



## Maritime

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

More details are available via the [Ports series page](#) on the DfT statistics web site.

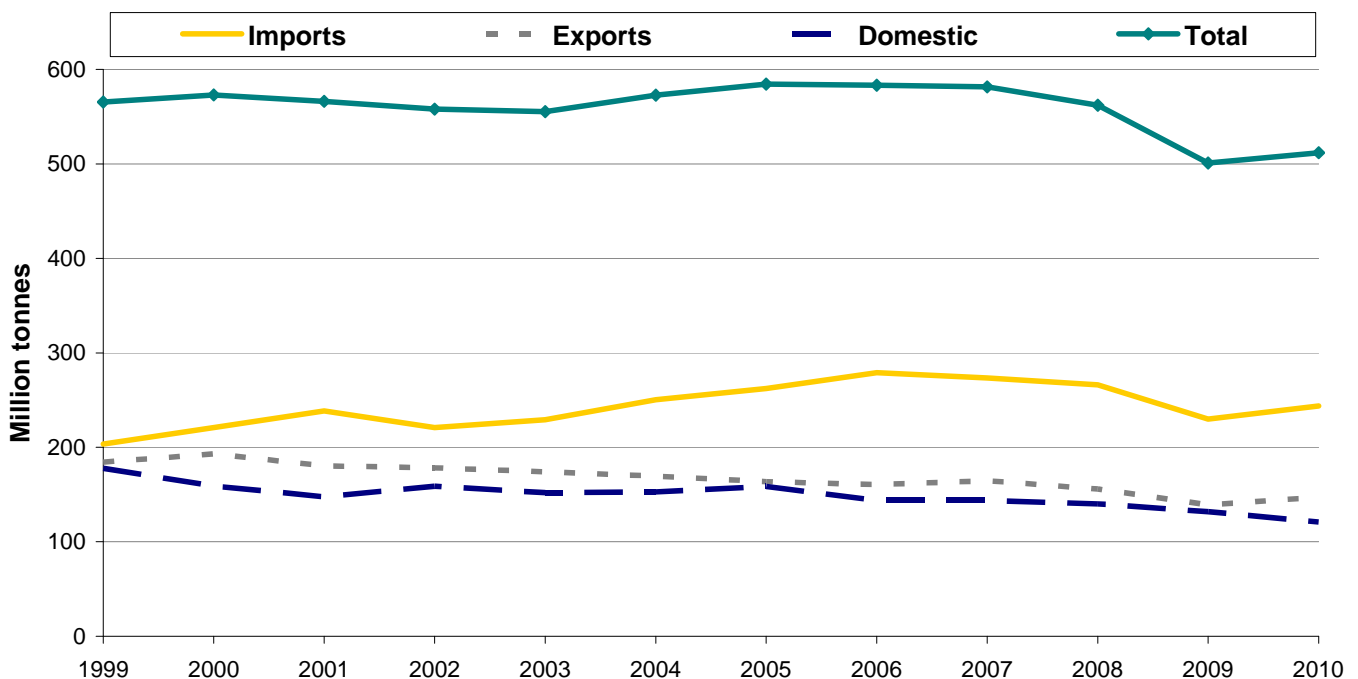
### Maritime Statistics includes:

- 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)

