The EU foreign maritime trade and the role of Italy

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²Port of Ravenna Authority, Planning and Development Unit
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Abstract

This text aims to analyse European Community commercial traffic trends by sea to extra-EU countries and to identify the role of ports. Subsequently, specific focus will be given to Italy. The following survey has been carried out using Eurostat data.

Keywords: EU trade, EU maritime transport, EU ports policy, EU ports funding debate, ports statistics

1. Premise

“The EU Treaty (TEU) (also called the Treaty of Maastricht) establishes the overall aims and objectives of the EU’s trade policy: Article 3 sets out the general aims, including a competitive social market economy, aimed at full employment and social progress. Article 206 of the Treaty on the functioning of the Union (TFEU) explains how the common commercial policy must operate in principle: ‘to contribute, in the common interest, to the harmonious development of world trade, the progressive abolition of restrictions on international trade and on foreign direct investment, and the lowering of customs and other barriers’. Article 207 of the TFEU sets out the scope, instruments and decision-making procedures, while Article 218 establishes the current inter-institutional procedure for the conclusion of international agreements, principally by the Council.

The EU’s trade policy aims to make the EU competitive in foreign markets. Being an open economy, the EU seeks to secure improved market access for its industries, services and investments, and to enforce the rules of free and fair trade. A coordinated trade policy takes on even greater importance in an era of globalisation, where economies and borders have opened-up, leading to an increase in trade and capital movements, and the spread of information, knowledge and technology, often

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accompanied by deregulation. The economic impact of globalisation on the EU is felt through trade in goods and services, as well as through financial flows and the movement of persons linked to cross-border economic activity” (Eurostat, 2015).

2. Foreign maritime trade with extra-EU countries

Table 1 shows the results of extra-EU foreign trade expressed in euro while Table 2 expresses the same results in terms of weight. Combining the two tables it is possible to note that the average value of goods transported by sea is € 738 per tonne for imports and € 1,648 per tonne for exports [the reported average value of exports transported by air freight is as high as € 33,525].

Table 1: EU-28 External Trade by Mode of Transport (2015)

<table>
<thead>
<tr>
<th></th>
<th>Export (%)</th>
<th>Import (%)</th>
<th>Export + Import (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea</td>
<td>862,2</td>
<td>915,2</td>
<td>1,777,8</td>
</tr>
<tr>
<td>Road</td>
<td>314,3</td>
<td>252,7</td>
<td>567,2</td>
</tr>
<tr>
<td>Rail</td>
<td>19,1</td>
<td>20,0</td>
<td>39,1</td>
</tr>
<tr>
<td>Inland Waterway</td>
<td>3,0</td>
<td>3,4</td>
<td>6,3</td>
</tr>
<tr>
<td>Air</td>
<td>523,0</td>
<td>374,6</td>
<td>897,9</td>
</tr>
<tr>
<td>Self Propulsion</td>
<td>42,7</td>
<td>18,6</td>
<td>61,3</td>
</tr>
<tr>
<td>Post</td>
<td>1,0</td>
<td>0,1</td>
<td>2,7</td>
</tr>
<tr>
<td>Fixed Mechanism</td>
<td>3,6</td>
<td>86,1</td>
<td>89,7</td>
</tr>
<tr>
<td>Unknown</td>
<td>22,5</td>
<td>53,4</td>
<td>75,9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,791,3</td>
<td>1,725,6</td>
<td>3,517,9</td>
</tr>
</tbody>
</table>

Source: Eurostat

Table 2: EU-28 External Trade by Mode of Transport (2015)

<table>
<thead>
<tr>
<th></th>
<th>Export (%)</th>
<th>Import (%)</th>
<th>Export + Import (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea</td>
<td>523,3</td>
<td>1,240,7</td>
<td>1,764,8</td>
</tr>
<tr>
<td>Road</td>
<td>83,3</td>
<td>66,5</td>
<td>149,9</td>
</tr>
<tr>
<td>Rail</td>
<td>17,5</td>
<td>70,8</td>
<td>88,4</td>
</tr>
<tr>
<td>Inland Waterway</td>
<td>7,9</td>
<td>10,7</td>
<td>18,6</td>
</tr>
<tr>
<td>Air</td>
<td>15,6</td>
<td>4,2</td>
<td>19,8</td>
</tr>
<tr>
<td>Self Propulsion</td>
<td>0,3</td>
<td>1,3</td>
<td>1,6</td>
</tr>
<tr>
<td>Post</td>
<td>0,0</td>
<td>0,0</td>
<td>0,0</td>
</tr>
<tr>
<td>Fixed Mechanism</td>
<td>2,8</td>
<td>262,8</td>
<td>265,6</td>
</tr>
<tr>
<td>Unknown</td>
<td>1,0</td>
<td>14,3</td>
<td>15,3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>651,8</td>
<td>1,671,3</td>
<td>2,324,1</td>
</tr>
</tbody>
</table>

Source: Eurostat
Source: Eurostat

As is known, maritime trade accounts for over 75% of trade (in terms of weight) with extra-EU countries and has become one of the drivers of growth for Community policies.

