



Maritime

This section contains statistics relating to maritime and inland waters transport.

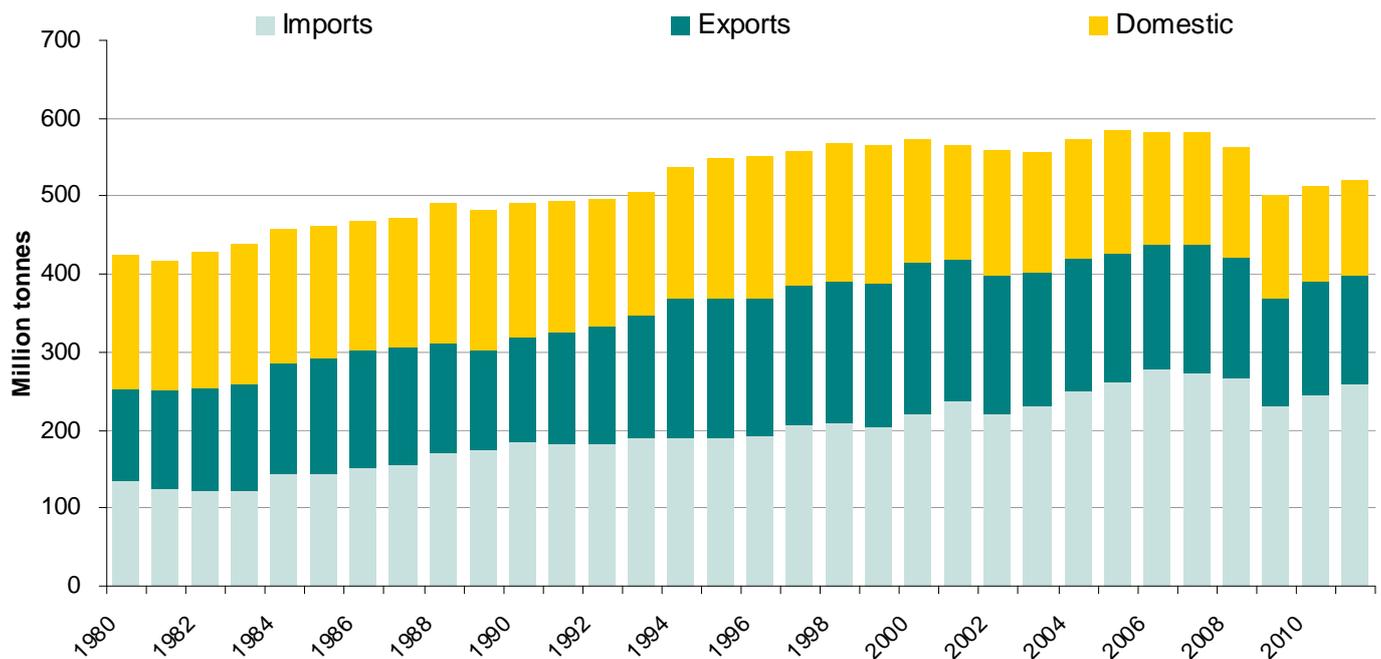
Maritime Statistics includes:

- Freight handled at UK sea ports
- Passenger traffic at UK sea ports
- Waterborne freight in the UK
- Shipping, including commercial shipping fleets, industry revenue and expenditure and maritime incidents

Freight traffic handled at UK sea ports

(Tables TSGB0501 to 0503)

UK port freight traffic, 1980 to 2011

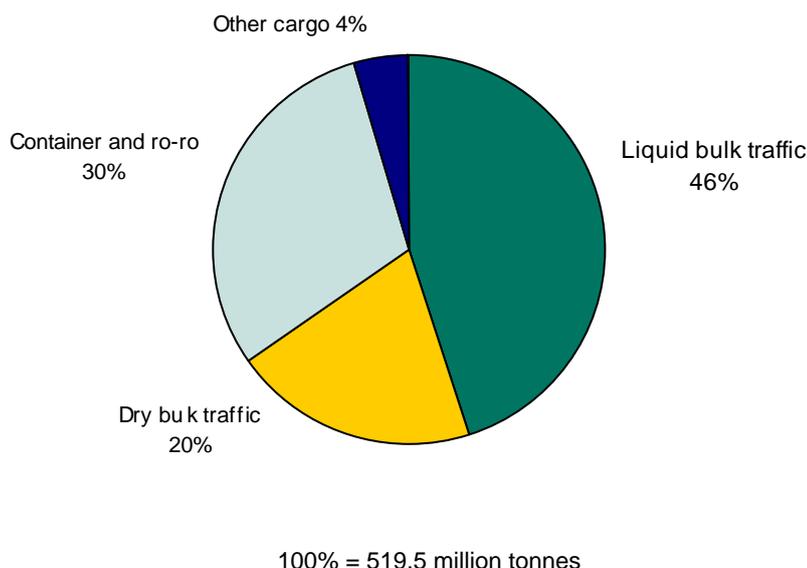


- UK sea ports handled 519 million tonnes (Mt) of freight traffic in 2011, an increase of 1 per cent on 2010, but 11 per cent lower than in the peak in 2005.
- Over the ten years since 2001, imports have increased by 9 per cent where as exports have decreased by 23 per cent and domestic traffic has fallen by 18 per cent.

