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The EU foreign maritime trade and the role of Italy

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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 1shows 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)

VALUE (billion EUR)

PARTNERS: EXTRA-EU 28	*Export*	*(%)*	*Import*	*(%)*	*Export + Import*	*(%)*
Sea	862,2	48,1%	915,2	53,0%	1.777,8	50,5%
Road	314,3	17,5%	252,7	14,6%	567,2	16,1%
Rail	19,1	1,1%	20,0	1,2%	39,1	1,1%
Inland Waterway	3,0	0,2%	3,4	0,2%	6,3	0,2%
Air	523,0	29,2%	374,6	21,7%	897,9	25,5%
Self Propulsion	42,7	2,4%	18,6	1,1%	61,3	1,7%
Post	1,0	0,1%	1,7	0,1%	2,7	0,1%
Fixed Mechanism	3,6	0,2%	86,1	5,0%	89,7	2,5%
Unknown	22,5	1,3%	53,4	3,1%	75,9	2,2%
TOTAL	1.791,3	100,0%	1.725,6	100,0%	3.517,9	100,0%

Source: Eurostat

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

WEIGHT (million tonnes)

PARTNERS: EXTRA-EU 28	*Export*	*(%)*	*Import*	*(%)*	*Export + Import*	*(%)*
Sea	523,3	80,3%	1.240,7	74,2%	1.764,8	75,9%
Road	83,3	12,8%	66,5	4,0%	149,9	6,5%
Rail	17,5	2,7%	70,8	4,2%	88,4	3,8%
Inland Waterway	7,9	1,2%	10,7	0,6%	18,6	0,8%
Air	15,6	2,4%	4,2	0,2%	19,8	0,9%
Self Propulsion	0,3	0,1%	1,3	0,1%	1,6	0,1%
Post	0,0	0,0%	0,0	0,0%	0,1	0,0%
Fixed Mechanism	2,8	0,4%	262,8	15,7%	265,6	11,4%
Unknown	1,0	0,2%	14,3	0,9%	15,3	0,7%
TOTAL	651,8	100,0%	1.671,3	100,0%	2.324,1	100,0%

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 annushorribilis 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.

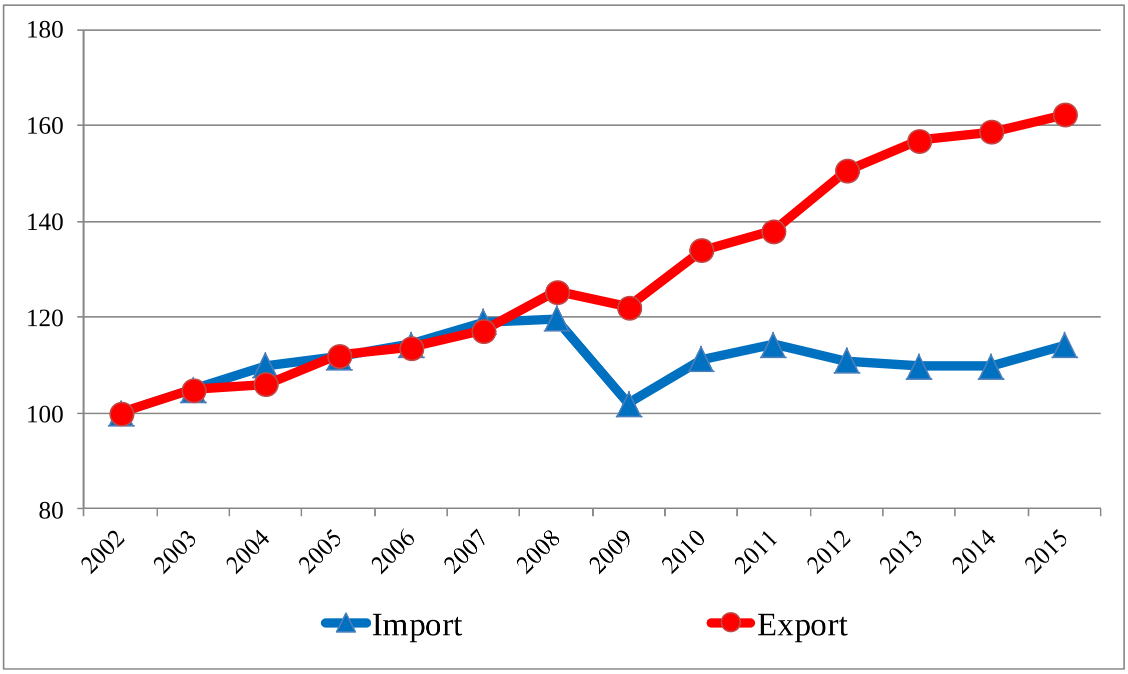

Figure 1: EU28 External Trade trend (2002 = 100)