This is not the place to evaluate neither the impact of maritime transport nor the reasons that led, albeit with great delay, the EU to deal with the issues concerning ports: the focus of transport policies on intra-EU trade, the "rejection" of two Port Packages, the difficulty with which EU ports are placed within easily comparable organizational schemes (as is the case for example with the airport sector), have in fact slowed down the interest to place maritime transport and the main ports on the European political agenda.

Since 2007, however, things have been slowly changing, even though Regulations No 1315/2013 and No 1316/2013 (dedicated respectively to the TEN-T networks and the Connecting Europe Facility, the latter constituting the European co-financing mechanism of transport infrastructure) contain clear signs of how European transport policy can be very "short-sighted" instead of maintaining a global outlook.

An interesting analogy between such European policy and the Chinese project known as "Silk Road" (or OBOR), has recently been developed by Olaf Merk (Merk, 2016).

Figure 1 shows the historical trend in extra-EU traffic in the period 2002-2015. As can be seen, while exports grew (with the exception of the annus horribilis of 2009) almost constantly reaching 523 million tons in 2015, imports had an increasing trend until 2006 (1.30 billion tons) before sharply decreasing the following year and starting their recovery of up to 1.24 billion tons in 2015.

![Figure 1: EU28 External Trade trend (2002 = 100)]
Source: Eurostat

It’s worth noting how despite the considerable improvement in the EU countries’ terms of trade (export to import ratio) within the specific period going from 29.7% in 2002 to 42.2% in 2015, it has nonetheless always had a positive effect on imports, as a consequence of an energy policy requiring external resources, the offshoring moves of European companies (even though today we are witnessing "back-shoring" and "re-shoring" phenomena), as well as a result of the acquisitions of commodities produced by the emerging economies (especially Asian) and raw materials for the manufacturing industry.

It is worth reminding that, over time, the EU enlargement process has seen countries entering both in 2004 (Cyprus, Estonia, Latvia, Lithuania, Malta, Poland, Czech Republic, Slovenia, Hungary) and 2007 (Bulgaria, Romania) as also in 2013 (Croatia).

Annexes I and II show the ranking of the main extra-EU countries in terms of both imports and exports in relation to traffic in 2015. The same tables allow us to compare 2015 with both 2007 and 2002 in order to examine where most significant deviations arose. It is worth noting that the 4 main EU partner countries for imports (i.e. Russia, Norway, Brazil and the US) have maintained a steady position over the period in question. This however has not been so in the case of exports, where in 2015, China got ahead of Turkey securing its second place (right behind the US always maintaining top position) whilst Algeria jumped to fifth place, overtaking Norway.

Question: Which are the main European ports, that have been used for trade with extra-EU countries?

In order to analyse this, it’s necessary to point out the following issue with regard to Eurostat data: the statistics relating to foreign trade by sea and those relating to maritime traffic are different. In the first case these relate to the pair of Countries involved in the exchange (and do not depend on the ports being used); In the second case these relate to the geographical location of the ports which are connected by maritime transport (regardless of the initial/final O/D of the goods). For example: a container carrying 16 tonnes of machinery originating from Munich but embarked in Rotterdam for New York is worth 16 handled tonnes between Germany and the US in terms of foreign trade, while in terms of port traffic, it is referred to as Rotterdam - US.

Annex III shows the ranking of the top 20 EU ports expressed in terms of total tonnage handled. It is worth noting that the data referred to relates to 2014, whilst for foreign trade, in this paper, also data from 2015 has been used. This is attributable to the time discrepancy of data publication by Eurostat: by which foreign trade for the nth year (published in the year n + 3/4 months), is always well in advance of the maritime transport and the port movement (published in the year n + 11/12 months).

Table 3 shows the data relating to the Top 20 European ports compared with the 5 main extra-EU Countries both in terms of imports and exports.
### Table 3: Relationship between the Top 20 European ports and extra-EU foreign trade (unit: thousand tonnes)

<table>
<thead>
<tr>
<th>Main ports</th>
<th>EU 28</th>
<th>Incidence %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Import</td>
</tr>
<tr>
<td>Algeria</td>
<td>27,639,000</td>
<td>17,226,000</td>
</tr>
<tr>
<td>Brazil</td>
<td>76,347,000</td>
<td>59,758,000</td>
</tr>
<tr>
<td>China</td>
<td>80,749,000</td>
<td>47,708,000</td>
</tr>
<tr>
<td>Norway</td>
<td>73,504,000</td>
<td>63,266,000</td>
</tr>
<tr>
<td>Russia</td>
<td>110,299,000</td>
<td>98,182,000</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>33,868,000</td>
<td>23,292,000</td>
</tr>
<tr>
<td>Turkey</td>
<td>36,195,000</td>
<td>16,108,000</td>
</tr>
<tr>
<td>United States</td>
<td>106,056,000</td>
<td>58,061,000</td>
</tr>
<tr>
<td>Total</td>
<td>544,657,000</td>
<td>383,601,000</td>
</tr>
</tbody>
</table>

