EC INTERREG IIIB PROGRAMME

SUTRANET

Work Package 2

Task 1.2

Intermodal Shipping Services at Major Ports in the North Sea Region

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1 Regular transport services at Major Ports in the North Sea Region

The following analysis will give an overview of regular transport services of selected ports which are located in the North Sea region. The following countries (and Ports) are included in the report: Belgium (Antwerp, Ostend, Zeebrugge), Denmark (Aarhus, Esbjerg, CMP), Germany (Bremerhaven, Hamburg), Netherlands (Amsterdam, Rotterdam, Vlissingen), England (Felixstowe, Grangemouth, Harwich, Hull, Ipswich, Killingholme, Rosyth, Teesport), Sweden (CMP, Gothenburg) and Norway (Kristiansand, Oslo). In the report are shown the individual number of destinations declared by the selected Ports with their individual structure of container, bulk and roro transport destinations as well as the individual regional distribution as part of the Intermodal Shipping Services at Major Ports in the North Sea Region.

1.1 Belgium Ports

In the following the regular transport service of the ports of Antwerp and Zeebrugge will be shown. The individual information for the regular transport service for container transport, bulk and roro is based on data published by the ports.

1.1.1 Port of Antwerp

The Port of Antwerp is situated 75 km from the North Sea on the River Schelde (51° 14’ N and 4° 25’ E) and is one of the four major ports in Europe and the main port in Belgium. The port has a max. draft of 14,95 m. The approx. 16,000 ships that call in Antwerp every year sail under the flags of close to 100 different countries. The liner business offers 300 regular services to 800 overseas destinations. Every year Antwerp offers roughly 14,000 sailings. Every two months there is at least one sailing to 600 ports scattered throughout the world. Weekly sailings are on offer to no fewer than 325 ports, while there are daily sailings to 50 different ports. The Port of Antwerp is the biggest Port in Belgium and the third biggest Container-Port in Europe, after the main Hub Ports of Port of Rotterdam and Port of Hamburg.

The Port of Antwerp is in the regular transport service linked with two of the main hub ports (Port of Rotterdam and Bremerhaven), however not to the German hub Port of Hamburg.

In the group of regular transport services are 355 destinations declared by the Port of Antwerp. 297 of them are in regular services for container transport, which will be the main part, followed by 236 destinations with bulk transport and 59 roro transport destinations (of which are 56 of them additional and three Italian port as alternative declaration to group of container transport).

In the regional distribution of the regular transport services of cargo routes by the Port of Antwerp it can be pointed out, that the main share is linked to North European ports with 178 destinations which represents ca. 50% of the total number, followed by 115 port destinations to South Europe (ca 32%), and 62 ports are linked to regions outside Europe (Russian Port only). In the list of the North European destinations UK ports dominate with 46 ports followed by Norway with 27 port destinations. In the South European area are Spanish port destinations dominant with 37 port relations, followed by 18 ports in Italy. Worldwide
destinations with overseas ports to North- and South-America, Asia, Oceania and Africa are in general available to Port of Antwerp as a main European hub Port in the North-Range.

1.1.2 Port of Ostend

The Port of Ostend is situated on the English canal coast of Belgium (51° 14’ N and 2° 55’ E) and has a deep water harbour with two inner harbours entered via locks. The max. draft of the Port of Ostend is 7,3 m.

The Port of Ostend is in the regular transport service only linked with the two main Benelux hub ports (Port of Rotterdam and Antwerp), however not to the German hub Ports of Port of Hamburg and Bremerhaven.

In the group of regular transport services are eight destinations declared by the Port of Ostend. Four of them are in regular service for container transport and three of them are in service for roro transport only. No regular cargo routes are declared for bulk transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Ostend can be pointed out, that all eight destinations are linked to North European ports only. Within the group of the European Ports the intra British links are dominant with four destinations with Port of Ostend.

1.1.3 Port of Zeebrugge

The Port of Zeebrugge lies on the Belgium coast of the North Sea, 12 nm west of the mouth of the Scheldt estuary (51° 20’ N and 3° 12’ E) with a max. draft of 15,5 m.

The Port of Zeebrugge is in the regular transport service only linked with the two main Benelux hub ports (Port of Rotterdam and Antwerp), however not to the German hub Ports of Hamburg and Bremerhaven.

