**Department for Transport**

# UK Port Freight Statistics: 2015

## About this release

The importance of shipping and trade to the economy of the UK, an island nation, has resulted in the establishment of a large number of ports around the coast, which are very diverse in terms of size and type of cargo handled.

This statistical release provides information on trends and patterns in the handling of freight traffic at UK sea ports.

## In this publication

**Overall total freight tonnage declined by 1 per cent in 2015. Whilst tonnage fell marginally, reflecting reduced demand for coal and ores, changes in steel production, and lower dependency on food imports, unitised traffic experienced a third consecutive year of growth.**

## Port Freight Traffic (tonnage)

**Total tonnage** levels **decreased slightly by 1 per cent** compared to 2014, with **496.7 million tonnes** being handled by UK ports in 2015.

## Unitised Traffic at Major Ports

**Unitised traffic** handled at UK major ports in 2015 **rose by 4 per cent,** with **23.6 million units** coming in and going out of UK major ports. The number of **main freight units** handled by UK major ports **rose** to **13.4 million units.**

## Cargo types

The proportion of UK major port bulk freight fell to its lowest level since the mid-90s, and unitised traffic now accounts for one-third of all UK major port freight traffic.

### Chart 1: UK major ports cargo tonnage proportions, 1995 - 2015
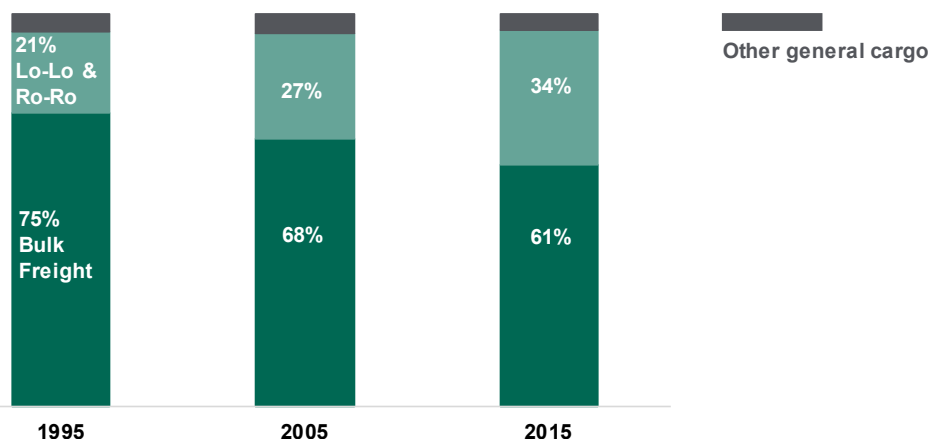


There have been **positive signs of growth in liquid bulk goods** and **increased imports of Other dry bulk goods** into UK ports. **Domestic trade** has also **increased** for the second consecutive year, with domestic traffic accounting for 107.9 million tonnes of goods (22 per cent of all traffic).

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## 1.1 All UK Port Tonnage: Long Term Trends

Between the early 1980s and 2000 the total amount of freight tonnage increased by 35 per cent. The 2008 recession resulted in the largest year on year decline seen in the last 30 years, when port freight fell by 11 per cent between 2008 and 2009. Total tonnage levels stabilised in recent years at around half a billion tonnes. However, total freight tonnage traffic decreased by 1 per cent in 2015 to 496.7 million tonnes, this was the lowest level observed since 1992.

## 1.2 Major/ Minor Port Tonnage

There are 51 major ports. UK major port tonnage fell slightly, by 1 per cent in 2015 to 485.7 million tonnes. The major port share of UK port tonnage has remained stable at 98 per cent since 2005. Minor port tonnage decreased by 3 per cent compared to 2014 to 11.0 million tonnes. This was the lowest level since records began in 1965.

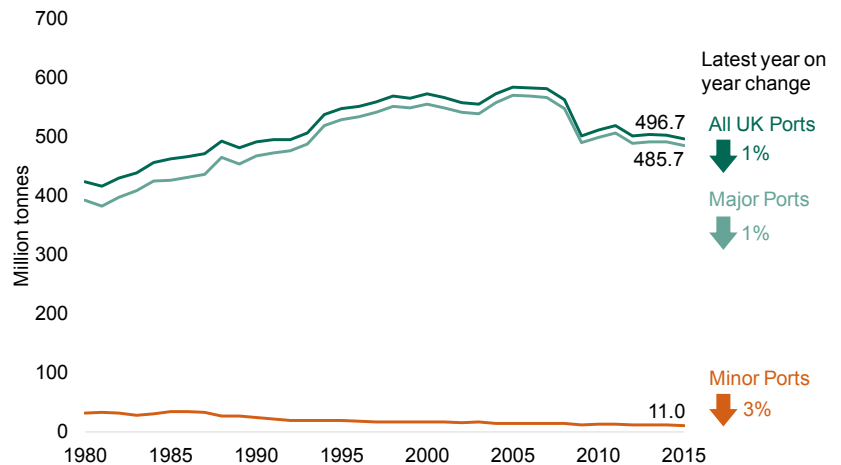**Chart 2: UK major and minor port traffic, 1980 – 2015**



## 1.3 All UK Major Port Unitised Traffic

Unitised traffic handled at UK major ports in 2015 rose by 4 per cent with 23.6 million units coming in and out of UK major ports, the highest level since 2007. This was mainly due to large increases in the number of container units and import/ export motor vehicles handled at UK major ports.

## 1.4 Cargo Carrying Freight (Main Freight) Units

The number of main freight units handled by major ports rose for the third consecutive year, to 13.4 million units. Main freight accounted for 57 per cent of all unitised traffic. Main freight units travelling through UK major ports grew from the early 90s, increasing by 87 per cent between 1992 and 2007 to 13.3 million units. However, in 2009 traffic fell to 11.6 million units, following the global recession.

## 1.5 Non-Freight Units

A quarter of the units handled by UK major ports in 2015 were non-freight units in the form of passenger cars and buses (5.8 million units).

### Definitions

**Major/ minor ports:** Major ports are those with cargo volumes of at least 1 million tonnes annually. More detailed data is collected for major ports than for the minor ports.

**Unitised traffic:** Unitised traffic can initially be broken down into **freight units** (those units which are used for trade) and **non-freight units** (e.g. passenger cars). Freight units can be further subdivided into **main freight** units (units which contain cargo) and **trade vehicles and other roll-on/ roll-off freight** (e.g. cars to be sold).

Statistics on freight tonnage can be found in data set, PORT0101. Statistics on unitised traffic can be found in data sets, PORT0203, PORT0204 and PORT0205.

## Section 2: Direction of Freight Traffic

### 2.1 Inwards/ Outwards Tonnage

Inwards traffic for all UK ports decreased to 314.2 million tonnes, accounting for 63 per cent of all traffic in 2015. Inwards traffic through major ports amounted to 306.9 million tonnes, 63 per cent of overall major port traffic. Inwards traffic through minor ports decreased by 2 per cent to 7.2 million tonnes.

The amount of outwards freight traffic grew by 23 per cent between 1990 and 1996, then remained steady until 1998. However, outwards traffic declined steadily from 1998, resting at the lowest level in the last 30 years in 2013 (177.4 million tonnes). It has since increased by 3 per cent, to 182.5 million tonnes in 2015. Outwards traffic through major ports totalled 178.8 million tonnes, whilst outwards traffic from minor ports decreased by 5 per cent to 3.7 million tonnes.

**Definitions**

**Inwards/ Outwards:** Inwards and outwards includes both domestic and international traffic.

**Imports/ exports**: International traffic only.

**Chart 3: UK port traffic by direction, 1980 – 2015**



### 2.2 Inwards/ Outwards Unitised Traffic

Inwards and outwards UK major port unitised traffic increased in 2000-2007 when it peaked with inwards unitised traffic at 12.6 million units and outwards unitised traffic at 11.6 million units. There was then a decline in 2008 and 2009 following the recession, although levels have been gradually increasing since then. In 2015, 12.5 million units came in to UK major ports: a 5 per cent increase compared to 2014. Also, 11.1 million units went out of UK major ports: a 3 per cent increase compared to 2014.

**Chart 4: UK major port unitised traffic by direction, 1980 – 2015**
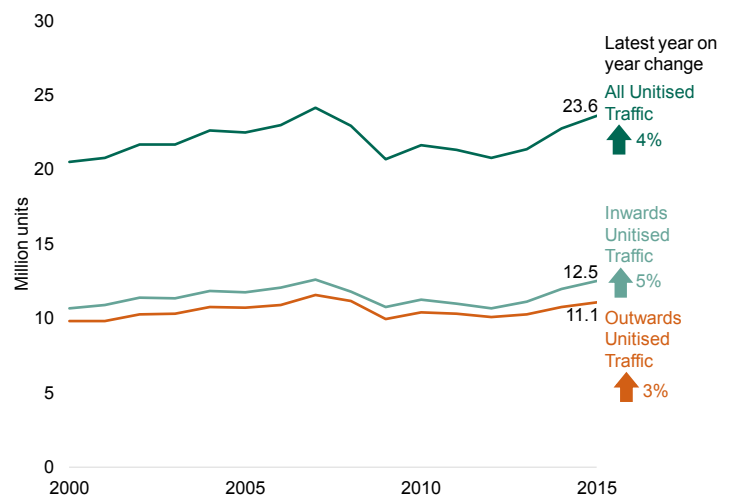


Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets, PORT0101 and statistics on unitised traffic in PORT0203.

## 2.3 Cargo Units Load Shares

In 2015, 95 per cent of cargo-carrying roll-on/ roll-off (Ro-Ro) main freight units travelling in to UK major ports were loaded (3.6 million units), compared to 75 per cent of those travelling out of the UK (2.9 million units). Overall, 85 per cent of Ro-Ro main freight units were loaded (6.5 million units).

### Definitions

**TEU (twenty-foot equivalent units)** is a standardised measure to allow for the different sizes of container boxes.

| Size | TEU |
|------|-----|
| 20ft | 1 |
| 40ft | 2 |
| >20ft & <40ft | 1.5 |
| >40ft | 2.25 |

There have been increases in the number of loaded and empty lift-on/ lift-off (Lo-Lo) container units in 2015 (both up 3 per cent). However, the proportion of loaded and empty container units of total container units have remained the same as in the previous year at 72 per cent (4.1 million units) and 28 per cent respectively. Nine out of every 10 of container units (93 per cent) coming in to UK major ports were loaded compared to 50 per cent of those leaving.

**Figure 5: Percentage of loaded Lo-Lo units and Ro-Ro main freight by direction, 2015**



**Inwards**

Lo-Lo containers

2.7 million units (93%)

Ro-Ro main freight

3.6 million units (95%)

**Outwards**

1.4 million units (50%)

2.9 million units (75%)
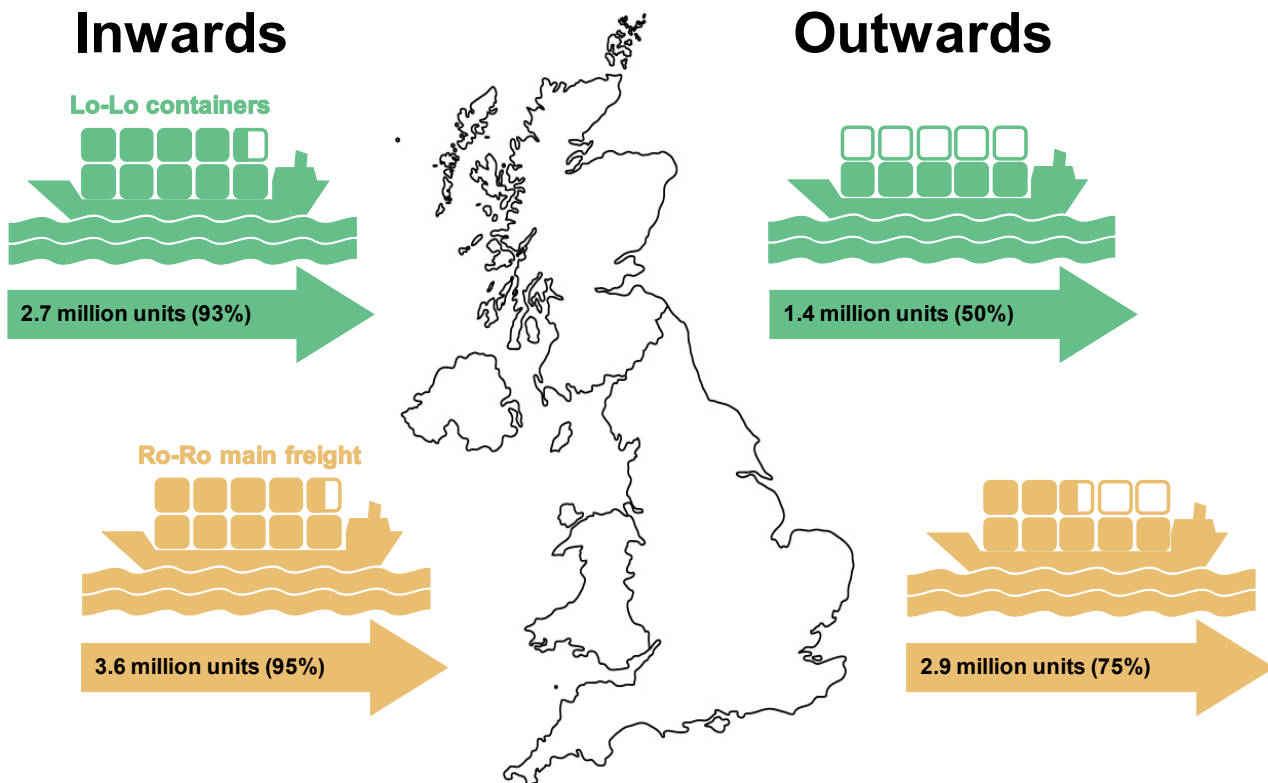
We continuously review the content of these statistics to ensure that they provide the most useful information whilst minimising burdens on data providers. We would be interested in knowing whether any of our users specifically use the analysis of 'main freight' units within this release. We propose ceasing use of this terminology, instead focusing simply on freight units and non-freight units (i.e. buses and passenger vehicles). However, we would also continue to provide headline and detailed reporting of subsections of unitised freight traffic. Please contact us if you have any views on this. We would welcome any feedback on these statistics by email to maritime.stats@dft. gsi.gov.uk.

Detailed statistics on unitised traffic can be found in the statistical data set, PORT0206.

## Section 3: Comparison to Other National Statistics

Port freight statistics can be compared with Her Majesty's Revenue & Customs (HMRC) data for international major port traffic, as HMRC also collects data on port freight traffic through customs systems. HMRC statistics record the movement of goods for trade purposes between the UK and both EU and non-EU countries. Detailed documentation of this system is available on the UK trade info website[1].

In 2015, HMRC statistics reported 437 million tonnes of international port freight traffic to or from major UK ports, compared to 382 million tonnes reported in DfT port freight statistics. Almost two thirds of the difference between the two data sources was for imports, where the two data sources have diverged in recent years.

**Chart 6: UK major port international imports and exports from HMRC and DfT, 2000 - 2015**
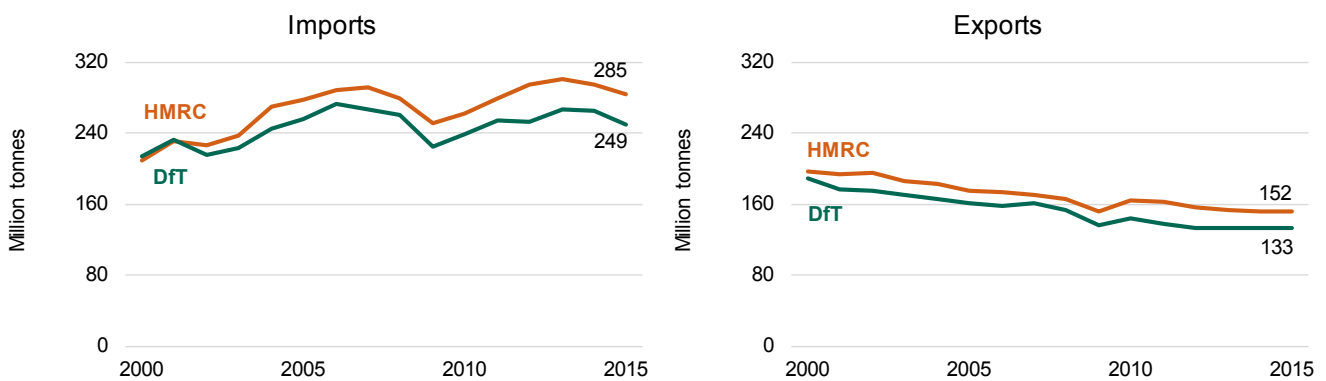


The two data sources follow a similar trend in recent years, however, HMRC statistics tend to be higher than those from the DfT port freight statistics.

It is possible to look at the HMRC data in more detail, at cargo category level, for example those produced in the Digest of United Kingdom Energy Statistics (DUKES) by the Department for Business, Energy and Industrial Strategy (BEIS). DUKES is produced using HMRC data plus some data from surveys of energy companies and suppliers. For more detailed discussion on this please see the technical note[2].

A breakdown of cargo, including detailed information on the routes taken, is available for major ports only. The volume of UK major port bulk freight (liquid and dry bulk cargo categories) fell to its lowest level since 1994 when this time series began, with 298.4 million tonnes being handled in 2015. This is a 4 per cent decrease compared to the previous year. Unitised traffic (Lo-Lo and Ro-Ro cargo categories) now accounts for one-third of all UK major port freight traffic.

**Chart 7: UK major port traffic by cargo type, 2015**

*Million tonnes*

Crude oil 90.7

Oil products 78.0

Other General Cargo 20.3

Liquid Bulk 194.4

Liquefied Gas 15.2

Other 10.5

Lo-Lo 63.2

**All traffic 485.7**

Other 47.8

Dry Bulk 104.1

Coal 25.3

Ro-Ro 103.8

Agricultural Products 13.2

Ores 17.7
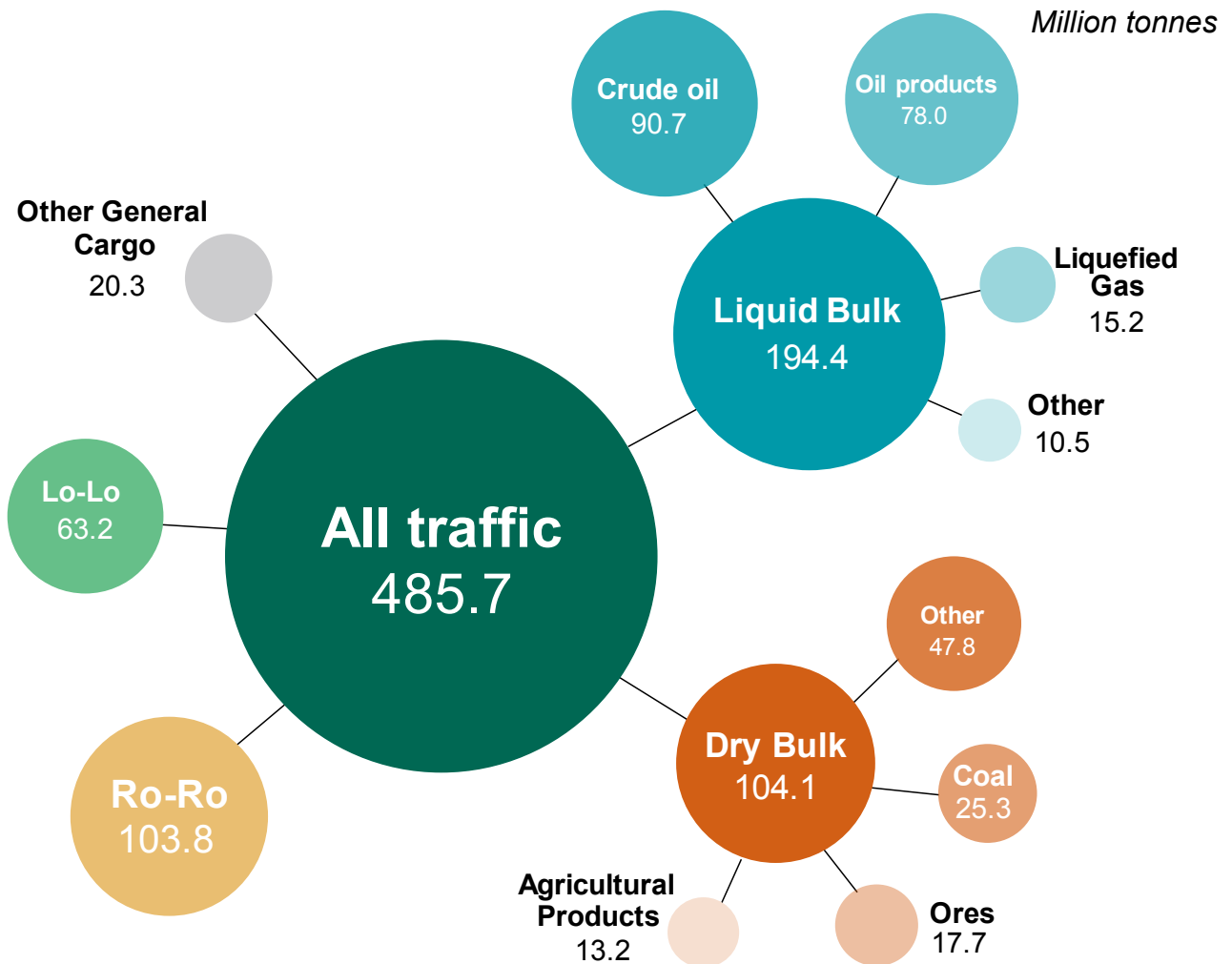
## 4.1 Liquid Bulk

Liquid bulk was the largest of the main cargo types with 194.4 million tonnes being handled at UK major ports, accounting for 40 per cent of all major port traffic. Crude oil was the largest contributing subgroup. Liquid bulk tonnage has steadily declined in 2001-2014, due to large decreases in crude oil imports and exports, however, in 2015 liquid bulk tonnage increased by 3 per cent.

**Definitions**

**Cargo Category**: **5 main categories-** liquid bulk, dry bulk, ro-ro traffic, lo-lo traffic and other general cargo.

Cargo is allocated a category in respect to how it is carried on the ship. The main categories are then are spilt into smaller subgroups of what the cargo particularly is eg crude oil.

Detailed statistics on freight traffic (tonnage) can be found in the statistical data set PORT0104.

## Chart 8: UK major port liquefied gas tonnage by direction, 2000 - 2015
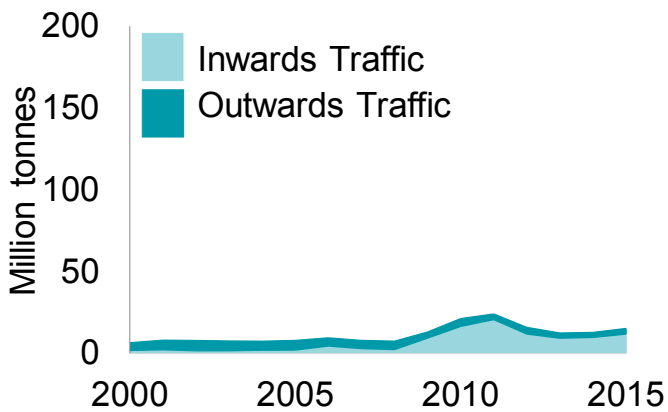


## Chart 11: UK major port ores tonnage by direction, 2000 - 2015
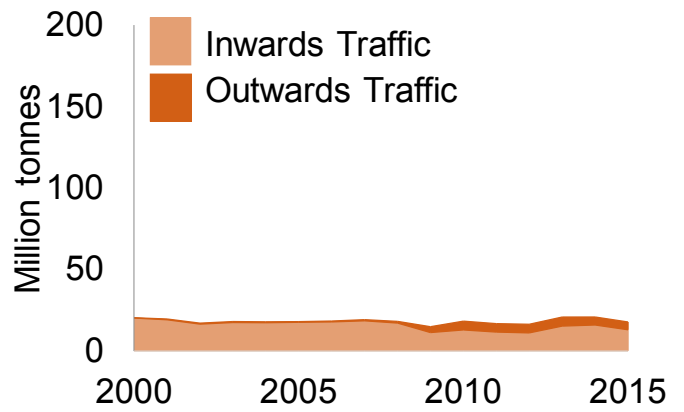


## Chart 9: UK major port crude oil tonnage by direction, 2000 - 2015
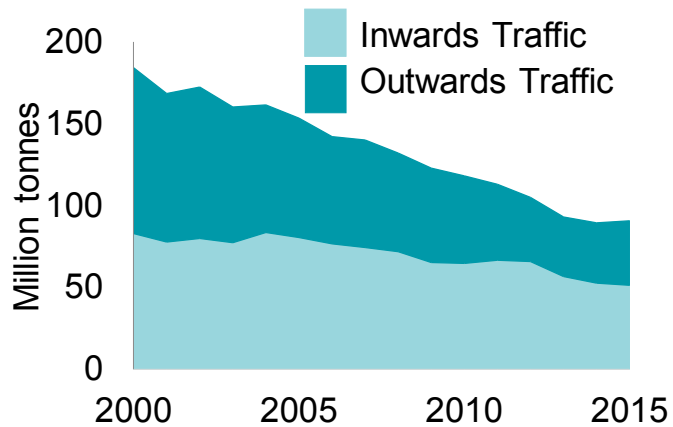


## Chart 12: UK major port coal tonnage by direction, 2000 - 2015
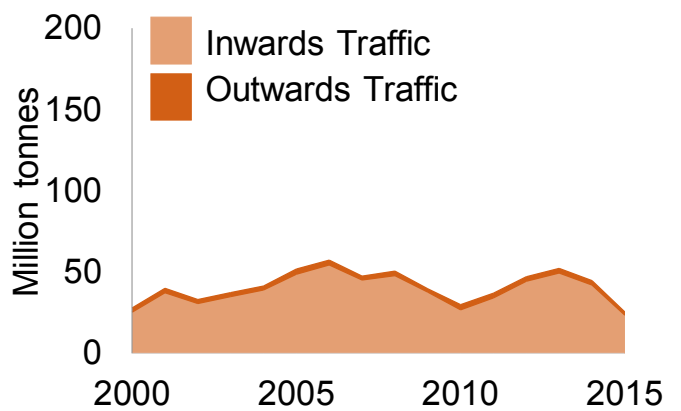


## Chart 10: UK major port oil products tonnage by direction, 2000 - 2015



## Chart 13: UK major port other dry bulk tonnage by direction, 2000 - 2015
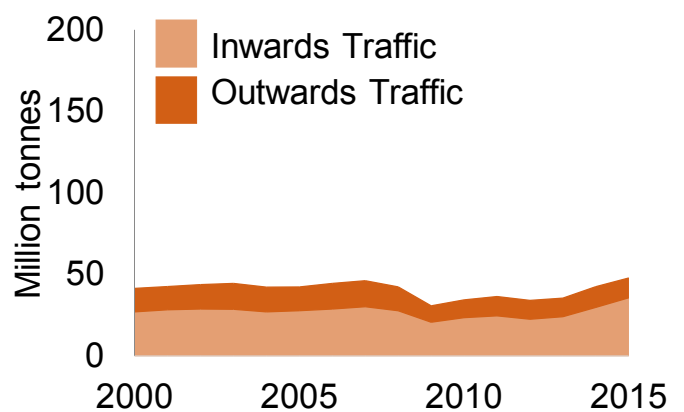


Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets PORT0104.

## Liquefied Gas (Chart 8)

Liquefied gas handled by UK major ports increased by 19 per cent to 15.2 million tonnes in 2015. Liquefied gas arriving in to UK major ports increased by 21 per cent in 2015 to 11.8 million tonnes. Liquefied gas leaving UK major ports has steadily declined since 2003 with 3.1 million tonnes being handled in 2014: the lowest level in the last decade. However, in 2015, this amount increased by 12 per cent to 3.4 million tonnes. Milford Haven handled the largest absolute increase in the amount of liquefied gas arriving at the port of 1.7 million tonnes to 9.5 million tonnes in 2015. This is likely to be as a result of the former closed refinery at Milford Haven port being purchased by Puma Energy in March 2015 and having reopened as an oil storage facility.

## Crude Oil (Chart 9)

The volume of crude oil passing through UK ports has halved since 2000, from 184.3 million tonnes to 90.7 million tonnes in 2015. However, in 2015 crude oil trade increased slightly, by 1 per cent compared to 2014: the first increase since 2004. Inwards crude oil traffic has fallen for the fourth year in a row to 51.3 million tonnes in 2015. Transportation of crude oil out of UK major ports declined by 46 per cent over the last decade. However, in 2015, outwards crude oil traffic increased by 7 per cent to 39.4 million tonnes. The largest increase in crude oil leaving a port was at Orkney, where there was a four-fold increase constituting an additional 2.8 million tonnes. This may be the result of a new North Sea deal at the Flotta oil terminal, under which extraction commenced in October 2014. Oil and gas firm Talisman Energy provide transportation and processing services to this development.

## Oil Products (Chart 10)

Oil product tonnage increased by 5 per cent to 78.0 million tonnes in 2015, with increases in both inwards and outwards traffic. In 2015, 43.2 million tonnes of oil products arrived into UK major ports and 34.8 million tonnes left, similar amounts have been seen throughout the last decade. The port of Forth reported a large increase in the amount of oil products handled in both directions, with a total increase of 1.2 million tonnes to 5.7 million tonnes in 2015 (22 per cent). Forth Ports have recently made investments to help the city to capitalise on anticipated orders from renewables and decommissioning markets in the North East of the UK and across Britain.

## 4.2 Dry Bulk

Dry bulk was the second largest cargo category with 104.1 million tonnes being handled at UK ports, making up 21 per cent of all traffic. This category includes other dry bulk which accounts for the largest proportion at 46 per cent of dry bulk traffic, followed by coal at 24 per cent. Dry bulk decreased by 15 per cent in 2015 compared to 2014. This was largely due to the increase in Other dry bulk, which countered decreases in coal.

## Ores (Chart 11)

The amount of ores handled at UK major ports has decreased by 15 per cent in 2015 to 17.7 million tonnes, with decreases in both directions compared with the previous year. The largest decreases in the amount of ores handled were at Tees & Hartlepool and Port Talbot ports. This may be a result of a decline in world steel prices and the closure of Sahaviriya Steel Industries (SSI) Redcar Steelworks located near to Teesport in October 2015.

## Coal and Other Dry Bulk (Charts 12 and 13)

In 2015, there was a 43 per cent decrease in the amount of coal handled at UK major ports to 25.3 million tonnes, continuing the decrease in the previous year. Far more coal entered UK major ports than left them – 92 per cent (23.4 million tonnes) of the coal handled arrived in to UK major ports. The amount of coal handled by UK major ports decreased in both directions. Conversely, Other dry bulk increased by 13 per cent to 47.8 million tonnes, the highest since records began. Inwards movements of Other dry bulk increased by 20 per cent compared to the previous year. Other dry bulk goods include biomass fuels, typically in the form of wood pellets or woodchips. Decisions at major 'coal fuelled' power stations in the North of England, including Drax and Lynemouth, to switch from burning coal to biomass, may be contributing to trends in these categories. Grimsby & Immingham and Tyne ports handle biomass destined for these power stations and have confirmed that coal imports are being replaced by biomass imports in relation to power station fuel supplies. Clyde port have also reported a large decrease in the amount of coal leaving and entering the port, which is likely to be the result of the lead up to the closure of Longannet coal-fired power station and the significant downsizing of coal generated power stations in the UK.

## Agricultural Products (Chart 14)

Agricultural product traffic decreased in 2015 by 6 per cent compared with the previous year to 13.2 million tonnes. Inwards traffic fell by 18 per cent to 8.8 million tonnes, however, outwards traffic increased by 30 per cent to 4.4 million tonnes in 2015. This is supported by the Department for Environment, Food & Rural Affairs (DEFRA) statistics on 'Agriculture in the UK in 2015' statistical report[3]. This report identified that a large wheat harvest and a continuing move back to the domestic milling of wheat by flour millers which reduced wheat imports by 10 per cent compared to 2014 (to just under 1.7 million tonnes). Exports of wheat were 74 per cent higher (2 million tonnes) in 2015, compared to 2014 and the highest level since 2011.

### Chart 14: UK major port agricultural products tonnage by direction, 2000 - 2015
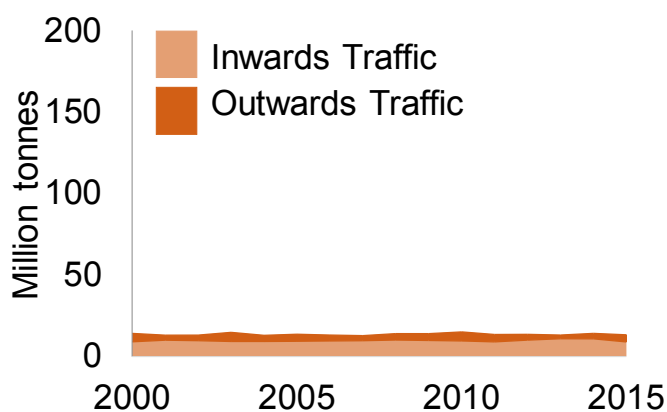


Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets PORT0104, PORT0407, PORT0414, PORT0419, PORT0432, PORT0435, PORT0439, PORT0450 and PORT0451.

## 4.3 Other Cargo Category Trends (Tonnage)

Other general cargo, which includes forestry products, iron and steel products and all other cargo decreased slightly by 4 per cent compared to 2014. In 2015, there were 20.3 million tonnes of other general cargo handled.

Lo-Lo units increased by 3 per cent to 63.2 million tonnes and Ro-Ro also increased, by 4 per cent to 103.8 million tonnes in 2015 compared to the previous year.

Bulk fuels (crude oil, oil products, liquefied gas and coal) fell for the fourth year, by 5 per cent to 209.2 million tonnes in 2015. The amount of coal (dry bulk) handled in 2015 decreased by 43 per cent which has countered increases in crude oil, oil products and liquefied gas in 2015.

### Definitions

**Unitised traffic** is traffic that is **lifted (Lo-Lo)** or **rolled (Ro-Ro)** onto a ship inside a container or vehicle from which it is not unpacked. It is measured in terms of the number of units, as well as the weight of the goods they contain. This includes containers and all Ro-Ro (trade, passenger, import/export motor vehicles). These figures include both loaded and empty units.

### Chart 15: Breakdown of UK major port's unitised traffic by cargo category, 2015
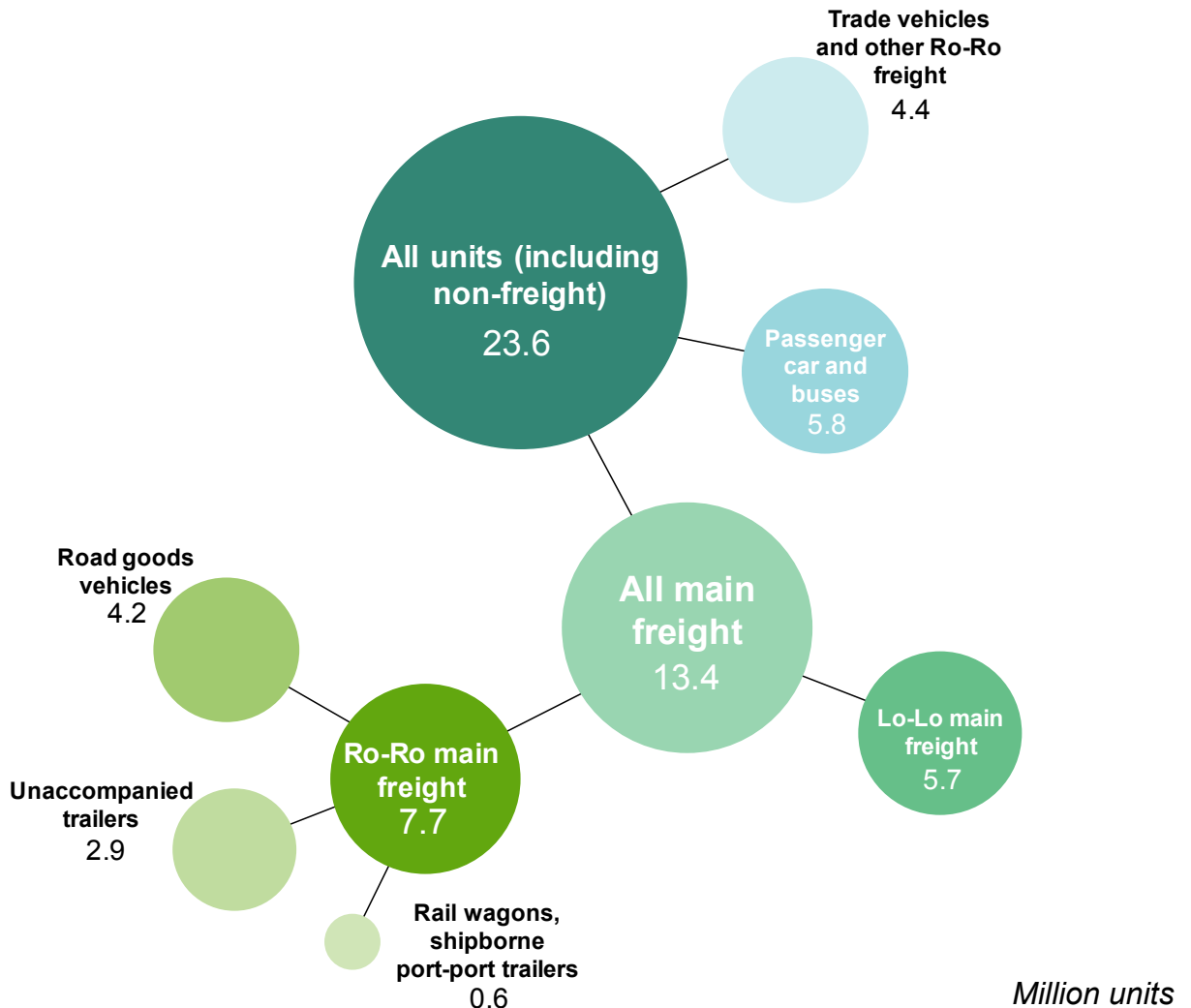


Trade vehicles and other Ro-Ro freight
4.4

All units (including non-freight)
23.6

Passenger car and buses
5.8

Road goods vehicles
4.2

All main freight
13.4

Ro-Ro main freight
7.7

Lo-Lo main freight
5.7

Unaccompanied trailers
2.9

Rail wagons, shipborne port-port trailers
0.6

*Million units*

Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets PORT0104 and unitised traffic in PORT0204.

## 4.4 Trade Vehicles (Units)

In 2015, 4.4 million trade vehicles were handled by at UK ports. This was 7 per cent higher than in the previous year and 58 per cent higher than the 2.8 million units moved in 2009 following the global recession.

The volume of trade vehicles arriving at UK major ports increased by 8 per cent to 2.9 million units, whilst those leaving UK major ports also increased by 4 per cent to 1.5 million units.

The UK has benefitted from investments by many of the world's major vehicle manufacturers in recent years. The Society of Motor Manufacturers and Traders reported 2015 as the best year in a decade for British car manufacturing, and noted that exports had reached a record high.

### Chart 16: UK major port trade vehicles units by direction, 2000 - 2015
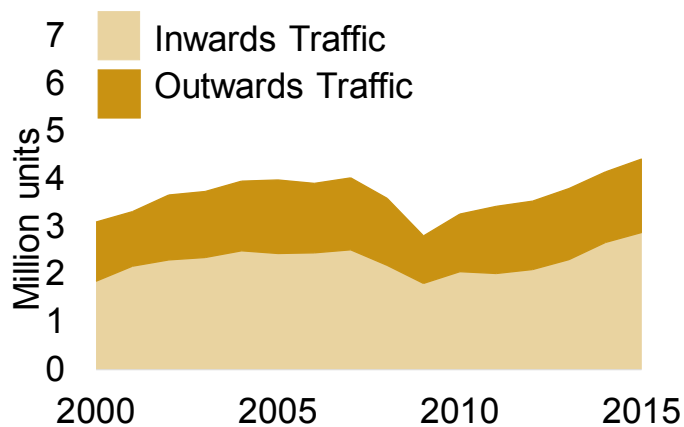


The Office for National Statistics[5] also reported that motor vehicle trade had increased throughout 2015, and Her Majesty's Revenue and Customs statistics[6] stated that trade in road vehicles in England in the year ending December 2015 was up £4.7 million (11 per cent).

The largest increase in the number of trade vehicles was at Bristol port with an increase of 32 per cent to 0.6 million units in 2015.

## 4.5 Container Units

The number of container units handled by UK major ports has grown at an average annual growth rate of 3 per cent since 1990 and reached a record high of 5.7 million units in 2015. Lloyds List Intelligence[4] also reported an increase in the UK's container fleet in 2015.

Container units at the port of London increased by 11 per cent in 2015: possibly due to the opening of London Gateway in 2014. Units at Grimsby & Immingham also increased by 25 per cent following systems investments which have reduced turnaround times at the port.
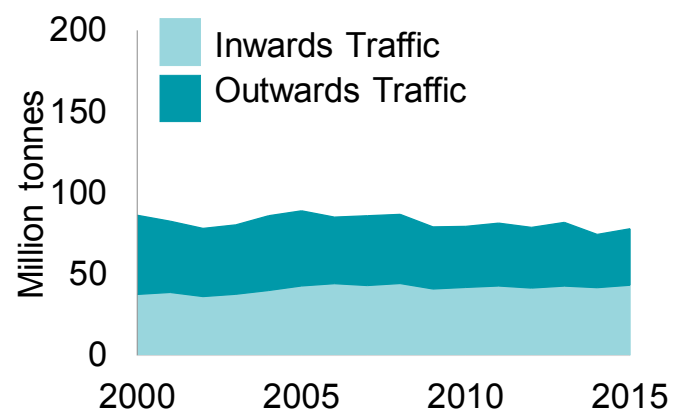
### Chart 17: UK major port container units by direction, 2000 - 2015
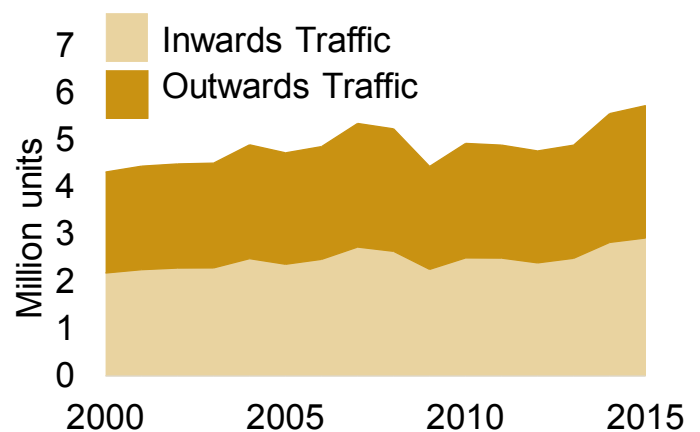


Detailed statistics on freight traffic (unitised) can be found in the statistical data sets PORT0209, PORT0211, PORT0404, PORT0419 and PORT0428.

## 5.1 Busiest Ports by Tonnage and Cargo Type

Grimsby & Immingham remained the UK's busiest port in terms of tonnage handling 12 per cent of the UK market in 2015 with 59.1 million tonnes of goods. Grimsby & Immingham overtook London as the busiest port in 2000. It also accounted for the largest share of the UK's dry bulk traffic at 18 per cent (19.1 million tonnes). However, dry bulk tonnage at this port has decreased by 10 per cent compared to the previous year.

Of the top ten UK ports, Forth had the largest percentage increase in tonnage which was mostly due to the amount of crude oil being imported and exported. Milford Haven was the second largest growing port, driven largely by oil product trade. Milford Haven also remained the UK's busiest port in terms of liquid bulk, handling 19 per cent (36.7 million tonnes) of liquid bulk in 2015. Of the top ten busiest ports, Tees & Hartlepool experienced the largest decrease in tonnage. This was predominantly due to the decrease in the amount of coal handled at the port resulting from biomass conversion at the Lynemouth power plant based at Teesport.

Many of the UK major ports are specialised in the cargo categories they handle, as seen with Milford Haven, Felixstowe and Dover (Chart 18).

### Chart 18: Top 10 busiest ports (tonnage) and by cargo type, 2015
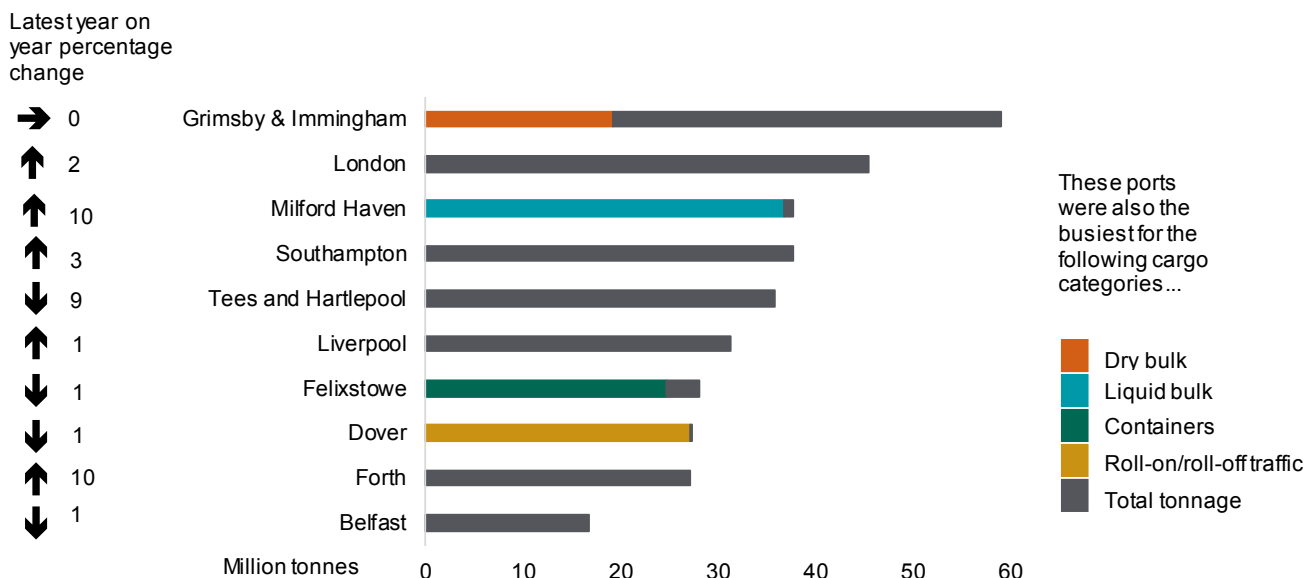


## 5.2 Major Port Unitised Traffic by Main Goods Type

Felixstowe port handled the most unitised main freight traffic in 2015 (2.6 million units), of which 91 per cent was Lo-Lo traffic. Felixstowe also handled the most Lo-Lo traffic compared to other UK major ports, with 2 out of every 5 Lo-Lo units being handled by Felixstowe.

Dover handled the largest amount of UK Ro-Ro main freight, with 2.6 million units being handled in 2015: 34 per cent of all main freight Ro-Ro traffic.

Detailed statistics on freight traffic (tonnage) and unitised traffic can be found in the statistical data sets PORT101, PORT0206, PORT0419 and PORT0432.
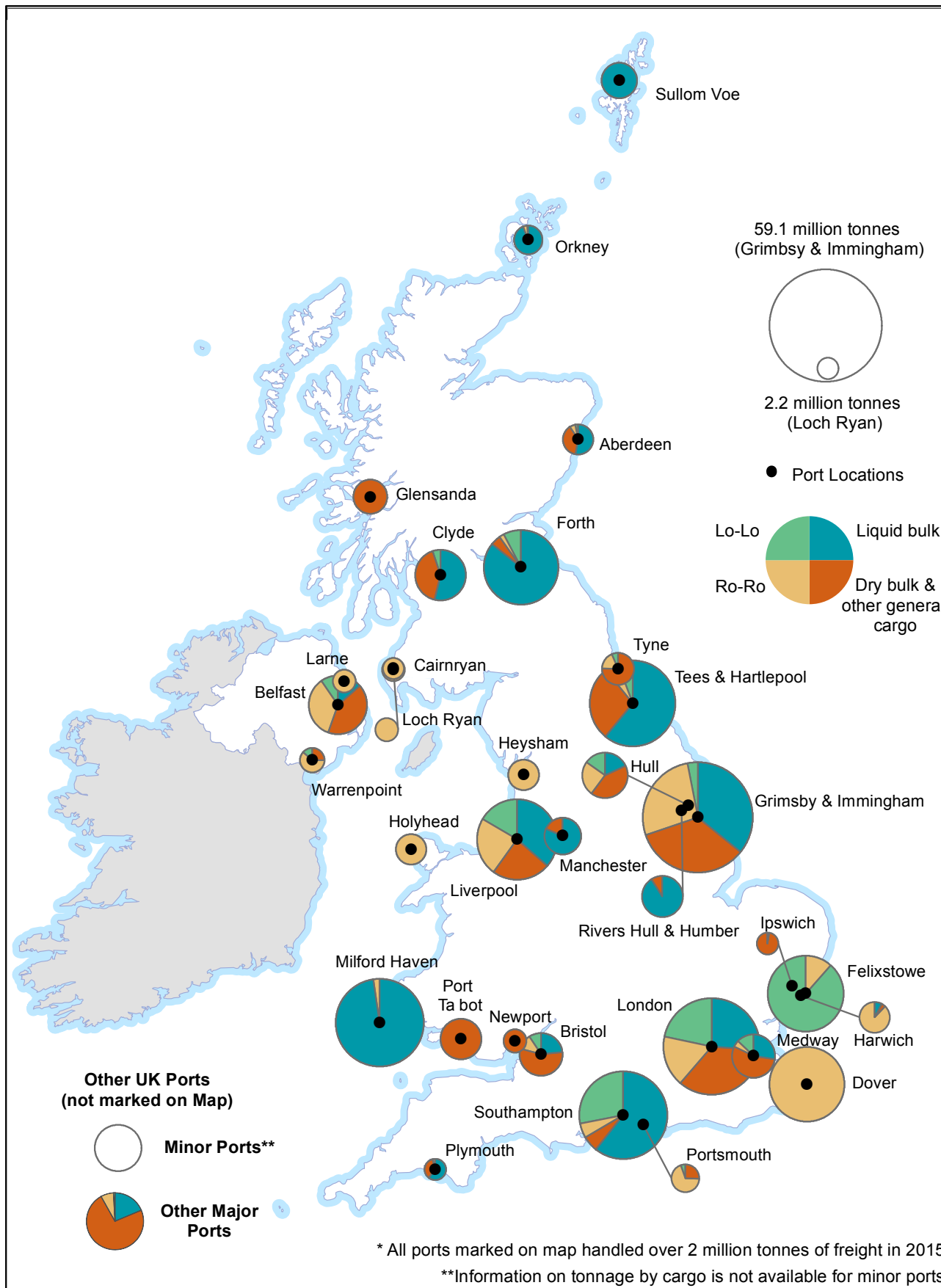
Sullom Voe

Orkney

59.1 million tonnes
(Grimbsy & Immingham)

2.2 million tonnes
(Loch Ryan)

● Port Locations

Lo-Lo          Liquid bulk

Ro-Ro          Dry bulk &
               other general
               cargo

Aberdeen

Glensanda

Clyde          Forth

Tyne

Tees & Hartlepool

Larne          Cairnryan

Belfast        Loch Ryan

Heysham        Hull

Warrenpoint                   Grimsby & Immingham

Holyhead       Liverpool      Manchester

               Rivers Hull & Humber

Milford Haven                               Ipswich

Port           Newport                      Felixstowe
Ta bot         Bristol        London

**Other UK Ports
(not marked on Map)**
                              Medway         Harwich

○ **Minor Ports\*\***                         Dover

Southampton

**Other Major
Ports**         Plymouth        Portsmouth

\* All ports marked on map handled over 2 million tonnes of freight in 2015.

\*\*Information on tonnage by cargo is not available for minor ports.

## 6.1 Domestic Traffic (Tonnage)

Domestic traffic within all UK ports increased for the second consecutive year in 2015, by 9 per cent to 107.9 million tonnes. Domestic traffic accounted for 22 per cent of all traffic.

Domestic traffic is largely coastwise, accounting for 83 per cent of all domestic traffic. In 2015, there were 89.3 million tonnes of traffic transported coastwise between UK major ports. This was an 11 per cent increase compared to 2014.

One-port tonnage also increased by 5 per cent to 18.6 million tonnes.

UK major ports transported 103.6 million tonnes of domestic freight. The largest proportion of domestic major port traffic was transported by vessels with a Bahamas flag (27 per cent: 27.5 million tonnes). UK flagged vessels accounted for the second largest share of major port domestic traffic movements with 22.8 million tonnes of cargo. Other foreign registered vessels moved the remaining 51 per cent of domestic freight.

UK parent owned vessels carried the largest share of domestic port freight (14 per cent: 14.6 million tonnes). Collectively, the remaining 86 per cent of domestic port freight was moved by foreign-owned vessels.

### Chart 20: Top UK domestic routes (million tonnes), 2015



**Definitions**

**Domestic**: Made up of coastwise and one-port traffic (see below).

**Coastwise**: Traffic travelling within UK waters between ports in the United Kingdom.

**One-port**: Sand and gravel etc dredged from sea bed and landed at a port for commercial purposes; and traffic to and from UK offshore locations eg oil & gas installations and wind farms.

**Flag**: Country of registration for which the vessel operates. Vessels may appear in more than one registry (parallel registry) although only one may be active at any one time.

**UK parent owned**: The nationality of the company having the controlling interest in the direct owner is United Kingdom.

Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets, PORT0102, PORT0111 and unitised traffic in PORT0112.

**Chart 21: All UK ports imports, exports and domestic traffic: 2000 – 2015**

Latest year on year change



Imports
↓ 6%   254.1

Exports
→ 0%   134.7

Domestic
↑ 9%   107.9

Y-axis: Million tonnes (0, 50, 100, 150, 200, 250, 300)
X-axis: 2000, 2005, 2010, 2015
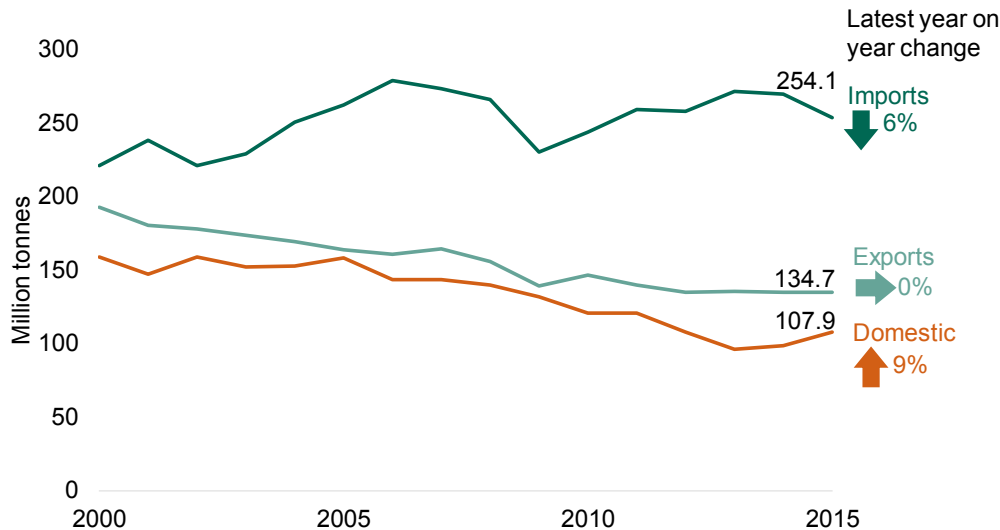
**Definitions**

**International freight routes** are split into three main categories:

**EU:** all members of the European union.

**Non-EU short sea**: includes European countries not in the EU, Mediterranean and North African countries such as Egypt.

**Non-EU deep sea:** includes all other routes.

## 6.2 International Traffic (Tonnage)

In 2015, just under 4 out of every 5 tonnes of freight handled by UK ports was imported from or exported to international ports. This was 12 per cent lower than the 2006 peak of 439.5 million tonnes.

Since 1987, the UK has imported more freight by sea than it has exported. In 2015, just under two thirds of international traffic were UK imports with 254.1 million tonnes, this was a 6 per cent decrease compared to the previous year. The remaining 134.7 million tonnes were exported.

## 6.3 International Traffic by Destination/ Route (Tonnage)

The Netherlands are the UK's largest trading partner in the world. In 2015, 56.4 million tonnes of freight passed to and from the Netherlands, accounting for 15 per cent of all international traffic. This may be in part due to cargo initially travelling to the Netherlands from worldwide ports of origin and being reloaded before continuing on to the UK (known as transhipment). France was the UK's largest trading partner until 2005 when it was exceeded by the Netherlands.

Liquid bulk and dry bulk accounted for over a half of international traffic moving in and out of UK major ports (38 per cent and 20 per cent of total international traffic, respectively). Imports of liquid bulk from Norway amounted to 22.0 million tonnes in 2015 (25 per cent of all liquid bulk imports), making it the largest cargo specific trading route; as it has been throughout the last decade.

Deep sea traffic accounted for 113.5 million tonnes of goods: 30 per cent of international major port tonnage. Of the deep sea countries, the route between the UK and the USA was the busiest, primarily due to 9.1 million tonnes of dry bulk being imported into the UK from the USA in 2015.

The Netherlands was the largest exporting trade route with 27.8 million tonnes of exports in 2015 (this includes 28 per cent of all liquid bulk exports and 15 per cent of all dry bulk exports).

Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets, PORT0102 and PORT0110.

## Figure 22: Top 5 busiest international traffic for cargo coming in to UK major ports, 2015

Million tonnes/percentage change compared to previous year

| Liquid Bulk | | | Dry Bulk | | | Lo-Lo Containers | | | Roll-on/ Roll-off | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Norway | 22.0 | -2% | USA | 9.1 | -32% | China | 7.0 | 0% | France | 18.1 | 2% |
| Qatar | 9.2 | 21% | Russia | 6.3 | -50% | Netherlands | 5.5 | 12% | Netherlands | 12.6 | 10% |
| Russia | 7.4 | 5% | Brazil | 6.2 | -14% | Spain | 2.5 | 29% | Belgium | 8.2 | 8% |
| Netherlands | 6.9 | -7% | Colombia | 5.9 | -19% | Turkey | 1.9 | 1% | Irish Republic | 5.8 | 14% |
| Algeria | 6.5 | -8% | Norway | 4.7 | -9% | Belgium | 1.8 | 3% | Sweden | 1.6 | -13% |
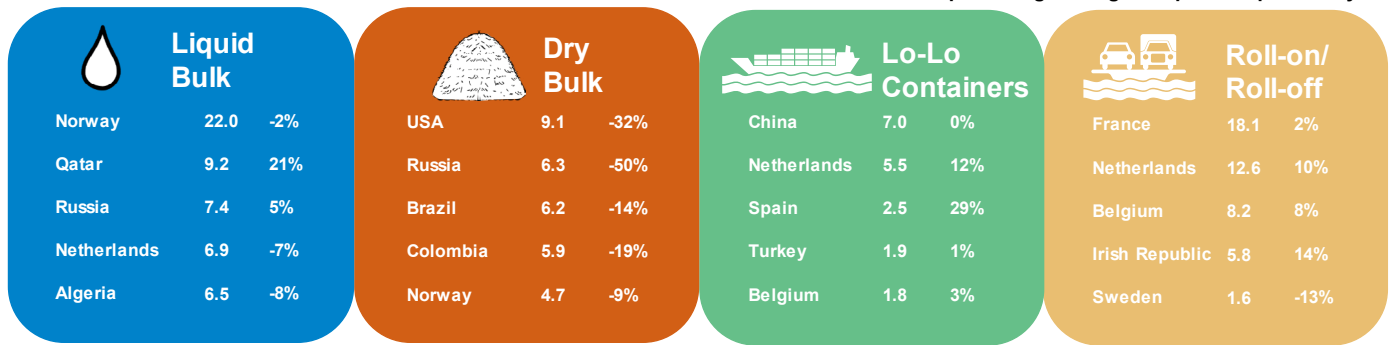
The majority of high volume international cargo movements were inwards, however, a few nearby European countries received relatively large volumes of exports, including the Netherlands, Belgium, France, the Republic of Ireland, Sweden and also China.

Over the last decade, the Netherlands and France remained the top two trading routes, with the UK. Trade between the UK and USA, Germany, South Africa and Australia decreased in 2015: 2005. The decrease in trade with Australia and South Africa was due to a large reduction in ores and coal trade. The fall in trade with Germany and the USA was the result of a decrease in the amount of crude oil and oil product imports and exports. In 2015, UK trade with Norway, Belgium, Russia, Spain and China had increased compared to 2005.

### Chart 23: Top 10 country trade routes with the UK, 2005 and 2015
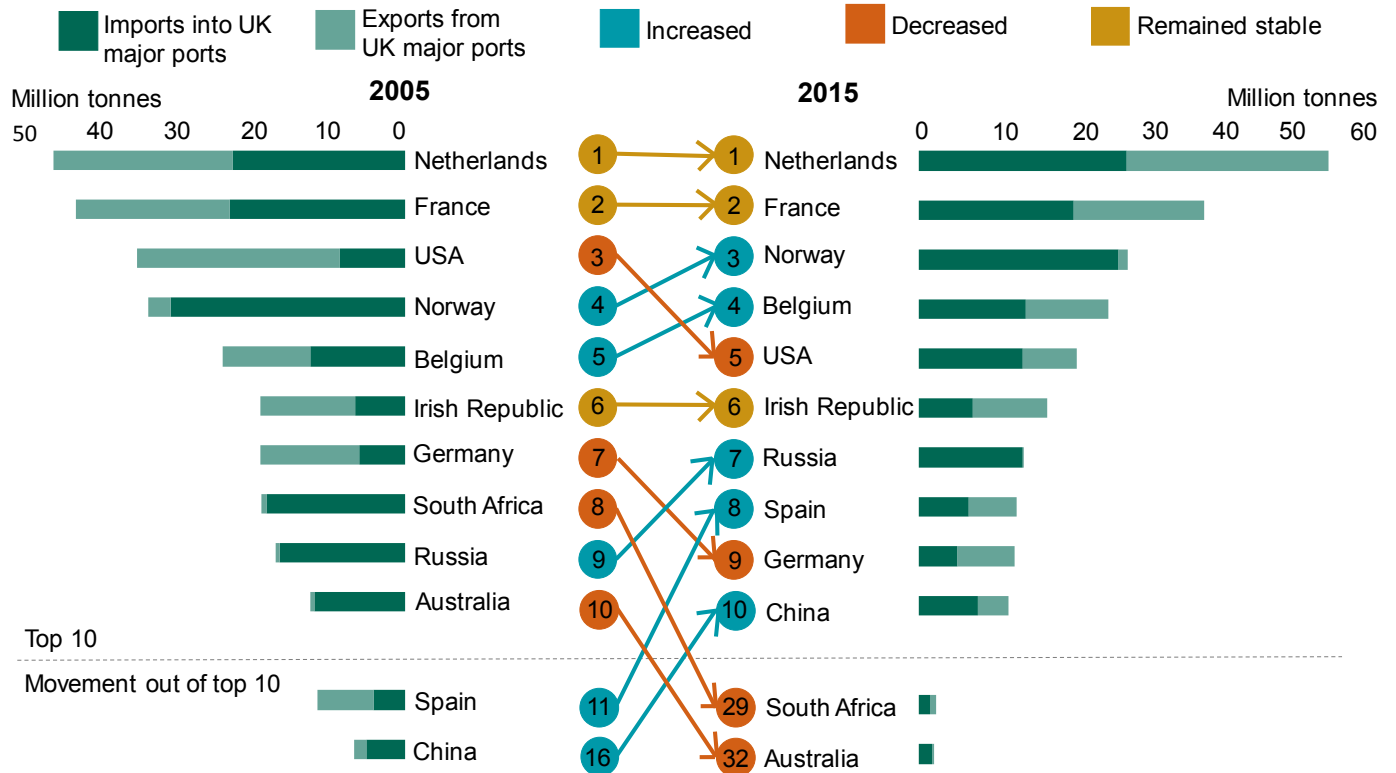


Detailed statistics on freight traffic (tonnage) can be found in the statistical data set PORT0110.

## 6.4 Trade Routes (Units)

Main freight units travelling between UK ports and international ports (deep sea and short sea) increased for the third year in a row to 11.3 million units in 2015 - the highest level since records began in 1980. The number of domestic main freight units through UK ports increased by 4 per cent with 2.1 million units being handled (16 per cent of the total main freight traffic).

**Chart 24: All UK ports, main freight units, 2000 – 2015**
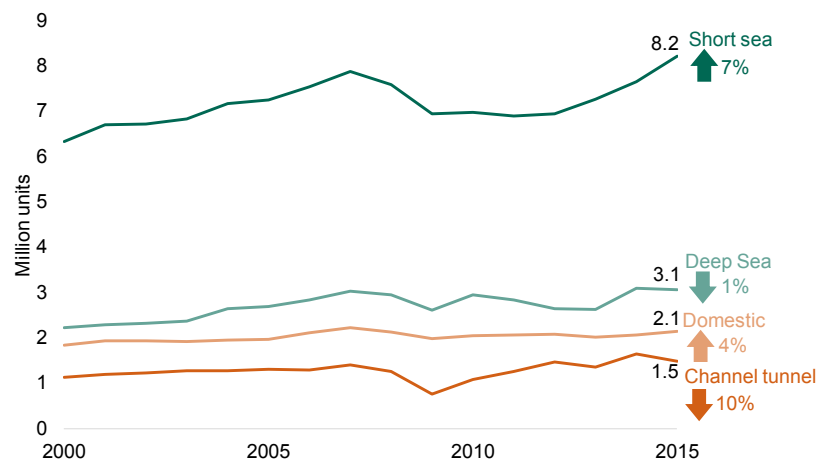


Some 1.5 million main freight units travelled through the Channel Tunnel in 2015, a decrease of 10 per cent since the previous year. However, the number of units moved by sea was still nearly twice the size. A further 1.4 million units travelled to France from the UK by sea than by the Channel Tunnel.