Source: Eurostat

As can be seen, 62% of the total cargo handled in EU ports from/to extra-EU Countries (59% in imports and by as much as 72% in exports), passes through the main European ports, confirming a very high degree of concentration which, in the future, could cause even greater imbalances with respect to small-medium sized ports (with a total annual handling of less than 30 million tonnes), relegated to play a minor role compared to larger ports and mainly destined for cabotage or intra-EU traffic. It is worth noting that, as regards exports, Brazil and Russia present values well above 100%, which means that it is through EU ports that also goods from non-EU countries are channelled through.

In the current debate over whether to fund only the largest ports – an argument that has been sustained by the northern European ports – as a result of the very real shortage of European funds for infrastructural investments (and despite the expectations generated by the EFSI) on the grounds of achieving greater efficiencies, finds opposition instead from most southern European ports claiming the need to finance the European port community in its entirety, both in order to build a shorter route for traffic between beyond Suez and the ports of northern Europe but also in order to improve the overall accessibility, development and territorial cohesion of ports, (underlying reasons of the founding Treaties), all this in accordance with a more favourable environmental impact (although this is a disputed view).

Hence, this is a very current issue that has been the subject of a much heated debate on an EU level since the TEN-T Days in Antwerp in 2011 and leading up to its Rotterdam edition in June 2016.

There have also been numerous publications on the subject supporting both theses (NEA, 2011), (MDS, 2012), (Costa, P., Maresca, M., 2014), (Drewry, 2016), (Panteia, 2016).
3. Focus Italy

Similar to what was mentioned in the previous chapter, the analysis can be carried out in the same way also for Italy.

Figure 2 shows the extra-EU foreign trade trend for the period 2002-2015.

![Figure 2: Italy extra-EU trade trend (2002 = 100)](source: Eurostat)

Unlike what happened with the EU, while exports almost constantly increased (2009 excluded) reaching 53.5 million tons in 2015, albeit at half the growth rate of the entire EU, imports significantly dropped to a total of 157 million tons in 2015 (Vs 221 million in 2007).

Annexes IV and V show the ranking of the top 30 extra-EU partner countries of Italy (ordered according to the 2015 quantities imported) and also against years 2002 and 2007. As regards imports, the trend is much more varied than that seen in the EU, with Russia maintaining its top position throughout all the years considered, while Azerbaijan and Iraq, in 2015, jump to second and third position respectively overtaking some of the Top countries for 2007 such as Brazil, China, Lebanon and Iran. In relation to exports instead, the situation is more stable with the US and Turkey confirming their top two places and a strong progress being made by Algeria and Saudi Arabia.

In order to carry out a more detailed analysis of port traffic, instead of choosing the main Italian ports in terms of total traffic handled, a selection was made of the top 15 ports which, in 2014, played the most part in international traffic with extra-EU Countries. These ports are (handling in descending order): Trieste, Genoa, Porto Foxi, Augusta, Ravenna, GioiaTauro, Taranto, La Spezia, Venice, Savona Livorno, Santa Panagia, Cagliari,Milazzo, Brindisi which, all together as a whole in 2014 accounted for 87% of Italy's total extra-EU traffic.

Table 6 compares the port handling carried out in 2014 between the Top 15 Italian ports and the Top 5 Italian partner countries for both imports and exports.
Table 6: Relationship between the Top 15 Italian ports and foreign extra-EU trade (unit: thousand tonnes)