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 **n**th 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)

	Main ports			*EU 28*			*Incidence %*		
	Total	*Import*	*Export*	*Total*	*Import*	*Export*	*Total*	*Import*	*Export*
Algeria	27.639.000	17.226.000	10.414.000	63.222.043	37.302.126	25.919.917	43,7%	46,2%	40,2%
Brazil	76.347.000	59.758.000	16.592.000	99.314.411	85.996.794	13.317.617	76,9%	69,5%	124,6%
China	80.749.000	47.708.000	33.040.000	94.486.185	52.686.865	41.799.320	85,5%	90,6%	79,0%
Norway	73.504.000	63.266.000	10.237.000	110.134.736	96.488.920	13.645.816	66,7%	65,6%	75,0%
Russia	110.299.000	98.182.000	12.115.000	230.594.005	223.191.214	7.402.791	47,8%	44,0%	163,7%
Saudi Arabia	33.868.000	23.292.000	10.577.000	61.559.704	44.340.922	17.218.782	55,0%	52,5%	61,4%
Turkey	36.195.000	16.108.000	20.088.000	58.277.975	18.039.434	40.238.541	62,1%	89,3%	49,9%
United States	106.056.000	58.061.000	47.994.000	155.900.410	91.347.213	64.553.197	68,0%	63,6%	74,3%
Total	544.657.000	383.601.000	161.057.000	873.489.469	649.393.488	224.095.981	62,4%	59,1%	71,9%

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.

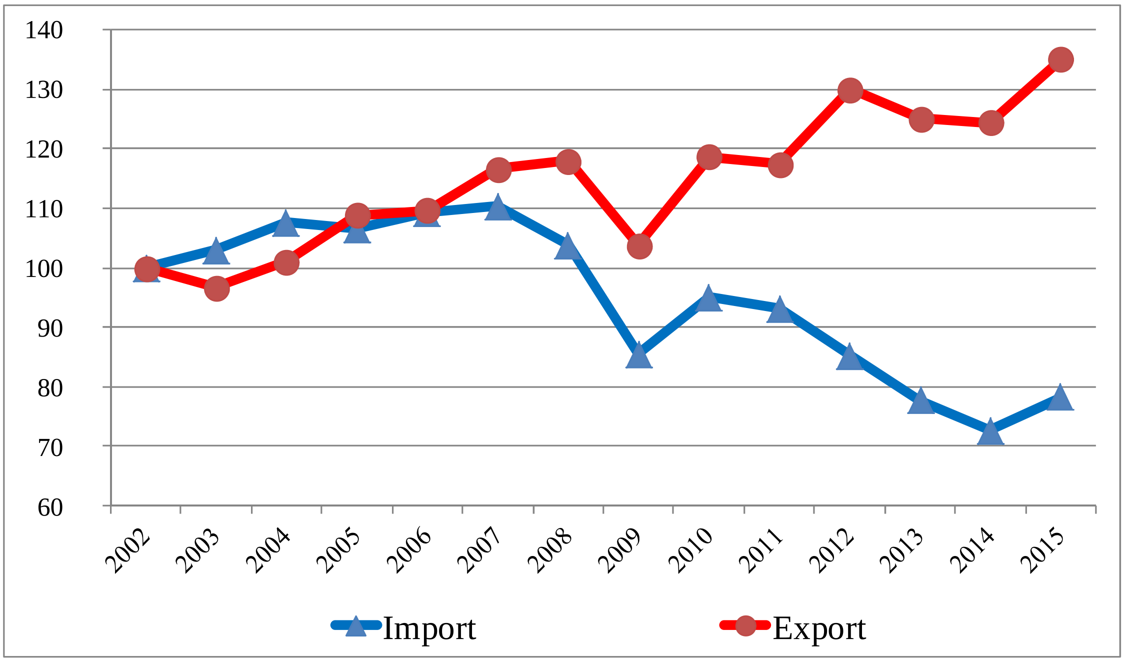

Figure 2: Italy extra-EU trade trend (2002 = 100)
Source: Eurostat

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)