In the group of regular transport services are 56 destinations declared by the Port of Zeebrugge. 32 of them are in regular services for container, followed by 5 destinations with additional bulk transport. The main regular transport services can be shown with 35 ports destinations which are declared for roro transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Zeebrugge can be pointed out, that the main number are linked to North European ports with 46 destinations which represents ca. 82% of the total number, followed by nine port to South Europe (ca 16%). One only one ports is linked to regions outside Europe (Russian Port of St. Petersburg). In the list of the North European destinations UK destinations dominate with 21 ports, followed by five regular transport destinations to French ports.

1.2 Danish Ports

In the following the regular transport service of the ports of Aarhus, Esbjerg and CMP will be shown in detail. The individual information for the regular transport service for container transport, bulk and roro is based on data published by the ports.

1.2.1 Port of Aarhus

The Port of Aarhus is situated in Aarhus Bay on the east coast of Jutland at the Position 56° 10’ N - 10° 13’ E and a max. draft of 13 m.
The Port Aarhus is in the regular transport service linked with three of the main hub ports (Port of Rotterdam, Hamburg and Bremerhaven), however a regular link to the Belgium hub Port of Antwerp is missing.

In the list of cargo routes of the port of Aarhus a detailed kind of cargo groups (by container, bulk, roro) is not available.

In the regional distribution of the regular transport services of cargo routes by the Port of Aarhus can be pointed out, that the main number are linked to North European destinations with 35 ports, which represents ca. 83% of the total number, followed by six port to South Europe (14 %) and only one port (Port of St. Petersburg) outside of Europe.

1.2.2 Port of Esbjerg

The Port of Esbjerg is located on the west coast of Jutland in Denmark and situated on the North Sea at 55° 28' N and 8° 26' E and a max draft of 10,5 m.

The Port of Esbjerg is in the regular transport service not link with the four main hub ports (Port of Rotterdam, Antwerp, Hamburg, Bremerhaven).

In the group of regular transport services are 14 destinations declared by the Port of Esbjerg. Eight of them are in regular service for container and twelve of them are in service for roro transport (of which are six as alternative and six as additional transport destination declared to the service of the regular container transport).

In the group of regular container transport services are the main number of destinations are located to South European ports (with seven destinations) but only one destination (to the Irish Port of Cork) is declared to North European Ports. In the group of regular roro transport services are twelve of the 14 listed ports declared. As well as in the group of container transport the main number of ports in the regular roro transport are located to South European ports (with eight destinations). Only four destinations are declared to North European ports. No regular transport services are linked from the Port of Esbjerg to non-European ports.

1.2.3 CMP

Copenhagen-Malmoe Port (CMP) is a combined Port location of the Port of Copenhagen at Denmark (55° 42' N 12° 37' E) and Port of Malmö in Sweden (55° 37' N 13° 00' E.) with a short distance between the two harbours of approx. 26 km only and is located in the heart of the booming Øresund Region with 3.5 million inhabitants. CMP is the primary container port in the Region with a max draft of 12 m in part of Port of Copenhagen and 12,5 m in Port of Malmoe.

The Copenhagen-Malmoe Port is in the regular transport service linked with all of the main hub ports (Port of Rotterdam, Antwerp, Hamburg and Bremerhaven. In the group of regular transport services are 25 destinations reported by CMP. The main part of them with 22 destinations is for regular service of lolo, followed by five roro transport (of which are two of them as additional and three of them as alternative regular transport declared). In the regional distribution of the regular transport services of cargo routes by CMP can be pointed out, that the main number of destinations are linked to North European ports with 23 ports (which represents 92% of the total number), and only one port to South Europe (Spanish Port of Saguntoca). To regions outside Europe only one destination exist (Russian Ports of St. Petersburg).
1.3 German Ports

In the following the regular transport service of the main German hub ports Port of Hamburg and Port of Bremerhaven will be shown in a general overview. The individual information for the regular transport service for container transport, bulk and roro is based on data published by the ports.

1.3.1 Port of Bremerhaven

The Port of Bremerhaven is located on the River Weser, about 32 nautical miles away from the North Sea (53° 33’ N 08° 34’ E). Main port activities are the handling of containers, automobiles, fish, fruits and passengers. The port is divided into the Überseehafen area and the Fischereihafen area. The Port of Bremerhaven is in the regular transport service linked with all of the three other main hub ports (Port of Rotterdam, Antwerp and Hamburg) in the North-range.