<table>
<thead>
<tr>
<th></th>
<th>Total Import</th>
<th>Export</th>
<th>Total Import</th>
<th>Export</th>
<th>Total Import</th>
<th>Export</th>
<th>Total</th>
<th>Import</th>
<th>Export</th>
<th>Incidence %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algeria</td>
<td>5.274.000</td>
<td>3.856.000</td>
<td>1.419.000</td>
<td>6.846.402</td>
<td>2.773.072</td>
<td>4.073.330</td>
<td>77,0%</td>
<td>139,1%</td>
<td>34,8%</td>
<td></td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9.516.333</td>
<td>9.478.114</td>
<td>38.219</td>
<td>0,0%</td>
<td>0,0%</td>
<td>0,0%</td>
<td></td>
</tr>
<tr>
<td>Brazil</td>
<td>6.928.000</td>
<td>6.573.000</td>
<td>354.000</td>
<td>11.151.993</td>
<td>9.968.261</td>
<td>1.183.732</td>
<td>62,1%</td>
<td>65,9%</td>
<td>29,9%</td>
<td></td>
</tr>
<tr>
<td>Gibraltar (UK)</td>
<td>592.000</td>
<td>246.000</td>
<td>346.000</td>
<td>1.870.709</td>
<td>49.009</td>
<td>1.821.700</td>
<td>31,6%</td>
<td>501,9%</td>
<td>19,0%</td>
<td></td>
</tr>
<tr>
<td>Iraq</td>
<td>1.507.000</td>
<td>1.500.000</td>
<td>8.000</td>
<td>6.584.774</td>
<td>6.426.786</td>
<td>157.988</td>
<td>22,9%</td>
<td>23,3%</td>
<td>5,1%</td>
<td></td>
</tr>
<tr>
<td>Russia</td>
<td>25.124.000</td>
<td>25.009.000</td>
<td>116.000</td>
<td>22.145.661</td>
<td>21.756.289</td>
<td>389.372</td>
<td>113,4%</td>
<td>115,0%</td>
<td>29,8%</td>
<td></td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>5.070.000</td>
<td>2.166.000</td>
<td>2.905.000</td>
<td>9.273.047</td>
<td>6.916.974</td>
<td>2.356.073</td>
<td>54,7%</td>
<td>31,3%</td>
<td>123,3%</td>
<td></td>
</tr>
<tr>
<td>Turkey</td>
<td>21.345.000</td>
<td>14.956.000</td>
<td>6.391.000</td>
<td>8.850.327</td>
<td>4.203.817</td>
<td>4.646.510</td>
<td>241,2%</td>
<td>355,8%</td>
<td>137,5%</td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td>11.758.000</td>
<td>8.164.000</td>
<td>3.596.000</td>
<td>16.599.672</td>
<td>10.827.937</td>
<td>5.771.735</td>
<td>70,8%</td>
<td>75,4%</td>
<td>62,3%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>77.598.000</td>
<td>62.470.000</td>
<td>15.135.000</td>
<td>92.838.918</td>
<td>72.400.259</td>
<td>20.438.659</td>
<td>83,6%</td>
<td>86,3%</td>
<td>74,1%</td>
<td></td>
</tr>
</tbody>
</table>

Main Italian Ports Italy Incidence %

Source: Eurostat

Analysis of the above table shows that the degree of concentration of the main Italian ports is much higher than European results since almost 92% of total traffic is handled through them (95% for imports and 82% for exports). It’s worth noting how in numerous cases the incidence of Italian ports is greater than 100% for traffic with certain Countries. This is mainly due to the use of Italian ports for the transit of goods originating (or destined) from other European Countries. The extent of these phenomena is however limited to a few and well-known circumstances - e.g., the Siot oil pipeline or the Turkish ro-ro traffic in the case of Trieste – (Antonellini, L., Bini, S., Dumini, M., 2015).

The case of Azerbaijan is also worth mentioning whose traffic with Italian ports amounts to 0%. In this case, the Azerbaijani goods use Turkish ports for transit to / from Italy thus contributing to the effect of overestimating/inflating the traffic by sea between Italy and Turkey. In terms of ports, particular importance is placed on the traffic between Trieste and Russia and, as already said, Turkey; Taranto and Brazil and, finally, the role of GioiaTauro for transhipment to Gibraltar.

In line with the national foreign trade results, the National Strategic Plan for Ports and Logistics for 2015, provides (within its objective n. 9) for the “Drawing up of integrated promotional programs/projects which will include both port authorities and private operators (shipping and haulage companies, MTOs, industrial loaders, etc.) focused on new markets which are difficult to tap into (India, Indonesia, Brazil, Argentina, etc.)”.

4. The next steps

This analysis will subsequently be integrated with a detailed examination in terms of both goods and countries but also by cargo type thereby extending its scope.
It will also take into account the ongoing debate between the northern and southern European ports, seeking to bring further enlightenment on the respective theses expressed.

The novelty of this research type, combined with the reliability of the source (i.e. Eurostat), renders it also easily repeatable to third parties focusing on specific EU countries, particular Countries or extra-EU Areas, on selected goods as well as transit ports.

A further study will subsequently be carried out no longer using ‘weight’ as a unit of measurement but ‘value’, well aware of the fact that the differential between exports and imports is a key element in the calculation of GDP at national and European level.

