for carrying other bulk goods. However, the movement of such "bulk" goods in containers does not mean that they should be included in either of codes 1 or 2. They should still be included in code 3.

It is important to emphasise that code 3 is meant to cover Lo-Lo movements only. When containers are moved by Ro-Ro vehicles onto or off a Ro-Ro vessel, they are not included in code 3. Such Ro-Ro movements are included at the appropriate sub-classes of codes 5 and 6.

4.5. Roll on Roll off (Ro-Ro) cargo (codes 5 and 6)

The critical feature of cargo for classification as "container cargo" or "Ro-Ro cargo" is the method by which the goods are moved between the quay and the ship. If the cargo is rolled on or off, it is Ro-Ro cargo (codes 5 and 6). If it is in a container which is lifted on or off, it is Lo-Lo cargo, and should be included in container cargo (code 3).

However, in some ports, the movements of containers as Ro-Ro cargo are an important element of port activity and the volume of containers moved in this way may have a wider (and growing) policy interest at European level. As a result of this, the Working Group on Maritime Transport Statistics has decided to collect data for the number of Ro-Ro containers in the voluntary table C2, starting from the reference year 2012 (see 2).

4.6. Roll on roll off self-propelled units (code 5)

This section of the type of cargo classification deals with Roll-on roll-off (self-propelled) type of cargo. An alternative descriptive name for this type of cargo is "mobile self-propelled units".

The second level of Commission Decision 2005/366/EC classification distinguishes the following categories:

i. Road goods vehicles and accompanying trailers (code 51)
ii. Passenger cars, motorcycles and accompanying trailers/caravans (code 52)
iii. Passenger buses (code 53)
iv. Trade vehicles (including import/export motor vehicles) (code 54)
v. Live animals on the hoof (code 56)
vi. Other mobile self-propelled units (code 59)

Of these, "Live animals on the hoof" are included here (under code 56), even though they do not roll on or roll off the vessel, because for maritime transport they require specialised ships and holding

pens. Where live animals are transported in lorries or trucks, these are included under code 51 above. Passenger cars, motorcycles and accompanying trailers/caravans as well as passenger buses (codes 52 and 53) are only counted in units (total number of units only)[7].

Trade vehicles on transporter lorries should be recorded under code 51, and the number of units to be recorded is the number of the lorries undertaking the transport and not the number of trade vehicles being transported. The tonnage will be the weight of the trade vehicles. Individual trade vehicles being driven onto the vessel under their own power after being left at the departure port and driven off the vessel under their own power at the arrival port should be recorded under code 54. In this case, the number of units is the number of trade vehicles moved. The tonnage will again be the weight of the trade vehicles[8].

Since containers may also be carried on Ro-Ro self-propelled vehicles, it has been suggested in the Task Force that the description of code 51 be interpreted to read "Road goods vehicles and accompanying trailers, including those carrying containers". Such container movements are only recorded here and not under code 3 (Containers) as they form part of Ro-Ro cargo. Such movements are not Lo-Lo movements. This harmonised interpretation was agreed by the Working Group in April 2008 and are expected to be implemented by all the participating countries at the latest starting from reference year 2010.

4.7. Roll on roll off non-self-propelled (code 6)

This section of the type of cargo classification deals with roll-on roll-off non-self-propelled type of cargo. An alternative descriptive name for this type of cargo is "mobile non-self-propelled units". The distinction between self-propelled and non-self-propelled Ro-Ro cargo is necessary to distinguish the different handling requirements of these cargoes in ports.

For non-self propelled units, manpower, towing equipment and storage areas within the port are all required in their handling. It is also an important distinction in describing the pattern and trends of Ro-Ro cargo transport flows. One reason for sending cargo on an accompanied road goods vehicle is to ensure its speedy arrival at its destination. Road transport by accompanied road goods vehicle is generally quicker, with the driver able to facilitate processing through the ports. Where time is less important, the transport of non-self propelled Ro-Ro units with no requirement for a driver to accompany the unit on its voyage is more cost effective. Traffic distribution between shorter and longer ferry routes is correlated with proportions of accompanied and unaccompanied cargo.

Up to the reference year 2012 , the lower levels of the classification within the scope of the Directive are:

i. Unaccompanied road goods trailers and semi-trailers (code 61)
ii. Unaccompanied caravans and other road, agricultural and industrial vehicles (code 62)
iii. Rail wagons, shipborne port-to-port trailers, and shipborne barges engaged in goods transport (code 63)
iv. Other mobile non-self-propelled units (code 69).

Again, since container movements can take place as part of non-self propelled Ro-Ro cargo, the Maritime Task Force suggested that the description for code 61 be amended to read "Unaccompanied road goods trailers and semi trailers, including those carrying containers". Such container movements are recorded here and not under code 3 (containers), since they are Ro-Ro movements and not Lo-Lo movements. This harmonised interpretation was agreed by the Working Group in April 2008 and are

[7] For Ro-Ro cargo, the gross weight of goods is not required when the "goods" correspond to the Ro-Ro units themselves and these Ro-Ro units are not "trade goods": such as passenger cars, motorcycles and accompanying trailers/caravans (code 52), passenger buses (code 53) and unaccompanied caravans and other road, agricultural and industrial vehicles (code 62). In other words it seems that the intention of the legislator was to collect the gross weight of goods only for "trade goods") (see also 3.4.1).

[8] For Ro-Ro cargo, the number of units without cargo is not required when the Ro-Ro units to be counted correspond to the "goods". Since these Ro-Ro units are generally not used for transporting other "goods" (with possible rare exceptions), the distinction between full and empty Ro-Ro units does not make sense for the codes 52, 53, 54, 56, 62.

expected to be implemented by all the participating countries at the latest starting from reference year 2010.

According to a decision of the Working Group in April 2008, class 63 should be broken down into three sub-components:

a. Rail wagons engaged in goods transport (code 64)
b. Shipborne port-to-port trailers engaged in goods transport (code 65)
c. Shipborne barges engaged in goods transport (code 66)

However the implementation of this decision is subject to approval by the European Commission of the amendment to the legal basis[9].

4.8. Ro-Ro container movements and the principle of the "final type of handling"

The Task Force discovered a strong need in some ports to count the movements of containers by Ro-Ro vessels. In many cases, such Ro-Ro movements formed a very large proportion of total container movements. While this need was acknowledged by the Task Force, there was also agreement that collection of such information would not fit easily into the current type of cargo classification. The outcome was a proposal for there to be a voluntary collection of Ro-Ro container movements loaded onto ship or port trailers for their transport. A separate table was proposed to avoid any change to the current collection arrangements. As a result of this, the Working Group on Maritime Transport Statistics decided to collect data for the number of Ro-Ro containers in the voluntary table C2, starting from the reference year 2012 (see 2).

One particular issue, which arose in the course of the Task Force, is how the movement of containers should be recorded in the type of cargo classification. By their nature, containers are versatile transport units, able to be transported in a variety of way, in container ships, by rail, on the backs of lorries and, most importantly in this context, on Ro-Ro vessels. As described in more detail later, the key question in allocating such maritime movements will depend on how they are moved on and off the vessel transporting them. Are they lifted on and off or are they rolled on and off? The answer to this question will determine how they are recorded.

In essence the problem comes down to determining the "final type of handling". This principle applies to the whole type of cargo classification, not just to containers. Some examples of the application of this principle are:

1. Goods are loaded in a container which is then loaded on a truck
2. Goods are loaded in a container which is then loaded on a port–to-port trailer
3. Animals on the hoof are loaded onto a lorry and accompanying trailer
4. New cars are loaded onto a lorry and accompanying trailer

For the examples above, the agreed answers for their recording are as follows:

1. Code 51 (and not code 3)
2. Code 63 (and not code 3)
3. Code 51 (and not code 56)
4. Code 51 (and not code 54)

The approach outlined above would prevent individual headings of the classification becoming too "heavy", with the advantage of being more generally applicable. For example, the same principles could be applied to containers loaded on rail wagons and on shipborne barges (codes 64 and 66, respectively, and not code 3).

This harmonised interpretation was agreed by the Working Group in April 2008 and is expected to be implemented by all the participating countries at the latest starting from reference year 2010.

[9] For practical reasons (delay in the procedures for the preparation and approval of new legal acts due to the delay in the codification/recast exercise) this change will be requested for 2012 data collection. It can be applied on a voluntary basis starting from the reference year 2010.

4.9. Supplementary type of cargo for Ro-Ro container movements (C2)

The term "Ro-Ro container" is used for a container, with or without cargo, loaded on a Ro-Ro unit, which is then rolled on and rolled off the vessel that carries it by sea.

The type of cargo classification is supplemented with the classes below in order to facilitate the compilation of statistics about transport of Ro-Ro containers and to allow for calculation of more precise TEU figures, using the existing conversion factors from unit to TEU (see 4.4).

i. 20-foot freight units (code R1)
ii. 40-foot freight units (code R2)
iii. Freight units over 20-feet and under 40-feet in length (code R3)
iv. Freight units over 40-feet long (code R4)

The use of non-numeric codes and the prefix ("R") underlines that Ro-Ro containers represent a memorandum item and that some of the corresponding data (especially "gross weight of goods) has already been included under other existing items of the classification.

While Dataset C2 should cover at least Ro-Ro containers loaded or unloaded on shipborne port-to-port trailers engaged in goods transport (subclass 65 of the type of cargo classification), it may be extended to include also other Ro-Ro containers (part of type of cargo classes 5 and 6) loaded or unloaded on a lorry, on an accompanying trailer or semi-trailer, on a rail wagon or on a shipborne barge.

4.10. Other general cargo (including small containers) (code 9)

This main category includes two distinct types of cargo, namely "semi-bulk" goods, and miscellaneous packaged general cargo. The difference between these types affects the speed and efficiency with which they can be loaded and discharged from ships, and therefore the turn-round times for the ship in port.

"Semi-bulk" goods are grouped or packaged into bundles or units of the order of 5 tonnes to 20 tonnes in weight (i.e. around the lifting capacity of general-purpose port cranes), which are transported as a shipload or a hold-load. This unitisation can be either on large pallets, or be packaged sawn timber or coils of steel. Conventional packaged goods in drums or bags may be "pre-slung" in slings with similar lift weights. Rather than stevedores lifting packages into a sling or onto a pallet for each lift by a crane, the pre-slung goods are ready for immediate connection to the crane hook. Since the shipload of cargo is "unitised" into similar single crane lift quantities, the loading and discharging operations can be carried out with greater speed and efficiency than miscellaneous general cargo.

At the second level of type of cargo classification in the Directive, there are three categories defined, namely:

i. Forestry products (code 91)
ii. Iron and steel products (code 92)
iii. Other general cargo (code 99)

In many cases, goods in the first two groups tend to be carried in shiploads at a time, packaged into large units of the order of 5 to 20 tonnes that enable more specialised handling and storage. This is not possible for conventional mixed packages of general cargo. Containers and freight units under 20 feet in length should be included under other general cargo in code 99.

4.11. Unknown cargo types

Each category contains a sub-category "other" (2-digit cargo code ending in "9"). The 2-digit codes ending by "X" as published in the Annex II of the Commission Decision have to be interpreted as cargo types partially "unknown". If the type of cargo is completely unknown, the code "X" should be used for the transmission of data in table A1, B1 and E1 and "XX" in tables A2, C1 and C2.

Example for Liquid bulk:

The code 19 should be used when the type of cargo is known, but it does not enter in one of the other categories 11, 12 or 13. The code 1X should be used when the type of cargo is partially unknown. The port knows it is Liquid Bulk, but does not have more details. The same principle applies to all other sub-classes of cargo in codes 2, 3, 5, 6 and 9.

4.12. Type of goods classification (B1)

Dataset B1 collects data about both the type of cargo and the products being carried (see also 3.4.3). From the outset, it has been a difficult problem for some partners to confront. Ports have little direct information about the contents of containers for example. The collection of such data could be very expensive if undertaken at a detailed level. A number of partners have been able to integrate the collection of customs and port data to provide the detail necessary while others rely on information established by their ports. The outcome of such considerations is that the supply of data for Table B1 has been undertaken on a voluntary basis with some partners supplying the data they have while others supply none.

According to Regulation 1090/2010 of the European Parliament and the Council of 24 November 2010 dataset B1 becomes mandatory for data relating to reference year 2011 and on. This amendment of the basic Directive 2009/42 relies on an understanding that the "Copenhagen Compromise" is respected. This compromise means that a partner will make best efforts to establish the product type from the data available but with the proviso that where the product type is not known, the cargo will fall in NST 2007 category 19 "Unidentifiable goods". While this is not an ideal position, it will allow some data on commodity to be collected even though it will not be "harmonised" at the European level. Some judgement of the level of non-comparability due to "container cargo" and "Ro-Ro cargo" can be made, since, in dataset B1, the data is also broken down by type of cargo.

4.13. Passenger statistics (A3, D1)

The main discussion point in passenger statistics is the definition of cruise passengers. This arises because of the use of Ro-Ro passenger ferries in "cruise" mode. Especially on longer ferry routes, passengers make a return trip, sometimes not disembarking from the vessel when they reach the intermediate destination. However, what distinguishes cruise passengers from such travellers is the vessels they travel in.

Cruise ships are specialist cruise vessels where all the passengers are accommodated in cabins and there are full entertainment facilities on board. Ships operating normal ferry services are excluded, even if some passengers treat the service as a cruise. In addition, cargo-carrying vessels able to carry a very limited number of passengers with their own cabins are excluded. Ships intended solely for day excursions are excluded (see 3.2.4).

Any passenger making a sea journey on a cruise ship is considered a cruise passenger. The importance of cruise passengers to the local economy of the ports they visit is the key reason for asking partners to report cruise passenger excursions or trips to tourist attractions in and around the port on a voluntary basis (see 3.7.4). This is in addition to the recording of cruise passengers embarking and disembarking at each port (see 3.7.3). One specific characteristic of cruise passenger journeys is that they often start and finish at the same port.

4.14. Vessels (D1, E1, F1, F2)

There is interest in vessels and their characteristics in a number of datasets. In datasets D1 and E1, the interest concerns the flag of the vessel i.e. the country and/or territory authorising the registry of a merchant ship. However, it has been agreed by the Working Group that the supply of such data is voluntary for dataset D1 as from 2009 reference year.

Datasets F1 and F2 deal in more detail with vessel movements in European ports. Dataset F1 collects data about the deadweight tonnage of vessels calling at EU ports, broken down by direction (inwards/outwards), the type of vessel from the ship type classification and the size band for tonnage classes (see below).

The important consideration here is that only vessels entering port to undertake at least one of the following commercial activities a) to load cargo, b) to unload cargo, c) to embark passengers, d) to disembark passengers or e) to disembark or embark passengers on cruise passenger excursions should be included in the statistics. Vessels entering ports for other reasons such as loading bunker fuel, to shelter from heavy weather or for repair should not be counted in the statistics. Some examples are:

Example 1: A vessel entering a port for bunkering and loading cargo before leaving the port would be included in the statistics.

Example 2: A vessel entering a port only for repair and subsequently leaving the port would not be reported.

Example 3: An oil tanker entering a port to unload crude oil and leaving the port empty would be included in the statistics.

Example 4: A dry bulk carrier entering a port to unload agricultural products and loading other dry bulk goods before leaving the port would be registered as "inwards" and outwards".

It emerged that partners had varying interpretations of what to include in the number of vessels calling. Some counted all vessels engaged in commercial activity in both the inwards and outwards movements. Others included vessels entering port to unload cargo or disembark passengers in the inward totals but not in the outward totals if no cargo is loaded or passengers embarked before departure. Similarly, vessels were included in the outward totals if they load cargo or embark passengers but not in the inward totals if no cargo is unloaded or passengers disembarked.

The first interpretation was agreed by the Working Group in April 2008 to be the correct one in that all vessels undertaking commercial activity should be included in both the inward and outward movements even if some of the activities are not undertaken (= if at least one of the mentioned "commercial" activities is undertaken). However, this means that inwards and outwards movements will be the same apart from timing differences between arrival and departure.

The Maritime Transport Statistics Working Group agreed on a harmonised definition of "traffic" (vessel calling at ports in so far as they perform in the port at least one of the commercial activities mentioned above) to be applied to datasets F1 and F2 starting from reference year 2010 by all the participating countries. As a consequence, the working group agreed to collect data for the inward direction only using the same argument as for "cruise passengers on cruise passenger excursion" in dataset A3: the harmonised data will be almost identical for both directions.

The elimination of direction is subject to the approval by the European Commission for the amendment to the legal basis.[10] This change amounts to a recording of port calls with the timing established as the arrival in port. In this context, it has been agreed that a port call is as defined at 3.1.8. It is not a message sent by vessels to ports up to a week in advance of their arrival.

4.15. Harmonisation of the list of ports

The list of ports is a basic tool for the implementation of the legislation and is published in the Official Journal of the European Union (as the "official list of ports"). The list of ports changes over time. As a consequence the list has been published several times: in 1998, 2000, 2003 (enlargement), 2005, 2006 (enlargement) and finally in 2008 (Commission Decision 2008/861: the "codified" list).

In order to monitor the changes in the list on a continuous basis and to provide an up-to-date list for each annual data collection exercise, Eurostat prepares an informal list of ports every year, in cooperation with the countries. The informal list keeps track of historical changes and includes additional information as a result of the continuous analysis conducted by Eurostat and the participating countries.

[10] For practical reasons (delay in the procedures for the preparation and approval of new legal acts due to the delay in the codification/recast exercise) this change will be requested for 2012 data collection.

The detailed structure of the annual informal list of ports and the criteria agreed to progressively harmonise the list of ports are as follows:

Structure of the informal list of ports

The informal list of ports is composed of several sub-lists:

1. The "list of ports" to be used for data transmission purposes is contained in the sub-list named "1. YYYY extended list of ports". This is the sub-list used in quality checks for the year YYYY (as included in the tool GENEDI, embedded in eDAMIS).

2. The sub-list "1bis. Minor Ports" contains other ports which can be identified with an UN/Locode. These ports are included under special codes in the data (typically "other ports"). For practical reasons, however, these ports are not included in the main sub-list "1. YYYY extended list of ports", as non statistical ports (these are very numerous, but very small ports).

3. The sub-list "2. Ports no longer in the list" contains the ports deleted from the list, with the indication of the date of deletion and (possibly) the reason.

The lists mentioned in 1, 2 and 3 allow the changes in the list of ports to be followed over time.

4. The sub-list "3. Other_ports" contains "ports" never included in the first list and, if possible, the reason for that exclusion.

5. The sub-list "3bis. Other_minor ports" contains a list of very minor ports, which do not have an identification code and are therefore not included in the first sub-list (or in the official list). However, data from these ports are included under other codes in the data transmitted within the frame of the Directive.

6. The sub-list "4. Not ports" contains a list of locations either used in the past in maritime datasets transmitted to Eurostat or listed as ports in the UNECE list but not considered as ports by the the National statistical authority.

7. The sub-list "5. Codes not in the list": these countries have no maritime coastline. If datasets contain these codes, they will not be "refused", but they will be trans-coded by Eurostat for dissemination purposes, as agreed with the participating countries.

8. The sub-list "6. Russian ports" contains the main Russian ports for each Russian MCA and it is meant to help countries in identifying the correct Russian MCA when compiling the data.9. The sub-list "99. Special cases" contains some residual special cases, not included in the previous sub-lists.

The informal list of ports is available in the maritime transport library on circa.europa.eu.

Harmonisation criteria

In October 2006, the Working Group agreed to progressively revise the list of ports according to the following five criteria (under the co-ordination of Eurostat):

Criterion 1: The list of ports should only contain UN/LOCODE-ports. The only exceptions to this rule are a limited number of ports, which are identified by "Eurostat numeric codes" (duly justified by specific circumstances).

The rest of the "Eurostat numeric codes" should be temporary (i.e. should be converted into UN/LOCODES during the following year). This criterion is implemented by Eurostat in cooperation with member and partner countries in the following way during the harmonisation exercise:

The ports having numeric codes are identified. Some of the codes are standard (XX888, XX88Q and XX88P) and have to be kept as such in the list. For the other numeric codes, unless there is a special reason to keep them in the list (example FI001), the country should contact UNECE in order to obtain official UN/LOCODEs to replace the temporary numeric codes. The data entry system for UN/LOCODEs is available at the following address: http://unece.unog.ch/UNLocode/.

Criterion 2: All ports for which statistics are reported to Eurostat should be included in the list as "statistical ports".

This criterion is implemented by Eurostat in cooperation with member and partner countries in the following way during the harmonisation exercise:

Ports for which countries provide data are identified if they are not in the list of ports, or if they are in the list of ports but not considered as "statistical ports". The country is asked to clarify if the port has to be added in the list as a "statistical port".

Criterion 3: Where no activity in ports, which are included in the list as statistical ports, has not been reported to Eurostat over a certain number of years, the position of such ports should be clarified.

This criterion is implemented by Eurostat in cooperation with member and partner countries in the following way during the harmonisation exercise:

1) Either these ports are no longer active within the scope of the Directive or they are still active. As a general rule, in the first case they should be deleted from the list and in the second case data collection should resume or the port should be converted into a "non-statistical port". In this last case the reference statistical port should be identified.

The statistical port could also be the "888 other ports" or, similarly, a fictitious port like "FI001 inland ports". In case of doubt (for example doubts in the interpretation of "a certain number of years"), and especially if the port has a UN/LOCODE, it should be kept on the list.

2) Codes referring to "statistical ports" for which countries do not provide any data over a certain number of years, are identified. Countries are requested to clarify if the ports are still active, or if the data are reported under another port code. In the first case, consideration should be given (in agreement with the country) to remove the port code from the list 1 and to include it in list 2 "Ports no more in the list". In the second case, consideration should be given to changing the port into a non-statistical port.

3) When data are reported under port code XX888, countries are required to specify what ports are included under this code.

Criterion 4: The list of ports should be as exhaustive as possible.

This criterion is implemented by Eurostat in cooperation with member and partner countries in the following way during the harmonisation exercise:

1) Ports for which "individual" data are not available, because they are combined with the data of another port, according to the specific national organisation of port authorities or similar situations, should be included in the list as "non-statistical ports". The corresponding reference statistical port should be identified.

2) Some locations to which UNECE has attributed a UN/LOCODE as a port, may not be included in the Eurostat list of ports. These ports are identified and clarifications are requested if necessary.

3) Clarifications are requested if code XX888 is used as partner port ("port of loading/unloading") in cases where it is not used as reporting port.

4) Clarifications are requested in cases where data have been provided for many years by a country for partner ports ("port of loading/unloading") not included in the Eurostat list.

5) Clarifications are requested regarding ports for which data have been reported by a country although these locations are not considered as ports according to the UN/LOCODE list.

Criterion 5: Grouping of ports should be made by using the principle of statistical and non-statistical ports. Grouping of several ports under one UN/LOCODE should be avoided.

This criterion is implemented by Eurostat in cooperation with member and partner countries in the following way during the harmonisation exercise:

When one code in the list of ports seems to correspond to several ports, clarifications are requested from the reporting country. The port actually corresponding to the code should be considered as a statistical port while the remaining ports should be included as non-statistical ports with their own UN/LOCODE.

Harmonisation status The harmonisation exercise has been finalised for the majority of the member and partner countries. The remaining countries will be progressively contacted by Eurostat. For the time being, the harmonisation is leading to changes in the annual informal lists of ports. Once the harmonisation is completed, the list of ports will be officially published on the Official journal of the European Union (and it will become the next "official list"). After publication, changes in the list should ideally only reflect real changes in the infrastructure.

One additional result of the harmonisation of the list of ports is the improvement of the UNECE list of UN/LOCODES as countries are encouraged to add new ports, correct information on existing locations and so on.

4.16. Selection of main ports

Ports are divided into main ports and other ports. Main ports handle more than one million tonnes of goods ("main port for goods") or recording more than 200,000 passenger movements ("main passenger ports") annually. For main ports more complex statistical data are collected than for the other ports. The motivation for this distinction between main ports and other ports is to simplify the data reporting burden for smaller ports on the basis that they are likely to have fewer resources to undertake the reporting task. This is in line with the overall philosophy of burden reduction for smaller reporting entities.

However, in the application of the reporting thresholds, there is some variation between countries. Some countries ignore the thresholds and apply the full reporting regime to all ports, irrespective of their size. Where this is the case, Eurostat's advice is for countries to send the full detail collected for all their ports unless this creates an additional burden for them. For the non-main ports, the provision of such data would of course be on a voluntary basis, both for ports and countries.

Many countries make use of the threshold to reduce the reporting burden for smaller ports. This then raises the problem of how to select the list of main ports required to provide the fully detailed data needed by the Directive. Eurostat's advice is that the list of main ports should be selected at the beginning of each year, based on the history of each port's reporting. Each of these ports will be asked to complete the full detail throughout the year, whether or not their cargo and passenger handling exceeds the threshold during the year. This implies that a port, previously above the threshold will be asked to provide the full detail even though it turns out that their traffic is below the threshold in that year. Conversely, a port undertaking the simplified reporting may prove to have exceeded one or both thresholds in the year. In both cases, the data collected should be reported to Eurostat as it stands and no change to simplified reporting or full reporting should be applied to the data collected during the year. The performance during the year will then be used in the selection of the list of main ports in the succeeding year.