In the list of cargo routes of the Port of Bremerhaven detailed kind of cargo group information is only available for container transport. In the list of 82 destinations for regular transport services all of them are reported for container transport only.

In the regional distribution of the regular transport services of cargo routes by the Port of Bremerhaven can be pointed out, that the main number are linked to North European ports with 72 destinations which represents ca. 88% of the total number, followed by eight port to South Europe (ca 10%) and two ports are linked to regions outside Europe (Russian Ports of Kaliningrad and St. Petersburg). Worldwide destinations with overseas ports to North- and South-America, Asia, Oceania and Africa are in general available to Port of Bremerhaven as a main European hub Port in the North-Range.

1.3.2 Port of Hamburg

The Port of Hamburg is situated on the River Elbe, 65 nm from the open sea of the North Sea (53° 33’ N 09° 58’ E) and is Germany’s largest port and the most eastern seaport of Germany by the North Sea. The Port of Hamburg is in the regular transport service linked with all of the three other main hub ports (Port of Rotterdam, Antwerp and Bremerhaven) in the North-range.

In the group of regular transport services are 166 destinations declared by the Port of Hamburg. The main part of them with 160 port destinations are reported for regular service of container transport, followed by 96 of all of them in service for bulk transport (which is in 91 cases a additional transport service and in only 3 cases a alternative transport to the regular transport service of container transport) and finally only three of them are for roro transport reported.

In the regional distribution of the regular transport services of cargo routes by the Port of Hamburg can be pointed out, that the main number are linked to North European ports with 119 ports which represents ca. 72% of the total number, followed by 43 destinations to South Europe (26%) and four port outside Europe (the Russian Ports Archangel, Kaliningrad, Murmansk and St. Petersburg). In the list of the North European destinations are Norway dominant with 55 ports, followed by 17 Spanish ports in the South European destinations. Worldwide destinations with overseas ports to North- and South-America, Asia, Oceania and Africa are in general available to Port of Hamburg as a main European hub Port in the North-Range. Worldwide destinations with overseas ports to North- and South-America, Asia, Oceania and Africa are in general available to Port of Hamburg as a main European hub Port in the North-Range.
1.4 Dutch Ports

In the following the regular transport service of the main Dutch ports Port of Amsterdam, Port of Vlissingen and the main European hub, Port of Rotterdam, will be shown in detail. All individual information for the regular transport service for container transport, bulk and roro is based on data, which are published by the ports.

1.4.1 Port of Amsterdam

The Port of Amsterdam is situated at the junction of the North Sea Canal and the Amsterdam Rhine Canal with a distance of approx. 20 km from the North Sea (52° 22' N 04° 39' E). The Amsterdamer port region consists of four ports (Amsterdam, Beverwijk, Velsen/Ijmuiden and Zaanstad) and can accommodate vessels up to 16,5 m draft at the dry bulk terminals outside the locks.

The Port of Amsterdam is in the regular transport service only linked with the two main hub ports (Port of Rotterdam and Hamburg), however not to the hub Ports of Antwerp and Bremerhaven.

In the list of cargo routes of the port of Amsterdam a detailed kind of cargo groups (by container, bulk, roro) is only for three of 13 ports available.

In the regional distribution of the regular transport services of cargo routes by the Port of Amsterdam can be pointed out, that the main number are linked to North European ports with eleven ports which represents ca. 85% of the total number, followed by one port to South Europe (Port of Gio Tauro) and one port to outside Europe (Port of St. Petersburg).

1.4.2 Port of Rotterdam

The Port of Rotterdam is situated on the mouth of the River Maas and is the premier port of the North European hinterland (51° 55' N 04° 30' E) and is easily accessible due to its deep (22,5 meters) waterways. The Port of Rotterdam is located in the Netherlands, which borders on Belgium, Luxemburg, Germany and, on the other side of the North Sea, Great Britain. Due to its central location, Rotterdam is one of the world's most important cargo junctions.

The Port of Rotterdam is the main port of European container transport.

The Port of Rotterdam is in the regular transport service linked with all of the three other main hub ports (Port of Antwerp, Hamburg and Bremerhaven) in the North-range.

In the group of regular transport services are 181 destinations declared by the Port of Rotterdam. The main part of them with 168 destinations are reported for regular service of container transport, followed by 72 of all of them in service for bulk transport and only 45 of them are for roro transport reported.