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Article in a Journal:

Book:
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MDS Transmodal Limited (2012) NAPA: Market study on the potential cargo capacity of the North Adriatic ports system in the container sector, Chester, UK
Panteia(2016) Sustainable Logistics for Europe: the role of ports, Zoetermeer, Netherlands

Acknowledgements

The authors would like to thank MrsMarilianaMoschona for her collaboration in translating this paper.
Annex I

Import: EU 28 – Top 40 Extra UE Countries (unit: thousand tonnes)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>RUSSIA</td>
<td>144,656,586</td>
<td>219,612,089</td>
<td>223,399,801</td>
<td>1.7%</td>
<td>54.4%</td>
</tr>
<tr>
<td>2</td>
<td>NORWAY</td>
<td>119,746,676</td>
<td>115,276,105</td>
<td>101,621,907</td>
<td>-11.8%</td>
<td>-15.1%</td>
</tr>
<tr>
<td>3</td>
<td>BRAZIL</td>
<td>77,610,170</td>
<td>116,821,166</td>
<td>86,957,850</td>
<td>-25.6%</td>
<td>12.0%</td>
</tr>
<tr>
<td>4</td>
<td>UNITED STATES</td>
<td>54,291,552</td>
<td>61,699,098</td>
<td>84,992,077</td>
<td>37.8%</td>
<td>56.5%</td>
</tr>
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<td>5</td>
<td>CHINA</td>
<td>20,143,561</td>
<td>68,329,142</td>
<td>54,582,786</td>
<td>-20.1%</td>
<td>138.8%</td>
</tr>
<tr>
<td>6</td>
<td>COLOMBIA</td>
<td>18,194,012</td>
<td>27,663,930</td>
<td>47,989,670</td>
<td>73.9%</td>
<td>163.8%</td>
</tr>
<tr>
<td>7</td>
<td>NIGERIA</td>
<td>19,976,195</td>
<td>25,977,695</td>
<td>47,698,666</td>
<td>83.6%</td>
<td>138.8%</td>
</tr>
<tr>
<td>8</td>
<td>SAUDI ARABIA</td>
<td>44,054,448</td>
<td>38,015,260</td>
<td>47,071,713</td>
<td>23.8%</td>
<td>6.8%</td>
</tr>
<tr>
<td>9</td>
<td>IRAQ</td>
<td>13,954,229</td>
<td>17,010,802</td>
<td>37,908,010</td>
<td>122.8%</td>
<td>171.7%</td>
</tr>
<tr>
<td>10</td>
<td>ALGERIA</td>
<td>48,598,540</td>
<td>31,816,562</td>
<td>34,955,627</td>
<td>9.9%</td>
<td>-28.1%</td>
</tr>
<tr>
<td>11</td>
<td>CANADA</td>
<td>23,242,111</td>
<td>28,124,774</td>
<td>31,428,367</td>
<td>11.7%</td>
<td>35.2%</td>
</tr>
<tr>
<td>12</td>
<td>KAZAKHSTAN</td>
<td>10,056,513</td>
<td>19,949,018</td>
<td>31,184,344</td>
<td>56.3%</td>
<td>210.1%</td>
</tr>
<tr>
<td>13</td>
<td>AZERBAIJAN</td>
<td>3,976,806</td>
<td>14,547,498</td>
<td>24,339,409</td>
<td>67.3%</td>
<td>512.0%</td>
</tr>
<tr>
<td>14</td>
<td>SOUTH AFRICA</td>
<td>55,310,699</td>
<td>55,407,431</td>
<td>23,415,197</td>
<td>-57.7%</td>
<td>-57.7%</td>
</tr>
<tr>
<td>15</td>
<td>UKRAINE</td>
<td>19,134,842</td>
<td>19,193,599</td>
<td>22,598,245</td>
<td>17.7%</td>
<td>18.1%</td>
</tr>
<tr>
<td>16</td>
<td>AUSTRALIA</td>
<td>42,619,145</td>
<td>40,001,050</td>
<td>22,274,283</td>
<td>-44.3%</td>
<td>-47.7%</td>
</tr>
<tr>
<td>17</td>
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<td>-0.2%</td>
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<td>7,168,498</td>
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<td>56.5%</td>
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<td>6,021,274</td>
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<td>987.4%</td>
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<td>TRINIDAD AND TOBAGO</td>
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<td>4,401,398</td>
<td>4,232,961</td>
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<td>VIETNAM</td>
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<td>3,109,688</td>
<td>3,814,050</td>
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<td>131.7%</td>
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<td>3,801,420</td>
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<tr>
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<td>TOTAL</td>
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<td>1,197,814,257</td>
<td>1,221,310,107</td>
<td>2.0%</td>
<td>21.7%</td>
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Source: Eurostat
## Annex II

### Export: EU 28 – Top 40 Extra UE Countries (unit: thousand tonnes)

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<th></th>
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<th></th>
</tr>
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<td>81,415,257</td>
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<td>64,127,441</td>
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<td>CHINA</td>
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<td>20,762,534</td>
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<td>27,039,949</td>
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<td>6</td>
<td>EGYPT</td>
<td>7,094,880</td>
<td>7,461,507</td>
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<td>7</td>
<td>STORES AND PROVISIONS</td>
<td>7,799,160</td>
<td>21,135,617</td>
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<td>8</td>
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<td>NORWAY</td>
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<td>14,081,063</td>
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<td>10</td>
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<td>4,108,565</td>
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Source: Eurostat
Annex III