In most cases, it will be clear whether a port is a main port or not. Large ports will consistently exceed the thresholds while small ports will consistently fail to reach them. Even so, there will be a small number of ports, which hover around one or other of the two thresholds, and where a decision will be necessary to decide on their classification each year. In such cases, stability in reporting from year to year is important and countries should avoid an automatic and mechanical reclassification, if a threshold is breached or not reached in any particular year. Before reclassifying a port, countries should consider whether there were special factors at work, causing a port to fall below the threshold, such as a labour dispute, some damage to port installation or, as in 2009, the wider economic position. Similarly, a surge in traffic which takes a port above a threshold should be examined to see whether some special factors were at work, which are unlikely to be repeated in future. If this proves to be the case, then reclassification should be delayed.

However, there will clearly be cases where a port has sustained growth which takes it above one or other of the thresholds and it will need to be reclassified as a main port. Similarly, a port's traffic may be in decline, meaning that it should expect to supply the simplified data. Of course, countries may not have the details of what is happening in these smaller ports and some rules of thumb will be useful in deciding on when to reclassify. In the absence of specific information about a port's traffic, Eurostat suggests that the decision to reclassify should be based on data for three years. If a port has stayed consistently above or below the thresholds for a full three years, then it will be safe to reclassify. Such a scheme has two advantages: 1) it avoids reporting changes for ports where temporary factors have affected their situation; 2) Eurostat's quarterly statistics will be more stable from year to year.

It should be noted that once a port has been classified as a main port and has reported the detailed data, the said port has also established the necessary routines for capturing the detailed information required per port call. Accordingly the port will probably not benefit from any major reduction in the reporting burden by giving up the detailed data transmisssion and switching to the annual simplified reporting.

4.17. Outcome of methodological consultations

4.17.1. Temporary movements of consignments in port

The following question was raised by Spain: "Goods are unloaded from a vessel and, shortly after, the same goods are re-loaded on the same vessel. Should these operations (unloading and then loading) be recorded in our statistics?"

Proposed solution

The answer will depend on the exact circumstances in which the loading and unloading take place. A number of possibilities exist.

Case 1

Goods intended for delivery to another port are unloaded to give access to other shipments intended for delivery to the port where the vessel is currently berthed. After these shipments are also unloaded, the original set of goods are reloaded on board the vessel to continue their voyage before the vessel sails at the end of this port call.

Proposal: These operations are outside the scope of the Directive. They should not be recorded.

Case 2

A consignment is delivered to the port and unloaded. While the vessel remains in port, the owner of the consignment sells the goods on and arranges for them to be transported in the vessel on which they were originally loaded. A separate transport contract is arranged.

Proposal: This would be a separate transport operation and would fall within the scope of the Directive. The unloading and subsequent loading operations should be recorded by the port.

Case 3

A consignment is unloaded in the port and the owner unpacks it into separate items. The owner arranges for part of the consignment to travel onwards, again on the same vessel and it is reloaded before the vessel sails at the end of this port call.

Proposal: This again falls within the scope of the Directive as it is a separate transport operation.

Reasoning behind the proposed solution

What is important here is whether the goods unloaded and loaded are being transported under the same transport contract for both parts of the voyage. If they are, then the unloading and loading operations are outside the scope of the Directive. If a new transport contract has to be arranged before they goods are reloaded, then they would fall within the scope of the Directive.

Additional considerations

However, the most likely reason for unloading and reloading goods is to allow access to other consignments intended for delivery to the port (case 1). The other two examples (cases 2 and 3), while possible, seem unlikely to be very frequent occurrences. As a consequence, if information is not available to identify under which case the unloading and reloading operations are taking place, as a general rule these operations are not within the scope of the Directive.

The country responses are shown in Table 1 below. Many countries have not had reports of such movements in their ports. This may be because the ports are recording the movement of goods, whether or not they are reloaded. However, some countries were aware of such movements and all were content with the proposed solution. In some cases, ports were aware of the issue but did not report the unload/load as movements. Norway doubted whether the data to discriminate between the three cases existed in the information available to Norwegian ports. The Netherlands asked for a definition of "shortly after". It is proposed to reword the question as follows to give more precise guidance:

"Goods are unloaded from a vessel and the same goods are re-loaded on the same vessel before it sails at the end of its port call."

Table 1 Country responses received by 1 March 2009

Country	Comment
Belgium	Temporary unloading for access does occur but ports do not report it as a movement
Bulgaria	Agrees but Bulgaria does record temporary unloads for access as "shifting"
Croatia	No reports but would treat as suggested
Denmark	No reports but would treat as suggested
Finland	Minor issue and no facilities for capturing it on Portnet
Ireland	Proposal acceptable but no reports
Italy	All three cases occur but agree with proposed solution. Same transport contract is important
Lithuania	Agreed to all proposals
Netherlands	Agreed but please define "shortly after"
Norway	Agreed but do ports record all on/offloading of same goods/same ship. Doubts about whether the data to record movements as suggested exists.
Poland	All three cases but agree with proposed solution
Spain	Temporary unloads/loads for access not in the scope of the Directive. The other cases are.
Sweden	Agrees to proposals

4.17.2. Bunkers

The following question from Cyprus sparked off an interesting consultation on the way that movements of bunker fuel should be recorded.

"In our ports licensed operators purchase from abroad oil products (the cargo is manifested) for the purpose of supplying other ships with bunkers. Then they sell their cargo to ships requesting bunkers (this sale is not manifested). The vessel performing bunkering services may call to more than one port in Cyprus, coastal calls, (from one Cypriot port to the other), until cargo on board is sold out. Sometimes the 'bunkering service vessel', may purchase oil products from inland, in order to sell for bunkering purposes.

In our annual figures oil products used for bunkering purposes, manifested or not, are not shown. Is this correct?

However ship calls, from vessels performing (offering) bunkering services, whether calling from abroad or not (i.e. coastal calls), are all shown in ship arrivals. Is this correct?"

After consultation with other Member States, the advice given was as follows:

Bunker oil is the fuel used by vessels to provide propulsion and power. In most cases, vessels are loaded with bunker oil by a bunker supply vessel which takes the fuel from an inland bunker service station to the vessel moored in port. However, vessels may moor directly at the inland bunker service station and load the bunker fuel from there. In Article 2, bunker fuel and stores supplied to vessels are excluded from the scope of the Directive. There is also no provision within the Directive to include the movements of bunker supply vessels within a port.

The bunker fuel itself has to be delivered to the inland bunker service stations, normally by tanker. In addition, bunker supply vessels will sometimes load bunker fuel in one port to supply vessels either in another port or moored outside the port. Bunker supply vessels may also deliver bunker fuel to offshore installations to provide power for their operations. It is how all these types of movement should be treated which is of concern here.

What is the reasoning behind the exclusion of bunker oil supplies from the scope of the Directive? The motive for a vessel to load bunker fuel is not to transport it to another port as part of a transport contract. The objective is to provide propulsion and power for the vessel as it undertakes its transport tasks (in economic terms this is "intermediate consumption"). So the supply and carriage of bunker fuel is not transport as such. As stated above, the Directive explicitly excludes bunkers and stores supplied to vessels in port.

However, where a bunker supply vessel leaves the area where port regulations apply and is loaded with bunker fuel, different issues emerge. In such a case, it must be assumed that the objective is to supply the bunker fuel to vessels, either in another port or moored at sea. A further alternative is the supply of the fuel to offshore installations. In such circumstances, the movement of the bunker fuel to another port or to an offshore location could then be regarded as constituting its transport. In some ways, such transport could be regarded as "on own account" since no contract for the transport of the bunker fuel is entered into with a separate carrier.

However, the fuel taken on board by the bunker supply vessel is not generally recorded as a "loading" by the port's recording system. A further difficulty is that the bunker supply vessel may deliver to a vessel in port before departing, partially loaded, to supply its remaining cargo elsewhere. Even if such movements were included in transport, there may be practical difficulties in recording them.

A second area is the arrival in port of a bunker vessel, already loaded with bunker fuel in order to ply its trade. The bunker vessel then delivers some or all of its bunker fuel to vessels in the port. In this case, it can also be considered to have transported the bunker fuel for supply to vessels in the port. Even so, there will be difficulty in determining the quantities involved as the port is unlikely to have a record of this "delivery/unloading". In principle, the amount of bunker fuel transferred to the other vessels should be recorded as an inward movement of cargo although there may be severe problems in recording such data.

The third area is the original delivery of bunker fuel to the inland supply station by tankers. This is clearly transport, subject to a transport contract. It should be recorded within the scope of the Directive as an unloading of the bunker fuel to the port facility.

It is the Eurostat view that the following movements count as transport and should be recorded as such.

1. The original delivery of bunker fuel by a tanker to the inland bunker service station.
2. Carriage of bunker fuel by a bunker supply vessel to other ports to ply its trade, assuming that the quantity of bunker fuel can be recorded.
3. Carriage of bunker fuel by a bunker supply vessel to supply a vessel moored outside the area under the port's control, again where the quantity of bunker fuel involved can be recorded.
4. Carriage of bunker fuel by a bunker supply vessel to supply an offshore installation, again where the quantities of bunker fuel can be recorded.
5. The arrival of a loaded bunker vessel which then supplies some or all of its cargo to other vessels in the port.

Nevertheless, there are three difficulties:

1. The "freight", i.e. the bunker fuel, is only "unloaded" when the bunker oil is transhipped to a customer vessel. This makes it difficult to record in the Directive datasets.
2. Where the bunker station vessel takes on bunker fuel from an inshore bunker station, this is only cargo loading in respect of the bunker fuel leaving the port. It may not be easy to separate bunker fuel "unloaded" in the home port and bunker fuel which leaves the port.
3. The loading of the bunker fuel in 2 above may also not be included on any manifest so that recording it for the purposes of the Directive may not be possible.

Proposed solution

On the basis of the above, the response to the questions above is as follows:

Q1. In our annual figures oil products used for bunkering purposes, manifested or not, are not shown. Is this correct?

A1. This is not correct.

Deliveries of bunker oil products by tankers arriving from another port to supply bunker service stations or bunker service vessels should be recorded as the unloading of cargo and a ship port call recorded.

If a bunker service vessel arrives in port and supplies some or all of its cargo (i.e. bunker fuel) to other vessels in the port, this should in principle be recorded as unloading of cargo and a ship port call recorded.

Where the loading of bunker fuel to a bunker service vessel is from an inshore bunker station, it should in principle be recorded as cargo loading if the service vessel, while still loaded, sails to service a vessel moored outside the area under the port's control, to another port or to an offshore location to ply its trade. This only applies to the bunker fuel which actually leaves the port. While there may be problems in recording such activities, if good information is available, it should be recorded in the normal way.

Q2. However, ship calls, from vessels performing (offering) bunkering services, whether calling from abroad or not (i.e. coastal calls), are all shown in ship arrivals. Is this correct?

A2. Yes. All movements of bunker vessels arriving in port either to load bunker fuel for supply to other vessels or to ply their trade should be recorded as port calls. All movements of tankers delivering bunker fuel to the inshore supply station should also be recorded as port calls.

Recording in the Datasets A1 and A2

There remains the problem of how the transport noted above should be entered into the datasets. In particular, how the port of loading/unloading should be identified for offshore locations. The datasets involved are A1, A2, B1 and E1. Where the bunker supply vessel is sailing for another port, the relevant port code should be entered. For offshore locations, where these are known, the appropriate code should be used. For example, where the location of the supply is known to be national waters then a specific national code (e.g. DK88B for Denmark) would be helpful both for offshore installations and the supply of bunker fuel to ships at sea. Where the offshore installation is totally unknown, then the general code "ZZ01 Offshore installations not elsewhere specified" may be used. For the supply of bunker fuel to vessels moored at sea where it is not possible to determine a code, then the code "ZZ02 Aggregates extraction areas not elsewhere specified" may be suitable. However, if this option is chosen, it would be better to widen its scope by changing the description to "ZZ02 Aggregates extraction areas not elsewhere specified and other areas not elsewhere specified".

A secondary issue is the type of cargo and commodity code to give to bunker fuel. All four datasets listed above ask for **type of cargo**, one digit for A1, B1 and E1, two digit for A2. As bunker fuel will always be handled in bulk and not transported in any other way, the appropriate codes are:

1 Liquid bulk goods

13 Oil products

Dataset B1 also asks for a two digit commodity code. The most appropriate code in NST2007 is

07 Coke and refined petroleum products

However, the responses from Member States clearly indicated that there will be major difficulties in trying to implement the details described above. In these instances, Member States must do the best they can against the methodology proposed. No doubt, where there are significant movements of bunker fuel out of a port, the Member State involved is likely to have better quality information about such movements.

Part II: Description of the data treatment process: transmission, validation, dissemination

1. Transmission format/EDI tools

1.1. Transmission of results

According to the Directive, the data transmission shall take place within five months of the end of the period of observation for data of quarterly periodicity and within eight months for data of annual periodicity.

In the original and the current version of the legal basis the periodicity of data transmission is not distinguished from the frequency of the data. During the work of the Task Force on Maritime Transport Statistics a distinction between these two concepts (the "periodicity" is a characteristic of the data transmission, the "frequency" is a characteristic of the data) was introduced.

Datasets	Data frequency according to the variable "reference quarter" in the datasets in Annex VIII	Periodicity of data transmission, as specified after the title of each dataset in Annex VIII	Timeliness	Mandatory: M Voluntary: V	Ports concerned All: A Main: M
	Quarterly: Q; Annual: A				
A1	Q	Q	T+5	M	M
A2	Q	Q	T+5	M	M
A3	A	A	T+8	M	A
B1	A	A	T+8	M*	M
C1	Q	Q	T+5	M	M
C2	A	A	T+8	V	M
D1	Q	A**	T+8**	M	M
E1	A	A	T+8	M	M
F1	Q	A**	T+8**	V	M
F2	Q	A**	T+8**	M	M

** Mandatory starting from reference year 2011 according to Working Group decision (Regulation 1090/2010).*

*** According to Working Group decision, the periodicity of these datasets became "annual" starting from reference year 2009, while data will remain quarterly. As a consequence the timeliness (the timeliness for data transmission and also for dissemination in the text of the Directive is linked to the "periodicity") became T+8 (Commission Decision 2010/216).*

The following table gives a clear overview of the deadlines depending on the periodicity of data transmission.

Periodicity of dataset	Deadline
Quarter 1 year t	August year t
Quarter 2 year t	November year t
Quarter 3 year t	February year t+1
Quarter 4 year t	May year t+1
Annual year t	August year t+1

1.1.1. Structure of files

The following table gives for each dataset (A1, A2 and so on):

- short information on general characteristics as contained in the legal acts (such as periodicity of the dataset, port coverage and so on);
- the list of fields that have to be provided, in which order (column Pos. = position) and in which format (column "format and size": numeric vs. alphanumeric).

Pos.	Fields	Format and size	Data sets									
			A1	**A2**	**A3**	***B1***[11]	**C1**	***C2***	**D1**	**E1**	***F1***	**F2**
1	Data set Identification	An2	M	M	M	M	M	*M*	M	M	*M*	M
2	Reference year	n4	M	M	M	M	M	*M*	M	M	*M*	M
3	Reference Quarter	n1	M	M	M	M	M	*M*	M	M	*M*	M
4	Reporting port	an5	M	M	M	M	M	*M*	M	M	*M*	M
5	Direction	n1	M	M	M	M	M	*M*	M	M	*M*[12]	M[12]
6	Port of loading/unloading	an5	*M*[13]	*M*[13]		M[13]	*M*[13]		*M*[13]	*M*[13]		
7	Relation (Maritime Coastal Area)	an4	M	M		M	M		M	M		
8	Type of cargo	an1 or an2	M1	M2		M1	M2	*M2*		M1		
9	Commodity (nature of goods)	an2				M						
10	Nationality of registration of vessel	an4							O[14]	M		
11	Type of vessel	an2									*M*	M
12	Size of vessel Deadweight	an2									*M*	
13	Size of vessel Gross Tonnage	an2										M
14	*Gross weight of goods in tonnes*	*n..15*	M	M	M	M	*M*			M		
15	*Number of passengers (excluding cruise passengers)*	*n..15*			M				M			
16	*Number of units*	*n..15*					*M*	*M*				
17	*Number of units without cargo*	*n..15*					*M*					
18	*Number of vessels*	*n..15*									*M*	M
19	*Deadweight of vessels in tonnes*	*n..15*									*M*	
20	*Gross tonnage of vessels*	*n..15*										M
21	*Number of cruise passengers starting and ending a cruise*	*n..15*			M							
22	*Number of cruise passengers on cruise passenger excursion: direction: inwards (1) only - (optional)*	*n..15*			O [15]							

Fields 1 to 13 include information on the data or metadata (classification variables).

Fields 14 to 22 include the data (statistical variables).

[11] Mandatory starting from reference year 2011.

[12] Not to be provided (always include the fixed value 1 = inwards) starting from reference year 2011, according to Working Group decision.

[13] Mandatory only when the partner port is located in the European Economic Area (EEA). This information can be provided also for non-EEA ports on a voluntary basis; however it is recommended for the non-EEA "participating countries" (particularly for Candidate Countries).

[14] Optional from reference year 2009.

[15] To be provided only for direction "inwards".

Three different types of fields can be identified:

- "M": Mandatory fields for a dataset (the first 5 fields are mandatory for all the datasets)
- "O": Optional field.
- "" (empty space): fields not relevant for the dataset. The fields not relevant for the dataset should be provided as "empty space" (best solution) or not provided at all (acceptable temporary solution).

For example for dataset A3, the following record

Data set Identification	A3
Reference year	2007
Reference Quarter	0
Reporting port	CCPPP
Direction	1
Gross weight of goods in tonnes	3270
Number of passengers (excluding cruise passengers)	1500
Number of cruise passengers starting and ending a cruise	300
Number of cruise passengers on cruise passenger excursion: direction inwards (1) only - (optional)	150

should be transmitted as follows ("best solution"):

A3;2007;0;CCPPP;1;;;;;;;;;3270;1500;;;;;;300;150

while the following format is acceptable, for the time being:

A3;2007;0;CCPPP;1;3270;1500;300;150

Countries are stongly encouraged to use the standard structure ("best solution") for each dataset.

1.1.2. Distinction between “0” and “empty”

It is necessary to clarify the use of “0” and "empty" when transmitting the data. Making the distinction between “0” and "empty" is very important for the correct analysis and interpretation of the data (for example when users analyse time series).

“Zero” has to be used when a certain activity has not happened during the period covered by the data transmission. For instance if there was no passenger movement in a certain port during a certain year or quarter, “0” should be provided in the field “number of passengers”. This means that the information about the "**no activity**" is available ("positive information").

"**Empty**" field has to be provided when:

- The National Statistical Authority was not able to obtain the information about the variable requested. This means that the information was not available ("negative information").
- The provision of a certain variable is not applicable in the frame of the Directive ("information not requested").

Examples of "not applicable" variables in dataset C1:

- "Gross weight of goods" is not required for cargo types 52 and 53;
- "Number of units without cargo" is not required for cargo types 52, 53, 54, 56 and 62.

When sending dataset C1, the cells concerning the above described variables and types of cargo should be left "empty" (NULL) and not filled in with "zeros".

The countries have to apply the above mentioned guidelines when transmitting those datasets including more than one statistical variable (datasets A3, C1, F1 and F2). For the other datasets the inclusion of records with the statistical variable equal to zero is recommended only in specific

situations (temporary closure of port/ terminal, temporary stop of a usually standard activity, and so on).

Below are given some concrete examples of data provision highlighting the use of "0" or "empty" fields in dataset A3.

1. A port PPP in the country CC is registering non-cruise passengers and cruise passengers movements but no cargo handling activity during the reference year: The gross weight of goods should be "0".

Data set Identification	A3
Reference year	2007
Reference Quarter	0
Reporting port	CCPPP
Direction	1
Gross weight of goods in tonnes	**0**
Number of passengers (excluding cruise passengers)	1500
Number of cruise passengers starting and ending a cruise	300
Number of cruise passengers on cruise passenger excursion: direction: inwards (1) only - (optional)	150

The following record should be included in dataset A3:

A3;2007;0;CCPPP;1;;;;;;;;;0;1500;;;;;;300;150 (best solution)

A3;2007;0;CCPPP;1;0;1500;300;150 (acceptable temporary solution)

2. The port has cargo handling activities but no facilities to welcome passenger ships. The number of the three passenger variables should be "0".

Data set Identification	A3
Reference year	2007
Reference Quarter	0
Reporting port	CCPPP
Direction	1
Gross weight of goods in tonnes	3270
Number of passengers (excluding cruise passengers)	**0**
Number of cruise passengers starting and ending a cruise	**0**
Number of cruise passengers on cruise passenger excursion: direction: inwards (1) only - (optional)	**0**

The following record should be included in dataset A3:

A3;2007;0;CCPPP;1;;;;;;;;;3270;0;;;;;;0;0 (best solution)

A3;2007;0;CCPPP;1;3270;0;0;0 (acceptable temporary solution)

3. The port has cargo handling activities and registers non-cruise passenger activities but is not able to collect information on cruise passenger movements. The "number of cruise passengers starting and ending a cruise" and the "number of cruise passengers on cruise passenger excursion (direction: inwards only)" should be left empty.

Data set Identification	A3
Reference year	2007
Reference Quarter	0
Reporting port	CCPPP
Direction	1
Gross weight of goods in tonnes	3270
Number of passengers (excluding cruise passengers)	1500
Number of cruise passengers starting and ending a cruise	
Number of cruise passengers on cruise passenger excursion: direction: inwards (1) only - (optional)	

The following record should be included in dataset A3:

A3;2007;0;CCPPP;1;;;;;;;;;3270;1500;;;;;;; (best solution)

A3;2007;0;CCPPP;1;3270;1500;; (acceptable temporary solution)

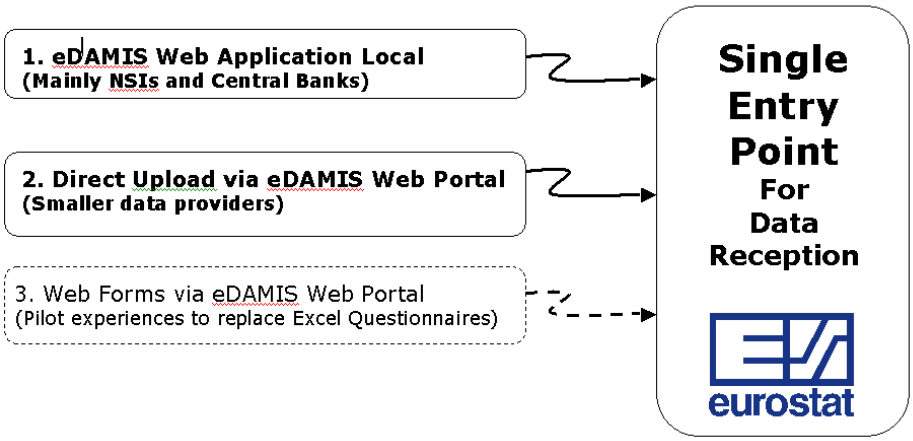
1.1.3. Transmission using eDAMIS

Since 2008 the data transfer using eDAMIS is mandatory.

1.1.3.1. Presentation

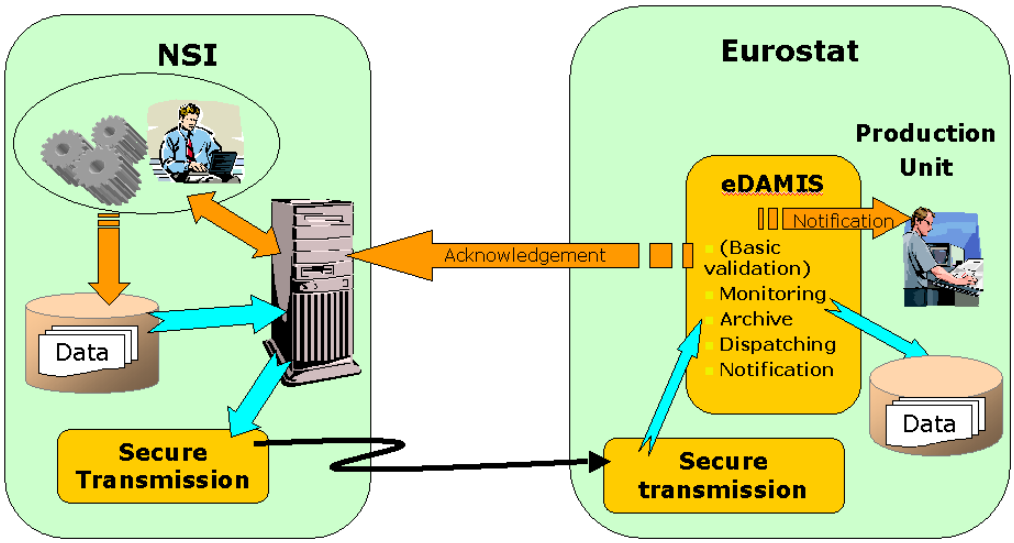
eDAMIS (electronic Data files Administration and Management Information System) offers standard solutions for collecting data files in the European Statistical System. eDAMIS implements the Single Entry Point policy of Eurostat.

eDAMIS methods to transmit data

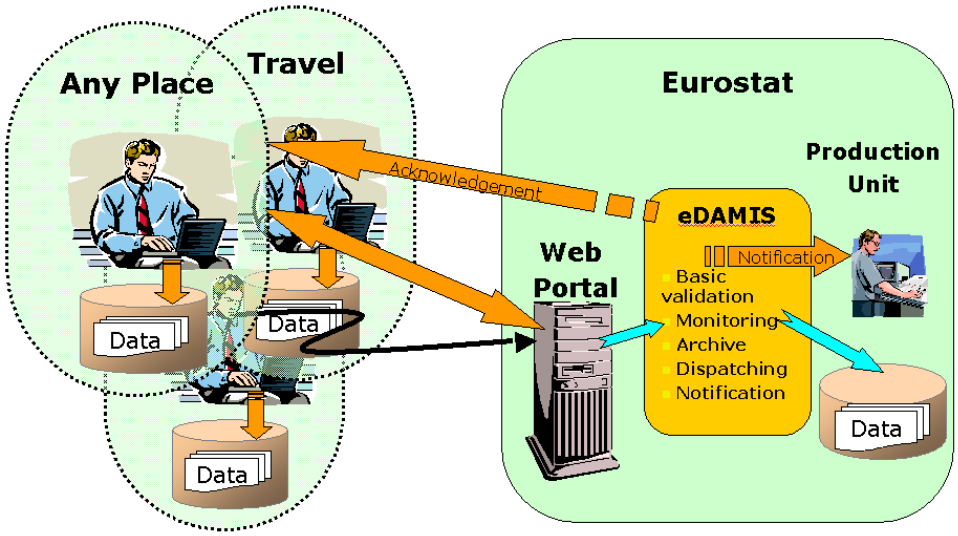


Its usage is simple: the tool can be either installed on the PC of the National Statistical Institute or the web application can be used (no installation is needed on the user's PC in this last case). The two methods of usage of the tool are detailed in the following diagrams.

