

Transport Statistics Bulletin

Waterborne Freight in The United Kingdom 2006



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Conversion factors:

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	R	= revised
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
|	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

Waterborne Freight in the United Kingdom 2006

Department for Transport
Statistics Bulletin SB (07) 24

November 2007

FOREWORD

Waterborne Freight in the United Kingdom 2006 presents information on freight traffic moved within the United Kingdom by water transport in 2006.

The statistics cover:

- inland waters traffic carried by barge or seagoing vessel;
- traffic carried around the UK coast;
- one-port traffic to and from offshore installations, sea dredging and dumping.

A number of maps showing the main ports and wharves along major waterways are included in the report. These are intended to help readers get a fuller picture of the important maritime and inland waterway freight hubs.

A complementary publication *Maritime Statistics 2006* provides detailed information about passenger and freight traffic through UK ports, ships owned and registered in the UK, and the world fleet.

Enquiries about the contents of this publication can be made to: Department for Transport, Maritime Statistics, Zone 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR (Tel: 0207 944 4131; E-mail: maritime.stats@df.t.gsi.gov.uk). We also welcome suggestions for improvements to the publication.

The following periodical statistics are also produced by the Department:

1. MARITIME STATISTICS

Annual compilation of statistics on freight and passenger traffic through UK ports. The report includes statistics about UK owned and registered ships and the world fleet.

2. FLEET CIRCULARS

Quarterly statistical summaries of UK owned and registered ships and half yearly statistical summaries of the world fleet.

3. SEA PASSENGER BULLETINS

Statistical summaries of international and domestic ferry passengers to and from UK ports, by main routes.

If you would also like to receive copies of these circulars or reports, please contact the Department at the above address.

Acknowledgement

Cover photograph: The tanker Annette J on the River Hull.

Courtesy of Matthew Finn.

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SUMMARY STATISTICS 2006

		Goods lifted (million tonnes)	Goods moved (billion tonne-kilometres)
Total waterborne traffic within UK ¹		126.3	51.8
Inland waters	Internal	3.6	0.2
	Coastwise	8.5	0.2
	Foreign	34.0	1.1
	One-port	4.9	0.2
	Total	51.0	1.7
Coastwise	Total	58.1	32.4
One port	Total	30.6	18.2
Leading inland waterway routes:			
	River Thames	20.8	0.76
	River Forth	8.5	0.18
	River Humber	5.8	0.22
	Manchester Ship Canal	6.9	0.09
	River Mersey	6.9	0.11
Coastwise and one-port oil traffic:			
	In UK registered vessels	10.0	6.0
	In non-UK registered vessels	62.4	41.3

¹ Total of coastwise traffic and one-port traffic, plus internal and foreign components of inland waters traffic.

SECTION 1: OVERVIEW OF DOMESTIC WATERBORNE FREIGHT

There are three main traffic types of domestic waterborne freight in the UK:

Inland waters traffic: traffic carried by both barges and seagoing vessels along inland waters. Inland waters traffic can be further categorised into *non-seagoing traffic* (internal traffic) which is wholly within inland waters, and *seagoing traffic* which crosses into inland waterways from the sea (and which can be further classified as coastwise, foreign and one-port traffic). For more details please refer to the definitions and diagrams in Appendix 1.

Coastwise traffic: traffic carried around the UK coast.

One-port traffic: traffic to and from UK offshore installations, sea dredging and dumping.

To avoid double counting of traffic when presenting overall totals (eg. counting coastwise and one-port traffic entering inland waters as both (i) coastwise or one-port traffic and (ii) as inland waters traffic), these are calculated by summing coastwise traffic, one port traffic and the internal and foreign components of inland waters traffic. For more details please refer to the notes to tables 1.1(a), 1.1(b) and 1.2 in Appendix 1.

Traffic is measured both in terms of “goods lifted” (defined as the tonnage of goods transported) and “goods moved” (defined as the tonnage of goods lifted multiplied by the distance travelled and expressed in terms of tonne-kilometres).

From 2000 onwards more accurate recording of the routeing of crude oil shipments unloaded at mainland refineries has resulted in differences in one-port and coastwise traffic compared with earlier years. For more details please see Appendix 2 which provides information about the new port traffic collection system and about the treatment of North Sea oil in particular.

Domestic waterborne freight traffic 2006

- Goods lifted in UK waters fell by 5 per cent in 2006 to 126 million tonnes. Goods moved fell by 15 per cent to 52 billion tonne-km. *[Table 1.1]*
- Traffic on inland waters rose by 5 per cent to 51 million tonnes lifted and by 3 per cent to 1.7 billion tonne-km moved. *[Table 1.1]*
- Coastwise traffic fell by 11 per cent to 58 million tonnes lifted and by 18 per cent to 32 billion tonne-km moved. *[Table 1.1]*
- One-port traffic totalled 31 million tonnes lifted and 18 billion tonne-km moved. This represented falls of 5 per cent and 11 per cent respectively. *[Table 1.1]*
- Crude petroleum and petroleum products were the largest type of cargo moved. Total traffic of 38 billion tonne-km was 73 per cent of all waterborne freight movements. *[Table 1.2]*
- Of all transport modes in the UK, water transport carried 5 per cent of all goods lifted and 21 per cent of goods moved in 2006. *[Chart 1.5]*

Domestic waterborne freight traffic 1996-2006

- Total tonnage of 126 million tonnes lifted in 2006 was 11 per cent lower than in 1996. However, there have been marked fluctuations during this period. *[Table 1.1]*
- Total traffic moved decreased by 6 per cent over the decade to 52 billion tonne-km. *[Table 1.1]*
- Inland waters traffic has fallen by 11 per cent both in terms of goods lifted (51 million tonnes) and in terms of goods moved (1.7 billion tonne-km). *[Table 1.1]*
- Coastwise traffic lifted has fallen by 18 per cent to 58 million tonnes. Goods moved around the coast have fallen by 29 per cent to 32 billion tonne-km. *[Table 1.1]*
- One-port traffic lifted has fallen by 9 per cent to 31 million tonnes since 1996. However, goods moved have more than doubled during this period to 18 billion tonne-km. *[Table 1.1]*