In the regional distribution of the regular transport services of cargo routes by the Port of Rotterdam can be pointed out, that the main number are linked to North European ports with 129 ports which represents ca. 71% of the total number, followed by 35 destinations to South Europe (ca. 19%) and 17 port outside Europe (all of them are Russian Ports only). In the list of the North European destinations are Norway dominant with 46 ports, followed by 17 Italian ports in the South European destinations.

1.4.3 Port of Vlissingen

The port of Vlissingen is situated on the north bank of the the Westerschelde (51° 27' N 03° 35' E) with a max. draft of 16,5 m and is the most eastern seaport of the Netherlands. The port has an open connection to the North Sea.
The Port of Vlissingen is in the regular transport service only linked with the two main Benelux hub ports (Port of Rotterdam and Antwerp), however not to the German hub ports of Port of Hamburg and Bremerhaven.

In the group of regular transport services are 35 destinations declared by the Port of Vlissingen. Seven of them are in regular service for container transport; nine of them are in service for bulk transport and the main part with 20 destinations are for roro transport reported.

In the regional distribution of the regular transport services of cargo routes by the Port of Vlissingen can be pointed out, that the main number are linked to North European ports with 26 ports which represents ca. 74% of the total number, followed by seven port to South Europe (20%) and two port outside Europe (the Russian Ports of Kaliningrad and St. Petersburg).

1.5 British Ports

In the following the regular transport service of the main British ports Port of Felixstowe, Port of Ostend and Port of Teesport will be shown in detail. All individual information for the regular transport service for container transport, bulk and roro is based on data, which are published by the ports.

1.5.1 Port of Felixstowe

The Port of Felixstowe (PFL) is located at the mouth of Harwich Harbour on the east coast of England (51° 57' N 01° 20' E) and a max. draft of 15 m. Port of Felixstowe and is the largest container port in the United Kingdom and one of the largest in Europe. PFL is a member of the Hutchison Port Holdings (HPH) Group, a subsidiary of the multinational conglomerate Hutchison Whampoa Limited (HWL).

The British Port of Felixstowe is in the regular transport service only linked with the three of the four main hub ports (Port of Rotterdam, Port of Antwerp and Port of Bremerhaven), however the German hub port, Port of Hamburg, is missing.

In the group of regular transport services are 23 destinations declared by the Port of Felixstowe. The main part of them with 22 port destinations is in regular service for container transport and one is in service for roro transport only.

In the regional distribution of the regular transport services of cargo routes by the Port of Felixstowe can be pointed out, that 18 destinations are linked to North European ports which represents ca. 78% of the total number, followed by five port to South Europe (28%) (Iberian peninsular) and no port destination is linked to outside Europe.). In the list of the North European destinations UK ports dominate with five ports.

1.5.2 Port of Grangemouth

The Port of Grangemouth is situated on the south side of the River Carron where the latter enters the River Forth (56° 02' N 03° 41' W) with a max. draft of 11 m. Port of Grangemouth is the main port of Scotland.

The British Port of Grangemouth is in the regular transport service only linked with the two main Benelux hub Ports (Port of Rotterdam and Antwerp), however not to the German hub ports of Port of Hamburg and Port of Bremerhaven.
In the group of regular transport services are three destinations declared by the Port of Grangemouth. All of them are in regular service for container transport only. No regular cargo routes are declared for bulk or roro transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Grangemouth can be pointed out, that all destinations are linked to North European ports only.

1.5.3 Port of Hull

The Port of Hull is located on the north bank of the River Humber on the east coast of England (53° 45' N 00° 17' W) with a max. draft of 10,4 m.

The Port of Hull is in the regular transport service linked with the three main hup Ports (Port of Rotterdam and Antwerp and Port of Bremerhaven) however not to the German hub port of Port of Hamburg.

In the group of regular transport services are 35 destinations declared by the Port of Hull, of which are 12 worldwide international. The main part of them are in regular service for container transport (with 23 of them in the European area and eleven worldwide and in 32 cases are transport services declared for destinations with bulk transport and for five of them for roro only.

In the regional distribution of the regular transport services of cargo routes by the Port of Hull can be pointed out, that them main destinations are linked to North European ports with 28 ports, followed by 12 worldwide international destinations and three links to South European ports. In the list of the North European destinations Swedish ports dominate with eight ports, followed by Finland with six transport destinations.