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

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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Annex I

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

RANK	*PARTNER/FLOW*	*2002*	*2007*	*2015*	*2015 vs 2007*	*2015 vs 2002*
1	RUSSIA	144.656.586	219.612.089	223.309.801	1,7%	54,4%
2	NORWAY	119.746.676	115.276.105	101.621.907	-11,8%	-15,1%
3	BRAZIL	77.610.170	116.821.166	86.957.850	-25,6%	12,0%
4	UNITED STATES	54.291.552	61.699.098	84.992.077	37,8%	56,5%
5	CHINA	20.143.561	68.329.142	54.582.786	-20,1%	171,0%
6	COLOMBIA	18.194.012	27.603.930	47.989.670	73,9%	163,8%
7	NIGERIA	19.976.195	25.977.695	47.698.666	83,6%	138,8%
8	SAUDI ARABIA	44.054.448	38.015.260	47.071.713	23,8%	6,8%
9	IRAQ	13.954.229	17.010.802	37.908.010	122,8%	171,7%
10	ALGERIA	48.598.540	31.816.562	34.955.627	9,9%	-28,1%
11	CANADA	23.242.211	28.124.774	31.428.367	11,7%	35,2%
12	KAZAKHSTAN	10.056.513	19.949.018	31.184.344	56,3%	210,1%
13	AZERBAIJAN	3.976.806	14.547.498	24.339.409	67,3%	512,0%
14	SOUTH AFRICA	55.310.699	55.407.431	23.415.197	-57,7%	-57,7%
15	UKRAINE	19.134.842	19.193.599	22.598.245	17,7%	18,1%
16	AUSTRALIA	42.619.145	40.001.050	22.274.283	-44,3%	-47,7%
17	ANGOLA	7.449.869	9.336.233	20.894.797	123,8%	180,5%
18	QATAR	1.528.307	5.889.745	20.220.703	243,3%	1223,1%
19	TURKEY	17.681.739	22.346.690	19.944.638	-10,7%	12,8%
20	INDONESIA	18.223.031	24.308.032	16.545.845	-31,9%	-9,2%
21	INDIA	7.476.073	15.400.972	14.473.973	-6,0%	93,6%
22	LIBYA	40.682.748	54.108.349	14.242.668	-73,7%	-65,0%
23	MEXICO	10.831.133	11.400.867	14.158.434	24,2%	30,7%
24	ARGENTINA	17.344.015	22.747.493	13.935.522	-38,7%	-19,7%
25	EGYPT	9.845.979	15.514.745	12.707.564	-18,1%	29,1%
26	KUWAIT	7.920.665	9.722.292	10.503.016	8,0%	32,6%
27	SOUTH KOREA	2.957.331	5.807.289	9.942.097	71,2%	236,2%
28	GUINEA	9.351.935	9.555.773	9.336.456	-2,3%	-0,2%
29	VENEZUELA	24.235.245	17.619.929	8.747.002	-50,4%	-63,9%
30	UNITED ARAB EMIRATES	4.580.683	4.509.650	7.168.498	59,0%	56,5%
31	EQUATORIAL GUINEA	3.690.512	5.074.703	6.289.127	23,9%	70,4%
32	MOROCCO	8.904.036	9.676.471	6.265.497	-35,3%	-29,6%
33	MALAYSIA	4.348.622	5.686.181	6.021.274	5,9%	38,5%
34	ISRAEL	4.220.537	5.501.922	5.068.794	-7,9%	20,1%
35	COUNTRIES AND TERRITORIES NOT SPECIFIED	442.521	1.520.924	4.812.001	216,4%	987,4%
36	GABON	1.497.032	1.752.860	4.416.819	152,0%	195,0%
37	TRINIDAD AND TOBAGO	1.679.111	3.456.004	4.327.565	25,2%	157,7%
38	CHILE	4.275.542	4.401.398	4.232.961	-3,8%	-1,0%
39	VIETNAM	1.646.017	3.109.668	3.814.050	22,7%	131,7%
40	JAPAN	3.846.447	5.562.949	3.801.420	-31,7%	-1,2%
	SUBTOTAL	930.225.315	1.173.396.358	1.164.198.673	-0,8%	25,2%
	TOTAL	1.003.235.003	1.197.814.257	1.221.310.107	2,0%	21,7%