Chart 1.1: UK inland waters traffic goods lifted, 1995-2006

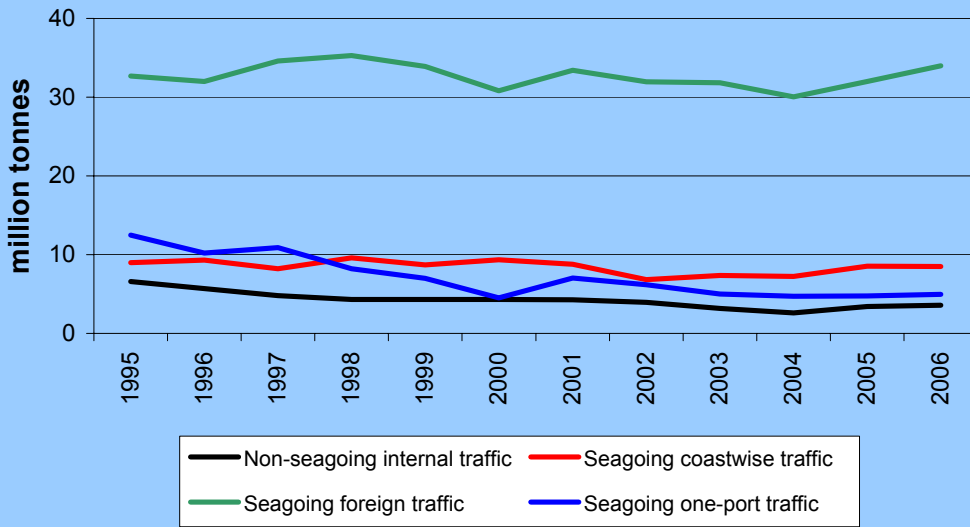


Chart 1.2: UK inland waters traffic goods moved, 1995-2006

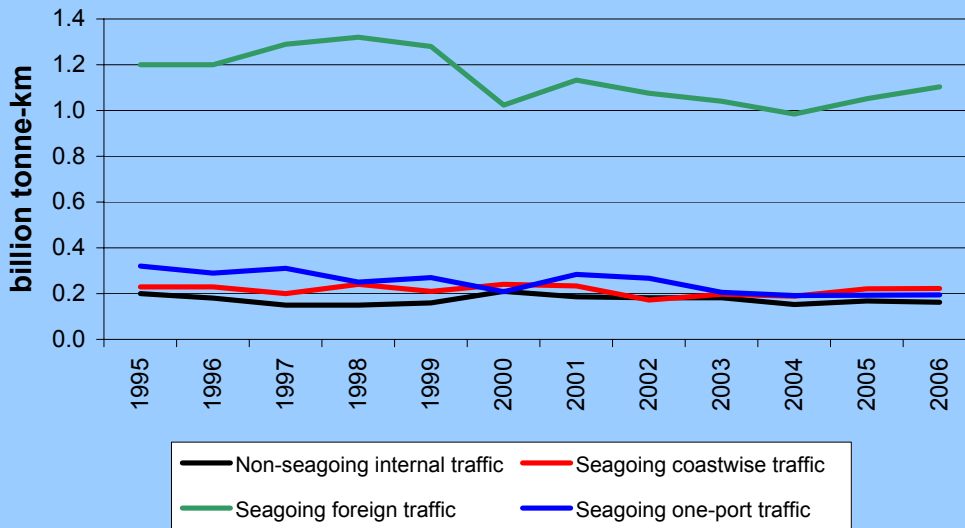


Chart 1.3: Coastwise and one-port traffic goods lifted, 1995-2006

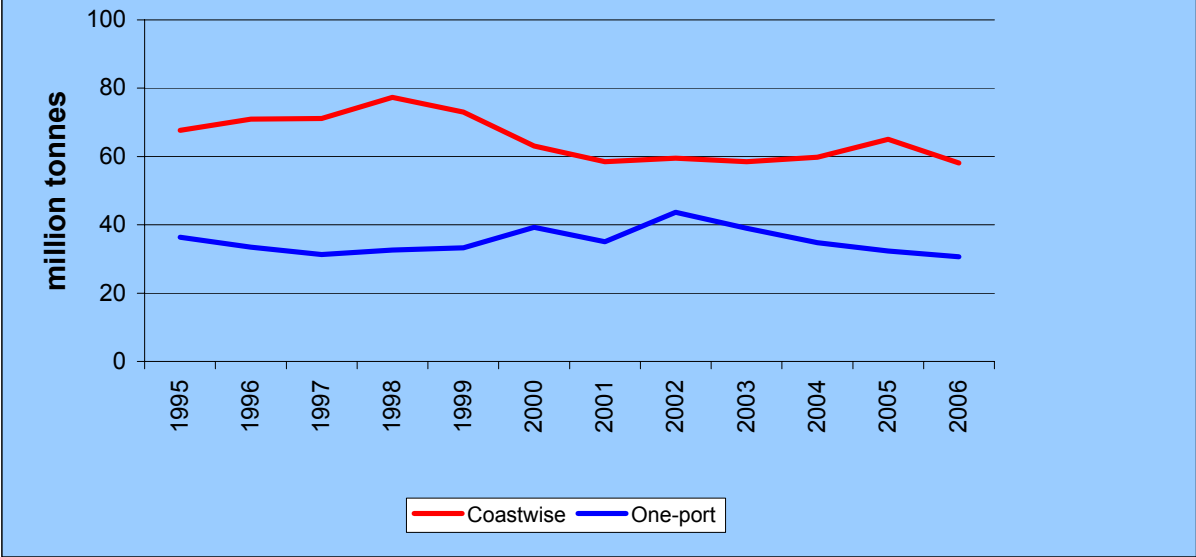


Chart 1.4: Coastwise and one-port traffic goods moved, 1995-2006

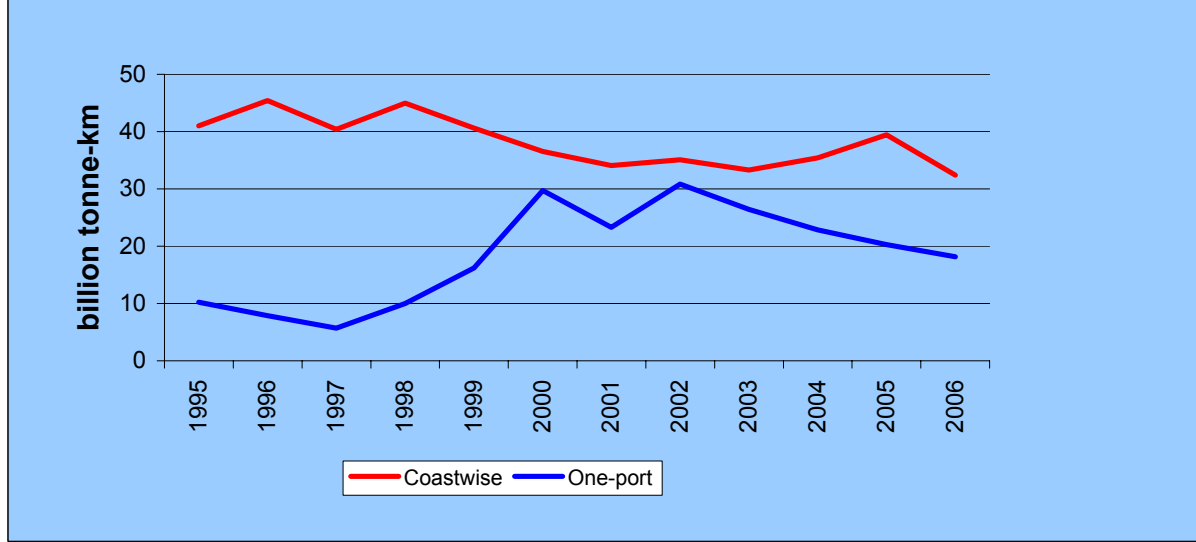


Chart 1.5: Freight transport in the UK by mode, 2006

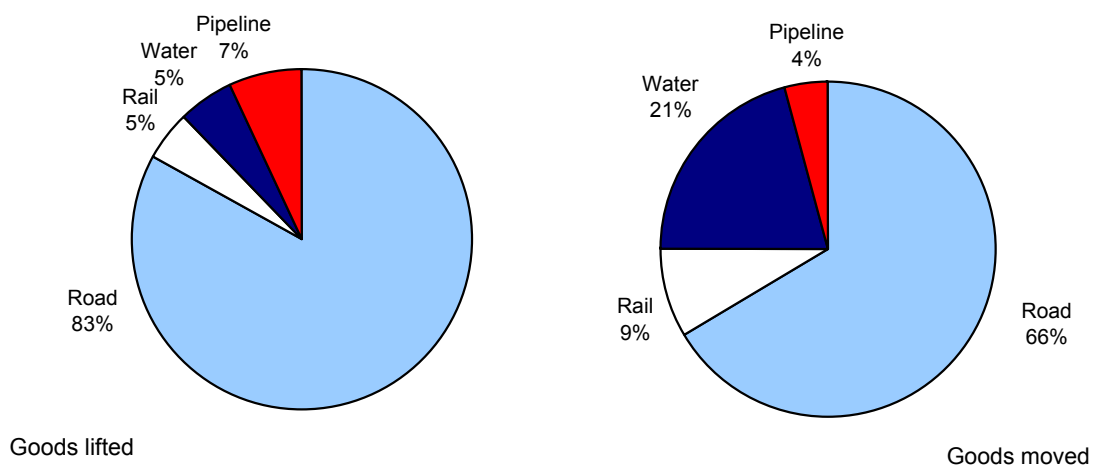


Table 1.1: Waterborne transport within the United Kingdom, 1995-2006

a) Goods lifted	million tonnes											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
UK inland waters traffic												
Non-seagoing traffic												
Internal	6.6	5.7	4.8	4.3	4.3	4.3	4.3	4.0	3.2	2.6	3.4	3.6
Seagoing traffic (by route)												
Coastwise	9.0	9.3	8.2	9.6	8.7	9.3	8.8	6.8	7.4	7.2	8.6	8.5
Foreign	32.7	32.0	34.6	35.3	33.9	30.8	33.4	32.0	31.8	30.1	32.0	34.0
One-port	12.5	10.2	10.9	8.2	7.0	4.5	7.0	6.2	5.0	4.7	4.8	4.9
Total	60.7	57.2	58.5	57.3	53.8	49.0	53.5	49.0	47.4	44.6	48.7	51.0
Coastwise traffic between UK ports¹												
	67.7	70.9	71.1	77.3	73.0	63.1	58.5	59.5	58.5	59.8	65.1	58.1
One-port traffic of UK ports¹												
	36.4	33.5	31.3	32.6	33.3	39.3	35.1	43.7	39.0	34.8	32.3	30.6
All traffic^{1,2}	143.4	142.1	141.8	149.4	144.5	137.4	131.3	139.1	132.5	127.2	132.8	126.3
b) Goods moved												
	billion tonne-kilometres											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
UK inland waters traffic												
Non-seagoing traffic												
Internal	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Seagoing traffic (by route)												
Coastwise	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Foreign	1.2	1.2	1.3	1.3	1.3	1.0	1.1	1.1	1.0	1.0	1.1	1.1
One-port	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.2
Total	1.9	1.9	1.9	2.0	1.9	1.7	1.8	1.7	1.6	1.5	1.6	1.7
Coastwise traffic between UK ports¹												
	41.0	45.4	40.4	45.0	40.6	36.5	34.1	35.1	33.3	35.4	39.4	32.4
One-port traffic of UK ports¹												
	10.2	7.9	5.7	10.0	16.2	29.7	23.3	30.8	26.4	22.9	20.3	18.2
All traffic^{1,2}	53.1	55.3	48.1	56.9	58.7	67.4	58.8	67.2	60.9	59.4	60.9	51.8

¹ More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise and one-port traffic are not directly comparable with previous years

² The 'All traffic' figures in table 1 (a) for all years and in table 1 (b) from 2000 onwards are calculated by the addition of the totals for coastwise traffic and one-port traffic together with the internal and foreign components of inland waters traffic. See Appendix 1 for more details

Table 1.2: Waterborne transport within the United Kingdom by cargo category, 2006

(a) Goods lifted million tonnes

Cargo category	UK inland waters traffic				Coastwise traffic between UK ports ¹	One-port traffic of UK ports ¹	Total ²
	Internal	Coastwise	Foreign	One-port			
Crude petroleum and petroleum products	0.5	5.2	9.5	0.1	33.6	13.9	57.5
Other liquid bulk	0.4	0.2	1.2	-	2.1	0.6	4.3
Ores	-	-	0.3	-	-	-	0.4
Coal	-	0.6	0.5	-	1.9	-	2.4
Agricultural products	0.1	0.2	2.6	-	0.8	-	3.6
Other dry bulk	1.8	1.8	4.2	4.9	5.2	14.5	25.6
Unitised	0.7	0.4	11.1	-	14.0	-	25.7
Forestry products	-	-	1.9	-	-	-	1.9
Iron and steel products	-	-	1.7	-	0.2	0.1	2.0
Other cargo	-	0.1	1.0	-	0.4	1.6	2.9
Total	3.6	8.5	34.0	4.9	58.1	30.6	126.3

(b) Goods moved billion tonne-kilometres

Cargo category	UK inland waters traffic				Coastwise traffic between UK ports ¹	One-port traffic of UK ports ¹	Total ²
	Internal	Coastwise	Foreign	One-port			
Crude petroleum and petroleum products	-	0.1	0.2	-	22.8	14.7	37.8
Other liquid bulk	-	-	-	-	0.9	0.6	1.6
Ores	-	-	-	-	-	-	-
Coal	-	-	-	-	0.5	-	0.5
Agricultural products	-	-	0.1	-	0.8	-	0.9
Other dry bulk	0.1	0.1	0.1	0.2	4.3	1.2	5.7
Unitised	-	-	0.3	-	2.8	-	3.2
Forestry products	-	-	0.1	-	-	-	0.1
Iron and steel products	-	-	0.1	-	0.1	0.1	0.2
Other cargo	-	-	-	-	0.2	1.6	1.8
Total	0.2	0.2	1.1	0.2	32.4	18.2	51.8

¹ Includes the inland waters component (this component was excluded from these columns in previous editions of Table 1.2b).