Top 20 EU ports – Gross weight of goods handled in each port - unit: thousand tonnes

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<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
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<td>374,152</td>
<td>384,210</td>
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<td>395,763</td>
<td>396,520</td>
<td>409,691</td>
<td>414,802</td>
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<td>165,512</td>
<td>171,237</td>
<td>142,116</td>
<td>160,012</td>
<td>168,547</td>
<td>164,547</td>
<td>171,984</td>
<td>180,401</td>
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<td>Hamburg</td>
<td>118,190</td>
<td>118,915</td>
<td>94,762</td>
<td>104,520</td>
<td>114,368</td>
<td>113,531</td>
<td>120,568</td>
<td>126,004</td>
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<td>Amsterdam</td>
<td>83,939</td>
<td>97,675</td>
<td>85,604</td>
<td>89,899</td>
<td>88,335</td>
<td>90,928</td>
<td>93,146</td>
<td>97,098</td>
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<td>Algeciras</td>
<td>62,128</td>
<td>61,869</td>
<td>55,840</td>
<td>58,565</td>
<td>68,913</td>
<td>72,344</td>
<td>67,618</td>
<td>75,650</td>
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<td>Marseille</td>
<td>92,561</td>
<td>92,523</td>
<td>79,846</td>
<td>82,427</td>
<td>84,461</td>
<td>81,846</td>
<td>76,248</td>
<td>74,426</td>
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<td>Le Havre</td>
<td>73,897</td>
<td>75,636</td>
<td>69,228</td>
<td>65,771</td>
<td>63,383</td>
<td>59,246</td>
<td>64,395</td>
<td>61,436</td>
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<td>57,227</td>
<td>60,091</td>
<td>62,614</td>
<td>59,370</td>
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<td>58,250</td>
<td>54,506</td>
<td>53,643</td>
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<td>42,144</td>
<td>45,986</td>
<td>47,265</td>
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<td>48,796</td>
<td>43,742</td>
<td>43,205</td>
<td>44,489</td>
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<td>42,374</td>
<td>42,453</td>
<td>40,830</td>
<td>43,394</td>
</tr>
<tr>
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<td>23,492</td>
<td>35,189</td>
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<td>41,655</td>
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<tr>
<td>Barcelona</td>
<td>41,040</td>
<td>41,511</td>
<td>35,911</td>
<td>35,326</td>
<td>35,222</td>
<td>34,342</td>
<td>34,372</td>
<td>41,182</td>
</tr>
<tr>
<td>Tees &amp; Hartlepool</td>
<td>49,779</td>
<td>45,436</td>
<td>39,163</td>
<td>35,697</td>
<td>35,198</td>
<td>33,967</td>
<td>37,641</td>
<td>39,537</td>
</tr>
<tr>
<td>Dunkerque</td>
<td>50,244</td>
<td>50,464</td>
<td>37,922</td>
<td>36,309</td>
<td>40,843</td>
<td>40,363</td>
<td>36,634</td>
<td>38,919</td>
</tr>
<tr>
<td>Göteborg</td>
<td>40,353</td>
<td>42,331</td>
<td>38,934</td>
<td>42,938</td>
<td>41,311</td>
<td>41,148</td>
<td>38,380</td>
<td>36,832</td>
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<tr>
<td>Southampton</td>
<td>43,815</td>
<td>40,974</td>
<td>37,228</td>
<td>39,365</td>
<td>37,878</td>
<td>38,107</td>
<td>35,797</td>
<td>36,688</td>
</tr>
<tr>
<td>Constanta</td>
<td>44,916</td>
<td>45,750</td>
<td>29,181</td>
<td>30,396</td>
<td>30,978</td>
<td>31,938</td>
<td>35,650</td>
<td>34,789</td>
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<tr>
<td>Top 20 ports</td>
<td>1,610,209</td>
<td>1,664,581</td>
<td>1,486,449</td>
<td>1,574,375</td>
<td>1,629,682</td>
<td>1,633,369</td>
<td>1,637,881</td>
<td>1,662,296</td>
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<tr>
<td>Total EU ports</td>
<td>3,965,599</td>
<td>3,945,711</td>
<td>3,466,788</td>
<td>3,670,995</td>
<td>3,768,032</td>
<td>3,737,229</td>
<td>3,719,802</td>
<td>3,793,715</td>
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</table>