**Figure 25: Main freight units travelling through the Channel Tunnel and by Ferry, 2015**



**Channel Tunnel**

**1.5 million units**

**Ferry**

**2.9 million units**

## 6.5 Trade Routes by Cargo Category (Units)

Ninety-three per cent of Lo-Lo containers handled by UK major ports travelled to or from an international destination. In 2015, 5.3 million Lo-Lo units (9.1 TEUs) travelled between UK major ports and international ports, with a total weight of 59.0 million tonnes.

Nearly a quarter (22 per cent) of international unitised traffic was passenger vehicles. Freight units made up the remainder, of which import/export motor vehicles were the largest unit type with 4.2 million units.

In recent years overall unitised traffic has increased and tonnage has slightly decreased. One of the reasons for this is the increase in import/export motor vehicles traffic (now 21 per cent of all international traffic). These weigh considerably less than other unitised freight and therefore amount to an increase in volume of units but contribute considerably little towards tonnage.

Detailed statistics on freight traffic (unitised) can be found in the statistical data sets, PORT0202, PORT0204 and PORT0207.

## Chart 26: Freight traffic by route and units, 2015



Domestic trade    International trade        International trade    Domestic trade

| | | |
| --- | --- | --- |
| All Other Freight | | |
| Import/Export Motor Vehicles | | |
| Rail Wagons & Shipborne Port to Port Trailers | | |
| Unaccompanied Trailers | | |
| Road Goods vehicles | | |
| Lo-Lo | | |

**Million tonnes** (60 50 40 30 20 10 0)    **Million units** (0 1 2 3 4 5 6)

Import / Export Motor vehicles is one of he **_smallest_** commodities in terms of tonnage transported…

…but one of the **_largest_** commodities in terms of units transported

The most common unitised domestic commodity was passenger vehicles, of which there were 1.3 million units (36 per cent of domestic traffic). Unaccompanied road good trailers were a majority share of the remaining freight units, accounting for 29 per cent of domestic unitised freight traffic and weighing 13.9 million tonnes.

There were 4.4 million import/export motor vehicles moved through UK ports in 2015, an increase of 7 per cent, continuing the year-on-year annual growth observed since 2010.

Belgium is the busiest trading destination, accounting for 24 per cent of all import/export motor vehicles handled at UK major ports.

## Figure 27: Import/export motor vehicles, by direction, 2015



**Inwards**

2.9 million vehicles coming in to UK major ports (65%)

**Outwards**

1.5 million vehicles coming out of UK major ports (35%)

Net imports totalled 1.3 million units of motor vehicles transported in to UK major ports.
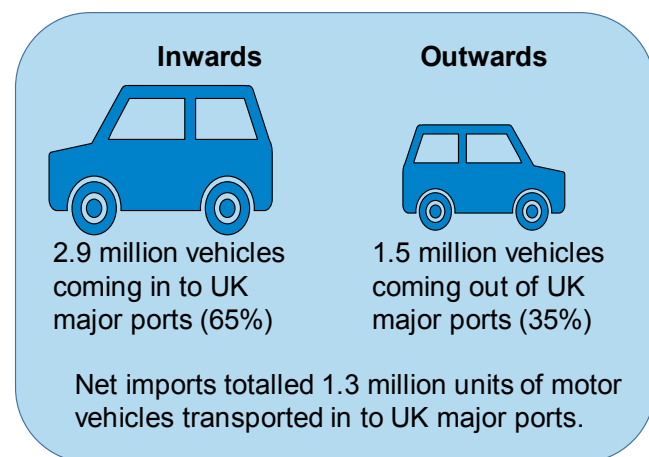
## Chart 28: Import/export motor vehicle routes, 2015
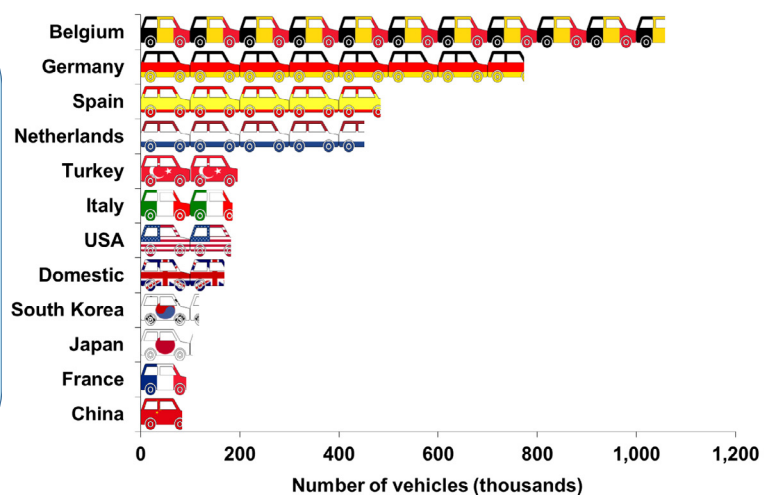


Belgium, Germany, Spain, Netherlands, Turkey, Italy, USA, Domestic, South Korea, Japan, France, China

**Number of vehicles (thousands)** (0 200 400 600 800 1,000 1,200)

Detailed statistics on freight traffic (unitised) can be found in the statistical data sets, PORT0204 and PORT0212.

## 7.1 Trade With EU Countries (Tonnage)

Trade with EU countries accounted for 53 per cent of all international traffic (203.2 million tonnes of freight). In 2015, 56.4 million tonnes of freight passed to or from the Netherlands, accounting for 28 per cent of all trade from European Union countries. The volume of imports and exports traded with the Netherlands was similar in both directions (51 per cent and 49 per cent respectively).

A majority of cargo traded with EU countries was roll-on/ roll-off traffic (39 per cent of all EU traffic). Some 50.1 million tonnes of roll-on/roll-off traffic were imported into UK major ports from EU countries and 30.0 million tonnes exported. France was the most important trading partner for roll-on/ roll-off traffic (29.8 million tonnes). Liquid bulk goods were the second most prevelant commodity, with just over a third of this (36 per cent) being traded with the Netherlands (22.9 million tonnes).

## 7.2 Trade With EU Countries (Units)

Very few trading routes are used for both Lo-Lo containers *and* roll-on/ roll-off main freight traffic (Chart 29). Roll-on/ Roll-off was the primary method of transporting units between the UK major ports and Europe in 2015 (73 per cent of main freight units).

Routes between UK major ports and Europe tend to be dominated by Ro-Ro, whilst routes outside of Europe/ world-wide ports tend to ship Lo-Lo containers.Virtually all of deep sea traffic is moved in Lo-Lo containers. A majority of these travel between the UK and China (45 per cent).

**Chart 29: Main freight units travelling between UK's top 10 unitised traffic trading partners, 2015**
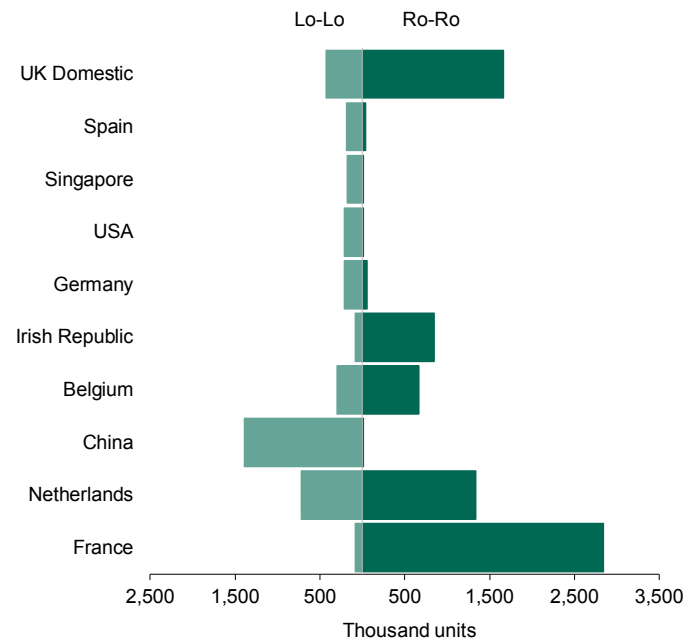


**Chart 30: Top 5 EU trading routes, by cargo category, 2015**
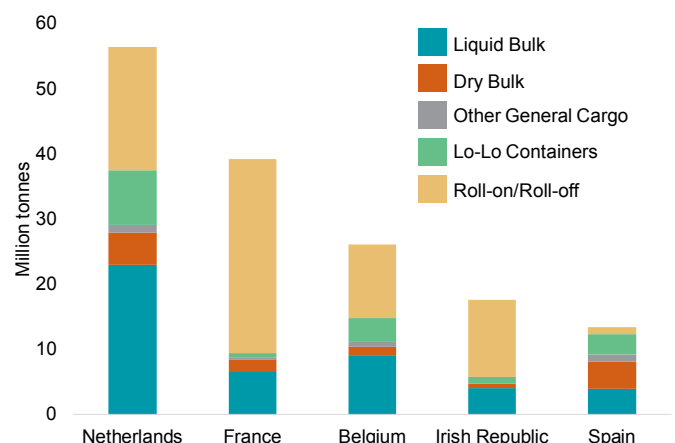


Detailed statistics on freight traffic (tonnage) can be found in the statistical data sets, PORT0110 and unitised traffic in PORT0207.

## Section 8: Number of Arrivals

The number of cargo carrying vessels arriving at UK ports decreased from a recent high of 130 thousand in 2010 to 121 thousand in 2013 before stabilising in recent years. In 2015, the number of cargo carrying arrivals at UK ports fell by one per cent compared to the previous year (122 thousand).

Ro-Ro vessels made up the largest number of vessels arriving at UK ports: 66 thousand vessels (46 per cent).

**Chart 31: Number of cargo carrying vessel arrivals, 1995 to 2015**
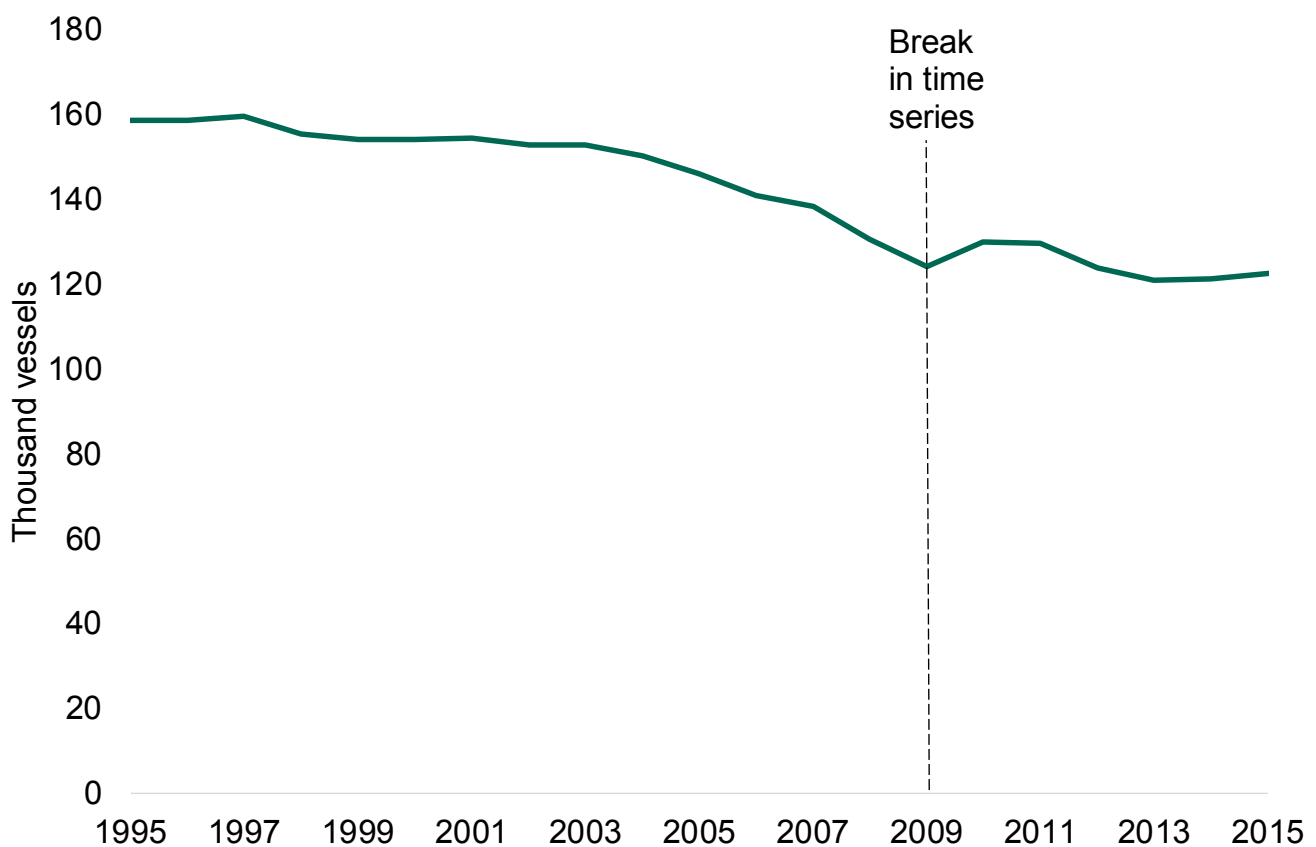


Detailed statistics on the number of vessel arrivals can be found in the statistical data sets, PORT0601 and PORT0602. These statistics on the number of arrivals are not classified as National Statistics.

Over half (62,487) of the vessels arriving at UK ports were at the top ten ports for the amount of tonnage handled. Dover received the largest number of ship arrivals (17 thousand vessels), however, this was 9 per cent lower than in the previous year. This may be the result of disruptions to the Dover - Calais route in summer 2015, and the cessation of MyFerryLink operations on this route. The large number of ship arrivals at Dover was largely comprised of 14 thousand Ro-Ro vessels sized between 5000 and 19,999 deadweight tonnes arriving at Dover port (i.e. ferries). Dover received more Ro-Ro vessels than any other UK port (25 per cent). The port of Grimsby & Immingham handled 9 thousand vessels and the port of London a further 7 thousand vessels.

Southampton accounted for the largest share (12 per cent) of deadweight tonnage arriving at UK ports in 2015 (165 million deadweight tonnage). Overall, the top ten ports received 69 per cent of total deadweight tonnage arriving at UK ports (965 million deadweight tonnage).

**Chart 32: Cargo carrying vessels arriving at the busiest 10 UK ports (thousand vessels), 2015**
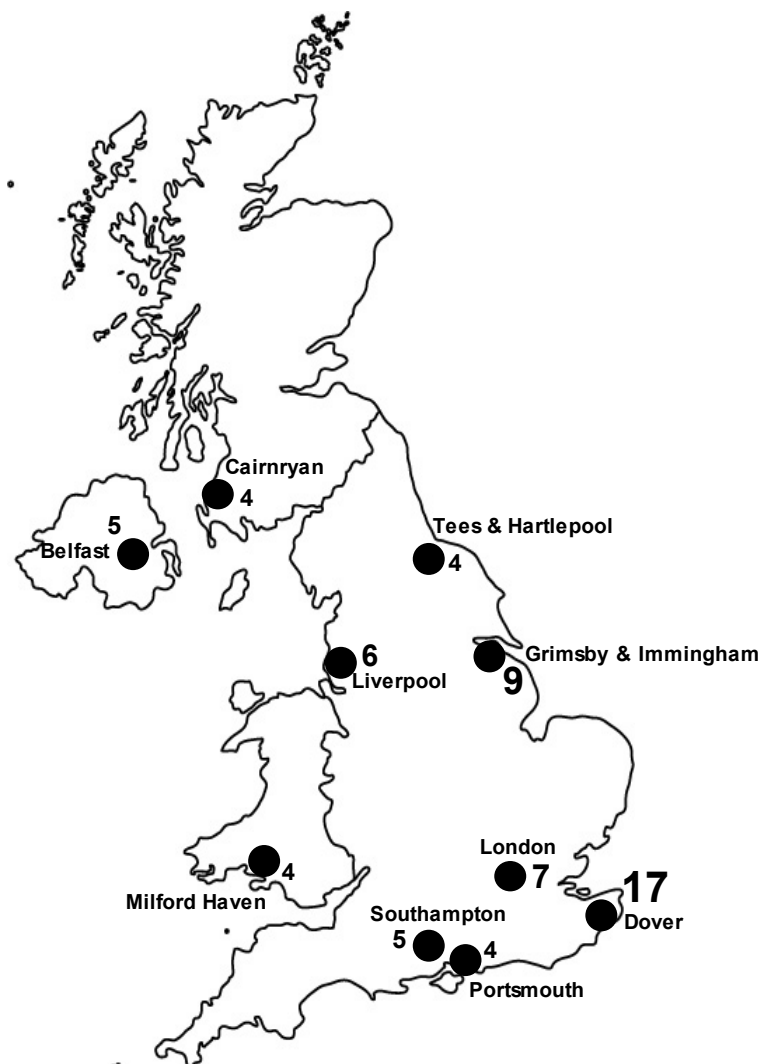


Detailed statistics on the number of vessel arrivals can be found in the statistical data sets, PORT0601, PORT0602 and PORT0603. These statistics on the number of arrivals are not classified as National Statistics.

## Section 9: Strengths and Weaknesses of the Data

- The port freight statistics relate to traffic travelling to and from ports in the United Kingdom, unless otherwise stated, and do not cover ports in the Isle of Man or the Channel Islands.

- Final port freight statistics are published 9 months after the year end. At this stage a full reconciliation of port and shipping agent data will have been carried out, and the grossing procedures described in the Technical Note are completed and checked. The detailed results in this release are based on the grossed data and the full range of analyses, including those by route and vessel type are then available.

## Section 10: Glossary

- Lo-Lo (lift-on lift-off) containers: standard shipping containers that are lifted on or off ships. Containers can also be carried on Ro-Ro (roll-on roll-off) services, usually on port-to-port trailers, road goods vehicles or unaccompanied trailers, in which case they will be treated as Ro-Ro traffic.

- Main freight units: all Lo-Lo containers and those Ro-Ro units intended mainly for carrying freight - road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges.

- Major ports: Ports handling over one million tonnes per year, and a small number of other key ports, together accounting for over 98% of UK port traffic. More detailed statistics are collected from these ports.

- Minor ports: All other ports handling freight traffic. Only total weight of goods loaded and unloaded is collected from these ports.

- Tonnage: The weight of goods transported, including crates and other packaging, but excluding the unloaded weight of any shipping containers, road goods vehicles, trailers and other items of transport equipment where these are used.

- Units: Includes all roll-on roll-off (Ro-Ro) units whether carrying freight or not (road goods vehicles, unaccompanied trailers, shipborne port-to-port trailers, passenger vehicles, trade vehicles, and other Ro-Ro units), as well as lift-on lift-off (Lo-Lo) containers. In most port statistics outputs, freight-carrying roll-on roll-off units are normally reported separately from others, but this detail is not available at the time of publication of the quarterly statistics, in which combined totals are given

## Section 11: Users and Uses of the Data

These statistics are collected to provide information on trends and patterns in the handling of freight traffic at UK sea ports. Users of the data include central government, the devolved administrations and local government, the maritime industry, transport consultants and academics, and international organisations. Uses, both inside and outside government, include:

- To provide general background to sector trends, and to inform the development and

evaluation of policy, and to inform decision making

- In the development or testing of transport and environmental models and forecasts

- In market analysis by transport consultants and businesses.

- To respond to requests for information from Parliament, members of the public and international organisations, including Eurostat's compilation of maritime statistics for the EU

We would welcome any feedback on these statistics by email to maritime.stats@dft.gsi.gov.uk.

## Section 12: Background Notes

- The web tables and charts give further detail of the key results presented in this statistical release. They are available here: Ports statistics.

- Full guidance on the methods used to compile these statistics can be found here: notes

- National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs: Code of Practice

- Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: pre-release access list.

- Provisional summary quarterly statistics on freight handled by UK major ports are also updated quarterly. The latest tables can be found here: Quarterly summary.

## Section 13: Footnotes

1. HMRC UK trade info website: https://www.uktradeinfo.com/Intrastat/AboutIntrastat/Pages/AboutIntrastat.aspx
2. Port freight technical note: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/517930/port-statistics-technical-note.pdf
3. Department for Environment, Food & Rural Affairs (DEFRA) statistics on 'agriculture in the UK in 2015'. https://www.gov.uk/government/statistics/agriculture-in-the-united-kingdom-2015
4. Lloyds List Intelligence http://www.lloydslistintelligence.com/llint/containers/index.htm.
5. Office for National Statistics UK Trade in goods by classification of product by activity time series dataset https://www.ons.gov.uk/businessindustryandtrade/internationaltrade/timeseries/p493/mq10
6. Her Majesty's Revenue and Customs, Regional Trade Statistics https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/505578/RTS_Q4_2015.pdf

**Department for Transport Statistics**

**Table PORT0101**

UK major and minor ports, all freight traffic, by port and direction, annually: 1965  2015

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All traffic** | | | | | | | | | | | | |
| **Major ports** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 4,609 | 4,663 | 5,131 | 4,833 | 4,570 | 4,164 | 4,165 | 4,493 | 4,263 | 4,231 | 4,376 |
| Belfast | Northern Ireland | 13,500 | 13,514 | 13,416 | 13,040 | 12,050 | 12,827 | 13,561 | 15,186 | 16,783 | 16,793 | 16,700 |
| Boston | Wash & Northern E Anglia | 767 | 834 | 836 | 961 | 702 | 951 | 838 | 829 | 724 | 824 | 852 |
| Bristol | Bristol Channel | 11,206 | 12,261 | 11,178 | 11,527 | 8,999 | 7,272 | 8,202 | 10,762 | 10,633 | 11,421 | 8,877 |
| Cairnryan [2] | Scotland West Coast | 3,274 | 3,145 | 3,163 | 2,928 | 2,572 | 2,634 | 2,932 | 2,610 | 2,364 | 2,368 | 2,548 |
| Card ff | Bristol Channel | 2,450 | 2,873 | 3,057 | 2,596 | 1,992 | 2,232 | 2,025 | 1,830 | 1,712 | 1,731 | 1,791 |
| Clyde | Scotland West Coast | 15,737 | 14,981 | 12,063 | 14,338 | 12,552 | 12,283 | 13,431 | 15,421 | 14,783 | 16,201 | 12,484 |
| Cromarty Firth | Scotland East Coast | 3,325 | 3,206 | 3,502 | 2,252 | 2,864 | 3,663 | 4,020 | 2,628 | 3,378 | 1,591 | 262 |
| Dover | Thames and Kent | 21,145 | 23,805 | 25,144 | 24,344 | 25,087 | 24,093 | 24,251 | 22,902 | 25,295 | 27,605 | 27,299 |
| Dundee | Scotland East Coast | 1,222 | 1,202 | 1,035 | 978 | 810 | 962 | 929 | 842 | 815 | 517 | 515 |
| Felixstowe | Haven | 23,144 | 24,370 | 25,685 | 24,988 | 24,267 | 25,756 | 26,817 | 26,269 | 26,214 | 28,127 | 27,971 |
| Fishguard | West and North Wales | 513 | 597 | 572 | 560 | 366 | 416 | 345 | 335 | 342 | 378 | 378 |
| Fleetwood | Lancs and Cumbria | 1,635 | 1,670 | 1,772 | 1,571 | 1,327 | 1,137 | z | z | z | z | z |
| Forth | Scotland East Coast | 34,218 | 31,556 | 36,681 | 39,054 | 36,690 | 34,335 | 27,878 | 25,332 | 26,365 | 24,608 | 27,074 |
| Fowey | West Country | 1,270 | 1,103 | 1,121 | 935 | 774 | 773 | 688 | 641 | 656 | 581 | 513 |
| Glensanda | Scotland West Coast | 5,439 | 6,004 | 7,050 | 6,336 | 5,591 | 5,846 | 6,060 | 5,541 | 5,746 | 6,347 | 5,597 |
| Goole | Humber | 2,623 | 2,215 | 2,281 | 2,159 | 1,635 | 1,936 | 1,848 | 1,291 | 1,377 | 1,304 | 1,327 |
| Great Yarmouth | Wash & Northern E Anglia | 763 | 950 | 900 | 784 | 659 | 855 | 827 | 889 | 840 | 1,137 | 1,096 |
| Grimsby & Immingham | Humber | 60,686 | 64,033 | 66,279 | 65,267 | 54,708 | 54,029 | 57,227 | 60,091 | 62,614 | 59,370 | 59,103 |
| Harwich | Haven | 4,221 | 4,176 | 3,784 | 3,739 | 2,942 | 3,141 | 3,090 | 3,189 | 3,638 | 3,888 | 4,550 |
| Heysham | Lancs and Cumbria | 3,676 | 4,014 | 3,586 | 3,185 | 3,102 | 3,461 | 4,291 | 4,035 | 3,920 | 4,472 | 4,557 |
| Holyhead | West and North Wales | 4,147 | 4,153 | 3,468 | 3,419 | 2,852 | 2,658 | 3,148 | 3,087 | 3,212 | 3,663 | 4,455 |
| Hull | Humber | 13,363 | 12,785 | 12,497 | 12,249 | 9,771 | 9,236 | 9,286 | 10,081 | 10,910 | 10,925 | 10,029 |
| Ipswich | Haven | 3,578 | 3,505 | 2,797 | 2,572 | 2,814 | 2,875 | 2,544 | 2,206 | 1,689 | 1,929 | 2,293 |
| Kilroot Power Station Jetty | Northern Ireland | 977 | 1,155 | 803 | 867 | 532 | 784 | 623 | 1,039 | 1,121 | 995 | 895 |
| Larne | Northern Ireland | 5,496 | 5,489 | 5,464 | 5,166 | 4,297 | 4,614 | 4,395 | 2,913 | 2,369 | 2,378 | 2,559 |
| Liverpool | Lancs and Cumbria | 33,775 | 33,550 | 32,258 | 32,204 | 29,936 | 30,020 | 32,660 | 32,924 | 31,149 | 30,996 | 31,256 |
| Loch Ryan [3] | Scotland West Coast | z | z | z | z | z | z | z | 1,815 | 2,136 | 2,038 | 2,163 |
| London | Thames and Kent | 53,843 | 51,911 | 52,739 | 52,965 | 45,442 | 48,062 | 48,796 | 43,742 | 43,205 | 44,489 | 45,430 |
| Londonderry | Northern Ireland | 1,151 | 1,690 | 1,934 | 1,839 | 1,619 | 1,757 | 1,740 | 1,659 | 1,871 | 1,794 | 1,759 |
| Manchester | Lancs and Cumbria | 7,222 | 8,049 | 8,079 | 7,438 | 6,670 | 7,084 | 7,355 | 6,438 | 7,489 | 7,125 | 6,528 |
| Medway | Thames and Kent | 15,470 | 18,957 | 15,417 | 14,971 | 13,150 | 13,971 | 16,076 | 12,649 | 8,384 | 8,447 | 9,091 |
| M lford Haven | West and North Wales | 37,547 | 34,307 | 35,496 | 35,875 | 39,293 | 42,788 | 48,699 | 39,832 | 41,105 | 34,309 | 37,684 |
| Newhaven | Sussex and Hampshire | 876 | 1,046 | 1,003 | 1,196 | 861 | 824 | 754 | 793 | 706 | 699 | 864 |
| Newport | Bristol Channel | 3,971 | 3,846 | 2,843 | 3,195 | 2,734 | 2,068 | 2,444 | 2,464 | 2,442 | 2,617 | 2,571 |
| Orkney | Scotland East Coast | 14,534 | 11,249 | 10,592 | 4,789 | 3,241 | 3,244 | 2,344 | 1,729 | 1,054 | 1,151 | 3,945 |
| Peterhead | Scotland East Coast | 928 | 947 | 790 | 871 | 797 | 1,107 | 1,054 | 1,024 | 971 | 1,377 | 1,468 |
| Plymouth | West Country | 2,308 | 2,452 | 2,486 | 2,322 | 1,944 | 2,208 | 2,141 | 2,374 | 2,161 | 2,089 | 2,217 |
| Poole | West Country | 1,712 | 1,806 | 1,405 | 1,518 | 1,127 | 982 | 950 | 752 | 634 | 573 | 582 |
| Port Ta bot | Bristol Channel | 8,573 | 8,659 | 9,052 | 8,147 | 5,156 | 8,832 | 7,056 | 5,572 | 8,477 | 9,476 | 8,113 |
| Portsmouth | Sussex and Hampshire | 4,931 | 4,205 | 3,961 | 3,937 | 3,954 | 3,718 | 3,772 | 3,487 | 3,613 | 3,786 | 3,776 |
| Ramsgate | Thames and Kent | 1,872 | 1,704 | 2,015 | 1,968 | 1,591 | 1,739 | 1,144 | 879 | 216 | 14 | 26 |
| River Trent [4] | Humber | 1,924 | 2,062 | 2,207 | 1,984 | 1,096 | 1,361 | 1,283 | 1,244 | 1,313 | 1,489 | 1,173 |
| Rivers Hu l and Humber [4] | Humber | 9,843 | 9,774 | 9,370 | 9,351 | 9,466 | 10,034 | 10,187 | 10,283 | 9,674 | 9,986 | 8,264 |
| Shoreham | Sussex and Hampshire | 1,828 | 1,797 | 1,989 | 1,792 | 1,735 | 1,851 | 2,081 | 1,904 | 1,600 | 1,826 | 1,909 |
| Southampton | Sussex and Hampshire | 39,947 | 40,556 | 43,815 | 40,974 | 37,228 | 39,365 | 37,878 | 38,107 | 35,797 | 36,688 | 37,660 |
| Stranraer [3] | Scotland West Coast | 1,165 | 1,222 | 1,231 | 1,190 | 1,177 | 1,017 | 986 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 20,541 | 19,447 | 16,573 | 14,539 | 11,217 | 11,270 | 10,153 | 11,398 | 6,394 | 7,185 | 6,120 |
| Sunderland | North East | 920 | 904 | 1,024 | 805 | 651 | 407 | 504 | 455 | 596 | 686 | 748 |
| Swansea | Bristol Channel | 695 | 634 | 683 | 589 | 401 | 604 | 561 | 595 | 540 | 527 | 518 |
| Tees and Hartlepool | North East | 55,790 | 53,348 | 49,779 | 45,436 | 39,163 | 35,697 | 35,198 | 33,967 | 37,641 | 39,537 | 35,849 |
| Tyne | North East | 3,357 | 4,077 | 4,613 | 5,417 | 3,540 | 3,217 | 5,332 | 6,494 | 8,116 | 6,701 | 4,995 |
| Warrenpoint | Northern Ireland | 2,436 | 2,307 | 1,999 | 2,119 | 1,841 | 2,327 | 2,425 | 2,429 | 2,707 | 2,866 | 2,920 |
| **Total Major Ports** | | **570,145** | **568,763** | **566,617** | **548,079** | **489,556** | **498,488** | **506,996** | **489,450** | **491,755** | **491,856** | **485,729** |

**UK major and minor ports, all freight traffic, by port and direction, annually: 1965  2015**

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Minor ports** | | | | | | | | | | | | |
| Anglesey Marine Terminal | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Appledore | Bristol Channel | 90 | 75 | 64 | 66 | 46 | 51 | 37 | 38 | 31 | 28 | 26 |
| Ardrishaig | Scotland West Coast | 136 | 171 | 149 | 107 | 63 | 111 | 124 | 59 | 100 | 109 | 107 |
| Ayr | Scotland West Coast | 418 | 419 | 553 | 557 | 335 | 558 | 402 | 304 | 470 | 355 | 280 |
| Bangor | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Barnstaple | Bristol Channel | 26 | 2 | z | z | z | z | z | z | 46 | 35 | 0 |
| Barra Castlebay | Scotland West Coast | z | z | 1 | z | z | z | z | z | z | z | z |
| Barrow | Lancs and Cumbria | 151 | 145 | 192 | 206 | 112 | 320 | 298 | 394 | 169 | 234 | 142 |
| Barry | Bristol Channel | 443 | 515 | 456 | 465 | 327 | 281 | 259 | 274 | 266 | 303 | 300 |
| Berwick | North East | 76 | 94 | 83 | 94 | 60 | 65 | 87 | 86 | 101 | 59 | 51 |
| Bideford | Bristol Channel | 42 | 57 | 62 | 31 | 14 | 15 | 46 | 54 | 22 | 13 | 13 |
| Blyth | North East | 915 | 1,147 | 1,464 | 1,069 | 766 | 842 | 1,094 | 701 | 577 | 505 | 638 |
| Bridgwater | Bristol Channel | 106 | 91 | 50 | 46 | 31 | 40 | 45 | 46 | 37 | 38 | 59 |
| Bridport | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Brightlingsea [5] | Thames and Kent | 118 | 97 | 103 | 82 | 20 | 31 | 31 | 18 | 9 | 14 | 9 |
| Buckie | Scotland East Coast | 96 | 95 | 108 | 102 | 105 | 108 | 113 | 90 | 110 | 74 | 83 |
| Burghead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Burry Port | Bristol Channel | z | z | z | 86 | 91 | 100 | 71 | 87 | 102 | 73 | 110 |
| Caernarfon | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Carrickfergus | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Charlestown | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Chichester | Sussex and Hampshire | 155 | 165 | 226 | 160 | 115 | 106 | 112 | 84 | 141 | 91 | 129 |
| Colchester | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Coleraine | Northern Ireland | 67 | 55 | 74 | 61 | 33 | 41 | 39 | 39 | 25 | 30 | 34 |
| Corpach | Scotland West Coast | – | 0 | 0 | 161 | 121 | 150 | 140 | 211 | 227 | 291 | 184 |
| Cowes, Isle of Wight | Sussex and Hampshire | 179 | 235 | 266 | 252 | 149 | 257 | 223 | 298 | 181 | 211 | 222 |
| Craignure | Scotland West Coast | z | z | 9 | z | z | z | z | z | z | z | z |
| Dartmouth | West Country | 40 | z | z | z | z | z | z | z | z | z | z |
| Dean Point Quarry | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Dutch River Wharf | Humber | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exmouth | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Falmouth | West Country | 570 | 697 | 753 | 722 | 576 | 540 | 495 | 476 | 360 | 333 | 254 |
| Fareham | Sussex and Hampshire | 31 | 23 | z | z | z | z | z | z | z | z | z |
| Folkestone | Thames and Kent | 94 | 13 | 25 | z | z | z | z | z | z | z | z |
| Fosdyke | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Fraserburgh | Scotland East Coast | 107 | 93 | 100 | 75 | 90 | 80 | 83 | 81 | 90 | 76 | 62 |
| Garlieston | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Garston | Lancs and Cumbria | 532 | 570 | 515 | 467 | 505 | 555 | 602 | 623 | 602 | 499 | 530 |
| G ll's Bay Scotland | Scotland East Coast | 0 | 0 | 37 | 49 | 48 | 79 | 64 | 40 | 62 | 75 | 83 |
| Girvan | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Gweek | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Hughtown (St Mary's) | West Country | z | z | z | z | 12 | 21 | 20 | 17 | 14 | 37 | 21 |
| Inverke thing | Scotland East Coast | 258 | 284 | 222 | 181 | 98 | 170 | 156 | 172 | 127 | 168 | 194 |
| Inverness | Scotland East Coast | 665 | 671 | 684 | 697 | 651 | 671 | 599 | 521 | 563 | 475 | 566 |
| Irvine | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Killyleagh | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Kilroot | Northern Ireland | 428 | 275 | 178 | 406 | 414 | 562 | 467 | 291 | 447 | 217 | 444 |
| King's Lynn | Wash & Northern E Anglia | 1,008 | 613 | 578 | 771 | 662 | 723 | 582 | 531 | 459 | 475 | 475 |
| Kirkcudbright | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Kyle of Lochalsh | Scotland West Coast | z | z | z | z | z | 32 | 3 | 11 | 7 | 39 | 25 |
| Lancaster | Lancs and Cumbria | 111 | 146 | 123 | 113 | 121 | 141 | 134 | 127 | 158 | 151 | 144 |
| Larne Bank Quays | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Lerwick | Scotland East Coast | 622 | 541 | 615 | 658 | 560 | 568 | 585 | 670 | 823 | 838 | 746 |
| Littlehampton | Sussex and Hampshire | 61 | 71 | 72 | 78 | 24 | 23 | 33 | 36 | 29 | 30 | 29 |
| Llandulas | West and North Wales | 304 | 389 | 340 | 380 | 256 | 331 | 411 | 227 | 344 | 287 | 197 |
| Llanelli | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Loch Carnan | Scotland West Coast | z | z | 9 | z | z | z | z | z | z | z | z |
| Lochaline | Scotland West Coast | 85 | 71 | 47 | 57 | z | z | z | z | z | z | z |
| Lossiemouth | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Lowestoft | Wash & Northern E Anglia | 242 | 323 | 237 | 169 | 141 | 178 | 103 | 84 | 89 | 104 | 126 |
| Macduff | Scotland East Coast | 7 | 7 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Magheramorne | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Maldon | Thames and Kent | 6 | 1 | 0 | 0 | 0 | 0 | – | 0 | 0 | 0 | – |
| Mistley | Haven | 155 | 160 | 174 | 161 | 108 | 176 | 141 | 134 | 150 | 183 | 144 |
| Montrose | Scotland East Coast | 697 | 640 | 582 | 609 | 423 | 512 | 488 | 518 | 588 | 601 | 493 |
| Mostyn | West and North Wales | 203 | 180 | 154 | 139 | 21 | 54 | 69 | 11 | 123 | 45 | 13 |
| Neath | Bristol Channel | 406 | 464 | 420 | 274 | 206 | 318 | 364 | 253 | 216 | 225 | 192 |
| Newlyn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Newport, Isle of Wight | Sussex and Hampshire | 10 | 12 | 12 | 11 | 11 | 11 | 10 | 14 | 16 | 15 | 22 |
| Padstow | West Country | 78 | 100 | 115 | 160 | 118 | 126 | 159 | 168 | 163 | 164 | 191 |
| Par | West Country | 315 | 209 | 58 | z | z | z | z | z | z | z | z |
| Penarth | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Penryn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Penzance | West Country | 15 | 15 | 20 | 17 | 12 | 21 | 21 | 17 | 13 | 14 | 18 |
| Perth | Scotland East Coast | 139 | 148 | 144 | 141 | 125 | 103 | 74 | 62 | 60 | 61 | 63 |
| Port Askaig | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Port Penrhyn | West and North Wales | 57 | 56 | 58 | 65 | 28 | 58 | 61 | 66 | 49 | 45 | 35 |
| Porthoustock | West Country | 70 | 0 | 209 | 174 | 190 | 250 | 217 | 162 | 69 | 78 | 82 |
| Portrush | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Preston | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Red Bay | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| River Ouse [4] | Humber | 217 | 234 | 282 | 226 | 196 | 241 | 182 | 157 | 106 | 170 | 188 |
| Rye | Thames and Kent | 64 | 0 | 70 | 58 | 73 | 102 | 66 | 35 | 36 | 52 | 46 |
| Sandwich | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Scalloway [5] | Scotland East Coast | z | z | z | z | 32 | 24 | 23 | 14 | 33 | 32 | 50 |
| Scrabster | Scotland East Coast | 107 | 82 | 94 | 113 | 114 | 103 | 130 | 119 | 112 | 134 | 107 |
| Seaham | North East | 505 | 530 | 554 | 499 | 397 | 453 | 451 | 544 | 615 | 572 | 602 |
| Sharpness | Bristol Channel | 498 | 458 | 490 | 467 | 438 | 412 | 514 | 428 | 456 | 555 | 487 |
| Shotton | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Silloth | Lancs and Cumbria | 170 | 171 | 180 | 148 | 174 | 228 | 208 | 184 | 181 | 166 | 124 |
| Stornoway | Scotland West Coast | 244 | 233 | 232 | 240 | 236 | 258 | 298 | 284 | 213 | 242 | 232 |
| Sutton Bridge | Wash & Northern E Anglia | 534 | 593 | 609 | 530 | 440 | 443 | 430 | 415 | 449 | 402 | 391 |
| Tayport | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Teignmouth | West Country | 595 | 683 | 639 | 589 | 402 | 406 | 380 | 373 | 394 | 389 | 359 |
| Torquay | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Troon | Scotland West Coast | 287 | 469 | 520 | 463 | 477 | 749 | 144 | 114 | 105 | 123 | 108 |
| Truro | West Country | 23 | 22 | 19 | 26 | 24 | 22 | 26 | 7 | 11 | 10 | 5 |
| Wallasea | Thames and Kent | 196 | 233 | 221 | 162 | 80 | 139 | 130 | 171 | 153 | 157 | 138 |
| Warkworth | North East | z | z | z | z | z | z | z | z | z | z | z |
| Watchet | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Wells | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Weymouth & Portland | West Country | 190 | 240 | 279 | 160 | 178 | 152 | 146 | 144 | 104 | 158 | 170 |
| Whitby & Scarborough | North East | z | z | z | z | z | z | z | z | z | z | z |
| Whitehaven | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Whitstable | Thames and Kent | 81 | 121 | 79 | 70 | 70 | 77 | 47 | 39 | 47 | 51 | 49 |
| Wick | Scotland East Coast | 29 | 40 | 29 | 19 | 19 | 16 | 35 | 35 | 31 | 74 | 33 |
| Wisbech | Wash & Northern E Anglia | 75 | 56 | 63 | 58 | 31 | 36 | 54 | 57 | 49 | 56 | 70 |
| Workington | Lancs and Cumbria | 246 | 200 | 182 | 132 | 154 | 126 | 172 | 196 | 238 | 278 | 252 |
| Other ports | | z | z | z | z | z | z | z | z | z | z | 28 |
| **Total Minor ports** | | **14,396** | **14,499** | **14,886** | **14,087** | **11,324** | **13,367** | **12,499** | **11,410** | **11,569** | **11,315** | **10,978** |
| **England Total** | | **392,286** | **400,517** | **399,085** | **386,534** | **340,792** | **343,386** | **353,318** | **346,534** | **347,079** | **353,037** | **345,071** |
| **Wales Total** | | **59,310** | **56,673** | **56,598** | **55,790** | **53,723** | **60,741** | **65,513** | **54,631** | **58,931** | **53,679** | **56,358** |
| **Scotland Total** | | **108,890** | **101,587** | **101,952** | **96,346** | **85,580** | **84,818** | **77,413** | **76,138** | **71,992** | **71,381** | **69,968** |
| **Great Britain Total** | | **560,486** | **558,777** | **557,636** | **538,669** | **480,095** | **488,944** | **496,243** | **477,304** | **478,002** | **478,097** | **471,397** |
| **Northern Ireland Total** | | **24,055** | **24,485** | **23,868** | **23,497** | **20,786** | **22,911** | **23,252** | **23,556** | **25,322** | **25,073** | **25,311** |
| **United Kingdom Total** | | **584,541** | **583,261** | **581,504** | **562,166** | **500,881** | **511,855** | **519,495** | **500,860** | **503,324** | **503,171** | **496,708** |

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0101**
**UK major and minor ports, all freight traffic, by port and direction, annually: 1965 2015**

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Inward traffic** | | | | | | | | | | | | |
| **Major ports** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 2,401 | 2,407 | 2,541 | 2,407 | 2,227 | 2,035 | 1,966 | 2,084 | 2,055 | 1,986 | 2,031 |
| Belfast | Northern Ireland | 9,826 | 9,889 | 9,704 | 9,143 | 8,407 | 8,600 | 8,614 | 9,731 | 10,487 | 10,303 | 10,119 |
| Boston | Wash & Northern E Anglia | 515 | 514 | 612 | 568 | 434 | 547 | 519 | 656 | 611 | 668 | 658 |
| Bristol | Bristol Channel | 10,123 | 11,182 | 10,061 | 10,290 | 7,904 | 6,043 | 7,035 | 9,683 | 9,599 | 10,225 | 7,211 |
| Cairnryan [2] | Scotland West Coast | 1,479 | 1,446 | 1,440 | 1,294 | 1,123 | 1,150 | 1,340 | 1,246 | 1,103 | 1,096 | 1,179 |
| Card ff | Bristol Channel | 1,994 | 2,286 | 2,551 | 2,197 | 1,679 | 1,746 | 1,695 | 1,469 | 1,469 | 1,522 | 1,499 |
| Clyde | Scotland West Coast | 11,868 | 11,702 | 9,323 | 10,885 | 9,474 | 8,983 | 9,981 | 12,026 | 12,148 | 13,221 | 9,678 |
| Cromarty Firth | Scotland East Coast | 1,648 | 1,608 | 1,688 | 1,174 | 1,299 | 1,659 | 1,882 | 1,313 | 1,605 | 810 | 145 |
| Dover | Thames and Kent | 13,444 | 14,856 | 15,454 | 15,017 | 15,767 | 14,509 | 14,570 | 13,817 | 15,176 | 16,431 | 16,498 |
| Dundee | Scotland East Coast | 905 | 918 | 809 | 788 | 632 | 753 | 721 | 666 | 704 | 463 | 468 |
| Felixstowe | Haven | 13,911 | 14,747 | 16,157 | 15,129 | 14,126 | 15,711 | 16,919 | 15,458 | 15,955 | 17,205 | 17,235 |
| Fishguard | West and North Wales | 277 | 340 | 335 | 323 | 224 | 250 | 211 | 217 | 216 | 236 | 239 |
| Fleetwood | Lancs and Cumbria | 822 | 824 | 886 | 776 | 665 | 581 | . | . | . | . | . |
| Forth | Scotland East Coast | 4,778 | 5,353 | 5,432 | 4,856 | 4,309 | 5,015 | 4,307 | 4,442 | 4,177 | 4,056 | 4,035 |
| Fowey | West Country | 0 | 5 | 20 | 30 | 45 | 28 | 35 | 25 | 6 | 11 | 12 |
| Glensanda | Scotland West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Goole | Humber | 2,083 | 1,710 | 1,699 | 1,639 | 1,268 | 1,442 | 1,355 | 1,022 | 1,108 | 1,142 | 1,179 |
| Great Yarmouth | Wash & Northern E Anglia | 672 | 887 | 848 | 738 | 620 | 687 | 626 | 577 | 523 | 746 | 683 |
| Grimsby & Immingham | Humber | 43,676 | 49,039 | 50,432 | 49,877 | 40,781 | 40,476 | 43,349 | 45,481 | 46,392 | 43,638 | 43,584 |
| Harwich | Haven | 2,770 | 2,590 | 2,677 | 2,549 | 2,027 | 2,122 | 1,995 | 2,115 | 2,557 | 2,866 | 3,044 |
| Heysham | Lancs and Cumbria | 1,794 | 2,013 | 1,810 | 1,582 | 1,527 | 1,720 | 2,152 | 2,043 | 1,959 | 2,254 | 2,286 |
| Holyhead | West and North Wales | 2,168 | 2,183 | 1,599 | 1,673 | 1,382 | 1,254 | 1,503 | 1,444 | 1,566 | 1,764 | 2,214 |
| Hull | Humber | 9,932 | 9,769 | 9,559 | 9,365 | 7,212 | 6,523 | 6,784 | 7,524 | 8,448 | 8,324 | 7,464 |
| Ipswich | Haven | 2,597 | 2,380 | 1,908 | 1,689 | 1,735 | 1,465 | 1,434 | 1,341 | 1,039 | 1,151 | 1,282 |
| Kilroot Power Station Jetty | Northern Ireland | 977 | 1,155 | 803 | 867 | 532 | 784 | 615 | 1,039 | 1,121 | 976 | 885 |
| Larne | Northern Ireland | 2,985 | 2,990 | 2,890 | 2,749 | 2,299 | 2,419 | 2,306 | 1,482 | 1,263 | 1,275 | 1,378 |
| Liverpool | Lancs and Cumbria | 25,498 | 25,082 | 23,381 | 23,964 | 22,450 | 21,716 | 24,805 | 25,384 | 23,707 | 23,378 | 23,735 |
| Loch Ryan [3] | Scotland West Coast | z | z | z | z | z | z | z | 943 | 1,071 | 1,022 | 1,076 |
| London | Thames and Kent | 44,977 | 43,259 | 44,371 | 43,864 | 38,568 | 39,797 | 40,808 | 36,347 | 36,406 | 37,490 | 38,315 |
| Londonderry | Northern Ireland | 1,110 | 1,608 | 1,836 | 1,786 | 1,542 | 1,696 | 1,583 | 1,563 | 1,755 | 1,689 | 1,689 |
| Manchester | Lancs and Cumbria | 2,935 | 3,594 | 3,474 | 3,509 | 2,829 | 3,500 | 3,151 | 2,486 | 3,918 | 3,494 | 2,663 |
| Medway | Thames and Kent | 13,115 | 16,762 | 13,613 | 12,617 | 11,099 | 11,852 | 13,903 | 10,933 | 7,142 | 7,482 | 7,979 |
| M lford Haven | West and North Wales | 21,256 | 19,888 | 20,046 | 20,449 | 23,700 | 27,948 | 32,229 | 25,448 | 25,565 | 23,259 | 26,433 |
| Newhaven | Sussex and Hampshire | 605 | 650 | 684 | 850 | 554 | 464 | 352 | 459 | 369 | 362 | 478 |
| Newport | Bristol Channel | 3,012 | 3,013 | 2,234 | 2,596 | 2,035 | 1,391 | 1,563 | 1,849 | 1,330 | 1,437 | 1,517 |
| Orkney | Scotland East Coast | 5,344 | 4,158 | 3,655 | 776 | 169 | 185 | 186 | 200 | 180 | 182 | 195 |
| Peterhead | Scotland East Coast | 606 | 647 | 469 | 524 | 482 | 539 | 541 | 584 | 589 | 768 | 950 |
| Plymouth | West Country | 1,741 | 1,828 | 1,841 | 1,734 | 1,560 | 1,723 | 1,583 | 1,644 | 1,646 | 1,589 | 1,697 |
| Poole | West Country | 998 | 1,027 | 780 | 914 | 631 | 521 | 523 | 455 | 380 | 327 | 374 |
| Port Ta bot | Bristol Channel | 8,324 | 8,362 | 8,764 | 7,925 | 4,977 | 8,554 | 6,505 | 5,135 | 8,070 | 8,973 | 7,732 |
| Portsmouth | Sussex and Hampshire | 3,123 | 2,717 | 2,444 | 2,474 | 2,625 | 2,366 | 2,419 | 2,272 | 2,426 | 2,517 | 2,559 |
| Ramsgate | Thames and Kent | 1,293 | 1,186 | 1,361 | 1,278 | 1,008 | 1,076 | 738 | 570 | 147 | 13 | 24 |
| River Trent [4] | Humber | 1,530 | 1,653 | 1,759 | 1,507 | 740 | 1,086 | 1,007 | 1,001 | 1,129 | 1,341 | 1,074 |
| Rivers Hu l and Humber [4] | Humber | 9,498 | 9,619 | 9,189 | 9,090 | 9,199 | 9,752 | 9,982 | 10,066 | 9,571 | 9,921 | 8,144 |
| Shoreham | Sussex and Hampshire | 1,659 | 1,635 | 1,871 | 1,677 | 1,587 | 1,685 | 1,889 | 1,741 | 1,460 | 1,633 | 1,671 |
| Southampton | Sussex and Hampshire | 25,363 | 26,722 | 27,880 | 25,681 | 23,349 | 24,148 | 23,383 | 22,971 | 22,218 | 22,943 | 22,977 |
| Stranraer [3] | Scotland West Coast | 630 | 644 | 647 | 634 | 646 | 553 | 543 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 3,937 | 3,705 | 2,747 | 2,379 | 840 | 1,020 | 748 | 2,197 | 201 | 1 | 6 |
| Sunderland | North East | 420 | 446 | 622 | 600 | 504 | 238 | 284 | 266 | 416 | 522 | 575 |
| Swansea | Bristol Channel | 377 | 467 | 521 | 416 | 286 | 463 | 415 | 393 | 379 | 398 | 386 |
| Tees and Hartlepool | North East | 19,882 | 19,456 | 18,022 | 17,081 | 13,743 | 12,280 | 13,331 | 13,604 | 18,386 | 17,909 | 14,382 |
| Tyne | North East | 2,256 | 3,051 | 3,532 | 4,428 | 2,769 | 2,026 | 3,968 | 5,315 | 6,997 | 5,544 | 3,792 |
| Warrenpoint | Northern Ireland | 1,655 | 1,493 | 1,259 | 1,305 | 961 | 1,337 | 1,346 | 1,343 | 1,489 | 1,499 | 1,501 |
| **Total Major ports** | | **344,788** | **355,464** | **348,237** | **337,662** | **296,551** | **304,418** | **319,702** | **312,066** | **318,236** | **318,063** | **306,925** |

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Minor ports** | | | | | | | | | | | | |
| Anglesey Marine Terminal | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Appledore | Bristol Channel | 90 | 75 | 64 | 66 | 46 | 51 | 37 | 38 | 31 | 28 | 26 |
| Ardrishaig | Scotland West Coast | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 0 | 1 | 0 | 2 |
| Ayr | Scotland West Coast | 185 | 172 | 174 | 182 | 182 | 276 | 212 | 205 | 347 | 284 | 217 |
| Bangor | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Barnstaple | Bristol Channel | 26 | 2 | z | z | z | z | z | z | 25 | 23 | 0 |
| Barra Castlebay | Scotland West Coast | z | z | 1 | z | z | z | z | z | z | z | z |
| Barrow | Lancs and Cumbria | 27 | 53 | 88 | 74 | 72 | 122 | 124 | 78 | 77 | 68 | 70 |
| Barry | Bristol Channel | 318 | 366 | 338 | 324 | 232 | 188 | 182 | 196 | 189 | 212 | 207 |
| Berwick | North East | 46 | 53 | 57 | 74 | 47 | 49 | 42 | 44 | 68 | 39 | 21 |
| Bideford | Bristol Channel | 0 | 2 | z | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| Blyth | North East | 647 | 903 | 1,239 | 866 | 602 | 590 | 777 | 476 | 435 | 332 | 446 |
| Bridgwater | Bristol Channel | 106 | 90 | 50 | 46 | 31 | 40 | 45 | 46 | 37 | 38 | 59 |
| Bridport | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Brightlingsea [5] | Thames and Kent | 33 | 25 | 13 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 6 |
| Buckie | Scotland East Coast | 43 | 57 | 64 | 66 | 69 | 63 | 56 | 61 | 77 | 64 | 74 |
| Burghead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Burry Port | Bristol Channel | z | z | z | 86 | 91 | 100 | 71 | 87 | 102 | 73 | 110 |
| Caernarfon | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Carrickfergus | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Charlestown | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Chichester | Sussex and Hampshire | 155 | 165 | 226 | 160 | 115 | 106 | 112 | 84 | 141 | 91 | 129 |
| Colchester | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Coleraine [6] | Northern Ireland | 4 | 7 | 20 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| Corpach | Scotland West Coast | 0 | 0 | 0 | 19 | 15 | 40 | 32 | 46 | 47 | 60 | 13 |
| Cowes, Isle of Wight | Sussex and Hampshire | 161 | 209 | 179 | 165 | 128 | 217 | 198 | 225 | 165 | 179 | 199 |
| Craignure | Scotland West Coast | z | z | 9 | z | z | z | z | z | z | z | z |
| Dartmouth | West Country | 0 | z | z | z | z | z | z | z | z | z | z |
| Dean Point Quarry | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Dutch River Wharf | Humber | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exmouth | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Falmouth | West Country | 470 | 384 | 400 | 597 | 552 | 515 | 464 | 455 | 336 | 284 | 195 |
| Fareham | Sussex and Hampshire | 31 | 23 | z | z | z | z | z | z | z | z | z |
| Folkestone | Thames and Kent | 94 | 13 | 25 | z | z | z | z | z | z | z | z |
| Fosdyke | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Fraserburgh | Scotland East Coast | 88 | 74 | 83 | 70 | 84 | 76 | 78 | 69 | 78 | 64 | 47 |
| Garlieston | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Garston | Lancs and Cumbria | 487 | 506 | 429 | 414 | 378 | 507 | 571 | 579 | 554 | 472 | 484 |
| G ll's Bay Scotland | Scotland East Coast | 0 | 0 | 19 | 19 | 17 | 40 | 33 | 20 | 31 | 32 | 37 |
| Girvan | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Gweek | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Hughtown (St Mary's) | West Country | z | z | z | z | 11 | 20 | 19 | 16 | 12 | 31 | 18 |
| Inverke thing | Scotland East Coast | 1 | 31 | 14 | 27 | 16 | 14 | 21 | 28 | 37 | 53 | 59 |
| Inverness | Scotland East Coast | 568 | 549 | 562 | 551 | 524 | 520 | 437 | 368 | 408 | 321 | 394 |
| Irvine | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Killyleagh | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Kilroot | Northern Ireland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| King's Lynn | Wash & Northern E Anglia | 706 | 303 | 268 | 305 | 192 | 231 | 233 | 247 | 225 | 213 | 193 |
| Kirkcudbright | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Kyle of Lochalsh | Scotland West Coast | z | z | z | z | z | 7 | 1 | 6 | 1 | 4 | 8 |
| Lancaster | Lancs and Cumbria | 73 | 89 | 72 | 70 | 81 | 94 | 108 | 98 | 130 | 127 | 121 |
| Larne Bank Quays | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Lerwick | Scotland East Coast | 342 | 311 | 352 | 372 | 309 | 323 | 344 | 407 | 495 | 437 | 410 |
| Littlehampton | Sussex and Hampshire | 56 | 66 | 70 | 74 | 21 | 20 | 29 | 33 | 25 | 28 | 29 |
| Llandulas | West and North Wales | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Llanelli | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Loch Carnan | Scotland West Coast | z | z | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lochaline | Scotland West Coast | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z |
| Lossiemouth | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Lowestoft | Wash & Northern E Anglia | 155 | 207 | 140 | 56 | 32 | 29 | 26 | 26 | 26 | 1 | 2 |
| Macduff | Scotland East Coast | 7 | 7 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Magheramorne | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Maldon | Thames and Kent | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| Mistley | Haven | 140 | 122 | 151 | 149 | 88 | 145 | 117 | 114 | 134 | 163 | 125 |
| Montrose | Scotland East Coast | 466 | 397 | 366 | 413 | 283 | 395 | 359 | 336 | 417 | 452 | 387 |
| Mostyn | West and North Wales | 27 | 24 | 34 | 39 | 7 | 27 | 34 | 6 | 69 | 16 | 7 |
| Neath | Bristol Channel | 247 | 316 | 286 | 166 | 139 | 139 | 209 | 197 | 94 | 63 | 61 |
| Newlyn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Newport, Isle of Wight | Sussex and Hampshire | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 14 | 16 | 15 | 21 |
| Padstow | West Country | 78 | 100 | 115 | 160 | 118 | 126 | 159 | 168 | 163 | 164 | 191 |
| Par | West Country | 35 | 23 | 4 | z | z | z | z | z | z | z | z |
| Penarth | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Penryn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Penzance | West Country | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 3 |
| Perth | Scotland East Coast | 133 | 147 | 144 | 141 | 120 | 99 | 61 | 42 | 37 | 49 | 58 |
| Port Askaig | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Port Penrhyn | West and North Wales | 57 | 56 | 46 | 55 | 28 | 58 | 59 | 64 | 46 | 38 | 33 |
| Porthoustock | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portrush | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Preston | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Red Bay | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| River Ouse [4] | Humber | 217 | 234 | 282 | 226 | 196 | 238 | 179 | 157 | 106 | 170 | 188 |
| Rye | Thames and Kent | 55 | 0 | 52 | 47 | 45 | 72 | 41 | 17 | 25 | 37 | 37 |
| Sandwich | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Scalloway [5] | Scotland East Coast | z | z | z | z | 9 | 6 | 3 | 2 | 14 | 18 | 23 |
| Scrabster | Scotland East Coast | 89 | 60 | 64 | 77 | 80 | 77 | 77 | 79 | 62 | 76 | 82 |
| Seaham | North East | 411 | 371 | 418 | 341 | 244 | 265 | 281 | 345 | 411 | 394 | 462 |
| Sharpness | Bristol Channel | 368 | 363 | 422 | 397 | 367 | 373 | 395 | 305 | 357 | 463 | 427 |
| Shotton | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Silloth | Lancs and Cumbria | 170 | 171 | 180 | 148 | 174 | 226 | 206 | 180 | 181 | 166 | 124 |
| Stornoway | Scotland West Coast | 158 | 143 | 142 | 149 | 140 | 158 | 180 | 179 | 132 | 150 | 143 |
| Sutton Bridge | Wash & Northern E Anglia | 467 | 479 | 522 | 436 | 331 | 358 | 364 | 389 | 401 | 353 | 329 |
| Tayport | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Teignmouth | West Country | 175 | 277 | 253 | 241 | 194 | 208 | 195 | 208 | 243 | 235 | 210 |
| Torquay | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Troon | Scotland West Coast | 212 | 263 | 286 | 196 | 212 | 442 | 132 | 106 | 102 | 123 | 105 |
| Truro | West Country | 16 | 13 | 9 | 20 | 21 | 17 | 18 | 1 | 0 | 0 | 0 |
| Wallasea | Thames and Kent | 196 | 232 | 220 | 162 | 80 | 139 | 130 | 171 | 153 | 157 | 138 |
| Warkworth | North East | z | z | z | z | z | z | z | z | z | z | z |
| Watchet | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Wells | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Weymouth & Portland | West Country | 166 | 239 | 254 | 156 | 178 | 150 | 144 | 142 | 101 | 149 | 147 |
| Whitby & Scarborough | North East | z | z | z | z | z | z | z | z | z | z | z |
| Whitehaven | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Whitstable | Thames and Kent | 81 | 121 | 79 | 70 | 70 | 77 | 47 | 39 | 47 | 51 | 49 |
| Wick | Scotland East Coast | 27 | 33 | 22 | 15 | 17 | 16 | 35 | 30 | 27 | 41 | 23 |
| Wisbech | Wash & Northern E Anglia | 75 | 52 | 61 | 40 | 25 | 27 | 26 | 33 | 26 | 45 | 50 |
| Workington | Lancs and Cumbria | 235 | 191 | 180 | 124 | 128 | 117 | 164 | 162 | 201 | 252 | 221 |
| Other ports | | z | z | z | z | z | z | z | z | z | z | 26 |
| **Total Minor ports** | | 9,225 | 9,175 | 9,563 | 8,706 | 7,155 | 8,208 | 7,881 | 7,423 | 7,669 | 7,401 | 7,247 |
| **England Total** | | 263,483 | 275,360 | 273,467 | 266,236 | 231,904 | 231,227 | 244,164 | 240,144 | 244,545 | 245,894 | 236,319 |
| **Wales Total** | | 38,056 | 37,301 | 36,754 | 36,248 | 34,779 | 42,118 | 44,677 | 36,504 | 39,097 | 37,992 | 40,437 |
| **Scotland Total** | | 35,915 | 34,835 | 31,067 | 28,024 | 23,280 | 24,444 | 24,276 | 27,684 | 26,148 | 25,835 | 21,844 |
| **Great Britain Total** | | 337,455 | 347,496 | 341,288 | 330,508 | 289,964 | 297,789 | 313,118 | 304,332 | 309,790 | 309,722 | 298,600 |
| **Northern Ireland Total** | | 16,558 | 17,143 | 16,512 | 15,860 | 13,743 | 14,837 | 14,465 | 15,158 | 16,115 | 15,742 | 15,573 |
| **United Kingdom Total** | | 354,012 | 364,638 | 357,800 | 346,368 | 303,706 | 312,626 | 327,582 | 319,489 | 325,905 | 325,464 | 314,172 |

**Department for Transport Statistics**
Port Freight Statist cs
**Table PORT0101**
**UK major and minor ports, all freight traffic, by port and direction, annually: 1965  2015**