Top 10 UK ports by tonnage 2011

Port	Million tonnes	% of total
1. Grimsby & Immingham	57.2	11.0
2. London	48.8	9.4
3. Milford Haven	48.7	9.4
4. Southampton	37.9	7.3
5. Tees and Hartlepool	35.2	6.8
6. Liverpool	32.7	6.3
7. Forth	27.9	5.4
8. Felixstowe	26.8	5.2
9. Dover	24.3	4.7
10. Medway	16.1	3.1
Other major UK ports	151.5	29.2
Minor UK ports	12.5	2.4
All UK ports	519.5	100

UK port traffic by cargo type, 2011



- Grimsby and Immingham was the UK's largest port by tonnage in 2011. The top three ports remained the same as in 2010.
- Liquid bulk traffic accounted for 46 per cent of the total port traffic; dry bulks 20 per cent, container and roll-on/roll-off (ro-ro) traffic 30 per cent and other cargo 4 per cent.

Unitised freight traffic

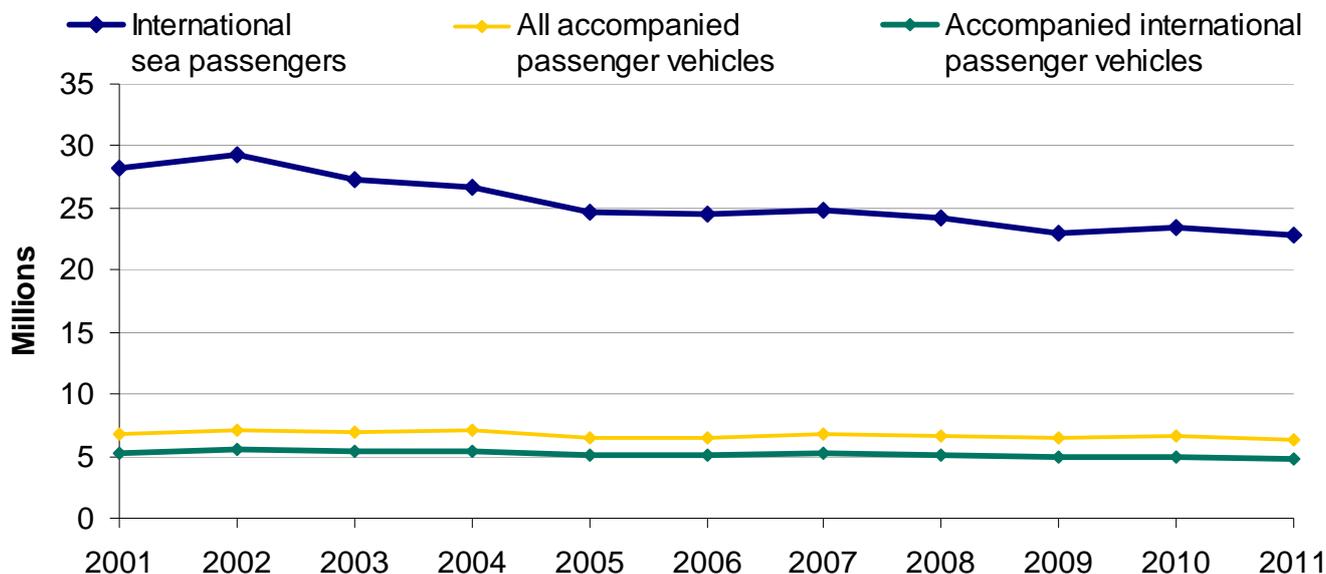
(Tables TSGB0504 to 0507)

- Unitised traffic forms part of the freight traffic described above. In 2011 UK major ports handled 11.8 million main freight units (containers, road goods vehicles, unaccompanied trailers and shipborne port-to-port trailers/barges), 1.4 per cent lower than in 2010. These units carried 149 million tonnes of goods, up 2 per cent on the previous year.
- The number of lo-lo containers through UK major ports totalled 4.9 million units (58 million tonnes) in 2011. This represents a 1 per cent decrease in units between 2010 and 2011.
- Road goods vehicles and unaccompanied trailers decreased by 2 per cent to 6.2 million units (79 million tonnes). The latest figure represents an 11 per cent increase in units since 2001.