Chart 1: UK port freight traffic, 2000 to 2010

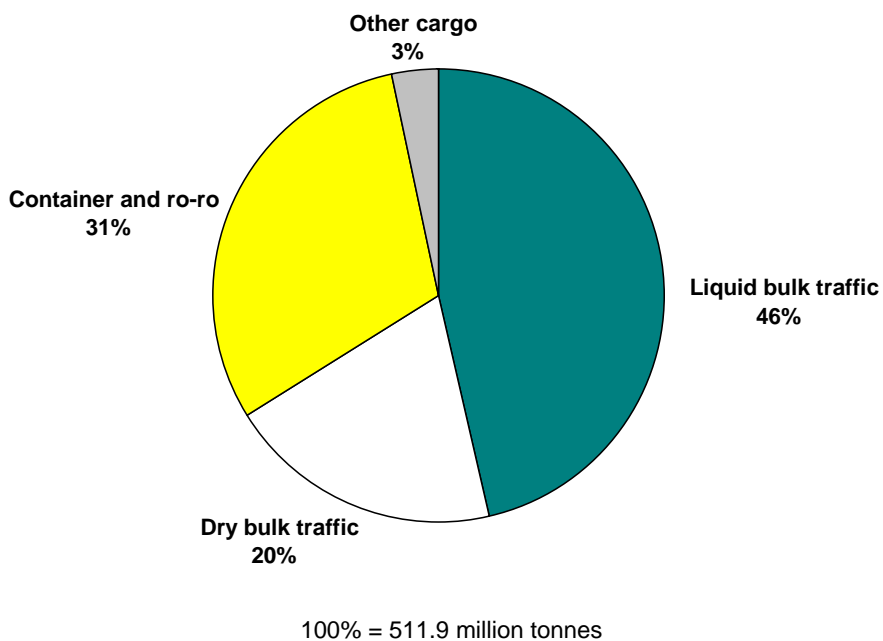


- UK sea ports handled 512 million tonnes (Mt) of freight traffic in 2010, an increase of 2 per cent on 2009, but 12 per cent lower than in the peak year of 2005.
- Over the ten years since 2000, imports have increased by 10%, exports have decreased by 24% and domestic traffic has fallen by 24%.

**Table 1: Top 10 UK ports by tonnage 2010**

Port	Million tonnes	% of total
1. Grimsby & Immingham	54.0	10.6
2. London	48.1	9.4
3. Milford Haven	42.8	8.4
4. Southampton	39.4	7.7
5. Tees and Hartlepool	35.7	7.0
6. Forth	34.3	6.7
7. Liverpool	30.0	5.9
8. Felixstowe	25.8	5.0
9. Dover	24.1	4.7
10. Medway	14.0	2.7
Other major UK ports	150.4	29.4
Minor UK ports	13.4	2.6
<b>All ports of the UK</b>	<b>511.9</b>	<b>100</b>

**Chart 2: UK port traffic by cargo type, 2010**



- Grimsby and Immingham was the UK's largest port by tonnage in 2010. The top three ports remained the same as in 2009.
- Liquid bulk traffic accounted for 46 per cent of the total, dry bulks 20 per cent, container and roll-on/roll-off (ro-ro) traffic 31 per cent and other cargo 3 per cent.