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(c) Outward traffic** | | | | | | | | | | | | |
| **Major ports** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 2,208 | 2,256 | 2,591 | 2,426 | 2,343 | 2,129 | 2,198 | 2,409 | 2,209 | 2,245 | 2,345 |
| Belfast | Northern Ireland | 3,674 | 3,625 | 3,712 | 3,897 | 3,643 | 4,227 | 4,947 | 5,455 | 6,296 | 6,490 | 6,581 |
| Boston | Wash & Northern E Anglia | 252 | 320 | 224 | 393 | 268 | 404 | 319 | 173 | 112 | 157 | 195 |
| Bristol | Bristol Channel | 1,083 | 1,079 | 1,117 | 1,237 | 1,095 | 1,229 | 1,167 | 1,079 | 1,034 | 1,195 | 1,667 |
| Cairnryan [2] | Scotland West Coast | 1,795 | 1,699 | 1,723 | 1,633 | 1,448 | 1,484 | 1,592 | 1,364 | 1,261 | 1,272 | 1,370 |
| Card ff | Bristol Channel | 456 | 587 | 506 | 399 | 313 | 486 | 330 | 362 | 243 | 209 | 292 |
| Clyde | Scotland West Coast | 3,870 | 3,279 | 2,740 | 3,453 | 3,078 | 3,301 | 3,450 | 3,394 | 2,635 | 2,980 | 2,806 |
| Cromarty Firth | Scotland East Coast | 1,677 | 1,598 | 1,814 | 1,078 | 1,565 | 2,003 | 2,138 | 1,314 | 1,773 | 781 | 117 |
| Dover | Thames and Kent | 7,701 | 8,948 | 9,690 | 9,326 | 9,320 | 9,584 | 9,681 | 9,085 | 10,119 | 11,175 | 10,801 |
| Dundee | Scotland East Coast | 317 | 284 | 226 | 190 | 178 | 209 | 208 | 176 | 111 | 54 | 47 |
| Felixstowe | Haven | 9,233 | 9,623 | 9,529 | 9,859 | 10,141 | 10,045 | 9,898 | 10,810 | 10,260 | 10,921 | 10,736 |
| Fishguard | West and North Wales | 237 | 257 | 236 | 237 | 142 | 167 | 133 | 118 | 126 | 142 | 139 |
| Fleetwood | Lancs and Cumbria | 814 | 847 | 886 | 795 | 663 | 556 | z | z | z | z | z |
| Forth | Scotland East Coast | 29,440 | 26,203 | 31,250 | 34,199 | 32,381 | 29,321 | 23,571 | 20,890 | 22,188 | 20,552 | 23,039 |
| Fowey | West Country | 1,270 | 1,098 | 1,101 | 905 | 729 | 746 | 653 | 617 | 650 | 570 | 502 |
| Glensanda | Scotland West Coast | 5,439 | 6,004 | 7,050 | 6,336 | 5,591 | 5,846 | 6,060 | 5,541 | 5,746 | 6,347 | 5,597 |
| Goole | Humber | 540 | 505 | 582 | 520 | 367 | 494 | 493 | 270 | 268 | 163 | 148 |
| Great Yarmouth | Wash & Northern E Anglia | 91 | 62 | 52 | 46 | 39 | 168 | 201 | 312 | 318 | 391 | 413 |
| Grimsby & Immingham | Humber | 17,011 | 14,993 | 15,846 | 15,391 | 13,927 | 13,554 | 13,879 | 14,609 | 16,222 | 15,732 | 15,519 |
| Harwich | Haven | 1,451 | 1,586 | 1,107 | 1,190 | 916 | 1,019 | 1,095 | 1,074 | 1,081 | 1,022 | 1,506 |
| Heysham | Lancs and Cumbria | 1,883 | 2,001 | 1,775 | 1,603 | 1,575 | 1,741 | 2,139 | 1,992 | 1,962 | 2,218 | 2,271 |
| Holyhead | West and North Wales | 1,979 | 1,969 | 1,869 | 1,747 | 1,470 | 1,404 | 1,645 | 1,644 | 1,646 | 1,899 | 2,241 |
| Hull | Humber | 3,431 | 3,016 | 2,939 | 2,884 | 2,558 | 2,713 | 2,502 | 2,557 | 2,461 | 2,601 | 2,565 |
| Ipswich | Haven | 981 | 1,125 | 889 | 883 | 1,079 | 1,409 | 1,110 | 865 | 650 | 777 | 1,010 |
| Killroot Power Station Jetty | Northern Ireland | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 19 | 11 |
| Larne | Northern Ireland | 2,511 | 2,498 | 2,574 | 2,417 | 1,998 | 2,194 | 2,089 | 1,431 | 1,106 | 1,103 | 1,181 |
| Liverpool | Lancs and Cumbria | 8,278 | 8,468 | 8,877 | 8,240 | 7,487 | 8,303 | 7,855 | 7,541 | 7,443 | 7,618 | 7,521 |
| Loch Ryan [3] | Scotland West Coast | . | . | . | . | . | . | . | 872 | 1,065 | 1,016 | 1,087 |
| London | Thames and Kent | 8,865 | 8,652 | 8,368 | 9,101 | 6,874 | 8,265 | 7,988 | 7,395 | 6,800 | 6,999 | 7,116 |
| Londonderry | Northern Ireland | 40 | 81 | 98 | 54 | 77 | 61 | 157 | 96 | 115 | 105 | 70 |
| Manchester | Lancs and Cumbria | 4,287 | 4,455 | 4,605 | 3,930 | 3,841 | 3,583 | 4,204 | 3,953 | 3,571 | 3,630 | 3,865 |
| Medway | Thames and Kent | 2,356 | 2,195 | 1,804 | 2,354 | 2,051 | 2,119 | 2,173 | 1,717 | 1,242 | 965 | 1,112 |
| M lford Haven | West and North Wales | 16,291 | 14,420 | 15,449 | 15,426 | 15,593 | 14,840 | 16,470 | 14,383 | 15,540 | 11,050 | 11,251 |
| Newhaven | Sussex and Hampshire | 271 | 395 | 319 | 345 | 308 | 360 | 402 | 334 | 337 | 337 | 386 |
| Newport | Bristol Channel | 959 | 833 | 610 | 599 | 699 | 677 | 881 | 615 | 1,113 | 1,179 | 1,055 |
| Orkney | Scotland East Coast | 9,190 | 7,091 | 6,937 | 4,014 | 3,073 | 3,060 | 2,158 | 1,529 | 874 | 969 | 3,750 |
| Peterhead | Scotland East Coast | 322 | 300 | 321 | 347 | 315 | 568 | 513 | 440 | 382 | 608 | 518 |
| Plymouth | West Country | 567 | 624 | 644 | 588 | 384 | 485 | 557 | 730 | 515 | 500 | 520 |
| Poole | West Country | 714 | 779 | 625 | 604 | 496 | 460 | 427 | 297 | 254 | 246 | 208 |
| Port Ta bot | Bristol Channel | 249 | 297 | 288 | 222 | 179 | 278 | 551 | 437 | 407 | 503 | 381 |
| Portsmouth | Sussex and Hampshire | 1,808 | 1,488 | 1,517 | 1,463 | 1,329 | 1,352 | 1,353 | 1,215 | 1,187 | 1,269 | 1,217 |
| Ramsgate | Thames and Kent | 579 | 518 | 655 | 690 | 583 | 662 | 407 | 309 | 68 | 1 | 1 |
| River Trent [4] | Humber | 395 | 409 | 448 | 477 | 356 | 275 | 276 | 243 | 184 | 148 | 100 |
| Rivers Hu l and Humber [4] | Humber | 344 | 155 | 181 | 261 | 267 | 282 | 205 | 217 | 104 | 65 | 120 |
| Shoreham | Sussex and Hampshire | 168 | 163 | 118 | 114 | 148 | 166 | 192 | 162 | 140 | 193 | 238 |
| Southampton | Sussex and Hampshire | 14,584 | 13,835 | 15,935 | 15,293 | 13,879 | 15,217 | 14,495 | 15,137 | 13,578 | 13,746 | 14,683 |
| Stranraer [3] | Scotland West Coast | 535 | 578 | 584 | 556 | 531 | 465 | 442 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 16,603 | 15,743 | 13,826 | 12,160 | 10,377 | 10,250 | 9,405 | 9,202 | 6,192 | 7,183 | 6,114 |
| Sunderland | North East | 500 | 458 | 401 | 204 | 148 | 169 | 220 | 190 | 180 | 164 | 173 |
| Swansea | Bristol Channel | 318 | 167 | 162 | 173 | 115 | 141 | 146 | 201 | 161 | 128 | 132 |
| Tees and Hartlepool | North East | 35,908 | 33,892 | 31,758 | 28,356 | 25,420 | 23,417 | 21,867 | 20,363 | 19,255 | 21,628 | 21,466 |
| Tyne | North East | 1,102 | 1,026 | 1,081 | 989 | 771 | 1,191 | 1,363 | 1,179 | 1,118 | 1,157 | 1,203 |
| Warrenpoint | Northern Ireland | 781 | 814 | 740 | 813 | 880 | 990 | 1,079 | 1,087 | 1,218 | 1,367 | 1,418 |
| **Total Major ports** | | **225,357** | **213,299** | **218,380** | **210,417** | **193,005** | **194,070** | **187,294** | **177,384** | **173,519** | **173,792** | **178,804** |

**UK major and minor ports, all freight traffic, by port and direction, annually: 1965  2015**

Thousand tonnes

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Minor ports** | | | | | | | | | | | | |
| Anglesey Marine Terminal | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Appledore | Bristol Channel | – | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ardrishaig | Scotland West Coast | 135 | 169 | 148 | 105 | 62 | 109 | 122 | 59 | 99 | 109 | 105 |
| Ayr | Scotland West Coast | 233 | 247 | 379 | 375 | 153 | 282 | 190 | 99 | 123 | 71 | 63 |
| Bangor | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Barnstaple | Bristol Channel | 0 | 0 | 0 | z | z | z | z | z | 21 | 12 | 0 |
| Barra Castlebay | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Barrow | Lancs and Cumbria | 123 | 91 | 104 | 132 | 40 | 198 | 174 | 316 | 92 | 165 | 72 |
| Barry | Bristol Channel | 125 | 149 | 118 | 141 | 95 | 93 | 77 | 78 | 77 | 91 | 93 |
| Berwick | North East | 31 | 40 | 26 | 20 | 14 | 16 | 44 | 42 | 33 | 20 | 30 |
| Bideford | Bristol Channel | 42 | 55 | 62 | 29 | 13 | 13 | 44 | 54 | 22 | 13 | 13 |
| Blyth | North East | 267 | 245 | 225 | 203 | 164 | 252 | 317 | 225 | 142 | 173 | 192 |
| Bridgwater | Bristol Channel | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridport | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Brightlingsea [5] | Thames and Kent | 86 | 72 | 90 | 52 | 11 | 31 | 31 | 18 | 9 | 14 | 3 |
| Buckie | Scotland East Coast | 53 | 38 | 44 | 35 | 37 | 45 | 57 | 30 | 33 | 10 | 9 |
| Burghead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Burry Port | Bristol Channel | z | z | z | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caernarfon | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Carrickfergus | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Charlestown | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Chichester | Sussex and Hampshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colchester | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Coleraine [6] | Northern Ireland | 62 | 48 | 54 | 51 | 31 | 40 | 39 | 39 | 25 | 30 | 34 |
| Corpach | Scotland West Coast | – | 0 | 0 | 142 | 106 | 111 | 108 | 165 | 180 | 230 | 171 |
| Cowes, Isle of Wight | Sussex and Hampshire | 18 | 26 | 87 | 87 | 21 | 40 | 25 | 73 | 17 | 32 | 22 |
| Craignure | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Dartmouth | West Country | 40 | z | z | z | z | z | z | z | z | z | z |
| Dean Point Quarry | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Dutch River Wharf | Humber | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exmouth | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Falmouth | West Country | 100 | 313 | 353 | 125 | 24 | 25 | 31 | 21 | 24 | 49 | 59 |
| Fareham | Sussex and Hampshire | 0 | 0 | z | z | z | z | z | z | z | z | z |
| Folkestone | Thames and Kent | 1 | 0 | 0 | z | z | z | z | z | z | z | z |
| Fosdyke | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Fraserburgh | Scotland East Coast | 19 | 19 | 17 | 5 | 6 | 3 | 5 | 12 | 12 | 12 | 15 |
| Garlieston | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Garston | Lancs and Cumbria | 45 | 64 | 86 | 53 | 127 | 47 | 31 | 44 | 48 | 27 | 46 |
| G ll's Bay Scotland | Scotland East Coast | 0 | 0 | 18 | 30 | 31 | 39 | 32 | 20 | 31 | 42 | 46 |
| Girvan | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Gweek | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Hughtown (St Mary's) | West Country | z | z | z | z | 1 | 1 | 2 | 1 | 2 | 5 | 3 |
| Inverke thing | Scotland East Coast | 257 | 253 | 208 | 154 | 82 | 156 | 135 | 144 | 90 | 115 | 135 |
| Inverness | Scotland East Coast | 97 | 122 | 123 | 146 | 127 | 151 | 162 | 154 | 154 | 154 | 172 |
| Irvine | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Killyleagh | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Kilroot | Northern Ireland | 428 | 275 | 178 | 406 | 414 | 562 | 467 | 291 | 447 | 217 | 444 |
| King's Lynn | Wash & Northern E Anglia | 302 | 310 | 311 | 466 | 470 | 493 | 349 | 283 | 234 | 263 | 283 |
| Kirkcudbright | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Kyle of Lochalsh | Scotland West Coast | z | z | z | z | z | 25 | 3 | 5 | 6 | 35 | 18 |
| Lancaster | Lancs and Cumbria | 39 | 57 | 51 | 42 | 40 | 47 | 26 | 29 | 27 | 24 | 23 |
| Larne Bank Quays | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Lerwick | Scotland East Coast | 280 | 230 | 263 | 287 | 250 | 245 | 241 | 263 | 328 | 401 | 336 |
| Littlehampton | Sussex and Hampshire | 5 | 5 | 1 | 4 | 3 | 4 | 4 | 3 | 4 | 1 | 0 |
| Llandulas | West and North Wales | 304 | 389 | 340 | 380 | 256 | 331 | 411 | 227 | 344 | 287 | 197 |
| Llanelli | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Loch Carnan | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Lochaline | Scotland West Coast | 85 | 71 | 47 | 57 | z | z | z | z | z | z | z |
| Lossiemouth | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Lowestoft | Wash & Northern E Anglia | 87 | 116 | 97 | 114 | 109 | 149 | 77 | 59 | 63 | 103 | 124 |
| Macduff | Scotland East Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Magheramorne | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Maldon | Thames and Kent | 0 | 0 | 0 | 0 | 0 | 0 | – | 0 | 0 | 0 | 0 |
| Mistley | Haven | 16 | 37 | 23 | 12 | 20 | 31 | 24 | 21 | 16 | 19 | 19 |
| Montrose | Scotland East Coast | 232 | 244 | 216 | 196 | 140 | 116 | 129 | 182 | 171 | 149 | 106 |
| Mostyn | West and North Wales | 176 | 156 | 121 | 100 | 14 | 27 | 34 | 5 | 53 | 29 | 6 |
| Neath | Bristol Channel | 160 | 148 | 134 | 108 | 67 | 179 | 155 | 56 | 123 | 162 | 132 |
| Newlyn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Newport, Isle of Wight | Sussex and Hampshire | 10 | 12 | 12 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 1 |
| Padstow | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Par | West Country | 280 | 186 | 54 | z | z | z | z | z | z | z | z |
| Penarth | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Penryn | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Penzance | West Country | 14 | 13 | 18 | 16 | 11 | 20 | 19 | 16 | 12 | 12 | 15 |
| Perth | Scotland East Coast | 7 | 1 | 0 | 1 | 6 | 4 | 13 | 19 | 23 | 12 | 5 |
| Port Askaig | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Port Penrhyn | West and North Wales | 0 | 0 | 12 | 10 | 0 | 0 | 2 | 2 | 2 | 6 | 3 |
| Porthoustock | West Country | 70 | 0 | 209 | 174 | 190 | 250 | 217 | 162 | 69 | 78 | 82 |
| Portrush | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Preston | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Red Bay | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| River Ouse [4] | Humber | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| Rye | Thames and Kent | 9 | 0 | 18 | 11 | 28 | 30 | 25 | 18 | 11 | 15 | 9 |
| Sandwich | Thames and Kent | z | z | z | z | z | z | z | z | z | z | z |
| Scalloway [5] | Scotland East Coast | z | z | z | z | 23 | 18 | 20 | 13 | 19 | 13 | 27 |
| Scrabster | Scotland East Coast | 18 | 22 | 30 | 36 | 34 | 26 | 53 | 40 | 50 | 58 | 25 |
| Seaham | North East | 94 | 159 | 137 | 158 | 153 | 188 | 171 | 199 | 205 | 177 | 140 |
| Sharpness | Bristol Channel | 130 | 95 | 68 | 71 | 71 | 39 | 119 | 123 | 99 | 92 | 60 |
| Shotton | West and North Wales | z | z | z | z | z | z | z | z | z | z | z |
| Silloth | Lancs and Cumbria | 0 | 0 | 1 | – | 0 | 2 | 2 | 4 | 0 | 0 | 0 |
| Stornoway | Scotland West Coast | 86 | 90 | 89 | 91 | 96 | 100 | 118 | 105 | 81 | 92 | 89 |
| Sutton Bridge | Wash & Northern E Anglia | 68 | 113 | 88 | 94 | 109 | 85 | 66 | 26 | 48 | 50 | 62 |
| Tayport | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Teignmouth | West Country | 420 | 405 | 385 | 348 | 207 | 198 | 185 | 165 | 151 | 154 | 149 |
| Torquay | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Troon | Scotland West Coast | 75 | 206 | 234 | 267 | 265 | 307 | 12 | 8 | 3 | 0 | 3 |
| Truro | West Country | 7 | 9 | 10 | 6 | 3 | 5 | 9 | 5 | 11 | 10 | 5 |
| Wallasea | Thames and Kent | – | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warkworth | North East | z | z | z | z | z | z | z | z | z | z | z |
| Watchet | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Wells | Wash & Northern E Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Weymouth & Portland | West Country | 24 | 1 | 25 | 4 | 1 | 2 | 2 | 2 | 3 | 8 | 23 |
| Whitby & Scarborough | North East | z | z | z | z | z | z | z | z | z | z | z |
| Whitehaven | Lancs and Cumbria | z | z | z | z | z | z | z | z | z | z | z |
| Whitstable | Thames and Kent | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wick | Scotland East Coast | 2 | 8 | 8 | 5 | 2 | 0 | – | 5 | 4 | 33 | 11 |
| Wisbech | Wash & Northern E Anglia | 0 | 4 | 2 | 17 | 6 | 10 | 28 | 24 | 23 | 11 | 20 |
| Workington | Lancs and Cumbria | 11 | 9 | 2 | 8 | 26 | 9 | 8 | 34 | 37 | 26 | 31 |
| Other ports | | z | z | z | z | z | z | z | z | z | z | 2 |
| **Total Minor ports** | | **5,172** | **5,324** | **5,324** | **5,381** | **4,169** | **5,159** | **4,618** | **3,987** | **3,900** | **3,914** | **3,731** |
| **England Total** | | **128,803** | **125,157** | **125,619** | **120,298** | **108,888** | **112,158** | **109,153** | **106,391** | **102,534** | **107,143** | **08,751** |
| **Wales Total** | | **21,254** | **19,372** | **19,844** | **19,542** | **18,944** | **18,623** | **20,836** | **18,128** | **19,834** | **15,687** | **15,921** |
| **Scotland Total** | | **72,975** | **66,752** | **70,885** | **68,322** | **62,299** | **60,374** | **53,137** | **48,454** | **45,844** | **45,546** | **48,125** |
| **Great Britain Total** | | **223,032** | **211,281** | **216,348** | **208,161** | **190,131** | **191,155** | **183,125** | **172,973** | **168,212** | **168,376** | **172,797** |
| **Northern Ireland Total** | | **7,497** | **7,342** | **7,356** | **7,638** | **7,043** | **8,074** | **8,787** | **8,398** | **9,207** | **9,331** | **9,739** |
| **United Kingdom Total** | | **230,529** | **218,623** | **223,704** | **215,798** | **197,174** | **199,229** | **191,912** | **181,371** | **177,419** | **177,707** | **182,535** |

For explanation of port group see tab tsgb0509
[2] Included in Other ports total in 1976-1979 & 1981
[3] Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.
[4] Rivers Trent & Ouse included in R Hull & Humber in 1976-1979
[5] Included in Other ports total in 1976-1979
R Colarine figures have been revised for 2013 following a data sup ly issue. This affects inward and outward totals but not overa l totals.
"0" is null, "z" is not applicable and "–" is less than 1 (in units given).

**Department for Transport Statistics**

**PORT0102**

**UK major and minor port freight traffic, international and domestic by direction: 1965 - 2015** [1,2]

Million tonnes

| Direction | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) International** | | | | | | | | | | | |
| Imports | 262.3 | 278.9 | 273.3 | 266.0 | 230.2 | 244.0 | 259.0 | 257.9 | 271.5 | 269.6 | 254.1 |
| Exports | 163.7 | 160.6 | 164.5 | 156.1 | 139.0 | 146.9 | 139.8 | 135.1 | 135.7 | 135.0 | 134.7 |
| All | **426.0** | **439.5** | **437.9** | **422.1** | **369.2** | **391.0** | **398.8** | **393.0** | **407.2** | **404.6** | **388.8** |
| **(b) Domestic** | | | | | | | | | | | |
| ***Coastwise*** | | | | | | | | | | | |
| Inwards | 61.4 | 56.7 | 57.6 | 56.2 | 53.2 | 50.3 | 49.4 | 43.0 | 39.0 | 40.5 | 43.7 |
| Outwards | 64.9 | 56.5 | 57.2 | 57.9 | 54.3 | 50.2 | 49.8 | 43.5 | 39.2 | 40.3 | 45.6 |
| All | **126.2** | **113.2** | **114.8** | **114.1** | **107.6** | **100.5** | **99.2** | **86.5** | **78.2** | **80.8** | **89.3** |
| ***One-port*** | | | | | | | | | | | |
| Inwards | 30.4 | 29.0 | 26.9 | 24.1 | 20.3 | 18.3 | 19.2 | 18.6 | 15.5 | 15.4 | 16.4 |
| Outwards | 1.9 | 1.6 | 2.0 | 1.9 | 3.8 | 2.1 | 2.3 | 2.8 | 2.5 | 2.4 | 2.2 |
| All | **32.3** | **30.6** | **28.9** | **26.0** | **24.2** | **20.4** | **21.5** | **21.4** | **17.9** | **17.8** | **18.6** |
| ***All domestic*** | **158.5** | **143.8** | **143.7** | **140.1** | **131.7** | **120.9** | **120.7** | **107.8** | **96.2** | **98.6** | **107.9** |
| **Total** | | | | | | | | | | | |
| Inwards | 354.0 | 364.7 | 357.8 | 346.4 | 303.7 | 312.6 | 327.6 | 319.5 | 325.9 | 325.5 | 314.2 |
| Outwards | 230.5 | 218.6 | 223.7 | 215.8 | 197.2 | 199.2 | 191.9 | 181.4 | 177.4 | 177.7 | 182.5 |
| All | **584.5** | **583.3** | **581.5** | **562.2** | **500.9** | **511.9** | **519.5** | **500.9** | **503.3** | **503.2** | **496.7** |

1 Great Britain only prior to 1980.

2 Estimated prior to 1974.

**Department for Transport Statistics**

Port Freight Statistics
**Table PORT0103**
**UK major ports, all freight traffic, by cargo type and direction, annually 2015**

Thousand tonnes

| Ports | Liquid bulk | | | Dry bulk | | | Other general cargo | | | LoLo containers | | | Roll-on /Roll-off | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inward | Outward | Total | Inward | Outward | Total | Inward | Outward | Total | Inward | Outward | Total | Inward | Outward | Total | Total |
| Aberdeen | 1,236 | 1,062 | 2,298 | 170 | 285 | 455 | 481 | 734 | 1,215 | 22 | 115 | 138 | 121 | 150 | 270 | 4,376 |
| Belfast | 2,255 | 0 | 2,255 | 3,723 | 2,877 | 6,600 | 260 | 117 | 377 | 926 | 681 | 1,607 | 2,955 | 2,906 | 5,861 | 16,700 |
| Boston | 11 | 0 | 11 | 33 | 129 | 162 | 614 | 66 | 680 | 0 | 0 | 0 | z | z | z | 852 |
| Bristol | 2,075 | 0 | 2,075 | 3,595 | 1,209 | 4,804 | 144 | ~ | 145 | 631 | 183 | 814 | 766 | 275 | 1,040 | 8,877 |
| Cairnryan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | z | z | z | 1,179 | 1,370 | 2,548 | 2,548 |
| Cardiff | 1,075 | 0 | 1,075 | 260 | 61 | 321 | 126 | 131 | 257 | 38 | 100 | 138 | z | z | z | 1,791 |
| Clyde | 5,041 | 1,688 | 6,729 | 4,373 | 526 | 4,899 | 141 | 82 | 223 | 123 | 510 | 634 | z | z | z | 12,484 |
| Cromarty Firth | 23 | 66 | 89 | 91 | 18 | 109 | 31 | 33 | 64 | z | z | z | z | z | z | 262 |
| Dover | 0 | 0 | 0 | 0 | 14 | 14 | 214 | 1 | 215 | 0 | 0 | 0 | 16,284 | 10,787 | 27,071 | 27,299 |
| Dundee | 157 | 0 | 157 | 271 | 39 | 310 | 40 | 8 | 48 | z | z | z | z | z | z | 515 |
| Felixstowe | 68 | 2 | 71 | 0 | 0 | 0 | 3 | 3 | 6 | 15,143 | 9,541 | 24,683 | 2,021 | 1,190 | 3,211 | 27,971 |
| Fishguard | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | z | z | z | 228 | 139 | 367 | 378 |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 1,871 | 21,312 | 23,183 | 791 | 167 | 958 | 201 | 89 | 290 | 846 | 1,271 | 2,117 | 326 | 199 | 525 | 27,074 |
| Fowey | 0 | 0 | 0 | 12 | 502 | 513 | 0 | 0 | 0 | z | z | z | z | z | z | 513 |
| Glensanda | 0 | 0 | 0 | 0 | 5,597 | 5,597 | 0 | 0 | 0 | z | z | z | z | z | z | 5,597 |
| Goole | 40 | 0 | 40 | 342 | 5 | 347 | 798 | 143 | 941 | 0 | 0 | 0 | z | z | z | 1,327 |
| Great Yarmouth | 101 | 95 | 195 | 485 | 241 | 726 | 97 | 77 | 174 | z | z | z | z | z | z | 1,096 |
| Grimsby & Immingham | 12,551 | 8,627 | 21,178 | 18,127 | 1,005 | 19,132 | 694 | 272 | 965 | 1,467 | 313 | 1,780 | 10,745 | 5,303 | 16,048 | 59,103 |
| Harwich | 182 | 159 | 341 | 2 | 38 | 40 | 146 | 19 | 165 | ~ | 4 | 4 | 2,713 | 1,286 | 4,000 | 4,550 |
| Heysham | 0 | 32 | 32 | 0 | 0 | 0 | 18 | 17 | 35 | z | z | z | 2,268 | 2,223 | 4,491 | 4,557 |
| Holyhead | 15 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | z | z | z | 2,198 | 2,240 | 4,438 | 4,455 |
| Hull | 819 | 982 | 1,801 | 2,379 | 342 | 2,721 | 1,476 | 33 | 1,509 | 1,127 | 410 | 1,537 | 1,662 | 799 | 2,461 | 10,029 |
| Ipswich | 56 | 0 | 56 | 1,035 | 992 | 2,027 | 191 | 18 | 209 | 0 | ~ | ~ | 0 | 0 | 0 | 2,293 |
| Kilroot Power Station Jetty | 49 | 0 | 49 | 836 | 11 | 847 | 0 | 0 | 0 | z | z | z | z | z | z | 895 |
| Larne | 6 | 0 | 6 | 0 | 2 | 2 | 0 | ~ | ~ | z | z | z | 1,372 | 1,179 | 2,551 | 2,559 |
| Liverpool | 11,054 | 304 | 11,358 | 5,076 | 1,360 | 6,436 | 842 | 100 | 942 | 3,398 | 1,772 | 5,170 | 3,365 | 3,985 | 7,350 | 31,256 |
| Loch Ryan[1] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | z | z | z | 1,076 | 1,087 | 2,163 | 2,163 |
| London | 11,629 | 250 | 11,879 | 12,271 | 1,680 | 13,950 | 1,584 | 403 | 1,988 | 6,925 | 2,934 | 9,859 | 5,905 | 1,849 | 7,754 | 45,430 |
| Londonderry | 705 | 0 | 705 | 865 | 55 | 919 | 120 | 15 | 135 | z | z | z | z | z | z | 1,759 |
| Manchester | 1,687 | 3,615 | 5,302 | 942 | 210 | 1,152 | 33 | 37 | 71 | ~ | 3 | 3 | z | z | z | 6,528 |
| Medway | 2,230 | 273 | 2,503 | 2,746 | 404 | 3,150 | 1,563 | 248 | 1,811 | 1,061 | 125 | 1,186 | 379 | 62 | 441 | 9,091 |
| Milford Haven | 25,904 | 10,843 | 36,747 | 60 | 0 | 60 | ~ | 14 | 14 | z | z | z | 469 | 393 | 862 | 37,684 |
| Newhaven | 0 | 0 | 0 | 25 | 129 | 154 | 0 | 0 | 0 | z | z | z | 452 | 257 | 709 | 864 |
| Newport | 0 | 0 | 0 | 741 | 314 | 1,055 | 776 | 741 | 1,517 | 0 | 0 | 0 | 0 | 0 | 0 | 2,571 |
| Orkney | 31 | 3,657 | 3,688 | 12 | 4 | 16 | 7 | 0 | 7 | 37 | 12 | 48 | 109 | 77 | 186 | 3,945 |
| Peterhead | 640 | 96 | 735 | 13 | 84 | 97 | 297 | 338 | 635 | z | z | z | z | z | z | 1,468 |
| Plymouth | 1,343 | 0 | 1,343 | 306 | 478 | 784 | 1 | 4 | 6 | z | z | z | 46 | 38 | 84 | 2,217 |
| Poole | 0 | 0 | 0 | 173 | 145 | 318 | 86 | 45 | 131 | 0 | 0 | 0 | 115 | 18 | 133 | 582 |
| Port Talbot | 0 | 0 | 0 | 7,730 | 381 | 8,111 | 2 | 0 | 2 | z | z | z | z | z | z | 8,113 |
| Portsmouth | 0 | 0 | 0 | 348 | 0 | 348 | 619 | 8 | 627 | 125 | 85 | 210 | 1,466 | 1,125 | 2,591 | 3,776 |
| Ramsgate | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | z | z | z | 0 | 1 | 1 | 26 |
| River Trent | 20 | 0 | 20 | 381 | 77 | 458 | 673 | 23 | 696 | z | z | z | z | z | z | 1,173 |
| Rivers Hull & Humber | 7,523 | 0 | 7,523 | 386 | 120 | 506 | 235 | 0 | 235 | z | z | z | z | z | z | 8,264 |
| Shoreham | 31 | 0 | 31 | 1,225 | 224 | 1,449 | 416 | 13 | 429 | z | z | z | z | z | z | 1,909 |
| Southampton | 15,984 | 6,873 | 22,857 | 1,094 | 974 | 2,068 | 121 | 14 | 136 | 4,997 | 5,559 | 10,556 | 780 | 1,264 | 2,044 | 37,660 |
| Stranraer[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | 6 | 6,108 | 6,114 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | z | z | z | 6,120 |
| Sunderland | 0 | 0 | 0 | 199 | 162 | 361 | 376 | 12 | 387 | z | z | z | 0 | 0 | 0 | 748 |
| Swansea | 0 | 0 | 0 | 319 | 93 | 412 | 68 | 39 | 106 | z | z | z | 0 | 0 | 0 | 518 |
| Tees & Hartlepool | 5,678 | 16,165 | 21,843 | 5,916 | 1,639 | 7,555 | 114 | 2,448 | 2,562 | 1,531 | 489 | 2,021 | 1,143 | 726 | 1,868 | 35,849 |
| Tyne | 33 | 4 | 37 | 3,153 | 464 | 3,617 | 68 | 61 | 129 | 167 | 150 | 317 | 370 | 524 | 894 | 4,995 |
| Warrenpoint | 0 | 0 | 0 | 272 | 204 | 476 | 220 | 21 | 241 | 139 | 251 | 390 | 870 | 942 | 1,812 | 2,920 |
| **All Major Ports** | 112,139 | 82,212 | 194,351 | 80,800 | 23,265 | 104,064 | 13,897 | 6,428 | 20,325 | 38,705 | 24,507 | 63,212 | 61,385 | 42,393 | 103,778 | 485,729 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).
1 Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

Technical Note

**Department for Transport Statistics**

**Table PORT0104**
**UK major port freight traffic by commodity and direction, annually: 1994 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 7,900 | 9,471 | 7,902 | 7,444 | 13,051 | 21,240 | 24,088 | 15,869 | 12,437 | 12,795 | 15,218 |
| Crude oil | 153,499 | 142,200 | 140,132 | 132,146 | 122,924 | 118,189 | 113,045 | 105,028 | 93,042 | 89,461 | 90,718 |
| Oil products | 89,001 | 85,120 | 85,960 | 86,814 | 79,094 | 79,415 | 81,414 | 78,794 | 81,868 | 74,455 | 77,953 |
| Other liquid bulk products | 12,767 | 13,598 | 14,599 | 12,770 | 12,475 | 12,765 | 12,011 | 11,167 | 9,633 | 11,086 | 10,461 |
| *All liquid bulk traffic* | **263,167** | **250,388** | **248,592** | **239,174** | **227,544** | **231,609** | **230,558** | **210,858** | **196,980** | **187,797** | **194,351** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 17,941 | 18,301 | 19,144 | 18,091 | 14,822 | 18,235 | 16,702 | 16,320 | 20,754 | 20,783 | 17,720 |
| Coal | 51,787 | 57,282 | 47,427 | 50,515 | 39,612 | 29,852 | 36,910 | 47,040 | 52,186 | 44,658 | 25,342 |
| Agricultural products | 13,608 | 13,095 | 12,746 | 13,978 | 13,966 | 15,024 | 13,448 | 13,540 | 13,099 | 14,127 | 13,242 |
| Other dry bulk | 42,232 | 44,403 | 46,067 | 42,272 | 30,643 | 34,296 | 36,349 | 33,981 | 35,378 | 42,417 | 47,761 |
| *All dry bulk traffic* | **125,568** | **133,080** | **125,383** | **124,856** | **99,045** | **97,407** | **103,408** | **110,881** | **121,417** | **121,985** | **104,064** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 302,187 | 294,072 | 281,421 | 276,918 | 254,681 | 248,696 | 255,457 | 246,731 | 239,533 | 221,369 | 209,231 |
| Other bulks[1] | 86,548 | 89,396 | 92,555 | 87,112 | 71,907 | 80,320 | 78,509 | 75,008 | 78,864 | 88,412 | 89,184 |
| *All bulk traffic* | **388,734** | **383,468** | **373,976** | **364,030** | **326,588** | **329,016** | **333,966** | **321,739** | **318,397** | **309,782** | **298,415** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 53,840 | 54,359 | 60,510 | 59,550 | 52,011 | 56,674 | 57,703 | 55,053 | 56,903 | 61,256 | 63,212 |
| Roll-on/roll-off traffic [2,3] | 100,262 | 104,263 | 104,694 | 101,414 | 94,081 | 96,015 | 97,309 | 94,345 | 95,055 | 99,614 | 103,778 |
| *All container and ro-ro* | **154,102** | **158,622** | **165,203** | **160,964** | **146,092** | **152,688** | **155,012** | **149,398** | **151,958** | **160,870** | **166,990** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 9,616 | 8,894 | 8,987 | 6,525 | 5,243 | 5,588 | 5,713 | 4,679 | 7,022 | 5,704 | 5,861 |
| Iron and steel products | 10,351 | 10,637 | 12,236 | 10,317 | 6,182 | 6,128 | 6,936 | 7,789 | 8,991 | 9,975 | 8,848 |
| General cargo & containers <20' | 7,342 | 7,141 | 6,215 | 6,243 | 5,451 | 5,068 | 5,368 | 5,846 | 5,387 | 5,526 | 5,615 |
| *All other general cargo traffic* | **27,309** | **26,672** | **27,438** | **23,085** | **16,876** | **16,784** | **18,017** | **18,313** | **21,400** | **21,204** | **20,325** |
| **All traffic** | **570,145** | **568,763** | **566,617** | **548,079** | **489,556** | **498,488** | **506,996** | **489,450** | **491,755** | **491,856** | **485,729** |

**Table PORT0104**

**UK major port freight traffic by commodity and direction, annually: 1994 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Inward traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 1,994 | 4,454 | 2,920 | 2,292 | 9,334 | 16,469 | 20,650 | 11,785 | 9,254 | 9,738 | 11,794 |
| Crude oil | 80,496 | 76,631 | 74,384 | 71,831 | 65,211 | 64,668 | 66,602 | 65,808 | 56,626 | 52,588 | 51,275 |
| Oil products | 42,739 | 44,148 | 43,002 | 44,234 | 40,868 | 41,833 | 42,707 | 41,434 | 42,656 | 41,673 | 43,178 |
| Other liquid bulk products | 7,250 | 8,178 | 8,791 | 7,457 | 6,249 | 6,909 | 6,376 | 6,145 | 6,634 | 6,143 | 5,892 |
| *All liquid bulk traffic* | **132,479** | **133,411** | **129,096** | **125,814** | **121,663** | **129,878** | **136,334** | **125,172** | **115,170** | **110,142** | **112,139** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 17,535 | 17,763 | 18,442 | 17,061 | 11,227 | 12,834 | 11,526 | 11,020 | 15,198 | 15,872 | 12,932 |
| Coal | 48,621 | 54,329 | 45,051 | 47,747 | 37,606 | 26,685 | 34,038 | 44,296 | 49,361 | 41,965 | 23,411 |
| Agricultural products | 9,268 | 9,465 | 9,611 | 10,027 | 9,758 | 9,467 | 8,886 | 9,974 | 10,824 | 10,759 | 8,849 |
| Other dry bulk | 27,664 | 28,698 | 30,111 | 27,647 | 20,594 | 23,396 | 24,510 | 22,432 | 23,984 | 29,715 | 35,608 |
| *All dry bulk traffic* | **103,089** | **110,255** | **103,214** | **102,482** | **79,184** | **72,382** | **78,961** | **87,722** | **99,367** | **98,311** | **80,800** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 173,850 | 179,562 | 165,357 | 166,104 | 153,019 | 149,654 | 163,997 | 163,323 | 157,897 | 145,964 | 129,658 |
| Other bulks[1] | 61,717 | 64,104 | 66,954 | 62,192 | 47,828 | 52,606 | 51,298 | 49,571 | 56,640 | 62,489 | 63,281 |
| *All bulk traffic* | **235,567** | **243,666** | **232,310** | **228,296** | **200,847** | **202,261** | **215,295** | **212,894** | **214,537** | **208,453** | **192,938** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 31,481 | 32,098 | 36,524 | 35,582 | 29,221 | 33,075 | 33,739 | 31,542 | 34,146 | 37,508 | 38,705 |
| Roll-on/roll-off traffic [2,3] | 58,777 | 61,059 | 60,885 | 58,562 | 55,496 | 56,449 | 57,071 | 55,069 | 55,523 | 58,365 | 61,385 |
| *All container and ro-ro* | **90,258** | **93,157** | **97,409** | **94,144** | **84,717** | **89,524** | **90,810** | **86,611** | **89,669** | **95,872** | **100,090** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 9,026 | 8,454 | 8,434 | 6,117 | 5,129 | 5,342 | 5,448 | 4,497 | 6,615 | 5,583 | 5,614 |
| Iron and steel products | 5,553 | 5,925 | 6,687 | 5,845 | 2,901 | 4,259 | 5,064 | 4,913 | 4,427 | 5,201 | 4,983 |
| General cargo & containers <20' | 4,383 | 4,262 | 3,397 | 3,259 | 2,957 | 3,033 | 3,085 | 3,152 | 2,988 | 2,955 | 3,300 |
| *All other general cargo traffic* | **18,962** | **18,641** | **18,518** | **15,221** | **10,987** | **12,634** | **13,597** | **12,562** | **14,030** | **13,739** | **13,897** |
| **All inwards traffic** | **344,788** | **355,464** | **348,237** | **337,662** | **296,551** | **304,418** | **319,702** | **312,066** | **318,236** | **318,063** | **306,925** |

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(c) Outward traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 5,905 | 5,016 | 4,982 | 5,152 | 3,717 | 4,771 | 3,439 | 4,084 | 3,183 | 3,057 | 3,425 |
| Crude oil | 73,003 | 65,570 | 65,748 | 60,315 | 57,713 | 53,521 | 46,443 | 39,220 | 36,415 | 36,873 | 39,443 |
| Oil products | 46,261 | 40,972 | 42,958 | 42,580 | 38,226 | 37,583 | 38,707 | 37,360 | 39,212 | 32,782 | 34,775 |
| Other liquid bulk products | 5,518 | 5,420 | 5,808 | 5,313 | 6,226 | 5,856 | 5,635 | 5,022 | 2,999 | 4,943 | 4,569 |
| | | | | | | | | | | | |
| *All liquid bulk traffic* | 130,688 | 116,977 | 119,496 | 113,359 | 105,881 | 101,731 | 94,225 | 85,686 | 81,810 | 77,655 | 82,212 |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 405 | 538 | 702 | 1,030 | 3,595 | 5,401 | 5,176 | 5,300 | 5,556 | 4,911 | 4,789 |
| Coal | 3,167 | 2,953 | 2,376 | 2,768 | 2,007 | 3,167 | 2,871 | 2,744 | 2,825 | 2,693 | 1,931 |
| Agricultural products | 4,340 | 3,630 | 3,135 | 3,950 | 4,209 | 5,557 | 4,561 | 3,565 | 2,275 | 3,368 | 4,392 |
| Other dry bulk | 14,568 | 15,705 | 15,956 | 14,625 | 10,050 | 10,899 | 11,839 | 11,549 | 11,394 | 12,702 | 12,153 |
| | | | | | | | | | | | |
| *All dry bulk traffic* | 22,479 | 22,825 | 22,169 | 22,374 | 19,860 | 25,025 | 24,447 | 23,159 | 22,050 | 23,674 | 23,265 |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 128,336 | 114,510 | 116,064 | 110,814 | 101,662 | 99,042 | 91,460 | 83,409 | 81,636 | 75,405 | 79,573 |
| Other bulks[1] | 24,830 | 25,292 | 25,601 | 24,919 | 24,079 | 27,714 | 27,211 | 25,437 | 22,224 | 25,924 | 25,903 |
| | | | | | | | | | | | |
| *All bulk traffic* | 153,167 | 139,802 | 141,665 | 135,733 | 125,741 | 126,756 | 118,672 | 108,845 | 103,860 | 101,329 | 105,477 |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 22,359 | 22,261 | 23,986 | 23,968 | 22,789 | 23,599 | 23,964 | 23,511 | 22,757 | 23,748 | 24,507 |
| Roll-on/roll-off traffic [2,3] | 41,485 | 43,204 | 43,808 | 42,852 | 38,585 | 39,566 | 40,238 | 39,276 | 39,532 | 41,249 | 42,393 |
| | | | | | | | | | | | |
| *All container and ro-ro* | 63,844 | 65,465 | 67,795 | 66,820 | 61,374 | 63,165 | 64,202 | 62,787 | 62,289 | 64,998 | 66,900 |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 590 | 440 | 553 | 408 | 113 | 246 | 265 | 181 | 407 | 121 | 247 |
| Iron and steel products | 4,798 | 4,712 | 5,550 | 4,472 | 3,281 | 1,869 | 1,872 | 2,876 | 4,564 | 4,774 | 3,865 |
| General cargo & containers <20' | 2,959 | 2,879 | 2,818 | 2,984 | 2,494 | 2,034 | 2,283 | 2,695 | 2,399 | 2,571 | 2,316 |
| | | | | | | | | | | | |
| *All other general cargo traffic* | 8,347 | 8,032 | 8,921 | 7,864 | 5,889 | 4,149 | 4,420 | 5,752 | 7,370 | 7,466 | 6,428 |
| | | | | | | | | | | | |
| **All outwards traffic** | 225,357 | 213,299 | 218,380 | 210,417 | 193,005 | 194,070 | 187,294 | 177,384 | 173,519 | 173,792 | 178,804 |

1 Dry bulk oil products included in other bulks
2 Containers carried on by shipborne port to port trailers included in Roll-on/Roll-off traffic
3 Figures after 2004 are not directly comparable with earlier years. Please see Section 2 of the Technical Note for details.

**Department for Transport Statistics**
**PORT0105**

**UK major port freight traffic, international and domestic by direction, annually: 1995 - 2015** [1]

Million tonnes

| Direction | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) International** | | | | | | | | | | | |
| Imports | 256.5 | 273.0 | 267.0 | 260.4 | 225.6 | 238.9 | 253.9 | 253.2 | 266.5 | 264.8 | 249.4 |
| Exports | 160.8 | 157.6 | 161.6 | 153.1 | 136.8 | 144.4 | 137.3 | 132.8 | 133.5 | 132.7 | 132.7 |
| **All** | **417.3** | **430.6** | **428.6** | **413.4** | **362.5** | **383.3** | **391.2** | **386.0** | **400.0** | **397.5** | **382.1** |
| **(b) Domestic** | | | | | | | | | | | |
| **Coastwise** | | | | | | | | | | | |
| Inwards | 59.0 | 54.6 | 55.3 | 54.2 | 51.3 | 48.0 | 47.5 | 41.1 | 37.1 | 38.6 | 41.9 |
| Outwards | 62.8 | 54.3 | 54.9 | 55.6 | 52.4 | 47.7 | 47.8 | 41.9 | 37.6 | 38.8 | 44.0 |
| **All** | **121.8** | **108.8** | **110.2** | **109.8** | **103.8** | **95.8** | **95.3** | **83.0** | **74.7** | **77.4** | **85.9** |
| **One-port** | | | | | | | | | | | |
| Inwards | 29.3 | 27.8 | 25.9 | 23.1 | 19.6 | 17.5 | 18.3 | 17.7 | 14.7 | 14.7 | 15.6 |
| Outwards | 1.7 | 1.4 | 1.8 | 1.7 | 3.7 | 2.0 | 2.2 | 2.7 | 2.4 | 2.3 | 2.1 |
| **All** | **31.0** | **29.3** | **27.8** | **24.8** | **23.3** | **19.5** | **20.5** | **20.4** | **17.0** | **17.0** | **17.7** |
| **All domestic** | **152.8** | **138.1** | **138.0** | **134.7** | **127.1** | **115.2** | **115.8** | **103.4** | **91.8** | **94.3** | **103.6** |
| **Total** | | | | | | | | | | | |
| Inwards | 344.8 | 355.5 | 348.2 | 337.7 | 296.6 | 304.4 | 319.7 | 312.1 | 318.2 | 318.1 | 306.9 |
| Outwards | 225.4 | 213.3 | 218.4 | 210.4 | 193.0 | 194.1 | 187.3 | 177.4 | 173.5 | 173.8 | 178.8 |
| **All** | **570.1** | **568.8** | **566.6** | **548.1** | **489.6** | **498.5** | **507.0** | **489.5** | **491.8** | **491.9** | **485.7** |

[1] Generally ports handling at least 2 million tonnes of traffic between 1995 and 1999 and at least 1 million tonnes of traffic from 2000.

Table PORT0106
UK major ports freight traffic, international and domestic, annually: 2015

Thousand tonnes

| Ports | Domestic | | International | | | Total |
|---|---|---|---|---|---|---|
| | One port | Coastwise | EU [1] | All other short sea countries | All deep sea countries | All routes (inc unspecified) |
| Aberdeen | 1,799 | 1,780 | 434 | 287 | 76 | 4,376 |
| Belfast | ~ | 11,037 | 3,547 | 1,032 | 1,084 | 16,700 |
| Boston | 0 | 23 | 793 | 37 | 0 | 852 |
| Bristol | 451 | 1,393 | 2,347 | 1,906 | 2,779 | 8,877 |
| Cairnryan | 0 | 2,548 | 0 | 0 | 0 | 2,548 |
| Cardiff | 173 | 989 | 491 | 96 | 42 | 1,791 |
| Clyde | 250 | 1,832 | 2,288 | 1,873 | 6,241 | 12,484 |
| Cromarty Firth | 27 | 90 | 133 | 8 | 4 | 262 |
| Dover | 0 | 0 | 27,084 | 0 | 215 | 27,299 |
| Dundee | 2 | 32 | 431 | 48 | 2 | 515 |
| Felixstowe | 0 | 672 | 6,937 | 3,019 | 17,343 | 27,971 |
| Fishguard | 0 | 10 | 367 | 0 | 0 | 378 |
| Fleetwood | z | z | z | z | z | z |
| Forth | 101 | 4,031 | 15,985 | 470 | 6,487 | 27,074 |
| Fowey | 0 | 12 | 320 | 182 | 0 | 513 |
| Glensanda | 32 | 2,020 | 3,541 | 4 | 0 | 5,597 |
| Goole | 0 | 33 | 1,180 | 115 | 0 | 1,327 |
| Great Yarmouth | 262 | 143 | 309 | 383 | ~ | 1,096 |
| Grimsby and Immingham | 250 | 6,768 | 29,439 | 8,132 | 14,514 | 59,103 |
| Harwich | 0 | 98 | 4,430 | 22 | 0 | 4,550 |
| Heysham | 65 | 3,720 | 772 | 0 | 0 | 4,557 |
| Holyhead | 0 | 17 | 4,438 | 0 | 0 | 4,455 |
| Hull | 0 | 131 | 8,363 | 1,097 | 438 | 10,029 |
| Ipswich | 133 | 449 | 1,546 | 129 | 36 | 2,293 |
| Kilroot Power Station Jetty | 0 | 885 | 10 | 0 | 0 | 895 |
| Larne | 2 | 2,557 | 0 | 0 | 0 | 2,559 |
| Liverpool | 222 | 5,210 | 10,407 | 7,685 | 7,731 | 31,256 |
| Loch Ryan [2] | 0 | 2,163 | 0 | 0 | 0 | 2,163 |
| London | 8,494 | 2,323 | 21,582 | 4,904 | 8,126 | 45,430 |
| Londonderry | 0 | 223 | 639 | 562 | 335 | 1,759 |
| Manchester | 0 | 729 | 5,168 | 412 | 220 | 6,528 |
| Medway | 462 | 1,399 | 4,177 | 984 | 2,070 | 9,091 |
| Milford Haven | 452 | 5,834 | 6,279 | 8,876 | 16,243 | 37,684 |
| Newhaven | 0 | 25 | 838 | 0 | 0 | 864 |
| Newport | 117 | 95 | 1,112 | 677 | 571 | 2,571 |
| Orkney | 0 | 2,035 | 1,908 | 2 | 0 | 3,945 |
| Peterhead | 1,061 | 294 | 107 | 4 | 2 | 1,468 |
| Plymouth | 0 | 1,226 | 777 | 215 | 0 | 2,217 |
| Poole | 71 | 144 | 357 | 0 | 9 | 582 |
| Port Talbot | 5 | 369 | 710 | 1,490 | 5,539 | 8,113 |
| Portsmouth | 346 | 461 | 2,131 | 29 | 809 | 3,776 |
| Ramsgate | 0 | 24 | 1 | 0 | 0 | 26 |
| River Trent | 0 | 25 | 942 | 206 | 0 | 1,173 |
| Rivers Hull & Humber | 0 | 2,448 | 692 | 4,678 | 447 | 8,264 |
| Shoreham | 1,119 | 132 | 656 | 2 | 0 | 1,909 |
| Southampton | 1,041 | 4,925 | 8,380 | 10,100 | 13,214 | 37,660 |
| Stranraer [2] | z | z | z | z | z | z |
| Sullom Voe | 0 | 2,715 | 3,312 | 0 | 93 | 6,120 |
| Sunderland | 0 | 4 | 443 | 300 | 1 | 748 |
| Swansea | 136 | 27 | 316 | 29 | 10 | 518 |
| Tees and Hartlepool | 277 | 9,179 | 15,368 | 4,187 | 6,838 | 35,849 |
| Tyne | 341 | 214 | 1,332 | 1,096 | 2,011 | 4,995 |
| Warrenpoint | 0 | 2,407 | 373 | 119 | 21 | 2,920 |
| **England** | **13,536** | **41,907** | **156,771** | **49,817** | **76,800** | **338,834** |
| **Wales** | **882** | **7,341** | **13,714** | **11,167** | **22,405** | **55,510** |
| **Scotland** | **3,272** | **19,541** | **28,140** | **2,695** | **12,905** | **66,552** |
| **Great Britain** | **17,690** | **68,789** | **198,625** | **63,680** | **112,110** | **460,896** |
| **Northern Ireland** | **2** | **17,110** | **4,568** | **1,713** | **1,439** | **24,833** |
| **All UK Major Ports [3]** | **17,692** | **85,899** | **203,193** | **65,393** | **113,549** | **485,729** |

[1] Includes Croa ia (joined the EU July 2013)

[2] Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

[3] Totals may not sum due to rounding.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0107**

**Domestic UK major port freight traffic by cargo type and direction, annually: 2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All domestic traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 2,005 | 2,189 | 2,191 | 1,680 | 1,966 | 2,165 | 1,504 | 675 | 558 | 822 | 1,024 |
| Crude oil | 65,448 | 51,759 | 51,559 | 53,874 | 56,385 | 42,827 | 44,728 | 34,945 | 23,839 | 22,260 | 29,182 |
| Oil products | 29,157 | 25,823 | 25,159 | 23,371 | 20,854 | 18,308 | 16,768 | 15,225 | 17,355 | 15,718 | 15,975 |
| Other liquid bulk products | 2,307 | 2,852 | 2,605 | 2,456 | 2,510 | 2,242 | 2,540 | 2,065 | 1,629 | 2,177 | 1,965 |
| *All liquid bulk traffic* | 98,916 | 82,623 | 81,514 | 81,381 | 81,715 | 65,542 | 65,540 | 52,911 | 43,381 | 40,977 | 48,146 |
| Ores | 3 | 32 | 139 | 154 | 185 | 535 | 632 | 586 | 660 | 812 | 670 |
| Coal | 3,622 | 3,516 | 2,769 | 3,184 | 2,057 | 3,889 | 2,875 | 3,517 | 3,628 | 3,457 | 2,235 |
| Agricultural products | 1,408 | 1,574 | 1,263 | 1,353 | 1,549 | 1,720 | 1,635 | 1,463 | 886 | 1,324 | 1,184 |
| Other dry bulk | 20,096 | 22,229 | 22,850 | 21,025 | 16,606 | 17,053 | 18,316 | 17,613 | 17,119 | 20,752 | 23,568 |
| *All dry bulk traffic* | 25,129 | 27,350 | 27,021 | 25,716 | 20,398 | 23,197 | 23,459 | 23,178 | 22,294 | 26,344 | 27,656 |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 100,231 | 83,287 | 81,678 | 82,109 | 81,263 | 67,189 | 65,875 | 54,362 | 45,380 | 42,257 | 48,417 |
| Other bulks[1] | 23,814 | 26,687 | 26,856 | 24,988 | 20,850 | 21,551 | 23,124 | 21,727 | 20,294 | 25,064 | 27,386 |
| *All bulk traffic* | 124,045 | 109,974 | 108,535 | 107,097 | 102,113 | 88,739 | 88,999 | 76,089 | 65,674 | 67,321 | 75,803 |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 2,749 | 2,438 | 3,387 | 3,017 | 2,601 | 3,586 | 3,503 | 3,435 | 3,426 | 3,944 | 4,174 |
| Roll-on/roll-off traffic [2,3] | 22,915 | 23,144 | 22,998 | 22,113 | 19,878 | 20,915 | 21,373 | 21,119 | 20,139 | 20,563 | 21,461 |
| *All container and ro-ro* | 25,664 | 25,582 | 26,385 | 25,130 | 22,478 | 24,501 | 24,876 | 24,554 | 23,566 | 24,507 | 25,635 |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 289 | 15 | 179 | 149 | 89 | 111 | 103 | 74 | 76 | 129 | 122 |
| Iron and steel products | 322 | 348 | 288 | 241 | 131 | 105 | 142 | 132 | 177 | 173 | 124 |
| General cargo & containers <20 | 2,500 | 2,214 | 2,594 | 2,036 | 2,283 | 1,755 | 1,692 | 2,588 | 2,260 | 2,205 | 1,907 |
| *All other general cargo traffic* | 3,110 | 2,577 | 3,061 | 2,426 | 2,502 | 1,970 | 1,937 | 2,794 | 2,512 | 2,507 | 2,153 |
| **Total domestic traffic** | 152,820 | 138,132 | 137,980 | 134,653 | 127,094 | 115,210 | 115,812 | 103,437 | 91,752 | 94,335 | 103,590 |

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0107**

**Domestic UK major port freight traffic by cargo type and direction, annually: 2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Inward domestic traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 849 | 923 | 854 | 690 | 1,044 | 945 | 688 | 287 | 268 | 417 | 552 |
| Crude oil | 40,233 | 33,505 | 31,435 | 31,112 | 30,782 | 24,761 | 25,630 | 20,044 | 13,915 | 12,275 | 14,654 |
| Oil products | 13,936 | 12,684 | 12,949 | 11,358 | 10,867 | 9,393 | 8,232 | 7,874 | 8,572 | 7,672 | 7,454 |
| Other liquid bulk products | 1,073 | 1,303 | 1,023 | 1,093 | 826 | 981 | 993 | 731 | 567 | 811 | 790 |
| *All liquid bulk traffic* | **56,091** | **48,415** | **46,261** | **44,252** | **43,519** | **36,080** | **35,542** | **28,936** | **23,321** | **21,175** | **23,451** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 3 | 31 | 138 | 128 | 148 | 337 | 413 | 362 | 297 | 470 | 326 |
| Coal | 1,468 | 1,917 | 1,461 | 1,585 | 1,001 | 1,880 | 1,521 | 1,787 | 1,815 | 1,693 | 1,118 |
| Agricultural products | 760 | 836 | 736 | 750 | 881 | 897 | 772 | 712 | 420 | 724 | 642 |
| Other dry bulk | 16,006 | 17,374 | 18,252 | 17,018 | 13,491 | 13,602 | 14,689 | 14,043 | 13,480 | 16,079 | 18,474 |
| *All dry bulk traffic* | **18,237** | **20,158** | **20,587** | **19,481** | **15,521** | **16,716** | **17,396** | **16,903** | **16,012** | **18,966** | **20,560** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 56,486 | 49,029 | 46,699 | 44,745 | 43,694 | 36,978 | 36,071 | 29,992 | 24,569 | 22,057 | 23,779 |
| Other bulks[1] | 17,842 | 19,544 | 20,148 | 18,989 | 15,346 | 15,817 | 16,867 | 15,847 | 14,764 | 18,084 | 20,232 |
| *All bulk traffic* | **74,328** | **68,573** | **66,848** | **63,733** | **59,040** | **52,795** | **52,938** | **45,839** | **39,333** | **40,141** | **44,011** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 1,338 | 1,207 | 1,491 | 1,495 | 1,266 | 1,667 | 1,665 | 1,648 | 1,553 | 1,911 | 1,974 |
| Roll-on/roll-off traffic [2,3] | 11,520 | 11,707 | 11,502 | 11,037 | 9,765 | 10,237 | 10,478 | 10,489 | 9,937 | 10,214 | 10,511 |
| *All container and ro-ro* | **12,857** | **12,914** | **12,993** | **12,531** | **11,030** | **11,903** | **12,142** | **12,138** | **11,490** | **12,125** | **12,485** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 21 | 10 | 148 | 142 | 82 | 106 | 96 | 73 | 71 | 122 | 119 |
| Iron and steel products | 174 | 187 | 165 | 152 | 63 | 41 | 95 | 36 | 100 | 108 | 68 |
| General cargo  & containers <20 | 894 | 744 | 1,043 | 732 | 718 | 660 | 547 | 791 | 772 | 789 | 806 |
| *All other general cargo traffic* | **1,089** | **940** | **1,356** | **1,026** | **864** | **808** | **739** | **900** | **942** | **1,019** | **992** |
| **All inwards domestic traffic** | **88,274** | **82,427** | **81,197** | **77,291** | **70,935** | **65,507** | **65,819** | **58,877** | **51,765** | **53,286** | **57,488** |

**Department for Transport Statistics**

**Table PORT0107**

**Domestic UK major port freight traffic by cargo type and direction, annually: 2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(c) Outward domestic traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 1,155 | 1,266 | 1,336 | 990 | 923 | 1,220 | 816 | 388 | 291 | 405 | 471 |
| Crude oil | 25,214 | 18,255 | 20,124 | 22,762 | 25,603 | 18,066 | 19,098 | 14,901 | 9,924 | 9,985 | 14,529 |
| Oil products | 15,221 | 13,139 | 12,210 | 12,013 | 9,987 | 8,915 | 8,536 | 7,351 | 8,783 | 8,046 | 8,521 |
| Other liquid bulk products | 1,234 | 1,549 | 1,582 | 1,364 | 1,684 | 1,261 | 1,547 | 1,334 | 1,062 | 1,366 | 1,174 |
| *All liquid bulk traffic* | **42,825** | **34,208** | **35,253** | **37,129** | **38,196** | **29,463** | **29,997** | **23,975** | **20,060** | **19,802** | **24,696** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 0 | 1 | 1 | 26 | 37 | 198 | 219 | 224 | 363 | 342 | 344 |
| Coal | 2,154 | 1,599 | 1,308 | 1,599 | 1,056 | 2,009 | 1,353 | 1,730 | 1,813 | 1,764 | 1,117 |
| Agricultural products | 648 | 738 | 527 | 603 | 668 | 823 | 863 | 751 | 466 | 600 | 542 |
| Other dry bulk | 4,090 | 4,855 | 4,598 | 4,007 | 3,116 | 3,451 | 3,628 | 3,570 | 3,639 | 4,673 | 5,094 |
| *All dry bulk traffic* | **6,892** | **7,192** | **6,434** | **6,235** | **4,877** | **6,481** | **6,063** | **6,275** | **6,281** | **7,378** | **7,096** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 43,745 | 34,258 | 34,979 | 37,364 | 37,568 | 30,210 | 29,804 | 24,370 | 20,811 | 20,200 | 24,638 |
| Other bulks[1] | 5,972 | 7,143 | 6,708 | 5,999 | 5,504 | 5,733 | 6,256 | 5,880 | 5,530 | 6,980 | 7,154 |
| *All bulk traffic* | **49,717** | **41,401** | **41,687** | **43,364** | **43,073** | **35,944** | **36,060** | **30,250** | **26,341** | **27,180** | **31,792** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 1,412 | 1,231 | 1,896 | 1,522 | 1,335 | 1,919 | 1,839 | 1,787 | 1,874 | 2,033 | 2,200 |
| Roll-on/roll-off traffic [2,3] | 11,395 | 11,437 | 11,496 | 11,076 | 10,113 | 10,679 | 10,896 | 10,630 | 10,203 | 10,349 | 10,950 |
| *All container and ro-ro* | **12,807** | **12,668** | **13,392** | **12,599** | **11,448** | **12,598** | **12,734** | **12,416** | **12,076** | **12,382** | **13,150** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 268 | 5 | 30 | 7 | 6 | 5 | 7 | 2 | 5 | 8 | 3 |
| Iron and steel products | 148 | 161 | 123 | 89 | 68 | 63 | 46 | 96 | 77 | 64 | 56 |
| General cargo & containers <20 | 1,605 | 1,470 | 1,551 | 1,303 | 1,564 | 1,094 | 1,145 | 1,797 | 1,488 | 1,416 | 1,101 |
| *All other general cargo traffic* | **2,021** | **1,636** | **1,705** | **1,400** | **1,638** | **1,162** | **1,198** | **1,894** | **1,570** | **1,487** | **1,161** |
| **All outwards domestic traffic** | **64,545** | **55,705** | **56,784** | **57,362** | **56,159** | **49,704** | **49,992** | **44,560** | **39,988** | **41,049** | **46,102** |

1 Dry bulk oil products included in other bulks

2 Containers carried on by shipborne port to port trailers included in Roll-on/Roll-off traffic

3 Figures after 2004 are not directly comparable with earlier years. Please see Section 2 of the Technical Note for details.