Method 1: eDAMIS Web Application (eWA)
(Local installation in NSI)



Method 2: eDAMIS Web Portal (eWP)



The eDAMIS application environment also has the following characteristics:

- It provides adapted solutions to several needs and users profiles (National Statistical Institutes as well as other organisations)
- It facilitates fully automated data transmissions
- It guaranties secure transmissions
- It offers value added services such as traffic monitoring, acknowledgements, reminders …

1.1.3.2. Single User-ID for all services

The other main advantage of the eDAMIS tool is that the CIRCA user-id/password can be used to access the application.

In order to get a CIRCA user-id/password, a user only needs to go to eDAMIS Web Portal (https://webgate.ec.europa.eu/edamis) and click on the link "Self registration (I have no CIRCA User-ID)"

eDAMIS – the Validation Engine (eVE)

All the following information, necessary for data validation, is included in the eDAMIS application:

- Description of the structure of the datasets, including the type and size of each field
- Updated versions of reference code lists (or links towards code lists)
- Updated validation rules
- Information on problems leading to an error or a warning.

eDAMIS performs data validation for structured flat files (CSV: Comma Separated Values), GESMES files (except "compact GESMES") and SDMX-ML files. The following list presents the various checks that can be performed by the tool:

- Basic intra-record controls and checking of duplicate keys between records
- The main intra-record controls are:
  - Valid field separator (accepted field separators: ";" (semicolon), "," (comma), ":" (colon), "+" (plus), tab) and count of the number of fields
  - Consistency between the identification envelope and the content of the file. If present in the data file, the following fields will be controlled against the identification envelope:
    - the dataset ID
    - the country code
    - the year
    - the period
- Presence of characters in mandatory fields
- Type and size (e.g. AN(2..5) for alphanumeric 2 to 5 characters)
- Availability of a code in a code list
- Some basic validation rules (simple mathematical expressions evaluation)

1.1.3.3. More information

The following points provide some links to information about eDAMIS

- eDAMIS Web Portal (eWP) is accessible at: https://webgate.ec.europa.eu/edamis
- "eDAMIS Help Centre" is accessible on eDAMIS Web Portal by clicking on the link "eDAMIS Help Centre"
- eDAMIS Web Application (for National Statistical Institute): the Local Coordinator in each country should be contacted (list on eDAMIS Help Centre, section "contacts")
- Eurostat Support can be contacted at the following address: estat-support-edamis@ec.europa.eu

1.1.1. Other EDI softwares

MAKEDISI Maritime was designed in order to manage all transmission tasks of the maritime statistical data to Eurostat, including the verification of the input file, the translation into Gesmes formatted file

and automatic transmission to Eurostat. To do so, a CSV file compliant with the transmission format defined in the frame of the Directive is submitted to the toolbox, an automatic process verify the consistency of all records stored in this file, and if there is no major error these are translated into Gesmes messages. At the end, all the Gesmes messages are stored into an output file and automatically sent to Eurostat using an electronic mail.

A more generic tool has been made available, the GENEDI toolbox. This tool can process any flat input file. GENEDI with its mapping module allow the users to make their file compliant with any Gesmes dataset structure for instance the maritime one. The mapping module generates a CSV file compliant with the Gesmes structure selected by the user among a list of possible Gesmes structure. Then, a CSV file compliant with the input file format defined hereafter is submitted to the toolbox. An automatic process verifies that the file's data are compliant with some validation rules chosen in a configuration menu and translate it into Gesmes messages. At the end, all the Gesmes messages are stored into an output folder and can be automatically sent to Eurostat using an electronic mail sent to STADIUM email server.

The list of codes used by GENEDI are available on CIRCA:

http://circa.europa.eu/Members/irc/dsis/transport/library?l=/05_maritime/04_nomenclatures/codes_edi_toolbox&vm=detailed&sb=Title

2. Validation and quality checks

This section presents the quality checks currently applied to the data collected in the framework of the Directive.

Several types of quality checks are made for national and international maritime transport of gross weight of goods and passengers.

ACTION	Data reception	Data integration	Quarterly data for a country	Annual data for a country	All countries integrated
CHECKS	File format	Codes check Negative values control	Inter-dataset check Intra-dataset check Time series	Inter-dataset check Time series	Mirror

2.1. Checks during integration

The following checks have been implemented to ensure that for any individual dataset and country the data are valid and the expected datasets are complete:

Several checks are applied during the integration process:

- Control of the file format
- Control of the codes when importing the data
- Control if values are negative

When problems are detected at this stage, an e-mail is sent to the corresponding countries to clarify the situation and to get corrections or new files.

A reception status of the data needs to be considered, when checking the completeness of the data. Eurostat has implemented the production of a reception status at the end of the data importation stage.

For each country and each reference year, a document that contains a table of reception and information on all the problems found during the integration phase (mainly the validation of codes) is produced.

2.2. Intra-dataset checks (or consistency within a dataset)

2.2.1. Dataset F2 - Average size of vessels not coherent with the size class attributed

This check is performed in order to highlight a potential incorrect attribution of the size class in dataset F2.

2.2.2. Share of national on total

This check is performed in order to evaluate the tonnes handled (dataset A1) and passengers embarked/disembarked (dataset D1) at national level compared to the total. Data are presented at port and quarterly level, and also at annual level.

2.2.3. Self declaration of ports

These checks are performed in order to verify if the declaring port is the same as the partner port in a given record. The checks are applied both at quarterly and annual level.

The checks are processed for the following datasets:

- A1 (Gross weight of goods)
- A2 (Gross weight of goods)
- C1 (Gross weight of goods, Number of units, Number of units without cargo)
- D1 (Passengers excluding cruise passengers)
- B1 (Gross weight of goods)
- E1 (Gross weight of goods)

The results of this check are sent to the countries in order to get explanations or corrections about the detected cases.

2.2.4. Unknown share checks

These checks are performed in order to highlight substantial levels of data reported under the codes "Unknown" or "Other". The checks are applied for all quarterly and annual datasets at quarterly and annual level.

These checks detect the use of codes for:

- Unknown Reporting Port (exe BE888)
- Unknown national partner port (ex SE888) (not for A3, F1 and F2)
- Unknown foreign EEA (+ HR + TR) partner port (ex EE888) (not for A3, F1 and F2)
- Unknown Partner MCA (ZZ00, ZZ01, ZZ02) (not for A3, F1 and F2)
- Unknown Partner MCA of countries with more than one MCA (CA09, CO09, etc) (not for A3, F1 and F2)
- Non sea partner countries (example Afghanistan, Luxembourg) (not for A3, F1 and F2)
- Unknown and other type of cargo (X for A1, B1 and E1; 1X, …, XX, 19, …, 99 for A2 and C1)
- Unknown Size of Vessel, for F1 and F2 (XX)
- Unknown Type of Vessel, for F1 and F2 (XX)
- Grouped or unidentifiable goods (18-19) or other goods not elsewhere specified (20), for B1

The results of these checks are only sent to the countries when substantial levels are detected.

2.2.5. Specific checks on dataset C1

These checks test the quality of the data provided in dataset C1 on quarterly basis.

Three variables are collected in dataset C1, concerning containers and Ro-Ro units:

- Gross weight of goods in tonnes
- Number of units
- Number of units without cargo.

The following checks are performed:

- At least one of the three mandatory variables not provided (type of cargo different from 52, 53, 54, 56 and 62)
- Gross weight of goods or number of units not provided for types of cargo 54, 56 and 62
- Number of units not provided for types of cargo 52 and 53
- Negative value for gross weight of goods
- Negative value for number of units
- Negative value for number of units without cargo
- Total number of units lower than number of units without cargo
- Number of units without cargo greater than zero (and lower than total number of units) for types of cargo 52, 53, 54, 56 and 62
- Total number of units equal to zero and gross weight of goods greater than zero
- Gross weight of goods greater than zero and the total number of units equal to the number of units without cargo (type of cargo different from 52, 53, 54,56 or 62)
- Gross weight of goods equal to zero and the total number of units greater than number units without cargo (type of cargo different from 52, 53, 54,56 or 62)
- Gross weight of goods equal to zero and the total number of units greater than zero for types of cargo 54, 56 and 62
- Average weight of a unit greater than 2000 Kg (2 t) or lower than 10 Kg for type of cargo 56

2.3. Inter-dataset checks (or consistency between datasets)

These Inter-dataset checks test the quality of the relationships between different datasets, on quarterly and annual basis.

2.3.1. Quarterly level

For these checks, data have been aggregated at port and quarterly level.

A1 = A2+C1 (Total): Coherency of total gross weight of goods in tonnes between datasets A1, A2 and C1.

A1 = A2 by type of cargo: Coherency of gross weight of goods in tonnes by type of cargo between datasets A1 and A2

A1 = C1 by type of cargo: Coherency of gross weight of goods in tonnes by type of cargo between datasets A1 and C1

A1 = A2+C1 (Unknown): Coherency of gross weight of goods in tonnes for UNKNOWN type of cargo between datasets A1, A2 and C1

F1=F2: Coherency of number of vessels between datasets F1 and F2, if both available

Ports in A1 and D1 vs Ports F2: Coherency between main ports declaring in datasets A1, D1 and F2

A1/F2: Check on the average tonnes handled (A1) per vessel (F2)

D1/F2: Check on average number of passengers embarked/disembarked (D1) per vessel (F2), for types of vessel 33, 35 and 36

The results of these checks are provided to the countries for each quarter and only if problems are detected.

2.3.2. Annual level

The checks performed at quarterly level, as described in paragraph II.1.2.1 above, are applied by aggregating quarterly data at annual level. Moreover the following checks are performed:

A1 = A3 (main ports only): Coherency of total gross weight of goods in tonnes between datasets A1 and A3

A1 = E1: Coherency of total gross weight of goods in tonnes between datasets A1 and E1

A1 = B1: Coherency of total gross weight of goods in tonnes between datasets A1 and B1

Main ports A1 vs. A3: Detection of ports declaring more than 1 million tonnes in reference year observed in dataset A3 but not declaring in dataset A1

D1 = A3 (main ports only): Coherency of number of passengers excluding cruise passengers between datasets D1 and A3

Main ports D1 vs. A3: Detection of ports declaring more than 200 000 non-cruise passengers in reference year observed in dataset A3 but not declaring in dataset D1

The results of these checks are provided to the countries once annual data have been integrated and only if problems are detected.

2.4. Time series checks

The time series checks are sent to the countries, in order to receive some information or explanation when important discrepancies are found between the same periods of 2 consecutive years.

2.4.1. Quarterly

These checks are processed for each quarterly data received. These checks, discussed by the Working Group in 2005, are meant to detect at an early stage some specific trends in quarterly figures.

Data are compared to the same quarter of the previous year.

Only some more significant cases are shown in these quality checks.

The countries are asked to check the results shown in the files and to send comments and explanations. These checks are also useful to check if some data is missing.

The checks are processed at port level for the following datasets:

- A1 (Gross weight of goods)
- C1 (Number of TEU's and number of units for cargo type 5, 6 and X)
- D1 (Passengers excluding cruise passengers)
- F2 (Gross tonnage and number of vessels)

2.4.2. Annual

These checks are processed only when annual data are received. This check ensures that the growth rates between two consecutive years are acceptable.

The time series checks are sent to the countries, in order to receive some information or explanation of the most important developments between two consecutive years. This information is also useful to describe important rises or decreases in the maritime statistics publications.

The checks are processed at port level for the following datasets:

- A1 (Gross weight of goods)
- A3 (Gross weight of goods, number of passengers, number of passengers excluding cruise passengers, number of cruise passengers starting and ending a cruise and number of cruise passengers on cruise passenger excursion, inwards only)
- C1 (Number of TEUs and number of units for cargo type 5, 6 and X)
- D1 (Passengers excluding cruise passengers)
- F2 (Gross tonnage and number of vessels)

2.5. Mirror checks

2.5.1. Description

Two sets of mirror checks are performed: At country level and at national port-to port level:

- In the mirror checks at country level, the aggregated volumes of goods and passengers reported by one country as inwards volumes and by the partner country as outwards volumes are compared (and vice versa).
- In the mirror checks on national port-to-port level, the volumes of goods and passengers reported by one national port as inwards volumes and by the partner port as outwards volumes are compared (and vice versa).

Mirror checks at country level

When aggregating the data, all reporting ports are taken into account. Regarding the partner ports, two different selections are made:

- Only main ports and non-statistical ports belonging to a main statistical port have been taken into account.

- All partner ports have been taken into account.

The inwards declarations of one country is compared to the outwards declaration of the partner country.

All country-to-country routes are presented, no threshold is applied.

These mirror checks are performed using the data from the dataset A1 for goods and from the dataset D1 for non-cruise passengers.

Mirror checks at national port-to-port level

All reporting and partner ports of the country are taken into account. However, data are aggregated at the level of statistical ports.

The inwards declarations of one port is compared to the outwards declaration of the partner port.

All national port-to-port routes are presented, no threshold is applied.

These mirror checks are performed using the data from the dataset A1 for goods and from the dataset D1 for non-cruise passengers.

Mirror checks at international port-to-port level

On request, international port-to-port level mirror checks are produced for pairs of countries.

All reporting and partner ports of both countries are taken into account. However, data are aggregated at the level of statistical ports. In addition, the results for goods are presented at 3 different levels:

1) Port-to-port level
2) Port-to-port level by one-digit type of cargo
3) Port-to-port level by two-digit type of cargo

The inwards declarations of one port is compared to the outwards declaration of the partner port.

All national port-to-port routes are presented, no threshold is applied.

These mirror checks are performed using the data from the dataset A1, A2 and C1 for gross weight of goods, from C1 for number of containers and from the dataset D1 for non-cruise passengers.

2.5.2. Explanations of mirror discrepancies

Some possible explanations of mirror discrepancies have been identified so far:

1. A transport operation could start at the end of year N and could finish at the beginning of year N+1.

2. Change of ownership/registration of a ship (this concerns discrepancies related to the variable "nationality of registration of vessels").

3. The port of unloading may change during the course of a voyage if the cargo has been traded after the departure, or because of bad weather or congestion in the original unloading port (this is one of the arguments that lead to a "preference" for inwards declarations in case of discrepancies, when calculating "transport" aggregates).

4. Lack of harmonization in the preparation of the list of ports (non-exhaustiveness of the list and non-harmonized use of the concept of statistical port). These problems have been identified and solutions which should improve the analysis of mirror discrepancies in the medium-long term are under implementation.

5. Heterogeneous interpretation of the classification by type of cargo (this concerns discrepancies related to the variable "type of cargo"). These problems have been identified and solutions which

should improve the analysis of mirror discrepancies in the medium-long term are under implementation.

6. Excessive use of "unknown variables" in various classifications.

7. Non-harmonized interpretation of the concept of port of loading/unloading (port of embarkation/disembarkation). This problem has been identified and solutions which should improve the analysis of mirror discrepancies in the medium-long term are under implementation.

8. Inconsistencies in vessel-related information (for the variable "nationality of registration of vessels").

9. Missing data: missing declaring ports (for example, some regional ports in Spain were not part of the system: they have started declaring data in 2010), missing declarations (particularly for "national transport", where custom documents are not available).

10. Omissions (for example, some bulk cargo loaded in ships may not have been registered in a loading port) and other codification errors.

11. Estimation of weight of goods transported in Ro-Ro traffic. In transport by ferry, information about the weight of goods loaded on vehicles is often unavailable from original sources of information. As a result, in these cases the weight is estimated on the basis of the number of vehicles carried (subdivided by types). Different methods in the compilation of these data by different countries may contribute to mirror inconsistencies.

3. Compilation practices

3.1.1. Handling of goods (and passengers)

"Handling of goods" in a port is defined as the sum of inward and outward declarations of goods (gross weight, number of units etc.) during a reference period (quarter or year).

For passenger statistics, the sum of outward and inward declarations of passengers are referred to as "passengers embarked and disembarked" in a port.

3.1.2. Transport of goods and passengers

In order to estimate maritime transport of goods/passengers to and from ports, the problem of "double counting" (the transport of the same goods or passengers being declared by both the port of loading/embarking – as outwards – and the port of unloading/ disembarking – as inwards) has to be addressed. As far as possible, adjustments are made when estimating the "national transport" of individual countries and "international intra-EU-27 transport" of the EU-27.

Ideally, to calculate these aggregates, one should only take inward declarations (or only outward declarations). In practice, for instance, national transport = national inward + "a part of" national outward declarations, "a part of" including those national outward declarations, for which the corresponding inward declarations of the partner port are missing.

The figures shown as "national transport" for the EU-27 are simply based on the sum of the national transport of the Member States.In other words, the sum of the national and international intra-EU-27 transport of the EU-27 would represent the "national transport of the EU-27", if the EU-27 was treated as one country.

All the other figures (international intra-EU-27 transport for individual countries and international extra-EU-27 transport) are based on the sum of inward and outward declarations.

4. Dissemination

The Directive established that Eurostat shall disseminate appropriate statistical data with a periodicity comparable to that of the results transmitted by Member States.

The rules for dissemination of maritime transport statistics are defined by Commission Decision 2001/423/EC (see annex 1).This Decision specifies that port-to-port data should not be disseminated.

The Decision specifies that the periodicity of publication or dissemination shall be comparable to that of the results transmitted. As a result, "quarterly data" (in terms of periodicity) shall be disseminated or published within five months after data are received from the Member States and "annual data" (in terms of periodicity) shall be disseminated or published within eight months after data are received from the Member States.

The dissemination of maritime transport statistics is done through different products.

4.1. Eurostat reference database

Since October 2004 Eurostat dissemination database (former NewCronos) is open freely to the public.

The Maritime transport domain contains detailed data and time series since 1997. It is composed of three collections devoted to transport measurement of passengers, goods and vessel traffic.

It also contains two sections on main annual results (one section for general results and one section for Short sea shipping results).

It also contains a section on regional results.

4.2. Statistics in Focus

The Statistics in Focus are publications of 8 to 12 pages describing a specific theme of maritime statistics.

These publications present the main overall results and trends, and they comprise tables and graphs, as well as analysis of the published data and methodological notes.

The Statistics in Focus are freely disseminated and are available on Eurostat web site.

4.3. Data in Focus

The Data in Focus are publications of 4 to 12 pages presenting the most recent data available, usually quarterly data.

These publications present the main overall results and trends, and they comprise tables and graphs, as well as methodological notes.

The Data in Focus are freely disseminated and are available on Eurostat web site.

4.4. Statistics explained

Statistics Explained is an official Eurostat website presenting all statistical topics in an easily understandable way. Together, the articles make up everyone's encyclopedia of European statistics, completed by a statistical glossary clarifying all terms used and by numerous links to further information and the very latest data and metadata, a portal for occasional and regular users alike.

Quarterly figures for maritime transport statistics have been disseminated as Statistics Explained since the second quarter of 2010.

Part III: National methodologies

In the course of discussion in a Task Force on Maritime Statistics, the Netherlands suggested that it would be valuable to collect information about the sources and methods used by partner countries in the collection of statistics under the Directive, in a harmonised format. This proposal was willingly taken up by Eurostat and a questionnaire was sent out for completion by partners. In the end, 23 partners responded, including Norway and Croatia. The tables below set out partners' responses in the form of summary competed questionnaires.

As requested during the October 2007 meeting of the Task Force, Eurostat have prepared a first statistical analysis of the information collected on national methods and sources.

The following tables 1 to 3 provide a summary of the original sources (documents, certificates, databases, questionnaires, and so on) used in the different countries for the compilation of information on respectively goods, vessels and passengers.

The fourth table presents a summary of the information on the sources for the National Statistical Authority, i.e. possible methods and tools used by the National Statistical Institute (or other Competent National Statistical Authorities) to gather data from the organisations (original data providers) having direct access to the original source(s) of information: for example specific questionnaires addressed by NSI to custom authorities, port authorities, and so on.

The original replies of countries about sources and methods have been classified according to some broad categories.

In order to further improve these tables it could be useful to verify some aspects in cooperation with the National statistical Authorities. For instance when countries mentioned the use of specific NSI questionnaires it would be useful to clarify the original source (i.e. which institutions/organisations, those questionnaires are addressed to).

1. Variables and Sources – Summary tables

Table 1: Original sources for the information on Type of cargo (one character), Type of cargo (two characters), Commodity and Gross weight of goods in tonnes.

	IMO declaration	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register
	11 countries	**8 countries**	**3 countries**	**4 countries**	**3 countries**	**2 countries**
BE	General Declaration Declaration form on container and ro-ro transport	Database ports				
BG	Loading order / Unloading order					
DK	Not provided					
DE				Questionnaire (filled by Ship leader)		
EE	General Declaration Bill of lading					
IE		Port authority				
EL	Cargo manifest Bill of lading Declaration of vessel's captains			Statistical office questionnaires		
ES	Cargo manifest					
IT				Questionnaires filled in by Maritime authorities, Maritime agent or Vessel's captain		
CY	Cargo manifest					
LV	Ship's declaration					
LT	Ship's declaration					

	IMO declaration	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register
NL	Customs general declaration			Statistical office questionnaire	Sagitta Electronically system for clearance of ships	Lloyd's register-Fairplay
PL			Return forms filled in by ship's representatives			
PT		Ports Return				
RO	Cargo declaration					
SI	Customs/Customs general declaration					Lloyd register
FI		Port Authority			PortNet notifications - maritime information system	
SE		Questionnaire filled by port authorities				
UK		Ports return	Shipping lines, shipping operators or thier agents returns			
NO		Port operator / Port authority				
HR		Report on Arrivals of Ships into Sea Ports and Report on Departures of Ships from the Sea Ports	Shipping operators and/or shipping agents		Electronically system for arrivals and departures of Ships	

Table 2: Original sources for the information on Nationality of registration of vessel, Type of vessel, Size of vessel expressed in DWT, Size of vessel expressed in GT, Number of vessels, Deadweight of vessels in tonnes and Gross tonnage of vessels in tonnes.

	IMO declaration	International Tonnage Certificate	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register	Certificate of registry
	7 countries	1 country	7 countries	4 countries	3 countries	4 countries	4 countries	1 country
BE	General Declaration		Database ports					
BG				Agent's declarations				
DK	Not provided							
DE					Questionnaire (filled by Ship leader)			
EE	General Declaration							
IE			Port authority					
EL					Statistical office questionnaire	National database for Greek flag	Lloyd's shipping index	
ES	Cargo manifest							
IT					Questionnaires filled in by Maritime authorities, Maritime agent or Vessel's captain			
CY	Ship's file/arrival declaration							
LV	Ship's declaration							
LT	Ship's declaration							

	IMO declaration	International Tonnage Certificate	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register	Certificate of registry
NL	Customs general declaration					Sagitta Electronically system for clearance of ships	Lloyd's register-Fairplay	
PL				Return forms filled in by ship's representatives				
PT			Ports Return					
RO		International Tonnage Certificate						Certificate of registry
SI			Port Authority	Shipping lines, operators or agents			Lloyd register	
FI						PortNet notifications - maritime information system (updated with LR-F)		
SE			Questionnaire filled by port authorities					
UK							Lloyds Register - Fairplay	
NO			Port operator / Port authority					
HR			Report on Arrivals of Ships into Sea Ports and Report on Departures of Ships from the Sea Ports	Shipping operators and/or shipping agents		Electronically system for arrivals and departures of Ships		

Table 3: Original sources for the information on Number of passengers (excluding cruise), Number of passengers starting and ending a cruise and Number of cruise passengers on cruise passenger excursion.