² This is the sum of coastwise and one-port traffic together with the internal and foreign components of inland waters traffic.

SECTION 2: INLAND WATERS TRAFFIC

Inland waters traffic is carried by both barges and seagoing vessels along inland waters. It can be further categorised into *non-seagoing traffic* (ie. internal traffic which is wholly within inland waters) and *seagoing traffic* which crosses into inland waterways from the sea (this can be further classified as coastal, foreign, and one port traffic).

Inland waters freight traffic 2006

- Traffic on UK inland waters rose by 5 per cent to 51 million tonnes lifted and by 3 per cent to 1.7 billion tonne-km moved in 2006. This was mostly due to increased dry and liquid bulk traffic. *[Tables 2.1 and 2.4]*
- Foreign traffic, the largest component on inland waters, accounted for 34 million tonnes lifted (6 per cent higher than in 2005) and 1.1 billion tonne-km moved (5 per cent higher). *[Tables 2.1, 2.2 and 3.3]*
- Coastwise traffic totalled 8.5 million tonnes lifted (one per cent lower than in 2005) and 0.22 billion tonne-km moved (also one per cent lower). *[Table 2.1, 2.2 and 2.3]*
- One-port traffic totalled 5 million tonnes lifted (4 per cent higher than in 2005) and 0.19 billion tonne-km moved (one per cent higher). *[Table 2., 2.2 and 2.31]*
- The leading areas for inland waters traffic in terms of goods lifted were Thames and Kent (45 per cent of total traffic), Scotland's east coast (17 per cent), Lancashire and Cumbria (14 per cent) and Humber (12 per cent). Humber, which has a large proportion of foreign tonnage (87 per cent), returned the next highest amount of goods moved after Thames and Kent. *[Tables 2.1]*
- The River Thames was the busiest inland waterway route in 2006, lifting 21 million tonnes and moving 0.8 billion tonne-km of internal and sea-going traffic. The River Forth lifted 8.5 million tonnes and moved 0.18 billion tonne-km. *[Tables 2.9 and 2.10]*
- The mean length of haul of non-seagoing traffic was 46 kilometres (compared to 49 kilometres in 2005). Of the 3.6 million tonnes carried in 2006 dry bulk made up 55 per cent, liquid bulk 25 per cent and unitised traffic a further 20 per cent. Thirty one per cent of cargo travelled 20 km or less whilst 19 per cent travelled more than 70 km. *[Table 2.11]*

Inland waters freight traffic 1999–2006

- Total traffic lifted on inland waters has fallen by 5 per cent since 1999. Total traffic moved has fallen by 12 per cent over the same period. *[Tables 2.2 and 2.3]*
- Dry bulk was the largest cargo carried on inland waters in 2006 (17 million tonnes lifted and 0.65 billion tonne-km moved). This type of traffic has fallen by 23 and 24 per cent respectively since 1999. Over the same period liquid bulk traffic has fallen by less than one per cent to 17 million tonnes lifted and by 3 per cent to 0.44 billion tonne-km moved. *[Table 2.4]*
- Unitised traffic on inland waters totalled 12 million tonnes lifted and 0.4 billion tonne-km moved. This was 38 per cent higher and 20 per cent higher respectively than in 1999. *[Table 2.4]*
- Traffic in Thames and Kent has fallen by 10 per cent to 23 million tonnes lifted and by 16 per cent to 0.81 billion tonne-km moved since 1999. *[Tables 2.2 and 2.3]*