Source: Eurostat

Annex II

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

RANK	*PARTNER/FLOW*	*2002*	*2007*	*2015*	*2015 vs 2007*	*2015 vs 2002*
1	UNITED STATES	81.415.257	77.513.462	64.127.441	-17,3%	-21,2%
2	CHINA	11.763.368	20.762.534	44.382.010	113,8%	277,3%
3	TURKEY	15.622.965	24.975.277	37.618.158	50,6%	140,8%
4	ALGERIA	7.619.905	10.344.020	27.039.949	161,4%	254,9%
5	SAUDI ARABIA	7.885.149	9.936.310	20.983.247	111,2%	166,1%
6	EGYPT	7.094.880	7.461.507	19.867.118	166,3%	180,0%
7	STORES AND PROVISIONS	7.799.160	21.135.617	16.610.187	-21,4%	113,0%
8	MOROCCO	6.704.061	9.713.094	15.841.440	63,1%	136,3%
9	NORWAY	12.917.036	15.297.506	14.081.063	-8,0%	9,0%
10	SOUTH KOREA	4.405.687	4.108.565	13.616.875	231,4%	209,1%
11	SINGAPORE	3.272.223	5.407.462	12.061.755	123,1%	268,6%
12	BRAZIL	5.777.597	7.505.486	11.426.910	52,2%	97,8%
13	NIGERIA	3.892.719	7.205.619	10.825.143	50,2%	178,1%
14	INDIA	4.086.574	6.761.874	10.623.052	57,1%	160,0%
15	GIBRALTAR	2.919.160	6.879.036	10.551.257	53,4%	261,4%
16	UNITED ARAB EMIRATES	3.358.868	6.392.818	9.753.427	52,6%	190,4%
17	CANADA	10.504.288	8.550.788	9.380.893	9,7%	-10,7%
18	ISRAEL	5.595.213	5.150.490	8.676.224	68,5%	55,1%
19	TOGO	779.759	1.847.988	8.274.753	347,8%	961,2%
20	JAPAN	6.515.484	7.096.119	8.026.837	13,1%	23,2%
21	MEXICO	4.244.170	8.223.211	7.683.872	-6,6%	81,0%
22	COUNTRIES AND TERRITORIES NOT SPECIFIED	7.314.261	2.197.544	6.972.836	217,3%	-4,7%
23	TUNISIA	5.558.883	6.000.947	6.900.661	15,0%	24,1%
24	LEBANON	2.381.713	2.704.573	6.899.042	155,1%	189,7%
25	SOUTH AFRICA	2.887.195	4.351.626	6.826.607	56,9%	136,4%
26	RUSSIA	4.349.694	6.178.377	4.853.380	-21,4%	11,6%
27	(LIBYA	4.020.694	4.068.562	4.725.939	16,2%	17,5%
28	THAILAND	2.396.743	2.222.463	4.405.927	98,2%	83,8%
29	GHANA	1.235.877	1.294.206	4.343.736	235,6%	251,5%
30	AUSTRALIA	2.647.659	3.191.333	4.139.212	29,7%	56,3%
31	INDONESIA	3.116.010	2.529.956	3.173.780	25,4%	1,9%
32	SENEGAL	1.825.394	2.458.744	3.119.422	26,9%	70,9%
33	HONG KONG	3.617.766	3.694.551	3.104.742	-16,0%	-14,2%
34	ARGENTINA	545.085	2.293.412	2.996.009	30,6%	449,6%
35	COTE D'IVOIRE	1.402.786	1.291.874	2.953.257	128,6%	110,5%
36	TAIWAN	3.405.628	2.694.408	2.939.477	9,1%	-13,7%
37	MALAYSIA	2.571.994	2.733.694	2.923.718	7,0%	13,7%
38	COLOMBIA	970.773	949.634	2.920.135	207,5%	200,8%
39	JORDAN	681.652	1.286.236	2.873.183	123,4%	321,5%
40	PAKISTAN	1.290.865	1.765.951	2.824.811	60,0%	118,8%
	SUBTOTAL	266.394.195	326.176.874	461.347.485	41,4%	73,2%
	TOTAL	312.927.861	372.240.048	512.118.746	37,6%	63,7%