	IMO declaration	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register
	6 countries	9 countries	7 countries	4 countries	3 countries	1 country
BE	General Declaration	Database ports				
BG	Crew list					
DK	Not provided					
DE				Questionnaire (filled by Ship leader)		
EE		Quarterly statistical questionnaires				
IE		Port authority				
EL				Statistical office questionnaire		
ES	Cargo manifest					
IT				Questionnaires filled in by Maritime authorities, Maritime agent or Vessel's captain		
CY			Ship's file/arrival declaration			
LV			Ship's declaration			
LT			Ship's declaration			
NL	Customs general declaration			Statistical office questionnaire	Sagitta Electronically system for clearance of ships	Lloyd's register-Fairplay

	IMO declaration	Ports	Shipping agents	NSI Questionnaire	Specific national system	Lloyd's register
PL			Return forms filled in by ship's representatives			
PT		Ports Return				
RO	General Declaration					
SI	Customs/Customs general declaration	Port Authority				
FI		Port Authority	Shipping operators		PortNet notifications - maritime information system	
SE		Questionnaire filled by port authorities				
UK			Shipping lines, shipping operators or thier agents returns			
NO		Port operator / Port authority				
HR		Report on Arrivals of Ships into Sea Ports and Report on Departures of Ships from the Sea Ports	Shipping operators and/or shipping agents		Electronic system for arrivals and departures of Ships	

Table 4: Sources for National Statistical Authorities

	Customs	Ports	NSI Questionnaire	Shipping agents	IT system	Ownership company	Lloyd's register
	3 countries	17 countries	4 countries	4 countries	2 countries	1 countries	2 countries
BE	Customs	Port authority					
BG					IT Tool, which generated sets of individual data on ships, goods and passenger traffic of Bulgarian ports, in the electronic format		
DK		Major ports monthly or quarterly send in the Port Call data Minor ports fill in an annual paper questionnaire		Ferry lines and other sea passenger lines			
DE				Questionnaire (filled by Ship leader)			
EE		Statistical Offices Questionnaire for maritime goods traffic Statistical Offices Questionnaire for maritime passengers traffic					
IE		Statistics of port traffic questionnaire					
EL		Port authority	Statistical office questionnaire	Shipping agencies		Ownership company	Lloyd's shipping index

	Customs	Ports	NSI Questionnaire	Shipping agents	IT system	Ownership company	Lloyd's register
ES		"Puerto del Estado" processes data received and produces the datasets as requested by Directive 95/64 and send them to Eurostat.					
IT	Customs authorities	Maritime authorities					
CY		Cyprus Ports Operations System					
LV		Specific questionnaire addressed by NSI to port authorities					
LT		Port					
NL	Customs		Statistical office questionnaire				Lloyds Register-Fairplay
PL		Set of individual data on ships, goods and passenger traffic to/from Polish ports, in the electronic form					
PT		Portuguese ports report their information through ASCII files as requested by INE, following the guidelines of the Maritime Directive					
RO			TR2 E MARITIME				
SI			Statistical Office Questionnaires				
FI		Port declaration			PortNet system		
SE		Questionnaire filled by port authorities					

	Customs	Ports	NSI Questionnaire	Shipping agents	IT system	Ownership company	Lloyd's register
UK		Department for Transport forms MSD2, MSD4, MSD5 covering freight traffic		Department for Transport forms MSD1 covering passenger traffic and sea passenger return SPR			
NO		Port Authority					
HR		Harbour Master's Offices					

2. Variables and Sources – Summary tables by country

2.1. Belgium

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	GD, DBP	C, PA	Port of arrival	GD: placename, DBP: UNLOCODE
All	Direction	GD, DBP	C, PA	Arrival or departure indicator	
A1/A2/C1/D1/E1	Port of loading/unloading	GD, DCR, DBP	C, PA	Port of loading/unloading	GD, DCR: placename, DBP: UNLOCODE
A1/A2/C1/D1/E1	Relation	GD, DCR, DBP	C, PA	Derivative of port of loading/unloading	Port of loading/unloading
A1/E1	Type of cargo (one character)	GD, DCR, DBP	C, PA	Goods description, Type of ship, Ro-Ro classification	GD: Goods description, Type of ship; DRC, DBP: Ro-Ro classification, Type of ship
A2/C1	Type of cargo (two characters)	GD, DCR, DBP	C, PA	Goods description, Type of ship, Ro-Ro classification	GD: Goods description, Type of ship; DRC, DBP: Ro-Ro classification, Type of ship
B1	Commodity	GD, DBP	C, PA	Description of goods, NSTR	GD: goods description, DBP: NSTR, goods description
D1/E1	Nationality of registration of vessel	GD, DBP	C, PA	Nationality	
F1/F2	Type of vessel	GD, DBP	C, PA	Vessel type	
F1	Size of vessel dwt				We don't collect the deadweight.
F2	Size of vessel gt	GD, DBP	C, PA	Gross tonnage	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	GD, DCR, DBP	C, PA	Gross weight goods	
A3/D1	Number of passengers (excluding cruise)	GD, DBP	C, PA	Number of passengers	
A3	Number of passengers starting and ending a cruise	GD, DBP	C, PA	Number of passengers, Type of ship	Type of ship = cruise → cruise passengers
A3	Number of cruise passengers on cruise passenger excursion	GD, DBP	C, PA	Number of passengers, Type of ship	Type of ship = cruise → cruise passengers
F1/F2	Number of vessels	GD, DBP	C, PA		Aggregation
F1	Deadweight of vessels in tonnes				We don't collect the deadweight.
F2	Gross tonnage of vessels	GD, DBP		Gross tonnage	

Explanatory notes:

GD: General Declaration

DCR: Declaration form on container and Ro-Ro transport

DBP: Database ports

C: Customs

PA: Port authority

- Passenger data for Ostend from 2005 onwards
- Cruise passenger data for Zeebrugge from July 2004 onwards
- Number of units in dataset C1 for BEGNE from 2006 onwards

2.2. Bulgaria

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	-	IT Tool, which generated set of individual data on ships, goods and passenger traffic of Bulgarian ports, in the electronic format		Reporting port as statistical port.
All	Direction	LO/UO		Arrival or departure	
A1/A2/C1/D1/E1	Port of loading/unloading	LO/UO		Port arrived/destination	UNLOCODE ports.
A1/A2/C1/D1/E1	Relation	-		MCA	MCA information on the reporting port is used, generated by IT Tool.
A1/E1	Type of cargo (one character)	-		Brief description of cargo	Collected by 2 characters according to Annex II. Information on the reporting port is used, generated by IT Tool.
A2/C1	Type of cargo (two characters)	-		Brief description of cargo	Collected by 2 characters according to Annex II. Information on the reporting port is used, generated by IT Tool.
B1	Commodity	LO/UO		Brief description of cargo	Reporting port use NST/R nomenclature, imported into IT Tool.
D1/E1	Nationality of registration of vessel	AD		Nationality of ship	Collected according to Annex V. Information on the reporting port is used.
F1/F2	Type of vessel	-		Description of ship	Collected according to Annex VI. Database of the IT Tool is used.
F1	Size of vessel dwt	-		DW	Calculated by IT Tool using ships database.
F2	Size of vessel gt	-		Gross tonnage	Calculated by IT Tool using ships database.
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	LO/UO		Gross weight in tonnes	Information on the reporting port is used.
A3/D1	Number of passengers (excluding cruise)	CL		Number of passengers arrived /depart	Information on the reporting port is used.
A3	Number of passengers starting and ending a cruise	CL		Number of passengers arrived /depart	Information on the reporting port is used.
A3	Number of cruise passengers on cruise passenger excursion	CL		Number of passengers arrived /depart	Information on the reporting port is used.

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
F1/F2	Number of vessels	-		Number of vessels inward /outward	Calculated by IT Tool
F1	Deadweight of vessels in tonnes	AD		DW	Information on the reporting port is used.
F2	Gross tonnage of vessels in tonnes	AD		Gross tonnage	Information on the reporting port is used.

Explanatory notes:

LO – Loading order (contain the list of Bill of Ladings in correspondence with legalized Customs' manifests);

UO – Unloading order (contain the list of Bill of Ladings in correspondence with Cargo manifests);

CL - Crew list;

AD - Agent's declarations;

EAPA – Executive Agency Port Administration;

NSI – National Statistical Institute.

The information is collected at ports operator's offices. IT Tool which generates maritime data is installed in the main ports. The smallest ports provide the information on paper. Directorate "Port Administration – Varna" and Directorate "Port Administration – Burgas" receive the generated data, by port operators. Regional Directorates transmitted the information via e-mail to EAPA. These data are aggregated and processed by IT Tool. EAPA provides the information via e-mail to the NSI. Information is transmitted by NSI to Eurostat via eDamis.

2.3. Denmark

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port		MaP; MiP;F		
All	Direction		MaP; MiP; F		
A1/A2/C1/D1/E1	Port of loading/unloading		MaP; MiP; F		
A1/A2/C1/D1/E1	Relation		Port list		
A1/E1	Type of cargo (one character)		MaP; MiP; F		
A2/C1	Type of cargo (two characters)		MaP; MiP; F		
B1	Commodity		n.a.		
D1/E1	Nationality of registration of vessel		MaP; MiP: F		
F1/F2	Type of vessel		MaP; MiP; F		
F1	Size of vessel dwt		n.a.		
F2	Size of vessel gt		MaP; MiP; F		
A1/A2/A3/C1/E1	Gross weight of goods in tonnes		MaP; MiP; F		
A3/D1	Number of passengers (excluding cruise)		F		
A3	Number of passengers starting and ending a cruise		MaP; MiP;		
A3	Number of cruise passengers on cruise passenger excursion		MaP; MiP;		
F1/F2	Number of vessels		MaP; MiP; F		
F1	Deadweight of vessels in tonnes		n.a.		
F2	Gross tonnage of vessels in tonnes		MaP; MiP; F		

Explanatory notes:

Data concerning freight vessels are obtained from traffic ports and industrial ports.

MaP: Major ports monthly or quarterly send in the Port Call data in a standardised format or in non harmonised data files. In the latter case Statistics Denmark transform the data to standard format. Cruise passengers are reported too.

MiP: Minor ports fill in an annual paper questionnaire about throughput of goods, vessel traffic and cruise passengers.

Data relating to ferries and other passenger vessels are obtained from the ferry lines etc.

F: Ferry lines and other sea passenger lines monthly report vessel data, number of vessel journeys, number of passengers, and number of vehicles and volume of goods transported per route.

2.4. Germany

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Questionnaire (filled by Ship leader)	Questionnaire (filled by Ship leader)	Meldehafen Reporting port	Klartextangabe wird codiert Plain text entry will be coded
All	Direction	see above	see above	Ankunft / Abgang Inwards/Outwards	
A1/A2/C1/D1/E1	Port of loading/unloading	see above	see above	Einlade-/Ausladehafen Port of loading/unloading	Klartextangabe wird codiert Plain text entry will be coded
A1/A2/C1/D1/E1	Relation	see above	see above		Codierung über Einlade-/Ausladehafen Codification on loading/unloading port
A1/E1	Type of cargo (one character)	see above	see above	Ladungsart Type of cargo	Codierte Angabe Coded entry
A2/C1	Type of cargo (two characters)	see above	see above	Ladungsart Type of cargo	Codierte Angabe Coded entry
B1	Commodity	see above	see above	Gutart Type of good	Klartextangabe wird codiert Plain text entry will be coded
D1/E1	Nationality of registration of vessel	see above	see above	Flagge Flag	Klartextangabe wird codiert Plain text entry will be coded
F1/F2	Type of vessel	see above	see above	Schiffsart Type of vessel	Klartextangabe wird codiert Plain text entry will be coded
F1	Size of vessel dwt	see above	see above	Tragfähigkeit (tdw) Size of vessel dwt	
F2	Size of vessel gt	see above	see above	Bruttoraumzahl Number of gross tonnage	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	see above	see above	Gütermenge in Tonnen Amount of goods in tonnes	

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
A3/D1	Number of passengers (excluding cruise)	see above	see above	Im Meldehafen zu-/ausgestiegene Passagiere In the reporting port passengers embarking/disembarking	
A3	Number of passengers starting and ending a cruise	see above	see above	Im Meldehafen zu-/ausgestiegene Passagiere In the reporting port passengers embarking/disembarking	
A3	Number of cruise passengers on cruise passenger excursion	see above	see above		Keine Informationen No information
F1/F2	Number of vessels				Berechnung über Ankunft/Abgang Calculation on Inwards/Outwards
F1	Deadweight of vessels in tonnes				Berechnung über Ankunft/Abgang und Tragfähigkeit Calculation on Inwards/Outwards and by size of vessel
F2	Gross tonnage of vessels in tonnes				Berechnung über Ankunft/Abgang und Bruttoraumzahl Calculation on Inwards/Outwards and by number of gross tonnage

2.5. Estonia

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	GD	NSIQ1/NSIQ2		Reporting port as Statistical port
All	Direction	GD	NSIQ1/NSIQ2	Arrival or departure	
A1/A2/C1/D1/E1	Port of loading/unloading	GD	NSIQ1/NSIQ2	Port arrived /destination	UNLOCODE ports
A1/A2/C1/D1/E1	Relation		NSIQ1/NSIQ2	MCA	MCA information on the reporting port is used
A1/E1	Type of cargo (one character)	GD/BL	NSIQ1	Brief Description of cargo	Collected by 2 charters according to Annex II and decoded. Information on the reporting port is used
A2/C1	Type of cargo (two characters)	GD/BL	NSIQ1	Brief Description of cargo	Collected by 2 charters according to Annex II. Information on the reporting port is used
B1	Commodity	GD/BL	NSIQ1	Brief Description of cargo	Collected by 2 charters NST/R according to Annex III. Information on the reporting port is used
D1/E1	Nationality of registration of vessel	GD	NSIQ1/NSIQ2	Nationality of ship	Collected according to Annex V. Information on the reporting port is used
F1/F2	Type of vessel	GD	NSIQ1/NSIQ2	Description of ship	Collected according to Annex VI. Information on the reporting port is used
F1	Size of vessel dwt				Not collected
F2	Size of vessel gt	GD	NSIQ1/NSIQ2	Gross tonnage	Port encodes according to GT. Information on the reporting port is used
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	GD/BL	NSIQ1	Net tonnage	Information on the reporting port is used. Table A3 includes also other Estonian ports (EE888) data. Data are collected using national quarterly statistical questionnaires for ports.
A3/D1	Number of passengers (excluding cruise)	GD	NSIQ2	Number of passengers arrived/ dispatched	Information on the reporting port is used. Table A3 includes also other Estonian ports (EE888) data. Data are collected using national quarterly statistical questionnaires for ports.
A3	Number of passengers starting and ending a cruise		NSIQ2		Not relevant for Estonia

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
A3	Number of cruise passengers on cruise passenger excursion		NSIQ2	Number of passengers on cruise passenger ships	Information on the reporting port is used. Table A3 includes also other Estonian ports (EE888) data. Data are collected using national quarterly statistical questionnaires for ports.
F1/F2	Number of vessels		NSIQ1/NSIQ2		Calculated by NSI using collected datasets (def.: vessels loading and/or unloading goods or embarking/ disembarking passengers in the port. Empty calls are excluded)
F1	Deadweight of vessels in tonnes				Not collected
F2	Gross tonnage of vessels in tonnes	GD	NSIQ1/NSIQ2	Gross tonnage	Information on the reporting port is used

Explanatory notes:

GD – General Declaration

BL – Bill of Lading

NSIQ1 – Statistical Offices Questionnaire for maritime goods traffic

NSIQ2 - Statistical Offices Questionnaire for maritime passenger traffic

2.6. Ireland

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Port Authority	SPT Form	95/64	
All	Direction	Port Authority	SPT Form	95/64	
A1/A2/C1/D1/E1	Port of loading/unloading	Port Authority	SPT Form	95/64	
A1/A2/C1/D1/E1	Relation	Port Authority	SPT Form	95/64	
A1/E1	Type of cargo (one character)	Port Authority	SPT Form	95/64	
A2/C1	Type of cargo (two characters)	Port Authority	SPT Form	95/64	
B1	Commodity	Port Authority	SPT Form	95/64	
D1/E1	Nationality of registration of vessel	Port Authority	SPT Form	95/64	
F1/F2	Type of vessel	Port Authority	SPT Form	95/64	
F1	Size of vessel dwt	Port Authority	SPT Form	95/64	
F2	Size of vessel gt	Port Authority	SPT Form	95/64	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	Port Authority	SPT Form	95/64	
A3/D1	Number of passengers (excluding cruise)	Port Authority	SPT Form	95/64	
A3	Number of passengers starting and ending a cruise	Port Authority	SPT Form	95/64	
A3	Number of cruise passengers on cruise passenger excursion	Port Authority	SPT Form	95/64	
F1/F2	Number of vessels	Port Authority	SPT Form	95/64	
F1	Deadweight of vessels in tonnes	Port Authority	SPT Form	95/64	
F2	Gross tonnage of vessels in tonnes	Port Authority	SPT Form	95/64	

Explanatory notes:

SPT Form – Statistics of port traffic questionnaire

95/64 – As defined in Council Directive (95/64/EC)

2.7. Greece

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	NSI-Q(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B) PA-OC-SA	Port of Arrival or Departure	
All	Direction	NSI-Q(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B)PA-OC-SA		
A1/A2/C1/D1/E1	Port of loading/unloading	G/M-B/L-D/V NSI-Q(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B) PA-OC-SA		
A1/A2/C1/D1/E1	Relation	NSI-Q -(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B) PA-OC-SA	UN LOCODES	The information on the port of loading or unloading is used to derive the information on the relation.
A1/E1	Type of cargo (one character)	G/M-B/L-D/V NSI-Q(5A,6A,6B,15A)	NSI-Q(5A,6A,6B,15A) PA-OC-SA	Description of goods/Ro-Ro/ containers classification	The description is used to classify the type of cargo.
A2/C1	Type of cargo (two characters)	G/M-B/L-D/V -NSI-Q(5A,6A,6B,15A)	NSI-Q(5A,6A,6B,15A) PA-OC-SA	Description of goods/Ro-Ro /containers classification	The description is used to classify the type of cargo.
B1	Commodity	G/M-B/L-D/V NSI-Q(5A,6A,6B)	NSI-Q(5A,6A,6B) PA-SA	Summary description of goods	The summary description of goods is used to classify the cargo according to the NST/R classification. There is no identification on goods inside the container and Ro-Ro cargo.

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
D1/E1	Nationality of registration of vessel	NSI-Q(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B) PA-OC-SA		
F1/F2	Type of vessel	NSI-Q(5A,6A,6B,15A,15B) National database	NSI-Q(5A,6A,6B,15A,15B) National database PA-OC-SA		National database is used only for vessels under Greek flag.
F1	Size of vessel dwt	Annex VII "Vessel Size Classes" of the Directive 95/64			
F2	Size of vessel gt	Annex VII" Vessel Size Classes" of the Directive 95/64.			
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	G/M-B/L-D/S NSI-Q(5A,6A,6B,15A)	NSI-Q(5A,6A,6B,15A) PA-OC-SA	Description of goods/Gross Weight	The weight of the transported goods is part of the summary cargo description.
A3/D1	Number of passengers (excluding cruise)	NSI–Q(15A)	NSI- Q(15A) SC	Number of passengers	
A3	Number of passengers starting and ending a cruise	NSI-Q (15B)	NSI (15B) PA	Number of Cruise passenger	
A3	Number of cruise passengers on cruise passenger excursion				Not collected
F1/F2	Number of vessels	NSI-Q(5A,6A,6B,15A,15B)	NSI-Q(5A,6A,6B,15A,15B) PA -SC		
F1	Deadweight of vessels in tonnes	NSI-Q(5A,6A,6B,5A,15B) National database LS I	NSI-Q(5A,6A,6B,15A,15B) National database PA-OC-SA-LSI		LSI is used when the variable is missing from the other sources.
F2	Gross tonnage of vessels in tonnes	NSI-Q(6A,5A,6B,15A,15B) National database LSI	NSI-Q(5A,6A,6B,15A,15B) National database PA-OC-SA-LSI		LSI is used when the variable is missing from the other sources.

Explanatory notes:

PA=PORT AUTHORITY

OC=OWNERSHIP COMPANY

SA=SHIPPING AGENCIES

GM=GARGO MANIFEST

B/L=BILL OF LADING

D/S=DECLARATION OF VESSEL'S CAPTAINS

NSI-Q(5A,6A,6B,15A,15B)=Statistical office questionnaire

LSI=Lloyd's SHIPPING INDEX it is published weekly by:

Lloyd's Marine Intelligence Unit

2.8. Spain

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Manifiesto de carga Cargo Manifest	Ninguna None	Las definidas en la Directiva 95/64 The ones defined in the frame of Directive 95/64	Los puertos españoles recogen los datos directamente del manifiesto de carga. Estos datos los procesan y los envían a Puertos del Estado. Puertos del Estado los procesa de nuevo y genera los ficheros (dataset), según especifica la Directiva 95/64, y los envía a EUROSTAT, The Spanish ports report the data directly from the cargo manifest They process those data and send them to "Puertos del Estado". "Puerto del Estado" processes data received and produces the datasets as requested by Directive 95/64 and send them to Eurostat.
All	Direction				
A1/A2/C1/D1/E1	Port of loading/unloading				
A1/A2/C1/D1/E1	Relation				
A1/E1	Type of cargo (one character)				
A2/C1	Type of cargo (two characters)				
B1	Commodity				
D1/E1	Nationality of registration of vessel				
F1/F2	Type of vessel				
F1	Size of vessel dwt				
F2	Size of vessel gt				
A1/A2/A3/C1/E1	Gross weight of goods in tonnes				
A3/D1	Number of passengers (excluding cruise)				
A3	Number of passengers starting and ending a cruise				
A3	Number of cruise passengers on cruise passenger excursion				
F1/F2	Number of vessels				
F1	Deadweight of vessels in tonnes				
F2	Gross tonnage of vessels in tonnes				

2.9. Italy

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Vessel's captain	Customs authorities		At the beginning of each year NSI sends to the Customs' office the paper questionnaires necessary for the monthly survey.
All	Direction	Maritime agent	Maritime Authorities		
A1/A2/C1/D1/E1	Port of loading/unloading	Maritime Authorities			
A1/A2/C1/D1/E1	Relation				
A1/E1	Type of cargo (one character)				
A2/C1	Type of cargo (two characters)				
B1	Commodity				
D1/E1	Nationality of registration of vessel				
F1/F2	Type of vessel				
F1	Size of vessel dwt				
F2	Size of vessel gt				
A1/A2/A3/C1/E1	Gross weight of goods in tonnes				
A3/D1	Number of passengers (excluding cruise)				
A3	Number of passengers starting and ending a cruise				
A3	Number of cruise passengers on cruise passenger excursion				
F1/F2	Number of vessels				
F1	Deadweight of vessels in tonnes				
F2	Gross tonnage of vessels in tonnes				

2.10. Cyprus

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Port Data Base	CyPOS (CPA's IT community system)	port reporting	
All	Direction	manifest	CyPOS	manifest type (Import / export)	
A1/A2/C1/D1/E1	Port of loading/unloading	manifest	CyPOS	Port of loading/unloading	
A1/A2/C1/D1/E1	Relation	manifest	CyPOS	Port of loading/unloading	
A1/E1	Type of cargo (one character)	manifest	CyPOS	cargo description and packing class	for containers as stated in mani-fest, for other cargo as coded in manifest by CPA personnel
A2/C1	Type of cargo (two characters)	manifest	CyPOS	cargo description and packing class	>>
B1	Commodity	manifest	CyPOS	cargo description	commodity codes entered in manifest by CPA personnel
D1/E1	Nationality of registration of vessel	ship's file	CyPOS	registry of vessel	
F1/F2	Type of vessel	ship's file	CyPOS	Type of vessel	
F1	Size of vessel dwt	ship's file	CyPOS	vessel dwt	
F2	Size of vessel gt	ship's file	CyPOS	vessel gt	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	manifest	CyPOS	gross weight	
A3/D1	Number of passengers (excluding cruise)	arrival declaration & ship's file	CyPOS	number of passengers and ship type	
A3	Number of passengers starting and ending a cruise	arrival declaration & ship's file	CyPOS	number of passengers and ship type	

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
A3	Number of cruise passengers on cruise passenger excursion	arrival declaration & ship's file	CyPOS	number of passengers and ship type	
F1/F2	Number of vessels	Port Data Base	CyPOS	number of vessels	
F1	Deadweight of vessels in tonnes	ship's file	CyPOS	dwt	
F2	Gross tonnage of vessels in tonnes	ship's file	CyPOS	gt	

Further explanations:

I will try to describe the methodology and sources of data entered by port users and CPA officials into CPA's IT system, **CyPOS** (Cyprus Ports Operations System) and how we use it in order to produce the Data Sets required by Council Directive 95/64.

1) Ship Arrivals: For every ship arriving for the first time at a Cypriot port a ship's file is created where all ship characteristics are entered. E.g.

- Ship type as stated in ships papers, (container, conventional, Ro-Ro, bulk etc),
- Ship characteristics, (LOA, DWT, GRT, NRT, capacity etc)
- Flag = that is Nationality of registration of vessel
- Call sign
- Shipping Line
- Ship's Agent
- Arrival and Departure details
- Other data

The data is entered in the system by the agent and checked by CPA officials

2) Cargo Weight / measure: Agent enters manifest details by B/L, into the system. E.g. marks and numbers, cargo description and kgs, nos or m3, port/ country of origin and last port/ country before arriving in Cyprus and enters all relevant codes. For goods exported first port / country of discharge and last port / country after departing from Cyprus. That is,

☐ Cargo packing, which is helpful when packing and commodity codes are entered by CPA personnel, for non containerized cargo.

☐ Port and country codes

☐ Container details: e.g. type, size, full, empty, local or in transit etc

- CPA personnel, enters its own packing and commodity codes in the system for goods not in containers, which comply to directive's Annexes II and III.

- Goods/Commodities in containers are not coded because of volume of data and difficulty in identifying commodities as described in manifest

3) Passengers: No. of passengers, is given by the ship's agent with the arrival declaration. This data is entered into the system by CPA officials. As regards cruise or other passenger types, the ship is identified as Cruise ship (C), when the ship calling at a Cypriot port, is not the home port as its journey started and will end in another port and passengers on board are generally on a cruise stage, except those that may start or end their cruise from a Cypriot port. Passengers on other passenger type vessels are also cruisers but in their majority they are starting or ending their cruise in a Cypriot port. Details of how these passengers will be treated for the relevant data set have been explained in recent mail and telephone exchanges.