Chart 2.1: Inland waters traffic goods lifted by area, 2006

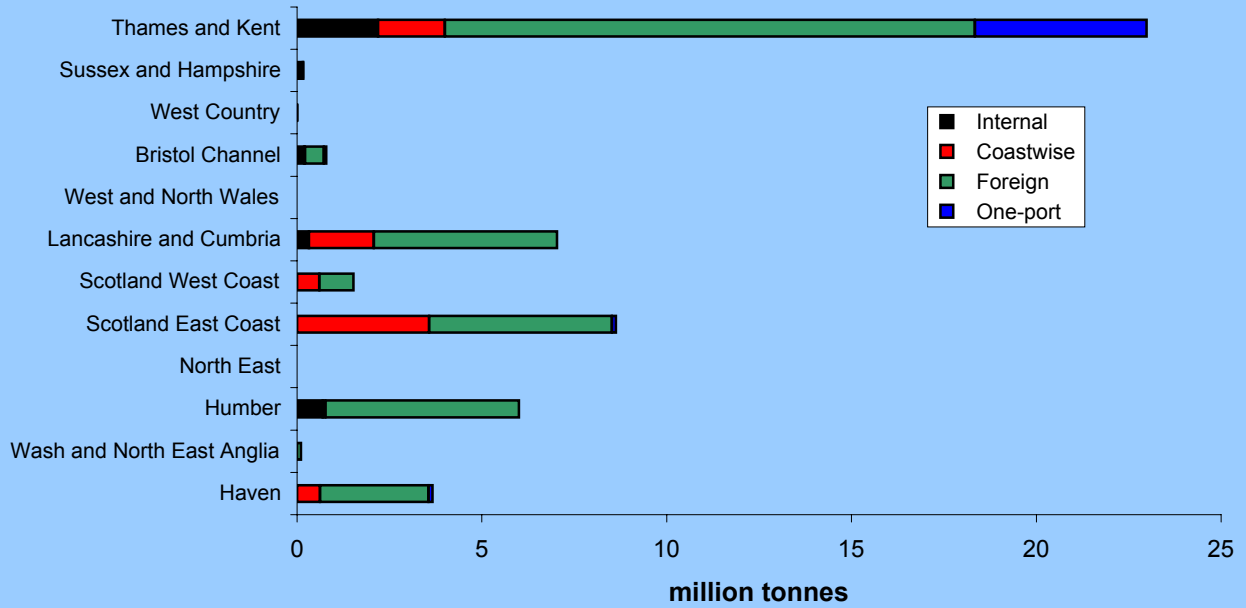


Chart 2.2: Inland waters traffic goods moved by area, 2006

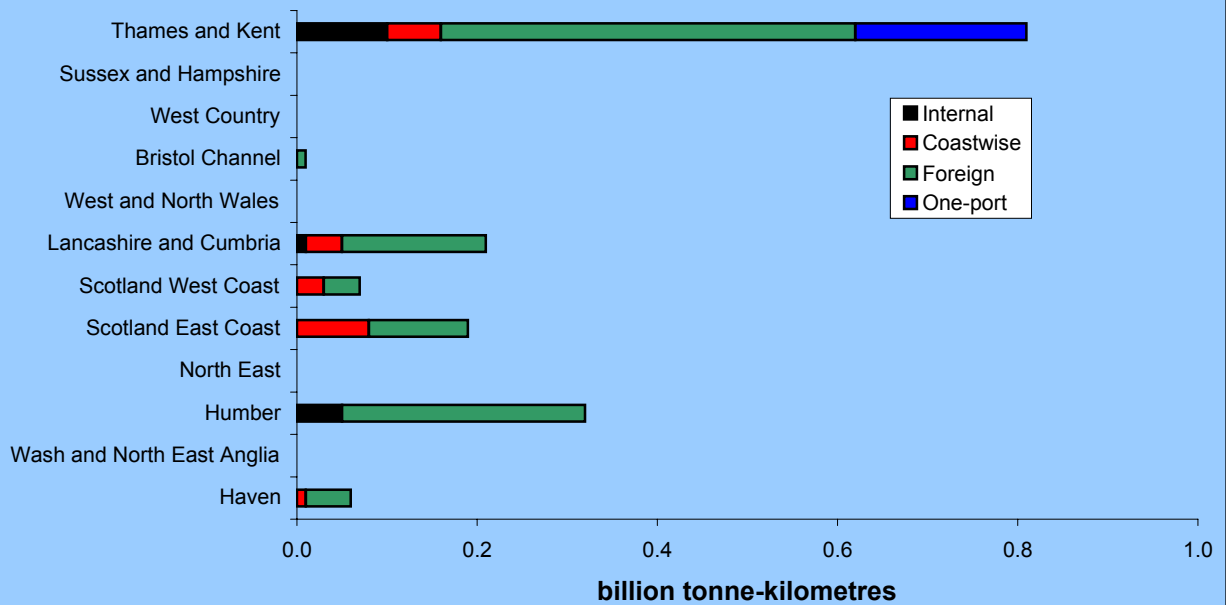


Chart 2.3: Inland waters traffic goods lifted by cargo category, 1999-2006

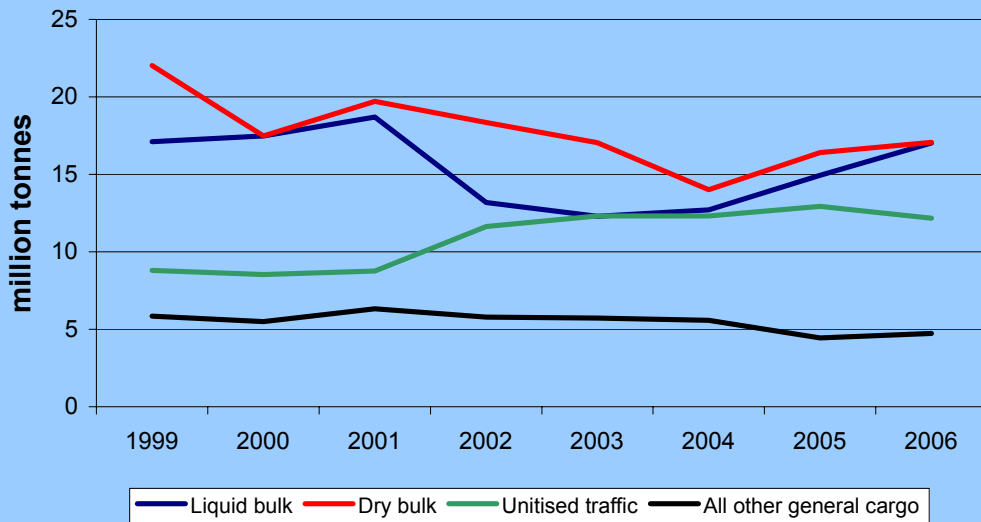


Chart 2.4: Inland waters traffic goods moved by cargo category, 1999-2006

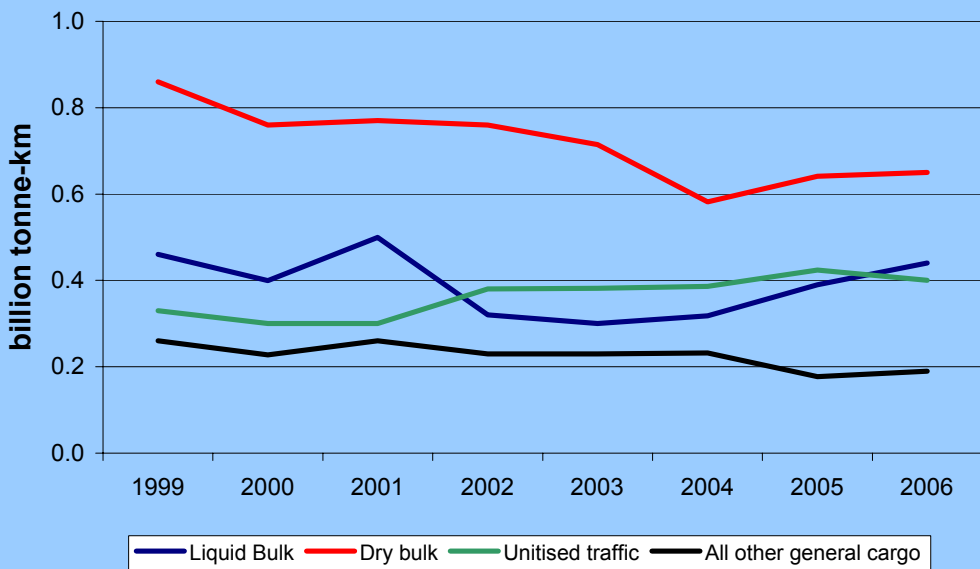


Chart 2.5: Major inland waterway routes goods lifted, 2006

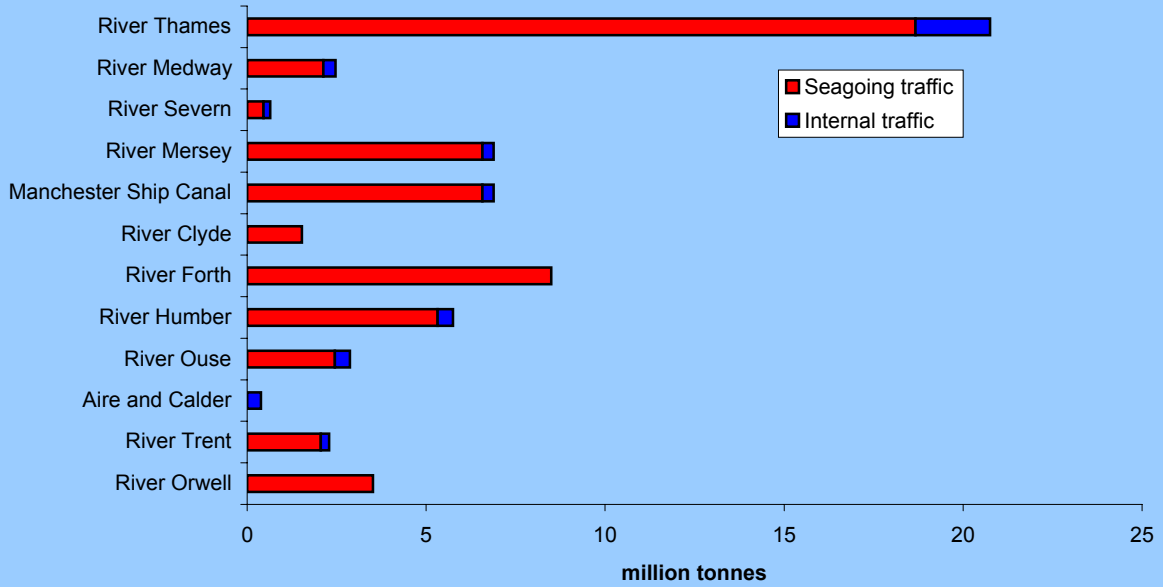


Chart 2.6: Major inland waterway routes goods moved, 2006

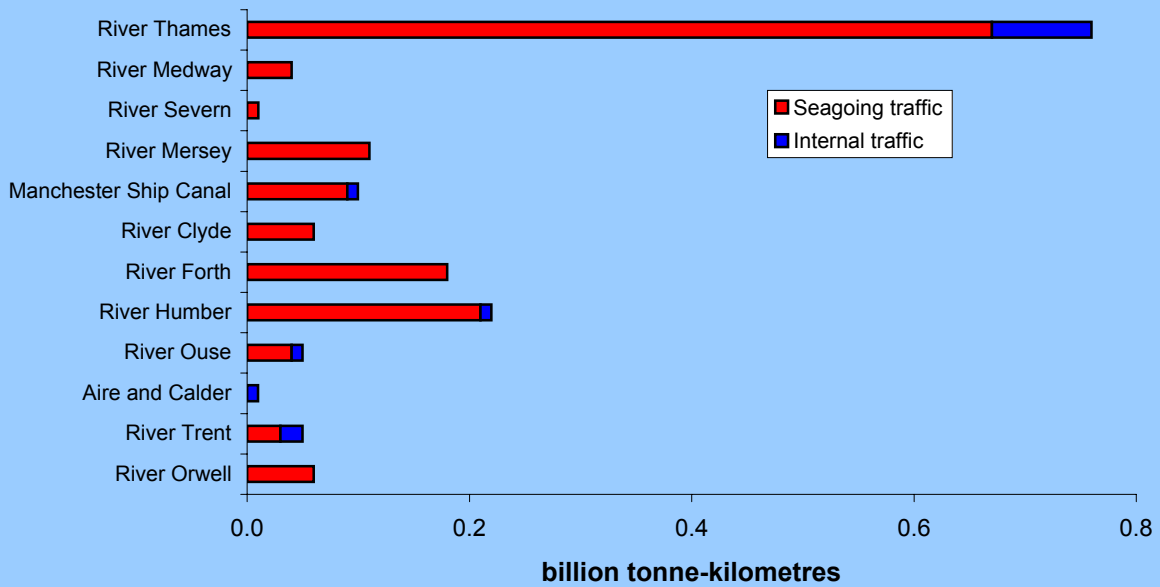


Chart 2.7 Major inland waterway routes - total goods lifted 2006

Million tonnes

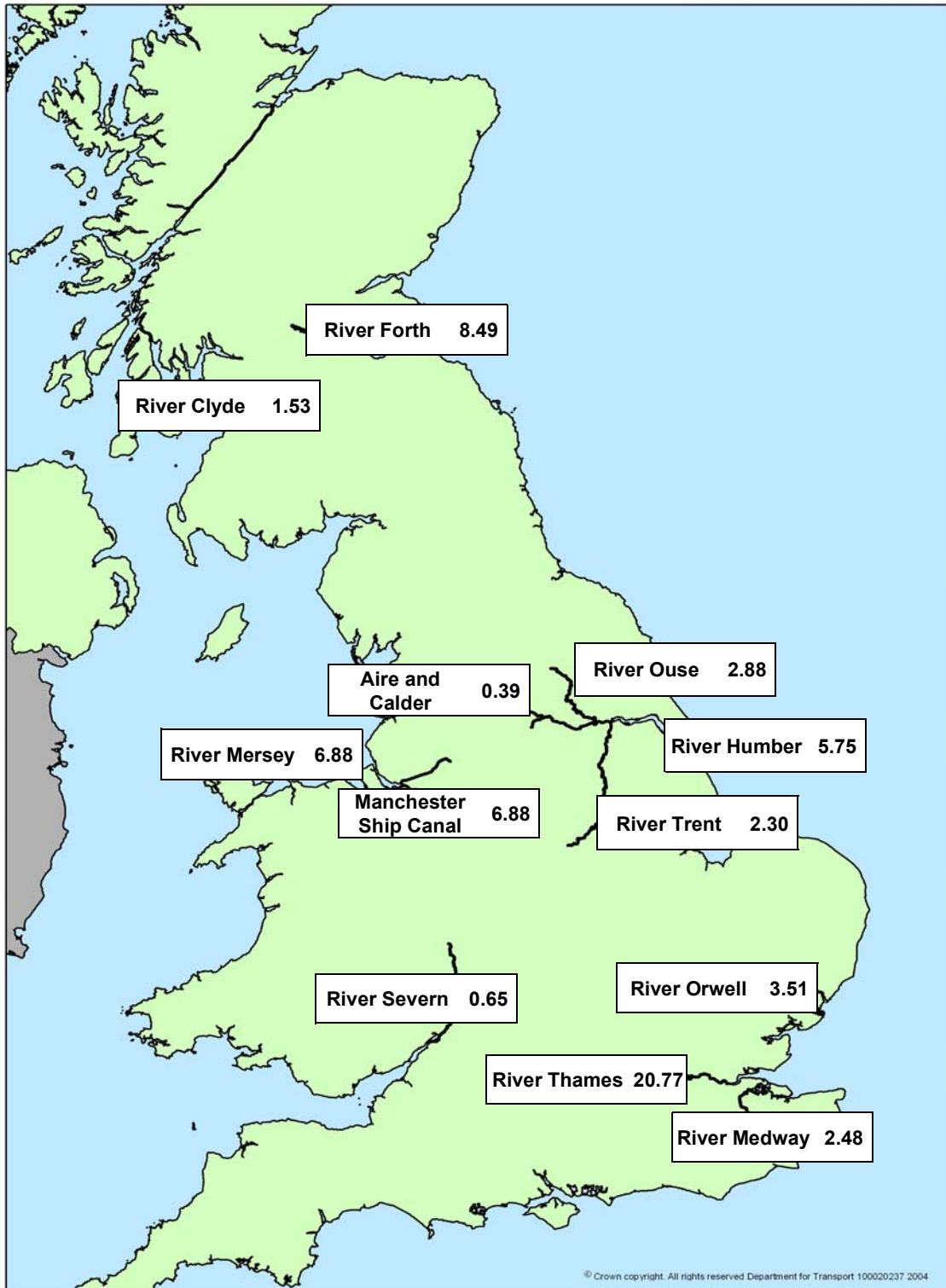


Chart 2.8 - Major inland waterway routes - total goods moved 2006

Billion tonne kilometres

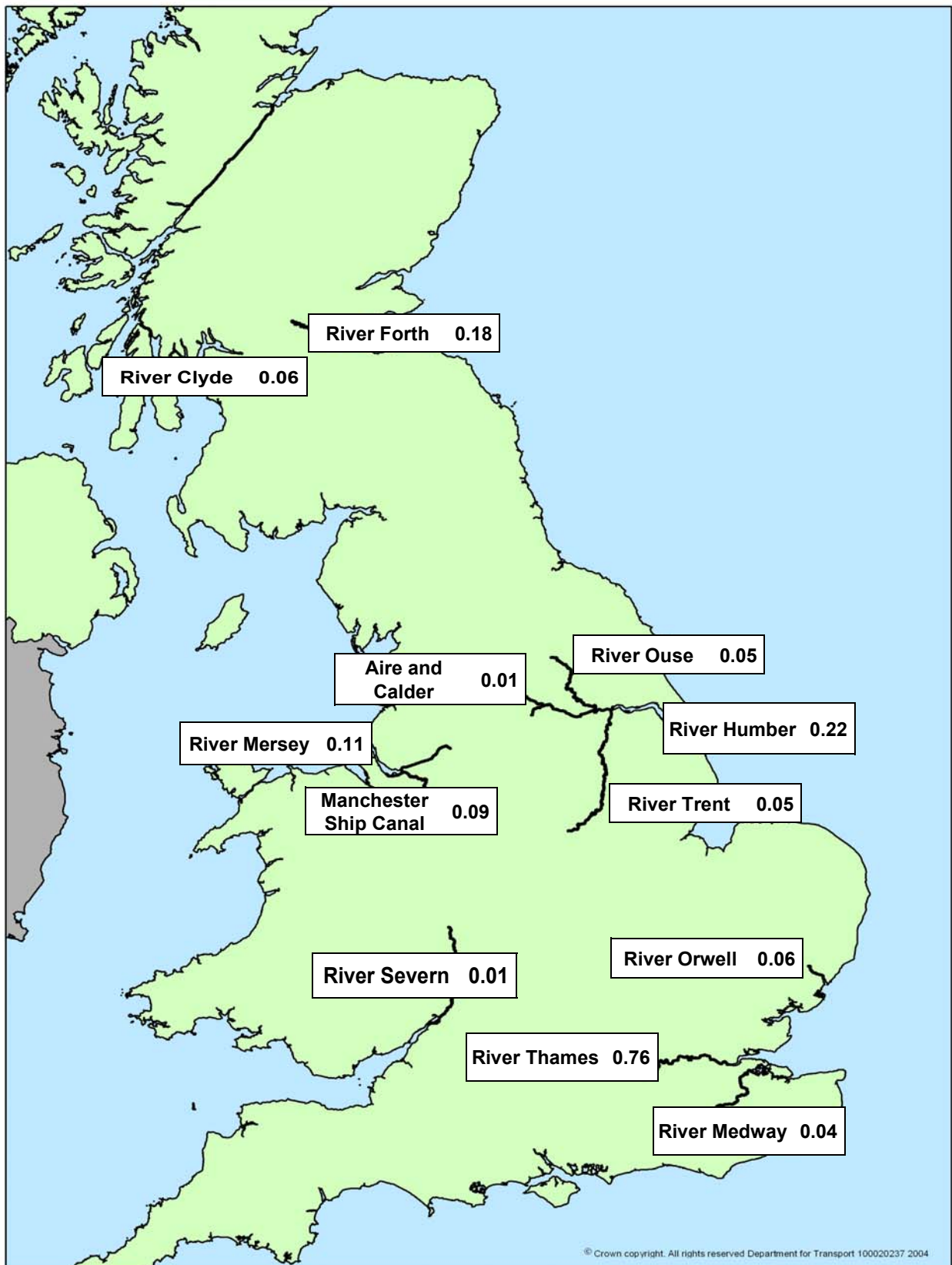


Table 2.1: Inland waters traffic, by area 2006

a) Goods lifted million tonnes

	Non-seagoing traffic	Seagoing traffic route			Total traffic
	Internal	Coastwise	Foreign	One-port	
Thames and Kent	2.19	1.81	14.34	4.65	23.00
Sussex and Hampshire	0.16	-	0.01	-	0.17
West Country	-	0.00	0.01	0.01	0.02
Bristol Channel	0.19	0.03	0.51	0.07	0.80
West and North Wales	-	-	-	-	-
Lancashire and Cumbria	0.32	1.76	4.96	-	7.03
Scotland West Coast	-	0.61	0.92	-	1.53
Scotland East Coast	-	3.58	4.94	0.11	8.63
North East	-	-	-	-	-
Humber	0.69	0.08	5.24	-	6.01
Wash and North East Anglia	-	-	0.11	-	0.11
Haven	-	0.62	2.94	0.11	3.66
Total	3.56	8.50	33.97	4.95	50.97

b) Goods moved billion tonne-kilometres

	Non-seagoing traffic	Seagoing traffic route			Total traffic
	Internal	Coastwise	Foreign	One-port	
Thames and Kent	0.10	0.06	0.46	0.19	0.81
Sussex and Hampshire	-	-	-	-	-
West Country	-	-	-	-	-
Bristol Channel	-	-	0.01	-	0.02
West and North Wales	-	-	-	-	-
Lancashire and Cumbria	0.01	0.04	0.16	-	0.21
Scotland West Coast	-	0.03	0.04	-	0.06
Scotland East Coast	-	0.08	0.11	-	0.19
North East	-	-	-	-	-
Humber	0.05	-	0.27	-	0.32
Wash and North East Anglia	-	-	-	-	-