Source: Eurostat
### Annex VI

**Import: Italy – Top 30 Extra UE Countries (unit: thousand tonnes)**

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</thead>
<tbody>
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<td>24,050,706</td>
<td>25,317,254</td>
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<td>-9,7%</td>
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<td>AZERBAIJAN</td>
<td>2,956,769</td>
<td>6,649,152</td>
<td>11,632,847</td>
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<td>293,4%</td>
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<td>IRAQ</td>
<td>2,790,869</td>
<td>7,983,606</td>
<td>11,089,907</td>
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<td>297,4%</td>
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<tr>
<td>4</td>
<td>BRAZIL</td>
<td>10,889,238</td>
<td>15,858,500</td>
<td>9,203,538</td>
<td>-42,0%</td>
<td>-15,5%</td>
</tr>
<tr>
<td>5</td>
<td>UNITED STATES</td>
<td>9,695,168</td>
<td>9,889,161</td>
<td>7,786,195</td>
<td>-21,3%</td>
<td>-19,7%</td>
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<td>SAUDI ARABIA</td>
<td>9,126,058</td>
<td>9,370,218</td>
<td>7,628,488</td>
<td>-18,6%</td>
<td>-16,4%</td>
</tr>
<tr>
<td>7</td>
<td>UKRAINE</td>
<td>7,628,273</td>
<td>8,219,147</td>
<td>7,061,884</td>
<td>-14,1%</td>
<td>-7,4%</td>
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<tr>
<td>8</td>
<td>CHINA</td>
<td>3,903,692</td>
<td>10,496,677</td>
<td>6,925,936</td>
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<td>77,4%</td>
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<td>9</td>
<td>KAZAKHSTAN</td>
<td>3,127,424</td>
<td>4,761,015</td>
<td>5,934,379</td>
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<td>89,8%</td>
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<td>6,087,060</td>
<td>4,961,580</td>
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<td>-20,8%</td>
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<tr>
<td>11</td>
<td>SOUTH AFRICA</td>
<td>6,633,300</td>
<td>7,168,767</td>
<td>4,961,425</td>
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<td>-25,2%</td>
</tr>
<tr>
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<td>INDONESIA</td>
<td>4,287,554</td>
<td>8,193,023</td>
<td>4,955,235</td>
<td>-39,5%</td>
<td>15,6%</td>
</tr>
<tr>
<td>13</td>
<td>LIBYA</td>
<td>25,370,778</td>
<td>30,142,105</td>
<td>4,596,338</td>
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<td>-81,9%</td>
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<td>EGYPT</td>
<td>4,732,248</td>
<td>4,684,293</td>
<td>4,238,283</td>
<td>-9,5%</td>
<td>-10,4%</td>
</tr>
<tr>
<td>15</td>
<td>COLOMBIA</td>
<td>2,501,203</td>
<td>2,209,044</td>
<td>3,863,384</td>
<td>74,9%</td>
<td>54,5%</td>
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<tr>
<td>16</td>
<td>QATAR</td>
<td>46,486</td>
<td>48,121</td>
<td>3,143,356</td>
<td>6432,2%</td>
<td>6661,9%</td>
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<tr>
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<td>7,804,829</td>
<td>4,105,612</td>
<td>3,061,001</td>
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<td>-60,8%</td>
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<tr>
<td>18</td>
<td>ANGOLA</td>
<td>1,487,738</td>
<td>423,094</td>
<td>2,601,797</td>
<td>154,9%</td>
<td>74,9%</td>
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<tr>
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<td>3,803,797</td>
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<td>-37,1%</td>
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<td>CONGO</td>
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<td>54,307</td>
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<td>INDIA</td>
<td>1,579,594</td>
<td>2,021,590</td>
<td>2,078,038</td>
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<td>1,851,598</td>
<td>1,812,056</td>
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<td>-14,7%</td>
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<tr>
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<td>TUNISIA</td>
<td>1,652,570</td>
<td>2,401,944</td>
<td>1,777,785</td>
<td>-26,0%</td>
<td>7,6%</td>
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<tr>
<td>24</td>
<td>MAURITANIA</td>
<td>2,212,322</td>
<td>2,170,641</td>
<td>1,480,971</td>
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<td>-33,1%</td>
</tr>
<tr>
<td>25</td>
<td>ARGENTINA</td>
<td>3,284,300</td>
<td>2,727,491</td>
<td>1,404,562</td>
<td>-48,5%</td>
<td>-57,2%</td>
</tr>
<tr>
<td>26</td>
<td>SOUTH KOREA</td>
<td>791,648</td>
<td>803,435</td>
<td>1,295,334</td>
<td>61,2%</td>
<td>63,6%</td>
</tr>
<tr>
<td>27</td>
<td>GABON</td>
<td>121,950</td>
<td>131,910</td>
<td>1,234,795</td>
<td>836,1%</td>
<td>912,5%</td>
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<tr>
<td>28</td>
<td>MEXICO</td>
<td>228,564</td>
<td>395,411</td>
<td>1,103,280</td>
<td>179,0%</td>
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<tr>
<td>29</td>
<td>IRAN</td>
<td>9,419,465</td>
<td>10,931,421</td>
<td>1,075,886</td>
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<td>-88,6%</td>
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<tr>
<td>30</td>
<td>UNITED ARAB EMIRATES</td>
<td>48,320</td>
<td>246,129</td>
<td>919,503</td>
<td>273,6%</td>
<td>1802,9%</td>
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<tr>
<td></td>
<td><strong>SUBTOTAL</strong></td>
<td><strong>158,674,201</strong></td>
<td><strong>189,145,523</strong></td>
<td><strong>144,005,003</strong></td>
<td><strong>-23,9%</strong></td>
<td><strong>-9,2%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>193,276,754</strong></td>
<td><strong>216,743,670</strong></td>
<td><strong>157,026,644</strong></td>
<td><strong>-27,6%</strong></td>
<td><strong>-18,8%</strong></td>
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</tbody>
</table>