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0108**

**Domestic UK major port freight traffic, by traffic type, cargo type, country and direction, annually: 2015**

Thousand tonnes

| Cargo category | Coastwise | | | | | | | One port area | | | | Domestic (all coastwise and one-port traffic) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | England | Wales | Scotland | Northern Ireland | Channel Islands | Isle of Man | All coastwise | UK off-shore oil & gas | UK sea bed | UK off-shore wind/tidal | All one-port | All routes |
| **(a) All traffic** | | | | | | | | | | | | |
| Liquid bulk | 26,687 | 6,409 | 9,869 | 2,263 | 134 | 61 | 45,422 | 2,724 | 0 | 0 | 2,724 | 48,146 |
| Dry bulk | 6,562 | 604 | 3,340 | 3,902 | 26 | 6 | 14,440 | 157 | 13,044 | 16 | 13,217 | 27,656 |
| Other general cargo | 64 | 35 | 185 | 73 | 38 | 8 | 402 | 1,751 | 0 | 0 | 1,751 | 2,153 |
| Container traffic | 2,167 | 70 | 942 | 922 | 70 | 2 | 4,174 | 0 | 0 | 0 | 0 | 4,174 |
| Roll-on/roll-off traffic | 5,547 | 0 | 5,126 | 9,826 | 464 | 498 | 21,461 | 0 | 0 | 0 | 0 | 21,461 |
| **All traffic** | **41,027** | **7,118** | **19,462** | **16,985** | **733** | **574** | **85,899** | **4,632** | **13,044** | **16** | **17,692** | **103,590** |
| **(b) Inwards traffic** | | | | | | | | | | | | |
| Liquid bulk | 10,995 | 3,519 | 7,186 | 10 | 0 | 0 | 21,710 | 1,741 | 0 | 0 | 1,741 | 23,451 |
| Dry bulk | 1,500 | 490 | 2,796 | 2,687 | 2 | 1 | 7,476 | 41 | 13,044 | 0 | 13,084 | 20,560 |
| Other general cargo | 39 | 35 | 125 | 19 | 0 | ~ | 218 | 774 | 0 | 0 | 774 | 992 |
| Container traffic | 913 | 69 | 650 | 340 | 1 | ~ | 1,974 | 0 | 0 | 0 | 0 | 1,974 |
| Roll-on/roll-off traffic | 2,741 | 0 | 2,682 | 4,795 | 109 | 184 | 10,511 | 0 | 0 | 0 | 0 | 10,511 |
| **All inwards traffic** | **16,188** | **4,113** | **13,438** | **7,852** | **112** | **186** | **41,889** | **2,556** | **13,044** | **0** | **15,599** | **57,488** |
| **(c) Outwards traffic** | | | | | | | | | | | | |
| Liquid bulk | 15,692 | 2,889 | 2,683 | 2,253 | 134 | 61 | 23,713 | 983 | 0 | 0 | 983 | 24,696 |
| Dry bulk | 5,062 | 114 | 545 | 1,215 | 24 | 5 | 6,964 | 117 | 0 | 16 | 132 | 7,096 |
| Other general cargo | 24 | 0 | 60 | 54 | 38 | 8 | 183 | 977 | 0 | 0 | 977 | 1,161 |
| Container traffic | 1,254 | 1 | 293 | 582 | 69 | 1 | 2,200 | 0 | 0 | 0 | 0 | 2,200 |
| Roll-on/roll-off traffic | 2,806 | 0 | 2,444 | 5,030 | 355 | 314 | 10,950 | 0 | 0 | 0 | 0 | 10,950 |
| **All outwards traffic** | **24,839** | **3,004** | **6,025** | **9,134** | **621** | **388** | **44,010** | **2,076** | **0** | **16** | **2,092** | **46,102** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Technical Note

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The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0109**
**International UK major port freight traffic by commodity and direction, annually  2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All international traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 5,895 | 7,282 | 5,711 | 5,764 | 11,085 | 19,075 | 22,585 | 15,194 | 11,879 | 11,973 | 14,195 |
| Crude oil | 88,051 | 90,441 | 88,572 | 78,272 | 66,540 | 75,362 | 68,317 | 70,083 | 69,203 | 67,201 | 61,535 |
| Oil products | 59,844 | 59,296 | 60,801 | 63,443 | 58,239 | 61,107 | 64,645 | 63,569 | 64,514 | 58,737 | 61,978 |
| Other liquid bulk products | 10,461 | 10,746 | 11,994 | 10,314 | 9,965 | 10,523 | 9,471 | 9,102 | 8,004 | 8,909 | 8,497 |
| *All liquid bulk traffic* | **164,251** | **167,765** | **167,078** | **157,793** | **145,828** | **166,067** | **165,018** | **157,947** | **153,599** | **146,820** | **146,204** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 17,938 | 18,269 | 19,006 | 17,937 | 14,637 | 17,700 | 16,070 | 15,734 | 20,094 | 19,971 | 17,050 |
| Coal | 48,166 | 53,766 | 44,658 | 47,330 | 37,555 | 25,964 | 34,035 | 43,523 | 48,558 | 41,202 | 23,107 |
| Agricultural products | 12,199 | 11,521 | 11,483 | 12,625 | 12,417 | 13,304 | 11,812 | 12,077 | 12,213 | 12,803 | 12,058 |
| Other dry bulk | 22,136 | 22,174 | 23,216 | 21,248 | 14,037 | 17,243 | 18,032 | 16,368 | 18,258 | 21,665 | 24,193 |
| *All dry bulk traffic* | **100,439** | **105,730** | **98,362** | **99,140** | **78,647** | **74,210** | **79,949** | **87,703** | **99,123** | **95,641** | **76,408** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 201,956 | 210,785 | 199,742 | 194,809 | 173,419 | 181,508 | 189,582 | 192,369 | 194,153 | 179,113 | 160,814 |
| Other bulks[1] | 62,734 | 62,709 | 65,699 | 62,124 | 51,056 | 58,770 | 55,386 | 53,281 | 58,569 | 63,348 | 61,798 |
| *All bulk traffic* | **264,689** | **273,494** | **265,441** | **256,933** | **224,475** | **240,277** | **244,968** | **245,650** | **252,723** | **242,461** | **222,612** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 51,091 | 51,921 | 57,123 | 56,533 | 49,410 | 53,088 | 54,200 | 51,618 | 53,476 | 57,312 | 59,038 |
| Roll-on/roll-off traffic [2,3] | 77,347 | 81,119 | 81,696 | 79,301 | 74,203 | 75,100 | 75,936 | 73,226 | 74,916 | 79,051 | 82,317 |
| *All container and ro-ro* | **128,437** | **133,041** | **138,818** | **135,834** | **123,613** | **128,187** | **130,135** | **124,844** | **128,392** | **136,363** | **141,355** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 9,327 | 8,879 | 8,808 | 6,376 | 5,154 | 5,477 | 5,610 | 4,604 | 6,946 | 5,575 | 5,739 |
| Iron and steel products | 10,029 | 10,289 | 11,948 | 10,076 | 6,052 | 6,023 | 6,794 | 7,657 | 8,814 | 9,802 | 8,724 |
| General cargo  & containers <20 | 4,843 | 4,927 | 3,621 | 4,207 | 3,169 | 3,313 | 3,676 | 3,258 | 3,128 | 3,321 | 3,708 |
| *All other general cargo traffic* | **24,199** | **24,095** | **24,378** | **20,659** | **14,374** | **14,814** | **16,081** | **15,519** | **18,888** | **18,698** | **18,172** |
| **Total international traffic** | **417,325** | **430,630** | **428,637** | **413,426** | **362,462** | **383,278** | **391,184** | **386,014** | **400,003** | **397,521** | **382,139** |

**Table PORT0109**
**International UK major port freight traffic by commodity and direction, annually  2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Inward international traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 1,145 | 3,531 | 2,065 | 1,602 | 8,291 | 15,525 | 19,962 | 11,498 | 8,986 | 9,322 | 11,241 |
| Crude oil | 40,263 | 43,126 | 42,949 | 40,719 | 34,429 | 39,907 | 40,972 | 45,764 | 42,712 | 40,313 | 36,621 |
| Oil products | 28,803 | 31,464 | 30,053 | 32,876 | 30,000 | 32,439 | 34,474 | 33,559 | 34,085 | 34,001 | 35,724 |
| Other liquid bulk products | 6,177 | 6,875 | 7,768 | 6,364 | 5,423 | 5,928 | 5,383 | 5,415 | 6,067 | 5,332 | 5,102 |
| *All liquid bulk traffic* | **76,388** | **84,996** | **82,835** | **81,562** | **78,143** | **93,799** | **100,791** | **96,236** | **91,849** | **88,967** | **88,688** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 17,532 | 17,732 | 18,304 | 16,933 | 11,079 | 12,497 | 11,113 | 10,658 | 14,901 | 15,402 | 12,605 |
| Coal | 47,153 | 52,412 | 43,590 | 46,162 | 36,605 | 24,805 | 32,517 | 42,510 | 47,546 | 40,272 | 22,292 |
| Agricultural products | 8,508 | 8,629 | 8,875 | 9,277 | 8,876 | 8,570 | 8,114 | 9,263 | 10,404 | 10,034 | 8,208 |
| Other dry bulk | 11,658 | 11,324 | 11,859 | 10,629 | 7,103 | 9,794 | 9,821 | 8,389 | 10,504 | 13,636 | 17,134 |
| *All dry bulk traffic* | **84,852** | **90,097** | **82,627** | **83,001** | **63,663** | **55,666** | **61,565** | **70,819** | **83,354** | **79,344** | **60,240** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 117,364 | 130,533 | 118,657 | 121,359 | 109,325 | 112,676 | 127,925 | 133,331 | 133,328 | 123,907 | 105,879 |
| Other bulks[1] | 43,876 | 44,560 | 46,805 | 43,204 | 32,482 | 36,789 | 34,431 | 33,724 | 41,876 | 44,405 | 43,049 |
| *All bulk traffic* | **161,239** | **175,093** | **165,463** | **164,563** | **141,806** | **149,465** | **162,356** | **167,055** | **175,204** | **168,311** | **148,928** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 30,143 | 30,891 | 35,032 | 34,087 | 27,956 | 31,408 | 32,074 | 29,894 | 32,593 | 35,597 | 36,731 |
| Roll-on/roll-off traffic [2,3] | 47,257 | 49,352 | 49,383 | 47,526 | 45,731 | 46,212 | 46,593 | 44,580 | 45,586 | 48,150 | 50,874 |
| *All container and ro-ro* | **77,401** | **80,243** | **84,416** | **81,613** | **73,687** | **77,620** | **78,667** | **74,473** | **78,179** | **83,747** | **87,605** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 9,005 | 8,444 | 8,286 | 5,976 | 5,047 | 5,236 | 5,351 | 4,425 | 6,544 | 5,462 | 5,495 |
| Iron and steel products | 5,380 | 5,738 | 6,522 | 5,692 | 2,838 | 4,217 | 4,969 | 4,877 | 4,327 | 5,092 | 4,916 |
| General cargo  & containers <20 | 3,489 | 3,518 | 2,354 | 2,527 | 2,239 | 2,373 | 2,538 | 2,360 | 2,217 | 2,165 | 2,494 |
| *All other general cargo traffic* | **17,873** | **17,700** | **17,162** | **14,195** | **10,123** | **11,826** | **12,858** | **11,662** | **13,088** | **12,719** | **12,905** |
| **Total inwards international traffic** | **256,513** | **273,037** | **267,040** | **260,371** | **225,617** | **238,912** | **253,882** | **253,190** | **266,471** | **264,778** | **249,437** |

**Table PORT0109**
**International UK major port freight traffic by commodity and direction, annually  2000 - 2015**

Thousand tonnes

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(c) Outward foreign traffic** | | | | | | | | | | | |
| **Liquid bulk** | | | | | | | | | | | |
| Liquefied gas | 4,750 | 3,750 | 3,646 | 4,161 | 2,794 | 3,551 | 2,623 | 3,696 | 2,893 | 2,652 | 2,953 |
| Crude oil | 47,789 | 47,315 | 45,623 | 37,552 | 32,111 | 35,455 | 27,345 | 24,319 | 26,491 | 26,888 | 24,914 |
| Oil products | 31,041 | 27,833 | 30,748 | 30,567 | 28,239 | 28,667 | 30,171 | 30,009 | 30,429 | 24,736 | 26,254 |
| Other liquid bulk products | 4,284 | 3,871 | 4,226 | 3,949 | 4,542 | 4,595 | 4,088 | 3,687 | 1,937 | 3,577 | 3,395 |
| *All liquid bulk traffic* | **87,863** | **82,769** | **84,243** | **76,230** | **67,685** | **72,268** | **64,227** | **61,711** | **61,750** | **57,853** | **57,516** |
| **Dry bulk** | | | | | | | | | | | |
| Ores | 405 | 537 | 701 | 1,004 | 3,558 | 5,203 | 4,957 | 5,077 | 5,193 | 4,569 | 4,445 |
| Coal | 1,013 | 1,354 | 1,068 | 1,169 | 951 | 1,158 | 1,518 | 1,014 | 1,012 | 930 | 814 |
| Agricultural products | 3,691 | 2,892 | 2,608 | 3,348 | 3,541 | 4,734 | 3,698 | 2,814 | 1,809 | 2,768 | 3,851 |
| Other dry bulk | 10,478 | 10,850 | 11,358 | 10,619 | 6,934 | 7,448 | 8,211 | 7,980 | 7,754 | 8,029 | 7,059 |
| *All dry bulk traffic* | **15,587** | **15,632** | **15,735** | **16,139** | **14,984** | **18,544** | **18,384** | **16,884** | **15,769** | **16,296** | **16,168** |
| **All bulk traffic** | | | | | | | | | | | |
| Bulk fuels[1] | 84,592 | 80,252 | 81,085 | 73,450 | 64,094 | 68,832 | 61,657 | 59,038 | 60,825 | 55,206 | 54,936 |
| Other bulks[1] | 18,858 | 18,149 | 18,893 | 18,920 | 18,575 | 21,980 | 20,955 | 19,557 | 16,694 | 18,943 | 18,749 |
| *All bulk traffic* | **103,450** | **98,401** | **99,978** | **92,370** | **82,669** | **90,812** | **82,611** | **78,595** | **77,519** | **74,149** | **73,685** |
| **Container and roll-on/roll-off traffic** | | | | | | | | | | | |
| Container traffic [2,3] | 20,947 | 21,030 | 22,090 | 22,446 | 21,455 | 21,679 | 22,125 | 21,725 | 20,883 | 21,715 | 22,307 |
| Roll-on/roll-off traffic [2,3] | 30,089 | 31,767 | 32,312 | 31,775 | 28,471 | 28,888 | 29,343 | 28,646 | 29,330 | 30,900 | 31,443 |
| *All container and ro-ro* | **51,037** | **52,797** | **54,403** | **54,221** | **49,926** | **50,567** | **51,468** | **50,371** | **50,213** | **52,615** | **53,750** |
| **Other general cargo** | | | | | | | | | | | |
| Forestry products | 322 | 435 | 523 | 401 | 107 | 241 | 259 | 180 | 402 | 113 | 244 |
| Iron and steel products | 4,649 | 4,551 | 5,426 | 4,383 | 3,214 | 1,806 | 1,826 | 2,780 | 4,486 | 4,710 | 3,809 |
| General cargo  & containers <20 | 1,354 | 1,409 | 1,267 | 1,680 | 930 | 940 | 1,138 | 898 | 911 | 1,155 | 1,214 |
| *All other general cargo traffic* | **6,325** | **6,395** | **7,216** | **6,464** | **4,251** | **2,987** | **3,222** | **3,858** | **5,800** | **5,978** | **5,267** |
| **Total outwards international traffic** | **160,812** | **157,594** | **161,597** | **153,055** | **136,846** | **144,366** | **137,302** | **132,824** | **133,532** | **132,743** | **132,702** |

1 Dry bulk oil products included in other bulks
2 Containers carried on by shipborne port to port trailers included in Ro l-on/Roll-off traffic
3 Figures after 2004 are not directly comparable with earlier years. Please see Section 2 of the Technical Note for details.

**Department for Transport Statistics**

**Table PORT0110**

**UK major port freight traffic, by cargo type, country of loading/unloading and direction: 2015**

Thousand tonnes

| Country of loading or unloading | Liquid bulks | | | Dry bulks | | | Other general cargo | | | LoLo containers | | | Roll-on /Roll-off | | | All traffic | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| **(a) Short sea traffic** | | | | | | | | | | | | | | | | | | |
| European Union ( as at 1 July 2013)1 | | | | | | | | | | | | | | | | | | |
| Belgium | 3,558 | 5,446 | 9,004 | 599 | 827 | 1,425 | 608 | 145 | 753 | 1,784 | 1,820 | 3,604 | 8,216 | 3,046 | 11,262 | 14,764 | 11,284 | 26,048 |
| Bulgaria | 7 | 0 | 7 | 60 | 25 | 85 | 0 | 0 | 0 | 47 | 0 | 47 | 0 | 0 | 0 | 113 | 25 | 139 |
| Croatia | 0 | 0 | 0 | 172 | 22 | 194 | 0 | 0 | 0 | ~ | 0 | ~ | 0 | 0 | 0 | 172 | 22 | 194 |
| Cyprus | 8 | 0 | 8 | 0 | 5 | 5 | ~ | 5 | 5 | 66 | 52 | 118 | 4 | 6 | 10 | 78 | 68 | 146 |
| Denmark | 758 | 376 | 1,134 | 372 | 98 | 470 | 41 | 118 | 159 | 27 | 12 | 39 | 1,030 | 634 | 1,664 | 2,228 | 1,238 | 3,467 |
| Estonia | 127 | 13 | 140 | 350 | 25 | 375 | 124 | 20 | 143 | 25 | 5 | 30 | 9 | 14 | 23 | 634 | 77 | 711 |
| Finland | 1,145 | 147 | 1,292 | 1,022 | 248 | 1,270 | 1,454 | 228 | 1,682 | 443 | 107 | 550 | 113 | 86 | 199 | 4,177 | 816 | 4,993 |
| France | 1,372 | 5,161 | 6,533 | 1,283 | 608 | 1,891 | 281 | 42 | 324 | 242 | 408 | 651 | 18,074 | 11,764 | 29,838 | 21,253 | 17,984 | 39,236 |
| Germany | 752 | 4,506 | 5,258 | 1,723 | 2,104 | 3,827 | 870 | 173 | 1,043 | 447 | 638 | 1,084 | 1,616 | 405 | 2,022 | 5,408 | 7,826 | 13,234 |
| Greece | 33 | 152 | 186 | 267 | 13 | 280 | 6 | 4 | 9 | 317 | 45 | 363 | 3 | 14 | 17 | 627 | 228 | 855 |
| Irish Republic | 588 | 3,508 | 4,096 | 448 | 166 | 614 | 24 | 71 | 96 | 527 | 418 | 945 | 5,796 | 6,083 | 11,879 | 7,383 | 10,246 | 17,629 |
| Italy | 199 | 460 | 659 | 197 | 246 | 443 | 141 | 63 | 204 | 973 | 94 | 1,067 | 151 | 106 | 258 | 1,662 | 969 | 2,632 |
| Latvia | 615 | 21 | 636 | 3,212 | 49 | 3,261 | 759 | 31 | 789 | 134 | 57 | 191 | 0 | 0 | 0 | 4,719 | 159 | 4,878 |
| Lithuania | 579 | 47 | 626 | 206 | 0 | 206 | 69 | 12 | 81 | 208 | 13 | 221 | 0 | 0 | 0 | 1,062 | 72 | 1,134 |
| Malta | 69 | 29 | 99 | 0 | 0 | 0 | 0 | 1 | 1 | 46 | 90 | 136 | ~ | 4 | 4 | 115 | 124 | 239 |
| Netherlands | 6,899 | 16,036 | 22,935 | 2,605 | 2,360 | 4,965 | 937 | 287 | 1,224 | 5,534 | 2,774 | 8,308 | 12,619 | 6,363 | 18,982 | 28,594 | 27,820 | 56,415 |
| Poland | 808 | 312 | 1,120 | 306 | 315 | 621 | 357 | 51 | 409 | 133 | 52 | 186 | 3 | 17 | 20 | 1,607 | 748 | 2,355 |
| Portugal | 29 | 276 | 305 | 471 | 1,220 | 1,691 | 262 | 59 | 322 | 647 | 134 | 781 | 22 | 12 | 34 | 1,431 | 1,701 | 3,132 |
| Romania | 0 | 0 | 0 | 209 | 3 | 213 | 0 | 1 | 1 | 6 | 0 | 6 | 0 | 0 | 0 | 216 | 4 | 220 |
| Slovenia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | ~ | 0 | ~ |
| Spain | 739 | 3,164 | 3,903 | 2,111 | 2,172 | 4,284 | 729 | 318 | 1,047 | 2,486 | 566 | 3,052 | 798 | 350 | 1,148 | 6,864 | 6,569 | 13,433 |
| Sweden | 4,456 | 1,556 | 6,012 | 367 | 520 | 888 | 1,937 | 321 | 2,258 | 94 | 168 | 262 | 1,638 | 1,046 | 2,685 | 8,492 | 3,612 | 12,104 |
| Other EU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | ~ | 0 | 0 | 0 | ~ | 0 | ~ |
| **All European Union** | **22,742** | **41,210** | **63,952** | **15,979** | **11,027** | **27,006** | **8,599** | **1,950** | **10,549** | **14,186** | **7,454** | **21,641** | **50,094** | **29,950** | **80,045** | **111,601** | **91,592** | **203,193** |
| All Other Europe & Mediterranean | | | | | | | | | | | | | | | | | | |
| Albania | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | ~ | 0 | ~ | 0 | 0 | 0 | ~ | 1 | 2 |
| Algeria | 6,548 | 40 | 6,588 | 104 | 146 | 250 | 22 | 46 | 68 | ~ | 4 | 4 | 0 | 2 | 2 | 6,675 | 238 | 6,912 |
| Egypt | 2,099 | 25 | 2,124 | 54 | 552 | 606 | 7 | 10 | 17 | 287 | 201 | 489 | ~ | 4 | 4 | 2,448 | 793 | 3,241 |
| Georgia | 237 | 0 | 237 | 8 | 0 | 8 | 4 | 18 | 22 | 5 | 3 | 8 | 0 | 0 | 0 | 254 | 21 | 275 |
| Gibraltar | 143 | 568 | 710 | 0 | 16 | 16 | 1 | ~ | 1 | 3 | 3 | 6 | 0 | 0 | 0 | 146 | 587 | 733 |
| Iceland | 2 | 13 | 15 | 155 | 16 | 171 | ~ | ~ | ~ | 144 | 45 | 189 | 0 | 0 | 0 | 301 | 74 | 375 |
| Israel | 28 | ~ | 29 | 12 | 25 | 37 | 0 | 1 | 1 | 280 | 138 | 419 | ~ | 49 | 49 | 321 | 214 | 534 |
| Lebanon | 0 | 0 | 0 | 0 | 4 | 4 | 0 | ~ | ~ | 15 | 65 | 80 | ~ | 2 | 2 | 15 | 71 | 86 |
| Libya | 323 | 35 | 358 | 0 | 19 | 19 | 1 | 1 | 1 | ~ | ~ | ~ | 0 | ~ | ~ | 323 | 55 | 378 |
| Montenegro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | ~ | ~ | 0 | ~ | ~ | 0 | ~ |
| Morocco | 21 | 271 | 291 | 100 | 272 | 372 | ~ | 75 | 75 | 271 | 282 | 554 | 20 | 6 | 26 | 412 | 906 | 1,318 |
| Norway | 21,982 | 323 | 22,304 | 4,666 | 424 | 5,090 | 652 | 257 | 909 | 55 | 57 | 112 | 118 | 160 | 278 | 27,473 | 1,221 | 28,694 |
| Russia | 7,371 | 0 | 7,371 | 6,267 | 0 | 6,267 | 417 | 7 | 423 | 298 | 85 | 383 | 5 | 44 | 49 | 14,357 | 136 | 14,493 |
| Syria | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 6 | 9 | 0 | ~ | ~ | 3 | 10 | 13 |
| Tunisia | 106 | 2 | 108 | 50 | 155 | 206 | 2 | ~ | 2 | 2 | ~ | 2 | 3 | 2 | 6 | 164 | 160 | 323 |
| Turkey | 58 | 177 | 235 | 307 | 2,163 | 2,471 | 419 | 1,471 | 1,890 | 1,853 | 255 | 2,109 | 304 | 55 | 359 | 2,942 | 4,122 | 7,064 |
| Ukraine | 70 | 0 | 70 | 607 | 0 | 607 | 257 | 7 | 265 | 8 | ~ | 8 | 0 | 0 | 0 | 942 | 7 | 950 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **All Other Europe & Mediterranean** | **38,987** | **1,454** | **40,441** | **12,331** | **3,798** | **16,129** | **1,782** | **1,894** | **3,676** | **3,226** | **1,146** | **4,373** | **451** | **324** | **775** | **56,777** | **8,616** | **65,393** |
| **All short sea countries** | **61,728** | **42,664** | **104,393** | **28,310** | **14,825** | **43,135** | **10,381** | **3,844** | **14,225** | **17,413** | **8,601** | **26,013** | **50,546** | **30,274** | **80,820** | **168,378** | **100,208** | **268,586** |

Port Freight Statistics
**Table PORT0110**
**UK major port freight traffic, by cargo type, country of loading/unloading and direction: 2015**

Thousand tonnes

| Country of loading or unloading | Liquid bulks | | | Dry bulks | | | Other general cargo | | | LoLo containers | | | Roll-on /Roll-off | | | All traffic | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| **(b) Deep sea traffic** | | | | | | | | | | | | | | | | | | |
| Africa ( excluding Mediterranean countries) | | | | | | | | | | | | | | | | | | |
| Angola | 563 | 0 | **563** | 0 | 0 | **0** | 2 | 5 | **7** | 1 | 3 | **4** | 0 | 1 | **1** | 566 | 9 | **575** |
| Benin | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 2 | **2** | ~ | 2 | **2** | ~ | ~ | **~** | ~ | 4 | **4** |
| Cameroon | 311 | 0 | **311** | 0 | 3 | **3** | 28 | ~ | **29** | 3 | 4 | **7** | 0 | ~ | **~** | 342 | 7 | **349** |
| Cape-verde | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| Congo (Republic of) | 62 | 0 | **62** | 0 | 0 | **0** | ~ | 17 | **17** | ~ | 1 | **1** | 0 | ~ | **~** | 62 | 18 | **81** |
| Congo (Democratic Republic of) | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | ~ | 0 | **~** |
| Cote Divoire | 0 | 0 | **0** | 7 | 0 | **7** | 3 | 29 | **32** | 13 | 23 | **36** | 0 | ~ | **~** | 23 | 52 | **75** |
| Equatorial Guinea | 90 | 0 | **90** | 0 | 0 | **0** | ~ | ~ | **~** | ~ | 0 | **~** | 0 | ~ | **~** | 90 | ~ | **90** |
| Gabon | 325 | 0 | **325** | 0 | 0 | **0** | ~ | 1 | **1** | ~ | ~ | **~** | 0 | ~ | **~** | 326 | 1 | **327** |
| Gambia | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 1 | **1** | 0 | ~ | **~** | ~ | 1 | **1** |
| Ghana | 132 | 4 | **135** | 18 | 0 | **18** | 6 | 23 | **29** | 22 | 115 | **137** | ~ | 3 | **3** | 178 | 145 | **322** |
| Guinea | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 5 | **5** | ~ | 1 | **1** | 0 | ~ | **~** | ~ | 6 | **6** |
| Kenya | 0 | 15 | **15** | 0 | 0 | **0** | 0 | 0 | **0** | 16 | 10 | **26** | 2 | 29 | **31** | 17 | 54 | **71** |
| Liberia | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 23 | **23** | ~ | 1 | **1** | 0 | ~ | **~** | ~ | 24 | **24** |
| Mauritius | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 37 | 4 | **41** | 0 | 1 | **1** | 37 | 5 | **42** |
| Mauritania | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 0 | 0 | **0** | 0 | ~ | **~** |
| Mozambique | 0 | 20 | **20** | 142 | 0 | **142** | 45 | ~ | **45** | 3 | ~ | **3** | 0 | 3 | **3** | 190 | 24 | **214** |
| Namibia | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 32 | **33** | 1 | 32 | **33** |
| Nigeria | 4,067 | 318 | **4,384** | 0 | 5 | **5** | ~ | 23 | **23** | 23 | 231 | **254** | ~ | 3 | **3** | 4,090 | 580 | **4,670** |
| Reunion | 0 | 0 | **0** | 25 | 0 | **25** | 0 | ~ | **~** | ~ | ~ | **~** | 0 | 2 | **2** | 25 | 2 | **28** |
| Senegal | 0 | 185 | **185** | 86 | 0 | **86** | 59 | 15 | **74** | 16 | 6 | **22** | 0 | ~ | **~** | 161 | 206 | **367** |
| Sierra Leone | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | 1 | 19 | **20** | ~ | ~ | **~** | 1 | 20 | **21** |
| South Africa | 0 | 534 | **534** | 921 | 0 | **921** | 21 | 16 | **37** | 673 | 231 | **904** | 10 | 44 | **54** | 1,625 | 824 | **2,448** |
| Sudan | 15 | 0 | **15** | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | 16 | 0 | **16** |
| Tanzania | 0 | 0 | **0** | 7 | 0 | **7** | 0 | 0 | **0** | 7 | 0 | **7** | 1 | 13 | **14** | 14 | 13 | **27** |
| Togo | 0 | 323 | **323** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 3 | **3** | 0 | ~ | **~** | ~ | 326 | **326** |
| Other countries | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 2 | 5 | **7** | 0 | 1 | **1** | 2 | 6 | **8** |
| **All Africa** | **5,564** | **1,397** | **6,961** | **1,207** | **8** | **1,215** | **164** | **161** | **326** | **817** | **660** | **1,477** | **13** | **133** | **146** | **7,766** | **2,359** | **10,125** |
| America | | | | | | | | | | | | | | | | | | |
| Argentina | 0 | 0 | **0** | 1,604 | 0 | **1,604** | 35 | 4 | **39** | 153 | 54 | **207** | 0 | 1 | **1** | 1,792 | 59 | **1,851** |
| Bahamas | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 2 | 4 | **5** | 0 | 0 | **0** | 2 | 4 | **5** |
| Barbados | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 0 | ~ | **~** | 0 | 0 | **0** | 0 | ~ | **~** |
| Belize | 0 | 0 | **0** | 68 | 0 | **68** | 0 | 0 | **0** | 15 | ~ | **15** | 0 | 0 | **0** | 82 | ~ | **83** |
| Brazil | 149 | 101 | **250** | 6,200 | 251 | **6,452** | 44 | 140 | **185** | 366 | 191 | **556** | ~ | 9 | **9** | 6,760 | 693 | **7,452** |
| Canada | 636 | 321 | **957** | 4,247 | 49 | **4,295** | 123 | 31 | **154** | 598 | 538 | **1,136** | ~ | 37 | **37** | 5,604 | 977 | **6,581** |
| Chile | 0 | 0 | **0** | 24 | 0 | **24** | 1 | 6 | **8** | 331 | 42 | **373** | 0 | 1 | **1** | 357 | 49 | **406** |
| Colombia | 0 | 264 | **264** | 5,937 | 5 | **5,942** | 302 | ~ | **302** | 112 | 74 | **185** | 0 | 1 | **1** | 6,351 | 343 | **6,694** |
| Costa Rica | 0 | 0 | **0** | 29 | 0 | **29** | 53 | 0 | **53** | 103 | 9 | **111** | 0 | 0 | **0** | 185 | 9 | **194** |
| Cuba | 0 | 0 | **0** | 365 | 0 | **365** | 7 | 0 | **7** | 2 | 0 | **2** | 0 | 0 | **0** | 374 | 0 | **374** |
| Dominica | 0 | 7 | **7** | 0 | 0 | **0** | 0 | ~ | **~** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 7 | **7** |
| Dominican Republic | 0 | 44 | **44** | 2 | 0 | **2** | 67 | 0 | **67** | 25 | 33 | **58** | 0 | 0 | **0** | 94 | 77 | **170** |
| Ecuador | 0 | 76 | **76** | 0 | 0 | **0** | 66 | 0 | **66** | 3 | 0 | **3** | 0 | ~ | **~** | 69 | 76 | **145** |
| El Salvador | 26 | 0 | **26** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 26 | 0 | **26** |
| Guadaloupe | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** |
| Guatemala | 95 | 0 | **95** | 23 | 0 | **23** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | 118 | 0 | **118** |
| Guyana | 0 | 0 | **0** | 157 | 5 | **162** | 0 | 12 | **12** | ~ | ~ | **~** | 0 | 0 | **0** | 157 | 17 | **175** |
| Honduras | 36 | 0 | **36** | 0 | 0 | **0** | 0 | 0 | **0** | 3 | 0 | **3** | 0 | 0 | **0** | 39 | 0 | **39** |
| Jamaica | 0 | 0 | **0** | 36 | 0 | **36** | 0 | 0 | **0** | 0 | ~ | **~** | 0 | 0 | **0** | 36 | ~ | **36** |
| Martinique | 0 | 93 | **93** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | ~ | 93 | **93** |
| Mexico | 12 | 4 | **16** | 0 | 30 | **30** | 4 | 22 | **26** | 229 | 131 | **360** | 5 | ~ | **5** | 250 | 187 | **437** |
| Netherlands Antilles | 122 | 0 | **122** | 0 | 0 | **0** | 1 | 0 | **1** | ~ | 5 | **5** | 0 | 0 | **0** | 123 | 5 | **128** |
| Nicaragua | 15 | 0 | **15** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | 15 | 0 | **15** |
| Panama | 0 | 68 | **68** | 107 | 0 | **107** | ~ | 1 | **1** | 291 | 30 | **320** | ~ | 5 | **5** | 398 | 103 | **501** |

**Table PORT0110**
**UK major port freight traffic, by cargo type, country of loading/unloading and direction: 2015**

Thousand tonnes

| Country of loading or unloading | Liquid bulks In | Liquid bulks Out | Liquid bulks Total | Dry bulks In | Dry bulks Out | Dry bulks Total | Other general cargo In | Other general cargo Out | Other general cargo Total | LoLo containers In | LoLo containers Out | LoLo containers Total | Roll-on /Roll-off In | Roll-on /Roll-off Out | Roll-on /Roll-off Total | All traffic In | All traffic Out | All traffic Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Peru | 0 | 11 | 11 | 0 | 0 | 0 | 25 | ~ | 25 | 23 | 48 | 71 | 0 | 1 | 1 | 49 | 60 | 109 |
| Puerto Rico | 68 | 248 | 316 | 118 | 0 | 118 | 0 | 0 | 0 | ~ | 0 | ~ | 0 | 0 | 0 | 186 | 248 | 434 |
| St Vincent & Northern Grenadines | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 8 | 216 | 9 | 75 | 84 | 0 | 0 | 0 | 217 | 83 | 300 |
| Tinidad & Tobago | 537 | 12 | 549 | 0 | 0 | 0 | ~ | 3 | 3 | ~ | 37 | 37 | 0 | 0 | 0 | 538 | 52 | 590 |
| Uruguay | 0 | 276 | 276 | 24 | 0 | 24 | 8 | 3 | 12 | 55 | 23 | 78 | ~ | 1 | 1 | 88 | 303 | 390 |
| USA | 3,822 | 4,950 | 8,772 | 9,052 | 232 | 9,285 | 58 | 424 | 482 | 1,324 | 1,363 | 2,687 | 23 | 503 | 526 | 14,279 | 7,474 | 21,753 |
| Venezuela | 736 | 49 | 786 | 488 | 0 | 488 | 11 | ~ | 11 | ~ | 0 | ~ | 0 | 0 | 0 | 1,235 | 49 | 1,285 |
| Virgin Islands (USA) | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ~ | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | ~ | 1 |
| Other countries | 132 | 40 | 172 | 0 | 0 | 0 | ~ | 19 | 19 | ~ | 1 | 1 | 0 | ~ | ~ | 133 | 60 | 193 |
| **All America** | **6,386** | **6,565** | **12,952** | **28,483** | **572** | **29,055** | **1,016** | **676** | **1,691** | **3,643** | **2,657** | **6,300** | **29** | **558** | **587** | **39,557** | **11,028** | **50,585** |

**Department for Transport Statistics**

Port Freight Statistics
**Table PORT0110**
**UK major port freight traffic, by cargo type, country of loading/unloading and direction: 2015**

Thousand tonnes

| Country of loading or unloading | Liquid bulks In | Out | Total | Dry bulks In | Out | Total | Other general cargo In | Out | Total | LoLo containers In | Out | Total | Roll-on /Roll-off In | Out | Total | All traffic In | Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asia (excluding Mediterranean countries) | | | | | | | | | | | | | | | | | | |
| Bangladesh | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 27 | 0 | **27** | 0 | 0 | **0** | 27 | 0 | **27** |
| China | 123 | 1,205 | **1,328** | 95 | ~ | **95** | 858 | 1 | **859** | 7,030 | 2,842 | **9,872** | 1 | 175 | **176** | 8,108 | 4,223 | **12,331** |
| Hong Kong | 0 | 0 | **0** | 0 | ~ | **~** | 0 | ~ | **~** | 462 | 706 | **1,169** | ~ | 5 | **6** | 463 | 712 | **1,175** |
| India | 534 | 16 | **549** | 0 | 0 | **0** | 1 | 1 | **2** | 1,668 | 1,054 | **2,722** | 7 | 1 | **8** | 2,210 | 1,071 | **3,281** |
| Indonesia | 44 | 0 | **44** | 217 | 0 | **217** | 0 | 2 | **2** | 45 | 0 | **45** | 0 | ~ | **~** | 306 | 2 | **308** |
| Iran | 0 | 0 | **0** | 0 | 0 | **0** | 14 | 0 | **14** | 0 | 0 | **0** | 0 | 0 | **0** | 14 | 0 | **14** |
| Iraq | 42 | 0 | **42** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | 42 | 0 | **42** |
| Japan | 75 | 0 | **75** | 423 | 190 | **612** | 23 | ~ | **23** | 185 | 265 | **450** | 118 | 39 | **157** | 824 | 494 | **1,318** |
| Jordan | 0 | 40 | **40** | 0 | ~ | **~** | ~ | ~ | **~** | 1 | 34 | **34** | 0 | 8 | **8** | 1 | 82 | **83** |
| Kuwait | 1,752 | 0 | **1,752** | 0 | 0 | **0** | 0 | 0 | **0** | 4 | 0 | **4** | 0 | 7 | **7** | 1,756 | 7 | **1,763** |
| Malaysia | 96 | 0 | **96** | 258 | 0 | **258** | 1 | ~ | **1** | 1,670 | 701 | **2,372** | ~ | 2 | **2** | 2,025 | 704 | **2,728** |
| Myanmar | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 6 | 0 | **6** | 0 | 0 | **0** | 6 | 0 | **6** |
| Oman | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 273 | 259 | **533** | 0 | 7 | **7** | 273 | 266 | **540** |
| Pakistan | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 147 | 516 | **663** | 0 | 0 | **0** | 147 | 516 | **663** |
| Philippines | 0 | 0 | **0** | 0 | 55 | **55** | 0 | 0 | **0** | 11 | 0 | **11** | 0 | 0 | **0** | 11 | 55 | **65** |
| Qatar | 9,235 | 0 | **9,235** | 0 | 0 | **0** | ~ | 3 | **3** | 5 | 0 | **5** | ~ | 15 | **15** | 9,240 | 17 | **9,257** |
| Saudi Arabia | 949 | 87 | **1,035** | 0 | 276 | **276** | 0 | 7 | **7** | 54 | 277 | **331** | 8 | 24 | **32** | 1,011 | 670 | **1,681** |
| Singapore | 231 | 30 | **262** | 0 | ~ | **~** | 12 | 9 | **21** | 828 | 1,491 | **2,319** | 2 | 20 | **22** | 1,074 | 1,551 | **2,625** |
| South Korea | 522 | 4,930 | **5,451** | 0 | 49 | **49** | 168 | ~ | **168** | 395 | 581 | **976** | 128 | 35 | **163** | 1,213 | 5,595 | **6,808** |
| Sri Lanka | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 639 | 323 | **961** | 0 | 0 | **0** | 639 | 323 | **961** |
| Taiwan | 0 | 474 | **474** | 0 | 0 | **0** | 7 | ~ | **7** | 348 | 179 | **527** | 0 | 5 | **5** | 354 | 659 | **1,013** |
| Thailand | 0 | 0 | **0** | 0 | 188 | **188** | ~ | 552 | **552** | 129 | 0 | **129** | 21 | 1 | **22** | 150 | 740 | **891** |
| United Arab Emirates | 997 | 109 | **1,106** | 0 | ~ | **~** | 5 | 1 | **5** | 186 | 1,045 | **1,231** | 1 | 31 | **32** | 1,189 | 1,185 | **2,374** |
| Vietnam | 7 | 0 | **7** | 0 | 0 | **0** | 0 | 1 | **1** | 113 | ~ | **113** | 0 | 0 | **0** | 120 | 1 | **121** |
| Yemen | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | ~ | 0 | **~** | 0 | 0 | **0** | ~ | 0 | **~** |
| Other countries | 129 | 0 | **129** | 72 | 0 | **72** | 0 | 3 | **3** | 13 | ~ | **13** | ~ | 2 | **2** | 213 | 5 | **218** |
| **All Asia** | **14,735** | **6,890** | **21,625** | **1,065** | **757** | **1,822** | **1,090** | **580** | **1,669** | **14,240** | **10,273** | **24,513** | **286** | **378** | **664** | **31,416** | **18,878** | **50,293** |
| Australasia | | | | | | | | | | | | | | | | | | |
| Australia | 31 | 0 | **31** | 1,093 | 7 | **1,100** | 246 | 6 | **252** | 476 | 113 | **589** | 1 | 83 | **84** | 1,847 | 209 | **2,056** |
| Fiji | 0 | 0 | **0** | 79 | 0 | **79** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 79 | 0 | **79** |
| New Zealand | 0 | 0 | **0** | 2 | 0 | **2** | 8 | ~ | **8** | 139 | 1 | **140** | ~ | 14 | **14** | 150 | 15 | **164** |
| Papua New Guinea | 200 | 0 | **200** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 200 | 0 | **200** |
| Vanuatu | 44 | 0 | **44** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 44 | 0 | **44** |
| Other countries | 0 | 0 | **0** | 0 | 0 | **0** | 0 | ~ | **~** | 1 | 1 | **2** | 0 | 2 | **2** | 1 | 3 | **4** |
| **All Australasia** | **274** | **0** | **274** | **1,174** | **7** | **1,181** | **254** | **6** | **260** | **616** | **114** | **731** | **1** | **99** | **100** | **2,320** | **226** | **2,546** |
| **All deep sea countries** | **26,960** | **14,852** | **41,812** | **31,929** | **1,344** | **33,273** | **2,524** | **1,423** | **3,947** | **19,317** | **13,704** | **33,021** | **328** | **1,169** | **1,497** | **81,058** | **32,491** | **113,549** |
| **Unspecified** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **3** | **0** | **0** | **0** | **1** | **2** | **3** |
| **All international traffic** | **88,688** | **57,516** | **146,204** | **60,240** | **16,168** | **76,408** | **12,905** | **5,267** | **18,172** | **36,731** | **22,307** | **59,038** | **50,874** | **31,443** | **82,317** | **249,437** | **132,702** | **382,139** |

"0" is null and "-" is less than 1 (in units given).
1 Inwards traffic refers to traffic coming in to UK ports and outwards traffic refers to traffic going out of UK ports.
2 Includes Croatia (joined the EU July 2013)

# Department for Transport Statistics

## Table PORT0111

## UK major port traffic, by nationality of the parent owner of carrying vessel: 2015 [1,2]

Thousand tonnes

| Nationality of owner | International traffic Total | Domestic traffic Total | All traffic Total |
|---|---|---|---|
| **Liquid bulk** | | | |
| Greece | 23,312 | 1,541 | 24,853 |
| Germany | 19,148 | 2,090 | 21,238 |
| Finland | 5,307 | 13,818 | 19,125 |
| Norway | 13,505 | 3,188 | 16,694 |
| Denmark | 8,987 | 7,115 | 16,102 |
| Canada | 8,415 | 2,301 | 10,716 |
| United States of America | 8,100 | 2,004 | 10,104 |
| Russia | 5,555 | 2,832 | 8,387 |
| Sweden | 6,122 | 1,845 | 7,967 |
| United Kingdom | 3,469 | 3,848 | 7,317 |
| Others | 44,284 | 7,563 | 51,847 |
| **All liquid bulk traffic** | **146,204** | **48,146** | **194,351** |
| **Dry bulk** | | | |
| Germany | 11,230 | 2,996 | 14,226 |
| Greece | 11,880 | 11 | 11,891 |
| United Kingdom | 3,062 | 7,631 | 10,694 |
| Japan | 9,770 | 10 | 9,780 |
| Norway | 4,524 | 2,782 | 7,305 |
| Switzerland | 3,562 | 3,265 | 6,827 |
| Netherlands | 5,066 | 1,478 | 6,544 |
| United States of America | 4,265 | 18 | 4,283 |
| Irish Republic | 2,291 | 1,307 | 3,598 |
| Mexico | 0 | 3,209 | 3,209 |
| Others | 20,758 | 4,950 | 25,707 |
| **All dry bulk traffic** | **76,408** | **27,656** | **104,064** |
| **Other general cargo** | | | |
| Netherlands | 3,821 | 77 | 3,899 |
| Germany | 3,782 | 97 | 3,878 |
| Norway | 1,510 | 731 | 2,240 |
| United Kingdom | 816 | 486 | 1,302 |
| Finland | 1,127 | 2 | 1,129 |
| Japan | 645 | 13 | 658 |
| Greece | 535 | 7 | 542 |
| Sweden | 501 | 6 | 506 |
| Italy | 415 | 46 | 461 |
| Belgium | 429 | 5 | 435 |
| Others | 4,591 | 683 | 5,274 |
| **All other general cargo traffic** | **18,172** | **2,153** | **20,325** |

# Department for Transport Statistics

## Table PORT0111
## UK major port traffic, by nationality of the parent owner of carrying vessel: 2015 [1,2]

Thousand tonnes

| Nationality of owner | International traffic Total | Domestic traffic Total | All traffic Total |
|---|---|---|---|
| **Containers** | | | |
| Germany | 18,505 | 2,215 | 20,720 |
| Netherlands | 5,467 | 794 | 6,260 |
| Denmark | 5,665 | ~ | 5,665 |
| Switzerland | 4,478 | 278 | 4,757 |
| Greece | 4,395 | 22 | 4,417 |
| China, People's Republic of | 2,877 | ~ | 2,877 |
| Singapore | 2,202 | 637 | 2,838 |
| Hong Kong, China | 2,168 | 33 | 2,200 |
| Japan | 1,756 | 0 | 1,756 |
| France | 1,291 | 0 | 1,291 |
| Others | 10,235 | 196 | 10,430 |
| **All container traffic** | **59,038** | **4,174** | **63,212** |
| **Roll-on/roll-off (self and non-self propelled)** | | | |
| Denmark | 21,215 | 6,654 | 27,869 |
| United Arab Emirates | 17,163 | 2,486 | 19,649 |
| Sweden | 8,453 | 4,361 | 12,814 |
| Belgium | 10,462 | 0 | 10,462 |
| United Kingdom | 5,789 | 2,680 | 8,469 |
| France | 7,242 | 172 | 7,413 |
| Estonia | 0 | 4,211 | 4,211 |
| Finland | 3,879 | 0 | 3,879 |
| Irish Republic | 3,055 | 0 | 3,055 |
| Japan | 1,853 | 5 | 1,858 |
| Others | 3,207 | 892 | 4,100 |
| **All roll-on/roll-off traffic** | **82,317** | **21,461** | **103,778** |
| **All traffic** | | | |
| Germany | 52,834 | 7,397 | 60,231 |
| Denmark | 37,018 | 13,895 | 50,913 |
| Greece | 40,133 | 1,581 | 41,713 |
| United Kingdom | 14,389 | 14,646 | 29,035 |
| Norway | 20,698 | 6,777 | 27,475 |
| Finland | 10,965 | 13,830 | 24,795 |
| Sweden | 15,876 | 6,212 | 22,087 |
| United Arab Emirates | 17,964 | 2,499 | 20,462 |
| Japan | 18,064 | 636 | 18,699 |
| Netherlands | 15,948 | 2,559 | 18,506 |
| Others | 138,252 | 33,560 | 171,812 |
| **All traffic** | **382,139** | **103,590** | **485,729** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

1 Countries listed are in the top 10

2 This table is different to previous years as previous years showed equivalent figures for the nationality of owner of carrying vessel.

Source: DfT Port Freight Statistics

*Telephone: 020 7944 3717*          Last updated: 21 September 2016

*Email: maritime.stats @dft.gsi.gov.uk*          Next update: September 2017

The figures in this table are National Statistics.

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0112**
**UK major port traffic, by flag of carrying vessel, annually: 2015[1]**

Thousand tonnes

| Flag | International traffic Total | Domestic traffic Total | All traffic Total |
|---|---|---|---|
| **Liquid bulk** | | | |
| Bahamas | 21,349 | 18,612 | 39,961 |
| Marshall Islands | 23,983 | 3,178 | 27,161 |
| Malta | 15,438 | 2,147 | 17,585 |
| Liberia | 13,805 | 3,305 | 17,110 |
| Denmark | 6,758 | 6,941 | 13,699 |
| Greece | 9,480 | 1,273 | 10,753 |
| United Kingdom | 6,051 | 3,041 | 9,093 |
| Others | 49,341 | 9,649 | 58,990 |
| **All liquid bulk traffic** | **146,204** | **48,146** | **194,351** |
| **Dry bulk** | | | |
| Panama | 14,747 | 86 | 14,833 |
| United Kingdom | 1,244 | 10,432 | 11,675 |
| Bahamas | 5,468 | 3,402 | 8,870 |
| Antigua & Barbuda | 6,629 | 1,887 | 8,516 |
| Netherlands | 5,851 | 2,346 | 8,197 |
| Malta | 6,698 | 808 | 7,505 |
| Liberia | 5,288 | 1,280 | 6,568 |
| Others | 30,485 | 7,414 | 37,899 |
| **All dry bulk traffic** | **76,408** | **27,656** | **104,064** |
| **Other general cargo** | | | |
| Netherlands | 3,810 | 66 | 3,876 |
| Antigua & Barbuda | 2,793 | 81 | 2,874 |
| Panama | 1,250 | 10 | 1,259 |
| United Kingdom | 619 | 523 | 1,142 |
| Finland | 1,120 | 2 | 1,122 |
| Norway | 332 | 627 | 959 |
| Malta | 864 | 47 | 911 |
| Others | 7,384 | 797 | 8,181 |
| **All other general cargo traffic** | **18,172** | **2,153** | **20,325** |
| **Containers** | | | |
| Liberia | 6,962 | 65 | 7,027 |
| Netherlands | 5,962 | 611 | 6,573 |
| Panama | 6,519 | ~ | 6,519 |
| Hong Kong, China | 6,308 | ~ | 6,308 |
| Antigua & Barbuda | 4,985 | 904 | 5,888 |
| Denmark | 4,678 | ~ | 4,678 |
| Singapore | 3,918 | 0 | 3,918 |
| Others | 19,705 | 2,594 | 22,300 |
| **All container traffic** | **59,038** | **4,174** | **63,212** |
| **Roll-on/roll-off (self and non-self propelled)** | | | |
| United Kingdom | 28,775 | 8,813 | 37,587 |
| Denmark | 8,508 | 1 | 8,509 |
| France | 8,507 | 0 | 8,507 |
| Bahamas | 2,545 | 5,347 | 7,892 |
| Cyprus | 3,594 | 3,411 | 7,004 |
| Netherlands | 6,801 | 0 | 6,801 |
| Isle of Man | 2,430 | 3,714 | 6,144 |
| Others | 21,158 | 176 | 21,334 |
| **All roll-on/roll-off traffic** | **82,317** | **21,461** | **103,778** |
| **All traffic** | | | |
| United Kingdom | 38,299 | 22,845 | 61,144 |
| Bahamas | 30,103 | 27,520 | 57,623 |
| Marshall Islands | 33,969 | 3,505 | 37,475 |
| Liberia | 26,733 | 4,674 | 31,407 |
| Malta | 27,257 | 3,741 | 30,998 |
| Netherlands | 25,978 | 4,622 | 30,601 |
| Panama | 27,162 | 379 | 27,541 |
| Others | 172,637 | 36,305 | 208,941 |
| **All traffic** | **382,139** | **103,590** | **485,729** |

[1] Countries listed are in the top 7
"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

**Table PORT0201**

**UK major and minor ports all unitised freight traffic, by type of freight unit, annually: 1970 - 2015[1]**

Thousand units

| Units | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Containers on Lo-Lo and conventional services [2,3.] Includes all containers to 1988 | 4,754 | 4,883 | 5,381 | 5,269 | 4,482 | 4,961 | 4,927 | 4,800 | 4,921 | 5,589 | 5,758 |
| Containers on Ro-Ro services[2] | | | | | | | | | | | |
| Road goods vehicles (includes unaccompanied trailers to 1981) | 3,906 | 4,183 | 4,295 | 4,305 | 3,874 | 3,651 | 3,549 | 3,496 | 3,727 | 3,923 | 4,214 |
| Unaccompanied trailers | 2,840 | 2,944 | 2,989 | 2,737 | 2,634 | 2,754 | 2,723 | 2,706 | 2,719 | 2,811 | 2,948 |
| Rail wagons, shipborne port-to-port trailers & barges [2,3] | 665 | 668 | 744 | 657 | 676 | 725 | 728 | 689 | 633 | 586 | 569 |
| **All main freight units** | **12,165** | **12,678** | **13,408** | **12,968** | **11,667** | **12,091** | **11,927** | **11,691** | **12,000** | **12,909** | **13,489** |
| Other unitised freight: | | | | | | | | | | | |
| Import/export vehicles | 3,978 | 3,906 | 4,022 | 3,592 | 2,803 | 3,263 | 3,428 | 3,535 | 3,800 | 4,149 | 4,421 |
| Other units | 208 | 186 | 244 | 145 | 111 | 121 | 75 | 51 | 61 | 43 | 31 |
| **All freight units** | **16,351** | **16,770** | **17,674** | **16,705** | **14,581** | **15,475** | **15,431** | **15,277** | **15,860** | **17,101** | **17,941** |

Thousand tonnes

| Tonnage | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Containers on Lo-Lo and conventional services [2,3.] Includes all containers to 1988 | 53,949 | 54,493 | 60,718 | 59,734 | 52,266 | 56,896 | 57,959 | 55,258 | 57,094 | 61,424 | 63,401 |
| Containers on Ro-Ro services[2] | | | | | | | | | | | |
| Road goods vehicles (includes unaccompanied trailers to 1981) | 44,854 | 46,592 | 48,233 | 48,694 | 44,397 | 42,545 | 42,509 | 40,944 | 41,805 | 44,293 | 45,971 |
| Unaccompanied trailers | 38,600 | 39,658 | 38,534 | 36,114 | 34,241 | 37,210 | 38,534 | 37,136 | 37,149 | 38,889 | 41,031 |
| Rail wagons, shipborne port-to-port trailers & barges [2,3] | 10,064 | 10,837 | 11,099 | 10,800 | 11,023 | 11,209 | 11,384 | 10,708 | 9,646 | 9,605 | 10,018 |
| **All main freight units** | **147,468** | **151,580** | **158,583** | **155,342** | **141,928** | **147,860** | **150,386** | **144,046** | **145,694** | **154,212** | **160,421** |
| Other unitised freight: | | | | | | | | | | | |
| Import/export vehicles | 5,400 | 5,566 | 5,932 | 5,144 | 4,004 | 4,708 | 5,288 | 5,542 | 6,353 | 6,965 | 7,036 |
| Other units | 1,513 | 1,803 | 1,641 | 1,463 | 1,167 | 1,172 | 367 | 339 | 474 | 257 | 114 |
| **All freight units** | **154,381** | **158,949** | **166,156** | **161,948** | **147,099** | **153,740** | **156,041** | **149,927** | **152,520** | **161,434** | **167,572** |

1 Includes estimates for traffic at minor ports.
2 Containers carried on Ro-Ro vessels by shipborne port-to-port trailer are classified to 'rail wagons, shipborne port-to-port trailers and barges' or 'Lo-Lo and conventional services'
3 In 2005 more accurate recording of container/shipborne port-to-port trailer movements meant that the 2005 figures were not directly comparable with earlier years. It is estimated hat approximately 300,000 container units, which in earlier years would have been reported as containers, were reported under 'rail wagons, shipborne port-to-port trailers and barges' in 2005. Please see Section 2 of the Technical Note for more details.

Technical Note

The figures in this table are National Statistics

**Department for Transport Statistics**

**Table PORT0202**

**UK major and minor ports main freight units[1], by route, annually: 1970 - 2015[2]**

Thousand units

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| All Short Sea | 7,258 | 7,548 | 7,875 | 7,595 | 6,939 | 6,975 | 6,901 | 6,951 | 7,259 | 7,650 | 8,211 |
| of which: | | | | | | | | | | | |
| Belgium | 1,028 | 1,049 | 1,270 | 1,201 | 1,006 | 1,125 | 1,066 | 1,008 | 942 | 932 | 967 |
| Denmark | 154 | 156 | 124 | 100 | 120 | 102 | 101 | 96 | 99 | 99 | 108 |
| France | 2,452 | 2,703 | 2,722 | 2,681 | 2,648 | 2,375 | 2,331 | 2,235 | 2,582 | 2,744 | 2,921 |
| Germany | 221 | 214 | 186 | 176 | 170 | 171 | 184 | 197 | 219 | 240 | 269 |
| Irish Republic | 881 | 933 | 978 | 907 | 815 | 838 | 795 | 808 | 844 | 884 | 925 |
| Netherlands | 1,623 | 1,664 | 1,812 | 1,784 | 1,423 | 1,547 | 1,564 | 1,753 | 1,730 | 1,840 | 2,056 |
| Scandinavia and Baltic | 476 | 408 | 344 | 302 | 331 | 334 | 319 | 296 | 295 | 304 | 335 |
| Spain and Portugal | 136 | 134 | 140 | 133 | 120 | 176 | 214 | 250 | 233 | 247 | 274 |
| Other Mediterranean | 287 | 287 | 300 | 310 | 307 | 307 | 328 | 309 | 315 | 362 | 356 |
| *Channel Tunnel* [3] | *1,309* | *1,296* | *1,415* | *1,254* | *769* | *1,089* | *1,263* | *1,465* | *1,363* | *1,648* | *1,484* |
| All Deep Sea | 2,702 | 2,847 | 3,037 | 2,955 | 2,618 | 2,953 | 2,834 | 2,651 | 2,630 | 3,091 | 3,068 |
| of which: | | | | | | | | | | | |
| North America | 439 | 439 | 379 | 390 | 329 | 308 | 312 | 292 | 276 | 318 | 288 |
| Far East | 1,615 | 1,744 | 1,938 | 1,832 | 1,613 | 1,964 | 1,846 | 1,742 | 1,674 | 2,023 | 2,075 |
| Africa (excluding Mediterranean) | 136 | 133 | 143 | 147 | 136 | 146 | 113 | 96 | 107 | 83 | 90 |
| India and the Gulf | 327 | 341 | 358 | 352 | 339 | 348 | 358 | 361 | 367 | 442 | 418 |
| Australasia | 77 | 70 | 57 | 51 | 33 | 26 | 29 | 19 | 33 | 42 | 42 |
| Other Deep Sea | 108 | 119 | 161 | 183 | 168 | 160 | 175 | 140 | 171 | 183 | 156 |
| Unspecified routes | 148 | 161 | 274 | 283 | 127 | 110 | 129 | 10 | 99 | 101 | 63 |
| **All International traffic** | **10,108** | **10,555** | **11,186** | **10,833** | **9,684** | **10,037** | **9,735** | **9,602** | **9,889** | **10,741** | **11,279** |
| **All coastwise traffic** | **1,970** | **2,123** | **2,223** | **2,135** | **1,983** | **2,054** | **2,064** | **2,078** | **2,011** | **2,067** | **2,147** |
| **All routes** | **12,078** | **12,678** | **13,408** | **12,968** | **11,667** | **12,091** | **11,927** | **11,691** | **12,000** | **12,909** | **13,489** |

1  Includes containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only. It does not include passenger vehicles and buses, trade vehicles or unaccompanied caravans.
2  Includes estimates of traffic at minor ports.
3  Freight vehicles on shuttles for comparison, but numbers not included in traffic totals.
Technical Note

*Telephone: 020 7944 3717*
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Source: DfT Port Freight Statistics
Last updated: 21 September 2016
Next update: September 2017

The figures in this table are National Statistics

**UK major ports, all unitised traffic, including non-freight units, annually  2000 - 2015[1, 2]**

Thousand units

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All traffic** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 83 | 82 | 124 | 78 | 79 | 87 | 91 | 97 | 113 | 106 | 106 |
| Belfast | Northern Ireland | 856 | 866 | 888 | 810 | 784 | 792 | 831 | 922 | 949 | 973 | 977 |
| Boston | Wash and Northern East Anglia | 11 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | Bristol Channel | 681 | 649 | 688 | 631 | 420 | 476 | 435 | 433 | 483 | 540 | 690 |
| Cairnryan | Scotland West Coast | 388 | 388 | 411 | 394 | 367 | 369 | 391 | 330 | 307 | 308 | 314 |
| Cardiff | Bristol Channel | 34 | 42 | 28 | 20 | 9 | 14 | 14 | 12 | 13 | 14 | 13 |
| Clyde | Scotland West Coast | 36 | 37 | 43 | 34 | 40 | 48 | 56 | 54 | 45 | 52 | 54 |
| Cromarty Firth | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Dover | Thames and Kent | 4,630 | 5,084 | 5,313 | 5,135 | 5,055 | 4,888 | 4,704 | 4,338 | 4,661 | 4,975 | 4,972 |
| Dundee | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | Haven | 1,945 | 2,110 | 2,282 | 2,150 | 2,030 | 2,254 | 2,153 | 2,205 | 2,248 | 2,641 | 2,629 |
| Fishguard | West and North Wales | 195 | 198 | 208 | 196 | 173 | 155 | 146 | 129 | 126 | 132 | 127 |
| Fleetwood | Lancs and Cumbria | 154 | 157 | 164 | 155 | 129 | 112 | z | z | z | z | z |
| Forth | Scotland East Coast | 222 | 204 | 206 | 197 | 168 | 193 | 189 | 191 | 194 | 191 | 185 |
| Fowey | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | Scotland West Coast | z | z | z | z | z | z | z | z | z | 0 | z |
| Goole | Humber | 61 | 44 | 36 | 37 | 28 | 37 | 32 | ~ | ~ | 0 | 0 |
| Great Yarmouth | Wash and Northern East Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | Humber | 1,601 | 1,681 | 1,794 | 1,666 | 1,417 | 1,580 | 1,637 | 1,642 | 1,811 | 1,874 | 2,039 |
| Harwich | Haven | 652 | 529 | 473 | 433 | 374 | 390 | 370 | 438 | 466 | 475 | 535 |
| Heysham | Lancs and Cumbria | 379 | 416 | 391 | 349 | 342 | 366 | 434 | 403 | 379 | 357 | 372 |
| Holyhead | West and North Wales | 788 | 789 | 836 | 786 | 750 | 764 | 770 | 746 | 779 | 825 | 862 |
| Hull | Humber | 604 | 604 | 645 | 603 | 524 | 530 | 534 | 531 | 519 | 509 | 508 |
| Ipswich | Haven | 93 | 89 | 39 | 40 | 59 | 35 | 26 | 27 | ~ | ~ | ~ |
| Kilroot Power Station Jetty | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Larne | Northern Ireland | 627 | 625 | 669 | 633 | 593 | 582 | 526 | 393 | 359 | 359 | 351 |
| Liverpool | Lancs and Cumbria | 1,016 | 1,059 | 1,155 | 1,116 | 1,025 | 1,122 | 1,055 | 1,035 | 1,074 | 1,128 | 1,165 |
| Loch Ryan[3] | Scotland West Coast | z | z | z | z | z | z | z | 410 | 431 | 427 | 441 |
| London | Thames and Kent | 1,597 | 1,559 | 1,768 | 1,727 | 1,429 | 1,579 | 1,573 | 1,555 | 1,592 | 1,700 | 1,827 |
| Londonderry | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | Lancs and Cumbria | 7 | 3 | 1 | 0 | ~ | 0 | 0 | 0 | 0 | ~ | ~ |
| Medway | Thames and Kent | 745 | 706 | 638 | 719 | 520 | 541 | 521 | 489 | 437 | 486 | 468 |
| Milford Haven | West and North Wales | 174 | 189 | 218 | 195 | 169 | 158 | 153 | 151 | 153 | 154 | 163 |
| Newhaven | Sussex and Hampshire | 78 | 124 | 130 | 146 | 114 | 117 | 118 | 123 | 122 | 125 | 186 |
| Newport | Bristol Channel | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | Scotland East Coast | 90 | 93 | 139 | 115 | 111 | 121 | 127 | 128 | 126 | 125 | 130 |
| Peterhead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | West Country | 208 | 189 | 198 | 201 | 173 | 170 | 166 | 153 | 163 | 155 | 164 |
| Poole | West Country | 188 | 202 | 220 | 239 | 212 | 126 | 133 | 159 | 137 | 112 | 166 |
| Port Talbot | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | Sussex and Hampshire | 1,109 | 980 | 929 | 986 | 979 | 976 | 980 | 893 | 885 | 916 | 932 |
| Ramsgate | Thames and Kent | 165 | 180 | 176 | 190 | 149 | 163 | 103 | 79 | 18 | ~ | ~ |
| River Trent | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | Sussex and Hampshire | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | Sussex and Hampshire | 1,605 | 1,575 | 1,768 | 1,501 | 1,255 | 1,416 | 1,484 | 1,540 | 1,633 | 1,920 | 2,072 |
| Stranraer[3] | Scotland West Coast | 350 | 368 | 377 | 353 | 351 | 341 | 317 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 |
| Sunderland | North East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Swansea | Bristol Channel | 43 | 33 | 1 | 0 | 0 | 30 | 25 | 0 | 0 | 0 | 0 |
| Tees and Hartlepool | North East | 373 | 379 | 399 | 366 | 304 | 350 | 344 | 277 | 254 | 285 | 312 |
| Tyne | North East | 636 | 678 | 718 | 680 | 511 | 702 | 822 | 827 | 803 | 784 | 754 |
| Warrenpoint | Northern Ireland | 95 | 105 | 105 | 99 | 94 | 94 | 102 | 106 | 112 | 118 | 120 |
| **England** | | **18,538** | **19,002** | **19,929** | **19,072** | **17,050** | **17,930** | **17,628** | **17,143** | **17,686** | **18,982** | **19,791** |
| **Wales** | | **1,234** | **1,251** | **1,291** | **1,196** | **1,103** | **1,121** | **1,108** | **1,038** | **1,071** | **1,125** | **1,165** |
| **Scotland** | | **1,170** | **1,171** | **1,300** | **1,173** | **1,116** | **1,159** | **1,170** | **1,211** | **1,217** | **1,208** | **1,231** |
| **Great Britain** | | **20,942** | **21,424** | **22,520** | **21,440** | **19,269** | **20,210** | **19,906** | **19,392** | **19,974** | **21,315** | **22,188** |
| **Northern Ireland** | | **1,577** | **1,595** | **1,662** | **1,543** | **1,471** | **1,468** | **1,459** | **1,422** | **1,421** | **1,450** | **1,448** |
| **United Kingdom** | | **22,519** | **23,019** | **24,182** | **22,983** | **20,740** | **21,678** | **21,366** | **20,813** | **21,394** | **22,765** | **23,636** |