Haven	-	0.01	0.05	-	0.07
Total	0.16	0.22	1.10	0.19	1.68

Table 2.2: Inland waters traffic, goods lifted, by area, 1999-2006

	million tonnes							
	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	25.43	15.97	22.48	21.69	20.83	17.79	20.60	23.00
of which:								
Internal	1.76	1.90	1.96	2.14	2.06	1.57	2.01	2.19
Coastwise	1.63	1.06	1.67	0.76	1.11	1.19	1.43	1.81
Foreign	15.33	8.70	12.00	12.89	12.96	10.64	12.74	14.34
One-port	6.71	4.32	6.85	5.90	4.70	4.39	4.41	4.65
Sussex and Hampshire	0.14	0.14	0.15	0.27	0.18	0.12	0.11	0.17
of which:								
Internal	0.08	0.10	0.13	0.26	0.17	0.12	0.10	0.16
Coastwise	0.05	0.02	-	-	-	-	-	-
Foreign	0.01	0.02	-	0.01	0.01	0.01	0.01	0.01
One-port	-	-	0.02	-	0.01	-	-	-
West Country	0.07	0.03	0.03	0.05	0.05	0.05	0.02	0.02
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	0.01	-	-	-
Foreign	0.01	0.02	0.02	0.01	0.01	0.01	0.01	0.01
One-port	0.06	0.01	0.01	0.03	0.03	0.04	0.01	0.01
Bristol Channel	0.37	0.79	0.74	0.71	0.73	0.77	0.89	0.80
of which:								
Internal	-	-	-	-	-	-	0.21	0.19
Coastwise	0.03	0.12	0.11	0.10	0.09	0.13	0.06	0.03
Foreign	0.33	0.63	0.59	0.55	0.57	0.56	0.53	0.51
One-port	-	0.03	0.04	0.06	0.07	0.08	0.08	0.07
West and North Wales	0.03	0.31	0.31	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	0.03	0.31	0.31	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Lancashire and Cumbria	6.93	8.15	7.39	5.86	5.45	5.97	6.48	7.03
of which:								
Internal	0.47	0.33	0.28	0.23	0.22	0.23	0.24	0.32
Coastwise	1.77	2.04	1.63	1.13	1.21	1.24	1.55	1.76
Foreign	4.69	5.78	5.48	4.51	4.02	4.50	4.69	4.96
One-port	-	-	-	-	-	-	-	-
Scotland West Coast	..	0.95	1.61	1.30	1.34	1.29	1.59	1.53
of which:								
Internal	..	-	-	0.01	-	-	-	-
Coastwise	..	0.29	0.44	0.38	0.56	0.49	0.73	0.61
Foreign	..	0.66	1.16	0.91	0.78	0.80	0.86	0.92
One-port	..	-	-	-	-	-	-	-
Scotland East Coast	..	11.29	9.80	8.71	8.72	8.68	8.60	8.63
of which:								
Internal	..	-	-	-	-	-	-	-
Coastwise	..	5.34	4.18	3.58	3.49	3.43	4.04	3.58
Foreign	..	5.92	5.63	5.10	5.21	5.23	4.55	4.94
One-port	..	0.03	-	0.03	0.02	0.02	0.02	0.11