4) Port / country codes and the maritime coastal areas: The agent is responsible to enter the correct port / country code according to the UNLOCODE. Each agent has a list with the port/ country codes supplied them by the authority's IT department. For new port codes they consult CPA officials. With respect to maritime coastal area, relevant data, sent by Eurostat have been entered into the system and the system automatically translates as required. EEA ports sent by Eurostat have also been entered in the system and are used by the IT system for the production of the Data Sets.

5) Preparation of Data Sets (Tables): With respect to the various data sets prepared for Eurostat, and which comply very well with the requirements of the Directive, the IT department has prepared a program which we run for the period required. Before sending the data to Eurostat we try to reconcile with total cargo tons as prepared by us for other purposes and between the data sets.

2.11. Latvia

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	SD			Port authorities providing the information to NSI
All	Direction	SD database	Port	Variable directly collected in the SD database	
A1/A2/C1/D1/E1	Port of loading/unloading	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	Port authorities add code of the port of loading/unloading using Eurostat Port list.
A1/A2/C1/D1/E1	Relation	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Port of loading/unloading in the SD database	Port authorities add relation to the port of loading/unloading using Eurostat Port list.
A1/E1	Type of cargo (one character)	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Cargo in the SD database	Port authorities add code on two characters level using Eurostat list of type of cargo. NSI modify it on one character level where necessary.
A2/C1	Type of cargo (two characters)	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Cargo in the SD database	
B1	Commodity	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Cargo in the SD database	Port authorities add code on NST/R 99 groups level using Eurostat list. NSI modify it on NST/R 24 groups level.
D1/E1	Nationality of registration of vessel	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	Port authorities add code of Nationality of registration of vessel using Eurostat list.
F1/F2	Type of vessel	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	Port authorities add code of type of vessel using Eurostat list.
F1	Size of vessel dwt	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Deadweight of vessels in tonnes in the SD	Port authorities add code of DWT size class of vessel using Eurostat list.
F2	Size of vessel gt	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Gross tonnage of vessels in tonnes in the SD	Port authorities add code of GT size class of vessel using Eurostat list.
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
A3/D1	Number of passengers (excluding cruise)	SD database	Questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	Dataset D1 is not applicable for Latvia yet. NSI got data for A3 from the special questionnaire about passenger transport by see.
A3	Number of passengers starting and ending a cruise				Not applicable
A3	Number of cruise passengers on cruise passenger excursion	SD database	Questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	NSI got data from the special questionnaire about passenger transport by see.
F1/F2	Number of vessels	SD database	Specific questionnaire addressed by NSI to port authorities	Variable Record in the SD database	NSI calculated using records for each ship entered/cleared the port from the questionnaire
F1	Deadweight of vessels in tonnes	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	
F2	Gross tonnage of vessels in tonnes	SD database	Specific questionnaire addressed by NSI to port authorities	Variable directly collected in the SD database	

Explanatory notes:

SD – Ship's Declaration

2.12. Lithuania

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	SD	Port		Port providing the information to NSI
All	Direction	SD	Port	Variable directly collected in the SD	
A1/A2/C1/D1/E1	Port of loading/unloading	SD	Port	Variable directly collected in the SD	
A1/A2/C1/D1/E1	Relation	SD	Port	Derivate from Port information	The information on the port of loading or unloading is used by the port (using the Eurostat list of ports) to derive the information on the relation
A1/E1	Type of cargo (one character)	SD	Port	Variable directly collected in the SD	Port is providing a more detailed breakdown of the type of cargo and the NSI makes the aggregation following the Directive requirements
A2/C1	Type of cargo (two characters)	SD	Port	Variable directly collected in the SD	
B1	Commodity	SD	Port		Not collected
D1/E1	Nationality of registration of vessel	SD	Port	Variable directly collected in the SD	
F1/F2	Type of vessel	SD	Port	Variable directly collected in the SD	
F1	Size of vessel dwt	SD	Port	Derivate using Deadweight of vessels in tonnes	Using the value of Deadweight of vessels in tonnes we attribute the size of vessel as defined by the Directive
F2	Size of vessel gt	SD	Port	Derivate using Gross tonnage of vessels in tonnes	Using the value of Gross tonnage of vessels in tonnes we attribute the size of vessel as defined by the Directive
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	SD	Port	Variable directly collected in the SD	
A3/D1	Number of passengers (excluding cruise)	SD	Port	Derivate from number of passengers in the SD	We derive the number of passengers (excluding cruise) using the information on type of vessel
A3	Number of passengers starting and ending a cruise	SD	Port		Not applicable

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
A3	Number of cruise passengers on cruise passenger excursion	SD	Port	Derivate from number of passengers in the SD	We derive the number of cruise passengers on excursion using the information on type of vessel
F1/F2	Number of vessels	SD	Port		It is calculated by using the number of Ship's Declarations provided
F1	Deadweight of vessels in tonnes	SD	Port	Variable directly collected in the SD	
F2	Gross tonnage of vessels in tonnes	SD	Port	Variable directly collected in the SD	

Explanatory notes:

SD – Ship's Declaration

2.13. The Netherlands

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments -
All	Reporting port	GD/SBB	C	Port of Arrival	On the GD the placename is filed in, SBB uses the UNLO-code
All	Direction	GD/SBB/ NSI-Q1	C/NSI-Q1	Arrival or Departure indicator	
A1/A2/C1/D1/E1	Port of loading/unloading	GD/SBB/ NSI-Q1/ TF	C/NSI-Q1	Port arrived from/ port of destination	On the GD there is a placename of the loading or unloading port. The other sources provide more detailed information per Bill of Loading using the UNLO-code
A1/A2/C1/D1/E1	Relation	GD/SBB/ NSI-Q1/ TF	C/NSI-Q1	Derivative of Port information	The information on the port of loading or unloading is used to derive the information on the relation.
A1/E1	Type of cargo (one character)	GD/SBB/ NSI-Q1/ LR-F	C/NSI-Q1	Description of goods/ roro classification/ type of ship	The description is used to classify the cargo. The roro cargo is collected on the NSI-Q1 form that provides the correct classification. The type of ship provided bij LR-F is used to derivate the type of cargo if other classification isn't possible
A2/C1	Type of cargo (two characters)	GD/SBB/ NSI-Q1/LR-F	C/NSI-Q1	Description of goods/ roro classification/ type of ship Description of goods	The description is used to classify the cargo. The roro cargo is collected on the NSI-Q1 form that provides the correct classification. The type of ship provided bij LR-F is used to derivate the type of cargo if other classification isn't possible
B1	Commodity	GD/SBB	C/NSI-Q1	Brief description of goods	The brief description is used to classify the cargo according to the NSTR-classification.
D1/E1	Nationality of registration of vessel	GD/SBB/LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database
F1/F2	Type of vessel	GD/SBB/LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database
F1	Size of vessel dwt	GD/SBB/LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database
F2	Size of vessel gt	GD/SBB/LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments -
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	GD/SBB/ NSI-Q1	C/NSI-Q1	Description of goods/ Gross weight	On the GD the weight of the transported goods is part of the brief cargo description. The SBB gives a gross weight per Bill of Loading
A3/D1	Number of passengers (excluding cruise)	GD/SBB/ NSI-Q2	C/NSI-Q2	Number of passengers	
A3	Number of passengers starting and ending a cruise	GD/SBB/ NSI-Q2/LR-F	C/NSI-Q2/LR-F	Number of passengers/ Type of ship	The classification of cruise and non-cruise passengers is made on the type of ship provided bij LR-F
A3	Number of cruise passengers on cruise passenger excursion				Not collected
F1/F2	Number of vessels	GD/SBB	C		
F1	Deadweight of vessels in tonnes	GD/SBB/ LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database
F2	Gross tonnage of vessels in tonnes	GD/SBB/ LR-F	LR-F/ C	LR-F number	The LR-F number on the GD or SBB is used to link the information of the LR-F database

Explanatory notes:

C = Customs

GD = Customs General Declaration / IMO Fal 1

SBB = Sagitta Electronically system for clearance of ships

NSI-Q1 and Q2 = Statistical office questionnaire

TF = Transhipment Forms from Customs (Cargo declaration)

LR-F = Lloyds Register-Fairplay

2.14. Poland

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	*Maritime transport declaration.* *Return forms filled in by ship's representatives* (captains or their agents	Maritime transport dataset		
All	Direction				
A1/A2/C1/D1/E1	Port of loading/unloading				
A1/A2/C1/D1/E1	Relation			UN locodes	
A1/E1	Type of cargo (one character)				
A2/C1	Type of cargo (two characters)				
B1	Commodity				Not collected
D1/E1	Nationality of registration of vessel				
F1/F2	Type of vessel				
F1	Size of vessel DWT				
F2	Size of vessel GT				
A1/A2/A3/C1/E1	Gross weight of goods in tonnes				
C1	Number of units - total				
C1	Number of units without cargo				
A3/D1	Number of passengers (excluding cruise)				
A3	Number of passengers starting and ending a cruise				
A3	Number of cruise passengers on cruise passenger excursion				Not collected
F1/F2	Number of vessels				
F1	Deadweight of vessels in tonnes				
F2	Gross tonnage of vessels				

Sources and methods for the collection of maritime transport statistics

In order to comply with the Directive 95/64/EU, a new statistical research called "Set of individual data on ships, goods and passenger traffic between Polish ports, in the electronic form" has been introduced. This research is based on returns ("Record form in maritime transport") made by ship's representatives (i.e. captain or his agent). In addition, the "Record form..." covers all the information required with the Directive.

Information is collected at port's captain offices, i.e. maritime administration offices. These offices send the individual data to a statistical office via e-mail. There, these data are aggregated and processed. Then, the complete datasets are sent to Maritime Statistics Centre, Szczecin. Finally, after appropriate checks and analysis have been carried out, these datasets are sent to Eurostat.

For the purposes of maritime statistics Poland does not use directly the original sources (i.e. maritime traffic documents).

2.15. Portugal

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	PR	CD		
All	Direction	PR	CD		
A1/A2/C1/D1/E1	Port of loading/unloading	PR	CD		
A1/A2/C1/D1/E1	Relation	PR	CD		
A1/E1	Type of cargo (one character)	PR	CD		
A2/C1	Type of cargo (two characters)	PR	CD		
B1	Commodity	PR	CD		
D1/E1	Nationality of registration of vessel	PR	CD		
F1/F2	Type of vessel	PR	CD		
F1	Size of vessel dwt	PR	CD		
F2	Size of vessel gt	PR	CD		
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	PR	CD		
A3/D1	Number of passengers (excluding cruise)	PR	CD		
A3	Number of passengers starting and ending a cruise	PR	CD		
A3	Number of cruise passengers on cruise passenger excursion	PR	CD		
F1/F2	Number of vessels	PR	CD		
F1	Deadweight of vessels in tonnes	PR	CD		
F2	Gross tonnage of vessels in tonnes	PR	CD		

Explanatory notes:

PR – Ports Return

CD - Portuguese ports report their information through ASCII files as requested by INE, following the guidelines of the Maritime Directive.

2.16. Romania

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	PA	Form TR2 E MARITIME		
All	Direction	PA	TR2 E MARITIME		
A1/A2/C1/D1/E1	Port of loading/unloading	FAL	TR2 E MARITIME		
A1/A2/C1/D1/E1	Relation	-	-		This variable is not collected, it"s deduced from the form
A1/E1	Type of cargo (one character)	FAL-CD	TR2 E MARITIME		
A2/C1	Type of cargo (two characters)	FAL-CD	TR2 E MARITIME		
B1	Commodity	FAL-CD	TR2 E MARITIME		
D1/E1	Nationality of registration of vessel	ITC, CR	TR2 E MARITIME		
F1/F2	Type of vessel	ITC, CR	TR2 E MARITIME		
F1	Size of vessel dwt	ITC, CR	TR2 E MARITIME		
F2	Size of vessel gt	ITC, CR	TR2 E MARITIME		
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	FAL-CD	TR2 E MARITIME		
A3/D1	Number of passengers (excluding cruise)	FAL-GD	TR2 E MARITIME		
A3	Number of passengers starting and ending a cruise				
A3	Number of cruise passengers on cruise passenger excursion				
F1/F2	Number of vessels	-	-		This variable is not collected, it"s calculated from data
F1	Deadweight of vessels in tonnes	ITC, CR	TR2 E MARITIME		
F2	Gross tonnage of vessels in tonnes	ITC, CR	TR2 E MARITIME		

Explanatory notes:
PA: Port Authority
FAL- CD: Cargo Declaration
FAL- GD: General Declaration
ITC: International Tonnage Certificate
CR: Certificate of Registry

2.17. Slovenia

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	C-PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
All	Direction	SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A1/A2/C1/D1/E1	Port of loading/unloading	C-PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A1/A2/C1/D1/E1	Relation	SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A1/E1	Type of cargo (one character)	CD	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A2/C1	Type of cargo (two characters)	CD	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
B1	Commodity	LR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
D1/E1	Nationality of registration of vessel	LR-SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F1/F2	Type of vessel	LR-SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F1	Size of vessel dwt	LR-SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F2	Size of vessel gt	LR-SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	LR-SR	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A3/D1	Number of passengers (excluding cruise)	C-PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A3	Number of passengers starting and ending a cruise	C-PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
A3	Number of cruise passengers on cruise passenger excursion	C-PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F1/F2	Number of vessels	PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F1	Deadweight of vessels in tonnes	PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No
F2	Gross tonnage of vessels in tonnes	PA	NSI-Q1, Q2	Pre-arrival	Pre-arrival report IMO FAL No

Explanatory notes:

C-CUSTOMS

PA- PORT AUTHORITY IN OUR CASE HARBOUR MASTER OFFICE

CD-CUSTOMS DECLARATION

LR-LLOYD REGISTER

SR-SHIPPING LINES, OPERATORS OR AGENTS

THE SLOVENIAN SHIPPS AGENTS ASSOCIATION IS USING ALL 6 IMO FAL DOCUMENTS, No 5 WHICH IS CUSTOMS CARGO MANIFEST IS NOT OBLIGATORY

All information we are taking from pre-arrival notice, which is send to agents from last port before entering to our port and the same document is mailed to HARBOUR MASTER OFFICE. We are receiving also IMO CREW LIST, IMO PASSENGER LIST, WASTE DECLARATION.

NSI-Q1, Q2 – Statistical Office Questionnaires:

- Registration of arrival of the vessel to the port
- Registration of departure of the vessel from the port

2.18. Finland

MTS dataset	MTS variable	Original source	Source FMA	Original variables	Comments
All	Reporting port	PortNet notifications/PA	PortNet system/Port declaration	UNLOCODE	The vessel and traffic data are regularly taken from the PortNet data base and entered into the FMA maritime statistics system from which the MTS files A1-F2 are run. Part of the cargo data for domestic traffic is obtained straight from the reports submitted by the Port Authorities.
All	Direction	PortNet notifications/PA	PortNet system/Port declaration		
A1/A2/C1/D1/E1	Port of loading/unloading	PortNet notifications/PA	PortNet system/Port declaration	UNLOCODE	
A1/A2/C1/D1/E1	Relation	PortNet notifications/PA	PortNet system/Port declaration		
A1/E1	Type of cargo (one character)	PortNet notifications/PA	PortNet system/Port declaration		
A2/C1	Type of cargo (two characters)	PortNet notifications/PA	PortNet system/Port declaration		
B1	Commodity	PortNet notifications/PA	PortNet system/Port declaration		
D1/E1	Nationality of registration of vessel	PortNet notifications	PortNet system	Call Sign /LRN	The vessel data of the PortNet system are continuously updated by LR-F data.
F1/F2	Type of vessel	PortNet notifications	PortNet system	Call Sign /LRN	
F1	Size of vessel dwt	PortNet notifications	PortNet system	Call Sign /LRN	
F2	Size of vessel gt	PortNet notifications	PortNet system	Call Sign /LRN	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	PortNet notifications/PA	PortNet system/Port declaration		
A3/D1	Number of passengers (excluding cruise)	PortNet notifications	PortNet system		
A3	Number of passengers starting and ending a cruise	Shipping operators	Returns		
A3	Number of cruise passengers on cruise passenger excursion	PortNet notifications	PortNet system		
F1/F2	Number of vessels	PortNet	PortNet system/Port declaration		

MTS dataset	MTS variable	Original source	Source FMA	Original variables	Comments
		notifications/PA			
F1	Deadweight of vessels in tonnes	PortNet notifications	PortNet system	Call Sign /LRN	
F2	Gross tonnage of vessels in tonnes	PortNet notifications	PortNet system	Call Sign /LRN	

Explanatory notes:

FMA = Finnish Maritime Administration

PortNet = maritime information system

LR-F = Lloyds Register-Fairplay

LRN = Lloyds Register Number

PA = Port Authorities

2.19. Sweden

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Questionnaire filled by port authorities	Questionnaire filled by port authorities		The respondents have three possible modes of reporting their data: text files, excel files or paper questionnaires
All	Direction	See above	See above		
A1/A2/C1/D1/E1	Port of loading/unloading	See above	See above		
A1/A2/C1/D1/E1	Relation	See above	See above		
A1/E1	Type of cargo (one character)	See above	See above		
A2/C1	Type of cargo (two characters)	See above	See above		
B1	Commodity	See above	See above		
D1/E1	Nationality of registration of vessel	See above	See above		
F1/F2	Type of vessel	See above	See above		
F1	Size of vessel dwt	-	-		Not collected
F2	Size of vessel gt	See above	See above		
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	See above	See above		
A3/D1	Number of passengers (excluding cruise)	See above	See above		
A3	Number of passengers starting and ending a cruise	See above	See above		
A3	Number of cruise passengers on cruise passenger excursion	See above	See above		
F1/F2	Number of vessels	See above	See above		
F1	Deadweight of vessels in tonnes	-	-		Not collected
F2	Gross tonnage of vessels in tonnes	See above	See above		

2.20. United Kingdom

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	PR, SR	MSD1, MSD2, MSD4, MSD5		
All	Direction	PR, SR	MSD1, MSD2, MSD4, MSD5		
A1/A2/C1/D1/E1	Port of loading/unloading	SR	MSD1		SR data sources not known (own administrative systems)
A1/A2/C1/D1/E1	Relation	SR	MSD1	UN locodes	DfT derived variable from SR returns
A1/E1	Type of cargo (one character)	SR	MSD1		SR data sources not known (own administrative and billing systems, ships manifests etc.)
A2/C1	Type of cargo (two characters)	SR	MSD1		SR data sources not known (own administrative and billing systems, ships manifests etc.)
B1	Commodity				Not collected
D1/E1	Nationality of registration of vessel	LR-F	MSD1, SPR	LRN	LRN used as link variable to get vessel details
F1/F2	Type of vessel	LR-F	MSD1, SPR	LRN	LRN used as link variable to get vessel details
F1	Size of vessel dwt	LR-F	MSD1, SPR	LRN	LRN used as link variable to get vessel details
F2	Size of vessel gt	LR-F	MSD1, SPR	LRN	LRN used as link variable to get vessel details
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	PR, SR	MSD1, MSD2, MSD5		PR, SR data sources not known (own administrative and billing systems, ships manifests etc.)
A3/D1	Number of passengers (excluding cruise)	SR	SPR		
A3	Number of passengers starting and ending a cruise	SR	SPR		
A3	Number of cruise passengers on cruise passenger excursion				Not collected
F1/F2	Number of vessels	SR	MSD4, SPR		
F1	Deadweight of vessels in tonnes	LR-F	MSD4, SPR	LRN	LRN used as link variable to get vessel details
F2	Gross tonnage of vessels in tonnes	LR-F	MSD4, SPR	LRN	LRN used as link variable to get vessel details

Explanatory notes:

DfT Department for Transport

PR Ports Return (Department for Transport forms MSD2, MSD4, MSD5 covering freight traffic)

SR Shipping lines, shipping operators or their agents Returns (Department for Transport form MSD1 covering passenger traffic, and Sea Passenger Returns (SPR)).

LR-F Lloyds Register-Fairplay

2.21. Norway

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	Port Operator/Port Authority	Port Authority	Reporting port	Quarterly data files from larger ports and yearly questionnaire for smaller ports)
All	Direction	Port Operator/Port Authority	Port Authority	Direction	Quarterly data files from larger ports and yearly questionnaire for smaller ports)
A1/A2/C1/D1/E1	Port of loading/unloading	Port Operator/Port Authority	Port Authority	Previous/next port	Quarterly data files from larger ports
A1/A2/C1/D1/E1	Relation	Port Operator/Port Authority	Port Authority	Maritime Coastal Area	Quarterly data files from larger ports
A1/E1	Type of cargo (one character)	Port Operator/Port Authority	Port Authority	Type of cargo	Quarterly data files from larger ports and yearly questionnaire for smaller ports)
A2/C1	Type of cargo (two characters)	Port Operator/Port Authority	Port Authority	Type of cargo	Quarterly data files from larger ports
B1	Commodity	Port Operator/Port Authority	Port Authority	Commodity	Quarterly data files from larger ports. NST
D1/E1	Nationality of registration of vessel	Port Operator/Port Authority	Port Authority	Nationality of registration of vessel	Quarterly data files from larger ports
F1/F2	Type of vessel	Port Operator/Port Authority	Port Authority	Type of vessel	Quarterly data files from larger ports
F1	Size of vessel dwt				Not collected
F2	Size of vessel gt	Port Operator/Port Authority	Port Authority	Gross Tonnage	Quarterly data files from larger ports
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	Port Operator/Port Authority	Port Authority	Tonnes	Quarterly data files from larger ports
A3/D1	Number of passengers (excluding cruise)	Port Operator/Port Authority	Port Authority	Passengers	Only passengers in international passenger transport. Domestic passengers not included. Quarterly data files from larger ports
A3	Number of passengers starting and ending a cruise				Not collected
A3	Number of cruise passengers on cruise passenger excursion				Not collected

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
F1/F2	Number of vessels	Port Operator/Port Authority	Port Authority	Vessel Movements	Quarterly data files from larger ports
F1	Deadweight of vessels in tonnes				Not collected
F2	Gross tonnage of vessels in tonnes	Port Operator/Port Authority	Port Authority	Gross Tonnage	Quarterly data files from larger ports

2.22. Croatia

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
All	Reporting port	SOA/RA & RD/DOB	HMO	Port of arrival and port of departure	
All	Direction	SOA/RA & RD/DOB	HMO	Arrival or Departure Indicator	
A1/A2/C1/D1/E1	Port of loading/unloading	SOA/RA & RD/DOB	HMO	Port of loading/unloading	
A1/A2/C1/D1/E1	Relation	SOA/RA & RD/DOB	HMO	Derivative of port of loading/unloading	The information of the port of loading or unloading is used to derive the information on the relation
A1/E1	Type of cargo (one character)	SOA/DOB	HMO	Type of cargo (two characters)	The information of the type of cargo (two characters) on the Report of arrival/departure is used to derive the information of type (one character)
A2/C1	Type of cargo (two characters)	SOA/RA & RD/DOB	HMO	Type of cargo (two characters)	
B1	Commodity	SOA/RA & RD/DOB	HMO	Brief description of goods	
D1/E1	Nationality of registration of vessel	SOA/RA & RD/DOB	HMO	Flag	
F1/F2	Type of vessel	SOA/RA & RD/DOB	HMO	Type of vessel	
F1	Size of vessel dwt	SOA/RA & RD/DOB	HMO	DWT	
F2	Size of vessel gt	SOA/RA & RD/DOB	HMO	GT	
A1/A2/A3/C1/E1	Gross weight of goods in tonnes	SOA/RA & RD/DOB	HMO	Gross weight of goods	
A3/D1	Number of passengers (excluding cruise)	SOA/RA & RD/DOB	HMO	Number of passengers (embarkation/disembarkation)	In relation with type of ship the passengers are coded in addition as non-cruise and cruise passengers as well on cruise excursion
A3	Number of passengers starting and ending a cruise	SOA/RA & RD/DOB	HMO	Number of passengers (embarkation/disembarkation)	In relation with type of ship the passengers are coded in addition as non-cruise and cruise passengers as well on cruise excursion
A3	Number of cruise passengers on cruise passenger excursion	SOA/RA & RD/DOB	HMO	Number of passengers (embarkation/disembarkation)	In relation with type of ship the passengers are coded in addition as non-cruise and cruise passengers as well on cruise excursion
F1/F2	Number of vessels	SOA/RA & RD/DOB	HMO		
F1	Deadweight of vessels in tonnes	SOA/RA & RD/DOB	HMO		

MTS dataset	MTS variable	Original source	Source NSI	Original variables	Comments
F2	Gross tonnage of vessels in tonnes	SOA/RA & RD/DOB	HMO		

Explanatory notes:

SOA = Shipping operators and/or shipping agents

RA & RD = Report on Arrivals of Ships into Sea Ports and Report on Departures of Ships from the Sea Ports

DOB = Electronically system for arrivals and departures of Ships

HMO = Harbour Master's Offices

Part IV: Wider data collection

Users would like to have a complete view of maritime transport in Europe. The current legal basis on maritime transport statistics is limited to the collection of statistics on traffic and transport measurement.

if possible, Eurostat would like to extend the information currently collected to:

- Infrastructure
- Equipment
- Enterprises
- Economic activities and employment
- Accidents
- Environment

For this purpose, a pilot questionnaire was designed in order to collect information on the above items from Member States. Its objective was to collect a limited number of indicators and aggregated data. It was a mixture of a questionnaire aiming at collecting data at national level and of questionnaires collecting information for the main ports. As some of the requested data could be retrieved from existing sources, Eurostat was asked by Member States to investigate the possibility of pre-filling the questionnaires before sending it to the countries.