**UK major ports, all unitised traffic, including non-freight units, annually 2000 - 2015[1, 2]**

Thousand units

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Inward traffic** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 41 | 38 | 84 | 37 | 40 | 43 | 44 | 48 | 51 | 50 | 50 |
| Belfast | Northern Ireland | 455 | 457 | 464 | 422 | 402 | 413 | 432 | 476 | 491 | 508 | 509 |
| Boston | Wash and Northern East Anglia | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | Bristol Channel | 444 | 436 | 468 | 424 | 297 | 348 | 304 | 320 | 341 | 395 | 501 |
| Cairnryan | Scotland West Coast | 188 | 187 | 198 | 189 | 175 | 177 | 189 | 159 | 147 | 146 | 149 |
| Cardiff | Bristol Channel | 16 | 23 | 14 | 10 | 5 | 7 | 7 | 6 | 6 | 7 | 6 |
| Clyde | Scotland West Coast | 19 | 19 | 22 | 18 | 20 | 25 | 30 | 29 | 24 | 27 | 26 |
| Cromarty Firth | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Dover | Thames and Kent | 2,308 | 2,522 | 2,617 | 2,509 | 2,476 | 2,410 | 2,318 | 2,141 | 2,293 | 2,440 | 2,443 |
| Dundee | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | Haven | 982 | 1,081 | 1,176 | 1,103 | 1,051 | 1,147 | 1,133 | 1,116 | 1,148 | 1,329 | 1,342 |
| Fishguard | West and North Wales | 97 | 99 | 104 | 98 | 88 | 79 | 74 | 66 | 64 | 67 | 64 |
| Fleetwood | Lancs and Cumbria | 74 | 75 | 78 | 76 | 66 | 57 | z | z | z | z | z |
| Forth | Scotland East Coast | 113 | 105 | 106 | 98 | 85 | 104 | 100 | 103 | 107 | 106 | 105 |
| Fowey | West Country | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Goole | Humber | 31 | 22 | 17 | 17 | 15 | 19 | 16 | ~ | 0 | 0 | 0 |
| Great Yarmouth | Wash and Northern East Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | Humber | 1,008 | 1,063 | 1,137 | 1,042 | 918 | 1,016 | 1,031 | 1,065 | 1,207 | 1,271 | 1,351 |
| Harwich | Haven | 357 | 266 | 239 | 210 | 186 | 191 | 180 | 212 | 222 | 236 | 279 |
| Heysham | Lancs and Cumbria | 162 | 188 | 178 | 158 | 160 | 172 | 208 | 197 | 187 | 176 | 181 |
| Holyhead | West and North Wales | 369 | 366 | 388 | 371 | 357 | 367 | 371 | 361 | 377 | 399 | 420 |
| Hull | Humber | 320 | 314 | 337 | 314 | 272 | 274 | 275 | 270 | 264 | 258 | 259 |
| Ipswich | Haven | 46 | 44 | 18 | 15 | 30 | 17 | 13 | 15 | ~ | ~ | ~ |
| Kilroot Power Station Jetty | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Larne | Northern Ireland | 323 | 323 | 345 | 325 | 309 | 298 | 270 | 202 | 187 | 188 | 184 |
| Liverpool | Lancs and Cumbria | 484 | 505 | 551 | 535 | 496 | 540 | 513 | 499 | 515 | 537 | 560 |
| Loch Ryan[3] | Scotland West Coast | z | z | z | z | z | z | z | 652 | 723 | 886 | 218 |
| London | Thames and Kent | 1,002 | 1,021 | 1,054 | 1,021 | 846 | 948 | 905 | 898 | 932 | 1,031 | 1,111 |
| Londonderry | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | Lancs and Cumbria | 2 | 1 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ |
| Medway | Thames and Kent | 490 | 490 | 452 | 474 | 376 | 391 | 385 | 361 | 341 | 432 | 417 |
| Milford Haven | West and North Wales | 84 | 90 | 107 | 95 | 86 | 80 | 77 | 77 | 77 | 78 | 84 |
| Newhaven | Sussex and Hampshire | 39 | 62 | 66 | 75 | 55 | 61 | 63 | 63 | 62 | 64 | 96 |
| Newport | Bristol Channel | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | Scotland East Coast | 46 | 47 | 70 | 59 | 56 | 62 | 67 | 66 | 64 | 62 | 66 |
| Peterhead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | West Country | z | z | z | z | z | z | z | z | 80 | 76 | 80 |
| Poole | West Country | 104 | 105 | 114 | 126 | 106 | 60 | 65 | 73 | 81 | 38 | 83 |
| Port Talbot | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | Sussex and Hampshire | z | z | z | z | z | z | z | z | 446 | 462 | 467 |
| Ramsgate | Thames and Kent | 84 | 95 | 85 | 99 | 80 | 87 | 56 | 42 | 10 | ~ | ~ |
| River Trent | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | Sussex and Hampshire | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | Sussex and Hampshire | 675 | 687 | 789 | 647 | 586 | 620 | 640 | 652 | 723 | 886 | 971 |
| Stranraer[3] | Scotland West Coast | 184 | 181 | 185 | 174 | 176 | 174 | 154 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 |
| Sunderland | North East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swansea | Bristol Channel | 20 | 15 | ~ | 0 | 0 | 15 | 13 | 0 | 0 | 0 | 0 |
| Tees and Hartlepool | North East | 252 | 249 | 255 | 228 | 184 | 213 | 203 | 148 | 127 | 144 | 157 |
| Tyne | North East | 254 | 273 | 268 | 221 | 144 | 231 | 269 | 261 | 284 | 288 | 296 |
| Warrenpoint | Northern Ireland | 49 | 55 | 55 | 51 | 48 | 48 | 51 | 55 | 57 | 60 | 63 |
| **England** | | **9,774** | **10,075** | **10,468** | **9,865** | **8,917** | **9,368** | **9,142** | **8,855** | **9,264** | **10,064** | **10,593** |
| **Wales** | | **586** | **594** | **613** | **574** | **536** | **547** | **542** | **510** | **524** | **551** | **574** |
| **Scotland** | | **591** | **577** | **666** | **575** | **552** | **585** | **584** | **611** | **608** | **602** | **613** |
| **Great Britain** | | **10,951** | **11,246** | **11,747** | **11,013** | **10,005** | **10,499** | **10,268** | **9,976** | **10,396** | **11,216** | **11,780** |
| **Northern Ireland** | | **827** | **836** | **864** | **797** | **759** | **759** | **754** | **733** | **734** | **756** | **756** |
| **United Kingdom** | | **11,778** | **12,082** | **12,611** | **11,811** | **10,764** | **11,258** | **11,022** | **10,709** | **11,130** | **11,972** | **12,537** |

**UK major ports, all unitised traffic, including non-freight units, annually  2000 - 2015[1,2]**

Thousand units

| Ports | Port Group | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(c) Outward traffic** | | | | | | | | | | | | |
| Aberdeen | Scotland East Coast | 42 | 44 | 40 | 41 | 39 | 44 | 47 | 49 | 62 | 56 | 56 |
| Belfast | Northern Ireland | 401 | 409 | 424 | 389 | 382 | 380 | 399 | 446 | 458 | 466 | 467 |
| Boston | Wash and Northern East Anglia | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | Bristol Channel | 237 | 213 | 220 | 208 | 122 | 129 | 131 | 112 | 141 | 144 | 189 |
| Cairnryan | Scotland West Coast | 200 | 201 | 213 | 205 | 192 | 192 | 202 | 171 | 161 | 162 | 165 |
| Cardiff | Bristol Channel | 17 | 18 | 15 | 10 | 5 | 7 | 7 | 6 | 7 | 7 | 6 |
| Clyde | Scotland West Coast | 16 | 18 | 21 | 17 | 20 | 22 | 27 | 25 | 21 | 25 | 28 |
| Cromarty Firth | Scotland East Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dover | Thames and Kent | 2,322 | 2,562 | 2,696 | 2,626 | 2,579 | 2,477 | 2,386 | 2,198 | 2,368 | 2,534 | 2,529 |
| Dundee | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | Haven | 963 | 1,029 | 1,106 | 1,047 | 978 | 1,107 | 1,020 | 1,089 | 1,100 | 1,312 | 1,287 |
| Fishguard | West and North Wales | 98 | 99 | 104 | 98 | 85 | 77 | 72 | 63 | 62 | 65 | 63 |
| Fleetwood | Lancs and Cumbria | 80 | 82 | 86 | 79 | 63 | 55 | z | z | z | z | z |
| Forth | Scotland East Coast | 109 | 100 | 100 | 99 | 82 | 88 | 89 | 88 | 87 | 85 | 80 |
| Fowey | West Country | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glensanda | Scotland West Coast | z | z | z | z | z | z | z | z | z | z | z |
| Goole | Humber | 30 | 21 | 19 | 20 | 13 | 19 | 16 | ~ | ~ | 0 | 0 |
| Great Yarmouth | Wash and Northern East Anglia | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | Humber | 593 | 618 | 657 | 624 | 499 | 564 | 606 | 577 | 604 | 603 | 688 |
| Harwich | Haven | 295 | 263 | 233 | 224 | 188 | 199 | 190 | 226 | 244 | 238 | 256 |
| Heysham | Lancs and Cumbria | 217 | 229 | 212 | 191 | 182 | 194 | 226 | 206 | 192 | 181 | 191 |
| Holyhead | West and North Wales | 419 | 423 | 448 | 414 | 393 | 397 | 399 | 385 | 403 | 426 | 443 |
| Hull | Humber | 284 | 290 | 309 | 289 | 252 | 256 | 259 | 261 | 255 | 251 | 250 |
| Ipswich | Haven | 47 | 45 | 21 | 25 | 30 | 17 | 13 | 13 | ~ | ~ | ~ |
| Kilroot Power Station Jetty | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Larne | Northern Ireland | 304 | 301 | 323 | 309 | 284 | 284 | 256 | 192 | 172 | 171 | 167 |
| Liverpool | Lancs and Cumbria | 532 | 554 | 603 | 581 | 529 | 583 | 541 | 536 | 560 | 591 | 606 |
| Loch Ryan[3] | Scotland West Coast | z | z | z | z | z | z | z | 204 | 216 | 216 | 223 |
| London | Thames and Kent | 595 | 537 | 714 | 706 | 583 | 630 | 668 | 656 | 659 | 669 | 715 |
| Londonderry | Northern Ireland | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | Lancs and Cumbria | 4 | 3 | 1 | 0 | ~ | 0 | 0 | 0 | 0 | ~ | ~ |
| Medway | Thames and Kent | 256 | 216 | 186 | 245 | 143 | 151 | 136 | 128 | 96 | 53 | 51 |
| Milford Haven | West and North Wales | 90 | 99 | 110 | 99 | 83 | 78 | 76 | 74 | 76 | 75 | 79 |
| Newhaven | Sussex and Hampshire | 39 | 62 | 64 | 70 | 59 | 56 | 55 | 60 | 60 | 61 | 90 |
| Newport | Bristol Channel | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | Scotland East Coast | 44 | 46 | 69 | 57 | 55 | 59 | 60 | 62 | 62 | 62 | 65 |
| Peterhead | Scotland East Coast | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | West Country | z | z | z | z | z | z | z | z | 83 | 80 | 84 |
| Poole | West Country | 84 | 97 | 106 | 112 | 106 | 66 | 68 | 85 | 56 | 75 | 83 |
| Port Talbot | Bristol Channel | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | Sussex and Hampshire | z | z | z | z | z | z | z | z | 439 | 453 | 465 |
| Ramsgate | Thames and Kent | 80 | 86 | 90 | 91 | 69 | 76 | 47 | 37 | 9 | ~ | ~ |
| River Trent | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | Humber | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | Sussex and Hampshire | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | Sussex and Hampshire | 931 | 889 | 978 | 854 | 669 | 796 | 844 | 889 | 910 | 1,034 | 1,101 |
| Stranraer[3] | Scotland West Coast | 166 | 186 | 192 | 179 | 175 | 168 | 162 | z | z | z | z |
| Sullom Voe | Scotland East Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sunderland | North East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Swansea | Bristol Channel | 23 | 18 | ~ | 0 | 0 | 15 | 13 | 0 | 0 | 0 | 0 |
| Tees and Hartlepool | North East | 121 | 129 | 144 | 138 | 120 | 137 | 141 | 129 | 126 | 141 | 155 |
| Tyne | North East | 382 | 406 | 450 | 459 | 367 | 472 | 558 | 561 | 519 | 496 | 458 |
| Warrenpoint | Northern Ireland | 46 | 49 | 50 | 48 | 46 | 46 | 51 | 51 | 56 | 58 | 57 |
| **England** | | **8,764** | **8,927** | **9,462** | **9,207** | **8,133** | **8,562** | **8,485** | **8,287** | **8,422** | **8,918** | **9,198** |
| **Wales** | | **648** | **657** | **677** | **622** | **567** | **574** | **566** | **528** | **547** | **574** | **591** |
| **Scotland** | | **579** | **594** | **634** | **598** | **564** | **574** | **587** | **600** | **609** | **607** | **618** |
| **Great Britain** | | **9,991** | **10,178** | **10,774** | **10,427** | **9,263** | **9,710** | **9,638** | **9,416** | **9,578** | **10,098** | **10,407** |
| **Northern Ireland** | | **750** | **759** | **798** | **745** | **712** | **710** | **706** | **689** | **686** | **694** | **692** |
| **United Kingdom** | | **10,741** | **10,937** | **11,571** | **11,172** | **9,976** | **10,420** | **10,344** | **10,104** | **10,264** | **10,793** | **11,099** |

[1] Unitised traffic includes all roll-on/roll-off units whether carrying freight or not (road goods vehicles, unaccompanied trailers, shipborne port to port trailers, passenger vehicles, trade vehicles and other ro-ro units) and lift-on/lift-off containers

[2] For explanation of port group see tab tsgb0509 (map) in table port0101.

[3] Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Technical Note

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0204**
UK major port unitised traffic, international and domestic by unit type and direction, annually  2015

Thousand units/thousand tonnes

| | International traffic | | | Domestic traffic | | | All international and domestic | | |
|---|---|---|---|---|---|---|---|---|---|
| | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(a) All traffic** | | | | | | | | | |
| ***Main Freight*** | | | | | | | | | |
| Lo-Lo Containers | | | | | | | | | |
| 20' containers | 1,593 | 1,220 | 18,741 | 154 | 92 | 1,061 | 1,747 | 1,312 | 19,802 |
| 40' containers | 3,206 | 2,293 | 34,136 | 241 | 174 | 2,679 | 3,447 | 2,467 | 36,815 |
| Containers >20' & <40' | 96 | 69 | 1,358 | 5 | ~ | 9 | 101 | 69 | 1,368 |
| Containers >40' | 406 | 258 | 4,802 | 29 | 20 | 425 | 435 | 277 | 5,227 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Road goods vehicles and trailers | 3,569 | 3,062 | 38,804 | 630 | 533 | 7,075 | 4,199 | 3,595 | 45,879 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied road goods trailers | 1,902 | 1,556 | 26,787 | 1,024 | 915 | 13,950 | 2,926 | 2,471 | 40,737 |
| Rail wagons, shipborne port to port trailers, and barges | 561 | 461 | 9,987 | 6 | 3 | 27 | 567 | 463 | 10,014 |
| **Total Main Freight** | **11,334** | **8,918** | **134,616** | **2,089** | **1,737** | **25,226** | **13,423** | **10,655** | **159,842** |
| ***Other Freight*** | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Import/export motor vehicles | 4,249 | 0 | 6,632 | 169 | 0 | 402 | 4,418 | 0 | 7,034 |
| Other mobile self-propelled units | ~ | ~ | ~ | 1 | 0 | 0 | 1 | ~ | ~ |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied caravans, agricultural and industrial vehicles | 25 | 0 | 107 | 5 | 0 | 6 | 30 | 0 | 114 |
| Other mobile non self-propelled units | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ |
| **Total Other Freight** | **4,275** | **~** | **6,739** | **175** | **0** | **409** | **4,449** | **~** | **7,148** |
| **Total Freight** | **15,608** | **8,918** | **141,355** | **2,264** | **1,737** | **25,635** | **17,872** | **10,655** | **166,990** |
| ***Non-freight*** | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Passenger cars, motorcycles and accompanying trailers/caravans | 4,346 | 0 | 0 | 1,260 | 0 | 0 | 5,606 | 0 | 0 |
| Passenger buses | 123 | 0 | 0 | 34 | 0 | 0 | 158 | 0 | 0 |
| ***Totals*** | | | | | | | | | |
| **All lo-lo container traffic** | **5,302** | **3,840** | **59,038** | **429** | **285** | **4,174** | **5,731** | **4,125** | **63,212** |
| **All ro-ro self-propelled traffic** | **12,288** | **3,062** | **45,435** | **2,094** | **533** | **7,477** | **14,382** | **3,595** | **52,913** |
| **All ro-ro non self-propelled traffic** | **2,488** | **2,017** | **36,882** | **1,035** | **918** | **13,984** | **3,523** | **2,935** | **50,866** |
| **All traffic** | **20,078** | **8,918** | **141,355** | **3,558** | **1,737** | **25,635** | **23,636** | **10,655** | **166,990** |

**UK major port unitised traffic, international and domestic by unit type and direction, annually  2015**

Thousand units/thousand tonnes

| | International traffic | | | Domestic traffic | | | All international and domestic | | |
|---|---|---|---|---|---|---|---|---|---|
| | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(b) Inward traffic** | | | | | | | | | |
| *Main Freight* | | | | | | | | | |
| Lo-Lo Containers | | | | | | | | | |
| 20' containers | 844 | 810 | 11,858 | 76 | 38 | 471 | 920 | 848 | 12,329 |
| 40' containers | 1,609 | 1,526 | 20,145 | 123 | 91 | 1,290 | 1,732 | 1,616 | 21,435 |
| Containers >20' & <40' | 52 | 52 | 1,073 | 2 | ~ | 3 | 55 | 52 | 1,076 |
| Containers >40' | 201 | 195 | 3,655 | 15 | 10 | 210 | 216 | 205 | 3,865 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Road goods vehicles and trailers | 1,759 | 1,726 | 23,011 | 315 | 266 | 3,530 | 2,074 | 1,991 | 26,541 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied road goods trailers | 965 | 931 | 16,539 | 503 | 444 | 6,767 | 1,468 | 1,375 | 23,306 |
| Rail wagons, shipborne port to port trailers, and barges | 284 | 279 | 7,246 | 3 | 2 | 15 | 286 | 280 | 7,261 |
| **Total Main Freight** | **5,715** | **5,517** | **83,528** | **1,037** | **851** | **12,286** | **6,752** | **6,369** | **95,813** |
| *Other Freight* | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Import/export motor vehicles | 2,795 | 0 | 4,009 | 82 | 0 | 197 | 2,877 | 0 | 4,206 |
| Other mobile self-propelled units | 0 | 0 | 0 | ~ | 0 | 0 | ~ | 0 | 0 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied caravans, agricultural and industrial vehicles | 13 | 0 | 68 | 2 | 0 | 3 | 16 | 0 | 71 |
| Other mobile non self-propelled units | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ |
| **Total Other Freight** | **2,809** | **~** | **4,077** | **84** | **0** | **199** | **2,893** | **~** | **4,277** |
| **Total Freight** | **8,523** | **5,517** | **87,605** | **1,122** | **851** | **12,485** | **9,645** | **6,369** | **100,090** |
| *Non-freight* | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Passenger cars, motorcycles and accompanying trailers/caravans | 2,176 | 0 | 0 | 635 | 0 | 0 | 2,811 | 0 | 0 |
| Passenger buses | 63 | 0 | 0 | 17 | 0 | 0 | 81 | 0 | 0 |
| *Totals* | | | | | | | | | |
| **All lo-lo container traffic** | **2,707** | **2,583** | **36,731** | **216** | **139** | **1,974** | **2,923** | **2,722** | **38,705** |
| **All ro-ro self-propelled traffic** | **6,794** | **1,726** | **27,020** | **1,050** | **266** | **3,726** | **7,843** | **1,991** | **30,746** |
| **All ro-ro non self-propelled traffic** | **1,262** | **1,209** | **23,854** | **508** | **446** | **6,784** | **1,770** | **1,655** | **30,639** |
| **All inward traffic** | **10,763** | **5,517** | **87,605** | **1,774** | **851** | **12,485** | **12,537** | **6,369** | **100,090** |

**UK major port unitised traffic, international and domestic by unit type and direction, annually  2015**

Thousand units/thousand tonnes

| | International traffic | | | Domestic traffic | | | All international and domestic | | |
|---|---|---|---|---|---|---|---|---|---|
| | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(C) Outward traffic** | | | | | | | | | |
| ***Main Freight*** | | | | | | | | | |
| Lo-Lo Containers | | | | | | | | | |
| 20' containers | 749 | 410 | 749 | 78 | 54 | 589 | 827 | 463 | 7,473 |
| 40' containers | 1,598 | 768 | 1,598 | 118 | 83 | 1,389 | 1,715 | 850 | 15,380 |
| Containers >20' & <40' | 44 | 17 | 44 | 3 | ~ | 6 | 47 | 17 | 291 |
| Containers >40' | 205 | 63 | 205 | 14 | 9 | 216 | 219 | 72 | 1,363 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Road goods vehicles and trailers | 1,810 | 1,336 | 1,810 | 315 | 267 | 3,545 | 2,124 | 1,603 | 19,338 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied road goods trailers | 937 | 625 | 937 | 521 | 471 | 7,183 | 1,458 | 1,096 | 17,431 |
| Rail wagons, shipborne port to port trailers, and barges | 277 | 182 | 277 | 3 | 1 | 13 | 281 | 183 | 2,753 |
| **Total Main Freight** | **5,619** | **3,401** | **5,619** | **1,052** | **885** | **12,941** | **6,671** | **4,286** | **64,029** |
| ***Other Freight*** | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Import/export motor vehicles | 1,454 | 0 | 1,454 | 87 | 0 | 206 | 1,541 | 0 | 2,828 |
| Other mobile self-propelled units | ~ | ~ | ~ | ~ | 0 | 0 | ~ | ~ | ~ |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | |
| Unaccompanied caravans, agricultural and industrial vehicles | 12 | 0 | 12 | 3 | 0 | 4 | 14 | 0 | 43 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Other Freight** | **1,466** | **~** | **1,466** | **90** | **0** | **209** | **1,556** | **~** | **2,871** |
| **Total Freight** | **7,085** | **3,401** | **7,085** | **1,142** | **885** | **13,150** | **8,227** | **4,286** | **66,900** |
| ***Non-freight*** | | | | | | | | | |
| Roll-on/roll-off (self-propelled) | | | | | | | | | |
| Passenger cars, motorcycles and accompanying trailers/caravans | 2,170 | 0 | 2,170 | 625 | 0 | 0 | 2,795 | 0 | 0 |
| Passenger buses | 60 | 0 | 60 | 17 | 0 | 0 | 77 | 0 | 0 |
| ***Totals*** | | | | | | | | | |
| **All lo-lo container traffic** | **2,595** | **1,257** | **2,595** | **213** | **146** | **2,200** | **2,808** | **1,403** | **24,507** |
| **All ro-ro self-propelled traffic** | **5,494** | **1,336** | **5,494** | **1,044** | **267** | **3,751** | **6,538** | **1,603** | **22,166** |
| **All ro-ro non self-propelled traffic** | **1,226** | **807** | **1,226** | **527** | **472** | **7,199** | **1,753** | **1,280** | **20,227** |
| **All outward traffic** | **9,315** | **3,401** | **9,315** | **1,785** | **885** | **13,150** | **11,099** | **4,286** | **66,900** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).
Technical Note

The figures in this table are National Statistics

**Department for Transport Statistics**

**Table PORT0205**

**UK major ports, main freight units[1] by port, annually: 1992 - 2015**

Thousand units/thousand tonnes of goods

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) Units** | | | | | | | | | | | |
| Aberdeen | 51 | 49 | 50 | 52 | 48 | 55 | 59 | 67 | 65 | 58 | 57 |
| Belfast | 472 | 488 | 500 | 469 | 432 | 438 | 485 | 561 | 532 | 561 | 588 |
| Boston | 11 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 73 | 64 | 63 | 52 | 52 | 48 | 44 | 48 | 55 | 61 | 58 |
| Cairnryan | 231 | 237 | 240 | 226 | 200 | 203 | 235 | 201 | 187 | 183 | 191 |
| Cardiff | 34 | 42 | 28 | 20 | 9 | 14 | 14 | 12 | 13 | 14 | 13 |
| Clyde | 36 | 37 | 43 | 34 | 40 | 48 | 56 | 54 | 45 | 52 | 54 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 2,047 | 2,325 | 2,364 | 2,299 | 2,293 | 2,068 | 2,049 | 1,963 | 2,302 | 2,457 | 2,610 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 1,945 | 2,095 | 2,281 | 2,150 | 2,030 | 2,254 | 2,153 | 2,205 | 2,247 | 2,640 | 2,627 |
| Fishguard | 47 | 54 | 53 | 49 | 34 | 34 | 31 | 29 | 30 | 32 | 31 |
| Fleetwood | 131 | 134 | 147 | 136 | 117 | 97 | z | z | z | z | z |
| Forth | 171 | 168 | 164 | 171 | 151 | 157 | 173 | 180 | 181 | 177 | 169 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 61 | 44 | 36 | 37 | 28 | 37 | 32 | ~ | ~ | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby and Immingham | 732 | 777 | 835 | 821 | 740 | 830 | 817 | 850 | 847 | 877 | 961 |
| Harwich | 408 | 330 | 322 | 292 | 232 | 245 | 221 | 258 | 290 | 313 | 365 |
| Heysham | 250 | 281 | 250 | 228 | 222 | 251 | 318 | 314 | 290 | 270 | 280 |
| Holyhead | 296 | 315 | 337 | 324 | 273 | 264 | 305 | 301 | 326 | 361 | 394 |
| Hull | 376 | 385 | 409 | 372 | 308 | 313 | 327 | 335 | 326 | 315 | 311 |
| Ipswich[2] | 93 | 89 | 39 | 40 | 59 | 35 | 26 | 27 | ~ | ~ | ~ |
| Killroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z |
| Larne | 385 | 390 | 402 | 381 | 348 | 335 | 303 | 217 | 187 | 183 | 192 |
| Liverpool | 837 | 878 | 946 | 928 | 828 | 915 | 858 | 864 | 881 | 897 | 908 |
| Loch Ryan[3] | z | z | z | z | z | z | z | 166 | 184 | 183 | 190 |
| London | 962 | 951 | 1,130 | 1,117 | 913 | 1,030 | 1,040 | 983 | 1,086 | 1,170 | 1,249 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | 7 | 3 | 1 | 0 | ~ | 0 | 0 | 0 | 0 | ~ | ~ |
| Medway | 413 | 354 | 307 | 454 | 255 | 263 | 240 | 177 | 141 | 89 | 93 |
| Milford Haven | 71 | 84 | 94 | 86 | 68 | 60 | 59 | 55 | 60 | 63 | 66 |
| Newhaven | 34 | 50 | 39 | 47 | 38 | 38 | 38 | 41 | 38 | 37 | 51 |
| Newport | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 22 | 21 | 34 | 27 | 28 | 26 | 29 | 32 | 28 | 27 | 29 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | 13 | 12 | 14 | 7 | 7 | 9 | 8 | 7 | 7 | 7 | 8 |
| Poole | 69 | 75 | 79 | 83 | 64 | 40 | 37 | 31 | 20 | 17 | 20 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth[4] | 305 | 291 | 298 | 285 | 278 | 266 | 263 | 257 | 238 | 258 | 266 |
| Ramsgate | 153 | 152 | 148 | 162 | 127 | 161 | 93 | 71 | 17 | ~ | ~ |
| River Trent | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton[4] | 857 | 904 | 1,111 | 960 | 847 | 945 | 973 | 895 | 888 | 1,088 | 1,163 |
| Stranraer[3] | 105 | 112 | 116 | 115 | 107 | 98 | 100 | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | ~ | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | 7 | 4 | ~ | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| Tees and Hartlepool | 232 | 254 | 275 | 272 | 241 | 274 | 285 | 255 | 251 | 284 | 309 |
| Tyne | 47 | 50 | 59 | 64 | 46 | 52 | 61 | 59 | 57 | 53 | 51 |
| Warrenpoint | 94 | 104 | 104 | 98 | 94 | 91 | 98 | 106 | 112 | 113 | 116 |
| | | | | | | | | | | | |
| **Major ports of England** | **10,056** | **10,503** | **11,159** | **10,811** | **9,726** | **10,171** | **9,881** | **9,640** | **9,981** | **10,833** | **11,332** |
| **Major ports of Wales** | **455** | **498** | **512** | **479** | **385** | **374** | **413** | **398** | **429** | **470** | **504** |
| **Major ports of Scotland** | **616** | **624** | **647** | **625** | **574** | **587** | **652** | **700** | **690** | **680** | **691** |
| **Major ports of Great Britain** | **11,127** | **11,625** | **12,319** | **11,915** | **10,685** | **11,132** | **10,946** | **10,739** | **11,101** | **11,982** | **12,528** |
| **Major ports of Northern Ireland** | **951** | **982** | **1,007** | **949** | **874** | **864** | **886** | **884** | **832** | **857** | **895** |
| **Major ports of United Kingdom** | **12,078** | **12,607** | **13,325** | **12,863** | **11,559** | **11,996** | **11,832** | **11,623** | **11,932** | **12,840** | **13,423** |

**Department for Transport Statistics**

**Table PORT0205**

### UK major ports, main freight units[1] by port, annually: 1992 - 2015

Thousand units/thousand tonnes of goods

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(b) Tonnage** | | | | | | | | | | | |
| Aberdeen | 343 | 309 | 328 | 353 | 343 | 363 | 403 | 466 | 470 | 426 | 404 |
| Belfast | 6,258 | 6,406 | 6,637 | 6,405 | 6,019 | 6,109 | 7,048 | 7,958 | 6,786 | 6,769 | 7,179 |
| Boston | 111 | 59 | 56 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 1,030 | 993 | 1,092 | 912 | 827 | 792 | 694 | 692 | 778 | 923 | 926 |
| Cairnryan | 3,062 | 2,948 | 2,979 | 2,766 | 2,411 | 2,453 | 2,932 | 2,609 | 2,363 | 2,367 | 2,547 |
| Cardiff | 248 | 265 | 235 | 160 | 105 | 141 | 155 | 140 | 133 | 159 | 138 |
| Clyde | 370 | 398 | 469 | 439 | 447 | 509 | 599 | 588 | 499 | 576 | 634 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 20,663 | 23,341 | 24,582 | 23,888 | 24,675 | 23,641 | 23,790 | 22,416 | 24,849 | 27,265 | 27,050 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 22,717 | 24,076 | 25,601 | 24,931 | 24,231 | 25,742 | 26,771 | 26,192 | 26,144 | 28,054 | 27,881 |
| Fishguard | 506 | 594 | 568 | 557 | 364 | 415 | 344 | 323 | 330 | 364 | 364 |
| Fleetwood | 1,615 | 1,648 | 1,763 | 1,558 | 1,322 | 1,124 | z | z | z | z | z |
| Forth | 2,351 | 2,398 | 2,572 | 2,622 | 2,481 | 2,716 | 2,640 | 2,778 | 2,840 | 2,815 | 2,622 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 887 | 636 | 559 | 518 | 420 | 520 | 391 | 4 | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby and  Immingham | 11,879 | 12,487 | 13,342 | 14,188 | 12,755 | 12,894 | 13,090 | 12,287 | 14,034 | 14,626 | 15,994 |
| Harwich | 3,582 | 3,539 | 3,194 | 3,017 | 2,377 | 2,549 | 2,456 | 2,665 | 2,875 | 3,123 | 3,982 |
| Heysham | 3,303 | 3,699 | 3,289 | 3,004 | 2,926 | 3,318 | 4,196 | 3,937 | 3,786 | 4,372 | 4,432 |
| Holyhead | 3,768 | 3,794 | 3,128 | 3,135 | 2,656 | 2,613 | 3,084 | 3,018 | 3,176 | 3,642 | 4,436 |
| Hull | 4,971 | 4,983 | 5,245 | 4,791 | 3,914 | 4,019 | 4,558 | 4,533 | 4,148 | 4,002 | 3,918 |
| Ipswich[2] | 1,151 | 1,096 | 453 | 407 | 756 | 445 | 363 | 373 | 1 | ~ | ~ |
| Killroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z |
| Larne | 5,168 | 5,127 | 5,221 | 4,950 | 4,094 | 4,407 | 4,353 | 2,892 | 2,364 | 2,369 | 2,549 |
| Liverpool | 10,873 | 11,200 | 11,967 | 11,673 | 10,620 | 11,712 | 11,189 | 10,966 | 11,224 | 11,739 | 12,321 |
| Loch Ryan[3] | z | z | z | z | z | z | z | 1,815 | 2,135 | 2,037 | 2,161 |
| London | 14,590 | 14,485 | 15,062 | 15,110 | 12,652 | 14,342 | 14,393 | 14,507 | 15,185 | 16,336 | 17,003 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | 23 | 5 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 |
| Medway | 4,269 | 3,506 | 2,975 | 4,445 | 3,138 | 3,356 | 2,931 | 2,283 | 1,739 | 1,051 | 1,207 |
| Milford Haven | 1,059 | 1,086 | 1,224 | 1,116 | 890 | 1,048 | 784 | 734 | 796 | 823 | 860 |
| Newhaven | 468 | 687 | 560 | 830 | 629 | 529 | 551 | 584 | 537 | 539 | 709 |
| Newport | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 114 | 115 | 149 | 160 | 180 | 212 | 210 | 214 | 206 | 207 | 233 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | 148 | 137 | 157 | 108 | 77 | 99 | 93 | 81 | 77 | 69 | 84 |
| Poole | 1,041 | 1,120 | 990 | 1,044 | 827 | 509 | 489 | 389 | 266 | 136 | 133 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth[4] | 3,757 | 2,884 | 3,108 | 2,920 | 3,056 | 2,935 | 2,899 | 2,694 | 2,674 | 2,809 | 2,790 |
| Ramsgate | 1,842 | 1,648 | 1,971 | 1,941 | 1,575 | 1,703 | 1,076 | 868 | 209 | 1 | 1 |
| River Trent | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton[4] | 7,799 | 8,327 | 10,617 | 8,689 | 7,649 | 8,200 | 9,028 | 8,083 | 8,139 | 9,592 | 10,599 |
| Stranraer[3] | 1,165 | 1,222 | 1,231 | 1,190 | 1,177 | 1,017 | 986 | z | z | z | z |
| Sullom Voe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | 75 | 36 | 5 | 0 | 0 | 62 | 69 | 0 | 0 | 0 | 0 |
| Tees and  Hartlepool | 3,657 | 3,876 | 4,153 | 4,191 | 3,391 | 3,856 | 4,061 | 3,800 | 3,487 | 3,660 | 3,861 |
| Tyne | 486 | 470 | 634 | 626 | 475 | 595 | 716 | 639 | 746 | 628 | 619 |
| Warrenpoint | 1,837 | 1,646 | 1,513 | 1,693 | 1,457 | 1,876 | 2,021 | 1,993 | 2,138 | 2,169 | 2,200 |
| **Major ports of England** | **120,863** | **124,905** | **131,371** | **128,812** | **118,296** | **122,881** | **123,733** | **117,992** | **120,898** | **128,927** | **133,515** |
| **Major ports of Wales** | **5,658** | **5,782** | **5,163** | **4,968** | **4,016** | **4,279** | **4,437** | **4,215** | **4,435** | **4,989** | **5,798** |
| **Major ports of Scotland** | **7,405** | **7,389** | **7,726** | **7,530** | **7,039** | **7,271** | **7,770** | **8,469** | **8,512** | **8,428** | **8,600** |
| **Major ports of Great Britain** | **133,926** | **138,076** | **144,261** | **141,310** | **129,351** | **134,432** | **135,940** | **130,676** | **133,845** | **142,344** | **147,914** |
| **Major ports of Northern Ireland** | **13,263** | **13,178** | **13,370** | **13,048** | **11,569** | **12,392** | **13,422** | **12,843** | **11,289** | **11,307** | **11,928** |
| **Major ports of United Kingdom** | **147,188** | **151,255** | **157,631** | **154,358** | **140,920** | **146,823** | **149,362** | **143,519** | **145,134** | **153,651** | **159,842** |

[1]  Includes containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

[2]  Ro-Ro operations at Ipswich ceased in August 2012.

[3]  Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

[4]  Excludes traffic to and from the Isle of Wight.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Technical Note

The figures in this table are National Statistics

**Table PORT0206**

**UK major ports, lo-lo containers and ro-ro main freight units by direction, annually: 2015[1]**

Thousand units/thousand tonnes of goods

| Ports | Lo-Lo containers | | | | | Shipborne port-to-port trailers | | | Road goods vehicles | | | Unaccompanied trailers | | | All roro main freight units [1] | | | All main freight units | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All units | All units TEU | Loaded units | Loaded units TEU | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(a) All traffic** | | | | | | | | | | | | | | | | | | | | |
| Aberdeen | 30 | 31 | 19 | 20 | 138 | 4 | 2 | 15 | 3 | ~ | 7 | 20 | 16 | 244 | 27 | 18 | 266 | 57 | 38 | 404 |
| Belfast | 123 | 207 | 91 | 158 | 1,607 | 0 | 0 | 0 | 154 | 135 | 1,821 | 311 | 277 | 3,751 | 465 | 412 | 5,572 | 588 | 503 | 7,179 |
| Boston | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Bristol | 55 | 99 | 38 | 69 | 814 | 3 | 3 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 112 | 58 | 42 | 926 |
| Cairnryan | z | z | z | z | z | 0 | 0 | 0 | 122 | 112 | 1,466 | 69 | 66 | 1,081 | 191 | 178 | 2,547 | 191 | 178 | 2,547 |
| Cardiff | 13 | 17 | 7 | 9 | 138 | z | z | z | z | z | z | z | z | z | z | z | z | 13 | 7 | 138 |
| Clyde | 54 | 90 | 36 | 62 | 634 | z | z | z | z | z | z | z | z | z | z | z | z | 54 | 36 | 634 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,565 | 2,150 | 26,550 | 45 | 29 | 500 | 2,610 | 2,179 | 27,050 | 2,610 | 2,179 | 27,050 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 2,397 | 4,043 | 1,726 | 2,896 | 24,683 | ~ | ~ | ~ | 8 | 7 | 145 | 222 | 174 | 3,053 | 230 | 181 | 3,198 | 2,627 | 1,908 | 27,881 |
| Fishguard | z | z | z | z | z | 0 | 0 | 0 | 21 | 20 | 250 | 10 | 9 | 114 | 31 | 30 | 364 | 31 | 30 | 364 |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 142 | 245 | 107 | 186 | 2,117 | 22 | 17 | 409 | ~ | ~ | 6 | 5 | 4 | 90 | 27 | 21 | 504 | 169 | 128 | 2,622 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | 153 | 289 | 93 | 173 | 1,780 | 144 | 136 | 3,448 | 87 | 71 | 1,128 | 577 | 486 | 9,639 | 808 | 693 | 14,214 | 961 | 785 | 15,994 |
| Harwich | 1 | 1 | ~ | ~ | 4 | 18 | 12 | 228 | 180 | 149 | 1,817 | 166 | 128 | 1,933 | 364 | 290 | 3,978 | 365 | 290 | 3,982 |
| Heysham | z | z | z | z | z | 0 | 0 | 0 | 27 | 16 | 402 | 253 | 228 | 4,030 | 280 | 245 | 4,432 | 280 | 245 | 4,432 |
| Holyhead | z | z | z | z | z | 0 | 0 | 0 | 286 | 286 | 3,212 | 108 | 108 | 1,224 | 394 | 394 | 4,436 | 394 | 394 | 4,436 |
| Hull | 130 | 239 | 100 | 177 | 1,537 | 54 | 35 | 697 | 66 | 56 | 816 | 60 | 49 | 868 | 181 | 140 | 2,381 | 311 | 240 | 3,918 |
| Ipswich[2] | ~ | ~ | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | 0 | 0 | 0 | 122 | 112 | 1,468 | 69 | 66 | 1,081 | 192 | 178 | 2,549 | 192 | 178 | 2,549 |
| Liverpool | 405 | 680 | 298 | 493 | 5,170 | 15 | 14 | 229 | 126 | 110 | 2,067 | 362 | 322 | 4,856 | 502 | 446 | 7,151 | 908 | 744 | 12,321 |
| Loch Ryan[3] | z | z | z | z | z | 0 | 0 | 0 | 123 | 101 | 1,247 | 68 | 60 | 915 | 190 | 161 | 2,161 | 190 | 161 | 2,161 |
| London | 698 | 1,185 | 512 | 843 | 9,859 | 214 | 172 | 3,514 | 13 | 10 | 132 | 325 | 233 | 3,499 | 551 | 415 | 7,144 | 1,249 | 927 | 17,003 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | ~ | ~ | ~ | ~ | 3 | z | z | z | z | z | z | z | z | z | z | z | z | ~ | ~ | 3 |
| Medway | 93 | 191 | 53 | 109 | 1,186 | 1 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 93 | 53 | 1,207 |
| Milford Haven | z | z | z | z | z | 0 | 0 | 0 | 33 | 30 | 370 | 33 | 31 | 491 | 66 | 61 | 860 | 66 | 61 | 860 |
| Newhaven | z | z | z | z | z | 0 | 0 | 0 | 44 | 42 | 648 | 7 | 5 | 61 | 51 | 47 | 709 | 51 | 47 | 709 |
| Newport | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Orkney | 12 | 12 | 7 | 7 | 48 | 2 | 1 | 13 | 6 | 3 | 31 | 10 | 7 | 141 | 18 | 12 | 184 | 29 | 19 | 233 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | 0 | 0 | 0 | 7 | 5 | 71 | 1 | 1 | 13 | 8 | 6 | 84 | 8 | 6 | 84 |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 124 | 1 | 1 | 9 | 20 | 19 | 133 | 20 | 19 | 133 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 29 | 57 | 10 | 20 | 210 | 0 | 0 | 0 | 157 | 136 | 1,699 | 81 | 63 | 881 | 238 | 199 | 2,580 | 266 | 209 | 2,790 |
| Ramsgate | z | z | z | z | z | 0 | 0 | 0 | ~ | ~ | 1 | 0 | 0 | 0 | ~ | ~ | 1 | ~ | ~ | 1 |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Southampton | 1,154 | 1,954 | 863 | 1,458 | 10,556 | 9 | 7 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 44 | 1,163 | 870 | 10,599 |
| Stranraer[3] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | z | z | z | z | z | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 189 | 332 | 122 | 214 | 2,021 | 81 | 64 | 1,285 | 4 | 4 | 61 | 36 | 29 | 494 | 121 | 97 | 1,840 | 309 | 219 | 3,861 |
| Tyne | 27 | 49 | 26 | 47 | 317 | 0 | 0 | 0 | 17 | 14 | 192 | 7 | 6 | 110 | 24 | 20 | 302 | 51 | 45 | 619 |
| Warrenpoint | 28 | 53 | 17 | 33 | 390 | 0 | 0 | 0 | 6 | 6 | 150 | 81 | 71 | 1,660 | 88 | 78 | 1,810 | 116 | 95 | 2,200 |
| **England** | 5,330 | 9,118 | 3,842 | 6,498 | 58,140 | 539 | 444 | 9,578 | 3,322 | 2,789 | 35,853 | 2,142 | 1,754 | 29,945 | 6,002 | 4,987 | 75,375 | 11,332 | 8,829 | 133,515 |
| **Wales** | 13 | 17 | 7 | 9 | 138 | 0 | 0 | 0 | 341 | 336 | 3,831 | 151 | 149 | 1,829 | 492 | 485 | 5,660 | 504 | 492 | 5,798 |
| **Scotland** | 238 | 377 | 169 | 275 | 2,937 | 28 | 20 | 437 | 254 | 216 | 2,756 | 172 | 154 | 2,470 | 454 | 389 | 5,664 | 691 | 558 | 8,600 |
| **Great Britain** | 5,580 | 9,512 | 4,017 | 6,782 | 61,215 | 567 | 463 | 10,014 | 3,916 | 3,342 | 42,440 | 2,465 | 2,057 | 34,244 | 6,948 | 5,862 | 86,699 | 12,528 | 9,879 | 147,914 |
| **Northern Ireland** | 151 | 260 | 108 | 191 | 1,997 | 0 | 0 | 0 | 283 | 253 | 3,438 | 462 | 415 | 6,493 | 744 | 668 | 9,931 | 895 | 776 | 11,928 |
| **All UK major ports** | 5,731 | 9,772 | 4,125 | 6,973 | 63,212 | 567 | 463 | 10,014 | 4,199 | 3,595 | 45,879 | 2,926 | 2,471 | 40,737 | 7,692 | 6,529 | 96,630 | 13,423 | 10,655 | 159,842 |

Port Freight Statistics

**Table PORT0206**

**UK major ports, lo-lo containers and ro-ro main freight units by direction, annually: 2015[1]**

Thousand units/thousand tonnes of goods

| Ports | Lo-Lo containers | | | | | Shipborne port-to-port trailers | | | Road goods vehicles | | | Unaccompanied trailers | | | All roro main freight units [1] | | | All main freight units | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All units | All units TEU | Loaded units | Loaded units TEU | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(b) Inward traffic** | | | | | | | | | | | | | | | | | | | | |
| Aberdeen | 16 | 16 | 5 | 5 | 22 | 2 | 2 | 15 | 1 | ~ | 2 | 9 | 6 | 102 | 12 | 8 | 120 | 28 | 13 | 142 |
| Belfast | 62 | 105 | 54 | 90 | 926 | 0 | 0 | 0 | 77 | 69 | 899 | 150 | 141 | 1,885 | 227 | 210 | 2,784 | 289 | 264 | 3,710 |
| Boston | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Bristol | 30 | 53 | 29 | 53 | 631 | 2 | 2 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 82 | 32 | 31 | 713 |
| Cairnryan | z | z | z | z | z | 0 | 0 | 0 | 56 | 49 | 644 | 34 | 32 | 535 | 90 | 81 | 1,179 | 90 | 81 | 1,179 |
| Cardiff | 6 | 8 | 2 | 2 | 38 | z | z | z | z | z | z | z | z | z | z | z | z | 6 | 2 | 38 |
| Clyde | 26 | 43 | 10 | 18 | 123 | z | z | z | z | z | z | z | z | z | z | z | z | 26 | 10 | 123 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,231 | 1,211 | 15,843 | 24 | 24 | 432 | 1,255 | 1,235 | 16,275 | 1,255 | 1,235 | 16,275 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 1,224 | 2,060 | 1,210 | 2,038 | 15,143 | ~ | ~ | ~ | 4 | 4 | 86 | 113 | 112 | 1,921 | 117 | 116 | 2,007 | 1,340 | 1,326 | 17,150 |
| Fishguard | z | z | z | z | z | 0 | 0 | 0 | 13 | 12 | 161 | 5 | 5 | 65 | 18 | 17 | 227 | 18 | 17 | 227 |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 75 | 129 | 48 | 84 | 846 | 11 | 11 | 253 | ~ | ~ | 3 | 2 | 2 | 49 | 14 | 13 | 306 | 89 | 61 | 1,152 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | 77 | 144 | 73 | 138 | 1,467 | 75 | 73 | 2,544 | 45 | 44 | 707 | 298 | 294 | 6,073 | 418 | 411 | 9,324 | 495 | 484 | 10,791 |
| Harwich | ~ | ~ | ~ | ~ | ~ | 11 | 10 | 194 | 99 | 97 | 1,248 | 84 | 84 | 1,262 | 194 | 191 | 2,705 | 194 | 191 | 2,705 |
| Heysham | z | z | z | z | z | 0 | 0 | 0 | 15 | 9 | 220 | 123 | 106 | 2,036 | 138 | 115 | 2,256 | 138 | 115 | 2,256 |
| Holyhead | z | z | z | z | z | 0 | 0 | 0 | 137 | 137 | 1,590 | 53 | 53 | 608 | 190 | 190 | 2,198 | 190 | 190 | 2,198 |
| Hull | 68 | 125 | 63 | 116 | 1,127 | 27 | 27 | 544 | 31 | 30 | 472 | 31 | 31 | 588 | 89 | 88 | 1,604 | 158 | 151 | 2,731 |
| Ipswich[2] | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | 0 | 0 | 0 | 66 | 62 | 824 | 35 | 34 | 546 | 102 | 97 | 1,370 | 102 | 97 | 1,370 |
| Liverpool | 204 | 333 | 198 | 322 | 3,398 | 6 | 6 | 87 | 67 | 59 | 1,022 | 180 | 147 | 2,240 | 253 | 212 | 3,349 | 458 | 409 | 6,747 |
| Loch Ryan[3] | z | z | z | z | z | 0 | 0 | 0 | 59 | 47 | 620 | 36 | 31 | 456 | 95 | 78 | 1,076 | 95 | 78 | 1,076 |
| London | 364 | 603 | 317 | 516 | 6,925 | 109 | 109 | 2,721 | 7 | 6 | 98 | 165 | 164 | 2,592 | 281 | 280 | 5,411 | 645 | 597 | 12,336 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | ~ | ~ | ~ | ~ | ~ | z | z | z | z | z | z | z | z | z | z | z | z | ~ | ~ | ~ |
| Medway | 49 | 101 | 48 | 100 | 1,061 | 1 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 49 | 49 | 1,082 |
| Milford Haven | z | z | z | z | z | 0 | 0 | 0 | 20 | 18 | 222 | 16 | 15 | 247 | 36 | 33 | 469 | 36 | 33 | 469 |
| Newhaven | z | z | z | z | z | 0 | 0 | 0 | 26 | 26 | 412 | 4 | 4 | 40 | 29 | 29 | 452 | 29 | 29 | 452 |
| Newport | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Orkney | 5 | 5 | 5 | 5 | 37 | 1 | ~ | ~ | 3 | 2 | 17 | 5 | 5 | 91 | 9 | 7 | 108 | 14 | 12 | 144 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | 0 | 0 | 0 | 3 | 2 | 36 | 1 | 1 | 10 | 4 | 3 | 46 | 4 | 3 | 46 |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 107 | 1 | 1 | 8 | 13 | 13 | 115 | 13 | 13 | 115 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 14 | 28 | 6 | 13 | 125 | 0 | 0 | 0 | 87 | 80 | 1,110 | 38 | 26 | 354 | 125 | 106 | 1,464 | 139 | 113 | 1,589 |
| Ramsgate | z | z | z | z | z | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 | ~ | 0 | 0 |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Southampton | 580 | 981 | 539 | 920 | 4,997 | 2 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 583 | 541 | 5,006 |
| Stranraer[3] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | z | z | z | z | z | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 96 | 168 | 95 | 167 | 1,531 | 39 | 38 | 790 | 2 | 2 | 27 | 18 | 18 | 311 | 59 | 58 | 1,128 | 155 | 153 | 2,660 |
| Tyne | 13 | 23 | 12 | 23 | 167 | 0 | 0 | 0 | 8 | 8 | 102 | 3 | 3 | 54 | 12 | 11 | 156 | 24 | 24 | 324 |
| Warrenpoint | 14 | 27 | 6 | 11 | 139 | 0 | 0 | 0 | 3 | 3 | 68 | 42 | 38 | 801 | 45 | 41 | 868 | 59 | 47 | 1,008 |
| **England** | **2,718** | **4,620** | **2,592** | **4,405** | **36,573** | **272** | **268** | **6,993** | **1,638** | **1,592** | **21,491** | **1,081** | **1,013** | **17,921** | **2,992** | **2,872** | **46,404** | **5,710** | **5,464** | **82,978** |
| **Wales** | **6** | **8** | **2** | **2** | **38** | **0** | **0** | **0** | **170** | **167** | **1,973** | **74** | **73** | **920** | **244** | **240** | **2,894** | **250** | **242** | **2,932** |
| **Scotland** | **122** | **193** | **68** | **112** | **1,029** | **14** | **13** | **268** | **120** | **98** | **1,286** | **86** | **76** | **1,233** | **220** | **187** | **2,788** | **342** | **255** | **3,816** |
| **Great Britain** | **2,847** | **4,821** | **2,661** | **4,520** | **37,640** | **286** | **280** | **7,261** | **1,928** | **1,858** | **24,750** | **1,241** | **1,161** | **20,074** | **3,455** | **3,299** | **52,086** | **6,302** | **5,960** | **89,726** |
| **Northern Ireland** | **76** | **131** | **60** | **100** | **1,065** | **0** | **0** | **0** | **146** | **134** | **1,790** | **227** | **214** | **3,232** | **373** | **348** | **5,022** | **450** | **408** | **6,088** |
| **All UK major ports** | **2,923** | **4,952** | **2,722** | **4,621** | **38,705** | **286** | **280** | **7,261** | **2,074** | **1,991** | **26,541** | **1,468** | **1,375** | **23,306** | **3,829** | **3,647** | **57,108** | **6,752** | **6,369** | **95,813** |

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0206**

**UK major ports, lo-lo containers and ro-ro main freight units by direction, annually: 2015**[1]

Thousand units/thousand tonnes of goods

| Ports | Lo-Lo containers | | | | | Shipborne port-to-port trailers | | | Road goods vehicles | | | Unaccompanied trailers | | | All roro main freight units [1] | | | All main freight units | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All units | All units TEU | Loaded units | Loaded units TEU | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods | All units | Loaded units | Weight of goods |
| **(c) Outward traffic** | | | | | | | | | | | | | | | | | | | | |
| Aberdeen | 15 | 15 | 14 | 15 | 115 | 2 | ~ | ~ | 1 | ~ | 5 | 11 | 10 | 141 | 15 | 10 | 146 | 29 | 25 | 261 |
| Belfast | 61 | 103 | 37 | 69 | 681 | 0 | 0 | 0 | 76 | 66 | 922 | 161 | 136 | 1,866 | 238 | 202 | 2,788 | 299 | 239 | 3,469 |
| Boston | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Bristol | 25 | 45 | 9 | 16 | 183 | 1 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 26 | 10 | 213 |
| Cairnryan | z | z | z | z | z | 0 | 0 | 0 | 66 | 62 | 822 | 35 | 34 | 546 | 101 | 97 | 1,368 | 101 | 97 | 1,368 |
| Cardiff | 6 | 8 | 5 | 6 | 100 | z | z | z | z | z | z | z | z | z | z | z | z | 6 | 5 | 100 |
| Clyde | 28 | 48 | 26 | 43 | 510 | z | z | z | z | z | z | z | z | z | z | z | z | 28 | 26 | 510 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,334 | 939 | 10,707 | 22 | 5 | 68 | 1,356 | 944 | 10,775 | 1,356 | 944 | 10,775 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 1,173 | 1,983 | 517 | 858 | 9,541 | ~ | ~ | ~ | 4 | 3 | 58 | 109 | 62 | 1,132 | 113 | 65 | 1,190 | 1,287 | 582 | 10,731 |
| Fishguard | z | z | z | z | z | 0 | 0 | 0 | 9 | 8 | 88 | 5 | 5 | 49 | 13 | 13 | 137 | 13 | 13 | 137 |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 67 | 116 | 59 | 103 | 1,271 | 11 | 6 | 156 | ~ | ~ | 3 | 3 | 2 | 40 | 14 | 8 | 199 | 80 | 67 | 1,470 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Grimsby & Immingham | 77 | 145 | 20 | 35 | 313 | 69 | 63 | 904 | 42 | 27 | 421 | 278 | 192 | 3,566 | 389 | 282 | 4,891 | 466 | 302 | 5,204 |
| Harwich | ~ | ~ | ~ | ~ | 4 | 8 | 2 | 34 | 81 | 53 | 569 | 81 | 44 | 670 | 170 | 98 | 1,274 | 170 | 99 | 1,278 |
| Heysham | z | z | z | z | z | 0 | 0 | 0 | 12 | 7 | 182 | 130 | 123 | 1,994 | 142 | 130 | 2,177 | 142 | 130 | 2,177 |
| Holyhead | z | z | z | z | z | 0 | 0 | 0 | 149 | 149 | 1,622 | 56 | 56 | 616 | 204 | 204 | 2,238 | 204 | 204 | 2,238 |
| Hull | 62 | 114 | 37 | 61 | 410 | 27 | 8 | 153 | 35 | 26 | 344 | 29 | 18 | 280 | 91 | 52 | 777 | 153 | 89 | 1,187 |
| Ipswich[2] | ~ | ~ | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | 0 | 0 | 0 | 56 | 49 | 644 | 34 | 32 | 535 | 90 | 81 | 1,179 | 90 | 81 | 1,179 |
| Liverpool | 201 | 347 | 100 | 170 | 1,772 | 9 | 8 | 142 | 58 | 51 | 1,045 | 182 | 175 | 2,616 | 249 | 234 | 3,802 | 450 | 334 | 5,574 |
| Loch Ryan[3] | z | z | z | z | z | 0 | 0 | 0 | 64 | 54 | 627 | 32 | 29 | 459 | 95 | 83 | 1,086 | 95 | 83 | 1,086 |
| London | 334 | 581 | 195 | 327 | 2,934 | 104 | 63 | 793 | 6 | 4 | 34 | 160 | 69 | 907 | 270 | 136 | 1,733 | 605 | 330 | 4,667 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | ~ | ~ | ~ | ~ | 3 | z | z | z | z | z | z | z | z | z | z | z | z | ~ | ~ | 3 |
| Medway | 44 | 91 | 4 | 8 | 125 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 | 44 | 4 | 125 |
| Milford Haven | z | z | z | z | z | 0 | 0 | 0 | 14 | 12 | 147 | 17 | 16 | 244 | 30 | 28 | 391 | 30 | 28 | 391 |
| Newhaven | z | z | z | z | z | 0 | 0 | 0 | 19 | 16 | 236 | 3 | 2 | 21 | 22 | 18 | 257 | 22 | 18 | 257 |
| Newport | 0 | 0 | 0 | 0 | 0 | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Orkney | 6 | 6 | 2 | 2 | 12 | 1 | 1 | 12 | 3 | 1 | 14 | 5 | 3 | 50 | 8 | 5 | 77 | 15 | 7 | 88 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | 0 | 0 | 0 | 3 | 3 | 35 | ~ | ~ | 3 | 4 | 3 | 38 | 4 | 3 | 38 |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 17 | 1 | ~ | 1 | 7 | 6 | 18 | 7 | 6 | 18 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 14 | 29 | 4 | 7 | 85 | 0 | 0 | 0 | 70 | 56 | 589 | 43 | 37 | 527 | 113 | 93 | 1,116 | 128 | 96 | 1,201 |
| Ramsgate | z | z | z | z | z | 0 | 0 | 0 | ~ | ~ | 1 | 0 | 0 | 0 | ~ | ~ | 1 | ~ | ~ | 1 |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Southampton | 574 | 973 | 323 | 538 | 5,559 | 7 | 6 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 35 | 580 | 329 | 5,593 |
| Stranraer[3] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | z | z | z | z | z | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 93 | 164 | 27 | 47 | 489 | 42 | 25 | 495 | 2 | 2 | 34 | 18 | 11 | 183 | 62 | 39 | 712 | 155 | 66 | 1,201 |
| Tyne | 15 | 26 | 13 | 24 | 150 | 0 | 0 | 0 | 9 | 6 | 90 | 3 | 3 | 55 | 13 | 8 | 146 | 27 | 22 | 296 |
| Warrenpoint | 14 | 26 | 10 | 22 | 251 | 0 | 0 | 0 | 4 | 4 | 82 | 39 | 33 | 860 | 43 | 37 | 942 | 57 | 47 | 1,193 |
| **England** | **2,612** | **4,498** | **1,250** | **2,093** | **21,567** | **266** | **176** | **2,585** | **1,683** | **1,197** | **14,362** | **1,060** | **741** | **12,024** | **3,010** | **2,115** | **28,971** | **5,622** | **3,365** | **50,537** |
| **Wales** | **6** | **8** | **5** | **6** | **100** | **0** | **0** | **0** | **171** | **169** | **1,858** | **77** | **76** | **909** | **248** | **245** | **2,767** | **254** | **250** | **2,867** |
| **Scotland** | **115** | **185** | **101** | **162** | **1,908** | **14** | **7** | **168** | **134** | **118** | **1,470** | **86** | **78** | **1,237** | **234** | **203** | **2,876** | **349** | **303** | **4,784** |
| **Great Britain** | **2,734** | **4,691** | **1,356** | **2,262** | **23,575** | **281** | **183** | **2,753** | **1,988** | **1,484** | **17,690** | **1,223** | **895** | **14,170** | **3,492** | **2,563** | **34,613** | **6,226** | **3,918** | **58,188** |
| **Northern Ireland** | **74** | **129** | **48** | **91** | **932** | **0** | **0** | **0** | **136** | **119** | **1,648** | **234** | **201** | **3,261** | **371** | **320** | **4,909** | **445** | **368** | **5,841** |
| **All UK major ports** | **2,808** | **4,820** | **1,403** | **2,353** | **24,507** | **281** | **183** | **2,753** | **2,124** | **1,603** | **19,338** | **1,458** | **1,096** | **17,431** | **3,863** | **2,883** | **39,522** | **6,671** | **4,286** | **64,029** |

[1] Ro-Ro main freight units include road goods vehicles, unaccompanied trailers and shipborne port to port trailers
[2] Ro-Ro operations at Ipswich ceased in August 2012.
[3] Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.
"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Technical Note

The figures in this table are National Statistics

**Department for Transport Statistics**
**Table PORT0207**
**UK major port main freight units[1], by route and unit type and direction[2], annually: 2015**

Thousand units

| | Lo-Lo main freight units | | Ro-Ro main freight units | | | | All main freight units |
|---|---|---|---|---|---|---|---|
| | Containers | | Road goods vehicles | Unaccompanied trailers | Shipborne port-to-port trailers etc. | All roro main freight units | |
| | TEU | Units | Units | Units | Units | Units | Units |
| **(a) All traffic** | | | | | | | |
| All Short Sea | 3,861 | 2,185 | 3,569 | 1,901 | 557 | 6,027 | 8,211 |
| of which: | | | | | | | |
| Belgium | 490 | 299 | 30 | 328 | 310 | 669 | 967 |
| Denmark | 19 | 10 | 4 | 87 | 7 | 98 | 108 |
| Finland | 85 | 45 | ~ | 7 | 3 | 10 | 55 |
| France | 133 | 84 | 2,758 | 78 | 1 | 2,837 | 2,921 |
| Germany | 394 | 214 | 3 | 27 | 25 | 55 | 269 |
| Greece | 35 | 21 | 0 | 0 | ~ | ~ | 21 |
| Irish Republic | 147 | 82 | 412 | 417 | 15 | 844 | 925 |
| Italy | 93 | 61 | 0 | 0 | ~ | ~ | 61 |
| Netherlands | 1,312 | 720 | 337 | 841 | 158 | 1,336 | 2,056 |
| Portugal | 98 | 55 | ~ | ~ | 1 | 1 | 56 |
| Spain | 322 | 183 | 22 | 8 | 5 | 35 | 218 |
| Sweden | 69 | 39 | 3 | 97 | 26 | 125 | 164 |
| Other EU[3] | 143 | 74 | ~ | ~ | 1 | 1 | 75 |
| Norway | 14 | 7 | ~ | 12 | 3 | 15 | 23 |
| Turkey | 276 | 156 | 0 | 0 | ~ | ~ | 156 |
| Other non - EU | 231 | 135 | 0 | 0 | ~ | ~ | 135 |
| All Deep Sea | 5,203 | 3,117 | 0 | 1 | 5 | 5 | 3,122 |
| of which: | | | | | | | |
| Australia | 50 | 33 | 0 | 0 | 2 | 2 | 36 |
| Canada | 129 | 77 | 0 | ~ | ~ | ~ | 77 |
| China | 2,424 | 1,394 | 0 | 0 | ~ | ~ | 1,394 |
| Hong Kong | 184 | 106 | 0 | 0 | ~ | ~ | 106 |
| India | 209 | 160 | 0 | 0 | ~ | ~ | 160 |
| Japan | 65 | 38 | 0 | 0 | ~ | ~ | 39 |
| Malaysia | 310 | 189 | 0 | 0 | ~ | ~ | 189 |
| Singapore | 298 | 181 | 0 | 0 | ~ | ~ | 181 |
| South Africa | 83 | 51 | 0 | 0 | ~ | ~ | 51 |
| South Korea | 122 | 76 | 0 | 0 | ~ | ~ | 76 |
| Sri Lanka | 124 | 77 | 0 | 0 | 0 | 0 | 77 |
| Taiwan | 100 | 62 | 0 | 0 | 0 | 0 | 62 |
| United Arab Emirates | 131 | 85 | 0 | 0 | ~ | ~ | 85 |
| USA | 364 | 209 | 0 | ~ | 1 | 2 | 211 |
| Other deep sea | 610 | 379 | 0 | 0 | ~ | ~ | 379 |
| All international | 9,064 | 5,302 | 3,569 | 1,902 | 561 | 6,032 | 11,334 |
| All Domestic | 708 | 429 | 630 | 1,024 | 6 | 1,660 | 2,089 |
| **All Routes** | **9,772** | **5,731** | **4,199** | **2,926** | **567** | **7,692** | **13,423** |

**UK major port main freight units[1], by route and unit type and direction[2], annually: 2015**

Thousand units

| | Lo-Lo main freight units | | Ro-Ro main freight units | | | | All main freight units |
|---|---|---|---|---|---|---|---|
| | Containers | | Road goods vehicles | Unaccompanied trailers | Shipborne port-to-port trailers etc. | All roro main freight units | |
| | TEU | Units | Units | Units | Units | Units | Units |
| **(b) Inward traffic** | | | | | | | |
| All Short Sea | 1,808 | 1,034 | 1,759 | 965 | 283 | 3,007 | 4,042 |
| of which: | | | | | | | |
| Belgium | 163 | 103 | 15 | 168 | 156 | 338 | 442 |
| Denmark | 3 | 2 | 3 | 45 | 3 | 51 | 53 |
| Finland | 43 | 23 | ~ | 3 | 2 | 5 | 28 |
| France | 31 | 20 | 1,341 | 40 | ~ | 1,381 | 1,401 |
| Germany | 46 | 25 | 1 | 14 | 14 | 30 | 55 |
| Greece | 28 | 18 | 0 | 0 | ~ | ~ | 18 |
| Irish Republic | 81 | 45 | 209 | 206 | 6 | 421 | 466 |
| Italy | 79 | 52 | 0 | 0 | ~ | ~ | 52 |
| Netherlands | 622 | 347 | 176 | 429 | 81 | 687 | 1,034 |
| Portugal | 52 | 30 | ~ | ~ | ~ | 1 | 31 |
| Spain | 192 | 111 | 12 | 4 | 3 | 19 | 130 |
| Sweden | 12 | 7 | 2 | 50 | 14 | 66 | 74 |
| Other EU | 81 | 41 | 0 | ~ | 1 | 1 | 42 |
| Norway | 6 | 3 | ~ | 5 | 2 | 7 | 11 |
| Turkey | 235 | 132 | 0 | 0 | ~ | ~ | 133 |
| Other non - EU | 132 | 75 | 0 | 0 | ~ | ~ | 75 |
| All Deep Sea | 2,785 | 1,673 | 0 | 0 | ~ | ~ | 1,673 |
| of which: | | | | | | | |
| Australia | 34 | 24 | 0 | 0 | 0 | 0 | 24 |
| Canada | 67 | 41 | 0 | 0 | 0 | 0 | 41 |
| China | 1,315 | 756 | 0 | 0 | ~ | ~ | 756 |
| Hong Kong | 94 | 56 | 0 | 0 | ~ | ~ | 56 |
| India | 137 | 104 | 0 | 0 | 0 | 0 | 104 |
| Japan | 30 | 18 | 0 | 0 | ~ | ~ | 18 |
| Malaysia | 230 | 140 | 0 | 0 | ~ | ~ | 140 |
| Singapore | 130 | 79 | 0 | 0 | 0 | 0 | 79 |
| South Africa | 52 | 31 | 0 | 0 | 0 | 0 | 31 |
| South Korea | 43 | 29 | 0 | 0 | 0 | 0 | 29 |
| Sri Lanka | 103 | 61 | 0 | 0 | 0 | 0 | 61 |
| Taiwan | 52 | 32 | 0 | 0 | 0 | 0 | 32 |
| United Arab Emirates | 21 | 14 | 0 | 0 | ~ | ~ | 14 |
| USA | 199 | 114 | 0 | 0 | ~ | ~ | 114 |
| Other deep sea | 280 | 173 | 0 | 0 | ~ | ~ | 173 |
| All international | 4,593 | 2,707 | 1,759 | 965 | 284 | 3,008 | 5,715 |
| All Domestic | 359 | 216 | 315 | 503 | 3 | 821 | 1,037 |
| **All Routes** | **4,952** | **2,923** | **2,074** | **1,468** | **286** | **3,829** | **6,752** |

**Department for Transport Statistics**

Port Freight Statistics

**Table PORT0207**

**UK major port main freight units[1], by route and unit type and direction[2], annually: 2015**

Thousand units

| | Lo-Lo main freight units | | Ro-Ro main freight units | | | | All main freight units |
|---|---|---|---|---|---|---|---|
| | Containers | | Road goods vehicles | Unaccompanied trailers | Shipborne port-to-port trailers etc. | All roro main freight units | |
| | TEU | Units | Units | Units | Units | Units | Units |
| **(c) Outward traffic** | | | | | | | |
| All Short Sea | 2,053 | 1,150 | 1,810 | 936 | 273 | 3,019 | 4,170 |
| of which: | | | | | | | |
| Belgium | 327 | 195 | 15 | 161 | 154 | 330 | 525 |
| Denmark | 16 | 8 | 2 | 42 | 3 | 47 | 55 |
| Finland | 42 | 22 | ~ | 3 | 1 | 4 | 27 |
| France | 102 | 64 | 1,417 | 38 | 1 | 1,457 | 1,521 |
| Germany | 349 | 189 | 1 | 13 | 11 | 25 | 214 |
| Greece | 6 | 4 | 0 | 0 | ~ | ~ | 4 |
| Irish Republic | 65 | 36 | 203 | 211 | 9 | 423 | 459 |
| Italy | 14 | 9 | 0 | 0 | 0 | 0 | 9 |
| Netherlands | 690 | 374 | 160 | 411 | 77 | 649 | 1,023 |
| Portugal | 46 | 25 | 0 | ~ | ~ | ~ | 25 |
| Spain | 130 | 72 | 10 | 4 | 2 | 16 | 88 |
| Sweden | 58 | 31 | 1 | 46 | 12 | 59 | 91 |
| Other EU | 62 | 33 | ~ | ~ | ~ | ~ | 33 |
| Norway | 8 | 4 | ~ | 6 | 2 | 8 | 12 |
| Turkey | 41 | 23 | 0 | 0 | ~ | ~ | 23 |
| Other non - EU | 98 | 60 | 0 | 0 | ~ | ~ | 60 |
| All Deep Sea | 2,417 | 1,444 | 0 | 1 | 4 | 5 | 1,449 |
| of which: | | | | | | | |
| Australia | 16 | 10 | 0 | 0 | 2 | 2 | 12 |
| Canada | 63 | 36 | 0 | ~ | ~ | ~ | 36 |
| China | 1,109 | 638 | 0 | 0 | ~ | ~ | 638 |
| Hong Kong | 90 | 51 | 0 | 0 | ~ | ~ | 51 |
| India | 72 | 55 | 0 | 0 | ~ | ~ | 55 |
| Japan | 35 | 20 | 0 | 0 | ~ | ~ | 21 |
| Malaysia | 81 | 49 | 0 | 0 | ~ | ~ | 49 |
| Singapore | 168 | 102 | 0 | 0 | ~ | ~ | 102 |
| South Africa | 31 | 19 | 0 | 0 | ~ | ~ | 19 |
| South Korea | 79 | 47 | 0 | 0 | ~ | ~ | 47 |
| Sri Lanka | 21 | 16 | 0 | 0 | 0 | 0 | 16 |
| Taiwan | 47 | 30 | 0 | 0 | 0 | 0 | 30 |
| United Arab Emirates | 110 | 71 | 0 | 0 | ~ | ~ | 72 |
| USA | 165 | 95 | 0 | ~ | 1 | 2 | 97 |
| Other deep sea | 331 | 206 | 0 | 0 | ~ | ~ | 206 |
| All international | 4,470 | 2,595 | 1,810 | 937 | 277 | 3,024 | 5,619 |
| All Domestic | 350 | 213 | 315 | 521 | 3 | 839 | 1,052 |
| **All Routes** | **4,820** | **2,808** | **2,124** | **1,458** | **281** | **3,863** | **6,671** |

[1] Includes containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

[2] Inwards traffic refers to traffic coming in to UK ports and outwards traffic refers to traffic going out of UK ports.