Table 2.2: (continued) Inland waters traffic, goods lifted, by area, 1999-2006

	million tonnes							
	1999	2000	2001	2002	2003	2004	2005	2006
Scotland	9.47	12.24	11.41	10.01	10.06	9.97	10.19	10.16
of which:								
Internal	-	-	-	0.01	-	-	-	-
Coastwise	4.56	5.63	4.62	3.96	4.05	3.92	4.77	4.19
Foreign	4.91	6.58	6.79	6.01	5.99	6.03	5.41	5.86
One-port	-	0.03	-	0.03	0.02	0.02	0.02	0.11
North East	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Humber	8.22	8.16	7.79	6.84	6.02	6.19	6.62	6.01
of which:								
Internal	1.97	1.95	1.90	1.31	0.73	0.68	0.82	0.69
Coastwise	0.06	0.11	0.16	0.16	0.18	0.11	0.17	0.08
Foreign	6.19	6.10	5.74	5.37	5.11	5.37	5.62	5.24
One-port	-	-	-	-	-	0.03	-	-
Wash and North East Anglia	0.06	0.11	0.10	0.06	0.05	0.06	0.07	0.11
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	0.01	0.01	-	-	-	-	-
Foreign	0.06	0.09	0.09	0.06	0.05	0.06	0.07	0.11
One-port	-	-	-	-	-	-	-	-
Haven	3.06	3.09	3.09	3.46	4.01	3.69	3.73	3.66
of which:								
Internal	-	0.01	-	-	-	-	-	-
Coastwise	0.56	0.33	0.54	0.72	0.71	0.63	0.56	0.62
Foreign	2.32	2.62	2.42	2.57	3.12	2.88	2.92	2.94
One-port	0.18	0.13	0.12	0.16	0.19	0.18	0.25	0.11
Total	53.77	48.99	53.49	48.95	47.39	44.62	48.72	50.97
of which:								
Internal	4.29	4.30	4.26	3.96	3.18	2.60	3.40	3.56
Coastwise	8.66	9.35	8.77	6.83	7.36	7.23	8.55	8.50
Foreign	33.88	30.82	33.43	31.97	31.83	30.06	32.01	33.97
One-port	6.96	4.53	7.03	6.19	5.02	4.73	4.77	4.95

Table 2.3: Inland waters traffic, goods moved, by area, 1999-2006

	billion tonnes-kilometres							
	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	0.97	0.68	0.86	0.83	0.77	0.66	0.74	0.81
of which:								
Internal	0.10	0.14	0.11	0.11	0.12	0.09	0.10	0.10
Coastwise	0.05	0.04	0.06	0.03	0.04	0.05	0.05	0.06
Foreign	0.56	0.29	0.41	0.42	0.41	0.34	0.41	0.46
One-port	0.26	0.20	0.28	0.26	0.20	0.18	0.18	0.19
Sussex and Hampshire	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Bristol Channel	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
One-port	-	-	-	-	-	-	-	-
West and North Wales	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Lancashire and Cumbria	0.22	0.25	0.24	0.20	0.19	0.19	0.20	0.21
of which:								
Internal	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Coastwise	0.05	0.06	0.05	0.03	0.04	0.03	0.04	0.04
Foreign	0.17	0.18	0.18	0.16	0.15	0.15	0.16	0.16
One-port	-	-	-	-	-	-	-	-
Scotland West Coast	..	0.04	0.07	0.05	0.06	0.05	0.07	0.06
of which:								
Internal	..	-	-	-	-	-	-	-
Coastwise	..	0.01	0.02	0.02	0.02	0.02	0.03	0.03
Foreign	..	0.03	0.05	0.04	0.03	0.03	0.04	0.04
One-port	..	-	-	-	-	-	-	-
Scotland East Coast	..	0.24	0.21	0.19	0.19	0.19	0.18	0.19
of which:								
Internal	..	-	-	-	-	-	-	0.00
Coastwise	..	0.11	0.09	0.08	0.07	0.07	0.08	0.08
Foreign	..	0.13	0.12	0.11	0.11	0.11	0.10	0.11
One-port	..	-	-	-	-	-	-	0.00

Table 2.3: (continued) Inland waters traffic, goods moved, by area, 1999-2006

	billion tonnes-kilometres							
	1999	2000	2001	2002	2003	2004	2005	2006
Scotland	0.24	0.28	0.28	0.24	0.24	0.24	0.25	0.25
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	0.10	0.12	0.11	0.10	0.09	0.09	0.12	0.10
Foreign	0.14	0.16	0.17	0.15	0.14	0.14	0.14	0.15
One-port	-	-	-	-	-	-	-	-
North East	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Humber	0.41	0.39	0.38	0.35	0.33	0.34	0.35	0.32
of which:								
Internal	0.05	0.06	0.06	0.06	0.05	0.05	0.06	0.05
Coastwise	-	0.01	0.01	0.01	0.01	0.00	0.01	-
Foreign	0.35	0.33	0.31	0.29	0.27	0.28	0.29	0.27
One-port	-	-	-	-	-	-	-	-
Wash and North East Anglia	-	-	-	-	-	-	-	-
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	-	-	-	-	-	-	-	-
Foreign	-	-	-	-	-	-	-	-
One-port	-	-	-	-	-	-	-	-
Haven	0.06	0.05	0.05	0.06	0.07	0.07	0.07	0.07
of which:								
Internal	-	-	-	-	-	-	-	-
Coastwise	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Foreign	0.04	0.05	0.04	0.05	0.06	0.05	0.05	0.05
One-port	-	-	-	-	-	-	-	-
Total	1.91	1.68	1.84	1.70	1.62	1.52	1.63	1.68
of which:								
Internal	0.16	0.21	0.19	0.18	0.18	0.15	0.17	0.16
Coastwise	0.21	0.24	0.23	0.17	0.20	0.19	0.22	0.22
Foreign	1.28	1.02	1.13	1.08	1.04	0.99	1.05	1.10
One-port	0.27	0.21	0.28	0.27	0.20	0.19	0.19	0.19

Table 2.4: Inland waters traffic, by cargo category, 1999-2006

a) Goods lifted million tonnes

	1999	2000	2001	2002	2003	2004	2005	2006
Liquid bulk	17.11	17.48	18.69	13.18	12.30	12.72	14.94	17.03
Dry bulk	22.03	17.48	19.72	18.34	17.05	14.01	16.41	17.06
All bulk	39.14	34.95	38.41	31.52	29.35	26.73	31.35	34.08
Forestry products	2.76	1.94	2.31	2.44	2.12	2.49	1.93	1.93
Other semi-bulk cargo	2.64	..	..	..	..	..	..	..
Conventional cargo	0.43	..	..	..	..	..	..	..
Other general cargo	..	3.56	4.01	3.35	3.60	3.08	2.50	2.80
All general cargo	5.84	5.50	6.32	5.79	5.72	5.57	4.43	4.73
Unitised traffic	8.80	8.54	8.76	11.64	12.32	12.32	12.94	12.16
All traffic	53.77	48.99	53.49	48.95	47.39	44.62	48.72	50.97

b) Goods moved billion tonne-kilometres

	1999	2000	2001	2002	2003	2004	2005	2006
Liquid bulk	0.46	0.40	0.50	0.32	0.30	0.32	0.39	0.44
Dry bulk	0.86	0.76	0.77	0.76	0.71	0.58	0.64	0.65
All bulk	1.32	1.15	1.28	1.08	1.01	0.90	1.03	1.09
Forestry products	0.11	0.07	0.08	0.08	0.06	0.08	0.06	0.06
Other semi-bulk cargo	0.14	..	..	..	..	..	..	..
Conventional cargo	0.02	..	..	..	..	..	..	..
Other general cargo	..	0.16	0.18	0.16	0.16	0.15	0.12	0.13
All other general cargo	0.26	0.23	0.26	0.23	0.23	0.23	0.18	0.19
Unitised traffic	0.33	0.30	0.30	0.38	0.38	0.39	0.42	0.40
All traffic	1.91	1.68	1.84	1.70	1.62	1.52	1.63	1.68