Sea passengers and passenger vehicles handled at UK sea ports

(Tables TSG B0506, 0507, 0511 and 0512)

Accompanied passenger vehicles and International sea passengers, 2001 to 2011



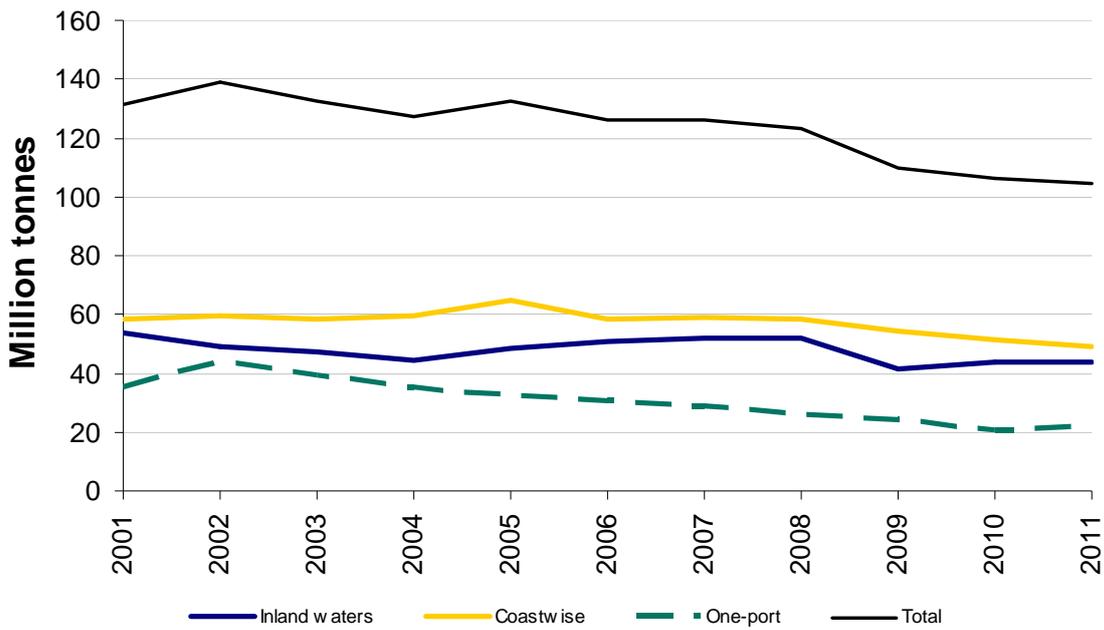
- International sea passenger journeys to and from the UK in 2011 decreased by 0.7 million people to 22.6 million. Of these, 21.1 million were short-sea ferry passengers and 1.6 million were cruise and other long sea journey passengers, which has risen from 0.5 million in the last decade.
- Accompanied passenger vehicles decreased by just over a quarter of a million to 6.3 million in 2011, with France accounting for 3.5 million vehicles (56 per cent), followed by Northern Ireland with 1 million vehicles (16 per cent).
- Dover was the busiest passenger seaport handling 57 per cent of international sea passengers and 55 per cent of international passenger vehicles.

Domestic Waterborne Freight

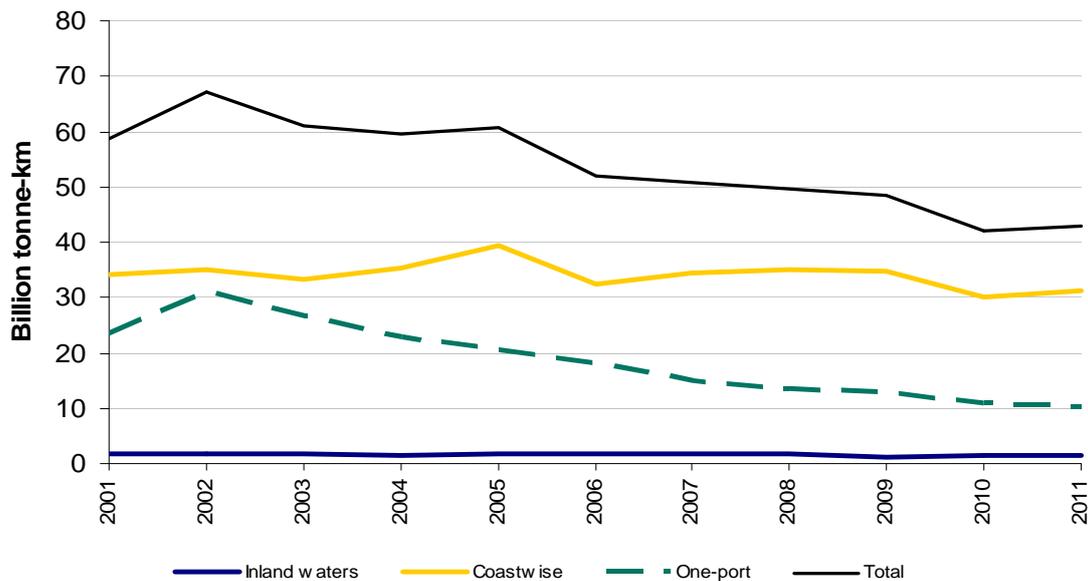
(Tables TSG B0508 to 0510)

- Between 2010 and 2011 goods lifted fell by 2 per cent. However goods moved rose by 3 per cent, the first annual increase since 2005. This change in overall domestic waterborne freight can be attributed to the increase in the amount of **coastwise** traffic. Coastwise traffic tends to travel a lot further than inland waters traffic therefore the total amount of goods moved has increased despite a small drop in the amount of goods lifted.