Source: Eurostat

Annex III

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

	2007	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*
Rotterdam	374.152	384.210	353.871	395.763	396.520	409.691	414.802	421.611
Antwerpen	165.512	171.237	142.116	160.012	168.547	164.547	171.984	180.401
Hamburg	118.190	118.915	94.762	104.520	114.368	113.531	120.568	126.004
Amsterdam	83.939	97.675	85.604	89.899	88.335	90.928	93.146	97.098
Algeciras	62.128	61.869	55.840	58.565	68.913	72.344	67.618	75.650
Marseille	92.561	92.523	79.846	82.427	84.461	81.846	76.248	74.426
Le Havre	73.897	75.636	69.228	65.771	63.383	59.246	64.395	61.436
Immingham	66.279	65.267	54.708	54.029	57.227	60.091	62.614	59.370
Valencia	45.935	50.182	48.343	53.075	54.213	54.217	53.470	55.047
Bremerhaven	43.618	48.956	42.701	45.943	55.855	58.250	54.506	53.643
Trieste	39.833	37.195	40.986	40.557	41.803	42.144	45.986	47.265
London	52.739	52.965	45.442	48.062	48.796	43.742	43.205	44.489
Genova	48.358	46.469	42.708	41.428	42.374	42.453	40.830	43.394
Peiraias	18.930	8.806	10.062	13.058	23.492	35.189	40.192	41.655
Barcelona	41.040	41.511	35.911	35.326	35.222	34.342	34.372	41.182
Tees & Hartlepool	49.779	45.436	39.163	35.697	35.198	33.967	37.641	39.537
Dunkerque	50.244	50.464	37.922	36.309	40.843	40.363	36.634	38.919
Göteborg	40.353	42.331	38.934	42.938	41.311	41.148	38.380	36.832
Southampton	43.815	40.974	37.228	39.365	37.878	38.107	35.797	36.688
Constanta	44.916	45.750	29.181	30.396	30.978	31.938	35.650	34.789
Top 20 ports	1.610.209	1.664.581	1.486.449	1.574.375	1.629.682	1.633.369	1.637.881	1.662.296
Total EU ports	3.965.599	3.945.711	3.466.788	3.670.995	3.768.032	3.737.229	3.719.802	3.793.715

Source: Eurostat

Annex VI

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

RANK	*PARTNER/FLOW*	*2002*	*2007*	*2015*	*2015 vs 2007*	*2015 vs 2002*
1	RUSSIA	24.050.706	25.317.254	21.727.144	-14,2%	-9,7%
2	AZERBAIJAN	2.956.769	6.649.152	11.632.847	75,0%	293,4%
3	IRAQ	2.790.869	7.983.606	11.089.907	38,9%	297,4%
4	BRAZIL	10.889.238	15.858.500	9.203.538	-42,0%	-15,5%
5	UNITED STATES	9.695.168	9.889.161	7.786.195	-21,3%	-19,7%
6	SAUDI ARABIA	9.126.058	9.370.218	7.628.488	-18,6%	-16,4%
7	UKRAINE	7.628.273	8.219.147	7.061.084	-14,1%	-7,4%
8	CHINA	3.903.692	10.496.677	6.925.936	-34,0%	77,4%
9	KAZAKHSTAN	3.127.424	4.761.015	5.934.379	24,6%	89,8%
10	TURKEY	6.264.698	6.087.060	4.961.580	-18,5%	-20,8%
11	SOUTH AFRICA	6.633.300	7.168.767	4.961.425	-30,8%	-25,2%
12	INDONESIA	4.287.554	8.193.023	4.955.235	-39,5%	15,6%
13	LIBYA	25.370.778	30.142.105	4.596.338	-84,8%	-81,9%
14	EGYPT	4.732.248	4.684.293	4.238.283	-9,5%	-10,4%
15	COLOMBIA	2.501.203	2.209.044	3.863.384	74,9%	54,5%
16	QATAR	46.486	48.121	3.143.356	6432,2%	6661,9%
17	ALGERIA	7.804.829	4.105.612	3.061.001	-25,4%	-60,8%
18	ANGOLA	1.487.738	423.094	2.601.797	514,9%	74,9%
19	CANADA	3.661.673	3.803.797	2.304.608	-39,4%	-37,1%
20	CONGO	253.546	54.307	2.146.268	3852,1%	746,5%
21	INDIA	1.579.538	2.021.590	2.078.038	2,8%	31,6%
22	NIGERIA	2.123.274	1.851.598	1.812.056	-2,1%	-14,7%
23	TUNISIA	1.652.570	2.401.944	1.777.785	-26,0%	7,6%
24	MAURITANIA	2.212.322	2.170.641	1.480.971	-31,8%	-33,1%
25	ARGENTINA	3.284.300	2.727.491	1.404.562	-48,5%	-57,2%
26	SOUTH KOREA	791.648	803.435	1.295.334	61,2%	63,6%
27	GABON	121.950	131.910	1.234.795	836,1%	912,5%
28	MEXICO	228.564	395.411	1.103.280	179,0%	382,7%
29	IRAN	9.419.465	10.931.421	1.075.886	-90,2%	-88,6%
30	UNITED ARAB EMIRATES	48.320	246.129	919.503	273,6%	1802,9%
	SUBTOTAL	158.674.201	189.145.523	144.005.003	-23,9%	-9,2%
	TOTAL	193.276.754	216.743.670	157.026.644	-27,6%	-18,8%