Table 2.5: Inland waters traffic, by cargo category and area, 2006

a) Goods lifted million tonnes

	Liquid bulk	Dry bulk	Forestry products	Other general cargo	Unitised traffic	Total
Thames and Kent	4.73	8.71	0.88	0.09	8.59	23.00
Sussex and Hampshire	0.16	0.01	-	-	-	0.17
West Country	-	0.02	-	-	-	0.02
Bristol Channel	-	0.73	-	0.07	-	0.80
West and North Wales	-	-	-	-	-	-
Lancashire and Cumbria	4.78	2.13	-	0.12	0.01	7.03
Scotland West Coast	0.32	1.06	0.05	0.02	0.08	1.53
Scotland East Coast	6.17	0.34	0.16	0.21	1.75	8.63
North East	-	-	-	-	-	-
Humber	0.51	2.12	0.70	2.05	0.64	6.01
Wash and North East Anglia	-	-	-	0.11	-	0.11
Haven	0.37	1.93	0.14	0.13	1.10	3.66
Total	17.03	17.06	1.93	2.80	12.16	50.97

b) Goods moved billion tonne-kilometres

	Liquid bulk	Dry bulk	Forestry products	Other general cargo	Unitised traffic	Total
Thames and Kent	0.14	0.35	0.02	-	0.30	0.81
Sussex and Hampshire	-	-	-	-	-	-
West Country	-	-	-	-	-	-
Bristol Channel	-	0.01	-	-	-	0.02
West and North Wales	-	-	-	-	-	-
Lancashire and Cumbria	0.12	0.08	-	-	-	0.21
Scotland West Coast	0.01	0.04	-	-	-	0.06
Scotland East Coast	0.13	0.01	-	-	0.04	0.19
North East	-	-	-	-	-	-
Humber	0.02	0.11	0.03	0.12	0.04	0.32
Wash and North East Anglia	-	-	-	-	-	-
Haven	0.01	0.03	-	-	0.02	0.07
Total	0.44	0.65	0.06	0.13	0.40	1.68

Table 2.6: Internal inland waters traffic, by cargo category and area, 2006

a) Goods lifted million tonnes

	Liquid bulk	Dry bulk	Forestry products	Other general cargo	Unitised traffic	Total
Thames and Kent	0.11	1.37	0.01	-	0.70	2.19
Sussex and Hampshire	0.16	-	-	-	-	0.16
West Country	-	-	-	-	-	-
Bristol Channel	-	0.19	-	-	-	0.19
West and North Wales	-	-	-	-	-	-
Lancashire and Cumbria	0.18	0.14	-	-	-	0.32
Scotland West Coast	-	-	-	-	-	-
Scotland East Coast	-	-	-	-	-	-
North East	-	-	-	-	-	-
Humber	0.43	0.26	-	0.01	-	0.69
Wash and North East Anglia	-	-	-	-	-	-
Haven	-	-	-	-	-	-
Total	0.88	1.96	0.01	0.01	0.70	3.56

b) Goods moved billion tonne-kilometres

	Liquid bulk	Dry bulk	Forestry products	Other general cargo	Unitised traffic	Total
Thames and Kent	-	0.06	-	-	0.04	0.10
Sussex and Hampshire	-	-	-	-	-	-
West Country	-	-	-	-	-	-
Bristol Channel	-	-	-	-	-	-
West and North Wales	-	-	-	-	-	-
Lancashire and Cumbria	-	0.01	-	-	-	0.01
Scotland West Coast	-	-	-	-	-	-
Scotland East Coast	-	-	-	-	-	-
North East	-	-	-	-	-	-
Humber	0.02	0.03	-	-	-	0.05
Wash and North East Anglia	-	-	-	-	-	-
Haven	-	-	-	-	-	-
Total	0.03	0.10	-	-	0.04	0.16

Table 2.7: Inland waters traffic, by class of waterway and authority, 2006

Goods moved			billion tonne-kilometres		
UK Standard ¹			Authority		
Class	Draught (m)	Barge deadweight capacity (tonnes)	British Waterways	Other Authorities	Total
A	>9.0		-	1.026	1.026
B	4.5 - 9.0		-	0.598	0.598
C	3.0 - 4.4		0.001	0.024	0.025
D	<3.0	551 - 850	0.022	-	0.022
E	<3.0	351 - 550	-	0.001	0.001
F	<3.0	151 - 350	-	-	-
G	<3.0	50 - 150	-	-	-
Sheltered water			-	0.011	0.011
Total			0.023	1.660	1.683

¹ See Appendix 1 for full definition.

Table 2.8: Inland waters traffic, by ECMT¹ class of waterway and authority, 2006

Goods moved			billion tonne-kilometres		
ECMT Standard			Authority		
Class	Deadweight capacity (tonnes)		British Waterways	Other Authorities	Total
0	50 - 249		-	-	-
1	250 - 399		-	0.001	0.001
2	400 - 649		0.022	-	0.022
3	650 - 999		0.001	0.002	0.002
4	1000 - 1499		-	0.013	0.013
5	1500 - 2999		-	0.043	0.043
6	3000+		-	1.601	1.601
Total (0-6)			0.023	1.660	1.683

¹ ECMT: European Conference of Ministers of Transport. This is a definition of waterways categories used in Europe.

Table 2.9: Major inland waterway routes, goods lifted¹, 1999-2006

a) Internal traffic		million tonnes							
	1999	2000	2001	2002	2003	2004	2005	2006	
River Thames	1.74	1.88	1.95	2.09	2.02	1.54	1.81	2.09	
River Medway	0.34	0.19	0.47	0.58	0.56	0.37	0.44	0.35	
River Severn	-	-	-	-	-	-	0.21	0.19	
River Mersey	0.15	0.33	0.28	0.23	0.22	0.23	0.24	0.32	
Manchester Ship Canal	0.47	0.33	0.28	0.23	0.22	0.23	0.24	0.32	
River Clyde	-	-	-	0.01	-	-	-	-	
River Forth	-	-	-	-	-	-	-	-	
River Humber	0.39	0.26	0.22	0.40	0.35	0.44	0.58	0.44	
River Ouse	0.28	0.40	0.37	0.41	0.43	0.37	0.52	0.43	
Aire and Calder	1.61	1.64	1.57	1.06	0.50	0.37	0.40	0.39	
River Trent	0.27	0.32	0.33	0.30	0.26	0.26	0.25	0.24	
River Orwell	-	-	-	-	-	-	-	-	
All waterways	4.28	4.30	4.26	3.96	3.18	2.60	3.40	3.56	

b) Seagoing traffic		million tonnes							
	1999	2000	2001	2002	2003	2004	2005	2006	
River Thames	20.78	12.59	18.50	17.16	16.03	14.19	17.13	18.67	
River Medway	2.89	1.45	2.01	2.38	2.74	2.02	1.45	2.13	
River Severn	0.31	0.60	0.54	0.56	0.55	0.54	0.50	0.46	
River Mersey	6.46	7.68	6.99	5.51	5.08	5.63	6.13	6.57	
Manchester Ship Canal	6.46	7.68	6.99	5.51	5.08	5.63	6.13	6.57	
River Clyde	1.66	0.95	1.61	1.29	1.34	1.29	1.59	1.53	
River Forth	7.54	11.02	9.59	8.53	8.58	8.52	8.47	8.49	
River Humber	6.24	6.21	6.11	5.53	5.29	5.51	5.79	5.32	
River Ouse	3.17	3.01	2.83	2.45	2.15	2.41	2.84	2.45	
Aire and Calder	-	-	-	-	-	-	-	-	
River Trent	2.21	2.45	2.61	2.35	2.31	2.33	1.92	2.06	
River Orwell	2.39	2.93	2.92	3.34	3.90	3.56	3.58	3.51	
All waterways	49.52	44.69	49.23	44.99	44.21	42.02	45.33	47.42	

¹ Where goods are carried on more than one inland waterway route, the tonnage lifted is counted on each route travelled. The 'All waterways' figures exclude all such double counting.

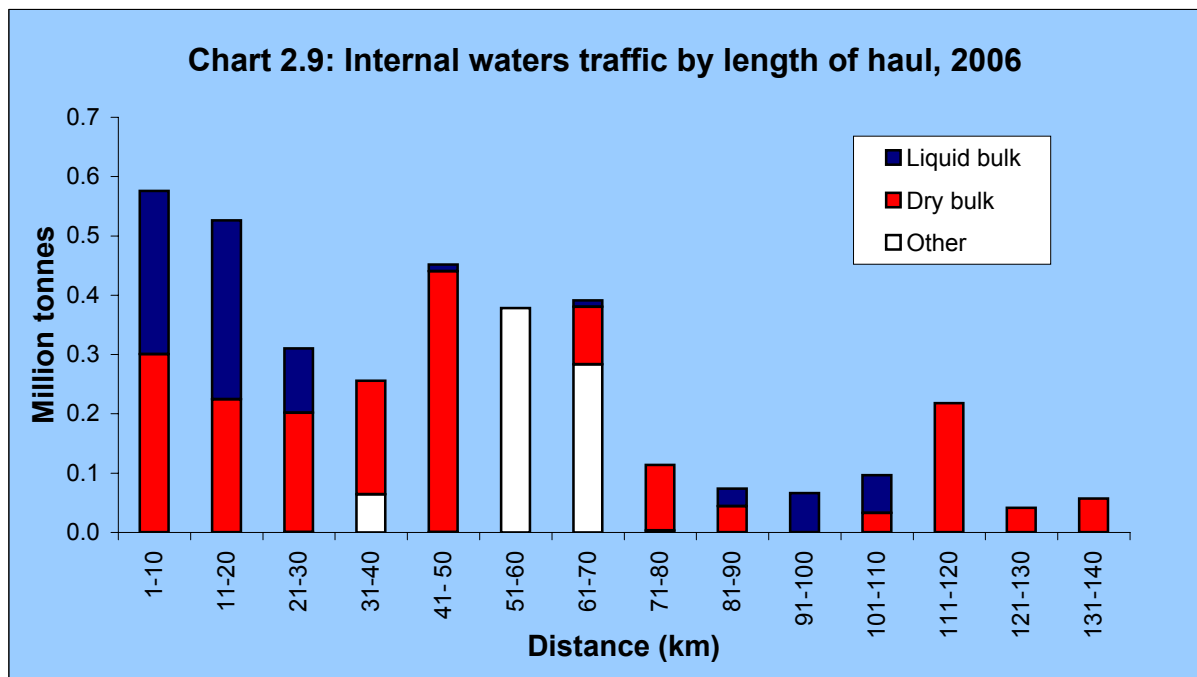
Table 2.10: Major inland waterway routes, goods moved, 1999-2006