Domestic Waterborne Freight, goods lifted, 2001-2011



Domestic Waterborne Freight, goods moved, 2001-2011

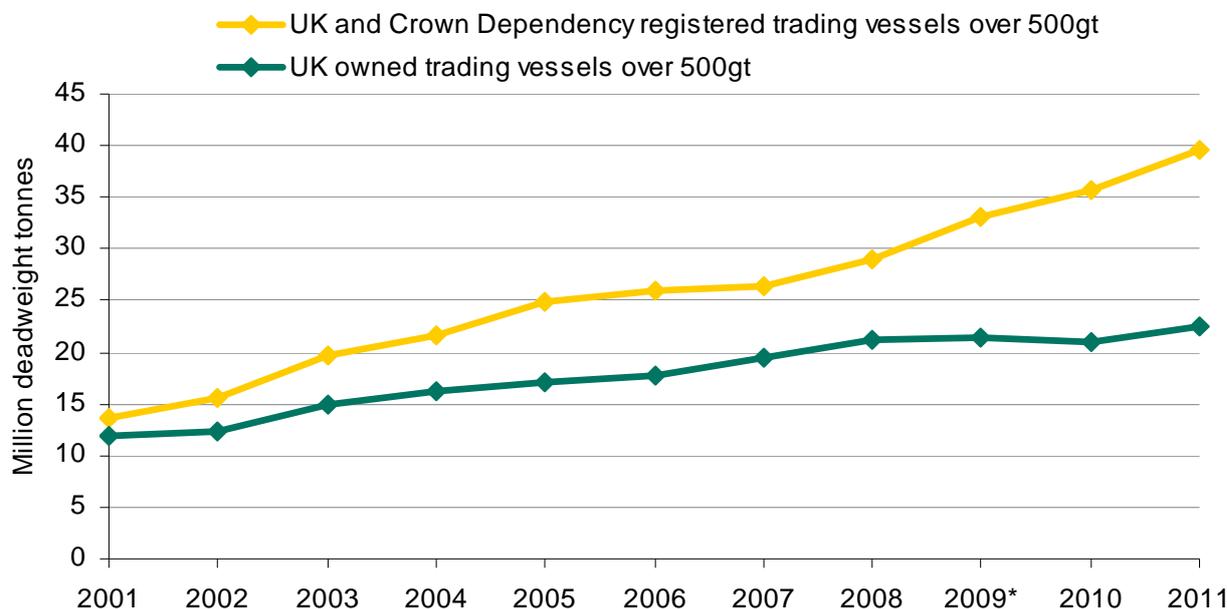


- In 2011 traffic on UK inland waters was stable compared to 2010, with 43.9 million tonnes lifted and 1.4 billion tonne-kilometres moved. The River Thames remains the busiest inland waterway.
- Despite a steady decline since 2002, there was an increase in one-port traffic (i.e. to and from offshore installations and sea dredging) in 2011 of 6 per cent. from 20.3 million tonnes lifted in 2010 to 21.6 million tonnes lifted in 2011

Shipping Statistics

(Tables TSGB0513 to 0518)

UK and Crown Dependency registered and UK owned trading vessels over 500 gross tons² (gt), 2001 – 2011



* Definition for what constitutes a trading vessel changed in 2009

- The deadweight tonnage³ (dwt) of UK and Crown Dependency registered⁴ vessels over 500gt has increased by 190 per cent since 2001, from 13.6 million dwt to 39.6 million dwt in 2009.
- Ships on the UK register need not be owned by UK interests, and vice versa. UK owned trading vessel deadweight tonnage has nearly doubled over the previous ten years, from 12 million in 2001 to 22.5 million in 2011.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 5 - Maritime Page](#).
2. Gross tonnage. A measure of vessel size representing the total of all the enclosed spaces of the vessel obtained by means of a formula, which has as its basis the volume in cubic metres.
3. The deadweight tonnage is the total weight of cargo, fuel, fresh water, stores and crew which the ship can carry when immersed to her (usually summer) load line.
4. The UK registered vessels includes those registered under the Crown Dependencies (Channel Islands and the Isle of Man)