## Unitised freight traffic

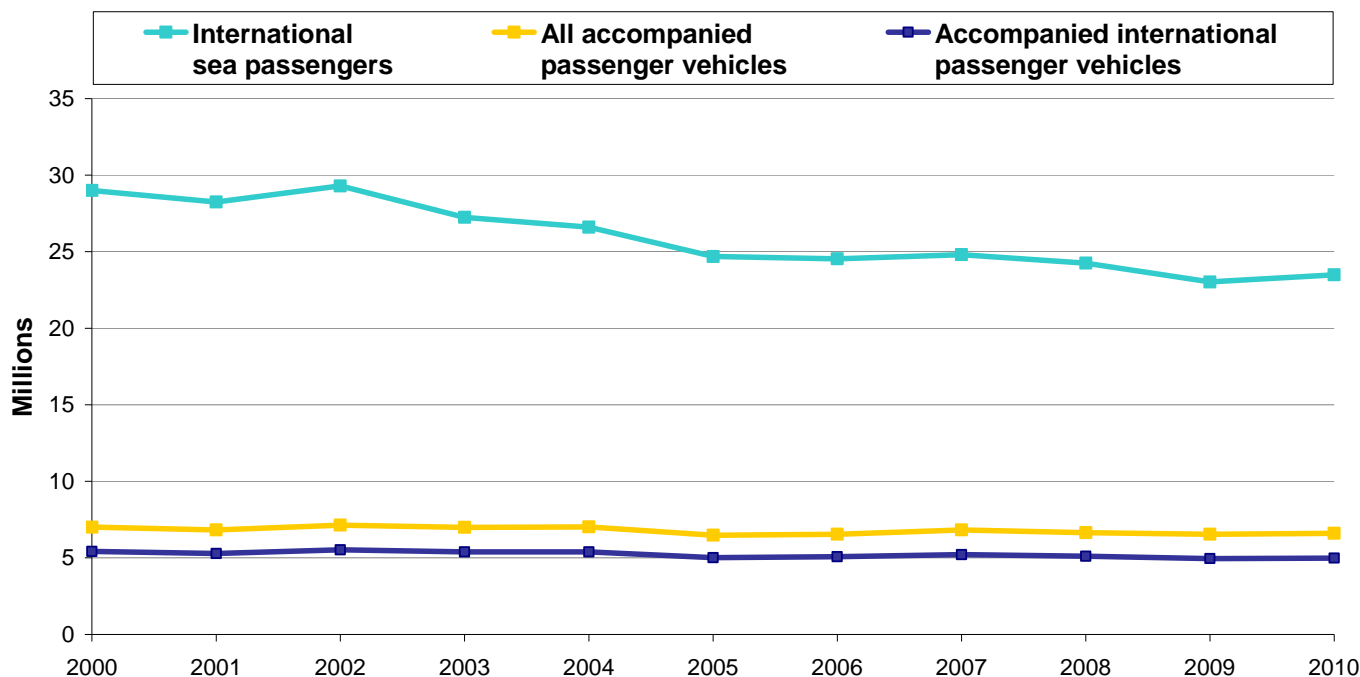
(Tables TSGB0504 to 0507)

- Unitised traffic forms part of the freight traffic described above and in 2010 UK major ports handled 12.0 million main freight units (containers, road goods vehicles, unaccompanied trailers and shipborne port-to-port trailers/barges), 4 per cent more than in 2009. These units carried 147 million tonnes of goods, up 4 per cent on the previous year.
- The number of lo-lo containers through UK major ports totalled 4.9 million units (57 million tonnes) in 2010. This represents an 11 per cent rise in units between 2009 and 2010.
- Road goods vehicles and unaccompanied trailers decreased by 1.5 per cent to 6.3 million units (79 million tonnes). The latest figure represents a 10 per cent increase in units since 2000.

## Sea passengers and passenger vehicles handled at UK sea ports

(Tables TSG B0506, 0507, 0511 and 0512)

Chart 3: Accompanied passenger vehicles and International sea passengers, 2000 to 2010



- International sea passenger journeys to and from the UK rose by just under half a million in 2010 to 23.5 million. Of these, 21.8 million were short-sea ferry passengers and 1.6 million were cruise and other long sea journey passengers.
- Accompanied passenger vehicles rose by very slightly to 6.6 million in 2009, with France accounting for 3.7 million vehicles (55 per cent), followed by Northern Ireland with 1.1 million (16 per cent).
- Dover was the busiest passenger seaport handling 60 per cent of international sea passengers and 56 per cent of international passenger vehicles.