Source: Eurostat

Annex V

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

RANK	*PARTNER/FLOW*	*2002*	*2007*	*2015*	*2015 vs 2007*	*2015 vs 2002*
1	UNITED STATES	8.015.952	8.130.859	6.114.936	-24,8%	-23,7%
2	TURKEY	2.214.546	2.717.830	5.076.572	86,8%	129,2%
3	ALGERIA	597.766	1.876.491	4.637.813	147,2%	675,9%
4	GIBRALTAR	411.249	1.253.236	3.083.243	146,0%	649,7%
5	SAUDI ARABIA	946.175	1.025.627	3.020.882	194,5%	219,3%
6	CHINA	955.497	1.820.700	2.693.853	48,0%	181,9%
7	TUNISIA	2.562.560	2.559.041	2.616.259	2,2%	2,1%
8	LIBYA	1.795.476	1.967.507	2.159.787	9,8%	20,3%
9	EGYPT	727.838	1.262.864	2.118.418	67,7%	191,1%
10	UNITED ARAB EMIRATES	724.479	1.061.441	1.886.758	77,8%	160,4%
11	ISRAEL	991.770	1.122.678	1.243.287	10,7%	25,4%
12	LEBANON	787.055	881.611	1.193.389	35,4%	51,6%
13	ALBANIA	1.007.638	924.344	1.190.769	28,8%	18,2%
14	MOROCCO	379.399	716.376	1.083.217	51,2%	185,5%
15	INDIA	384.737	845.078	1.016.071	20,2%	164,1%
16	SINGAPORE	460.592	852.522	997.436	17,0%	116,6%
17	SOUTH KOREA	367.704	417.792	923.669	121,1%	151,2%
18	STORES AND PROVISIONS	450.756	905.662	902.708	-0,3%	100,3%
19	BRAZIL	478.088	554.068	808.315	45,9%	69,1%
20	CANADA	644.324	914.003	778.329	-14,8%	20,8%
21	AUSTRALIA	528.527	558.483	666.582	19,4%	26,1%
22	MEXICO	523.924	2.428.750	578.581	-76,2%	10,4%
23	JAPAN	550.876	600.563	549.920	-8,4%	-0,2%
24	SOUTH AFRICA	283.502	427.523	487.173	14,0%	71,8%
25	JORDAN	144.779	150.726	403.400	167,6%	178,6%
26	VIETNAM	58.004	185.358	375.830	102,8%	547,9%
27	HONG KONG	487.280	379.362	328.338	-13,4%	-32,6%
28	NIGERIA	275.436	401.055	308.642	-23,0%	12,1%
29	THAILAND	200.286	208.014	302.775	45,6%	51,2%
30	INDONESIA	194.991	153.285	297.923	94,4%	52,8%
	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