[3] Includes Croatia (joined the EU July 2013).

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

The figures in this table are National Statistics

**UK major ports, container traffic and TEU, annually  2000 - 2015**

Thousand TEU/Thousand units/Thousand tonnes

| Ports | 2010 TEU | 2010 Total Lo-lo units | 2010 Weight of goods | 2011 TEU | 2011 Total Lo-lo units | 2011 Weight of goods | 2012 TEU | 2012 Total Lo-lo units | 2012 Weight of goods | 2013 TEU | 2013 Total Lo-lo units | 2013 Weight of goods | 2014 TEU | 2014 Total Lo-lo units | 2014 Weight of goods | 2015 TEU | 2015 Total Lo-lo units | 2015 Weight of goods |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (a) All traffic | | | | | | | | | | | | | | | | | | |
| Aberdeen | 34 | 33 | 142 | 35 | 34 | 152 | 41 | 39 | 171 | 40 | 37 | 180 | 33 | 31 | 153 | 31 | 30 | 138 |
| Belfast | 214 | 125 | 1,623 | 219 | 128 | 1,742 | 211 | 124 | 1,743 | 205 | 120 | 1,617 | 211 | 126 | 1,647 | 207 | 123 | 1,607 |
| Boston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 69 | 44 | 674 | 63 | 41 | 577 | 76 | 45 | 652 | 94 | 53 | 741 | 106 | 58 | 893 | 99 | 55 | 814 |
| Cairnryan | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Cardiff | 20 | 14 | 141 | 20 | 14 | 155 | 18 | 12 | 140 | 18 | 13 | 133 | 19 | 14 | 159 | 17 | 13 | 138 |
| Clyde | 82 | 48 | 509 | 95 | 56 | 599 | 91 | 54 | 588 | 76 | 45 | 499 | 86 | 52 | 576 | 90 | 54 | 634 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dundee | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 3,415 | 2,074 | 23,873 | 3,249 | 1,980 | 24,038 | 3,367 | 2,044 | 23,858 | 3,434 | 2,063 | 23,469 | 4,072 | 2,434 | 25,102 | 4,043 | 2,397 | 24,683 |
| Fishguard | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 217 | 129 | 1,997 | 245 | 145 | 2,028 | 264 | 155 | 2,266 | 261 | 153 | 2,286 | 259 | 150 | 2,301 | 245 | 142 | 2,117 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 70 | 37 | 520 | 60 | 32 | 391 | 1 | ~ | 4 | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Grimsby & Immingham | 110 | 61 | 798 | 125 | 68 | 865 | 174 | 91 | 1,069 | 152 | 81 | 1,008 | 229 | 123 | 1,459 | 289 | 153 | 1,780 |
| Harwich | 2 | 2 | 19 | 1 | 1 | 14 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 | 7 | 1 | 1 | 4 |
| Heysham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Holyhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Hull | 203 | 105 | 1,182 | 220 | 116 | 1,352 | 244 | 132 | 1,574 | 255 | 136 | 1,605 | 227 | 123 | 1,426 | 239 | 130 | 1,537 |
| Ipswich | 1 | 1 | 9 | ~ | ~ | 3 | ~ | ~ | ~ | ~ | ~ | 1 | ~ | ~ | ~ | ~ | ~ | ~ |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Liverpool | 662 | 400 | 4,866 | 664 | 404 | 4,905 | 635 | 385 | 4,664 | 623 | 378 | 4,637 | 666 | 393 | 4,852 | 680 | 405 | 5,170 |
| Loch Ryan[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| London | 733 | 425 | 6,159 | 736 | 429 | 6,196 | 687 | 390 | 5,351 | 945 | 550 | 8,162 | 1,065 | 626 | 9,112 | 1,185 | 698 | 9,859 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | 1 | ~ | ~ | 3 |
| Medway | 440 | 263 | 3,356 | 402 | 240 | 2,931 | 293 | 175 | 2,245 | 243 | 140 | 1,729 | 179 | 89 | 1,051 | 191 | 93 | 1,186 |
| Milford Haven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newhaven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 12 | 12 | 54 | 13 | 13 | 62 | 15 | 15 | 72 | 12 | 12 | 58 | 11 | 11 | 43 | 12 | 12 | 48 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Poole | 3 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Portsmouth | 52 | 26 | 249 | 57 | 28 | 141 | 52 | 26 | 146 | 57 | 29 | 249 | 54 | 27 | 196 | 57 | 29 | 210 |
| Ramsgate | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | 1,564 | 945 | 8,196 | 1,590 | 965 | 8,980 | 1,473 | 886 | 8,021 | 1,488 | 887 | 8,129 | 1,895 | 1,087 | 9,583 | 1,954 | 1,154 | 10,556 |
| Stranraer[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | ~ | ~ | ~ | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 252 | 146 | 1,924 | 263 | 152 | 2,055 | 252 | 146 | 2,026 | 248 | 141 | 1,772 | 304 | 164 | 2,029 | 332 | 189 | 2,021 |
| Tyne | 57 | 30 | 291 | 72 | 38 | 423 | 65 | 34 | 311 | 59 | 32 | 404 | 48 | 26 | 335 | 49 | 27 | 317 |
| Warrenpoint | 8 | 6 | 70 | 12 | 9 | 92 | 20 | 12 | 145 | 31 | 18 | 213 | 46 | 25 | 329 | 53 | 28 | 390 |
| **Major ports of England** | **7,635** | **4,561** | **52,137** | **7,502** | **4,492** | **52,872** | **7,320** | **4,357** | **49,929** | **7,601** | **4,494** | **51,917** | **8,847** | **5,152** | **56,047** | **9,118** | **5,330** | **58,140** |
| **Major ports of Wales** | **20** | **14** | **141** | **20** | **14** | **155** | **18** | **12** | **140** | **18** | **13** | **133** | **19** | **14** | **159** | **17** | **13** | **138** |
| **Major ports of Scotland** | **345** | **222** | **2,703** | **388** | **249** | **2,842** | **411** | **264** | **3,097** | **388** | **247** | **3,023** | **388** | **244** | **3,074** | **377** | **238** | **2,937** |
| **Major ports of Great Britain** | **7,999** | **4,797** | **54,981** | **7,910** | **4,756** | **55,869** | **7,749** | **4,633** | **53,166** | **8,007** | **4,753** | **55,073** | **9,255** | **5,410** | **59,280** | **9,512** | **5,580** | **61,215** |
| **Major ports of Northern Ireland** | **223** | **132** | **1,693** | **231** | **137** | **1,834** | **231** | **136** | **1,888** | **237** | **139** | **1,830** | **257** | **151** | **1,976** | **260** | **151** | **1,997** |
| **Major ports of the United Kingdom** | **8,222** | **4,929** | **56,674** | **8,141** | **4,892** | **57,703** | **7,980** | **4,769** | **55,053** | **8,244** | **4,892** | **56,903** | **9,511** | **5,561** | **61,256** | **9,772** | **5,731** | **63,212** |

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0208**
**UK major ports, container traffic and TEU, annually  2000 - 2015**

Thousand TEU/Thousand units/Thousand tonnes

| Ports | 2010 TEU | 2010 Total Lo-lo units | 2010 Weight of goods | 2011 TEU | 2011 Total Lo-lo units | 2011 Weight of goods | 2012 TEU | 2012 Total Lo-lo units | 2012 Weight of goods | 2013 TEU | 2013 Total Lo-lo units | 2013 Weight of goods | 2014 TEU | 2014 Total Lo-lo units | 2014 Weight of goods | 2015 TEU | 2015 Total Lo-lo units | 2015 Weight of goods |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (b) Inwards traffic | | | | | | | | | | | | | | | | | | |
| Aberdeen | 17 | 17 | 18 | 17 | 17 | 16 | 23 | 21 | 26 | 19 | 17 | 29 | 17 | 16 | 28 | 16 | 16 | 22 |
| Belfast | 106 | 62 | 912 | 109 | 64 | 927 | 108 | 64 | 963 | 104 | 61 | 916 | 105 | 63 | 967 | 105 | 62 | 926 |
| Boston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 34 | 21 | 453 | 31 | 20 | 369 | 38 | 23 | 467 | 46 | 26 | 553 | 54 | 30 | 706 | 53 | 30 | 631 |
| Cairnryan | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Cardiff | 10 | 7 | 42 | 10 | 7 | 44 | 9 | 6 | 56 | 9 | 6 | 40 | 10 | 7 | 49 | 8 | 6 | 38 |
| Clyde | 43 | 25 | 72 | 48 | 30 | 86 | 46 | 29 | 103 | 38 | 24 | 95 | 43 | 27 | 110 | 43 | 26 | 123 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dundee | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Felixstowe | 1,742 | 1,057 | 14,517 | 1,712 | 1,043 | 15,061 | 1,702 | 1,034 | 13,907 | 1,752 | 1,055 | 14,203 | 2,047 | 1,224 | 15,288 | 2,060 | 1,224 | 15,143 |
| Fishguard | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 108 | 63 | 681 | 120 | 70 | 630 | 135 | 79 | 788 | 137 | 80 | 847 | 135 | 79 | 905 | 129 | 75 | 846 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 35 | 19 | 318 | 31 | 16 | 248 | ~ | ~ | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Yarmouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | 0 | 0 | 0 |
| Grimsby & Immingham | 59 | 32 | 608 | 63 | 35 | 654 | 86 | 45 | 842 | 77 | 42 | 781 | 117 | 63 | 1,204 | 144 | 77 | 1,467 |
| Harwich | ~ | ~ | 2 | ~ | ~ | 1 | ~ | ~ | 1 | ~ | ~ | 1 | ~ | ~ | 1 | ~ | ~ | ~ |
| Heysham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Holyhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Hull | 103 | 54 | 886 | 112 | 60 | 980 | 126 | 68 | 1,126 | 132 | 71 | 1,170 | 117 | 64 | 1,065 | 125 | 68 | 1,127 |
| Ipswich | ~ | ~ | 3 | ~ | ~ | 2 | 0 | 0 | 0 | ~ | ~ | ~ | ~ | ~ | 0 | ~ | ~ | 0 |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Liverpool | 323 | 197 | 2,968 | 324 | 203 | 3,093 | 309 | 192 | 2,977 | 307 | 192 | 2,996 | 330 | 198 | 3,116 | 333 | 204 | 3,398 |
| Loch Ryan[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| London | 363 | 209 | 4,147 | 356 | 206 | 4,124 | 329 | 187 | 3,634 | 467 | 281 | 5,753 | 539 | 323 | 6,384 | 603 | 364 | 6,925 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ |
| Medway | 230 | 136 | 1,803 | 205 | 120 | 1,599 | 128 | 75 | 1,099 | 120 | 69 | 1,064 | 100 | 50 | 860 | 101 | 49 | 1,061 |
| Milford Haven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newhaven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 6 | 6 | 42 | 7 | 7 | 49 | 8 | 8 | 56 | 6 | 6 | 35 | 5 | 5 | 32 | 5 | 5 | 37 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 33 | 16 | 162 | 15 | 8 | 88 | 33 | 16 | 106 | 33 | 17 | 180 | 29 | 15 | 122 | 28 | 14 | 125 |
| Ramsgate | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | 797 | 483 | 4,211 | 804 | 489 | 4,294 | 746 | 448 | 3,938 | 745 | 445 | 4,056 | 958 | 552 | 5,030 | 981 | 580 | 4,997 |
| Stranraer[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | ~ | ~ | ~ | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 131 | 76 | 1,008 | 137 | 79 | 1,164 | 131 | 77 | 1,179 | 130 | 74 | 1,106 | 159 | 90 | 1,369 | 168 | 96 | 1,531 |
| Tyne | 28 | 15 | 157 | 36 | 19 | 220 | 31 | 16 | 195 | 29 | 16 | 240 | 22 | 12 | 159 | 23 | 13 | 167 |
| Warrenpoint | 4 | 3 | 67 | 6 | 4 | 90 | 10 | 6 | 78 | 16 | 9 | 80 | 23 | 12 | 113 | 27 | 14 | 139 |
| **Major ports of England** | **3,878** | **2,316** | **31,241** | **3,826** | **2,297** | **31,896** | **3,660** | **2,183** | **29,474** | **3,838** | **2,288** | **32,104** | **4,474** | **2,621** | **35,303** | **4,620** | **2,718** | **36,573** |
| **Major ports of Wales** | **10** | **7** | **42** | **10** | **7** | **44** | **9** | **6** | **56** | **9** | **6** | **40** | **10** | **7** | **49** | **8** | **6** | **38** |
| **Major ports of Scotland** | **173** | **111** | **812** | **192** | **123** | **782** | **211** | **135** | **972** | **200** | **127** | **1,007** | **199** | **125** | **1,075** | **193** | **122** | **1,029** |
| **Major ports of Great Britain** | **4,062** | **2,434** | **32,095** | **4,027** | **2,427** | **32,722** | **3,881** | **2,325** | **30,502** | **4,047** | **2,422** | **33,150** | **4,683** | **2,753** | **36,428** | **4,821** | **2,847** | **37,640** |
| **Major ports of Northern Ireland** | **111** | **66** | **980** | **115** | **69** | **1,017** | **118** | **70** | **1,040** | **120** | **70** | **996** | **128** | **76** | **1,080** | **131** | **76** | **1,065** |
| **Major ports of the United Kingdom** | **4,172** | **2,500** | **33,075** | **4,143** | **2,496** | **33,739** | **3,999** | **2,395** | **31,542** | **4,166** | **2,492** | **34,146** | **4,810** | **2,829** | **37,508** | **4,952** | **2,923** | **38,705** |

**Department for Transport Statistics**
Port Freight Statistics
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Thousand TEU/Thousand units/Thousand tonnes

| Ports | 2010 TEU | 2010 Total Lo-lo units | 2010 Weight of goods | 2011 TEU | 2011 Total Lo-lo units | 2011 Weight of goods | 2012 TEU | 2012 Total Lo-lo units | 2012 Weight of goods | 2013 TEU | 2013 Total Lo-lo units | 2013 Weight of goods | 2014 TEU | 2014 Total Lo-lo units | 2014 Weight of goods | 2015 TEU | 2015 Total Lo-lo units | 2015 Weight of goods |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (c) Outwards traffic | | | | | | | | | | | | | | | | | | |
| Aberdeen | 17 | 16 | 124 | 18 | 17 | 136 | 19 | 18 | 145 | 21 | 19 | 151 | 17 | 16 | 125 | 15 | 15 | 115 |
| Belfast | 108 | 63 | 711 | 110 | 64 | 815 | 103 | 60 | 780 | 102 | 59 | 701 | 106 | 63 | 680 | 103 | 61 | 681 |
| Boston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 35 | 22 | 221 | 32 | 21 | 207 | 38 | 22 | 185 | 47 | 27 | 188 | 52 | 28 | 187 | 45 | 25 | 183 |
| Cairnryan | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Cardiff | 10 | 7 | 99 | 10 | 7 | 111 | 9 | 6 | 85 | 9 | 7 | 93 | 10 | 7 | 110 | 8 | 6 | 100 |
| Clyde | 40 | 22 | 438 | 47 | 27 | 513 | 45 | 25 | 486 | 37 | 21 | 403 | 43 | 25 | 466 | 48 | 28 | 510 |
| Cromarty Firth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dundee | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Felixstowe | 1,673 | 1,016 | 9,356 | 1,536 | 937 | 8,977 | 1,665 | 1,010 | 9,951 | 1,682 | 1,009 | 9,266 | 2,025 | 1,210 | 9,814 | 1,983 | 1,173 | 9,541 |
| Fishguard | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Fleetwood | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Forth | 109 | 66 | 1,316 | 125 | 75 | 1,398 | 129 | 76 | 1,478 | 124 | 73 | 1,439 | 123 | 72 | 1,397 | 116 | 67 | 1,271 |
| Fowey | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Goole | 35 | 19 | 202 | 30 | 16 | 144 | ~ | ~ | 1 | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Yarmouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grimsby & Immingham | 51 | 29 | 190 | 62 | 34 | 211 | 87 | 46 | 227 | 75 | 39 | 226 | 113 | 60 | 255 | 145 | 77 | 313 |
| Harwich | 2 | 1 | 17 | 1 | 1 | 13 | 1 | 1 | 10 | 1 | 1 | 10 | 1 | 1 | 7 | ~ | ~ | 4 |
| Heysham | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Holyhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Hull | 100 | 51 | 296 | 108 | 56 | 372 | 118 | 64 | 448 | 123 | 65 | 434 | 109 | 59 | 362 | 114 | 62 | 410 |
| Ipswich | 1 | 1 | 7 | ~ | ~ | 1 | ~ | ~ | ~ | ~ | ~ | 1 | ~ | ~ | ~ | ~ | ~ | ~ |
| Kilroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Liverpool | 339 | 202 | 1,898 | 339 | 201 | 1,812 | 326 | 193 | 1,687 | 316 | 186 | 1,641 | 335 | 195 | 1,736 | 347 | 201 | 1,772 |
| Loch Ryan[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| London | 370 | 216 | 2,012 | 380 | 223 | 2,073 | 358 | 203 | 1,717 | 479 | 269 | 2,409 | 526 | 304 | 2,728 | 581 | 334 | 2,934 |
| Londonderry | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Manchester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | 1 | ~ | ~ | 3 |
| Medway | 210 | 127 | 1,553 | 197 | 120 | 1,333 | 165 | 100 | 1,146 | 123 | 71 | 666 | 79 | 39 | 191 | 91 | 44 | 125 |
| Milford Haven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newhaven | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 6 | 6 | 12 | 7 | 7 | 13 | 8 | 8 | 16 | 6 | 6 | 23 | 6 | 6 | 11 | 6 | 6 | 12 |
| Peterhead | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Poole | 3 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 19 | 10 | 87 | 41 | 21 | 53 | 20 | 10 | 40 | 24 | 12 | 69 | 25 | 13 | 73 | 29 | 14 | 85 |
| Ramsgate | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| River Trent | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull & Humber | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Shoreham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | 766 | 462 | 3,985 | 786 | 476 | 4,686 | 727 | 437 | 4,083 | 744 | 442 | 4,074 | 937 | 534 | 4,553 | 973 | 574 | 5,559 |
| Stranraer[1] | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z | z |
| Swansea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tees & Hartlepool | 122 | 70 | 916 | 126 | 72 | 891 | 121 | 70 | 848 | 118 | 67 | 667 | 144 | 74 | 660 | 164 | 93 | 489 |
| Tyne | 29 | 15 | 135 | 37 | 19 | 203 | 34 | 18 | 115 | 30 | 16 | 164 | 26 | 14 | 176 | 26 | 15 | 150 |
| Warrenpoint | 4 | 3 | 3 | 6 | 4 | 2 | 10 | 6 | 67 | 15 | 9 | 134 | 23 | 12 | 216 | 26 | 14 | 251 |
| **Major ports of England** | **3,756** | **2,245** | **20,896** | **3,676** | **2,195** | **20,976** | **3,659** | **2,174** | **20,455** | **3,763** | **2,205** | **19,813** | **4,373** | **2,531** | **20,743** | **4,498** | **2,612** | **21,567** |
| **Major ports of Wales** | **10** | **7** | **99** | **10** | **7** | **111** | **9** | **6** | **85** | **9** | **7** | **93** | **10** | **7** | **110** | **8** | **6** | **100** |
| **Major ports of Scotland** | **171** | **111** | **1,890** | **196** | **126** | **2,060** | **200** | **128** | **2,125** | **188** | **120** | **2,016** | **189** | **119** | **1,998** | **185** | **115** | **1,908** |
| **Major ports of Great Britain** | **3,937** | **2,363** | **22,886** | **3,883** | **2,328** | **23,147** | **3,868** | **2,308** | **22,664** | **3,961** | **2,332** | **21,922** | **4,572** | **2,656** | **22,852** | **4,691** | **2,734** | **23,575** |
| **Major ports of Northern Ireland** | **112** | **66** | **713** | **115** | **68** | **817** | **113** | **66** | **847** | **117** | **68** | **834** | **129** | **75** | **896** | **129** | **74** | **932** |
| **Major ports of the United Kingdom** | **4,050** | **2,429** | **23,599** | **3,998** | **2,396** | **23,964** | **3,981** | **2,374** | **23,511** | **4,077** | **2,400** | **22,757** | **4,701** | **2,732** | **23,748** | **4,820** | **2,808** | **24,507** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).
1 Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

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The figures in this table are National Statistics

**Department for Transport Statistics**

**Table PORT0209**

**UK major[1] port container traffic, annually: 1990 - 2015** [2, 3]

Thousand Units

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size of containers[4] | | | | | | | | | | | | | | | | |
| 20' containers | 1,901 | 1,907 | 1,783 | 1,746 | 1,815 | 1,739 | 1,769 | 1,892 | 1,818 | 1,546 | 1,665 | 1,675 | 1,581 | 1,592 | 1,739 | 1,747 |
| 40' containers | 2,251 | 2,291 | 2,396 | 2,368 | 2,731 | 2,689 | 2,791 | 3,092 | 3,095 | 2,614 | 2,916 | 2,856 | 2,795 | 2,842 | 3,117 | 3,447 |
| Containers >20' & <40' | 99 | 87 | 82 | 96 | 103 | 53 | 41 | 41 | 31 | 42 | 77 | 80 | 100 | 84 | 63 | 101 |
| Containers >40' | 70 | 161 | 232 | 300 | 250 | 247 | 261 | 328 | 294 | 239 | 271 | 282 | 293 | 374 | 642 | 435 |
| **All containers** | **4,321** | **4,446** | **4,493** | **4,510** | **4,899** | **4,729** | **4,861** | **5,352** | **5,237** | **4,441** | **4,929** | **4,892** | **4,769** | **4,892** | **5,561** | **5,731** |

[1]  Figures for 1990 to 1999 include minor port estimates.

[2]  Containers carried on Ro-Ro vessels by shipborne port-to-port trailer are classified to 'rail wagons,
   shipborne port-to-port trailers & barges' from 2000 onwards.

[3]  Figures for 2005 not directly comparable with earlier years. Please see Section 2 of the Technical Note for more details.

[4]  Only two sizes of container were recorded before 2000.

**Table PORT0210**
**UK major ports, container traffic in TEUs and weight carried, by route, annually: 2015**

Thousand TEUs (twenty foot equivalent units) / thousand tonnes

| | Domestic | | EU countries[1] | | All other short sea countries | | All deep sea countries | | All routes (inc unspecified) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | TEU | Weight | TEU | Weight | TEU | Weight | TEU | Weight | TEU | Weight |
| Aberdeen | 29 | 125 | ~ | 0 | 1 | 5 | 1 | 7 | 31 | 138 |
| Belfast | 48 | 326 | 159 | 1,281 | 0 | 0 | ~ | 0 | 207 | 1,607 |
| Boston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol | 45 | 290 | 44 | 410 | 4 | 45 | 5 | 69 | 99 | 814 |
| Cairnryan | z | z | z | z | z | z | z | z | z | z |
| Cardiff | 7 | 76 | 10 | 62 | 0 | 0 | 0 | 0 | 17 | 138 |
| Clyde | 31 | 174 | 58 | 456 | ~ | ~ | 1 | 3 | 90 | 634 |
| Cromarty Firth | z | z | z | z | z | z | z | z | z | z |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dundee | z | z | z | z | z | z | z | z | z | z |
| Felixstowe | 97 | 670 | 691 | 3,691 | 375 | 3,019 | 2,797 | 17,303 | 4,043 | 24,683 |
| Fishguard | z | z | z | z | z | z | z | z | z | z |
| Fleetwood | z | z | z | z | z | z | z | z | z | z |
| Forth | 62 | 251 | 175 | 1,793 | 2 | 19 | 5 | 54 | 245 | 2,117 |
| Fowey | z | z | z | z | z | z | z | z | z | z |
| Glensanda | z | z | z | z | z | z | z | z | z | z |
| Goole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Yarmouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grimsby & Immingham | 10 | 12 | 230 | 1,435 | 47 | 318 | 2 | 14 | 289 | 1,780 |
| Harwich | 0 | 0 | ~ | ~ | 1 | 4 | 0 | 0 | 1 | 4 |
| Heysham | z | z | z | z | z | z | z | z | z | z |
| Holyhead | z | z | z | z | z | z | z | z | z | z |
| Hull | 0 | 0 | 237 | 1,526 | 2 | 11 | ~ | ~ | 239 | 1,537 |
| Ipswich | 0 | 0 | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Killroot Power Station Jetty | z | z | z | z | z | z | z | z | z | z |
| Larne | z | z | z | z | z | z | z | z | z | z |
| Liverpool | 49 | 236 | 369 | 2,659 | 19 | 218 | 242 | 2,057 | 680 | 5,170 |
| Loch Ryan[2] | z | z | z | z | z | z | z | z | z | z |
| London | 5 | 12 | 694 | 4,575 | 35 | 445 | 449 | 4,825 | 1,185 | 9,859 |
| Londonderry | z | z | z | z | z | z | z | z | z | z |
| Manchester | 0 | 0 | ~ | ~ | ~ | 3 | 0 | 0 | ~ | 3 |
| Medway | ~ | ~ | 165 | 978 | 6 | 77 | 19 | 130 | 191 | 1,186 |
| Milford Haven | z | z | z | z | z | z | z | z | z | z |
| Newhaven | z | z | z | z | z | z | z | z | z | z |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orkney | 12 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 48 |
| Peterhead | z | z | z | z | z | z | z | z | z | z |
| Plymouth | z | z | z | z | z | z | z | z | z | z |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Talbot | z | z | z | z | z | z | z | z | z | z |
| Portsmouth | 0 | 0 | ~ | ~ | 6 | 28 | 51 | 181 | 57 | 210 |
| Ramsgate | z | z | z | z | z | z | z | z | z | z |
| River Trent | z | z | z | z | z | z | z | z | z | z |
| Rivers Hull and Humber | z | z | z | z | z | z | z | z | z | z |
| Shoreham | z | z | z | z | z | z | z | z | z | z |
| Southampton | 182 | 1,166 | 238 | 1,082 | 4 | 33 | 1,530 | 8,273 | 1,954 | 10,556 |
| Stranraer[2] | z | z | z | z | z | z | z | z | z | z |
| Sullom Voe | z | z | z | z | z | z | z | z | z | z |
| Sunderland | z | z | z | z | z | z | z | z | z | z |
| Swansea | z | z | z | z | z | z | z | z | z | z |
| Tees & Hartlepool | 51 | 191 | 253 | 1,584 | 18 | 144 | 10 | 102 | 332 | 2,021 |
| Tyne | 28 | 206 | 18 | 108 | 1 | 2 | ~ | 1 | 49 | 317 |
| Warrenpoint | 53 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 390 |
| **England** | **467** | **2,783** | **2,939** | **18,048** | **518** | **4,348** | **5,106** | **32,957** | **9,118** | **58,140** |
| **Wales** | **7** | **76** | **10** | **62** | **0** | **0** | **0** | **0** | **17** | **138** |
| **Scotland** | **133** | **599** | **233** | **2,249** | **3** | **24** | **7** | **64** | **377** | **2,937** |
| **Great Britain** | **608** | **3,458** | **3,182** | **20,360** | **520** | **4,373** | **5,113** | **33,021** | **9,512** | **61,215** |
| **Northern Ireland** | **101** | **716** | **159** | **1,281** | **0** | **0** | **~** | **0** | **260** | **1,997** |
| **All UK** | **708** | **4,174** | **3,341** | **21,641** | **520** | **4,373** | **5,113** | **33,021** | **9,772** | **63,212** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

[1] Includes Croatia (joined the EU July 2013).

[2] Stranraer port closed in November 2011.  ts operations were transferred to neighbouring Loch Ryan Port.

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0211**
**UK major port traffic, import/export trade motor vehicles by port, annually: 1999 - 2015[1]**

Thousand vehicles

|  | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All traffic** | | | | | | | | | | | |
| Belfast | 62 | 54 | 54 | 46 | 49 | 48 | 50 | 50 | 108 | 108 | 85 |
| Bristol | 606 | 582 | 621 | 575 | 365 | 425 | 391 | 385 | 427 | 479 | 632 |
| Forth | 8 | 7 | 10 | 5 | 7 | 18 | 16 | 11 | 13 | 14 | 16 |
| Grimsby & Immingham | 834 | 867 | 926 | 819 | 662 | 741 | 812 | 786 | 949 | 990 | 1,076 |
| Heysham | 41 | 26 | z | 20 | 20 | 21 | 20 | 13 | 10 | 15 | 16 |
| Liverpool | 49 | 45 | 48 | 36 | 35 | 39 | 40 | 34 | 52 | 86 | 80 |
| London | 635 | 607 | 638 | 609 | 516 | 547 | 524 | 564 | 498 | 528 | 576 |
| Medway | 332 | 352 | 330 | 265 | 265 | 278 | 281 | 312 | 296 | 397 | 374 |
| Southampton | 724 | 668 | 653 | 534 | 407 | 471 | 511 | 640 | 744 | 829 | 908 |
| Tyne | 474 | 514 | 555 | 516 | 374 | 555 | 675 | 674 | 650 | 657 | 619 |
| Other major ports | 202 | 182 | 181 | 145 | 99 | 127 | 103 | 51 | 35 | 44 | 37 |
| **All major ports** | **3,978** | **3,906** | **4,022** | **3,592** | **2,803** | **3,262** | **3,424** | **3,534** | **3,798** | **4,146** | **4,418** |
| **(b) Inward traffic** | | | | | | | | | | | |
| Belfast | 58 | 51 | 50 | 42 | 45 | 45 | 46 | 44 | 75 | 78 | 63 |
| Bristol | 405 | 402 | 434 | 394 | 269 | 322 | 282 | 296 | 313 | 364 | 469 |
| Forth | 8 | 7 | 10 | 5 | 7 | 18 | 16 | 11 | 13 | 14 | 16 |
| Grimsby & Immingham | 617 | 642 | 694 | 615 | 543 | 595 | 614 | 637 | 764 | 811 | 855 |
| Heysham | 2 | 2 | z | 1 | 2 | 1 | 1 | 1 | 1 | 3 | 2 |
| Liverpool | 12 | 9 | 7 | 5 | 2 | 2 | 3 | 1 | 4 | 15 | 12 |
| London | 470 | 465 | 466 | 458 | 379 | 434 | 374 | 408 | 373 | 433 | 466 |
| Medway | 284 | 312 | 306 | 257 | 256 | 255 | 264 | 285 | 271 | 383 | 368 |
| Southampton | 232 | 220 | 210 | 148 | 152 | 137 | 149 | 201 | 277 | 332 | 388 |
| Tyne | 172 | 190 | 188 | 141 | 78 | 158 | 194 | 187 | 208 | 225 | 220 |
| Other major ports | 170 | 156 | 158 | 124 | 81 | 106 | 87 | 38 | 20 | 12 | 17 |
| **All major ports** | **2,435** | **2,449** | **2,513** | **2,187** | **1,807** | **2,054** | **2,015** | **2,099** | **2,307** | **2,667** | **2,877** |
| **(c) Outward traffic** | | | | | | | | | | | |
| Belfast | 4 | 4 | 4 | 4 | 3 | 3 | 5 | 6 | 33 | 30 | 21 |
| Bristol | 201 | 181 | 187 | 180 | 97 | 103 | 109 | 89 | 114 | 115 | 163 |
| Forth | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| Grimsby & Immingham | 217 | 225 | 232 | 205 | 119 | 146 | 198 | 149 | 185 | 180 | 221 |
| Heysham | 39 | 24 | z | 19 | 18 | 20 | 19 | 12 | 9 | 13 | 14 |
| Liverpool | 37 | 36 | 41 | 32 | 33 | 37 | 37 | 32 | 48 | 71 | 67 |
| London | 166 | 142 | 172 | 152 | 137 | 114 | 150 | 156 | 124 | 95 | 110 |
| Medway | 48 | 40 | 25 | 9 | 9 | 24 | 17 | 27 | 25 | 14 | 7 |
| Southampton | 492 | 447 | 443 | 386 | 255 | 334 | 362 | 439 | 467 | 497 | 520 |
| Tyne | 302 | 323 | 367 | 375 | 296 | 396 | 481 | 486 | 441 | 432 | 398 |
| Other major ports | 31 | 27 | 23 | 21 | 19 | 21 | 16 | 13 | 15 | 32 | 20 |
| **All major ports** | **1,543** | **1,457** | **1,509** | **1,405** | **996** | **1,208** | **1,409** | **1,435** | **1,491** | **1,479** | **1,541** |

[1] Top 10 UK ports and other major ports for import/export vehicles in 2015
"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Technical Note

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**Table PORT0212**
**UK major port traffic, import/export trade motor vehicles by route, annually: 1999 - 2015** [1, 2]

Thousand vehicles

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **(a) All traffic** | | | | | | | | | | | |
| | | | | | | | | | | | |
| Belgium | 668 | 743 | 773 | 423 | 562 | 572 | 688 | 663 | 753 | 885 | 1,058 |
| China | ~ | 2 | 17 | 27 | 1 | 15 | 105 | 213 | 131 | 146 | 84 |
| France | 379 | 441 | 257 | 167 | 177 | 273 | 214 | 219 | 191 | 122 | 92 |
| Germany | 455 | 494 | 517 | 641 | 392 | 519 | 613 | 675 | 714 | 811 | 773 |
| Italy | 99 | 112 | 121 | 92 | 87 | 91 | 140 | 107 | 120 | 154 | 185 |
| Netherlands | 454 | 402 | 448 | 244 | 424 | 433 | 390 | 402 | 377 | 429 | 451 |
| Spain | 397 | 386 | 447 | 394 | 250 | 310 | 305 | 298 | 334 | 378 | 484 |
| Turkey | 44 | 81 | 93 | 50 | 29 | 54 | 138 | 107 | 134 | 136 | 196 |
| USA | 225 | 185 | 210 | 215 | 168 | 150 | 116 | 115 | 134 | 151 | 182 |
| South Korea | 91 | 102 | 107 | 332 | 118 | 112 | 73 | 92 | 78 | 117 | 117 |
| Japan | 478 | 303 | 339 | 206 | 111 | 126 | 109 | 104 | 68 | 103 | 106 |
| Other foreign routes | 500 | 512 | 563 | 669 | 358 | 482 | 406 | 434 | 598 | 515 | 522 |
| All foreign routes | 3,791 | 3,762 | 3,893 | 3,458 | 2,677 | 3,137 | 3,299 | 3,430 | 3,633 | 3,947 | 4,249 |
| All coastwise routes | 187 | 144 | 129 | 134 | 126 | 124 | 125 | 104 | 165 | 200 | 169 |
| Unspecified routes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All major ports** | **3,978** | **3,906** | **4,022** | **3,592** | **2,803** | **3,262** | **3,424** | **3,534** | **3,798** | **4,146** | **4,418** |
| **(b) Inward traffic** | | | | | | | | | | | |
| | | | | | | | | | | | |
| Belgium | 385 | 485 | 526 | 301 | 416 | 432 | 517 | 518 | 608 | 669 | 799 |
| China | 0 | 0 | 17 | 26 | ~ | 1 | 3 | ~ | ~ | ~ | 1 |
| France | 289 | 357 | 221 | 128 | 134 | 201 | 121 | 118 | 118 | 103 | 57 |
| Germany | 384 | 421 | 480 | 594 | 366 | 480 | 523 | 598 | 640 | 753 | 704 |
| Italy | ~ | 1 | 1 | ~ | ~ | ~ | 30 | 32 | 47 | 79 | 101 |
| Netherlands | 388 | 326 | 354 | 154 | 304 | 319 | 271 | 287 | 267 | 306 | 323 |
| Spain | 236 | 264 | 331 | 293 | 186 | 229 | 227 | 221 | 256 | 278 | 357 |
| Turkey | 12 | 32 | 52 | 19 | 8 | 8 | 69 | 59 | 98 | 110 | 159 |
| USA | 30 | 11 | 8 | 19 | 32 | 5 | 3 | 6 | 4 | 5 | 8 |
| South Korea | 90 | 100 | 105 | 330 | 111 | 110 | 70 | 85 | 68 | 103 | 99 |
| Japan | 447 | 282 | 289 | 180 | 105 | 116 | 98 | 82 | 52 | 82 | 83 |
| Other foreign routes | 80 | 87 | 44 | 73 | 86 | 95 | 22 | 41 | 69 | 79 | 103 |
| All foreign routes | 2,341 | 2,366 | 2,428 | 2,120 | 1,748 | 1,995 | 1,954 | 2,045 | 2,227 | 2,566 | 2,795 |
| All coastwise routes | 93 | 83 | 85 | 67 | 59 | 59 | 61 | 54 | 80 | 101 | 82 |
| Unspecified routes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All major ports** | **2,435** | **2,449** | **2,513** | **2,187** | **1,807** | **2,054** | **2,015** | **2,099** | **2,307** | **2,667** | **2,877** |
| **(c) Outward traffic** | | | | | | | | | | | |
| | | | | | | | | | | | |
| Belgium | 283 | 258 | 248 | 121 | 146 | 141 | 171 | 146 | 145 | 217 | 259 |
| China | ~ | 2 | 0 | 1 | ~ | 14 | 102 | 213 | 131 | 146 | 83 |
| France | 90 | 83 | 36 | 39 | 43 | 72 | 93 | 101 | 73 | 19 | 34 |
| Germany | 71 | 72 | 38 | 46 | 26 | 39 | 90 | 77 | 74 | 57 | 69 |
| Italy | 99 | 111 | 120 | 91 | 87 | 91 | 110 | 75 | 72 | 75 | 84 |
| Netherlands | 66 | 75 | 94 | 90 | 120 | 114 | 119 | 115 | 110 | 123 | 128 |
| Spain | 161 | 122 | 116 | 101 | 64 | 82 | 78 | 78 | 78 | 100 | 127 |
| Turkey | 32 | 50 | 42 | 31 | 21 | 46 | 69 | 48 | 36 | 26 | 36 |
| USA | 195 | 174 | 202 | 196 | 136 | 145 | 113 | 109 | 130 | 147 | 174 |
| South Korea | 1 | 1 | 2 | 2 | 7 | 2 | 3 | 7 | 10 | 13 | 19 |
| Japan | 31 | 22 | 50 | 25 | 7 | 10 | 12 | 22 | 16 | 21 | 23 |
| Other foreign routes | 419 | 425 | 519 | 596 | 272 | 387 | 384 | 393 | 529 | 436 | 419 |
| All foreign routes | 1,449 | 1,396 | 1,465 | 1,338 | 929 | 1,142 | 1,345 | 1,385 | 1,406 | 1,380 | 1,454 |
| All coastwise routes | 93 | 61 | 44 | 67 | 67 | 66 | 64 | 50 | 85 | 99 | 87 |
| Unspecified routes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All major ports** | **1,543** | **1,457** | **1,509** | **1,405** | **996** | **1,208** | **1,409** | **1,435** | **1,491** | **1,479** | **1,541** |

[1] Top 11 routes for import/export vehicles in 2015.

[2] Inwards traffic refers to traffic coming in to UK ports and outwards traffic refers to traffic going out of UK ports.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

The figures in this table are National Statistics

**Department for Transport Statistics**
**Table PORT0301**
**Key port statistics, top 30 UK ports by tonnage, annually: 2014 - 2015**

Thousand tonnes

| Rank | All port traffic | 2015 | | | | 2014 | |
|---|---|---|---|---|---|---|---|
| | | Inwards tonnage | Outwards tonnage | Total tonnage | Percent | Total tonnage | Percent |
| 1 | Grimsby & Immingham | 43,584 | 15,519 | 59,103 | 11.9 | 59,370 | 11.8 |
| 2 | London | 38,315 | 7,116 | 45,430 | 9.1 | 44,489 | 8.8 |
| 3 | Milford Haven | 26,433 | 11,251 | 37,684 | 7.6 | 34,309 | 6.8 |
| 4 | Southampton | 22,977 | 14,683 | 37,660 | 7.6 | 36,688 | 7.3 |
| 5 | Tees and Hartlepool | 14,382 | 21,466 | 35,849 | 7.2 | 39,537 | 7.9 |
| 6 | Liverpool | 23,735 | 7,521 | 31,256 | 6.3 | 30,996 | 6.2 |
| 7 | Felixstowe | 17,235 | 10,736 | 27,971 | 5.6 | 28,127 | 5.6 |
| 8 | Dover | 16,498 | 10,801 | 27,299 | 5.5 | 27,605 | 5.5 |
| 9 | Forth | 4,035 | 23,039 | 27,074 | 5.5 | 24,608 | 4.9 |
| 10 | Belfast | 10,119 | 6,581 | 16,700 | 3.4 | 16,793 | 3.3 |
| 11 | Clyde | 9,678 | 2,806 | 12,484 | 2.5 | 16,201 | 3.2 |
| 12 | Hull | 7,464 | 2,565 | 10,029 | 2.0 | 10,925 | 2.2 |
| 13 | Medway | 7,979 | 1,112 | 9,091 | 1.8 | 8,447 | 1.7 |
| 14 | Bristol | 7,211 | 1,667 | 8,877 | 1.8 | 11,421 | 2.3 |
| 15 | Rivers Hull and Humber | 8,144 | 120 | 8,264 | 1.7 | 9,986 | 2.0 |
| 16 | Port Talbot | 7,732 | 381 | 8,113 | 1.6 | 9,476 | 1.9 |
| 17 | Manchester | 2,663 | 3,865 | 6,528 | 1.3 | 7,125 | 1.4 |
| 18 | Sullom Voe | 6 | 6,114 | 6,120 | 1.2 | 7,185 | 1.4 |
| 19 | Glensanda[1] | 0 | 5,597 | 5,597 | 1.1 | 6,347 | 1.3 |
| 20 | Tyne | 3,792 | 1,203 | 4,995 | 1.0 | 6,701 | 1.3 |
| 21 | Heysham | 2,286 | 2,271 | 4,557 | 0.9 | 4,472 | 0.9 |
| 22 | Harwich | 3,044 | 1,506 | 4,550 | 0.9 | 3,888 | 0.8 |
| 23 | Holyhead | 2,214 | 2,241 | 4,455 | 0.9 | 3,663 | 0.7 |
| 24 | Aberdeen | 2,031 | 2,345 | 4,376 | 0.9 | 4,231 | 0.8 |
| 25 | Orkney | 195 | 3,750 | 3,945 | 0.8 | 1,151 | ~ |
| 26 | Portsmouth | 2,559 | 1,217 | 3,776 | 0.8 | 3,786 | 0.8 |
| 27 | Warrenpoint | 1,501 | 1,418 | 2,920 | 0.6 | 2,866 | 0.6 |
| 28 | Newport | 1,517 | 1,055 | 2,571 | 0.5 | 2,617 | 0.5 |
| 29 | Larne | 1,378 | 1,181 | 2,559 | 0.5 | 2,378 | ~ |
| 30 | Cairnryan | 1,179 | 1,370 | 2,548 | 0.5 | 2,368 | ~ |
| | All above ports | **289,883** | **172,498** | **462,381** | **93.1** | **467,756** | **93.0** |
| | All major ports | **306,925** | **178,804** | **485,729** | **97.8** | **491,856** | **97.8** |
| | All minor ports | **7,247** | **3,731** | **10,978** | **2.2** | **11,315** | **2.2** |
| | **All UK ports** | **314,172** | **182,535** | **496,708** | **100.0** | **503,171** | **100.0** |

1 Port is a granite quarry, used only for exporting

The figures in this table are National Statistics

**Department for Transport Statistics**

**Table PORT0302**
**Key port statistics, top 30 UK major ports by all main freight units[1] and trade vehicles, annually: 2014 - 2015**

Thousand units

| Rank | All port traffic | 2015 | | | | 2014 | |
|---|---|---|---|---|---|---|---|
| | | Inwards units | Outwards units | Total units | Percentage | Total units | Percentage |
| 1 | Felixstowe | 1,342 | 1,287 | 2,629 | 14.7 | 2,641 | 15.5 |
| 2 | Dover | 1,255 | 1,356 | 2,611 | 14.6 | 2,458 | 14.5 |
| 3 | Southampton | 971 | 1,100 | 2,071 | 11.6 | 1,917 | 11.3 |
| 4 | Grimsby & Immingham | 1,351 | 686 | 2,037 | 11.4 | 1,867 | 11.0 |
| 5 | London | 1,111 | 715 | 1,826 | 10.2 | 1,698 | 10.0 |
| 6 | Liverpool | 470 | 518 | 988 | 5.5 | 982 | 5.8 |
| 7 | Bristol | 501 | 189 | 690 | 3.9 | 540 | 3.2 |
| 8 | Belfast | 352 | 320 | 672 | 3.8 | 669 | 3.9 |
| 9 | Tyne | 245 | 426 | 670 | 3.8 | 710 | 4.2 |
| 10 | Medway | 417 | 51 | 468 | 2.6 | 486 | 2.9 |
| 11 | Holyhead | 190 | 204 | 394 | 2.2 | 361 | 2.1 |
| 12 | Harwich | 196 | 173 | 369 | 2.1 | 328 | 1.9 |
| 13 | Hull | 159 | 154 | 314 | 1.8 | 317 | 1.9 |
| 14 | Tees and Hartlepool | 157 | 155 | 312 | 1.8 | 284 | 1.7 |
| 15 | Heysham | 140 | 156 | 296 | 1.7 | 285 | 1.7 |
| 16 | Portsmouth | 140 | 135 | 276 | 1.5 | 268 | 1.6 |
| 17 | Larne | 103 | 90 | 193 | 1.1 | 184 | 1.1 |
| 18 | Cairnryan | 90 | 102 | 192 | 1.1 | 183 | 1.1 |
| 19 | Loch Ryan | 95 | 97 | 192 | 1.1 | 184 | 1.1 |
| 20 | Forth | 105 | 80 | 185 | 1.0 | 191 | 1.1 |
| 21 | Warrenpoint | 63 | 57 | 120 | 0.7 | 118 | 0.7 |
| 22 | Milford Haven | 36 | 30 | 66 | 0.4 | 64 | 0.4 |
| 23 | Aberdeen | 29 | 33 | 61 | 0.3 | 62 | 0.4 |
| 24 | Clyde | 26 | 28 | 54 | 0.3 | 52 | 0.3 |
| 25 | Newhaven | 29 | 22 | 51 | 0.3 | 37 | 0.2 |
| 26 | Fishguard | 19 | 15 | 34 | 0.2 | 35 | 0.2 |
| 27 | Orkney | 15 | 15 | 30 | 0.2 | 28 | 0.2 |
| 28 | Poole | 13 | 7 | 20 | 0.1 | 17 | 0.1 |
| 29 | Cardiff | 6 | 6 | 13 | 0.1 | 14 | 0.1 |
| 30 | Plymouth | 4 | 4 | 8 | 0.0 | 7 | 0.0 |
| | All above ports | 9,629 | 8,212 | 17,841 | 100.0 | 16,986 | 100.0 |
| | **All UK ports** | **9,629** | **8,212** | **17,841** | **100.0** | **16,986** | **100** |

1 Includes containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

The figures in this table are National Statistics

# Department for Transport Statistics

Port Freight Statistics

## PORT0303
## Key port statistics, top 10 ports for each bulk or commodity type, annually: 2015

| (a) Liquefied gas | Thousand tonnes | Percent | (b) Crude oil | Thousand tonnes | Percent | (c) Oil Products | Thousand tonnes | Percent |
|---|---|---|---|---|---|---|---|---|
| Milford Haven | 9,593 | 63.0 | Forth | 15,442 | 17.0 | Milford Haven | 16,505 | 21.2 |
| Forth | 1,898 | 12.5 | Tees and Hartlepool | 13,442 | 14.8 | Grimsby & Immingham | 12,439 | 16.0 |
| Tees and Hartlepool | 1,307 | 8.6 | Southampton | 12,962 | 14.3 | London | 10,803 | 13.9 |
| Medway | 1,155 | 7.6 | Milford Haven | 10,570 | 11.7 | Southampton | 9,557 | 12.3 |
| Grimsby & Immingham | 412 | 2.7 | Liverpool | 8,789 | 9.7 | Forth | 5,728 | 7.3 |
| Southampton | 332 | 2.2 | Grimsby & Immingham | 7,675 | 8.5 | Manchester | 4,055 | 5.2 |
| Hull | 199 | 1.3 | Rivers Hull and Humber | 7,523 | 8.3 | Tees and Hartlepool | 3,897 | 5.0 |
| London | 137 | 0.9 | Sullom Voe | 6,108 | 6.7 | Clyde | 2,245 | 2.9 |
| Manchester | 123 | 0.8 | Clyde | 4,484 | 4.9 | Belfast | 2,053 | 2.6 |
| Belfast | 62 | 0.4 | Orkney | 3,657 | 4.0 | Bristol | 1,894 | 2.4 |
| **All above ports** | **15,218** | **100.0** | **All above ports** | **90,652** | **99.9** | **All above ports** | **69,176** | **88.7** |
| **All major UK ports** | **15,218** | **100** | **All major UK ports** | **90,718** | **100** | **All major UK ports** | **77,953** | **100** |

| (d) Coal | Thousand tonnes | Percent | (e) Ores | Thousand tonnes | Percent | (f) Agricultural products | Thousand tonnes | Percent |
|---|---|---|---|---|---|---|---|---|
| Grimsby & Immingham | 9,343 | 36.9 | Port Talbot | 5,423 | 30.6 | Belfast | 1,970 | 14.9 |
| Clyde | 3,603 | 14.2 | Grimsby & Immingham | 4,172 | 23.5 | Liverpool | 1,821 | 13.8 |
| Tees and Hartlepool | 2,573 | 10.2 | Tees and Hartlepool | 3,041 | 17.2 | London | 1,720 | 13.0 |
| Port Talbot | 2,303 | 9.1 | Liverpool | 1,384 | 7.8 | Bristol | 1,197 | 9.0 |
| Belfast | 2,171 | 8.6 | London | 1,157 | 6.5 | Ipswich | 1,147 | 8.7 |
| Bristol | 1,511 | 6.0 | Bristol | 570 | 3.2 | Grimsby & Immingham | 1,030 | 7.8 |
| Tyne | 1,399 | 5.5 | Southampton | 417 | 2.4 | Southampton | 531 | 4.0 |
| Kilroot Power Station Jetty | 836 | 3.3 | Clyde | 297 | 1.7 | Rivers Hull and Humber | 425 | 3.2 |
| Liverpool | 407 | 1.6 | Newport | 279 | 1.6 | Forth | 400 | 3.0 |
| Londonderry | 401 | 1.6 | Tyne | 215 | 1.2 | Londonderry | 357 | 2.7 |
| **All above ports** | **24,545** | **96.9** | **All above ports** | **16,954** | **95.7** | **All above ports** | **10,598** | **80.0** |
| **All major UK ports** | **25,342** | **100** | **All major UK ports** | **17,720** | **100** | **All major UK ports** | **13,242** | **100** |

| (g) Other dry bulk[1] | Thousand tonnes | Percent | (h) Forestry products | Thousand tonnes | Percent | (i) Iron and steel products | Thousand tonnes | Percent |
|---|---|---|---|---|---|---|---|---|
| London | 11,073 | 23.2 | Medway | 1,331 | 22.7 | Tees and Hartlepool | 2,474 | 28.0 |
| Glensanda | 5,597 | 11.7 | London | 1,055 | 18.0 | Newport | 1,438 | 16.2 |
| Grimsby & Immingham | 4,586 | 9.6 | Hull | 981 | 16.7 | River Trent | 628 | 7.1 |
| Medway | 3,025 | 6.3 | Shoreham | 293 | 5.0 | Liverpool | 618 | 7.0 |
| Liverpool | 2,825 | 5.9 | Liverpool | 237 | 4.0 | Goole | 551 | 6.2 |
| Belfast | 2,460 | 5.2 | Rivers Hull and Humber | 233 | 4.0 | Boston | 449 | 5.1 |
| Hull | 2,027 | 4.2 | Goole | 193 | 3.3 | Hull | 400 | 4.5 |
| Tees & Hartlepool | 1,917 | 4.0 | Boston | 162 | 2.8 | Grimsby & Immingham | 388 | 4.4 |
| Tyne | 1,754 | 3.7 | Grimsby & Immingham | 161 | 2.7 | Medway | 387 | 4.4 |
| Bristol | 1,526 | 3.2 | Sunderland | 150 | 2.6 | Cardiff | 234 | 2.6 |
| **All above ports** | **36,790** | **77.0** | **All above ports** | **4,796** | **81.8** | **All above ports** | **7,566** | **85.5** |
| **All major UK ports** | **47,761** | **100** | **All major UK ports** | **5,861** | **100** | **All major UK ports** | **8,848** | **100** |

1. Other dry bulk includes biomass.
Information on methodology and quality can be found in  he Technical Note:
Technical Note

# UK ports by traffic*, 2015



59.1 million tonnes
(Grimbsy & Immingham)

2.2 million tonnes
(Loch Ryan)

• Port Locations

Outward | Inward

Sullom Voe

Orkney

Aberdeen

Glensanda

Clyde

Forth

Larne

Belfast

Cairnryan

Loch Ryan

Warrenpoint

Tyne

Tees & Hartlepool

Heysham

Hull

Liverpool

Grimsby & Immingham

Holyhead

Manchester

Rivers Hull & Humber

Ipswich

Felixstowe

Milford Haven

Port Talbot

Newport

Bristol

London

Harwich

Medway

Dover

Plymouth

Southampton

Portsmouth

**Other UK Ports
(not marked on Map)**

Minor Ports

Other Major Ports
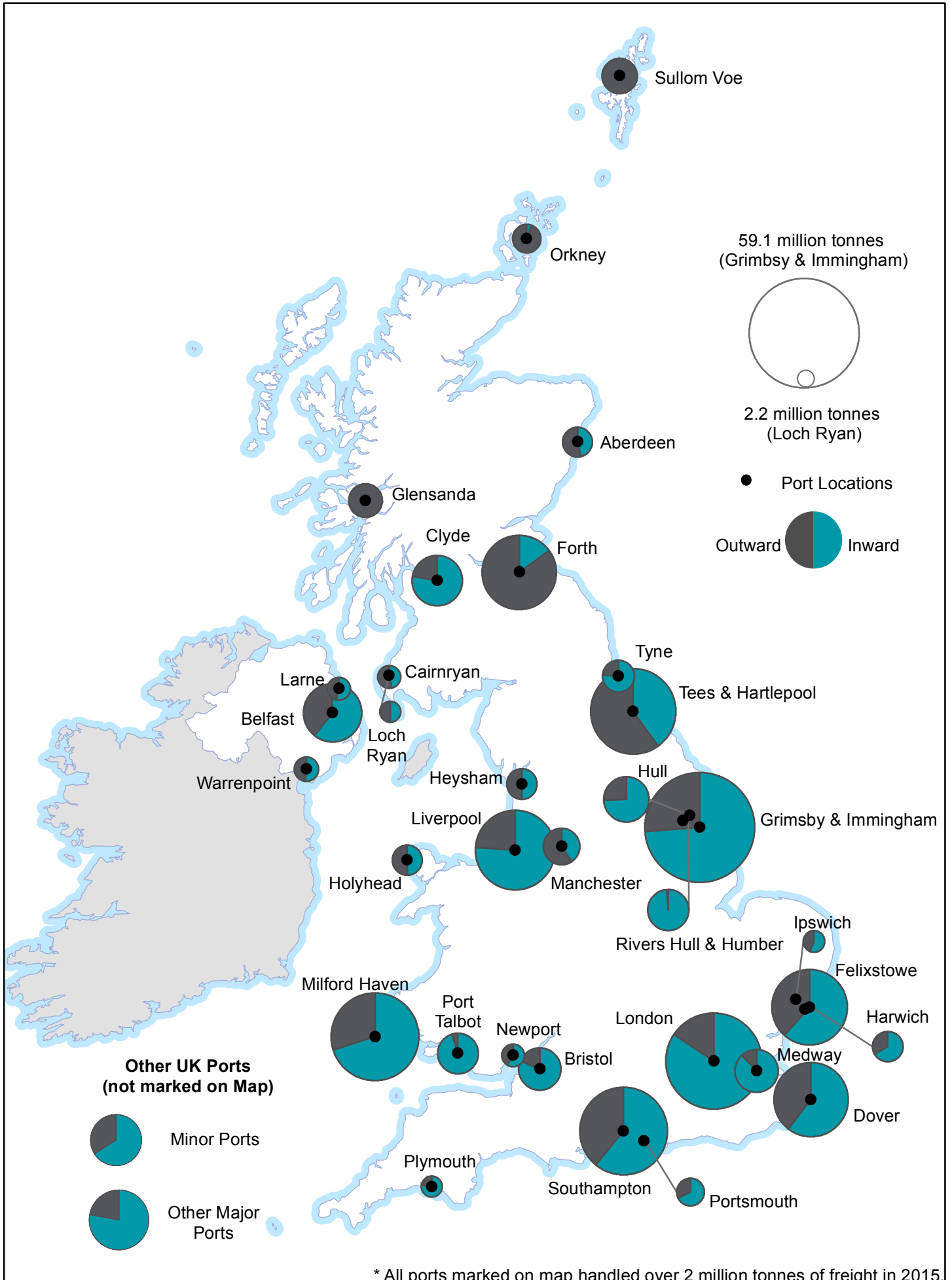
* All ports marked on map handled over 2 million tonnes of freight in 2015.