An example of this questionnaire is available in Annex 8.

As a result of the presentation of the results of this exercise to the Working Group in February 2005, other pragmatic solutions to collect these additional pieces of information have also been explored by Eurostat. The basic idea is to cooperate with other institutions and organisations in order to improve the offer of statistical products without increasing burden on respondents and without duplicating existing data collections by other institutions and organisations.

For example, the data on accidents could be obtained from the records held by EMSA, the European Maritime Safety Agency, while some information of maritime enterprises might be available from the Business Statistics collected by Eurostat.

There may also be commercial sources of data on maritime infrastructure and equipment from commercial sources.

Developments on the environmental performance of maritime transport may be enabled if it proves possible to develop a centralised vessel database and a successful plotting of port-to-port routes used by shipping lines.

Eurostat is also investigating the possibility to produce flash quarterly estimates using a variety of sources.

Other pieces of information could become available in the future in the frame of the project concerning the developments of a socio-economic database, meant to support the maritime policy of the EU. This project is developed by the Eurostat unit in charge of rural development.

Annexes

List of annexes

Annex 1: Complete list of Legal acts related to maritime transport statistics

Annex 2: UNECE Recommendation 21

Annex 3: NST 2007, level 2

Annex 4: Analytical structure of NST/R

Annex 5: Changes in Geonomenclature since 1997

Annex 6: Grouping of Maritime Coastal Area into Sea zones for dissemination purposes

Annex 7: Questionnaire on Maritime Transport Statistics

Annex 1: Complete list of Legal acts related to maritime transport statistics

List of legal acts as of August 2009

The acts highlighted (in bold) are those in force. The full texts of the legal acts in force are available at EUR-Lex (http://eur-lex.europa.eu).

1) Council Directive 95/64/EC of 8 December 1995
OJ L 320 of 30/12/95 pp. 25-40

2) Commission Decision 98/385/EC of 13 May 1998.
OJ L 174 of 18/6/1998 pp. 1-52

3) Commission Decision 2000/363/EC of 28 April 2000.
OJ L 132 of 5/6/2000 pp. 1-45

4) Commission Decision 2001/423/EC of 22 May 2001 (on dissemination)
OJ L 151 of 7/6/2001 p. 41

5) Regulation of the EP &C 1882/2003 of 29 September 2003 (on Comitology)
OJ L 284 of 31/10/2003 p. 17

6) Acts concerning the accession of ten new Member States. (Port list)
OJ L 236 of 23/9/2003 pp. 573-575

7) Commission Decision 2005/366/EC of 4 March 2005.
OJ L 123 of 17/5/2005 pp. 1-67

8) Commission Regulation 1792/2006 of 23 October 2006 (accession of two new member states: port list)
OJ L 362 of 20/12/2006 pp. 53-54

9) Council Decision 2006/512 of 17 July 2006 (Comitology: PRAC)
OJ L 200 of 22 July 2006 pp.11-13

10) Commission Regulation 1304/2007 of 7 November 2007 (NST-2000)
OJ L 290 of 8.11.2007 pp.14-16

11) Commission Decision 2008/861/EC of 29 October 2008 (codified version) (Port list)
OJ L 306 of 15.11.2008 pp. 66-97

12) Directive 2009/42/EC of the EP and the Council of 6 May 2009 (recast)
OJ L 141 of 6.6.2009 pp. 29-47

13) Commission Decision 2010/216/EC of the EP and of the Council of 14 April 2010
OJ L 94 of 15.4.2010 pp. 33-40

14) Regulation 1090/2010 of the EP and of the Council of 24 November 2010
OJ L 325 of 09.12.2010 pp. 1-3

Annex 2: UNECE Recommendation 21

Codes for Types of Cargo, Packages and Packaging Materials

Cargo Type, One-Digit Code: Descriptions

Code

0

NO CARGO UNIT (LIQUID BULK GOODS): includes i) liquids ii) liquefied gases iii) molten or slurried solids, suitable for continuous mechanical handling for transport by pipeline or loose in a hold, tank or other compartment integral to a means of transport.

1

NO CARGO UNIT (SOLID BULK GOODS): includes i) fine powders ii) granular particles iii) large, lumpy, dry solids, suitable for continuous mechanical handling, for transport by fixed installations (other than pipeline) or loose in a hold or other compartment integral to a means of transport.

2

LARGE FREIGHT CONTAINERS: Goods loaded in/on a freight container 20ft. (6m) or more in external length; includes lift van, swap/swop body, flat, moveable tank or similar articles of transport equipment.

3

OTHER FREIGHT CONTAINERS: Goods loaded in/on a freight container less than 20 ft. (6m) in external length; includes i) rigid Intermediate Bulk Containers (IBCs) ii) aircraft Unit Load Devices (ULDs); excludes i) air mode pallets ii) sea or land mode box-, tank-, post, rack-pallets not exceeding 1.25 m2 deck area.

4

PALLETIZED: Goods loaded on a deck; includes i) disposable one-way pallets ii) sea or land mode box-, tank-, post-, rack-pallets not exceeding 1.25 m2 deck area iii) slip-sheets iv) air mode pallets v) bricks, ingots, etc. suitably assembled for fork-lift truck handling.

5

PRE-SLUNG: Goods (one or more items) supplied with a sling (or slings) or various materials (natural/artificial fibre, steel wire, etc.) and of various designs (loop, ring, cloverleaf, etc.); includes i) "packaged" timber ii) Flexible Intermediate Bulk Containers (FIBCs).

6

MOBILE SELF-PROPELLED UNITS: includes i) road motor vehicles (lorries, buses, cars) and accompanying trailers, semi-trailers, caravans engaged in goods/passenger transport ii) motorised road, agricultural, industrial, etc. vehicles moving in trade iii) live animals "on the hoof" iv) passengers on foot.

7

OTHER MOBILE UNITS: non-self-propelled vehicles and equipment on wheels; includes i) unaccompanied trailers, semi-trailers railwagons, ship-borne barges engaged in goods transport ii) caravans and other road, agricultural, industrial, etc. vehicles iii) ship-borne port-to-port trailers.

8

RESERVED

9

OTHER CARGO TYPES: all cargo not elsewhere enumerated (i.e. the residual types of cargo carried in transport: "break-bulk" or "general" cargo, e.g. boxes, drums, bags, etc. and loose, unpacked items such as pipes, rods, etc.).

* * *

Annex 3: NST 2007, level 2

NST 2007 is related to four modes of transport (road, rail, inland waterways and maritime) statistics. It has been discussed for several years at UNECE WP.6, of which the Secretariat hosts the current reference version on its website.

NST 2007 takes account of the economic activity from which the goods originate. This means that each of its items is strongly interrelated with an item of the European CPA (Classification of Products by Activity) and NACE (statistical classification of economic activities), which are themselves consistent with CPC and ISIC, their counterparts at UN level.

The new version of CPA which was adopted in 2008 (CPA2008) was partially inconsistent with the previous version of the NST (NST 2000), adopted in 2005. NST 2000 was therefore updated in order to secure full consistency with CPA2008/CPC.

The updated version of the NST 2000 (NST 2007) is presented in this annex. During its annual session in 2005, the CCST[16/] countries decided to make the move from NST/R to NST 2007 starting from the reference year 2008.

16/ CCST: Coordination Committee for Statistics on Transport, recently renamed the Coordination Group for Statistics on Transport (CGST). This group gathers the national authorities of Transport Statistics in the 27 EU Member States, the EFTA countries, the current candidate countries and the potential candidate countries.

NST 2007 divisions and groups

Division	Description	Group	Description	Classification CPA 2008
1	**Products of agriculture, hunting, and forestry; fish and other fishing products**	1.1	Cereals	01.11.1, 01.11.2, 01.11.3,
		1.2	Potatoes	01.13.51
		1.3	Sugar beet	01.13.71
		1.4	Other fresh fruit and vegetables	01.11.6, 01.11.7, 01.13.1, 01.13.2, 01.13.3, 01.13.4, 01.13.52, 01.13.53, 01.13.59, 01.13.8, 01.13.9, 01.14, 01.21, 01.22, 01.23,
		1.5	Products of forestry and logging	02.10.1, 02.10.3, 02.2, 02.30.1, 02.30.2, 02.30.3
		1.6	Live plants and flowers	01.13.6, 01.13.72, 01.19.2, 01.25.2, 01.30
		1.7	Other substances of vegetable origin	01.11.5, 01.11.8, 01.11.9, 01.15, 01.16, 01.19.1,
		1.8	Live animals	01.41.1, 01.42.1, 01.43, 01.44, 01.45.1, 01.46,
		1.9	Raw milk from bovine cattle, sheep and goats	01.41.2, 01.45.2
		01.A	Other raw materials of animal origin	01.42.2, 01.45.3, 01.47.2, 01.49.2, 01.49.3
		01.B	Fish and other fishing products	03
2	**Coal and lignite; crude petroleum and natural gas**	2.1	Coal and lignite	05
		2.2	Crude petroleum	06.1
		2.3	Natural gas	06.2
3	**Metal ores and other mining and quarrying products; peat; uranium and thorium**	3.1	Iron ores	07.1
		3.2	Non-ferrous metal ores (except uranium and thorium ores)	07.29
		3.3	Chemical and (natural) fertilizer minerals	08.91
		3.4	Salt	08.93
		3.5	Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c.	08.1, 08.92, 08.99
		3.6	Uranium and thorium ores	07.21

Division	Description	Group	Description	Classification CPA 2008
4	**Food products, beverages and tobacco**	4.1	Meat, raw hides and skins and meat products	10.1
		4.2	Fish and fish products, processed and preserved	10.2
		4.3	Fruit and vegetables, processed and preserved	10.3
		4.4	Animal and vegetable oils and fats	10.4
		4.5	Dairy products and ice cream	10.5
		4.6	Grain mill products, starches, starch products and prepared animal feeds	10.6, 10.9
		4.7	Beverages	11
		4.8	Other food products n.e.c. and tobacco products (except in parcel service or grouped)	10.7, 10.8, 12
		4.9	Various food products and tobacco products in parcel service or grouped	Other in 10, 11 or 12
5	**Textiles and textile products; leather and leather products**	5.1	Textiles	13
		5.2	Wearing apparel and articles of fur	14
		5.3	Leather and leather products	15
6	**Wood and products of wood and cork (except furniture); articles of straw and plaiting materials;**	6.1	Products of wood and cork (except furniture)	16
		6.2	Pulp, paper and paper products	17
		6.3	Printed matter and recorded media	18, 58, 59
7	**Coke and refined petroleum products**	7.1	Coke oven products	19.1
		7.2	Liquid refined petroleum products	19.20.2
		7.3	Gaseous, liquefied or compressed petroleum products	19.20.3
		7.4	Solid or waxy refined petroleum products	19.20.4

Division	Description	Group	Description	Classification CPA 2008
8	**Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel**	8.1	Basic mineral chemical products	20.11, 20.12, 20.13.2, 20.13.3, 20.13.4, 20.13.5, 20.13.6
		8.2	Basic organic chemical products	20.14
		8.3	Nitrogen compounds and fertilizers (except natural fertilizers)	20.15
		8.4	Basic plastics and synthetic rubber in primary forms	20.16, 20.17
		8.5	Pharmaceuticals and parachemicals	20.3, 20.4, 20.5, 20.6, 21
		8.6	Rubber or plastic products	22
		8.7	Nuclear fuel	20.13.1
9	**Other non-metallic mineral products**	9.1	Glass and glass products, ceramic and porcelain products	23.1, 23.2, 23.3, 23.4
		9.2	Cement, lime and plaster	23.5
		9.3	Other construction materials, manufactures	23.6, 23.7, 23.9
10	**Basic metals; fabricated metal products, except machinery and equipment**	10.1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	24.1, 24.3
		10.2	Non-ferrous metals and products thereof	24.4
		10.3	Tubes, pipes, hollow profiles and related fittings	24.2, 24.5
		10.4	Structural metal products	25.1
		10.5	Boilers, hardware, weapons and other fabricated metal products	25.2, 25.3, 25.4, 25.7, 25.9

Division	Description	Group	Description	Classification CPA 2008
11	**Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks**	11.1	Agricultural and forestry machinery	28.3
		11.2	Domestic appliances n.e.c. (White goods)	27.5
		11.3	Office machinery and computers	26.2, 28.23
		11.4	Electric machinery and apparatus n.e.c.	27.1, 27.2, 27.3, 27.4, 27.9
		11.5	Electronic components and emission and transmission appliances	26.1, 26.3
		11.6	Television and radio receivers; sound or video recording or reproducing apparatus and associated goods (Brown goods)	26.4, 26,8
		11.7	Medical, precision and optical instruments, watches and clocks	26.5, 26.6, 26.7, 32.5
		11.8	Other machines, machine tools and parts	28.1, 28.21, 28.22, 28.24, 28.25, 28.29, 28.4, 28.9
12	**Transport equipment**	12.1	Automobile industry products	29
		12.2	Other transport equipment	30
13	**Furniture; other manufactured**	13.1	Furniture	31
		13.2	Other manufactured goods	32.1, 32.2, 32.3, 32.4, 32.9
14	**Secondary raw materials; municipal wastes and other wastes**	14.1	Household and municipal waste	38.11.31
		14.2	Other waste and secondary raw materials	37.00.20, Other 38.11, 38.12, 38.3
15	**Mail, parcels**	15.1	Mail	Without object
		15.2	Parcels, small packages	Without object
16	**Equipment and material utilized in the transport of goods**	16.1	Containers and swap bodies in service, empty	Without object
		16.2	Pallets and other packaging in service, empty	Without object
17	**Goods moved in the course of household and office removals; baggage transported separately from**	17.1	Household removal	Without object
		17.2	Baggage and articles accompanying travellers	Without object
		17.3	Vehicles for repair	Without object
		17.4	Plant equipment, scaffolding	Without object
		17.5	Other non-market goods n.e.c.	Without object

Division	Description	Group	Description	Classification CPA 2008
18	**Grouped goods: a mixture of types of goods which are transported together**	18	Grouped goods	Without object
19	**Unidentifiable goods: goods which for any**	19.1	Unidentifiable goods in containers or swap bodies	Without object
		19.2	Other unidentifiable goods	Without object
20	**Other goods n.e.c.**	20	Other goods not elsewhere classified	Without object

Annex 4: Analytical structure of NST/R

(Revised. Situation at 1.1.1967)

0 AGRICULTURAL PRODUCTS AND LIVE ANIMALS

00 Live animals
001 Live animals

01 Cereals
011 Wheat, spelt and meslin
012 Barley
013 Rye
014 Oats
015 Maize
016 Rice
019 Other cereals n.e.s.

02 Potatoes
020 Potatoes

03 Others vegetables, fresh or frozen, fresh fruit
031 Citrus fruit
035 Other fruit and nuts, fresh
039 Other vegetables, fresh or frozen

04 Textiles, textile articles and man-made fibres
041 Wool and other animal hair
042 Cotton
043 Man-made fibres
045 Silk, flax, jute, true hemp and other vegetable textile materials
049 Rags and waste of textile materials

05 Wood and cork
051 Paper pulp wood
052 Pit props
055 Other wood in the round
056 Railway or tramway sleepers of wood and other wood roughly squared, half squared, or sawn
057 Fuel wood, wood charcoal, wood waste, cork unworked, waste cork

060 Sugar beet
060 Sugar beet

090 Other raw animal and vegetable materials
091 Raw hides and skins, raw fur skins, waste
092 Rubber, natural and synthetic, raw or reclaimed
099 Other non-edible raw vegetable and animal materials n.e.s.

1 FOODSTUFFS AND ANIMAL FODDER

11 Sugars
111 Raw sugar
112 Refined sugar
113 Molasses

12 Beverages
121 Wine of fresh grapes, grape must
122 Beer made from malt
125 Other alcoholic beverages
128 Non-alcoholic beverages

13 Stimulants and spices
131 Coffee
132 Cocoa and chocolate
133 Tea, maté, spices
134 Unmanufactured tobacco and tobacco refuse
135 Manufactured tobacco
136 Glucose, dextrose; other sugars; sugar confectionery; honey
139 Food preparations n.e.s.

14 Perishable foodstuffs
141 Meat, fresh, chilled or frozen
142 Fish, crustaceans and molluscs, fresh, frozen, dried, salted or smoked
143 Milk and cream, fresh
144 Butter, cheese, other dairy produce
145 Margarine, lard and edible fats
146 Eggs
147 Meat, dried, salted, smoked; prepared or preserved meat
148 Fish, crustaceans and molluscs, prepared or preserved

16 Non-perishable foodstuffs and hops
161 Flour, cereal meal and groats
162 Malt
163 Other cereal preparations
164 Fruit, frozen, dried, dehydrated; prepared and preserved fruit
165 Dried vegetables
166 Prepared and preserved vegetables
167 Hops

17 Animal feeding stuffs and foodstuff waste
171 Cereal straw, hay and husks
172 Oil-cake and residues resulting from the extraction of vegetable oils
179 Bran, cereal by-products and other animal feeding stuffs n.e.s.; waste from food industries

18 Oil seeds and oleaginous fruit and fats
181 Oil-seed fats, oilnuts and oil kernels
182 Animal and vegetable fats and oils, and products derived therefrom

2 SOLID MINERAL FUELS

21 Coal
211 Coal (ECSC)
213 Coal briquettes (ECSC)

22 Lignite and peat
221 Lignite (ECSC)
223 Lignite briquettes (ECSC)
224 Peat

23 Coke
231 Coke and semi-coke of coal (ECSC)
233 Coke and semi-coke of lignite (ECSC)

---

3 PETROLEUM PRODUCTS

31 Crude petroleum
310 Crude petroleum

32 Fuel derivatives
321 Motor spirit
323 Kerosene, jet fuel and white spirit
325 Distillate fuels
327 Residual fuel oils

33 Gaseous hydrocarbons, liquid or compressed
330 Gaseous hydrocarbons, liquid or compressed

34 Non-fuel derivatives
341 Lubricating oils and greases
343 Petroleum bitumen and bituminous mixtures
349 Other non-fuel petroleum derivatives

4 ORES AND METAL WASTE

41 Iron ore
410 Iron ore and concentrates; except roasted iron pyrites (ECSC)

45 Non-ferrous ores and waste
451 Non-ferrous metal waste
452 Copper ore and concentrates; copper matte
453 Bauxite and concentrates
455 Manganese ore and concentrates (ECSC)
459 Other non-ferrous ores and concentrates

46 Iron and steel waste and blast-furnace dust
462 Iron and steel waste for remelting (ECSC)
463 Iron and steel waste not for remelting (non-ECSC)
465 Iron slag for remelting (non-ECSC)
466 Blast-furnace dust (ECSC)
467 Roasted iron pyrites (non-ECSC)

5 METAL PRODUCTS

51 Pig iron and crude steel; ferro-alloys
512 Pig iron, spiegeleisen and carburized ferro-manganese (ECSC)
513 Ferro-alloys other than carburized ferro-manganese (non-ECSC)
515 Crude steel (ECSC)

52 Semi-finished rolled steel products
522 Semi-finished rolled steel products (blooms, billets, slabs, sheet bars, coils) (ECSC)
523 Other semi-finished steel products (non-ECSC)

53 Bars, sections, wire rod, railway and tramway track construction material of iron or steel
532 Hot-rolled or -shaped steel (ECSC)
533 Cold-rolled or -shaped or forged steel (non-ECSC)
535 Wire rod (ECSC)
536 Steel iron and steel wire (non-ECSC)
537 Steel rails and railway and tramway track-construction material (ECSC)

54 Steel sheets, plates, hoop and strip
542 Sheets and plates of steel for re-rolling; universal plates (ECSC)
543 Other steel plates and sheets (non-ECSC)
545 Steel hoop and strip, tinplate (ECSC)
546 Other steel hoop and strip (non-ECSC)

55 Tubes, pipes, iron and steel castings and forgings
551 Tubes, pipes and fittings
552 Iron and steel castings and forgings

56 Non-ferrous metals
561 Copper and copper alloys, unwrought
562 Aluminium and aluminium alloys, unwrought
563 Lead and lead alloys, unwrought
564 Zinc and zinc alloys, unwrought
565 Other non-ferrous metals and alloys thereof, unwrought
568 Finished and semi-finished products of non-ferrous metals (except manufactures)

6 CRUDE AND MANUFACTURED MINERALS, BUILDING MATERIALS

61 Sand, gravel, clay and slag
611 Sand for industrial use
612 Ordinary sand and gravel
613 Pumice stone, including pumiceous sand and gravel
614 Clay and clay earth
615 Slag not for recovery of metals; ash; dross

62 Salt, iron pyrites, sulphur
621 Salt, crude or refined
622 Unroasted iron pyrites
623 Sulphur

63 Other stone, earths and minerals
631 Crushed or broken stone; pebbles, macadam, tarred macadam
632 Building and monumental stone, unworked
633 Calcareous stone for industrial purposes

634 Chalk
639 Other crude minerals

64 Cement, lime
641 Cement
642 Lime

65 Plasters
650 Plasters

69 Other manufactured building materials
691 Pumice stone agglomerates; concrete, cement and similar building materials
692 Bricks, roofing tiles and other ceramic building materials, refractory building materials

---

7 FERTILIZERS

71 Natural fertilizers
711 Sodium nitrate, natural
712 Phosphates, crude, natural
713 Potassium salts, crude, natural
719 Other natural fertilizers

72 Chemical fertilizers
721 Basic slag (Thomas slag)
722 Other phosphatic fertilizers
723 Potassic fertilizers
724 Nitrogenous fertilizers
729 Composite and other manufactured fertilizers

8 CHEMICALS

81 Basic chemicals
811 Sulphuric acid; oleum
812 Caustic soda and soda lye
813 Sodium carbonate (soda ash)
814 Calcium carbide
819 Other basic chemicals

82 Aluminium oxide and hydroxide
820 Aluminium oxide and hydroxide

83 Coal chemicals
831 Benzole
839 Pitch, mineral tar and other crude mineral chemical derivatives from coal and natural gas

84 Paper pulp and waste paper
841 Paper pulp
842 Waste paper and scrap articles of paper

89 Other chemical products
891 Plastic materials, unworked
892 Dyeing, tanning and colouring materials
893 Medicinal and pharmaceutical products; perfumery and cleansing preparations
894 Manufactured explosives, fireworks and other pyrotechnic articles, sporting ammunition
895 Starches and gluten
896 Other chemical products and preparations

9 MACHINERY, TRANSPORT EQUIPMENT, MANUFACTURED ARTICLES AND MISCELLANEOUS ARTICLES

91 Transport equipment
910 Transport equipment, whether or not assembled, parts thereof

92 Tractors, agricultural machinery and equipment
920 Tractors; agricultural machinery and equipment, whether or not assembled; parts thereof

93 Other machinery apparatus and appliances, engines, parts thereof
931 Electrical machinery, apparatus, appliances and engines; parts thereof
939 Non-electrical machinery, apparatus, appliances and engines; parts thereof

94 Manufactures of material
941 Finished structural parts and structures
949 Other manufactures of metal

95 Glass, glassware, ceramic products
951 Glass
952 Glassware, pottery and other manufactures of minerals

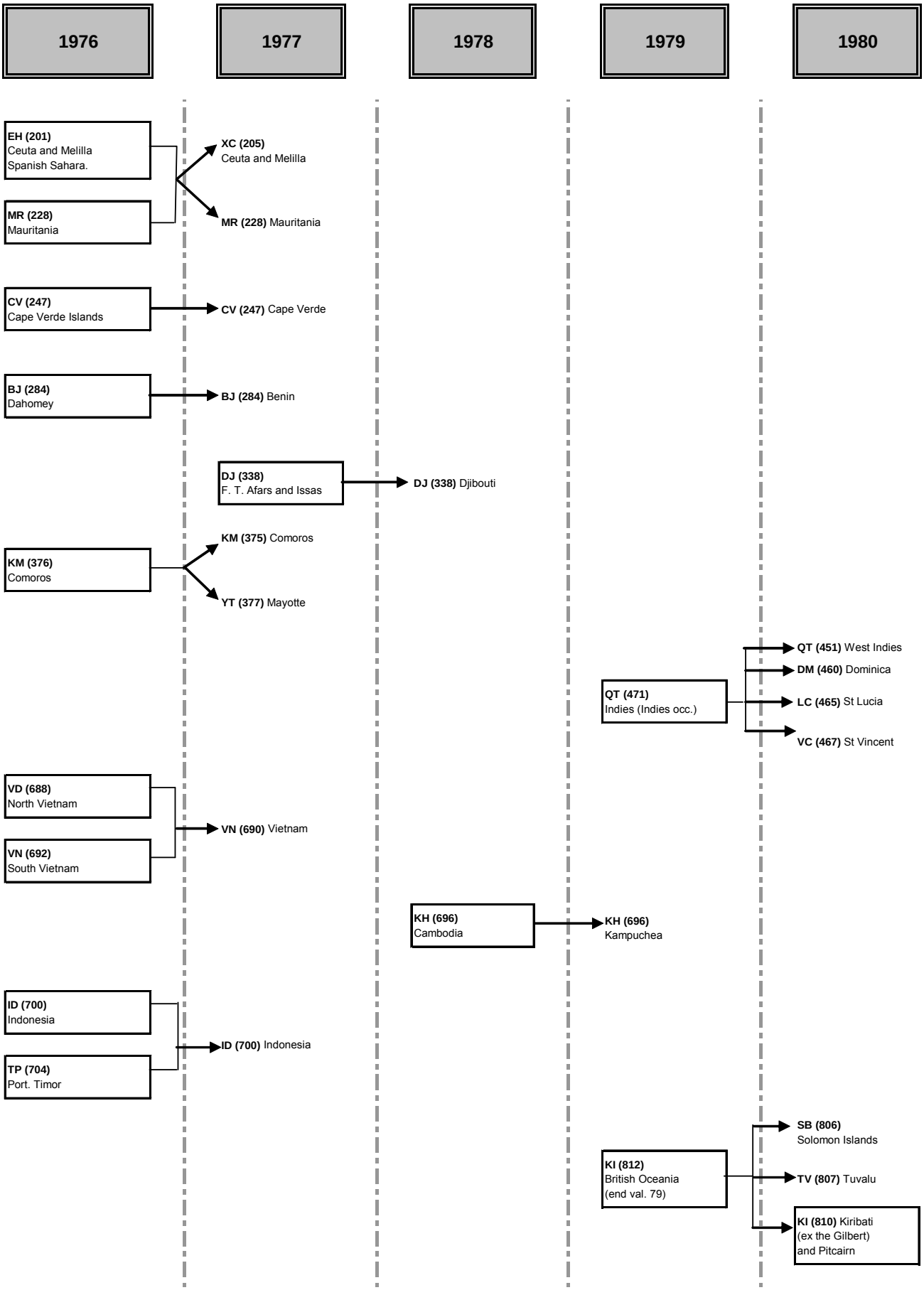
96 Leather, textiles and clothing
961 Leather, manufactures of leather, of raw hide and skins
962 Textile yarn, fabrics, made-up articles and related products
963 Travel goods, clothing, knitted and crocheted goods, footwear