Source: Eurostat
Annex V

Export: Italy – Top 30 Extra UE Countries (unit: thousand tonnes)

<table>
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<tr>
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<tbody>
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<td>UNITED STATES</td>
<td>8,015,952</td>
<td>8,130,859</td>
<td>6,114,936</td>
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<td>-23,7%</td>
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<tr>
<td>2</td>
<td>TURKEY</td>
<td>2,214,546</td>
<td>2,717,830</td>
<td>5,076,572</td>
<td>86,8%</td>
<td>129,2%</td>
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<td>3</td>
<td>ALGERIA</td>
<td>597,766</td>
<td>1,876,491</td>
<td>4,637,813</td>
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<td>675,9%</td>
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<td>1,253,236</td>
<td>3,083,243</td>
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<td>SAUDI ARABIA</td>
<td>946,175</td>
<td>1,025,627</td>
<td>3,020,882</td>
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<td>219,3%</td>
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<td>955,497</td>
<td>1,820,700</td>
<td>2,693,853</td>
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<td>181,9%</td>
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<td>TUNISIA</td>
<td>2,562,560</td>
<td>2,559,041</td>
<td>2,616,259</td>
<td>2,2%</td>
<td>2,1%</td>
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<tr>
<td>8</td>
<td>LIBYA</td>
<td>1,795,476</td>
<td>1,967,507</td>
<td>2,159,787</td>
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<td>20,3%</td>
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<tr>
<td>9</td>
<td>EGYPT</td>
<td>727,838</td>
<td>1,262,864</td>
<td>2,118,418</td>
<td>67,7%</td>
<td>191,1%</td>
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<td>1,061,441</td>
<td>1,886,758</td>
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<td>160,4%</td>
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<td>11</td>
<td>ISRAEL</td>
<td>991,770</td>
<td>1,122,678</td>
<td>1,243,287</td>
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<td>881,611</td>
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<tr>
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<td>1,007,638</td>
<td>924,344</td>
<td>1,190,769</td>
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<td>18,2%</td>
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<tr>
<td>14</td>
<td>MOROCCO</td>
<td>379,399</td>
<td>716,376</td>
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<td>185,5%</td>
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<tr>
<td>15</td>
<td>INDIA</td>
<td>384,737</td>
<td>845,078</td>
<td>1,016,071</td>
<td>20,2%</td>
<td>164,1%</td>
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<tr>
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<td>SINGAPORE</td>
<td>460,592</td>
<td>852,522</td>
<td>997,436</td>
<td>17,0%</td>
<td>116,6%</td>
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<tr>
<td>17</td>
<td>SOUTH KOREA</td>
<td>367,704</td>
<td>417,792</td>
<td>923,669</td>
<td>121,1%</td>
<td>151,2%</td>
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<tr>
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<td>STORES AND PROVISIONS</td>
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<td>905,662</td>
<td>902,708</td>
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<td>100,3%</td>
</tr>
<tr>
<td>19</td>
<td>BRAZIL</td>
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<td>808,315</td>
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<td>69,1%</td>
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<td>914,003</td>
<td>778,329</td>
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<td>2,428,750</td>
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<td>600,563</td>
<td>549,920</td>
<td>-8,4%</td>
<td>-0,2%</td>
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<td>403,400</td>
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<td>178,6%</td>
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<td>185,358</td>
<td>375,830</td>
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<td>547,9%</td>
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<td>487,280</td>
<td>379,362</td>
<td>328,338</td>
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<td>-32,6%</td>
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<td>275,436</td>
<td>401,055</td>
<td>308,642</td>
<td>-23,0%</td>
<td>12,1%</td>
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<td>208,014</td>
<td>302,775</td>
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<td>51,2%</td>
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<td>30</td>
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<td>194,991</td>
<td>153,285</td>
<td>297,923</td>
<td>94,4%</td>
<td>52,8%</td>
</tr>
</tbody>
</table>

| SUBTOTAL | 28,151,206 | 37,302,849 | 47,844,875 | 28,3% | 70,0% |
| TOTAL    | 34,310,028 | 44,799,684 | 53,510,814 | 19,4% | 56,0% |

Source: Eurostat