# UK ports by cargo*, 2015

Sullom Voe

Orkney

59.1 million tonnes
(Grimbsy & Immingham)

2.2 million tonnes
(Loch Ryan)

● Port Locations

Aberdeen

Glensanda

Clyde

Forth

Lo-Lo      Liquid bulk

Ro-Ro      Dry bulk &
           other general
           cargo

Larne

Belfast

Cairnryan

Loch Ryan

Tyne

Tees & Hartlepool

Warrenpoint

Heysham

Hull

Grimsby & Immingham

Holyhead

Liverpool

Manchester

Rivers Hull & Humber

Ipswich

Milford Haven

Port
Talbot

Newport

Bristol

London

Felixstowe

Medway

Harwich

Dover

**Other UK Ports
(not marked on Map)**

○   **Minor Ports****

Southampton

Portsmouth

Plymouth

**Other Major
Ports**

*\* All ports marked on map handled over 2 million tonnes of freight in 2015.*

*\*\*Information on tonnage by cargo is not available for minor ports.*

**Department for Transport Statistics**

Port Freight Statistics

**PORT0401**

**Aberdeen port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 132 | 0 | 132 | 861 | 395 | 1,256 | 1,388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 78 | 0 | 78 | 165 | 667 | 832 | 910 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 210 | 0 | 210 | 1,026 | 1,062 | 2,088 | 2,298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ores | 4 | 146 | 151 | 1 | 0 | 1 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 5 | 64 | 69 | 0 | 17 | 17 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 56 | 0 | 56 | 103 | 57 | 160 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 66 | 211 | 277 | 104 | 74 | 178 | 455 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bulk fuels | 132 | 0 | 132 | 861 | 395 | 1,256 | 1,388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 144 | 211 | 355 | 269 | 741 | 1,010 | 1,365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 276 | 211 | 487 | 1,131 | 1,136 | 2,266 | 2,753 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Forestry products | ~ | 7 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 48 | 64 | 111 | ~ | ~ | ~ | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 45 | 117 | 162 | 388 | 546 | 934 | 1,096 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 92 | 188 | 281 | 388 | 546 | 934 | 1,215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20' containers | 3 | 4 | 7 | 16 | 109 | 125 | 132 | 1 | 1 | 1 | 15 | 14 | 29 | 30 |
| 40' containers | 3 | 2 | 5 | ~ | ~ | ~ | 5 | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 6 | 6 | 12 | 16 | 109 | 125 | 138 | 1 | 1 | 1 | 15 | 14 | 29 | 30 |
| Roll-on/roll-off (self-propelled) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Road goods vehicles and trailers | ~ | ~ | ~ | 2 | 5 | 7 | 7 | ~ | ~ | ~ | 1 | 1 | 3 | 3 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 23 | 45 | 45 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Import/export motor vehicles | ~ | 0 | ~ | 1 | 3 | 4 | 4 | ~ | 0 | ~ | 1 | 3 | 4 | 4 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | ~ | ~ | ~ | 3 | 8 | 11 | 11 | ~ | ~ | ~ | 23 | 28 | 52 | 52 |
| Roll-on/roll-off (non self-propelled) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unaccompanied road goods trailers | 7 | 10 | 17 | 95 | 132 | 227 | 244 | ~ | 1 | 1 | 8 | 10 | 19 | 20 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 1 | ~ | 1 | 15 | ~ | 15 | 15 | ~ | ~ | ~ | 2 | 2 | 4 | 4 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 8 | 10 | 18 | 110 | 132 | 241 | 259 | 1 | 1 | 1 | 10 | 13 | 23 | 24 |
| **All traffic** | **382** | **415** | **797** | **1,648** | **1,930** | **3,579** | **4,376** | **2** | **1** | **3** | **49** | **55** | **103** | **106** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required:

Port level data (tonnage)

Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0402**
**Belfast port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 9 | 0 | 9 | 53 | 0 | 53 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 130 | 0 | 130 | 1,924 | 0 | 1,924 | 2,053 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 109 | 0 | 109 | 30 | 0 | 30 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 248 | 0 | 248 | 2,007 | 0 | 2,007 | 2,255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 1,213 | 108 | 1,322 | 5 | 844 | 849 | 2,171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 1,650 | 2 | 1,652 | 309 | 9 | 318 | 1,970 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 507 | 341 | 849 | 39 | 1,571 | 1,611 | 2,460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 3,371 | 452 | 3,823 | 353 | 2,425 | 2,777 | 6,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 1,352 | 108 | 1,460 | 1,982 | 844 | 2,826 | 4,286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 2,267 | 344 | 2,610 | 378 | 1,580 | 1,958 | 4,569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 3,618 | 452 | 4,071 | 2,360 | 2,425 | 4,785 | 8,855 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 31 | 1 | 32 | 1 | 1 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 71 | ~ | 72 | 53 | 0 | 53 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 102 | 105 | 207 | 2 | 9 | 11 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 204 | 107 | 311 | 56 | 10 | 66 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 312 | 95 | 406 | 70 | 20 | 90 | 496 | 17 | 16 | 32 | 5 | 4 | 9 | 41 |
| 40' containers | 219 | 326 | 545 | 85 | 137 | 222 | 767 | 18 | 19 | 37 | 9 | 9 | 18 | 55 |
| Containers >20' & <40' | 51 | 1 | 52 | 2 | ~ | 2 | 54 | 2 | 2 | 4 | ~ | 1 | 1 | 4 |
| Containers >40' | 178 | 99 | 277 | 10 | 2 | 11 | 289 | 11 | 10 | 21 | 1 | ~ | 1 | 22 |
| All container traffic | 760 | 522 | 1,281 | 166 | 159 | 326 | 1,607 | 47 | 47 | 94 | 15 | 14 | 29 | 123 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and tra lers | 0 | 0 | 0 | 899 | 922 | 1,821 | 1,821 | 0 | 0 | 0 | 77 | 76 | 154 | 154 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | ~ | 144 | 136 | 280 | 281 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 21 | 21 |
| Import/export motor vehicles | 0 | 0 | 0 | 170 | 116 | 286 | 286 | 0 | 0 | 0 | 63 | 21 | 85 | 85 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 1,069 | 1,038 | 2,106 | 2,106 | ~ | 0 | ~ | 295 | 244 | 539 | 540 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 1,885 | 1,866 | 3,751 | 3,751 | 0 | 0 | 0 | 150 | 161 | 311 | 311 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 2 | 2 | 3 | 3 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 1,887 | 1,868 | 3,755 | 3,755 | 0 | 0 | 0 | 151 | 163 | 314 | 314 |
| **All traffic** | **4,582** | **1,080** | **5,663** | **5,537** | **5,500** | **11,038** | **16,700** | **48** | **47** | **94** | **461** | **421** | **882** | **977** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0403**
**Boston port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | **Tonnage** | | | | | | | **Units** | | | | | | |
|  | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 11 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 11 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ores | 0 | 18 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 89 | 89 | 0 | 21 | 21 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 33 | 0 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 33 | 107 | 140 | 0 | 21 | 21 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 44 | 107 | 151 | 0 | 21 | 21 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 44 | 107 | 151 | 0 | 21 | 21 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Forestry products | 160 | 0 | 160 | 2 | 0 | 2 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 449 | ~ | 449 | 0 | 0 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 3 | 66 | 69 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 613 | 66 | 679 | 2 | 0 | 2 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-propelled)** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 656 | 173 | 830 | 2 | 21 | 23 | 852 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0404**
**Bristol port traffic, annually 2015**

| | Tonnage — Thousand tonnes | | | | | | | Units — Thousand units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 1,332 | 0 | 1,332 | 562 | 0 | 562 | 1,894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 172 | 0 | 172 | 9 | 0 | 9 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 1,504 | 0 | 1,504 | 571 | 0 | 571 | 2,075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 543 | 543 | 27 | 0 | 27 | 570 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 1,511 | 0 | 1,511 | 0 | 0 | 0 | 1,511 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 598 | 542 | 1,139 | 4 | 53 | 57 | 1,197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 555 | 72 | 627 | 899 | 0 | 899 | 1,526 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2,664 | 1,156 | 3,821 | 930 | 53 | 983 | 4,804 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 2,843 | 0 | 2,843 | 562 | 0 | 562 | 3,405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 1,325 | 1,156 | 2,482 | 939 | 53 | 992 | 3,474 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 4,168 | 1,156 | 5,325 | 1,502 | 53 | 1,554 | 6,879 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 57 | 0 | 57 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 86 | 0 | 86 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 1 | ~ | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 144 | ~ | 145 | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 172 | 65 | 237 | 0 | 0 | 0 | 237 | 7 | 6 | 13 | 0 | 0 | 0 | 13 |
| 40' containers | 208 | 48 | 256 | 118 | 5 | 123 | 379 | 10 | 8 | 18 | 6 | 5 | 11 | 30 |
| Containers >20' & <40' | 11 | 0 | 11 | 0 | 0 | 0 | 11 | ~ | ~ | 1 | 0 | 0 | 0 | 1 |
| Containers >40' | 13 | 7 | 20 | 110 | 57 | 167 | 187 | 1 | 1 | 1 | 5 | 5 | 10 | 11 |
| All container traffic | 403 | 120 | 524 | 228 | 62 | 290 | 814 | 18 | 15 | 33 | 11 | 10 | 21 | 55 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 683 | 244 | 928 | 0 | ~ | ~ | 928 | 469 | 163 | 632 | 0 | ~ | ~ | 632 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 683 | 244 | 928 | 0 | ~ | ~ | 928 | 469 | 163 | 632 | 0 | ~ | ~ | 632 |
| **Roll-on/roll-off (non self-propelled)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port trailers, and barges | 82 | 30 | 112 | 0 | 0 | 0 | 112 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 82 | 30 | 113 | 0 | 0 | 0 | 113 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| **All traffic** | 5,481 | 1,551 | 7,033 | 1,729 | 115 | 1,844 | 8,877 | 490 | 179 | 669 | 11 | 10 | 21 | 690 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

**PORT0405**
**Cairnryan port traffic, annually 2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 644 | 822 | 1,466 | 1,466 | 0 | 0 | 0 | 56 | 66 | 122 | 122 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 61 | 119 | 119 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 |
| Import/export motor vehicles | 0 | 0 | 0 | ~ | ~ | 1 | 1 | 0 | 0 | 0 | ~ | ~ | 1 | 1 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 644 | 823 | 1,467 | 1,467 | 0 | 0 | 0 | 115 | 130 | 245 | 245 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 535 | 546 | 1,081 | 1,081 | 0 | 0 | 0 | 34 | 35 | 69 | 69 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | ~ | 1 | 1 | 1 | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 535 | 547 | 1,082 | 1,082 | 0 | 0 | 0 | 34 | 36 | 69 | 69 |
| **All traffic** | **0** | **0** | **0** | **1,179** | **1,370** | **2,548** | **2,548** | **0** | **0** | **0** | **149** | **165** | **314** | **314** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics
Last updated: 21 September 2016
Next update: September 2017

**Department for Transport Statistics**
Port Freight Statistics
**PORT0406**
**Cardiff port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 228 | 0 | 228 | 814 | 0 | 814 | 1,042 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 33 | 0 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 261 | 0 | 261 | 814 | 0 | 814 | 1,075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 3 | 17 | 20 | 7 | 0 | 7 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 26 | 28 | 54 | 224 | 16 | 240 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 29 | 45 | 74 | 231 | 16 | 247 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 228 | 0 | 228 | 814 | 0 | 814 | 1,042 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 62 | 45 | 107 | 231 | 16 | 247 | 354 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 290 | 45 | 336 | 1,045 | 16 | 1,060 | 1,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 23 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 103 | 105 | 208 | 0 | 26 | 26 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Al other general cargo traffic | 126 | 105 | 231 | 0 | 26 | 26 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 33 | 8 | 40 | ~ | 68 | 68 | 109 | 2 | 1 | 3 | 3 | 3 | 6 | 9 |
| 40' containers | 5 | 2 | 7 | ~ | 3 | 3 | 10 | ~ | ~ | 1 | ~ | ~ | ~ | 1 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Containers >40' | 0 | 15 | 15 | ~ | 4 | 4 | 19 | 1 | 1 | 2 | ~ | ~ | ~ | 2 |
| Al container traffic | 37 | 25 | 62 | 1 | 75 | 76 | 138 | 3 | 3 | 6 | 3 | 3 | 7 | 13 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 454 | 175 | 629 | 1,045 | 117 | 1,162 | 1,791 | 3 | 3 | 6 | 3 | 3 | 7 | 13 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0407**
**Clyde port traffic, annually 2015**

Thousand tonnes | | | | | | | | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 4,054 | 0 | 4,054 | 431 | 0 | 431 | 4,484 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 541 | 807 | 1,348 | 16 | 881 | 897 | 2,245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 4,594 | 807 | 5,402 | 447 | 881 | 1,327 | 6,729 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 237 | 237 | 0 | 60 | 60 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 3,374 | 0 | 3,374 | 0 | 229 | 229 | 3,603 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 330 | 0 | 330 | 0 | 0 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 385 | 0 | 385 | 284 | 0 | 284 | 669 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 4,089 | 237 | 4,325 | 284 | 289 | 573 | 4,899 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 7,968 | 807 | 8,775 | 447 | 1,110 | 1,557 | 10,332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 715 | 237 | 952 | 284 | 60 | 344 | 1,296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 8,683 | 1,044 | 9,727 | 730 | 1,170 | 1,901 | 11,628 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 104 | 34 | 138 | 8 | 0 | 8 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 3 | 0 | 3 | ~ | 0 | ~ | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 26 | 48 | 74 | 0 | ~ | ~ | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 133 | 82 | 215 | 8 | ~ | 8 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 9 | 117 | 126 | 7 | 16 | 23 | 149 | 6 | 7 | 13 | 3 | 1 | 4 | 18 |
| 40' containers | 73 | 212 | 284 | 8 | 142 | 151 | 435 | 9 | 10 | 19 | 5 | 8 | 13 | 32 |
| Containers >20' & <40' | 1 | 12 | 13 | ~ | 0 | ~ | 13 | 1 | ~ | 1 | ~ | 0 | ~ | 1 |
| Containers >40' | 25 | 11 | 37 | ~ | ~ | ~ | 37 | 2 | 2 | 3 | ~ | ~ | ~ | 3 |
| All container traffic | 108 | 352 | 459 | 16 | 158 | 174 | 634 | 18 | 19 | 36 | 8 | 9 | 18 | 54 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **8,924** | **1,478** | **10,402** | **754** | **1,329** | **2,082** | **12,484** | **18** | **19** | **36** | **8** | **9** | **18** | **54** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0408**
**Cromarty Firth port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 66 | 66 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 15 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 8 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 8 | 0 | 8 | 15 | 66 | 80 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 18 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 47 | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 35 | 0 | 35 | 3 | 0 | 3 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 88 | 18 | 106 | 3 | 0 | 3 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 6 | 0 | 6 | 15 | 66 | 80 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 90 | 18 | 108 | 3 | 0 | 3 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 96 | 18 | 114 | 17 | 66 | 83 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 27 | 3 | 30 | 4 | 30 | 34 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 27 | 3 | 30 | 4 | 30 | 34 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 123 | 21 | 145 | 22 | 96 | 117 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0409**
**Dover port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 214 | 1 | 215 | 0 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 214 | 1 | 215 | 0 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 15,843 | 10,707 | 26,550 | 0 | 0 | 0 | 26,550 | 1,231 | 1,334 | 2,565 | 0 | 0 | 0 | 2,565 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,134 | 1,122 | 2,256 | 0 | 0 | 0 | 2,256 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 48 | 97 | 0 | 0 | 0 | 97 |
| Import/export motor vehicles | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | ~ | ~ | 0 | 0 | 0 | ~ | 0 | ~ | ~ | 0 | 0 | 0 | ~ |
| All ro-ro self-propelled traffic | 15,844 | 10,707 | 26,551 | 0 | 0 | 0 | 26,551 | 2,415 | 2,504 | 4,920 | 0 | 0 | 0 | 4,920 |
| **Roll-on/roll-off (non self-propelled)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 432 | 68 | 500 | 0 | 0 | 0 | 500 | 24 | 22 | 45 | 0 | 0 | 0 | 45 |
| Unaccompanied caravans, agricultural and industrial vehicles | 8 | 11 | 19 | 0 | 0 | 0 | 19 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 440 | 80 | 519 | 0 | 0 | 0 | 519 | 28 | 25 | 53 | 0 | 0 | 0 | 53 |
| **All traffic** | **16,498** | **10,801** | **27,299** | **0** | **0** | **0** | **27,299** | **2,443** | **2,529** | **4,972** | **0** | **0** | **0** | **4,972** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**
Port Freight Statistics
**PORT0410**
**Dundee port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 147 | 0 | 147 | 2 | 0 | 2 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 8 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 155 | 0 | 155 | 2 | 0 | 2 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 26 | 23 | 49 | 9 | 8 | 17 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 225 | 8 | 233 | 11 | 0 | 11 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 251 | 31 | 282 | 20 | 8 | 28 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 147 | 0 | 147 | 2 | 0 | 2 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 259 | 31 | 290 | 20 | 8 | 28 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 406 | 31 | 437 | 22 | 8 | 30 | 467 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 36 | 0 | 36 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 3 | 6 | 9 | 1 | 2 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 39 | 6 | 45 | 1 | 2 | 3 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **445** | **37** | **481** | **23** | **10** | **34** | **515** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0411**
**Felixstowe port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 68 | 0 | 68 | 0 | 2 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 68 | 0 | 68 | 0 | 2 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 68 | 0 | 68 | 0 | 2 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 68 | 0 | 68 | 0 | 2 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 3 | 3 | 6 | ~ | 0 | ~ | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 3 | 3 | 6 | ~ | 0 | ~ | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 5,498 | 3,142 | 8,640 | 72 | 86 | 158 | 8,797 | 387 | 357 | 745 | 4 | 10 | 14 | 759 |
| 40' containers | 9,149 | 5,975 | 15,125 | 188 | 314 | 502 | 15,626 | 803 | 759 | 1,563 | 11 | 29 | 41 | 1,603 |
| Containers >20' & <40' | ~ | 1 | 1 | 1 | 0 | 1 | 1 | ~ | ~ | ~ | ~ | 0 | ~ | ~ |
| Containers >40' | 227 | 22 | 248 | 9 | 1 | 10 | 258 | 17 | 17 | 34 | 1 | ~ | 1 | 34 |
| A l container traffic | 14,874 | 9,140 | 24,014 | 269 | 401 | 670 | 24,683 | 1,207 | 1,134 | 2,341 | 16 | 39 | 56 | 2,397 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 86 | 58 | 145 | 0 | 0 | 0 | 145 | 4 | 4 | 8 | 0 | 0 | 0 | 8 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 13 | ~ | 13 | 0 | 0 | 0 | 13 | 1 | ~ | 2 | 0 | 0 | 0 | 2 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 99 | 58 | 158 | 0 | 0 | 0 | 158 | 6 | 4 | 10 | 0 | 0 | 0 | 10 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 1,921 | 1,132 | 3,053 | 0 | 0 | 0 | 3,053 | 113 | 109 | 222 | 0 | 0 | 0 | 222 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 1,921 | 1,132 | 3,053 | 0 | 0 | 0 | 3,053 | 113 | 109 | 222 | 0 | 0 | 0 | 222 |
| **All traffic** | 16,966 | 10,333 | 27,299 | 269 | 403 | 672 | 27,971 | 1,326 | 1,247 | 2,573 | 16 | 39 | 56 | 2,629 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0412**
**Fishguard port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 161 | 88 | 250 | 0 | 0 | 0 | 250 | 13 | 9 | 21 | 0 | 0 | 0 | 21 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 47 | 92 | 0 | 0 | 0 | 92 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Import/export motor vehicles | 2 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 163 | 90 | 253 | 0 | 0 | 0 | 253 | 59 | 58 | 117 | 0 | 0 | 0 | 117 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 65 | 49 | 114 | 0 | 0 | 0 | 114 | 5 | 5 | 10 | 0 | 0 | 0 | 10 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 65 | 49 | 114 | 0 | 0 | 0 | 114 | 5 | 5 | 10 | 0 | 0 | 0 | 10 |
| **All traffic** | **228** | **139** | **367** | **10** | **0** | **10** | **378** | **64** | **63** | **127** | **0** | **0** | **0** | **127** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0413**

**Fleetwood port traffic, annually 2015[1]**

Thousand tonnes | Thousand units (right side)

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-propelled)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

1 Fleetwood port closed down in 2011.

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0414**

**Forth port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 43 | 1,448 | 1,491 | 21 | 386 | 407 | 1,898 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 12,944 | 12,944 | 0 | 2,498 | 2,498 | 15,442 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 1,532 | 3,485 | 5,017 | 160 | 551 | 711 | 5,728 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 114 | 0 | 114 | 2 | 0 | 2 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 1,689 | 17,877 | 19,566 | 182 | 3,435 | 3,617 | 23,183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 22 | 0 | 22 | 0 | 15 | 15 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 14 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 295 | 17 | 312 | 71 | 16 | 88 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 245 | 116 | 361 | 143 | 3 | 146 | 507 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 577 | 134 | 710 | 214 | 34 | 248 | 958 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 1,589 | 17,877 | 19,466 | 181 | 3,435 | 3,616 | 23,081 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 677 | 134 | 810 | 216 | 34 | 250 | 1,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 2,266 | 18,010 | 20,276 | 396 | 3,469 | 3,866 | 24,141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 40 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 151 | 73 | 225 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 7 | 4 | 10 | 3 | 12 | 15 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 198 | 77 | 275 | 3 | 12 | 15 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 175 | 259 | 434 | 32 | 23 | 55 | 489 | 13 | 16 | 29 | 9 | 1 | 11 | 40 |
| 40' containers | 385 | 590 | 975 | 78 | 109 | 187 | 1,162 | 24 | 30 | 54 | 16 | 5 | 22 | 76 |
| Containers >20' & <40' | 14 | 113 | 127 | ~ | 1 | 1 | 127 | 1 | 4 | 5 | 2 | ~ | 2 | 7 |
| Containers >40' | 159 | 171 | 330 | 3 | 6 | 9 | 339 | 7 | 9 | 16 | 2 | ~ | 2 | 18 |
| All container traffic | 733 | 1,133 | 1,866 | 113 | 138 | 251 | 2,117 | 46 | 59 | 105 | 30 | 7 | 37 | 142 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 3 | 3 | 6 | 0 | 0 | 0 | 6 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 20 | ~ | 21 | 0 | 0 | 0 | 21 | 16 | ~ | 16 | 0 | 0 | 0 | 16 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 23 | 3 | 27 | 0 | 0 | 0 | 27 | 16 | ~ | 16 | 0 | 0 | 0 | 16 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 49 | 40 | 90 | 0 | 0 | 0 | 90 | 2 | 3 | 5 | 0 | 0 | 0 | 5 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 0 | ~ | 0 | 0 | 0 | ~ | ~ | 0 | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 253 | 156 | 409 | 0 | 0 | 0 | 409 | 11 | 11 | 22 | 0 | 0 | 0 | 22 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 303 | 196 | 499 | 0 | 0 | 0 | 499 | 14 | 14 | 27 | 0 | 0 | 0 | 27 |
| **All traffic** | 3,523 | 19,419 | 22,942 | 513 | 3,619 | 4,132 | 27,074 | 75 | 73 | 149 | 30 | 7 | 37 | 185 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0415**
**Fowey port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | **Foreign  traffic** | | | **Domestic traffic** | | | | **Foreign  traffic** | | | **Domestic traffic** | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other  iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 3 | 498 | 501 | 8 | 3 | 12 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 3 | 498 | 501 | 8 | 3 | 12 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 3 | 498 | 501 | 8 | 3 | 12 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 3 | 498 | 501 | 8 | 3 | 12 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **3** | **498** | **501** | **8** | **3** | **12** | **513** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0416**

**Glensanda port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 3,545 | 3,545 | 0 | 2,052 | 2,052 | 5,597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 3,545 | 3,545 | 0 | 2,052 | 2,052 | 5,597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 3,545 | 3,545 | 0 | 2,052 | 2,052 | 5,597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 3,545 | 3,545 | 0 | 2,052 | 2,052 | 5,597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **0** | **3,545** | **3,545** | **0** | **2,052** | **2,052** | **5,597** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0417**
**Goole port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | **Tonnage** | | | | | | | **Units** | | | | | | |
|  | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 22 | 0 | 22 | 18 | 0 | 18 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 22 | 0 | 22 | 18 | 0 | 18 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 318 | 5 | 322 | 1 | 1 | 1 | 324 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 341 | 5 | 346 | 1 | 1 | 1 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 363 | 5 | 368 | 18 | 1 | 19 | 386 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 363 | 5 | 368 | 18 | 1 | 19 | 386 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 193 | 0 | 193 | 0 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 424 | 113 | 537 | 0 | 14 | 14 | 551 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 181 | 17 | 198 | 0 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 798 | 129 | 927 | 0 | 14 | 14 | 941 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 1,161 | 134 | 1,295 | 18 | 14 | 33 | 1,327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0418**
**Great Yarmouth port traffic, annually  2015**

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 4 | 0 | 4 | 81 | 0 | 81 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 16 | 0 | 16 | ~ | 95 | 95 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 19 | 0 | 19 | 81 | 95 | 176 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 4 | 4 | 0 | 15 | 15 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 19 | 172 | 191 | 0 | 31 | 31 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 453 | 0 | 453 | 14 | 20 | 33 | 486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 471 | 176 | 647 | 14 | 66 | 79 | 726 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 4 | 0 | 4 | 81 | 0 | 81 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 487 | 176 | 663 | 14 | 160 | 174 | 837 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 491 | 176 | 666 | 95 | 160 | 255 | 922 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 1 | 0 | 1 | ~ | 0 | ~ | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 2 | 1 | 4 | 73 | 76 | 149 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 24 | 1 | 25 | 73 | 76 | 149 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **515** | **177** | **692** | **168** | **236** | **404** | **1,096** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0419**

**Grimsby & Immingham port traffic, annually  2015**

Thousand tonnes | Thousand units

|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 131 | 207 | 338 | 66 | 7 | 74 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 3,291 | 0 | 3,291 | 4,383 | 0 | 4,383 | 7,675 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 3,932 | 6,156 | 10,087 | 148 | 2,204 | 2,352 | 12,439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 578 | 20 | 598 | 22 | 32 | 53 | 652 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 7,932 | 6,383 | 14,315 | 4,619 | 2,243 | 6,862 | 21,178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 4,115 | 54 | 4,170 | 2 | 0 | 2 | 4,172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 8,922 | 418 | 9,340 | 3 | 1 | 3 | 9,343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 618 | 381 | 999 | 8 | 23 | 31 | 1,030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 4,440 | 51 | 4,491 | 18 | 77 | 95 | 4,586 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 18,096 | 903 | 19,000 | 31 | 101 | 132 | 19,132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 16,277 | 6,781 | 23,057 | 4,600 | 2,212 | 6,812 | 29,869 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 9,752 | 506 | 10,258 | 50 | 132 | 182 | 10,440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 26,028 | 7,287 | 33,315 | 4,650 | 2,345 | 6,994 | 40,309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 161 | 0 | 161 | 0 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 203 | 183 | 386 | 1 | 0 | 1 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 322 | 87 | 409 | 6 | 2 | 7 | 416 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 687 | 270 | 957 | 7 | 2 | 9 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 317 | 95 | 413 | 2 | 1 | 3 | 415 | 16 | 14 | 30 | ~ | 1 | 1 | 31 |
| 40' containers | 370 | 84 | 454 | 2 | 3 | 5 | 458 | 22 | 21 | 43 | ~ | 2 | 2 | 45 |
| Containers >20' & <40' | 115 | 2 | 117 | 0 | 0 | 0 | 117 | 5 | 3 | 8 | 0 | 1 | 1 | 9 |
| Containers >40' | 661 | 124 | 784 | ~ | 5 | 5 | 789 | 34 | 33 | 67 | ~ | 1 | 1 | 68 |
| A l container traffic | 1,463 | 305 | 1,768 | 4 | 8 | 12 | 1,780 | 77 | 71 | 148 | ~ | 5 | 5 | 153 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 707 | 421 | 1,128 | 0 | 0 | 0 | 1,128 | 45 | 42 | 87 | 0 | 0 | 0 | 87 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | 1 | 0 | 0 | 0 | 1 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 1,418 | 409 | 1,827 | 3 | ~ | 3 | 1,830 | 853 | 221 | 1,074 | 2 | ~ | 2 | 1,076 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 2,124 | 830 | 2,955 | 3 | ~ | 3 | 2,958 | 899 | 263 | 1,162 | 2 | ~ | 2 | 1,164 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 6,073 | 3,566 | 9,639 | 0 | 0 | 0 | 9,639 | 298 | 278 | 577 | 0 | 0 | 0 | 577 |
| Unaccompanied caravans, agricultural and industrial vehicles | 1 | 3 | 4 | 0 | 0 | 0 | 4 | ~ | 1 | 1 | 0 | 0 | 0 | 1 |
| Rail wagons, shipborne port to port   trailers, and barges | 2,544 | 904 | 3,448 | 0 | 0 | 0 | 3,448 | 75 | 69 | 144 | 0 | 0 | 0 | 144 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 8,618 | 4,473 | 13,091 | 0 | 0 | 0 | 13,091 | 373 | 348 | 722 | 0 | 0 | 0 | 722 |
| **All traffic** | 38,921 | 13,164 | 52,085 | 4,663 | 2,355 | 7,018 | 59,103 | 1,349 | 682 | 2,031 | 3 | 5 | 8 | 2,039 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

**Department for Transport Statistics**
Port Freight Statistics
**PORT0420**
**Harwich port traffic, annually  2015**

Thousand tonnes | | | | | | | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 107 | 117 | 225 | 45 | 27 | 73 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 14 | 8 | 22 | 15 | 6 | 22 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 122 | 125 | 247 | 61 | 34 | 94 | 341 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 34 | 34 | 0 | 4 | 4 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2 | 34 | 36 | 0 | 4 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 107 | 117 | 225 | 45 | 27 | 73 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 16 | 42 | 58 | 15 | 10 | 26 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 124 | 159 | 283 | 61 | 37 | 98 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 128 | ~ | 129 | 0 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 15 | 14 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 2 | 4 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 146 | 19 | 165 | 0 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 4 | 4 | 0 | 0 | 0 | 4 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| 40' containers | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | ~ | 4 | 4 | 0 | 0 | 0 | 4 | ~ | ~ | 1 | 0 | 0 | 0 | 1 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 1,248 | 569 | 1,817 | 0 | 0 | 0 | 1,817 | 99 | 81 | 180 | 0 | 0 | 0 | 180 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 82 | 163 | 0 | 0 | 0 | 163 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Import/export motor vehicles | 7 | 12 | 19 | 0 | 0 | 0 | 19 | 1 | 3 | 4 | 0 | 0 | 0 | 4 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 1,255 | 581 | 1,836 | 0 | 0 | 0 | 1,836 | 183 | 166 | 349 | 0 | 0 | 0 | 349 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 1,262 | 670 | 1,933 | 0 | 0 | 0 | 1,933 | 84 | 81 | 166 | 0 | 0 | 0 | 166 |
| Unaccompanied caravans, agricultural and industrial vehicles | 2 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| Rail wagons, shipborne port to port  trailers, and barges | 194 | 34 | 228 | 0 | 0 | 0 | 228 | 11 | 8 | 18 | 0 | 0 | 0 | 18 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 1,458 | 706 | 2,164 | 0 | 0 | 0 | 2,164 | 96 | 90 | 186 | 0 | 0 | 0 | 186 |
| **All traffic** | **2,983** | **1,469** | **4,452** | **61** | **37** | **98** | **4,550** | **279** | **256** | **535** | **0** | **0** | **0** | **535** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0421**
**Heysham port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 0 | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 1 | 0 | 1 | 17 | 17 | 34 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 1 | 0 | 1 | 17 | 17 | 34 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 18 | 24 | 43 | 202 | 158 | 360 | 402 | 1 | 1 | 1 | 15 | 11 | 26 | 27 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 34 | 76 | 76 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 1 | 20 | 21 | 11 | 25 | 37 | 58 | ~ | 4 | 4 | 2 | 10 | 12 | 16 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 19 | 45 | 64 | 213 | 183 | 396 | 460 | 1 | 5 | 6 | 58 | 56 | 113 | 119 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 406 | 301 | 707 | 1,630 | 1,693 | 3,323 | 4,030 | 21 | 17 | 38 | 102 | 113 | 215 | 253 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 406 | 301 | 707 | 1,630 | 1,693 | 3,323 | 4,030 | 21 | 17 | 38 | 102 | 114 | 216 | 253 |
| **All traffic** | **426** | **346** | **772** | **1,860** | **1,925** | **3,785** | **4,557** | **21** | **22** | **43** | **160** | **169** | **329** | **372** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0422**

**Holyhead port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 15 | 1 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 15 | 1 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 15 | 1 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 15 | 1 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 1,590 | 1,622 | 3,212 | 0 | 0 | 0 | 3,212 | 137 | 149 | 286 | 0 | 0 | 0 | 286 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 232 | 455 | 0 | 0 | 0 | 455 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 0 | 0 | 0 | 11 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 1,590 | 1,622 | 3,212 | 0 | 0 | 0 | 3,212 | 367 | 385 | 752 | 0 | 0 | 0 | 752 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 608 | 616 | 1,224 | 0 | 0 | 0 | 1,224 | 53 | 56 | 108 | 0 | 0 | 0 | 108 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 2 | 2 | 0 | 0 | 0 | 2 | ~ | 1 | 2 | 0 | 0 | 0 | 2 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 609 | 618 | 1,226 | 0 | 0 | 0 | 1,226 | 53 | 57 | 110 | 0 | 0 | 0 | 110 |
| **All traffic** | **2,198** | **2,240** | **4,438** | **15** | **1** | **17** | **4,455** | **420** | **443** | **862** | **0** | **0** | **0** | **862** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

**Department for Transport Statistics**
Port Freight Statistics
**PORT0423**
**Hull port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 199 | 199 | 0 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 59 | 23 | 82 | 0 | 16 | 16 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 727 | 705 | 1,433 | 33 | 38 | 71 | 1,504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 786 | 928 | 1,714 | 33 | 54 | 87 | 1,801 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 108 | 108 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 251 | 0 | 251 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 219 | 89 | 308 | 24 | 3 | 27 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 1,869 | 142 | 2,010 | 16 | 0 | 16 | 2,027 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2,339 | 339 | 2,678 | 40 | 3 | 43 | 2,721 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 310 | 222 | 532 | 0 | 16 | 16 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 2,815 | 1,044 | 3,860 | 73 | 41 | 114 | 3,974 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 3,125 | 1,267 | 4,392 | 73 | 57 | 130 | 4,522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 979 | 2 | 981 | 0 | 0 | 0 | 981 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 373 | 27 | 400 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 123 | 4 | 127 | 0 | 1 | 1 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 1,476 | 32 | 1,508 | 0 | 1 | 1 | 1,509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 285 | 146 | 430 | 0 | 0 | 0 | 430 | 20 | 18 | 37 | 0 | 0 | 0 | 37 |
| 40' containers | 51 | 8 | 59 | 0 | 0 | 0 | 59 | 3 | 1 | 4 | 0 | 0 | 0 | 4 |
| Containers >20' & <40' | 84 | 13 | 97 | 0 | 0 | 0 | 97 | 5 | 4 | 9 | 0 | 0 | 0 | 9 |
| Containers >40' | 708 | 243 | 951 | 0 | 0 | 0 | 951 | 41 | 39 | 80 | 0 | 0 | 0 | 80 |
| A l container traffic | 1,127 | 410 | 1,537 | 0 | 0 | 0 | 1,537 | 68 | 62 | 130 | 0 | 0 | 0 | 130 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 472 | 344 | 816 | 0 | 0 | 0 | 816 | 31 | 35 | 66 | 0 | 0 | 0 | 66 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 89 | 180 | 0 | 0 | 0 | 180 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 5 |
| Import/export motor vehicles | 10 | 8 | 17 | 0 | 0 | 0 | 17 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 482 | 352 | 834 | 0 | 0 | 0 | 834 | 126 | 128 | 254 | 0 | 0 | 0 | 254 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 588 | 280 | 868 | 0 | 0 | 0 | 868 | 31 | 29 | 60 | 0 | 0 | 0 | 60 |
| Unaccompanied caravans, agricultural and industrial vehicles | 48 | 14 | 63 | 0 | 0 | 0 | 63 | 7 | 3 | 10 | 0 | 0 | 0 | 10 |
| Rail wagons, shipborne port to port  trailers, and barges | 544 | 153 | 697 | 0 | 0 | 0 | 697 | 27 | 27 | 54 | 0 | 0 | 0 | 54 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 1,181 | 447 | 1,627 | 0 | 0 | 0 | 1,627 | 65 | 60 | 124 | 0 | 0 | 0 | 124 |
| **All traffic** | **7,390** | **2,508** | **9,898** | **73** | **57** | **131** | **10,029** | **259** | **250** | **508** | **0** | **0** | **0** | **508** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0424**
**Ipswich port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | **Foreign  traffic** | | | **Domestic traffic** | | | | **Foreign  traffic** | | | **Domestic traffic** | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 56 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 56 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 15 | 15 | 0 | 46 | 46 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 237 | 781 | 1,019 | 0 | 129 | 129 | 1,147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 409 | 1 | 411 | 388 | 20 | 408 | 818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 647 | 798 | 1,444 | 388 | 194 | 583 | 2,027 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 703 | 798 | 1,501 | 388 | 194 | 583 | 2,083 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 703 | 798 | 1,501 | 388 | 194 | 583 | 2,083 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 94 | 0 | 94 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 98 | 18 | 115 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 191 | 18 | 209 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| 40' containers | 0 | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-propelled) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **894** | **816** | **1,710** | **388** | **194** | **583** | **2,293** | ~ | ~ | ~ | **0** | **0** | **0** | ~ |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0425**

**Kilroot Power Station Jetty port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 10 | 0 | 10 | 39 | 0 | 39 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 10 | 0 | 10 | 39 | 0 | 39 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 836 | 0 | 836 | 836 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 11 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 836 | 11 | 847 | 847 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 10 | 0 | 10 | 875 | 0 | 875 | 885 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 11 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 10 | 0 | 10 | 875 | 11 | 885 | 895 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 10 | 0 | 10 | 875 | 11 | 885 | 895 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0426**
**Larne port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 6 | 2 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 824 | 644 | 1,468 | 1,468 | 0 | 0 | 0 | 66 | 56 | 122 | 122 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 76 | 155 | 155 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 |
| Import/export motor vehicles | 0 | 0 | 0 | 1 | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | 1 | 1 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 825 | 644 | 1,469 | 1,469 | 0 | 0 | 0 | 148 | 134 | 282 | 282 |
| **Roll-on/roll-off (non self-propelled)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 546 | 535 | 1,081 | 1,081 | 0 | 0 | 0 | 35 | 34 | 69 | 69 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 1 | ~ | 1 | 1 | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 547 | 535 | 1,082 | 1,082 | 0 | 0 | 0 | 36 | 34 | 69 | 69 |
| **All traffic** | **0** | **0** | **0** | **1,378** | **1,181** | **2,559** | **2,559** | **0** | **0** | **0** | **184** | **167** | **351** | **351** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Thousand tonnes | | | | | | | | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 6,686 | 0 | 6,686 | 2,103 | 0 | 2,103 | 8,789 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 1,434 | 150 | 1,584 | 213 | 68 | 281 | 1,865 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 618 | 81 | 699 | 0 | 5 | 5 | 704 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 8,738 | 231 | 8,969 | 2,316 | 73 | 2,389 | 11,358 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 32 | 1,270 | 1,302 | 81 | 1 | 82 | 1,384 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 407 | 0 | 407 | 0 | 0 | 0 | 407 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 1,769 | 26 | 1,795 | 0 | 26 | 26 | 1,821 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 1,988 | 33 | 2,021 | 800 | 4 | 804 | 2,825 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 4,195 | 1,329 | 5,525 | 881 | 31 | 911 | 6,436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 8,527 | 150 | 8,677 | 2,316 | 68 | 2,384 | 11,061 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 4,406 | 1,411 | 5,817 | 881 | 36 | 916 | 6,733 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 12,934 | 1,560 | 14,494 | 3,197 | 103 | 3,300 | 17,794 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 237 | 0 | 237 | 0 | 0 | 0 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 573 | 45 | 618 | 0 | 0 | 0 | 618 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 31 | 52 | 84 | ~ | 3 | 3 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 841 | 97 | 938 | ~ | 3 | 3 | 942 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 1,137 | 513 | 1,650 | 45 | 32 | 77 | 1,727 | 61 | 46 | 107 | 4 | 4 | 8 | 116 |
| 40' containers | 1,585 | 1,069 | 2,654 | 101 | 41 | 142 | 2,796 | 99 | 107 | 206 | 10 | 9 | 19 | 225 |
| Containers >20' & <40' | 424 | 63 | 487 | ~ | 6 | 6 | 493 | 24 | 17 | 41 | ~ | ~ | ~ | 41 |
| Containers >40' | 105 | 37 | 141 | 1 | 11 | 12 | 153 | 6 | 16 | 22 | ~ | 1 | 1 | 23 |
| All container traffic | 3,250 | 1,683 | 4,933 | 148 | 89 | 236 | 5,170 | 190 | 187 | 377 | 14 | 15 | 29 | 405 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 771 | 783 | 1,553 | 252 | 262 | 514 | 2,067 | 39 | 32 | 70 | 29 | 27 | 56 | 126 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 26 | 77 | 74 | 151 | 177 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Import/export motor vehicles | 11 | 137 | 148 | 5 | 44 | 49 | 197 | 8 | 30 | 37 | 5 | 38 | 43 | 80 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 781 | 920 | 1,701 | 257 | 306 | 563 | 2,264 | 58 | 75 | 133 | 111 | 139 | 250 | 383 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 1,615 | 1,911 | 3,527 | 625 | 704 | 1,329 | 4,856 | 111 | 117 | 228 | 68 | 65 | 133 | 362 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 1 | 1 | ~ | ~ | 1 | 2 | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 87 | 142 | 229 | 0 | 0 | 0 | 229 | 6 | 9 | 15 | 0 | 0 | 0 | 15 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 1,702 | 2,054 | 3,756 | 625 | 705 | 1,330 | 5,086 | 118 | 126 | 244 | 68 | 65 | 134 | 377 |
| **All traffic** | 19,509 | 6,314 | 25,823 | 4,226 | 1,206 | 5,432 | 31,256 | 366 | 387 | 754 | 193 | 218 | 412 | 1,165 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0428**
**London port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | **Tonnage** | | | | | | | **Units** | | | | | | |
|  | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
|  | **Imports** | **Exports** | **All** | **Inwards** | **Outwards** | **All** | **All traffic** | **Imports** | **Exports** | **All** | **Inwards** | **Outwards** | **All** | **All traffic** |
| Liquid bulk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Liquefied gas | 137 | 0 | 137 | 1 | 0 | 1 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 10,370 | 9 | 10,378 | 361 | 64 | 425 | 10,803 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 728 | 139 | 868 | 33 | 38 | 71 | 939 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 11,234 | 148 | 11,383 | 395 | 102 | 497 | 11,879 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ores | 0 | 949 | 949 | 148 | 60 | 208 | 1,157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 971 | 575 | 1,546 | 99 | 75 | 174 | 1,720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 1,156 | 18 | 1,174 | 9,897 | 3 | 9,899 | 11,073 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2,127 | 1,543 | 3,669 | 10,144 | 137 | 10,281 | 13,950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bulk fuels | 10,506 | 9 | 10,515 | 361 | 64 | 426 | 10,940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 2,855 | 1,682 | 4,537 | 10,177 | 175 | 10,352 | 14,889 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 13,361 | 1,691 | 15,052 | 10,538 | 239 | 10,777 | 25,829 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Forestry products | 1,019 | 19 | 1,038 | 15 | 2 | 17 | 1,055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 189 | 0 | 189 | 2 | 1 | 3 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 360 | 374 | 733 | ~ | 7 | 7 | 741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 1,567 | 393 | 1,960 | 17 | 10 | 27 | 1,988 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20' containers | 1,937 | 879 | 2,815 | 2 | 1 | 3 | 2,818 | 127 | 91 | 218 | ~ | ~ | 1 | 219 |
| 40' containers | 4,347 | 1,783 | 6,129 | 6 | 1 | 7 | 6,136 | 207 | 216 | 423 | 1 | 1 | 2 | 425 |
| Containers >20' & <40' | 77 | 24 | 101 | 0 | 0 | 0 | 101 | 4 | 4 | 8 | 0 | 0 | 0 | 8 |
| Containers >40' | 556 | 246 | 802 | 2 | ~ | 2 | 804 | 23 | 23 | 46 | ~ | ~ | ~ | 46 |
| All container traffic | 6,915 | 2,931 | 9,847 | 10 | 2 | 12 | 9,859 | 362 | 333 | 695 | 2 | 1 | 3 | 698 |
| Roll-on/roll-off (self-propelled) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Road goods vehicles and trailers | 98 | 34 | 132 | 0 | 0 | 0 | 132 | 7 | 6 | 13 | 0 | 0 | 0 | 13 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 488 | 114 | 602 | 0 | ~ | ~ | 602 | 466 | 110 | 576 | 0 | ~ | ~ | 576 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 586 | 148 | 734 | 0 | ~ | ~ | 734 | 473 | 116 | 589 | 0 | ~ | ~ | 589 |
| Roll-on/roll-off (non self-prope led) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unaccompanied road goods trailers | 2,592 | 907 | 3,499 | 0 | 0 | 0 | 3,499 | 165 | 160 | 325 | 0 | 0 | 0 | 325 |
| Unaccompanied caravans, agricultural and industrial vehicles | 7 | 1 | 8 | 0 | 0 | 0 | 8 | ~ | ~ | 1 | 0 | 0 | 0 | 1 |
| Rail wagons, shipborne port to port  trailers, and barges | 2,721 | 793 | 3,514 | 0 | 0 | 0 | 3,514 | 109 | 104 | 214 | 0 | 0 | 0 | 214 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 5,320 | 1,701 | 7,020 | 0 | 0 | 0 | 7,020 | 275 | 265 | 539 | 0 | 0 | 0 | 539 |
| **All traffic** | **27,749** | **6,864** | **34,613** | **10,565** | **252** | **10,817** | **45,430** | **1,109** | **714** | **1,824** | **2** | **1** | **3** | **1,827** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0429**
**Londonderry port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 664 | 0 | 664 | 0 | 0 | 0 | 664 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 41 | 0 | 41 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 664 | 0 | 664 | 41 | 0 | 41 | 705 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 6 | 3 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 341 | 41 | 382 | 12 | 7 | 18 | 401 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 340 | 0 | 340 | 17 | 0 | 17 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 112 | 0 | 112 | 37 | 3 | 41 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 799 | 44 | 843 | 66 | 10 | 76 | 919 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 1,005 | 41 | 1,046 | 12 | 7 | 18 | 1,064 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 458 | 3 | 461 | 95 | 3 | 99 | 560 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 1,463 | 44 | 1,507 | 107 | 10 | 117 | 1,624 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 21 | 0 | 21 | 94 | 0 | 94 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 5 | 3 | 8 | 0 | 12 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 26 | 3 | 29 | 94 | 12 | 106 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 1,489 | 47 | 1,536 | 200 | 23 | 223 | 1,759 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0430**

**Manchester port traffic, annually 2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 43 | 66 | 108 | 8 | 7 | 15 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 1,274 | 2,580 | 3,854 | 19 | 182 | 200 | 4,055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 344 | 717 | 1,061 | 0 | 64 | 64 | 1,125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 1,661 | 3,363 | 5,023 | 27 | 252 | 279 | 5,302 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 55 | 55 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 27 | 6 | 33 | 239 | 0 | 239 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 60 | 2 | 62 | 43 | 0 | 43 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 448 | 104 | 552 | 125 | 42 | 168 | 720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 535 | 168 | 702 | 407 | 42 | 450 | 1,152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 1,344 | 2,652 | 3,996 | 266 | 188 | 454 | 4,450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 852 | 878 | 1,730 | 168 | 106 | 274 | 2,004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 2,195 | 3,530 | 5,726 | 434 | 294 | 728 | 6,454 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 15 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 33 | 22 | 55 | 0 | ~ | ~ | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 33 | 37 | 70 | 0 | ~ | ~ | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | ~ | 3 | 3 | 0 | 0 | 0 | 3 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | ~ | 3 | 3 | 0 | 0 | 0 | 3 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 2,229 | 3,571 | 5,799 | 434 | 295 | 729 | 6,528 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0431**
**Medway port traffic, annually  2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign  traffic | | | Domestic traffic | | | | Foreign  traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 882 | 273 | 1,155 | 0 | 0 | 0 | 1,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 1,348 | 0 | 1,348 | 0 | 0 | 0 | 1,348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 2,230 | 273 | 2,503 | 0 | 0 | 0 | 2,503 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 69 | 69 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 4 | 43 | 47 | 0 | 9 | 9 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 961 | 217 | 1,178 | 1,780 | 67 | 1,846 | 3,025 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 966 | 329 | 1,295 | 1,780 | 76 | 1,855 | 3,150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 2,230 | 273 | 2,503 | 0 | 0 | 0 | 2,503 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 966 | 329 | 1,295 | 1,780 | 76 | 1,855 | 3,150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 3,196 | 601 | 3,797 | 1,780 | 76 | 1,855 | 5,653 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 1,152 | 179 | 1,331 | 0 | 0 | 0 | 1,331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 373 | 15 | 387 | 0 | 0 | 0 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 39 | 54 | 93 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 1,563 | 248 | 1,811 | 0 | 0 | 0 | 1,811 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 23 | 20 | 43 | ~ | 0 | ~ | 43 | 1 | 1 | 2 | ~ | 0 | ~ | 3 |
| 40' containers | 207 | 29 | 236 | ~ | 0 | ~ | 236 | 8 | 7 | 15 | ~ | 0 | ~ | 15 |
| Containers >20' & <40' | 200 | 10 | 209 | 0 | 0 | 0 | 209 | 7 | 6 | 13 | 0 | 0 | 0 | 13 |
| Containers >40' | 631 | 67 | 698 | 0 | 0 | 0 | 698 | 32 | 29 | 61 | ~ | 0 | ~ | 61 |
| All container traffic | 1,061 | 125 | 1,186 | ~ | 0 | ~ | 1,186 | 49 | 44 | 92 | ~ | 0 | ~ | 93 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 357 | 57 | 415 | 1 | 4 | 5 | 419 | 367 | 5 | 372 | 1 | 2 | 3 | 374 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 357 | 57 | 415 | 1 | 4 | 5 | 419 | 367 | 5 | 372 | 1 | 2 | 3 | 374 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 21 | 1 | 22 | 0 | 0 | 0 | 22 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| **All traffic** | **6,198** | **1,032** | **7,230** | **1,781** | **80** | **1,860** | **9,091** | **416** | **49** | **465** | **1** | **2** | **3** | **468** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0432**
**Milford Haven port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 9,238 | 91 | 9,329 | 249 | 14 | 264 | 9,593 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 8,334 | 0 | 8,334 | 2,236 | 0 | 2,236 | 10,570 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 5,624 | 7,119 | 12,743 | 214 | 3,548 | 3,762 | 16,505 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 8 | 71 | 79 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 23,204 | 7,281 | 30,484 | 2,700 | 3,563 | 6,262 | 36,747 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 37 | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 37 | 0 | 37 | 24 | 0 | 24 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 23,196 | 7,210 | 30,406 | 2,700 | 3,563 | 6,262 | 36,668 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 45 | 71 | 116 | 24 | 0 | 24 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 23,240 | 7,281 | 30,521 | 2,724 | 3,563 | 6,286 | 36,807 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | ~ | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | ~ | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 222 | 147 | 370 | 0 | 0 | 0 | 370 | 20 | 14 | 33 | 0 | 0 | 0 | 33 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 48 | 95 | 0 | 0 | 0 | 95 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| Import/export motor vehicles | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 222 | 148 | 370 | 0 | 0 | 0 | 370 | 68 | 62 | 130 | 0 | 0 | 0 | 130 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 247 | 244 | 491 | 0 | 0 | 0 | 491 | 16 | 17 | 33 | 0 | 0 | 0 | 33 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | 1 | 1 | 0 | 0 | 0 | 1 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 247 | 245 | 492 | 0 | 0 | 0 | 492 | 16 | 17 | 34 | 0 | 0 | 0 | 34 |
| **All traffic** | 23,710 | 7,688 | 31,398 | 2,724 | 3,563 | 6,286 | 37,684 | 84 | 79 | 163 | 0 | 0 | 0 | 163 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0433**
**Newhaven port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 125 | 125 | 0 | 4 | 4 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 4 | 0 | 4 | 21 | 0 | 21 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 4 | 125 | 129 | 21 | 4 | 25 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 4 | 125 | 129 | 21 | 4 | 25 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 4 | 125 | 129 | 21 | 4 | 25 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 412 | 236 | 648 | 0 | 0 | 0 | 648 | 26 | 19 | 44 | 0 | 0 | 0 | 44 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 68 | 135 | 0 | 0 | 0 | 135 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 412 | 236 | 648 | 0 | 0 | 0 | 648 | 93 | 87 | 179 | 0 | 0 | 0 | 179 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 40 | 21 | 61 | 0 | 0 | 0 | 61 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | ~ | 0 | ~ | 0 | 0 | 0 | ~ | ~ | 0 | ~ | 0 | 0 | 0 | ~ |
| All ro-ro non self-propelled traffic | 40 | 21 | 61 | 0 | 0 | 0 | 61 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| **All traffic** | **456** | **382** | **838** | **21** | **4** | **25** | **864** | **96** | **90** | **186** | **0** | **0** | **0** | **186** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0434**
**Newport port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | **Foreign  traffic** | | | **Domestic traffic** | | | | **Foreign  traffic** | | | **Domestic traffic** | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other  iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 10 | 221 | 231 | 45 | 3 | 48 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 129 | 0 | 129 | 4 | 0 | 4 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 235 | 49 | 284 | 19 | 0 | 19 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 172 | 41 | 213 | 127 | 0 | 127 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 546 | 311 | 857 | 195 | 3 | 198 | 1,055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 129 | 0 | 129 | 4 | 0 | 4 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 417 | 311 | 728 | 191 | 3 | 194 | 921 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 546 | 311 | 857 | 195 | 3 | 198 | 1,055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 70 | 0 | 70 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 697 | 727 | 1,423 | 0 | 14 | 14 | 1,438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 9 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 776 | 727 | 1,502 | 0 | 14 | 14 | 1,517 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **1,322** | **1,037** | **2,359** | **195** | **17** | **212** | **2,571** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics
Last updated: 21 September 2016
Next update: September 2017

**Department for Transport Statistics**

**PORT0435**
**Orkney port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 1,905 | 1,905 | 0 | 1,752 | 1,752 | 3,657 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 31 | 0 | 31 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 1,905 | 1,905 | 31 | 1,752 | 1,783 | 3,688 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 4 | 0 | 4 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 5 | 3 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 5 | 0 | 5 | 7 | 4 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 1 | 1,905 | 1,906 | 31 | 1,752 | 1,783 | 3,689 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 4 | 0 | 4 | 7 | 4 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 5 | 1,905 | 1,910 | 38 | 1,756 | 1,794 | 3,704 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | ~ | 0 | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 7 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 7 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 37 | 12 | 48 | 48 | 0 | 0 | 0 | 5 | 6 | 12 | 12 |
| 40' containers | 0 | 0 | 0 | ~ | 0 | ~ | ~ | 0 | 0 | 0 | ~ | 0 | ~ | ~ |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 37 | 12 | 48 | 48 | 0 | 0 | 0 | 5 | 6 | 12 | 12 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 17 | 14 | 31 | 31 | 0 | 0 | 0 | 3 | 3 | 6 | 6 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 49 | 99 | 99 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| Import/export motor vehicles | 0 | 0 | 0 | 1 | ~ | 1 | 1 | 0 | 0 | 0 | 1 | ~ | 1 | 1 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 18 | 14 | 32 | 32 | 0 | 0 | 0 | 54 | 53 | 107 | 107 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 91 | 50 | 141 | 141 | 0 | 0 | 0 | 5 | 5 | 10 | 10 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | ~ | 12 | 13 | 13 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 91 | 63 | 154 | 154 | 0 | 0 | 0 | 6 | 6 | 12 | 12 |
| **All traffic** | 5 | 1,905 | 1,910 | 190 | 1,845 | 2,035 | 3,945 | 0 | 0 | 0 | 66 | 65 | 130 | 130 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics
Last updated: 21 September 2016
Next update: September 2017

**Department for Transport Statistics**

Port Freight Statistics

**PORT0436**
**Peterhead port traffic, annually 2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 57 | 0 | 57 | 272 | 0 | 272 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 5 | 0 | 5 | 305 | 96 | 400 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 63 | 0 | 63 | 577 | 96 | 673 | 735 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 37 | 37 | 0 | 17 | 17 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 5 | 0 | 5 | 8 | 31 | 39 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 5 | 37 | 41 | 8 | 48 | 56 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 57 | 0 | 57 | 272 | 0 | 272 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 10 | 37 | 46 | 313 | 143 | 456 | 502 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 67 | 37 | 104 | 585 | 143 | 728 | 832 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | ~ | 0 | ~ | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 5 | 3 | 9 | 292 | 335 | 626 | 635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Al other general cargo traffic | 6 | 3 | 9 | 292 | 335 | 626 | 635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 73 | 40 | 113 | 877 | 478 | 1,355 | 1,468 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0437**
**Plymouth port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 388 | 0 | 388 | 956 | 0 | 956 | 1,343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 388 | 0 | 388 | 956 | 0 | 956 | 1,343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 57 | 0 | 57 | 12 | 0 | 12 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 69 | 392 | 461 | 167 | 86 | 253 | 714 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 126 | 392 | 518 | 180 | 86 | 266 | 784 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 388 | 0 | 388 | 956 | 0 | 956 | 1,343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 126 | 392 | 518 | 180 | 86 | 266 | 784 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 513 | 392 | 906 | 1,135 | 86 | 1,221 | 2,127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 1 | 0 | 1 | 0 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 1 | 0 | 1 | 0 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 36 | 35 | 71 | 0 | 0 | 0 | 71 | 3 | 3 | 7 | 0 | 0 | 0 | 7 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 80 | 155 | 0 | 0 | 0 | 155 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | 1 | 0 | 0 | 0 | 1 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 36 | 35 | 71 | 0 | 0 | 0 | 71 | 79 | 84 | 162 | 0 | 0 | 0 | 162 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 10 | 3 | 13 | 0 | 0 | 0 | 13 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| Unaccompanied caravans, agricultural and industrial vehicles | 1 | ~ | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 11 | 3 | 14 | 0 | 0 | 0 | 14 | 1 | ~ | 1 | 0 | 0 | 0 | 1 |
| **All traffic** | **561** | **430** | **991** | **1,135** | **90** | **1,226** | **2,217** | **80** | **84** | **164** | **0** | **0** | **0** | **164** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0438**
**Poole port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign  traffic | | | Domestic traffic | | | | Foreign  traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other  iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 11 | 44 | 54 | 4 | 7 | 11 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 6 | 94 | 100 | 152 | 0 | 152 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 17 | 137 | 154 | 156 | 7 | 163 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 17 | 137 | 154 | 156 | 7 | 163 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 17 | 137 | 154 | 156 | 7 | 163 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 47 | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 12 | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 16 | 7 | 23 | 10 | 38 | 49 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 75 | 7 | 83 | 10 | 38 | 49 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 105 | 15 | 121 | 2 | 1 | 3 | 124 | 10 | 3 | 13 | 3 | 3 | 5 | 19 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 37 | 70 | 37 | 39 | 76 | 146 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 105 | 15 | 121 | 2 | 1 | 3 | 124 | 43 | 40 | 83 | 39 | 42 | 81 | 164 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 8 | 1 | 9 | 0 | 0 | 0 | 9 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | ~ | ~ | 0 | 0 | 0 | ~ | 0 | ~ | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 8 | 1 | 9 | 0 | 0 | 0 | 9 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| **All traffic** | **205** | **161** | **367** | **169** | **47** | **215** | **582** | **43** | **41** | **85** | **39** | **42** | **81** | **166** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0439**

**Port Talbot port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 5,423 | 0 | 5,423 | 0 | 0 | 0 | 5,423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 2,282 | 0 | 2,282 | 21 | 0 | 21 | 2,303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 33 | 33 | 5 | 348 | 353 | 386 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 7,705 | 33 | 7,738 | 25 | 348 | 374 | 8,111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 2,282 | 0 | 2,282 | 21 | 0 | 21 | 2,303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 5,423 | 33 | 5,456 | 5 | 348 | 353 | 5,809 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 7,705 | 33 | 7,738 | 25 | 348 | 374 | 8,111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | ~ | 0 | ~ | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | 7,707 | 33 | 7,739 | 25 | 348 | 374 | 8,113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

**Department for Transport Statistics**

Port Freight Statistics

**PORT0440**
**Portsmouth port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 2 | 0 | 2 | 346 | 0 | 346 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2 | 0 | 2 | 346 | 0 | 346 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 2 | 0 | 2 | 346 | 0 | 346 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 2 | 0 | 2 | 346 | 0 | 346 | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 619 | 8 | 627 | 0 | 0 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 619 | 8 | 627 | 0 | 0 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 125 | 85 | 210 | 0 | 0 | 0 | 210 | 14 | 14 | 29 | 0 | 0 | 0 | 29 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l container traffic | 125 | 85 | 210 | 0 | 0 | 0 | 210 | 14 | 14 | 29 | 0 | 0 | 0 | 29 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 1,109 | 580 | 1,689 | 2 | 8 | 10 | 1,699 | 83 | 67 | 150 | 3 | 4 | 7 | 157 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 319 | 636 | 8 | 8 | 16 | 652 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 3 |
| Import/export motor vehicles | 0 | 0 | 0 | 2 | 8 | 9 | 9 | 0 | 0 | 0 | 2 | 8 | 9 | 9 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ | 1 | 1 |
| All ro-ro self-propelled traffic | 1,109 | 580 | 1,689 | 3 | 16 | 19 | 1,708 | 401 | 388 | 789 | 13 | 20 | 33 | 822 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 250 | 190 | 440 | 104 | 338 | 441 | 881 | 15 | 17 | 32 | 23 | 26 | 49 | 81 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 1 | 1 | ~ | ~ | ~ | 1 | ~ | ~ | ~ | ~ | ~ | ~ | 1 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 250 | 190 | 441 | 104 | 338 | 442 | 882 | 15 | 17 | 32 | 23 | 26 | 49 | 81 |
| **All traffic** | **2,106** | **863** | **2,969** | **453** | **354** | **807** | **3,776** | **431** | **419** | **850** | **36** | **46** | **82** | **932** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics

**PORT0441**

**Ramsgate port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 1 | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 1 | 1 | 0 | 0 | 0 | 1 | ~ | ~ | ~ | 0 | 0 | 0 | ~ |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **0** | **1** | **1** | **24** | **0** | **24** | **26** | **~** | **~** | **~** | **0** | **0** | **0** | **~** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics

Last updated: 21 September 2016

Next update: September 2017

**Department for Transport Statistics**

Port Freight Statistics

**PORT0442**

**Rivers Hull and Humber port traffic, annually  2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 5,090 | 0 | 5,090 | 2,433 | 0 | 2,433 | 7,523 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 5,090 | 0 | 5,090 | 2,433 | 0 | 2,433 | 7,523 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 361 | 50 | 411 | 2 | 13 | 15 | 425 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 23 | 57 | 81 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 384 | 107 | 491 | 2 | 13 | 15 | 506 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 5,090 | 0 | 5,090 | 2,433 | 0 | 2,433 | 7,523 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 384 | 107 | 491 | 2 | 13 | 15 | 506 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 5,474 | 107 | 5,581 | 2,435 | 13 | 2,448 | 8,029 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 233 | 0 | 233 | 0 | 0 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 235 | 0 | 235 | 0 | 0 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **5,709** | **107** | **5,816** | **2,435** | **13** | **2,448** | **8,264** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

Port Freight Statistics
**PORT0443**
**River Trent port traffic, annually 2015**

Thousand tonnes | Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 20 | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 20 | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 3 | 0 | 3 | 4 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 7 | 18 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 351 | 59 | 410 | 16 | 0 | 16 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 361 | 77 | 438 | 20 | 0 | 20 | 458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 7 | 18 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 374 | 59 | 433 | 20 | 0 | 20 | 453 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 381 | 77 | 458 | 20 | 0 | 20 | 478 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 68 | 0 | 68 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 601 | 22 | 623 | 4 | 1 | 5 | 628 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 669 | 22 | 691 | 4 | 1 | 5 | 696 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **1,050** | **99** | **1,148** | **24** | **1** | **25** | **1,173** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0444**
**Shoreham port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Tonnage | | | | | | | Units | | | | | | |
|  | Foreign  traffic | | | Domestic traffic | | | | Foreign  traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 31 | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 31 | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 120 | 120 | 0 | 41 | 41 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 29 | 52 | 81 | 1,196 | 12 | 1,207 | 1,288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 29 | 172 | 201 | 1,196 | 53 | 1,248 | 1,449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 31 | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 29 | 172 | 201 | 1,196 | 53 | 1,248 | 1,449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 60 | 172 | 231 | 1,196 | 53 | 1,248 | 1,480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 293 | 0 | 293 | 0 | 0 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 110 | 13 | 123 | 3 | 0 | 3 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 10 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 413 | 13 | 426 | 3 | 0 | 3 | 429 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **473** | **185** | **658** | **1,198** | **53** | **1,251** | **1,909** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0445**
**Southampton port traffic, annually  2015**

Thousand tonnes                                                                                    Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 73 | 246 | 319 | 2 | 11 | 13 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 9,166 | 616 | 9,781 | 3,057 | 123 | 3,181 | 12,962 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 3,605 | 5,346 | 8,952 | 77 | 528 | 605 | 9,557 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 3 | 3 | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 12,844 | 6,211 | 19,055 | 3,140 | 662 | 3,802 | 22,857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 62 | 226 | 288 | 0 | 129 | 129 | 417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 52 | 446 | 498 | 0 | 33 | 33 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 148 | 138 | 286 | 832 | 2 | 834 | 1,120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 262 | 810 | 1,072 | 832 | 163 | 995 | 2,068 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 12,844 | 6,209 | 19,053 | 3,137 | 662 | 3,799 | 22,851 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 262 | 813 | 1,075 | 835 | 163 | 998 | 2,073 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 13,106 | 7,022 | 20,128 | 3,972 | 825 | 4,797 | 24,925 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 1 | 0 | 1 | ~ | 0 | ~ | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 119 | 14 | 133 | 2 | 0 | 2 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 119 | 14 | 133 | 2 | 0 | 2 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 1,448 | 1,364 | 2,812 | 69 | 183 | 253 | 3,065 | 162 | 150 | 313 | 18 | 24 | 42 | 355 |
| 40' containers | 2,985 | 3,558 | 6,543 | 469 | 444 | 912 | 7,455 | 359 | 364 | 723 | 37 | 32 | 70 | 793 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 26 | 9 | 35 | 1 | ~ | 1 | 36 | 3 | 3 | 6 | ~ | ~ | ~ | 6 |
| All container traffic | 4,458 | 4,931 | 9,390 | 539 | 627 | 1,166 | 10,556 | 525 | 517 | 1,042 | 56 | 57 | 112 | 1,154 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 770 | 1,227 | 1,998 | 1 | ~ | 1 | 1,998 | 388 | 520 | 907 | ~ | ~ | ~ | 908 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 770 | 1,227 | 1,998 | 1 | ~ | 1 | 1,998 | 388 | 520 | 907 | ~ | ~ | ~ | 908 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| Rail wagons, shipborne port to port   trailers, and barges | 9 | 35 | 44 | 0 | 0 | 0 | 44 | 2 | 7 | 9 | 0 | 0 | 0 | 9 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 9 | 36 | 46 | 0 | 0 | 0 | 46 | 3 | 8 | 11 | 0 | 0 | 0 | 11 |
| **All traffic** | **18,463** | **13,231** | **31,694** | **4,513** | **1,452** | **5,965** | **37,660** | **915** | **1,044** | **1,960** | **56** | **57** | **112** | **2,072** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0446**
**Stranraer port traffic, annually 2015**[1]

|  | Tonnage | | | | | | | Units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Al other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not appliable and "~" is less than 1 (in units given).

[1] Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan Port.