1.5.4 Port of Ipswich

The Port of Ipswich is located on the River Orwell on the east coast of England (52° 03’ N 01° 10’ E). The port has two container terminals and a Ro-Ro terminal with a max. draft of 8,4 m.

The Port of Ipswich is in the regular transport service not linked with the main hup Ports (Port of Rotterdam and Antwerp and Port of Bremerhaven).

In the group of regular transport services are six destinations declared by the Port of Ipswich. Four of them are in regular service for container transport and for bulk transport (in three cases both of them) and one is in service for roro transport only.

In the regional distribution of the regular transport services of cargo routes by the Port of Ipswich can be pointed out, that four destinations are linked to North European ports and two additional links are international (Guyana and Trinidad & Tobago).

1.5.5 Port of Killingholme

The Port of Killingholme is a sub port of Immingham and is situated of the south bank of the River Humber, 10 nm from the open sea (53° 40’ N 00° 14’ W) with a max. draft of 14,2 m.

The Port of Killingholme is in the regular transport service only linked with the major Benelux hup Ports (Port of Rotterdam), however not to the other main hup ports (Port of Antwerp, Port of Bremerhaven, Port of Hamburg).
In the group of regular transport services are three destinations declared by the Port of Killingholme all of them are in regular service for ro ro transport only. No regular cargo routes are declared for container or bulk transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Killingholme can be pointed out, that six destinations are linked to North European ports and two additional links are international (South Korea). In the list of the North European destinations Dutch ports dominate with three ports.

1.5.6 Port of Rosyth

The Port of Rosyth is located on the north bank of the Firth of Forth on the east coast of Scotland. Rosyth is located eight miles from Edinburgh and 40 miles from Glasgow. The Port of Rosyth offers deep water river berths with up to 540 metres frontage and a minimum depth of 8.3 m.

Port of Rosyth is in the regular transport service not linked with the main hub ports (Port of Rotterdam, Antwerp, Hamburg and Bremerhaven).

In the group of regular transport services are only two destinations declared by the Port of Rosyth with one for ro ro service and one for bulk transport only. No regular cargo routes are declared for container transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Rosyth can be pointed out, that all destinations are linked to North European ports only.

1.5.7 Port of Teesport

The Port of Teesport is located on the south bank of the River Tees, approx. 3 nm from the sea, on the north east coast of England (54° 38‘ N 01° 08‘ W) with a max. draft of 17 m.

Port of Teesport is in the regular transport service linked with all of the main hub ports (Port of Rotterdam, Antwerp, Hamburg and Bremerhaven).

In the group of regular transport services are 25 port destinations declared by the Port of Teesport. 24 of them are in regular service for container transport and three of them are in service for ro ro transport only. No regular cargo routes are declared for bulk transport.

In the regional distribution of the regular transport services of cargo routes by the Port of Teesport can be pointed out, that 17 destinations are linked to North European ports ports which represents 64% of the total number, followed by seven port to South Europe (28%) and one port is linked to outside Europe (the Russian Port of St. Petersburg). In the list of the North European destinations German ports dominate with four ports, followed by intra UK destinations with 3 ports.

1.5.8 Other British Ports

Information for the British Port of Harwich are actual not available.

1.6 Other Ports

In the following the regular transport service of the Swedish Port of Gothenburg and the Norwegian ports of Kristiansand and Oslo are shown in detail. All individual information for the regular transport service for container transport, bulk and ro ro is based on data, which are published by the ports.
1.6.1 Port of Gothenburg

The Port of Gothenburg is situated on the Swedish west coast, in Scandinavia, in Northern Europe. It lies within the city limits of Gothenburg, Sweden's second largest city and its main port. The Port is on the west coast of Sweden in northern Europe (57°42'N 11°56'E). The port has grown up on the banks of the River Göta and its estuary, making it a combined river and sea port. The port is sheltered from the North Sea by the Danish mainland and two overlapping archipelagos. The maximum depth of water at berth is 19.6 metres (oil harbour) and 12 metres (general cargo harbour).

The Swedish Port of Gothenburg is in the regular transport service linked with all of the four main hub ports (Port of Rotterdam, Antwerp, Hamburg, Bremerhaven) of the North-range.