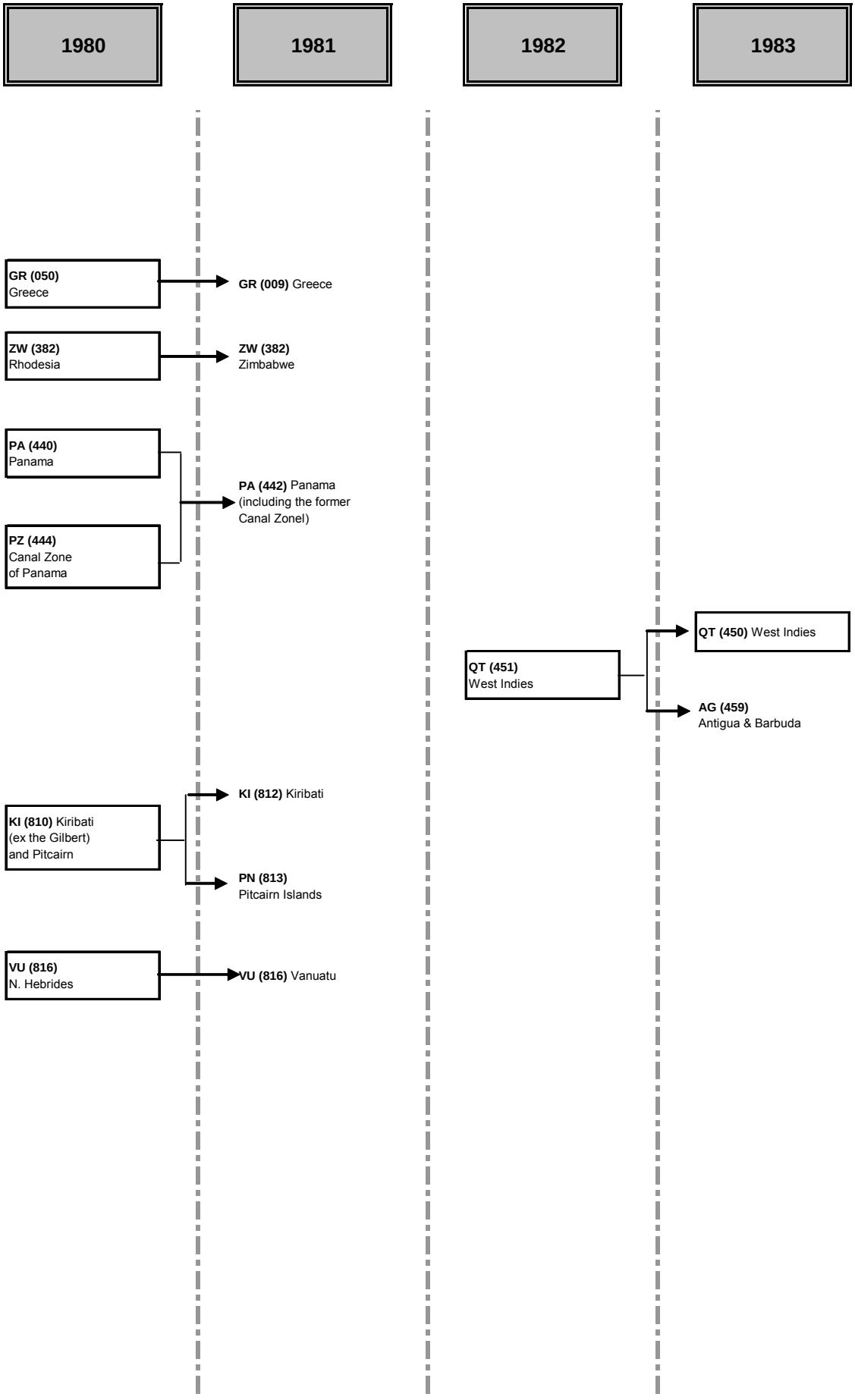
97 Other manufactured articles
971 Semi-finished products and manufactured articles of rubber
972 Paper and paperboard, unworked
973 Paper and paperboard manufactures
974 Paper matter
975 Furniture, new
976 Wood and cork manufactures, excluding furniture
979 Other manufactured articles n.e.s.

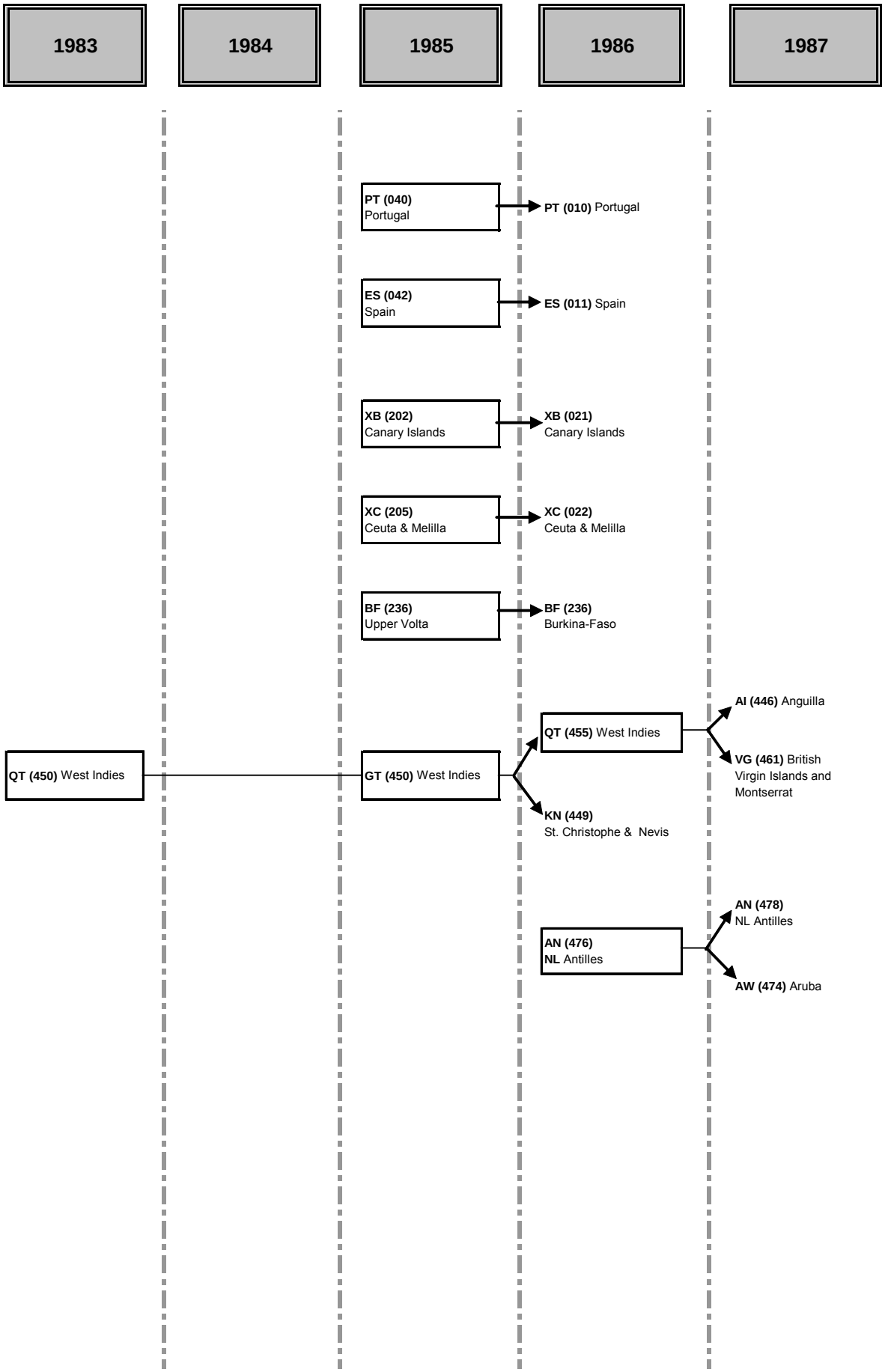
99 Miscellaneous articles
991 Packing containers, used
992 Construction materials, fairground vehicles and equipment, used
993 Removal equipment
994 Gold, coins, medals
999 Other manufactured goods not classified according to kind

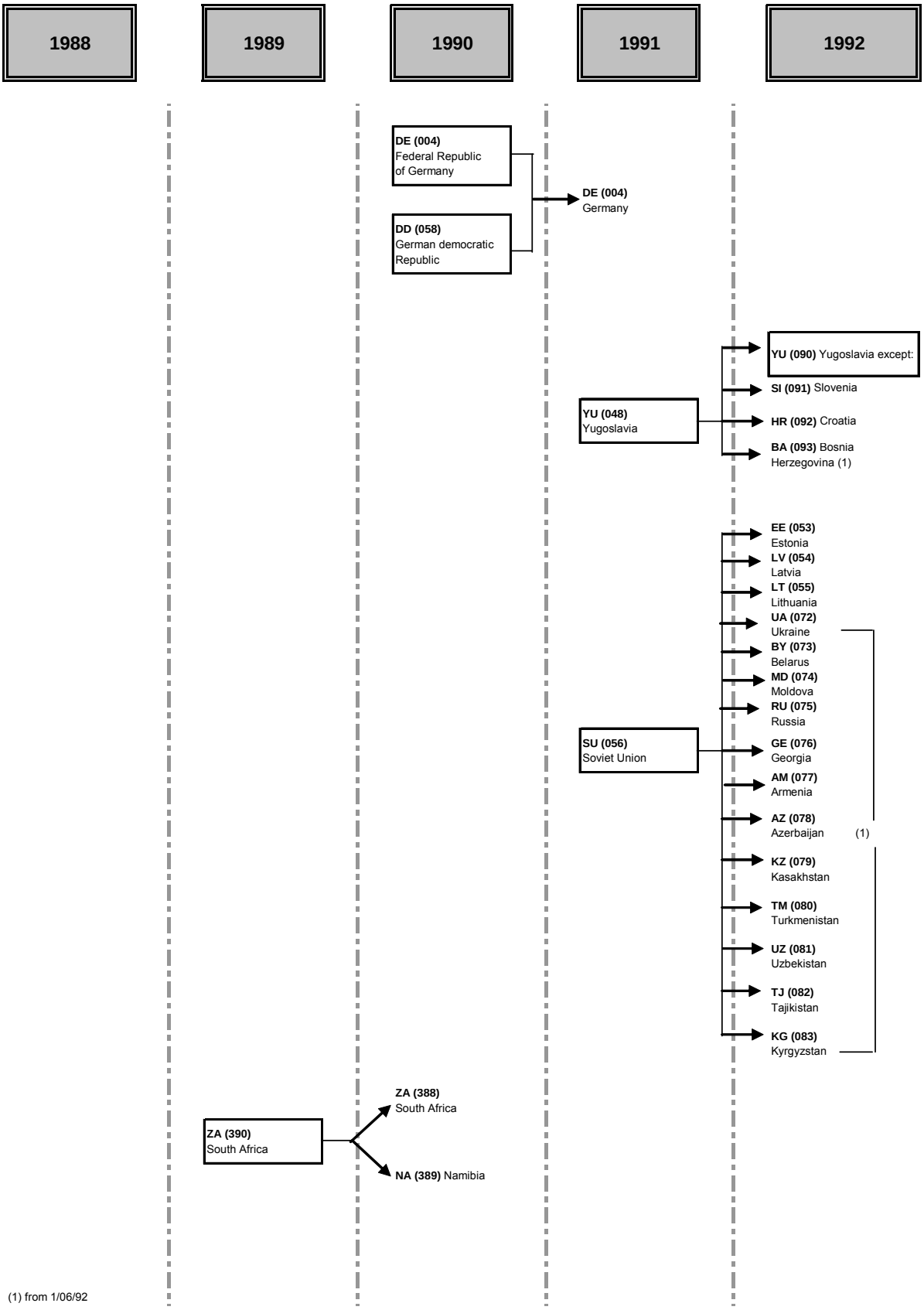
Arms and ammunition, military

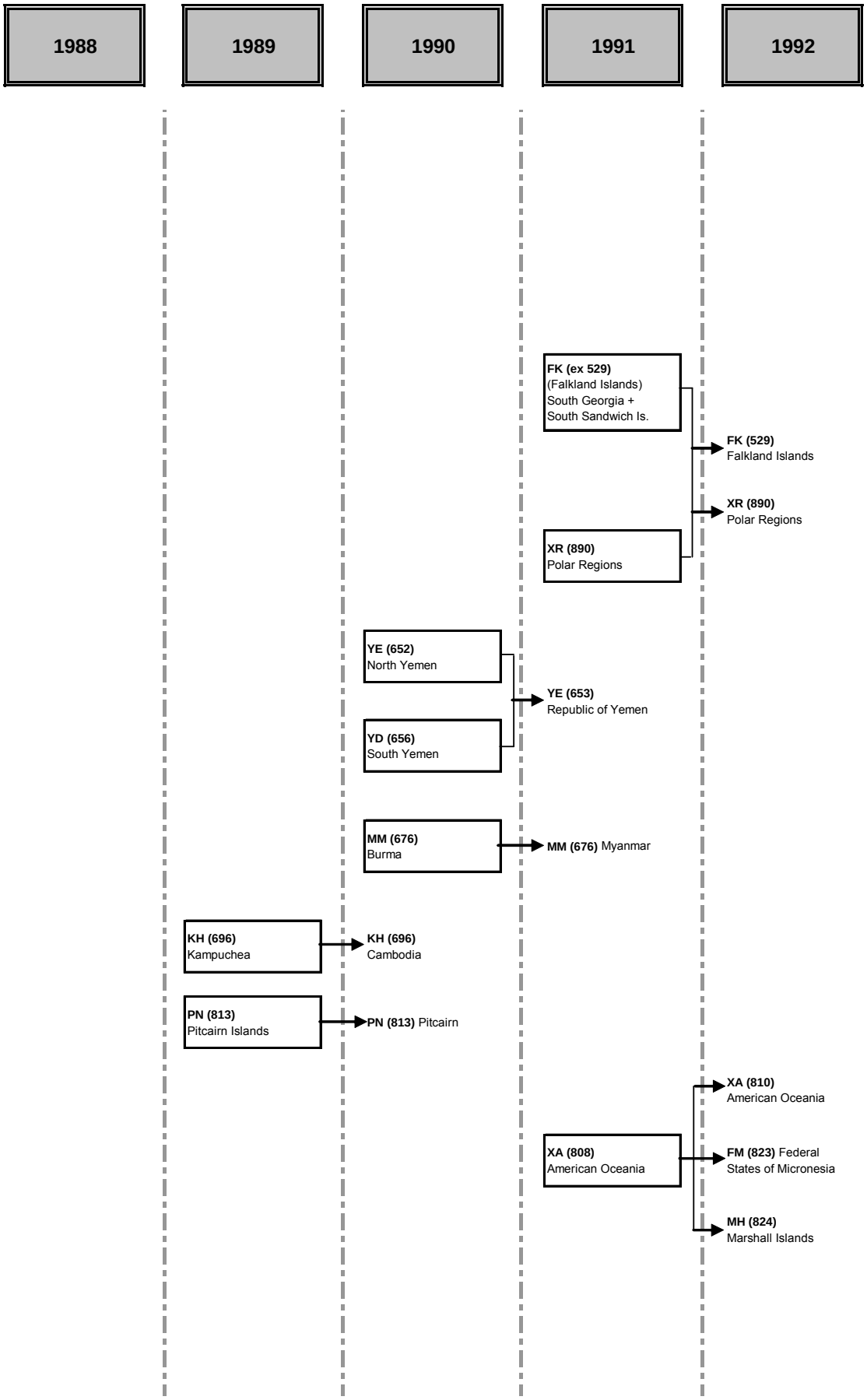
Annex 5: Changes in Geonomenclature since 1997

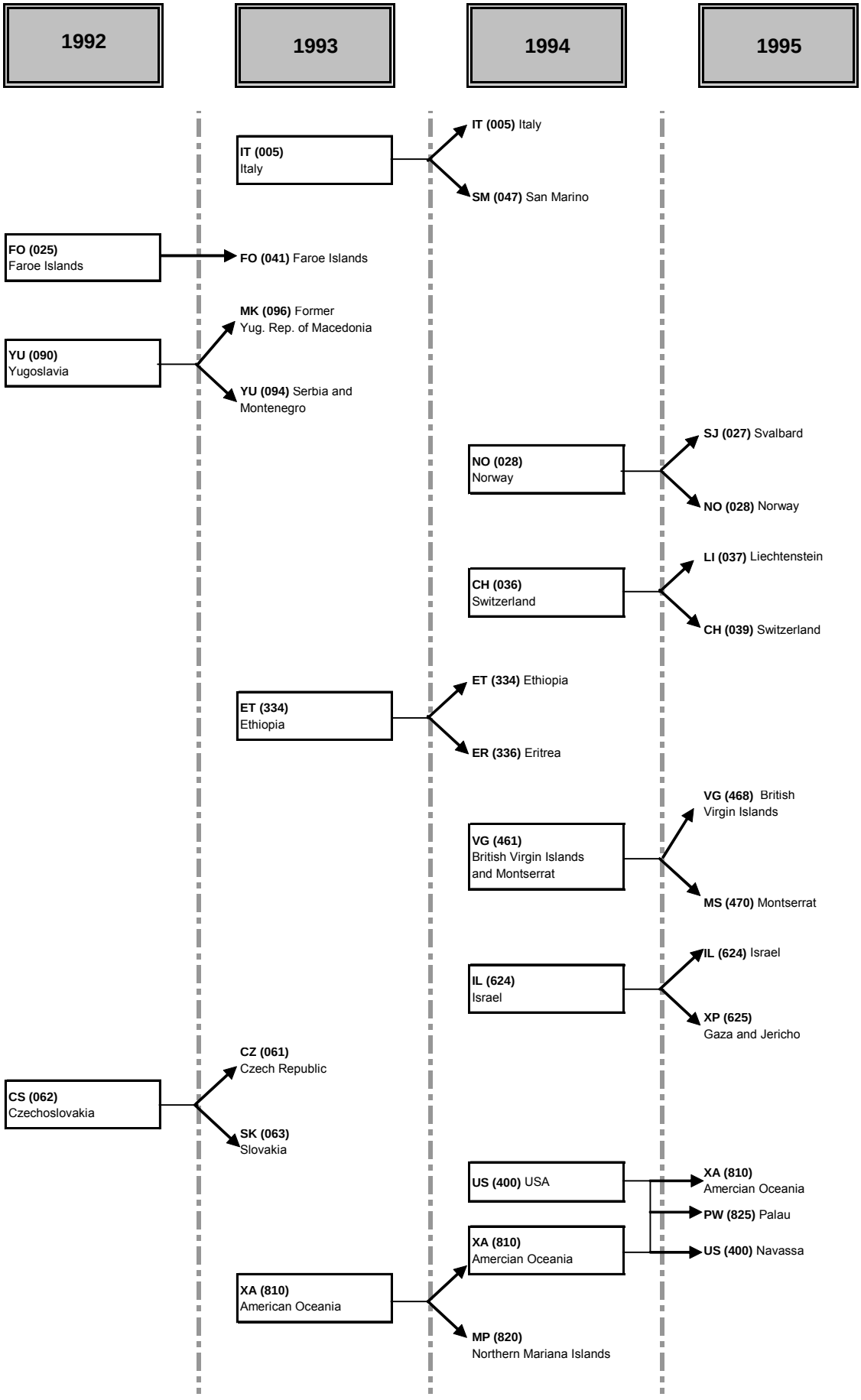

1976
1977
1978
1979
1980
EH (201) Ceuta and Melilla Spanish Sahara.
XC (205) Ceuta and Melilla
MR (228) Mauritania
MR (228) Mauritania
CV (247) Cape Verde Islands
CV (247) Cape Verde
BJ (284) Dahomey
BJ (284) Benin
DJ (338) F. T. Afars and Issas
DJ (338) Djibouti
KM (376) Comoros
KM (375) Comoros
YT (377) Mayotte
QT (471) Indies (Indies occ.)
QT (451) West Indies
DM (460) Dominica
LC (465) St Lucia
VC (467) St Vincent
VD (688) North Vietnam
VN (692) South Vietnam
VN (690) Vietnam
KH (696) Cambodia
KH (696) Kampuchea
ID (700) Indonesia
TP (704) Port. Timor
ID (700) Indonesia
KI (812) British Oceania (end val. 79)
SB (806) Solomon Islands
TV (807) Tuvalu
KI (810) Kiribati (ex the Gilbert) and Pitcairn

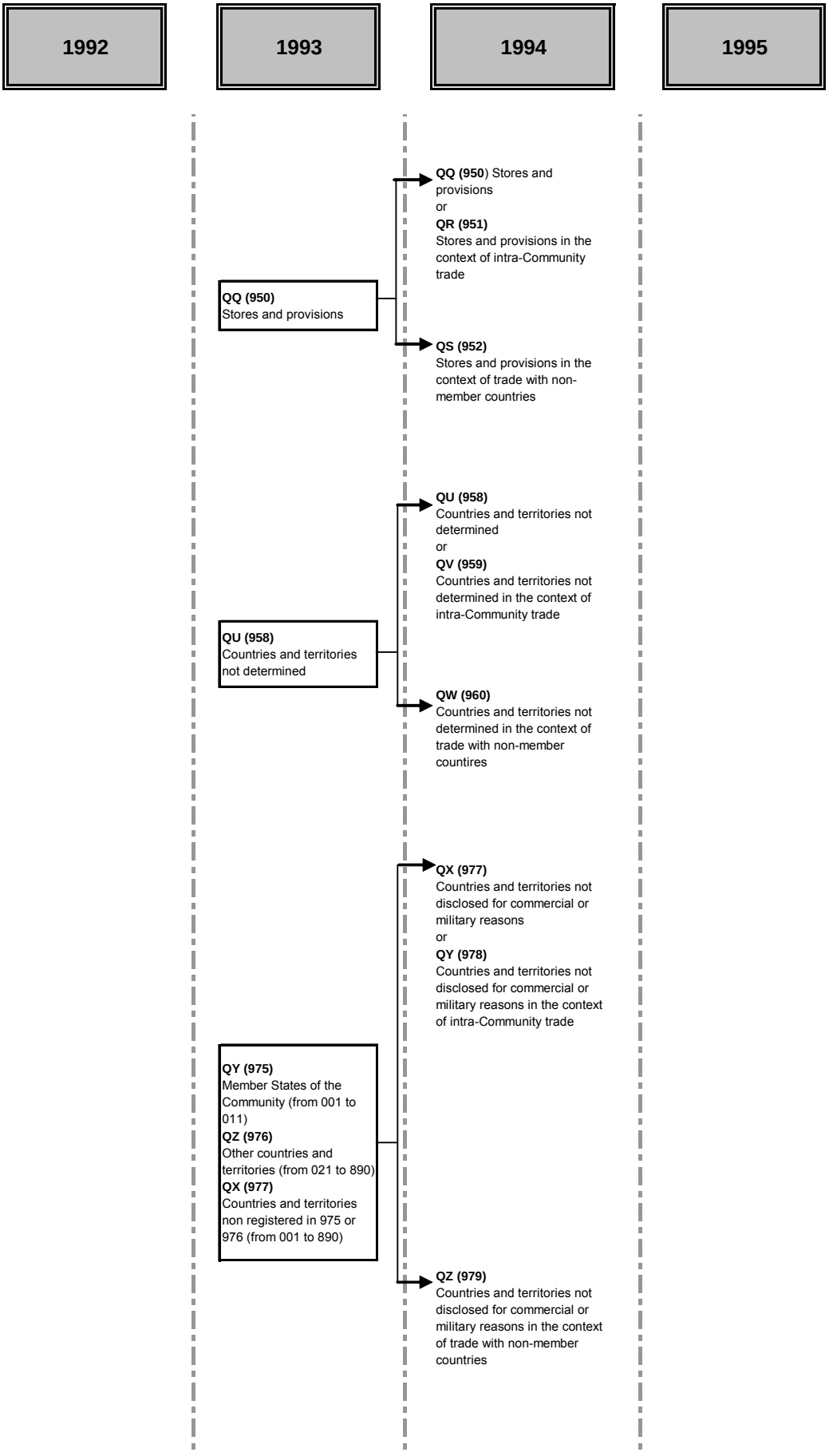

1980
1981
1982
1983
GR (050)
Greece
GR (009) Greece
ZW (382)
Rhodesia
ZW (382)
Zimbabwe
PA (440)
Panama
PZ (444)
Canal Zone
of Panama
PA (442) Panama
(including the former
Canal Zonel)
QT (451)
West Indies
QT (450) West Indies
AG (459)
Antigua & Barbuda
KI (810) Kiribati
(ex the Gilbert)
and Pitcairn
KI (812) Kiribati
PN (813)
Pitcairn Islands
VU (816)
N. Hebrides
VU (816) Vanuatu