Port data can be filtered to select information required
Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0447**
**Sullom Voe port traffic, annually 2015**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thousand tonnes | | | | | | | | Thousand units | | | | | | | |
| | Tonnage | | | | | | | Units | | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 3,398 | 3,398 | 0 | 2,710 | 2,710 | 6,108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 6 | 3,398 | 3,404 | 0 | 2,710 | 2,710 | 6,114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 3,398 | 3,398 | 0 | 2,710 | 2,710 | 6,108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 6 | 0 | 6 | 0 | 5 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 6 | 3,398 | 3,404 | 0 | 2,715 | 2,715 | 6,120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **6** | **3,398** | **3,404** | **0** | **2,715** | **2,715** | **6,120** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone 020 7944 3717

Email maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0448**
**Sunderland port traffic, annually 2015**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Tonnage** | | | | | | | **Units** | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| Liquid bulk | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dry bulk | | | | | | | | | | | | | | |
| Ores | 0 | 21 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 8 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 191 | 137 | 328 | 0 | 0 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 199 | 158 | 357 | 0 | 4 | 4 | 361 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulks | | | | | | | | | | | | | | |
| Bulk fuels | 8 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 191 | 158 | 349 | 0 | 4 | 4 | 353 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 199 | 158 | 357 | 0 | 4 | 4 | 361 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other general cargo | | | | | | | | | | | | | | |
| Forestry products | 150 | 0 | 150 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 224 | 0 | 224 | 0 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 1 | 12 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 376 | 12 | 387 | 0 | 0 | 0 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (self-propelled) | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roll-on/roll-off (non self-prope led) | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **575** | **170** | **745** | **0** | **4** | **4** | **748** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**
Port Freight Statistics
**PORT0449**
**Swansea port traffic, annually  2015**

Thousand tonnes                                                                       Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 5 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 48 | 48 | 0 | 13 | 13 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 172 | 24 | 196 | 147 | 3 | 150 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 172 | 77 | 249 | 147 | 16 | 163 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 48 | 48 | 0 | 13 | 13 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 172 | 29 | 201 | 147 | 3 | 150 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 172 | 77 | 249 | 147 | 16 | 163 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 58 | 0 | 58 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 10 | 39 | 49 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 68 | 39 | 106 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All traffic** | **239** | **116** | **355** | **147** | **16** | **163** | **518** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0450**
**Tees and Hartlepool port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | **Tonnage** | | | | | | | **Units** | | | | | | |
|  | **Foreign traffic** | | | **Domestic traffic** | | | | **Foreign traffic** | | | **Domestic traffic** | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 686 | 423 | 1,110 | 151 | 46 | 198 | 1,307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 6,052 | 6,052 | 11 | 7,379 | 7,390 | 13,442 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 2,768 | 461 | 3,229 | 613 | 56 | 668 | 3,897 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 1,335 | 1,645 | 2,980 | 115 | 101 | 217 | 3,197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 4,788 | 8,582 | 13,370 | 890 | 7,583 | 8,472 | 21,843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 2,922 | 108 | 3,030 | 11 | 0 | 11 | 3,041 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 2,375 | 175 | 2,550 | 0 | 22 | 22 | 2,573 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 19 | 5 | 23 | 0 | 1 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 314 | 850 | 1,164 | 276 | 477 | 753 | 1,917 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 5,629 | 1,138 | 6,767 | 287 | 501 | 787 | 7,555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 5,829 | 7,112 | 12,940 | 774 | 7,504 | 8,278 | 21,219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 4,589 | 2,608 | 7,197 | 402 | 580 | 982 | 8,179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 10,417 | 9,720 | 20,137 | 1,176 | 8,084 | 9,260 | 29,397 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 77 | 2,393 | 2,470 | 3 | 0 | 3 | 2,474 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 33 | 54 | 87 | ~ | 1 | 1 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 110 | 2,447 | 2,558 | 4 | 1 | 5 | 2,562 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 508 | 164 | 672 | 48 | 7 | 55 | 726 | 24 | 23 | 47 | 3 | 4 | 7 | 54 |
| 40' containers | 386 | 169 | 556 | 126 | 4 | 130 | 686 | 27 | 34 | 60 | 14 | 7 | 21 | 81 |
| Containers >20' & <40' | 97 | 46 | 143 | 0 | 0 | 0 | 143 | 4 | 3 | 7 | ~ | 1 | 1 | 7 |
| Containers >40' | 365 | 94 | 459 | 1 | 5 | 6 | 465 | 24 | 22 | 46 | ~ | 1 | 1 | 47 |
| All container traffic | 1,357 | 473 | 1,830 | 175 | 16 | 191 | 2,021 | 78 | 82 | 160 | 17 | 12 | 29 | 189 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 27 | 34 | 61 | 0 | 0 | 0 | 61 | 2 | 2 | 4 | 0 | 0 | 0 | 4 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 14 | 14 | 28 | 0 | 0 | 0 | 28 | 2 | ~ | 3 | 0 | 0 | 0 | 3 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 42 | 48 | 90 | 0 | 0 | 0 | 90 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 311 | 183 | 494 | 0 | 0 | 0 | 494 | 18 | 18 | 36 | 0 | 0 | 0 | 36 |
| Unaccompanied caravans, agricultural and industrial vehicles | ~ | 0 | ~ | 0 | 0 | 0 | ~ | ~ | 0 | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port  trailers, and barges | 790 | 495 | 1,285 | 0 | 0 | 0 | 1,285 | 39 | 42 | 81 | 0 | 0 | 0 | 81 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 1,101 | 678 | 1,779 | 0 | 0 | 0 | 1,779 | 57 | 59 | 116 | 0 | 0 | 0 | 116 |
| **All traffic** | **13,027** | **13,366** | **26,393** | **1,355** | **8,100** | **9,455** | **35,849** | **140** | **144** | **283** | **17** | **12** | **29** | **312** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

Source: DfT Port Freight Statistics
Last updated: 21 September 2016
Next update: September 2017

**Department for Transport Statistics**
Port Freight Statistics
**PORT0451**
**Tyne port traffic, annually  2015**

Thousand tonnes / Thousand units

| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | | Foreign traffic | | | Domestic traffic | | | |
| | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 10 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other iquid bulk products | 23 | 4 | 27 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 33 | 4 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 215 | 215 | 0 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 1,399 | 0 | 1,399 | 0 | 0 | 0 | 1,399 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricultural products | 0 | 246 | 246 | 0 | 3 | 3 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 1,416 | 0 | 1,416 | 337 | 0 | 337 | 1,754 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 2,815 | 461 | 3,276 | 337 | 3 | 340 | 3,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 1,409 | 0 | 1,409 | 0 | 0 | 0 | 1,409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 1,439 | 465 | 1,904 | 337 | 3 | 340 | 2,244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l bulk traffic | 2,848 | 465 | 3,313 | 337 | 3 | 340 | 3,654 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 30 | 0 | 30 | ~ | 0 | ~ | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 37 | 55 | 93 | ~ | 6 | 6 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 68 | 55 | 123 | ~ | 6 | 6 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 3 | 6 | 9 | 8 | 32 | 40 | 49 | 1 | 1 | 2 | 1 | 2 | 4 | 5 |
| 40' containers | 48 | 50 | 98 | 106 | 60 | 166 | 264 | 3 | 6 | 9 | 7 | 5 | 12 | 21 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 2 | 3 | 4 | ~ | ~ | ~ | 4 | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| All container traffic | 53 | 58 | 112 | 114 | 92 | 206 | 317 | 4 | 7 | 11 | 9 | 7 | 16 | 27 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 102 | 90 | 192 | 0 | 0 | 0 | 192 | 8 | 9 | 17 | 0 | 0 | 0 | 17 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 32 | 82 | 0 | 0 | 0 | 82 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| Import/export motor vehicles | 213 | 376 | 590 | 0 | 2 | 2 | 592 | 220 | 396 | 616 | 0 | 3 | 3 | 619 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 315 | 466 | 782 | 0 | 2 | 2 | 784 | 280 | 438 | 717 | 0 | 3 | 3 | 720 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 54 | 55 | 110 | 0 | 0 | 0 | 110 | 3 | 3 | 7 | 0 | 0 | 0 | 7 |
| Unaccompanied caravans, agricultural and industrial vehicles | 1 | 0 | 1 | 0 | 0 | 0 | 1 | ~ | 0 | ~ | 0 | 0 | 0 | ~ |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 55 | 55 | 110 | 0 | 0 | 0 | 110 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| **All traffic** | 3,340 | 1,100 | 4,440 | 452 | 103 | 555 | 4,995 | 287 | 448 | 736 | 9 | 10 | 18 | 754 |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**PORT0452**
**Warrenpoint port traffic, annually  2015**

|  | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | **Tonnage** | | | | | | | **Units** | | | | | | |
|  | **Foreign  traffic** | | | **Domestic traffic** | | | | **Foreign  traffic** | | | **Domestic traffic** | | | |
|  | Imports | Exports | All | Inwards | Outwards | All | All traffic | Imports | Exports | All | Inwards | Outwards | All | All traffic |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other  iquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 16 | 16 | 0 | 10 | 10 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 24 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 224 | 0 | 224 | 18 | 0 | 18 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 6 | 2 | 7 | 0 | 176 | 176 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 254 | 18 | 272 | 18 | 186 | 205 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bulks** | | | | | | | | | | | | | | |
| Bulk fuels | 24 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 229 | 18 | 247 | 18 | 186 | 205 | 452 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 254 | 18 | 272 | 18 | 186 | 205 | 476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 122 | 0 | 122 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 98 | 0 | 98 | 0 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 21 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 220 | 21 | 241 | 0 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 63 | ~ | 63 | 63 | 0 | 0 | 0 | 3 | 3 | 6 | 6 |
| 40' containers | 0 | 0 | 0 | 2 | 127 | 129 | 129 | 0 | 0 | 0 | 5 | 5 | 11 | 11 |
| Containers >20' & <40' | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Containers >40' | 0 | 0 | 0 | 74 | 124 | 198 | 198 | 0 | 0 | 0 | 6 | 5 | 11 | 11 |
| All container traffic | 0 | 0 | 0 | 139 | 251 | 390 | 390 | 0 | 0 | 0 | 14 | 14 | 28 | 28 |
| **Roll-on/roll-off (self-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 68 | 82 | 150 | 150 | 0 | 0 | 0 | 3 | 4 | 6 | 6 |
| Passenger cars, motorcycles and accompanying trailers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Import/export motor vehicles | 0 | 0 | 0 | 2 | ~ | 2 | 2 | 0 | 0 | 0 | 4 | ~ | 4 | 4 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro self-propelled traffic | 0 | 0 | 0 | 70 | 82 | 152 | 152 | 0 | 0 | 0 | 7 | 4 | 11 | 11 |
| **Roll-on/roll-off (non self-prope led)** | | | | | | | | | | | | | | |
| Unaccompanied road goods trailers | 0 | 0 | 0 | 801 | 860 | 1,660 | 1,660 | 0 | 0 | 0 | 42 | 39 | 81 | 81 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail wagons, shipborne port to port   trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-prope led units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 801 | 860 | 1,660 | 1,660 | 0 | 0 | 0 | 42 | 39 | 81 | 81 |
| **All traffic** | **473** | **39** | **513** | **1,028** | **1,379** | **2,407** | **2,920** | **0** | **0** | **0** | **63** | **57** | **120** | **120** |

"0" is null, "z" is not applicable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)
Port level data (units)

**Department for Transport Statistics**

Port Freight Statistics

**PORT0453**

**Loch Ryan port traffic, annually 2015[1]**

| | Thousand tonnes | | | | | | | Thousand units | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tonnage | | | | | | | Units | | | | | | |
| | Foreign traffic | | | Domestic traffic | | | All traffic | Foreign traffic | | | Domestic traffic | | | All traffic |
| | Imports | Exports | All | Inwards | Outwards | All | | Imports | Exports | All | Inwards | Outwards | All | |
| **Liquid bulk** | | | | | | | | | | | | | | |
| Liquefied gas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crude oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oil products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other liquid bulk products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All liquid bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dry bulk** | | | | | | | | | | | | | | |
| Ores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Agricu tural products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other dry bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All dry bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **All bu ks** | | | | | | | | | | | | | | |
| Bulk fuels | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other bulks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All bulk traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Other general cargo** | | | | | | | | | | | | | | |
| Forestry products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iron and steel products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General cargo & containers <20' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A l other general cargo traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Containers** | | | | | | | | | | | | | | |
| 20' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40' containers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >20' & <40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containers >40' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All container traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ro l-on/roll-off (se f-propelled)** | | | | | | | | | | | | | | |
| Road goods vehicles and trailers | 0 | 0 | 0 | 620 | 627 | 1,247 | 1,247 | 0 | 0 | 0 | 59 | 64 | 123 | 123 |
| Passenger cars, motorcycles and accompanying tra lers/caravans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 124 | 243 | 243 |
| Passenger buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 6 |
| Import/export motor vehicles | 0 | 0 | 0 | ~ | 1 | 2 | 2 | 0 | 0 | 0 | ~ | 1 | 1 | 1 |
| Live animals on the hoof | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile se f-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro se f-propelled traffic | 0 | 0 | 0 | 620 | 628 | 1,248 | 1,248 | 0 | 0 | 0 | 182 | 192 | 373 | 373 |
| **Ro l-on/roll-off (non se f-propelled)** | | | | | | | | | | | | | | |
| Unaccompanied road goods tra lers | 0 | 0 | 0 | 456 | 459 | 915 | 915 | 0 | 0 | 0 | 36 | 32 | 68 | 68 |
| Unaccompanied caravans, agricultural and industrial vehicles | 0 | 0 | 0 | ~ | ~ | ~ | ~ | 0 | 0 | 0 | ~ | ~ | ~ | ~ |
| Rail wagons, shipborne port to port  trailers, and barges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other mobile non self-propelled units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| All ro-ro non self-propelled traffic | 0 | 0 | 0 | 456 | 459 | 915 | 915 | 0 | 0 | 0 | 36 | 32 | 68 | 68 |
| **All traffic** | **0** | **0** | **0** | **1,076** | **1,087** | **2,163** | **2,163** | **0** | **0** | **0** | **218** | **223** | **441** | **441** |

1. Stranraer port closed in November 2011. Its operations were transferred to neighbouring Loch Ryan port.

"0" is null, "z" is not appliable and "~" is less than 1 (in units given).

Port data can be filtered to select information required

Port level data (tonnage)

Port level data (units)

Telephone  020 7944 3717

Email  maritime.stats@dft.gsi.gov.uk

The figures in this table are National Statistics

**Department for Transport Statistics**

**Table PORT0601**
**UK ports, ship arrivals by type and deadweight: 2015**

Number of vessels

| Ports | Port Group | Tankers | | | | | Ro Ro vessels | | | | Fully cellular container vessels | | | | Other dry cargo vessels | | | | | Passenger vessels | | | | Other vessels | | | | Total all vessels |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Deadweight tonnes: | 1 4,999 | 5,000 19,999 | 20,000 99,999 | 100,000+ | Unknown | 1 4,999 | 5,000 19,999 | 20,000+ | Unknown | 1 4,999 | 5,000 19,999 | 20,000+ | Unknown | 1 4,999 | 5,000 19,999 | 20,000 99,999 | 100,000+ | Unknown | 1 4,999 | 5,000 19,999 | 20,000+ | Unknown | 1 4,999 | 5,000 19,999 | 20,000+ | Unknown | |
| Aberdeen | Scotland East Coast | 185 | 116 | - | - | - | 403 | 305 | - | - | 14 | 1 | - | - | 298 | 87 | 2 | - | - | 11 | - | - | - | 4,774 | 458 | - | 10 | 6,664 |
| Ardrishaig | Scotland West Coast | - | - | - | - | - | - | - | - | - | - | - | - | - | 85 | - | - | - | - | - | - | - | - | - | - | - | - | 85 |
| Ayr | Scotland West Coast | - | - | - | - | - | - | - | - | - | - | - | - | - | 128 | 4 | - | 2 | - | 9 | - | - | - | 13 | - | - | - | 156 |
| Barrow | Lancs and Cumbria | 1 | 4 | - | - | - | - | - | - | - | - | - | - | - | 38 | - | - | - | - | - | - | - | - | 18 | 15 | - | - | 76 |
| Barry | Bristol Channel | 25 | 33 | - | - | - | - | - | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - | 11 | - | - | - | 79 |
| Belfast | Northern Ireland | 128 | 206 | 9 | 2 | - | 89 | 3,431 | - | - | - | 290 | - | - | 1,086 | 150 | 94 | - | - | 27 | 31 | - | 2 | 10 | 4 | - | - | 5,559 |
| Berwick | North East | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| Blyth | North East | 12 | 5 | - | - | - | 1 | 2 | - | - | - | 29 | - | - | 171 | 72 | - | - | - | 1 | - | - | - | 33 | 3 | - | 2 | 331 |
| Boston | Wash & Northern E Anglia | 10 | - | - | - | - | - | - | - | - | - | - | - | - | 400 | 2 | - | - | - | - | - | - | - | 1 | - | - | - | 413 |
| Bridgwater | Bristol Channel | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 16 | - | - | - | 16 |
| Bright ingsea | Thames and Kent | - | - | - | - | - | - | - | - | - | - | - | - | - | 104 | - | - | - | - | - | - | - | - | 1 | - | 31 | - | 136 |
| Bristol | Bristol Channel | 13 | 59 | 31 | - | - | 18 | 1 | 8 | - | 109 | 81 | 49 | - | 293 | 427 | 181 | - | - | 21 | 6 | - | - | 321 | 5 | - | - | 1,623 |
| Buckie | Scotland East Coast | 15 | - | - | - | - | 1 | - | - | - | - | - | - | - | 53 | - | - | - | - | 1 | - | - | 4 | 7 | - | - | - | 81 |
| Cairnryan | Scotland West Coast | - | - | - | - | - | 2,316 | 2,092 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,408 |
| Cardiff | Bristol Channel | 8 | 118 | - | - | - | - | 1 | - | - | 2 | 3 | - | - | 363 | 61 | 22 | 8 | - | 32 | - | - | - | 193 | 6 | - | - | 817 |
| Clyde | Scotland West Coast | 9 | 149 | 16 | 47 | - | 2,062 | 5 | - | 9 | - | 254 | 5 | - | 385 | 156 | 33 | 24 | - | 442 | 33 | - | - | 104 | 4 | - | - | 3,737 |
| Corpach | Scotland West Coast | - | - | - | - | - | - | - | - | 7 | - | - | - | - | 74 | - | - | - | - | - | - | - | - | - | - | - | - | 81 |
| Cowes, Isle of Wight[1] | Sussex and Hampshire | 70 | - | - | - | - | 146 | - | - | - | - | - | - | - | 71 | 1 | - | - | - | 6 | - | - | - | 36 | - | - | 8 | 338 |
| Cromarty Firth | Scotland East Coast | 41 | - | 3 | 1 | - | - | - | - | - | - | - | - | - | 89 | 13 | - | - | - | 22 | 33 | - | 6 | 128 | 56 | - | 11 | 403 |
| Dover | Thames and Kent | 68 | 3 | - | - | - | 3,032 | 13,633 | - | - | - | 1 | 2 | - | 20 | 120 | - | - | - | 60 | 61 | - | - | 74 | 2 | - | 2 | 17,078 |
| Dundee | Scotland East Coast | 25 | 19 | - | - | - | - | - | - | - | - | - | - | - | 126 | 10 | - | - | - | 3 | 3 | - | - | 49 | 2 | - | - | 237 |
| Falmouth | West Country | 126 | 42 | 15 | - | - | 13 | 3 | - | - | - | 1 | 4 | - | 39 | 20 | 12 | 6 | - | 18 | 4 | - | 1 | 13 | - | - | 2 | 319 |
| Fe ixstowe | Haven | 13 | 5 | 1 | - | - | 152 | 639 | - | - | - | 483 | 1,293 | - | 14 | 3 | 1 | 1 | - | - | - | - | 2 | 4 | 8 | 13 | 60 | 2,692 |
| Fishguard | West and North Wales | 12 | - | - | - | - | 679 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | 694 |
| Fleetwood[2] | Lancs and Cumbria | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forth | Scotland East Coast | 285 | 607 | 91 | 106 | - | 11 | 146 | - | - | 49 | 351 | - | - | 438 | 82 | 6 | - | - | 37 | 19 | - | - | 148 | 8 | - | 11 | 2,395 |
| Fowey | West Country | 2 | - | - | - | - | - | - | - | - | - | - | - | - | 112 | 60 | - | - | - | 8 | - | - | - | 1 | - | - | - | 183 |
| Fraserburgh | Scotland East Coast | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 14 | - | - | - | - | 1 | - | - | 1 | 2 | - | - | - | 19 |
| Garston | Lancs and Cumbria | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 92 | 22 | - | - | - | - | - | - | - | 67 | - | - | - | 182 |
| Gill's Bay | Scotland (East Coast) | - | - | - | - | - | 1,089 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | - | - | - | 1,094 |
| Glensanda | Scotland West Coast | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 21 | 27 | 89 | - | 1 | - | - | - | - | - | - | - | - | 139 |
| Goole | Humber | 20 | - | - | - | - | - | - | - | - | - | - | - | - | 634 | 1 | - | - | - | - | - | - | - | 3 | - | - | - | 658 |
| Great Yarmouth | Wash & Northern E Anglia | 43 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | 139 | 10 | 13 | - | - | - | - | - | - | 1,019 | 22 | - | 3 | 1,251 |
| Grimsby & Immingham | Humber | 1,401 | 688 | 244 | 101 | - | 97 | 3,226 | 267 | - | 24 | 551 | - | - | 1,442 | 461 | 338 | 119 | - | - | - | - | 2 | 554 | 49 | - | 74 | 9,638 |
| Harwich | Haven | 78 | 55 | 1 | - | - | - | 1,833 | - | - | - | 1 | 2 | - | 33 | 30 | 2 | - | - | 14 | 26 | - | - | 9 | 51 | 16 | 74 | 2,225 |
| Heysham | Lancs and Cumbria | - | - | - | - | - | 643 | 1,395 | - | - | - | - | - | - | 18 | - | - | - | - | - | - | - | - | 207 | - | - | - | 2,263 |
| Holyhead | West and North Wales | 62 | 2 | - | - | - | 660 | 2,503 | - | - | - | - | - | - | - | - | - | - | - | 17 | 7 | - | - | 9 | - | - | 8 | 3,268 |
| Hull | Humber | 339 | 233 | 20 | - | - | - | 838 | - | - | 1 | 264 | - | - | 756 | 218 | 50 | - | - | 5 | - | - | - | 120 | 150 | - | 60 | 3,054 |
| Inverness | Scotland East Coast | 67 | 10 | - | - | - | - | - | - | - | - | - | - | - | 171 | 1 | - | - | - | 15 | - | - | - | 3 | - | - | - | 267 |
| Ipswich | Haven | 2 | 9 | - | - | - | - | - | - | - | - | 1 | - | - | 532 | 193 | - | - | - | 1 | - | - | 2 | 8 | 29 | - | 1 | 778 |
| Kilroot | Northern Ireland | 3 | 9 | - | - | - | - | - | - | - | - | 1 | - | - | 356 | 31 | 1 | - | - | 2 | - | - | - | - | - | - | - | 403 |
| Kilroot Power Station Jetty | Northern Ireland | - | 9 | - | - | - | - | - | - | - | - | - | - | - | 214 | - | - | - | - | - | - | - | - | - | - | - | - | 223 |
| King's Lynn | Wash and NE Ang ia | - | - | - | - | - | - | - | - | - | - | - | - | - | 218 | 5 | - | - | - | - | - | - | - | 12 | - | - | 5 | 240 |
| Lancaster | Lancs and Cumbria | - | - | - | - | - | - | - | - | - | - | - | - | - | 134 | - | - | - | - | - | - | - | - | - | - | - | - | 134 |
| Larne | Northern Ireland | 63 | - | - | - | - | 2,528 | 94 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 2,686 |
| Lerwick | Scotland East Coast | 55 | 25 | - | - | - | 385 | 201 | - | - | 13 | - | - | - | 145 | 17 | - | - | 82 | 31 | 10 | - | 1 | 203 | 12 | - | 1 | 1,181 |
| Liverpool | Lancs and Cumbria | 425 | 608 | 82 | 101 | - | 424 | 2,338 | 86 | - | 2 | 501 | 203 | - | 985 | 211 | 192 | 3 | - | 20 | 39 | - | - | 175 | 30 | 43 | - | 6,468 |
| Llandulas | West and North Wales | - | - | - | - | - | - | - | - | - | - | - | - | - | 49 | - | - | - | - | - | - | - | - | - | - | - | - | 49 |
| Loch Ryan[3] | Scotland West Coast | - | - | - | - | - | 46 | 1,999 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 2,046 |
| London | Thames and Kent | 468 | 423 | 278 | 24 | - | 17 | 2,674 | 65 | - | 43 | 437 | 695 | - | 1,808 | 271 | 183 | - | - | 35 | 49 | - | 13 | 159 | 1,186 | - | 23 | 8,851 |
| Londonderry | Northern Ireland | 9 | 59 | - | - | - | - | - | - | - | - | 1 | - | - | 186 | 40 | 21 | - | - | 6 | 2 | - | - | - | - | - | 27 | 351 |
| Lowestoft | Wash & Northern E Anglia | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 4 | - | - | - | 1 | - | - | - | 212 | - | - | 1 | 255 |
| Manchester | Lancs and Cumbria | 377 | 828 | 14 | - | - | - | - | - | - | - | - | - | - | 606 | 136 | - | - | - | - | - | - | - | 41 | - | - | - | 2,002 |
| Medway | Thames and Kent | 94 | 15 | 95 | 4 | - | 94 | 121 | - | - | 232 | 464 | - | - | 1,397 | 378 | 110 | - | 27 | 5 | - | - | 7 | 51 | 275 | 3 | - | 3,372 |
| Milford Haven | West and North Wales | 690 | 1,560 | 600 | 199 | - | 61 | 641 | - | - | - | 7 | - | - | 29 | 2 | 2 | 1 | - | 6 | 2 | - | - | 27 | 4 | 2 | - | 3,833 |
| Mistley | Haven | - | - | - | - | - | - | - | - | - | - | - | - | - | 73 | - | - | - | - | - | - | - | - | - | - | - | - | 73 |
| Montrose | Scotland East Coast | 7 | 4 | - | - | - | - | - | - | - | - | - | - | - | 202 | 12 | - | - | - | 1 | - | - | - | 190 | 4 | - | - | 420 |
| Mostyn | West and North Wales | - | - | - | - | - | 26 | 1 | - | - | - | - | - | - | 3 | - | - | - | - | 1 | - | - | - | 2 | - | - | - | 33 |

**Department for Transport Statistics**

**Table PORT0601**
**UK ports, ship arrivals by type and deadweight: 2015**

Number of vessels

| Ports | Port Group | Tankers 1-4,999 | Tankers 5,000-19,999 | Tankers 20,000-99,999 | Tankers 100,000+ | Tankers Unknown | Ro Ro 1-4,999 | Ro Ro 5,000-19,999 | Ro Ro 20,000+ | Ro Ro Unknown | Fully cellular 1-4,999 | Fully cellular 5,000-19,999 | Fully cellular 20,000+ | Fully cellular Unknown | Other dry cargo 1-4,999 | Other dry cargo 5,000-19,999 | Other dry cargo 20,000-99,999 | Other dry cargo 100,000+ | Other dry cargo Unknown | Passenger 1-4,999 | Passenger 5,000-19,999 | Passenger 20,000+ | Passenger Unknown | Other 1-4,999 | Other 5,000-19,999 | Other 20,000+ | Other Unknown | Total all vessels |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neath | Bristol Channel | - | - | - | - | - | - | - | - | - | - | - | - | - | 78 | - | - | - | - | - | - | - | - | - | - | - | - | 78 |
| Newhaven | Sussex and Hampshire | 5 | - | - | - | - | 842 | - | - | - | - | - | - | - | 28 | 25 | - | - | - | - | - | - | - | 27 | 3 | - | - | 930 |
| Newport | Bristol Channel | 1 | - | - | - | - | - | 1 | - | - | - | - | - | - | 607 | 90 | 71 | - | - | - | - | - | - | 118 | 4 | - | - | 892 |
| Orkney | Scotland East Coast | 36 | 2 | 22 | 48 | - | 2,036 | 150 | - | 205 | 13 | - | - | - | 105 | 1 | - | - | 1 | 45 | 39 | - | 11 | 27 | - | - | - | 2,741 |
| Perth | Scotland East Coast | - | - | - | - | - | - | - | - | - | - | - | - | - | 56 | - | - | - | - | - | - | - | - | - | - | - | - | 56 |
| Peterhead | Scotland East Coast | 102 | 19 | - | - | - | 4 | 2 | - | 2 | 1 | - | - | - | 75 | 7 | - | - | - | 2 | - | - | 2 | 2,380 | 137 | - | - | 2,733 |
| Plymouth | West Country | 18 | 137 | - | - | - | 343 | 1 | - | - | - | - | - | - | 250 | 37 | - | - | - | 8 | 2 | - | - | 7 | - | - | - | 804 |
| Poole | West Country | 41 | - | - | - | - | 427 | 282 | - | - | - | - | - | - | 225 | 3 | - | - | - | 5 | - | - | - | 44 | 21 | - | 1 | 1,051 |
| Port Talbot | Bristol Channel | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 59 | 53 | 56 | - | - | - | - | - | 14 | 14 | - | - | 210 |
| Porthoustock | West Country | - | 1 | - | - | - | - | - | - | - | - | - | - | - | 31 | - | - | 1 | - | - | - | - | - | - | - | - | - | 33 |
| Portsmouth[1] | Sussex and Hampshire | 267 | 119 | 2 | 1 | - | 1,205 | 1,958 | - | - | - | 29 | 2 | - | 1 | 229 | 1 | - | - | 40 | 4 | - | 8 | 210 | 12 | - | 48 | 4,136 |
| Ramsgate | Thames and Kent | - | 1 | - | - | - | 21 | - | - | - | - | - | - | 1 | 14 | 1 | 5 | 1 | 1 | - | - | - | 1 | 4 | - | - | 234 | 284 |
| River Ouse | Humber | - | - | - | - | - | - | - | - | - | - | - | - | - | 105 | - | - | - | - | - | - | - | - | - | - | - | - | 105 |
| River Trent | Humber | 10 | - | - | - | - | - | - | - | - | - | - | - | - | 700 | 2 | - | - | - | - | - | - | - | - | - | - | - | 712 |
| Rivers Hull And Humber | Humber | 48 | 7 | 21 | 73 | - | - | 27 | 5 | - | - | 7 | - | - | 325 | 25 | - | - | - | - | - | - | - | 152 | 57 | - | - | 748 |
| Rye | Thames and Kent | - | - | - | - | - | - | - | - | - | - | - | - | - | 21 | - | - | - | - | - | - | - | - | - | - | - | - | 21 |
| Scrabster | Scotland East Coast | 41 | - | - | - | - | 801 | - | - | - | - | - | - | - | 27 | 54 | - | - | - | 7 | - | - | - | 53 | 3 | - | - | 986 |
| Seaham | North East | - | - | - | - | - | - | - | - | - | - | - | - | - | 207 | 16 | - | 1 | - | - | - | - | - | - | - | - | - | 224 |
| Sharpness | Bristol Channel | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 145 | 13 | - | - | - | 1 | - | - | - | - | - | - | - | 160 |
| Shoreham | Sussex and Hampshire | 18 | 1 | - | - | - | - | - | - | - | - | - | - | 1 | 375 | 6 | 7 | 1 | - | 1 | - | - | - | 349 | 135 | - | - | 894 |
| Silloth | Lancs and Cumbria | - | - | - | - | - | - | - | - | - | - | - | - | - | 43 | - | - | - | - | - | - | - | - | 5 | - | - | - | 59 |
| Southampton[1] | Sussex and Hampshire | 1,070 | 573 | 237 | 145 | - | 3 | 57 | 9 | - | - | 288 | 803 | - | 646 | 717 | 429 | 1 | - | 62 | 366 | - | 33 | 178 | 262 | - | 146 | 6,025 |
| Stornoway | Scotland West Coast | 40 | - | - | - | - | 102 | 43 | - | - | - | - | - | - | 21 | 3 | - | - | - | 23 | - | - | 2 | 8 | - | - | 1 | 243 |
| Stranraer[3] | Scotland West Coast | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Sullom Voe | Scotland East Coast | - | 1 | 20 | 70 | - | 40 | - | - | - | - | - | - | - | 8 | 2 | - | - | 4 | 1 | - | - | - | 38 | - | - | - | 184 |
| Sunderland | North East | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | 100 | 48 | 9 | - | - | - | - | - | - | 69 | 1 | - | 3 | 243 |
| Sutton Bridge | Wash & Northern E Anglia | - | - | - | - | - | - | - | - | - | - | - | - | - | 169 | 1 | - | - | - | - | - | - | - | - | - | - | - | 170 |
| Swansea | Bristol Channel | - | - | - | - | - | - | - | - | - | - | - | - | - | 108 | 25 | - | - | - | 15 | - | - | - | 86 | 12 | - | - | 246 |
| Tees and Hartlepool | North East | 1,081 | 718 | 152 | 123 | - | - | 453 | - | - | 1 | 686 | 4 | - | 547 | 155 | 124 | 26 | - | 1 | - | - | - | 291 | 210 | - | 15 | 4,587 |
| Teignmouth | West Country | - | - | - | - | - | - | - | - | - | - | - | - | - | 168 | - | - | - | - | 1 | - | - | - | - | - | - | - | 169 |
| Troon | Scotland West Coast | - | - | - | - | - | 255 | - | - | 47 | - | - | - | - | 79 | - | - | 1 | - | 2 | - | - | 4 | - | - | - | - | 388 |
| Tyne | North East | 41 | 6 | 3 | - | - | 333 | 5 | - | - | - | 134 | 1 | - | 221 | 232 | 127 | - | - | 7 | 21 | - | 1 | 72 | 64 | - | 4 | 1,272 |
| Wallasea | Thames and Kent | - | - | - | - | - | - | - | - | - | - | - | - | - | 63 | - | - | - | - | - | - | - | - | - | - | - | - | 63 |
| Warrenpoint | Northern Ireland | 22 | - | - | - | - | - | 500 | - | - | 108 | 28 | 1 | - | 310 | 19 | 3 | - | - | - | - | - | - | 10 | - | - | - | 1,001 |
| Weymouth & Portland | West Country | 42 | 7 | 8 | 5 | - | 32 | 2 | - | - | - | 2 | - | - | 47 | 13 | 14 | - | - | 13 | 15 | - | - | 10 | - | - | - | 210 |
| Whitstable | Thames and Kent | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 | - | - | - | - | 2 | - | - | - | - | - | - | 1 | 28 |
| Wisbech | Wash & Northern E Anglia | - | - | - | - | - | - | - | - | - | - | - | - | - | 43 | - | - | - | - | - | - | - | - | - | - | - | - | 43 |
| Workington | Lancs and Cumbria | 10 | - | - | - | - | - | - | - | - | - | - | - | - | 126 | 7 | - | - | - | - | - | - | - | 12 | - | - | - | 155 |
| Others | | 40 | 25 | 36 | 57 | - | 2,303 | 10 | - | 2 | - | 3 | - | - | 423 | 42 | 10 | 12 | 1 | 229 | 2 | - | 11 | 103 | 64 | - | 42 | 3,415 |
| England | | 6,242 | 4,561 | 1,231 | 612 | - | 8,230 | 29,488 | 440 | - | 412 | 3,960 | 3,060 | - | 14,878 | 4,182 | 1,801 | 165 | 28 | 350 | 593 | - | 72 | 4,622 | 2,654 | 75 | 842 | 88,498 |
| Wales | | 799 | 1,713 | 600 | 199 | - | 1,426 | 3,147 | - | - | 2 | 10 | - | - | 1,260 | 237 | 153 | 65 | - | 74 | 9 | - | - | 460 | 40 | 2 | 8 | 10,204 |
| Scotland | | 928 | 955 | 161 | 294 | - | 11,471 | 4,945 | - | 272 | 90 | 607 | 5 | - | 2,800 | 482 | 132 | 34 | 89 | 865 | 138 | - | 42 | 8,196 | 684 | - | 34 | 33,224 |
| Great Britain Total | | 7,969 | 7,229 | 1,992 | 1,105 | - | 21,127 | 37,580 | 440 | 272 | 504 | 4,577 | 3,065 | - | 18,938 | 4,901 | 2,086 | 264 | 117 | 1,289 | 740 | - | 114 | 13,278 | 3,378 | 77 | 884 | 131,926 |
| Northern Ireland | | 239 | 293 | 9 | 2 | - | 2,618 | 4,033 | - | - | 108 | 322 | 1 | - | 2,313 | 269 | 119 | - | - | 39 | 34 | - | 2 | 22 | 4 | - | 27 | 10,454 |
| **United Kingdom Total** | | **8,208** | **7,522** | **2,001** | **1,107** | - | **23,745** | **41,613** | **440** | **272** | **612** | **4,899** | **3,066** | - | **21,251** | **5,170** | **2,205** | **264** | **117** | **1,328** | **774** | - | **116** | **13,300** | **3,382** | **77** | **911** | **142,380** |

1 Excludes Isle of Wight ferry traffic. See Port Freight Statistics Technical Note for more details of arrivals and types of vessels that are excluded, and for changes to the series from 2009 on.
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/347487/port-statistics-technical-note.pdf
2 Fleetwood ceased operating in 2011.
3 Stranraer port closed in November 2011 and its facilities were transferred to Loch Ryan.

**Department for Transport Statistics**
Shipping Fleet Statistics
**Table PORT0602**
**UK ports, ship arrivals : 1994-2015**

Number of vessels (cargo vessels only[1])

| | | Old basis[2] | | | | | New basis[2] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2005 | 2006 | 2007 | 2008 | 2009 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| Aberdeen | Scotland (East Coast) | 1,611 | 1,643 | 1,569 | 1,549 | 1,476 | 1,490 | 1,525 | 1,558 | 1,536 | 1,511 | 1,488 | 1,411 |
| Ardrishaig | Scotland (West Coast) | | | | | | 62 | 81 | 110 | 65 | 89 | 87 | 85 |
| Ayr | Scotland (West Coast) | 177 | 208 | 160 | 223 | 166 | 166 | 244 | 160 | 125 | 173 | 148 | 134 |
| Barrow | Lancashire and Cumbria | 48 | 33 | 50 | 71 | 41 | 39 | 74 | 67 | 52 | 59 | 40 | 43 |
| Barry | Bristol Channel | 140 | 169 | 158 | 133 | 103 | 102 | 68 | 63 | 73 | 63 | 69 | 68 |
| Belfast | Northern Ireland | 6,242 | 6,187 | 6,033 | 5,645 | 5,371 | 5,379 | 5,623 | 5,397 | 5,425 | 5,358 | 5,500 | 5,485 |
| Berwick | North East | 52 | 61 | 45 | 53 | 27 | 27 | 30 | 46 | 39 | 35 | 29 | 24 |
| Blyth | North East | 429 | 395 | 358 | 346 | 285 | 286 | 316 | 371 | 271 | 259 | 218 | 292 |
| Boston | Wash and NE Anglia | 430 | 473 | 526 | 407 | 375 | 383 | 495 | 440 | 416 | 373 | 382 | 412 |
| Bridgwater | Bristol Channel | 11 | 15 | | | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Brightlingsea | Thames and Kent | 1,053 | 557 | 362 | 565 | 605 | 605 | 456 | 375 | 294 | 86 | 154 | 104 |
| Bristol | Bristol Channel | 1,437 | 1,363 | 1,265 | 1,180 | 973 | 986 | 1,275 | 1,237 | 1,677 | 1,739 | 1,251 | 1,270 |
| Buckie | Scotland (East Coast) | | | | | | 63 | 50 | 68 | 36 | 49 | 56 | 69 |
| Cairnryan | Scotland (West Coast) | 2,522 | 2,546 | 2,540 | 2,543 | 2,529 | 2,540 | 2,741 | 2,691 | 2,530 | 2,429 | 2,323 | 4,408 |
| Cardiff | Bristol Channel | 583 | 639 | 652 | 614 | 423 | 401 | 462 | 426 | 579 | 507 | 482 | 586 |
| Clyde | Scotland (West Coast) | 1,111 | 1,099 | 1,147 | 1,134 | 989 | 1,160 | 1,383 | 1,698 | 1,971 | 1,960 | 2,776 | 3,154 |
| Colchester | Thames and Kent | - | - | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Corpach | Scotland (West Coast) | | | | | | 29 | 47 | 33 | 40 | 47 | 62 | 81 |
| Cowes, Isle of Wight[3] | Sussex and Hampshire | 110 | 64 | 66 | 62 | 61 | 41 | 58 | 111 | 95 | 81 | 97 | 288 |
| Cromarty Firth | Scotland (East Coast) | 147 | 175 | 187 | 169 | 149 | 181 | 217 | 214 | 188 | 205 | 190 | 147 |
| Dover | Thames and Kent | 23,777 | 23,080 | 23,001 | 21,987 | 20,552 | 21,551 | 20,127 | 17,719 | 17,138 | 19,432 | 18,632 | 16,879 |
| Dundee | Scotland (East Coast) | 342 | 364 | 293 | 271 | 189 | 210 | 252 | 224 | 234 | 214 | 208 | 180 |
| Falmouth | West Country | 529 | 614 | 952 | 1,470 | 1,309 | 1,309 | 1,100 | 1,460 | 1,128 | 689 | 310 | 281 |
| Felixstowe | Haven | 4,253 | 4,380 | 4,007 | 3,603 | 3,401 | 3,453 | 3,298 | 3,332 | 3,038 | 2,895 | 2,749 | 2,605 |
| Fishguard | West and North Wales | 1,109 | 999 | 985 | 998 | 950 | 950 | 771 | 788 | 695 | 678 | 699 | 691 |
| Fleetwood | Lancashire and Cumbria | 888 | 919 | 931 | 461 | 752 | 862 | 837 | 0 | 0 | 0 | 0 | 0 |
| Folkestone | Thames and Kent | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forth | Scotland (East Coast) | 3,827 | 3,585 | 3,424 | 3,338 | 2,620 | 2,882 | 2,759 | 2,639 | 2,446 | 2,204 | 2,206 | 2,172 |
| Fowey | West Country | 386 | 333 | 318 | 94 | 27 | 220 | 236 | 227 | 199 | 209 | 176 | 174 |
| Fraserburgh | Scotland (East Coast) | | | | | | 18 | 4 | 21 | 28 | 17 | 15 | 15 |
| Garston | Lancashire and Cumbria | 138 | 125 | 110 | 96 | 131 | 131 | 136 | 126 | 139 | 118 | 112 | 115 |
| Gill's Bay | Scotland (East Coast) | | | | | | 1,011 | 1,092 | 1,079 | 1,084 | 1,056 | 1,086 | 1,089 |
| Glensanda | Scotland (West Coast) | 229 | 192 | 273 | 153 | 97 | 142 | 209 | 190 | 161 | 129 | 181 | 139 |
| Gloucester & Sharpness | Bristol Channel | 183 | 168 | 166 | 157 | 155 | 155 | 135 | 168 | 149 | 161 | 172 | 159 |
| Goole | Humber | 1,282 | 1,145 | 1,034 | 1,005 | 829 | 842 | 932 | 895 | 636 | 737 | 631 | 655 |
| Great Yarmouth | Wash and NE Anglia | 209 | 273 | 266 | 273 | 186 | 207 | 237 | 241 | 333 | 255 | 215 | 207 |
| Grimsby & Immingham | Humber | 8,720 | 8,456 | 8,260 | 7,970 | 7,319 | 7,334 | 7,923 | 8,752 | 9,383 | 8,799 | 8,572 | 8,959 |
| Harwich | Haven | 2,930 | 2,870 | 2,409 | 2,208 | 1,996 | 1,848 | 2,108 | 2,601 | 2,867 | 2,467 | 2,366 | 2,035 |
| Heysham | Lancashire and Cumbria | 2,701 | 2,884 | 2,835 | 2,490 | 2,086 | 2,323 | 2,733 | 2,690 | 2,523 | 2,211 | 2,139 | 2,056 |
| Holyhead | West and North Wales | 3,194 | 2,773 | 2,933 | 2,895 | 2,864 | 2,902 | 3,097 | 3,018 | 3,024 | 3,027 | 3,391 | 3,227 |
| Hull | Humber | 3,632 | 3,270 | 3,027 | 2,859 | 2,299 | 2,524 | 2,612 | 2,982 | 3,037 | 2,736 | 2,606 | 2,719 |
| Inverness | Scotland (East Coast) | 267 | 223 | 294 | 267 | 218 | 225 | 245 | 222 | 224 | 234 | 195 | 249 |
| Ipswich | Haven | 1,715 | 1,666 | 1,105 | 1,108 | 1,298 | 1,320 | 1,047 | 974 | 807 | 565 | 1,066 | 737 |
| Kilroot | Northern Ireland | | | | | | 131 | 212 | 332 | 360 | 433 | 338 | 401 |
| Kilroot Power Station Jetty | Northern Ireland | | | | | | 71 | 100 | 149 | 249 | 271 | 244 | 223 |
| King's Lynn | Wash and NE Anglia | 86 | 185 | 262 | 372 | 305 | 305 | 339 | 288 | 271 | 218 | 216 | 223 |
| Lancaster | Lancashire and Cumbria | 145 | 160 | 151 | 134 | 163 | 163 | 221 | 127 | 140 | 128 | 139 | 134 |
| Larne | Northern Ireland | 4,138 | 4,153 | 4,218 | 4,186 | 4,141 | 4,150 | 4,372 | 3,802 | 3,083 | 2,867 | 2,762 | 2,686 |
| Lerwick | Scotland (East Coast) | 1,001 | 912 | 945 | 963 | 943 | 926 | 908 | 990 | 941 | 907 | 810 | 923 |
| Liverpool | Lancashire and Cumbria | 5,252 | 5,715 | 6,759 | 5,548 | 4,913 | 6,213 | 8,489 | 7,755 | 6,099 | 6,206 | 7,786 | 6,161 |
| Llandulas | West and North Wales | | | | | | 20 | 44 | 126 | 78 | 99 | 10 | 49 |
| Loch Ryan | Scotland (West Coast) | | | | | | | | | 2,150 | 2,087 | 2,040 | 2,045 |
| London | Thames and Kent | 11,515 | 10,412 | 9,750 | 9,446 | 8,217 | 8,268 | 8,616 | 8,598 | 8,200 | 8,416 | 7,995 | 7,386 |
| Londonderry | Northern Ireland | 400 | 476 | 475 | 439 | 310 | 325 | 370 | 350 | 331 | 332 | 306 | 316 |
| Lowestoft | Wash and NE Anglia | 68 | 126 | 84 | 71 | 93 | 93 | 80 | 62 | 47 | 41 | 36 | 41 |
| Manchester | Lancashire and Cumbria | 1,875 | 2,051 | 1,942 | 1,449 | 1,407 | 1,402 | 1,586 | 1,930 | 1,836 | 1,986 | 1,738 | 1,961 |
| Medway | Thames and Kent | 3,903 | 3,452 | 3,127 | 2,812 | 2,267 | 2,659 | 2,693 | 2,863 | 3,181 | 2,807 | 3,409 | 3,031 |
| Milford Haven | West and North Wales | 3,360 | 2,809 | 2,955 | 2,986 | 2,728 | 2,711 | 2,685 | 3,744 | 2,769 | 2,878 | 2,658 | 3,792 |
| Mistley Quay | Haven | 82 | 85 | 91 | 82 | 56 | 55 | 84 | 72 | 71 | 73 | 94 | 73 |
| Montrose | Scotland (East Coast) | 282 | 267 | 205 | 233 | 134 | 135 | 189 | 203 | 209 | 255 | 265 | 225 |
| Mostyn | West and North Wales | 97 | 95 | 78 | 114 | 17 | 16 | 48 | 53 | 27 | 85 | 49 | 30 |
| Neath | Bristol Channel | 50 | 69 | 62 | 18 | 1 | 1 | 23 | 151 | 79 | 70 | 84 | 78 |
| Newhaven | Sussex and Hampshire | 894 | 1,034 | 743 | 1,047 | 805 | 794 | 758 | 1,055 | 752 | 1,340 | 834 | 900 |
| Newport | Bristol Channel | 690 | 634 | 555 | 459 | 400 | 586 | 617 | 690 | 590 | 720 | 681 | 770 |
| Orkney | Scotland (East Coast) | 1,709 | 1,679 | 1,692 | 1,565 | 1,634 | 1,633 | 1,450 | 2,053 | 2,306 | 1,958 | 2,174 | 2,619 |
| Par | West Country | 177 | 126 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perth | Scotland (East Coast) | 95 | 110 | 100 | 93 | 74 | 74 | 71 | 59 | 45 | 50 | 51 | 56 |
| Peterhead | Scotland (East Coast) | 225 | 212 | 190 | 231 | 147 | 176 | 203 | 186 | 164 | 168 | 239 | 212 |
| Plymouth | West Country | 1,108 | 1,123 | 1,132 | 1,085 | 919 | 969 | 989 | 990 | 999 | 836 | 776 | 786 |
| Poole | West Country | 1,620 | 1,756 | 1,623 | 1,348 | 1,333 | 1,441 | 1,079 | 1,178 | 1,003 | 1,360 | 751 | 978 |
| Port Talbot | Bristol Channel | 204 | 208 | 200 | 216 | 117 | 119 | 213 | 219 | 206 | 228 | 261 | 182 |
| Porthoustock | West Country | | | | | | 85 | 88 | 112 | 63 | 21 | 20 | 33 |
| Portsmouth[3] | Sussex and Hampshire | 4,469 | 3,302 | 3,541 | 3,588 | 4,108 | 3,533 | 3,837 | 3,792 | 3,269 | 3,218 | 3,575 | 3,814 |
| Ramsgate | Thames and Kent | 2,951 | 2,571 | 2,743 | 2,585 | 2,156 | 2,182 | 2,044 | 1,465 | 1,217 | 260 | 27 | 45 |
| River Ouse | Humber | 147 | 179 | 188 | 131 | 143 | 143 | 148 | 113 | 102 | 68 | 104 | 105 |
| River Trent | Humber | 1,100 | 1,190 | 1,261 | 1,073 | 654 | 661 | 795 | 785 | 780 | 747 | 815 | 712 |
| Rivers Hull & Humber | Humber | 496 | 433 | 434 | 495 | 528 | 542 | 561 | 581 | 753 | 594 | 529 | 538 |
| Rye | Thames and Kent | | | | | | 50 | 61 | 35 | 37 | 20 | 25 | 21 |
| Scrabster | Scotland (East Coast) | 971 | 975 | 1,032 | 963 | 986 | 1,007 | 1,000 | 1,122 | 1,129 | 917 | 959 | 923 |
| Seaham | North East | 238 | 223 | 216 | 178 | 142 | 142 | 153 | 154 | 191 | 209 | 213 | 224 |
| Shoreham | Sussex and Hampshire | 387 | 427 | 487 | 374 | 387 | 419 | 406 | 375 | 387 | 290 | 332 | 409 |
| Silloth | Lancashire and Cumbria | 81 | 77 | 78 | 75 | 77 | 70 | 109 | 101 | 89 | 93 | 68 | 54 |
| Southampton[3] | Sussex and Hampshire | 5,894 | 5,447 | 5,307 | 5,264 | 5,035 | 4,079 | 5,098 | 5,038 | 4,733 | 4,469 | 4,656 | 4,978 |
| Stornoway | Scotland (West Coast) | | | | | | 64 | 82 | 96 | 82 | 80 | 227 | 209 |
| Stranraer | Scotland (West Coast) | 2,261 | 2,232 | 2,219 | 2,174 | 2,135 | 2,178 | 2,308 | 2,098 | . | . | . | 0 |
| Sullom Voe | Scotland (East Coast) | 280 | 294 | 252 | 267 | 204 | 206 | 206 | 207 | 201 | 183 | 117 | 145 |

**Department for Transport Statistics**
Shipping Fleet Statistics
**Table PORT0602**
**UK ports, ship arrivals : 1994-2015**

Number of vessels (cargo vessels only[1])

| | | Old basis[2] | | | | | New basis[2] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2005 | 2006 | 2007 | 2008 | 2009 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| Sunderland | North East | 128 | 119 | 213 | 151 | 187 | 205 | 127 | 158 | 139 | 157 | 174 | 170 |
| Sutton Bridge | Wash and NE Anglia | 257 | 277 | 326 | 249 | 205 | 205 | 212 | 228 | 211 | 182 | 168 | 170 |
| Swansea | Bristol Channel | 339 | 329 | 183 | 130 | 104 | 106 | 284 | 242 | 156 | 148 | 126 | 133 |
| Tees & Hartlepool | North East | 5,154 | 5,227 | 5,176 | 4,771 | 4,106 | 4,236 | 4,671 | 4,513 | 4,419 | 3,972 | 4,014 | 4,070 |
| Teignmouth | West Country | 317 | 367 | 346 | 308 | 220 | 220 | 222 | 181 | 197 | 198 | 185 | 168 |
| Troon | Scotland (West Coast) | | | | | | 786 | 771 | 736 | 421 | 462 | 474 | 382 |
| Tyne | North East | 1,604 | 1,597 | 1,557 | 1,473 | 952 | 1,146 | 1,376 | 1,643 | 1,561 | 1,371 | 1,270 | 1,103 |
| Wallasea | Thames and Kent | 75 | 86 | 73 | 65 | 32 | 32 | 63 | 54 | 70 | 69 | 59 | 63 |
| Warrenpoint | Northern Ireland | 1,146 | 1,310 | 1,130 | 914 | 800 | 885 | 899 | 791 | 893 | 920 | 1,054 | 991 |
| Weymouth & Portland | West Country | 391 | 367 | 374 | 306 | 386 | 402 | 361 | 953 | 827 | 721 | 658 | 172 |
| Whitby & Scarborough | North East | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitstable | Thames and Kent | 61 | 87 | 59 | 48 | 22 | 22 | 44 | 40 | 30 | 30 | 27 | 25 |
| Wisbech | Wash and NE Anglia | 33 | 48 | 68 | 39 | 23 | 23 | 25 | 30 | 38 | 16 | 35 | 43 |
| Workington | Lancashire and Cumbria | 91 | 53 | 66 | 63 | 61 | 60 | 50 | 91 | 132 | 146 | 152 | 143 |
| All other ports[5] | | | | | | | 545 | 584 | 420 | 723 | 852 | 1,503 | 2,964 |
| Other ports | Bristol Channel | 38 | 21 | 25 | 13 | 1 | : | : | : | : | : | : | : |
| Other ports | Haven | 8 | 39 | 33 | 33 | 440 | : | : | : | : | : | : | : |
| Other ports | Humber | 0 | 0 | 0 | 0 | 0 | : | : | : | : | : | : | : |
| Other ports | Lancashire and Cumbria | 1 | - | 0 | 0 | 0 | : | : | : | : | : | : | : |
| Other ports | North East | 0 | 0 | 0 | 0 | 0 | : | : | : | : | : | : | : |
| Other ports | Northern Ireland | 231 | 212 | 142 | 160 | 130 | : | : | : | : | : | : | : |
| Other ports | Scotland (East Coast) | 98 | 111 | 111 | 93 | 81 | : | : | : | : | : | : | : |
| Other ports | Scotland (West Coast) | 1,250 | 1,223 | 1,166 | 1,041 | 561 | : | : | : | : | : | : | : |
| Other ports | Sussex and Hampshire | 41 | 49 | 54 | 59 | 20 | : | : | : | : | : | : | : |
| Other ports | Thames and Kent | 34 | 36 | 38 | 27 | 51 | : | : | : | : | : | : | : |
| Other ports | Wash and NE Anglia | 2 | - | 1 | 1 | 2 | : | : | : | : | : | : | : |
| Other ports | West and North Wales | 124 | 135 | 97 | 42 | 21 | : | : | : | : | : | : | : |
| Other ports | West Country | 87 | 69 | 158 | 102 | 102 | : | : | : | : | : | : | : |
| **All ports of England** | | 105,730 | 101,661 | 99,617 | 93,332 | 85,226 | 87,749 | 92,057 | 90,533 | 86,466 | 84,504 | 83,030 | 79,290 |
| **All ports of Wales** | | 9,890 | 8,859 | 8,858 | 8,605 | 7,728 | 7,915 | 8,312 | 9,520 | 8,276 | 8,503 | 8,511 | 9,611 |
| **All ports of Scotland** | | 18,405 | 18,050 | 17,799 | 17,270 | 15,332 | 17,422 | 18,089 | 18,696 | 18,616 | 17,879 | 19,630 | 23,265 |
| **All ports of Great Britain** | | 134,025 | 128,570 | 126,274 | 119,207 | 108,286 | 113,086 | 118,458 | 118,749 | 113,358 | 110,886 | 111,171 | 112,166 |
| **All Northern Ireland** | | 12,157 | 12,338 | 11,998 | 11,344 | 10,752 | 10,944 | 11,602 | 10,843 | 10,363 | 10,202 | 10,220 | 10,326 |
| **All ports of United Kingdom** | | 146,182 | 140,908 | 138,272 | 130,551 | 119,038 | 124,030 | 130,060 | 129,592 | 123,721 | 121,088 | 121,391 | 122,492 |

1 To give a consistent time series, this table includes only the first four ship types of Table PORT0601 - tanker, ro-ro, container and general cargo vessel.

2 The scope of the ship arrivals tables was re-designed for 2009 data onwards. For details, see Port Freight Statistics Technical Note (link below)

3 Excludes arrivals from the Isle of Wight. See Port Freight Statistics Technical Note for more details of arrivals and types of vessels that are excluded.

4 Stranraer port closed in November 2011 and its facility  were transfer to Loch Ryan.

5 On the 'new' basis some ports previously grouped in 'other' categories are now shown separately.

Technical Note

Source: Lloyd's List Intelligence, DfT Maritime Statistics
Last updated: 21 September 2016
Next update: September 2017

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These figures fall outside the scope of National Statistics.

# Department for Transport Statistics
## Maritime and shipping statistics
## Table PORT0603
## UK ports, sum of deadweight of ships arriving by type: 2015

Million Dwt

| Ports | Port Group | Tankers | Ro-Ro vessels | Fully cellular container vessels | Other dry cargo vessels | Passenger vessels | Other vessels | Total all |
|---|---|---|---|---|---|---|---|---|
| Aberdeen | Scotland East Coast | 1.4 | 2.5 | 0.1 | 2.0 | - | 21.0 | 27.0 |
| Ardrishaig | Scotland West Coast | - | - | - | 0.1 | - | - | 0.1 |
| Ayr | Scotland West Coast | - | - | - | 0.7 | - | - | 0.7 |
| Barrow | Lancs and Cumbria | - | - | - | 0.2 | - | 0.1 | 0.3 |
| Barry | Bristol Channel | 0.4 | - | - | - | - | - | 0.4 |
| Belfast | Northern Ireland | 3.5 | 21.2 | 2.9 | 9.7 | 0.3 | 0.1 | 37.7 |
| Berwick | North East | - | - | - | 0.1 | - | - | 0.1 |
| Blyth | North East | 0.1 | - | 0.2 | 1.3 | - | 0.1 | 1.7 |
| Boston | Wash & Northern E Anglia | - | - | - | 1.1 | - | - | 1.1 |
| Bridgwater | Bristol Channel | - | - | - | - | - | - | - |
| Brightlingsea | Thames and Kent | - | - | - | - | - | - | - |
| Bristol | Bristol Channel | 2.6 | 0.3 | 3.0 | 13.4 | 0.1 | 0.7 | 20.1 |
| Buckie | Scotland East Coast | - | - | - | 0.1 | - | - | 0.1 |
| Cairnryan | Scotland West Coast | - | 20.8 | - | - | - | - | 20.8 |
| Cardiff | Bristol Channel | 1.4 | - | - | 3.9 | - | 0.4 | 5.7 |
| Clyde | Scotland West Coast | 9.5 | 0.8 | 2.5 | 7.8 | 0.4 | 0.1 | 21.2 |
| Corpach | Scotland West Coast | - | - | - | 0.2 | - | - | 0.2 |
| Cowes, Isle of Wight[1] | Sussex and Hampshire | 0.1 | 0.1 | - | 0.2 | - | 0.1 | 0.4 |
| Cromarty Firth | Scotland East Coast | 0.4 | - | - | 0.3 | 0.4 | 0.8 | 1.9 |
| Dover | Thames and Kent | 0.3 | 114.4 | 0.2 | 1.7 | 0.6 | 0.1 | 117.2 |
| Dundee | Scotland East Coast | 0.2 | - | - | 0.5 | - | 0.1 | 0.9 |
| Falmouth | West Country | 1.4 | - | 0.1 | 1.8 | 0.1 | - | 3.6 |
| Felixstowe | Haven | 0.1 | 7.4 | 135.1 | 0.3 | - | 0.4 | 143.3 |
| Fishguard | West and North Wales | - | 1.8 | - | - | - | - | 1.9 |
| Fleetwood | Lancs and Cumbria | - | - | - | - | - | - | - |
| Forth | Scotland East Coast | 29.8 | 1.3 | 3.6 | 2.2 | 0.2 | 0.4 | 37.4 |
| Fowey | West Country | - | - | - | 0.8 | - | - | 0.8 |
| Fraserburgh | Scotland East Coast | - | - | - | - | - | - | - |
| Garston | Lancs and Cumbria | - | - | - | 0.5 | - | 0.2 | 0.7 |
| Gill's Bay Scotland | Scotland East Coast | - | 0.4 | - | - | - | - | 0.4 |
| Glensanda | Scotland West Coast | - | - | - | 6.7 | - | - | 6.7 |
| Goole | Humber | 0.1 | - | - | 1.8 | - | - | 1.9 |
| Great Yarmouth | Wash & Northern E Anglia | 0.2 | - | - | 1.0 | - | 2.6 | 3.7 |
| Grimsby & Immingham | Humber | 33.2 | 44.7 | 4.9 | 45.8 | - | 1.1 | 129.7 |
| Harwich | Haven | 0.8 | 18.6 | 0.2 | 0.4 | 0.3 | 1.0 | 21.3 |
| Heysham | Lancs and Cumbria | - | 10.1 | - | 0.1 | - | 0.6 | 10.8 |
| Holyhead | West and North Wales | 0.2 | 22.7 | - | - | 0.1 | - | 22.9 |
| Hull | Humber | 3.3 | 6.9 | 2.5 | 6.0 | - | 1.4 | 20.0 |
| Inverness | Scotland East Coast | 0.4 | - | - | 0.6 | - | - | 0.9 |
| Ipswich | Haven | 0.1 | - | - | 3.1 | - | 0.2 | 3.4 |
| Kilroot | Northern Ireland | 0.1 | - | - | 1.4 | - | - | 1.5 |
| Kilroot Power Station Jetty | Northern Ireland | 0.1 | - | - | 1.0 | - | - | 1.0 |
| King's Lynn | Wash & Northern E Anglia | - | - | - | 0.7 | - | - | 0.7 |
| Lancaster | Lancs and Cumbria | - | - | - | 0.2 | - | - | 0.2 |
| Larne | Northern Ireland | 0.1 | 8.8 | - | - | - | - | 9.0 |
| Lerwick | Scotland East Coast | 0.3 | 1.7 | 0.1 | 0.7 | 0.1 | 0.7 | 3.6 |
| Liverpool | Lancs and Cumbria | 23.7 | 20.2 | 14.0 | 15.4 | 0.4 | 1.8 | 75.4 |
| Llandulas | West and North Wales | - | - | - | 0.2 | - | - | 0.2 |
| Loch Ryan[2] | Scotland West Coast | - | 12.1 | - | - | - | - | 12.1 |
| London | Thames and Kent | 18.8 | 29.4 | 50.2 | 13.4 | 0.4 | 9.0 | 121.2 |
| Londonderry | Northern Ireland | 0.9 | - | - | 1.8 | - | - | 2.7 |
| Lowestoft | Wash & Northern E Anglia | - | - | - | 0.2 | - | 0.1 | 0.3 |
| Manchester | Lancs and Cumbria | 10.6 | - | - | 3.2 | - | 0.1 | 13.9 |
| Medway | Thames and Kent | 5.2 | 1.4 | 5.0 | 15.2 | - | 2.0 | 28.8 |
| Milford Haven | West and North Wales | 74.3 | 4.0 | 0.1 | 0.4 | - | 0.1 | 79.0 |
| Mistley | Haven | - | - | - | 0.2 | - | - | 0.2 |
| Montrose | Scotland East Coast | 0.1 | - | - | 0.7 | - | 0.7 | 1.5 |
| Mostyn | West and North Wales | - | 0.1 | - | - | - | - | 0.1 |
| Neath | Bristol Channel | - | - | - | 0.2 | - | - | 0.2 |
| Newhaven | Sussex and Hampshire | - | 3.0 | - | 0.2 | - | 0.1 | 3.3 |
| Newport | Bristol Channel | - | - | - | 4.7 | - | 0.2 | 5.0 |
| Orkney | Scotland East Coast | 9.0 | 2.6 | 0.1 | 0.4 | 0.4 | 0.1 | 12.5 |
| Perth | Scotland East Coast | - | - | - | 0.1 | - | - | 0.1 |
| Peterhead | Scotland East Coast | 0.5 | - | - | 0.3 | - | 10.2 | 11.0 |
| Plymouth | West Country | 1.9 | 1.6 | - | 1.1 | - | - | 4.6 |
| Poole | West Country | 0.2 | 1.8 | - | 0.7 | - | 0.2 | 2.8 |
| Port Talbot | Bristol Channel | - | - | - | 14.1 | - | 0.1 | 14.3 |
| Porthoustock | West Country | - | - | - | 0.2 | - | - | 0.3 |
| Portsmouth[1] | Sussex and Hampshire | 2.4 | 14.8 | 0.5 | 2.9 | 0.1 | 0.6 | 21.3 |
| Ramsgate | Thames and Kent | - | - | 0.1 | 0.5 | - | - | 0.5 |
| River Ouse | Humber | - | - | - | 0.3 | - | - | 0.3 |
| River Trent | Humber | - | - | - | 1.9 | - | - | 2.0 |
| Rivers Hull and Humber | Humber | 10.9 | 0.4 | 0.1 | 1.3 | - | 0.6 | 13.3 |
| Rye | Thames and Kent | - | - | - | 0.1 | - | - | 0.1 |
| Scrabster | Scotland East Coast | 0.1 | 1.0 | - | 0.4 | - | 0.2 | 1.7 |
| Seaham | North East | - | - | - | 1.0 | - | - | 1.0 |
| Sharpness | Bristol Channel | - | - | - | 0.6 | - | - | 0.6 |
| Shoreham | Sussex and Hampshire | 0.1 | - | 0.1 | 1.8 | - | 1.6 | 3.5 |
| Silloth | Lancs and Cumbria | - | - | - | 0.1 | - | - | 0.2 |
| Southampton[1] | Sussex and Hampshire | 41.3 | 1.0 | 94.0 | 22.9 | 3.6 | 1.9 | 164.7 |
| Stornoway | Scotland East Coast | 0.1 | 0.4 | - | - | - | - | 0.6 |
| Stranraer[2] | Scotland West Coast | - | - | - | - | - | - | - |
| Sullom Voe | Scotland East Coast | 9.7 | - | - | - | - | 0.1 | 9.9 |
| Sunderland | North East | - | - | - | 1.1 | - | 0.2 | 1.3 |
| Sutton Bridge | Wash & Northern E Anglia | - | - | - | 0.5 | - | - | 0.5 |
| Swansea | Bristol Channel | - | - | - | 0.6 | - | 0.3 | 0.9 |
| Tees and Hartlepool | North East | 31.5 | 4.6 | 7.1 | 13.6 | - | 2.3 | 59.0 |
| Teignmouth | West Country | - | - | - | 0.5 | - | - | 0.5 |
| Troon | Scotland West Coast | - | 0.1 | - | 0.3 | - | - | 0.4 |
| Tyne | North East | 0.3 | 1.4 | 1.3 | 8.5 | 0.2 | 0.8 | 12.4 |
| Wallasea | Thames and Kent | - | - | - | 0.2 | - | - | 0.2 |
| Warrenpoint | Northern Ireland | 0.1 | 2.6 | 0.8 | 1.3 | - | - | 4.8 |
| Weymouth & Portland | West Country | 1.3 | - | - | 1.0 | 0.1 | - | 2.5 |
| Whitstable | Thames and Kent | - | - | - | 0.1 | - | - | 0.1 |
| Wisbech | Wash & Northern E Anglia | - | - | - | 0.1 | - | - | 0.1 |
| Workington | Lancs and Cumbria | - | - | - | 0.3 | - | - | 0.4 |
| Others | | 11.0 | 1.4 | - | 3.9 | 0.1 | 0.5 | 16.8 |
| England | | 197.7 | 282.2 | 318.4 | 190.2 | 5.7 | 30.6 | 1,024.7 |
| Wales | | 76.2 | 28.7 | 0.2 | 24.5 | 0.1 | 1.2 | 130.8 |
| Scotland | | 65.2 | 44.9 | 6.3 | 26.0 | 1.6 | 34.5 | 178.5 |
| Great Britain Total | | 339.1 | 355.8 | 324.8 | 240.6 | 7.4 | 66.3 | 1,334.0 |
| Northern Ireland | | 4.9 | 32.6 | 3.7 | 15.9 | 0.4 | 0.1 | 57.7 |
| **United Kingdom Total** | | **344.0** | **388.4** | **328.6** | **256.5** | **7.8** | **66.4** | **1,391.7** |

1 Excludes Isle of Wight ferry traffic. See Port Freight Statistics Technical Note for more details of arrivals and types of vessels that are excluded.
2 Stranraer port closed in November 2011 and its facility were transfer to Loch Ryan.

http://assets.dft.gov.uk/statistics/series/ports/portstattechnote.pdf