In the group of regular transport services are 111 destinations declared by the port of Gothenburg. 100 of them are in regular service for container transport, 5 of them are in service for bulk transport only and 27 destinations are for ro-ro transport reported. In the cargo group of ro-ro transport no clear information are available for 100 listed destinations.

In the regional distribution of the regular transport services of cargo routes by the Port of Gothenburg can be pointed out, that the main number are linked to North European ports with 55 ports which represents ca. 50% of the total number, followed by 49 port to South Europe (44%) and seven port outside Europe (to Russian Ports). In the list of the North European destinations UK ports dominate with eleven ports, followed by France and Greece with each seven regular transport destinations. In the list of South European destinations Spanish ports are dominant with 20 ports, followed by 15 declared regular transport services to Italian ports.

1.6.2 Port of Kristiansand

The Norwegian Port of Kistiansand is situated on the south coast of Norway at the mouth of the River Otter, 320 km south of Oslo (58°09'N 07°59'E) with a max. draft of 12 m.

The Port of Kistiansand is in the regular transport service only linked with the three hub ports (Port of Rotterdam, Hamburg and Bremerhaven), however not to the Belgium hub Port of Antwerp.

In the group of regular transport services are 62 destinations declared by the Port of Kristiansand. 60 of them are in regular service for container transport, 55 of them are in service for bulk transport and only 11 destinations are for ro-ro transport reported.

In the regional distribution of the regular transport services of cargo routes by the port of Kristiansand can be pointed out, that all are linked to North European ports only and that 51 destinations (which represents 83%) are intra Norwegian destinations.

1.6.3 Port of Oslo

The Norwegian Port of Oslo is an ice free harbour easy accessible at the head of the 109 km long Oslo fjord (59°54'N 10°45'E) with a max. draft of 10.9 m. The port of Oslo has extensive Ro-Ro facilities including two floating Ro-Ro ramps.

The Port of Oslo is in the regular transport service linked with all of the four main hub ports (Port of Rotterdam, Antwerp, Hamburg and Bremerhaven) in the North-range.

In the group of regular transport services are 61 destinations declared by the Port of Oslo. All of them are in regular service for container transport, 40 of them are in service for bulk transport and only 14 destinations are for ro-ro transport reported.
In the regional distribution of the regular transport services of cargo routes by the Port of Oslo can be pointed out, that only one Port is linked to South Europe (Port of Bilbao) and all other destinations are linked to North Europe ports. Within the group of the European Ports the intra Norwegian links are dominant with 43 destinations with Port of Oslo.

1.7 Conclusive remarks

The analysis has shown that the most regular transport services are declared by the four main hub Ports (Port of Rotterdam, Antwerp, Hamburg, Bremerhaven). Under the focus of the total number of declared destination only the Port of Gothenburg has overtaken one of them (Port of Bremerhaven) with 111 declared regular transport services. They are followed by the Port group with more than 50 declared regular transport services with three of them (Norwegian Port of Kristiansand and Port Oslo and Belgium Port of Zeebrugge). Six Ports are in the group with more than 20 and less 50 declared regular transport services (Port of Aarhus, Vlissingen, Hull, CMP, Teesport and Felixstowe). The Ports of Esbjerg and Amsterdam are in the fourth group of Ports with less than 20 and more than 10 declared regular transport services. The last group with minor ports with less than 10 declarations include 5 ports (Port of Ostende, Killingholme, Ipswich, Grangemouth and Rosyth).

Near by 40% of the analysed ports are linked with all major hub ports, only three of the selected ports in the analyses are not linked with the hub ports (Port of Rosyth, Ipswich and Esbjerg).

In the group of the top 8 ports (under the focus of the number of declarations) are 89% declared for regular service for container transport, followed by 47% for bulk transport services and 18% are for roro transport reported. The other eleven ports are even too mainly aligned to regular container transport services (58%) but on a much lower level than the top 8 ports, followed by roro transport services (32%) and bulk transport (25%). But data are missing in detail for the Port of Aarhus, and Port of Amsterdam and CMP.

In the regional distribution it can be pointed out, that the top five ports in the ranking of the declared regular transport services are mainly linked to North European destinations (with 61.8%) followed by South European destinations (with 28 %) and outside Europe (10%). The other 16 ports are more aligned to North European ports (84%) and a much lower share of destinations to South European destinations (12%) and a near by half rate to outside Europe (6%).