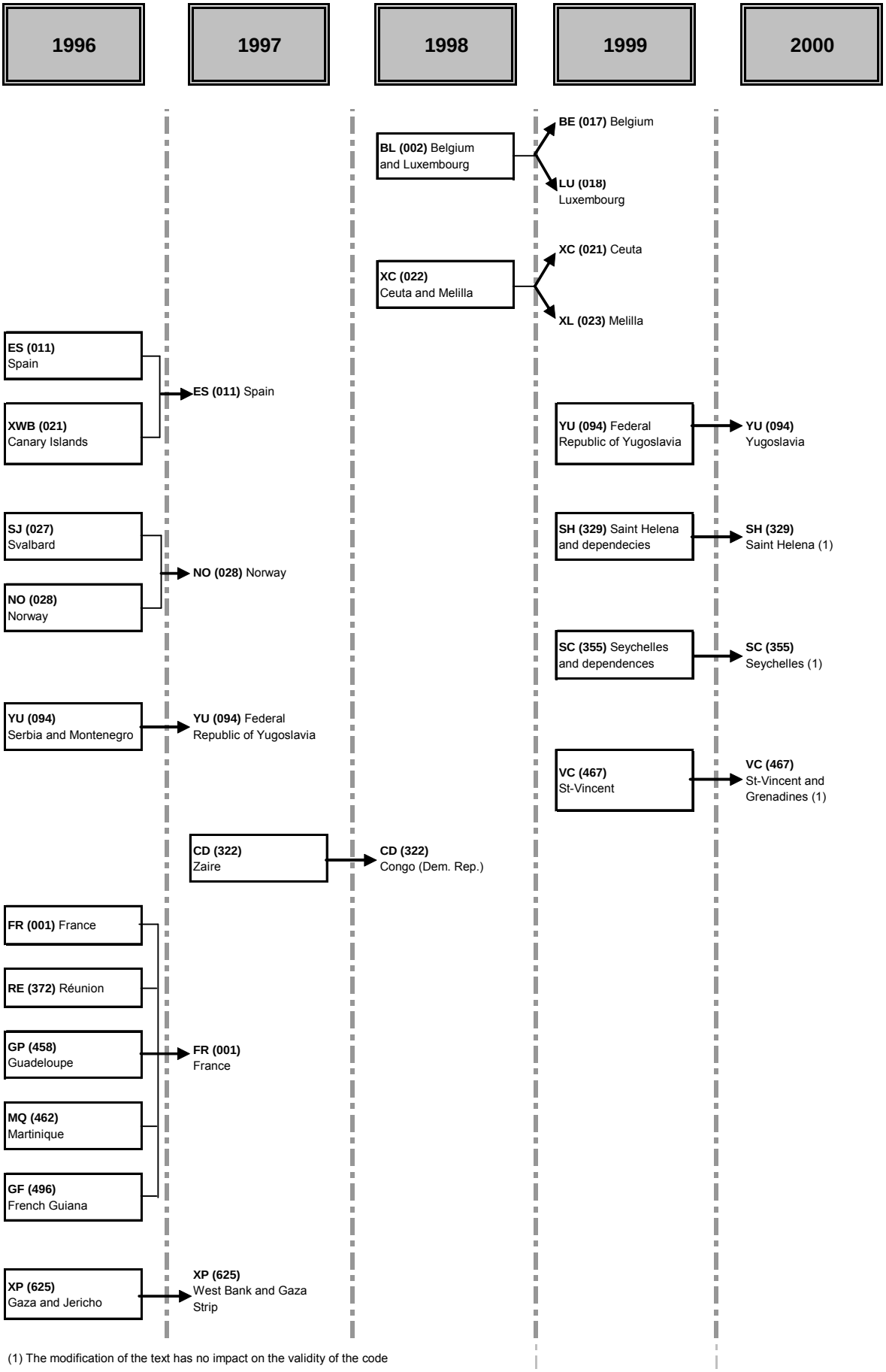

1983
1984
1985
1986
1987
PT (040) Portugal
PT (010) Portugal
ES (042) Spain
ES (011) Spain
XB (202) Canary Islands
XB (021) Canary Islands
XC (205) Ceuta & Melilla
XC (022) Ceuta & Melilla
BF (236) Upper Volta
BF (236) Burkina-Faso
QT (450) West Indies
GT (450) West Indies
QT (455) West Indies
AI (446) Anguilla
VG (461) British Virgin Islands and Montserrat
KN (449) St. Christophe & Nevis
AN (476) NL Antilles
AN (478) NL Antilles
AW (474) Aruba


1988
1989
1990
1991
1992
DE (004) Federal Republic of Germany
DD (058) German democratic Republic
DE (004) Germany
YU (048) Yugoslavia
YU (090) Yugoslavia except:
SI (091) Slovenia
HR (092) Croatia
BA (093) Bosnia Herzegovina (1)
SU (056) Soviet Union
EE (053) Estonia
LV (054) Latvia
LT (055) Lithuania
UA (072) Ukraine
BY (073) Belarus
MD (074) Moldova
RU (075) Russia
GE (076) Georgia
AM (077) Armenia
AZ (078) Azerbaijan
KZ (079) Kasakhstan
TM (080) Turkmenistan
UZ (081) Uzbekistan
TJ (082) Tajikistan
KG (083) Kyrgyzstan
(1)
ZA (390) South Africa
ZA (388) South Africa
NA (389) Namibia
(1) from 1/06/92

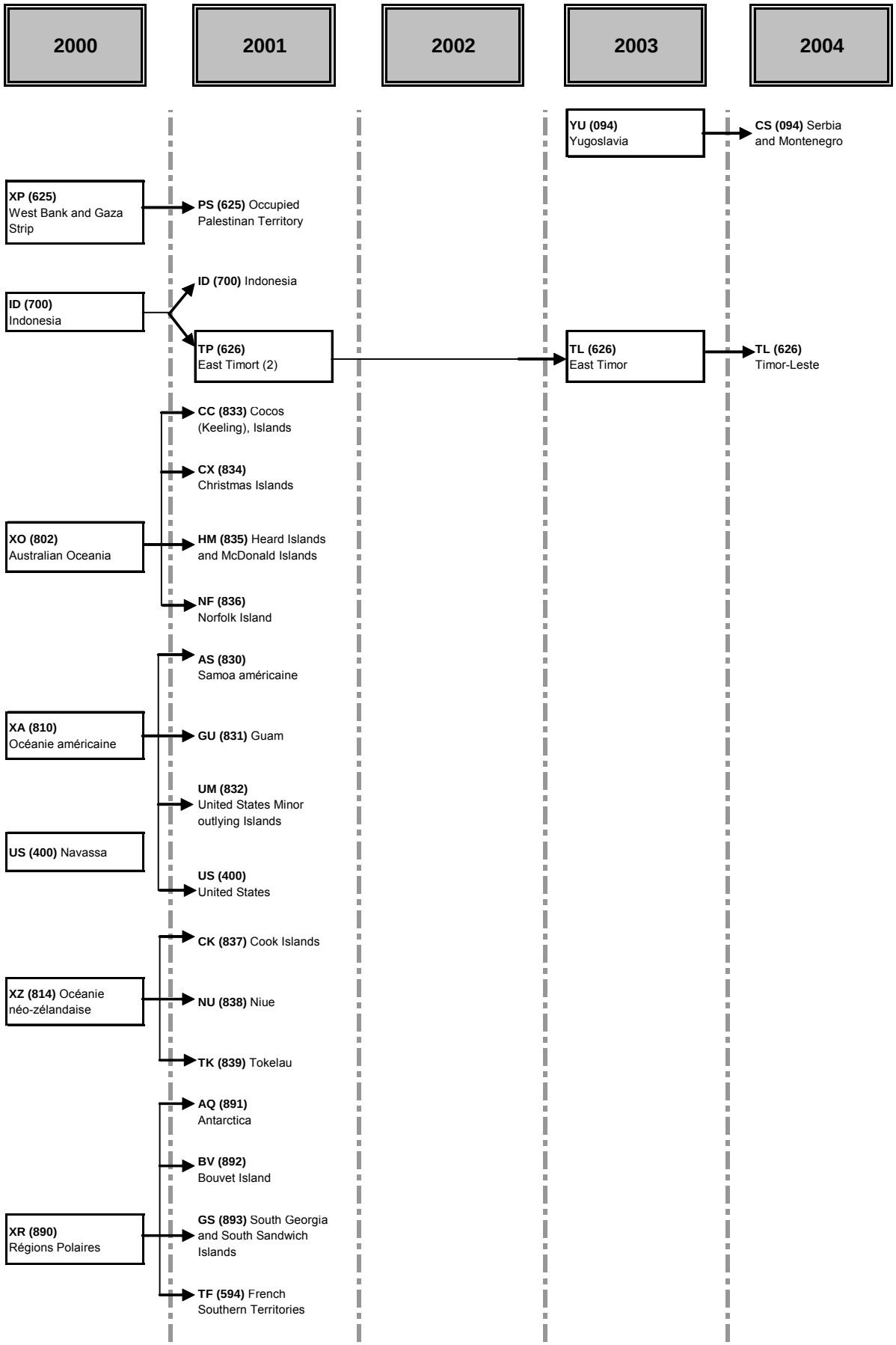

1988
1989
1990
1991
1992
FK (ex 529)
(Falkland Islands)
South Georgia +
South Sandwich Is.
FK (529)
Falkland Islands
XR (890)
Polar Regions
XR (890)
Polar Regions
YE (652)
North Yemen
YE (653)
Republic of Yemen
YD (656)
South Yemen
MM (676)
Burma
MM (676) Myanmar
KH (696)
Kampuchea
KH (696)
Cambodia
PN (813)
Pitcairn Islands
PN (813) Pitcairn
XA (810)
American Oceania
XA (808)
American Oceania
FM (823) Federal
States of Micronesia
MH (824)
Marshall Islands


1992
1993
1994
1995
IT (005) Italy
IT (005) Italy
SM (047) San Marino
FO (025) Faroe Islands
FO (041) Faroe Islands
MK (096) Former Yug. Rep. of Macedonia
YU (090) Yugoslavia
YU (094) Serbia and Montenegro
SJ (027) Svalbard
NO (028) Norway
NO (028) Norway
LI (037) Liechtenstein
CH (036) Switzerland
CH (039) Switzerland
ET (334) Ethiopia
ET (334) Ethiopia
ER (336) Eritrea
VG (468) British Virgin Islands
VG (461) British Virgin Islands and Montserrat
MS (470) Montserrat
IL (624) Israel
IL (624) Israel
XP (625) Gaza and Jericho
CZ (061) Czech Republic
CS (062) Czechoslovakia
SK (063) Slovakia
US (400) USA
XA (810) Amercian Oceania
PW (825) Palau
XA (810) Amercian Oceania
US (400) Navassa
XA (810) American Oceania
MP (820) Northern Mariana Islands

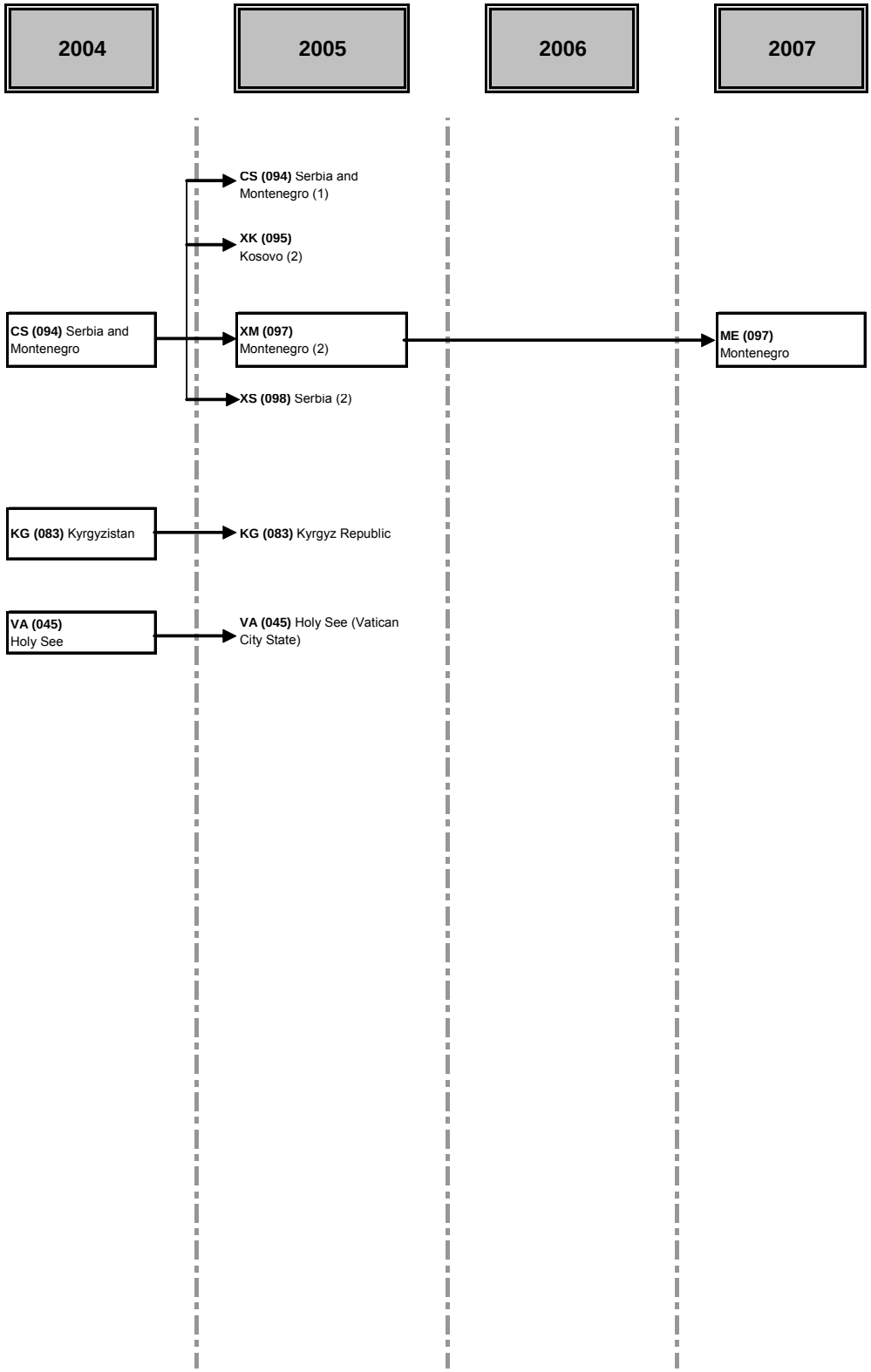

1992
1993
1994
1995
QQ (950) Stores and provisions
or
QR (951)
Stores and provisions in the context of intra-Community trade
QQ (950)
Stores and provisions
QS (952)
Stores and provisions in the context of trade with non-member countries
QU (958)
Countries and territories not determined
or
QV (959)
Countries and territories not determined in the context of intra-Community trade
QU (958)
Countries and territories not determined
QW (960)
Countries and territories not determined in the context of trade with non-member countires
QX (977)
Countries and territories not disclosed for commercial or military reasons
or
QY (978)
Countries and territories not disclosed for commercial or military reasons in the context of intra-Community trade
QY (975)
Member States of the Community (from 001 to 011)
QZ (976)
Other countries and territories (from 021 to 890)
QX (977)
Countries and territories non registered in 975 or 976 (from 001 to 890)
QZ (979)
Countries and territories not disclosed for commercial or military reasons in the context of trade with non-member countries



(1) The modification of the text has no impact on the validity of the code



(2) Territory under United Nations transitoriel administration



(1) Until 31.5.2005

(2) From 1.6.2005

Annex 6: Grouping of Maritime Coastal Area into Sea zones for dissemination purposes

E/A/S/F/P/U	1/2/3/4/5/6/7/8/9/A/G/P/R/S/X	Relation
Continent	Region/Sea	As it is
E: Europe		
	1: Atlantic ocean	
	4: North sea	
	5: Baltic sea	
	6: Mediterranean	
	7: Black Sea	
A: America		
	1: Atlantic ocean	
	2: Pacific ocean	
	8: Gulf of Mexico	
	9: Caribbean sea	
	A: Arctic ocean	
	G: Great Lakes	
S: Asia		
	2: Pacific ocean	
	6: Mediterranean sea	
	7: Black sea	
	A: Arctic ocean	
	P: Persian Gulf	
	S: Suez/Red Sea	
F: Africa		
	1: Atlantic ocean	
	3: Indian ocean	
	6: Mediterranean sea	
	S: Suez/Red Sea	
O: Oceania		
P: Polar		
U: Unknown	X: Unknown/Non ports	
	R: River	

Explanations

In the UN/LOCODE manual, column "5" is intended to show a geographic location identifier, to help find places and to aid transport operations and statistics. A one (1)-character code currently used by the Economic Commission for Latin America and the Caribbean (ECLAC) in their version of the UN/LOCODE is shown for some locations.

The ECLAC codes are the following:

1	Atlantic Ocean and dependencies, except those covered by 4, 5, 6, 7, 8 and 9 (the Channel is included)
2	Pacific Ocean and dependencies
3	Indian Ocean and dependencies
4	North Sea
5	Baltic Sea
6	Mediterranean Sea
7	Black Sea
8	Gulf of Mexico
9	Caribbean Sea
A	Arctic Ocean
F	River port
G	North American Great Lakes
L	Lake port, except those under G

Based on the ECLAC codes, Eurostat attributed to each Locode and Maritime Coastal Area one of the following codes in order to help to identify places and to aid maritime transport operations and statistics:

Atlantic Ocean	**1**	**Arctic Ocean**	**A**
Pacific Ocean	**2**	**Great Lakes**	**G**
Indian Ocean	**3**	**Persian Gulf**	**P***
North Sea	**4**	**River port**	**R***
Baltic Sea	**5**	**Suez/Red Sea**	**S***
Mediterranean	**6**	**Unknown/Not a port**	**X***
Black Sea	**7**		
Gulf of Mexico	**8**	*** : codes attributed by Eurostat**	
Caribbean Sea	**9**		

Annex 7: Questionnaire on Maritime Transport Statistics

Pilot questionnaire : MARITIME TRANSPORT

(1): : data not available
- magnitude zero, not applicable
(2): p provisional data
r revised data
***/e secretariat/country estimated data**
b break in series
? used by EUROSTAT in the Excel version to indicate that the data needs further checking by the countries

GLOSSARY

(3) Any text or comment needed
References in square brakets refer
to the GLOSSARY FOR TRANSPORT STATISTICS

également disponible en français
auch verfügbar auf Deutsch

References	Text	Quantity (1)	Flag (2)	Note (3)	Quantity (1)	Flag (2)	Note (3)
	I. INFRASTRUCTURE						
	1. PORTS [I-02] ***Number at 31.12*** **1 Total**						
	References						
	Total						
	by type of port **1.1 Main ports [Council Directive 95/64/EC Article 4]**						
	References						
	1 Total						
	1.2 Other ports						
	Références						
	1 Total						

	II. TRANSPORT EQUIPMENT - UNDER NATIONAL FLAG [II-09]						
	1. MERCHANT SHIPS [II-06] ***Number at 31.12*** **1 Total**						
	References						
	Total						
	by type of ship						
	1.1 Liquid bulk carrier [II-06-i]						
	References						
	Total						
	1.2 Dry bulk carrier [II-06-ii]						
	References						
	Total						
	1.3 Container ship [II-06-iii]						
	References						
	Total						
	1.4 Specialised carrier [II-06-iv]						
	References						
	Total						
	1.5 General cargo non-specialised [II-06-v]						
	References						
	Total						
	1.6 Dry cargo barge [II-06-vi]						
	References						
	Total						
	1.7 Passenger ship [II-06-vii]						
	References						
	Total						
	1.8 Fishing [II-06-viii]						
	References						
	Total						
	1.9 Offshore activities [II-06-ix]						
	References						
	Total						
	1.10 Tugs [II-06-x]						
	References						
	Total						

	1.11 Miscellaneous [II-06-xi]						
	References						
	Total						
	by year of construction						
	1.1 < 1980						
	References						
	Total						
	1.3 1980 - 1989						
	References						
	Total						
	1.4 1990 - 1999						
	References						
	Total						
	1.5 >= 2000						
	References						
	Total						

	III. ENTERPRISES ECONOMIC PERFORMANCE AND EMPLOYMENT						

	1. SEA TRANSPORT ENTERPRISE(S) [III-04]						
	Number of enterprises at 31.12						
	1 Total						
	References						
	Total						

	2. EMPLOYMENT IN SEA TRANSPORT ENTERPRISE(S) (AT 31.12) [III-20]						
	Number of employees at 31.12.						
	1 Total						
	References						
	Total						
	by type of employment						
	1.1 Officers [III-21-i]						
	References						
	Total						
	1.2 Ratings [III-21-ii]						
	References						

	Total						
	1.3 Cadets [III-21-iii]						
	References						
	Total						
	1.4 Other vessel based staff including restaurant and entertainment staff [III-21-iv]						
	References						
	Total						
	1.5 Shore based staff engaged in management, sales, passenger and cargo handling etc [III-21-v]						
	References						
	Total						

	3. PORT ENTERPRISE(S) [III-06]						
	Number of enterprises at 31.12						
	1 Total						
	References						
	Total						

	4. EMPLOYMENT IN PORT ENTERPRISE(S) (AT 31.12) [III-20]						
	Number of employees at 31.12.						
	1 Total						
	References						
	Total						
	by type of employment						
	1.1 Port management and administration staff [III-22-i]						
	References						
	Total						
	1.2 Pilots and other ship based staff [III-22-ii]						
	References						
	Total						
	1.3 Dock workers [III-22-iii]						
	References						
	Total						
	1.4 Technical and maintenance personnel [III-22-iv]						
	References						
	Total						
	1.5 Other [III-22-v]						
	References						
	Total						

	5. GROSS INVESTMENT AND MAINTENANCE COSTS FOR INFRASTRUCTURE IN PORTS AND SEA TRANSPORT ENTERPRISE(S)						
	Amount of the year (national currency in current prices) (millions)						
	1 Total						
	References						
	Total						
	by nature of expenditure						
	1.1 Investment						
	References						
	Total						
	1.2 Maintenance						
	References						
	Total						
	6. GROSS INVESTMENT AND MAINTENANCE COSTS FOR EQUIPMENT IN PORTS AND SEA TRANSPORT ENTERPRISE(S)						
	Amount of the year (national currency in current prices) (millions)						
	1 Total						
	References						
	Total						
	by nature of expenditure						
	1.1 Investment						
	References						
	Total						
	1.2 Maintenance						
	References						
	Total						
	VII. ACCIDENTS						
	1 MARINE CASUALTIES ON NATIONAL TERRITORY (REGARDLESS OF THE FLAG OF THE VESSEL) [VII-01]						
	Number during the year						
	1 Total						
	References						
	1 Total						

	2. DEATHS RESULTING FROM A MARINE CASUALTY ON NATIONAL TERRITORY [VII-07]						
	Number during the year						
	1 Total						
	References						
	1 Total						

	3. MARINE CASUALTIES ON NATIONAL TERRITORY CAUSING SEVERE POLLUTION [VII-08]						
	Number during the year						
	1. Total						
	References						
	Total						
	1.1 Marine casualties in which oil products are released						
	References						
	Total						
	1.1 Marine casualties in which other dangerous goods are released						
	References						
	Total						

	4. MARINE CASUALTIES WHERE A VESSEL UNDER NATIONAL FLAG WAS INVOLVED (REGARDLESS OF THE TERRITORY WHERE THE ACCIDENT OCCURRED) [VII-01]						
	Number during the year						
	1 Total						
	References						
	1 Total						

	5. DEATHS RESULTING FROM A MARINE CASUALTY WHERE A VESSEL UNDER NATIONAL FLAG WAS INVOLVED [VII-07]						
	Number during the year						
	1 Total						
	References						
	1 Total						

	6. MARINE CASUALTIES CAUSING SEVERE POLLUTION WHERE A VESSEL UNDER NATIONAL FLAG WAS INVOLVED [VII-08]						
	Number during the year						
	1. Total						

	References						
	Total						
	1.1 Marine casualties in which oil products are released						
	References						
	Total						
	1.1 Marine casualties in which other dangerous goods are released						
	References						
	Total						