## Waterborne freight in the UK

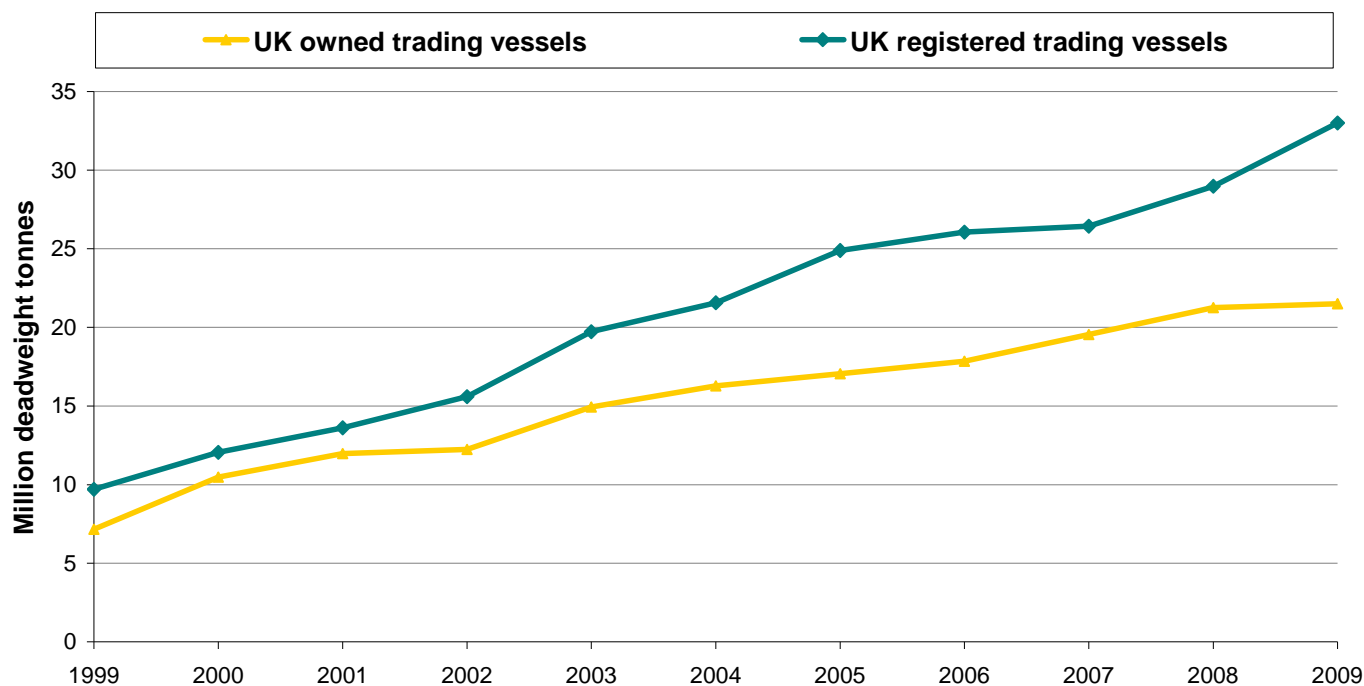
(Tables TSG B0508 to 0510)

- Traffic on UK domestic waters accounted for 6 per cent (110 million tonnes) of all goods lifted in the UK, and 22 per cent (49 billion tonne-km) of all goods moved in 2009.
- Of the total goods moved on UK domestic waters in 2009, 72 per cent was traffic around the coast; 26 per cent was one-port traffic (to or from offshore installations, or dredged materials); 3 per cent was inland waters traffic (including both non-seagoing traffic and seagoing traffic crossing into inland waters).
- The River Thames was the busiest of the major inland waterways, with 0.59 billion tonne-km of goods moved (46 per cent of inland waters total, and 1.2 per cent of all waterborne traffic). Traffic on the River Forth totalled 0.18 billion tonne-km and the River Humber 0.14 billion tonne-km.

## Shipping Statistics

(Tables TSGB0513 to 0518)

Chart 4: UK and Crown Dependency registered trading vessels over 500 gt<sup>2</sup>, 1999 – 2009



- The deadweight tonnage<sup>3</sup> (dwt) of UK and Crown Dependency registered vessels has increased by 240 per cent since 1999, from 9.7 million dwt to 33 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 trebled over the previous ten years, from 7.2 million in 1999 to 21.5 million in 2009.

This summary refers to tables that can be found on the [Transport Statistics Great Britain Maritime web page](#). More detailed statistics on maritime transport, including additional topics such as seafarer employment and port employment, can be accessed via the [Ports series page](#) of the DfT Statistics web site.

### Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found in the [Maritime Notes and Definitions](#).
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.