a) Internal traffic		billion tonne-kilometres							
	1999	2000	2001	2002	2003	2004	2005	2006	
River Thames	0.07	0.13	0.10	0.10	0.11	0.09	0.09	0.09	
River Medway	-	-	-	-	-	-	-	-	
River Severn	-	-	-	-	-	-	-	-	
River Mersey	-	-	-	-	-	-	-	-	
Manchester Ship Canal	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	
River Clyde	-	-	-	-	-	-	-	-	
River Forth	-	-	-	-	-	-	-	-	
River Humber	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	
River Ouse	-	0.01	-	0.01	0.01	0.01	0.01	0.01	
Aire and Calder	0.02	0.03	0.03	0.02	0.01	0.01	0.01	0.01	
River Trent	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	
River Orwell	-	-	-	-	-	-	-	-	
All above waterways	0.14	0.20	0.18	0.17	0.17	0.15	0.16	0.16	
All waterways	0.16	0.21	0.19	0.18	0.18	0.15	0.17	0.16	

b) Seagoing traffic		billion tonne-kilometres							
	1999	2000	2001	2002	2003	2004	2005	2006	
River Thames	0.82	0.51	0.71	0.67	0.60	0.53	0.61	0.67	
River Medway	0.06	0.03	0.04	0.04	0.05	0.04	0.03	0.04	
River Severn	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	
River Mersey	0.11	0.13	0.12	0.09	0.09	0.10	0.10	0.11	
Manchester Ship Canal	0.11	0.11	0.11	0.09	0.09	0.09	0.09	0.09	
River Clyde	0.06	0.04	0.07	0.05	0.06	0.05	0.07	0.06	
River Forth	0.17	0.23	0.20	0.18	0.18	0.18	0.18	0.18	
River Humber	0.28	0.26	0.24	0.23	0.21	0.22	0.22	0.21	
River Ouse	0.05	0.04	0.04	0.03	0.03	0.04	0.05	0.04	
Aire and Calder	-	-	-	-	-	-	-	-	
River Trent	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	
River Orwell	0.04	0.05	0.05	0.06	0.07	0.06	0.06	0.06	
All above waterways	1.73	1.45	1.63	1.50	1.43	1.35	1.45	1.50	
All waterways	1.76	1.47	1.65	1.51	1.44	1.37	1.46	1.52	

Table 2.11: Lengths of haul of internal inland waters traffic,
by cargo category, 2006

	million tonnes					
	Liquid bulk	Dry bulk	Forestry products	Other general cargo	Unitised traffic	Total
1 - 10 km	0.28	0.30	-	-	-	0.58
11 - 20 km	0.30	0.22	-	-	-	0.53
21 - 30 km	0.11	0.20	-	-	-	0.31
31 - 40 km	-	0.19	-	-	0.06	0.26
41 - 50 km	0.01	0.44	-	-	-	0.45
51 - 60 km	-	-	0.01	0.01	0.35	0.38
61 - 70 km	0.01	0.10	-	-	0.28	0.39
71 - 80 km	-	0.11	-	-	-	0.11
81 - 90 km	0.03	0.04	-	-	-	0.07
91 - 100 km	0.07	-	-	-	-	0.07
101 - 110 km	0.06	0.03	-	-	-	0.10
111 - 120 km	-	0.22	-	-	-	0.22
121 - 130 km	-	0.04	-	-	-	0.04
131 - 140 km	-	0.06	-	-	-	0.06
141 - 150 km	-	-	-	-	-	-
Total	0.88	1.96	0.01	0.01	0.70	3.56
Mean length of haul (kilometres)	29	49	55	54	57	46



SECTION 3: COASTWISE TRAFFIC

This section focuses on traffic carried around the UK coast between sea ports in Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.

Trends in coastwise traffic over the period are affected by more accurate recording of crude oil from 2000 onwards, which means that the figures before and after 2000 are not directly comparable for this type of traffic (and therefore for total traffic as crude oil is a significant component of the total).

Coastwise freight traffic 2006

- Coastwise traffic between UK ports fell by 11 per cent to 58 million tonnes lifted and by 18 per cent to 32 billion tonne-km moved in 2006. *[Tables 3.1 and 3.2]*
- The largest share of coastwise traffic was loaded on Scotland's east coast (13 million tonnes lifted and 11 billion tonne-km moved). A further 12 million tonnes (8 billion tonne-km moved) was loaded at North East ports. Northern Ireland ports discharged the most coastwise tonnage lifted (12 million tonnes). *[Tables 3.1 and 3.2]*
- Liquid bulk was the largest component of coastwise traffic (36 million tonnes lifted and 24 billion tonne-km moved). *[Tables 3.3 to 3.8]*

Coastwise freight traffic 1999 to 2006

- Coastwise traffic has fallen by 20 per cent both in terms of goods lifted and goods moved since 1999. Since 2000, from which point there has been more detailed recording, tonnage lifted has fallen by 8 per cent. *[Table 3.1]*
- The largest increase since 1999 in coastwise tonnage loaded was at North East ports, 2.7 million tonnes (29 per cent). Scotland loaded 15 million tonnes (42 per cent) less tonnage than in 1999. *[Table 3.1]*

There are slight directional imbalances in the coastwise data because of some under reporting of traffic by shipping lines and agents. These are reflected in different totals in coastwise traffic Tables 3.1 to 3.8, where loading (outward) and discharge (inward) totals are given separately. The higher of the two estimates in any given year is regarded as more representative of actual traffic carried and this higher figure has been taken to derive coastwise total values for Tables 1.1, 1.2, 3.9, 3.10, 5.1 and 5.2, and when commenting on overall trends.

Chart 3.1 Coastwise traffic - goods lifted by area of loading and discharge, 2006

million tonnes

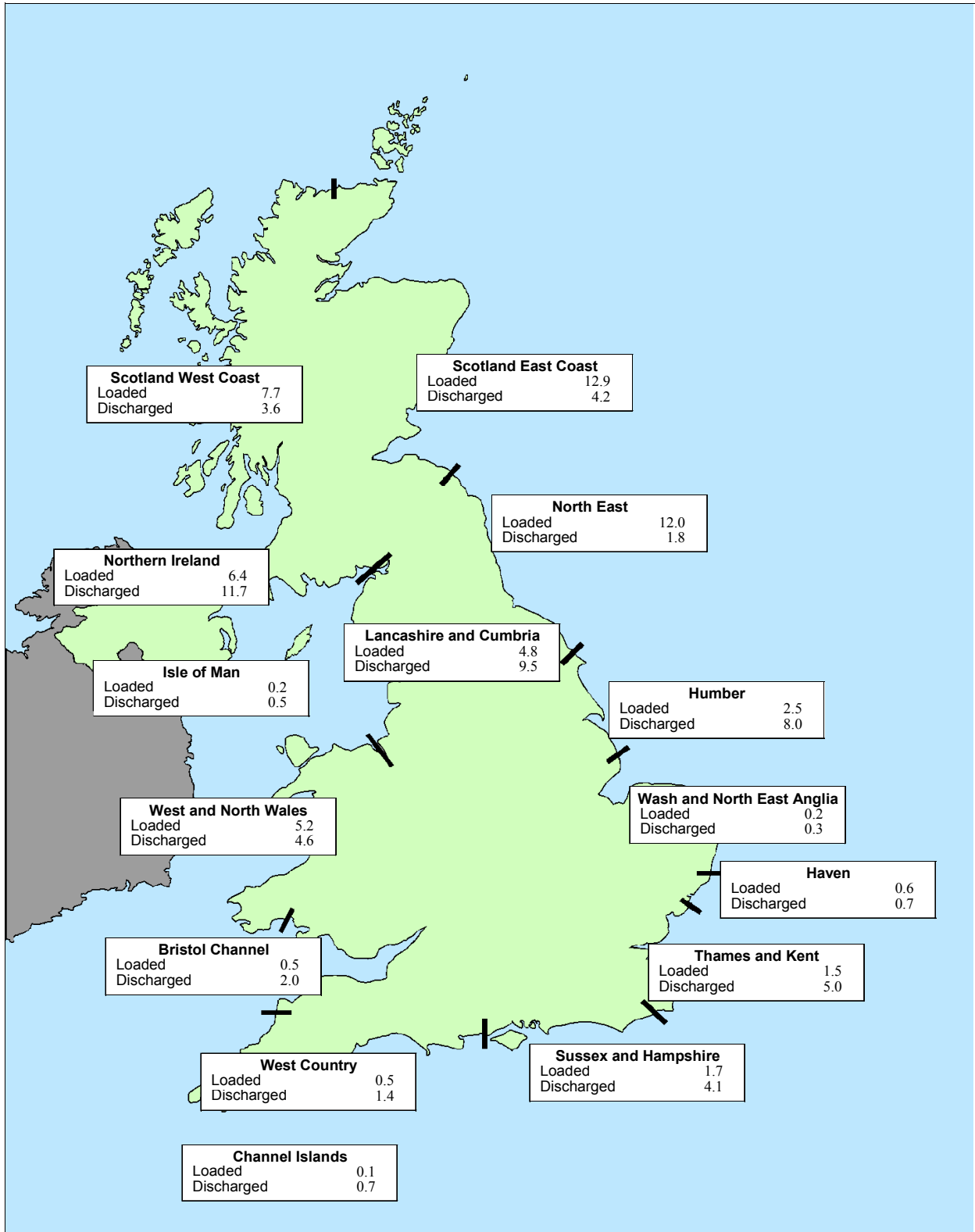


Chart 3.2 Coastwise traffic - goods moved by area of loading and discharge, 2006

billion tonne-kilometres

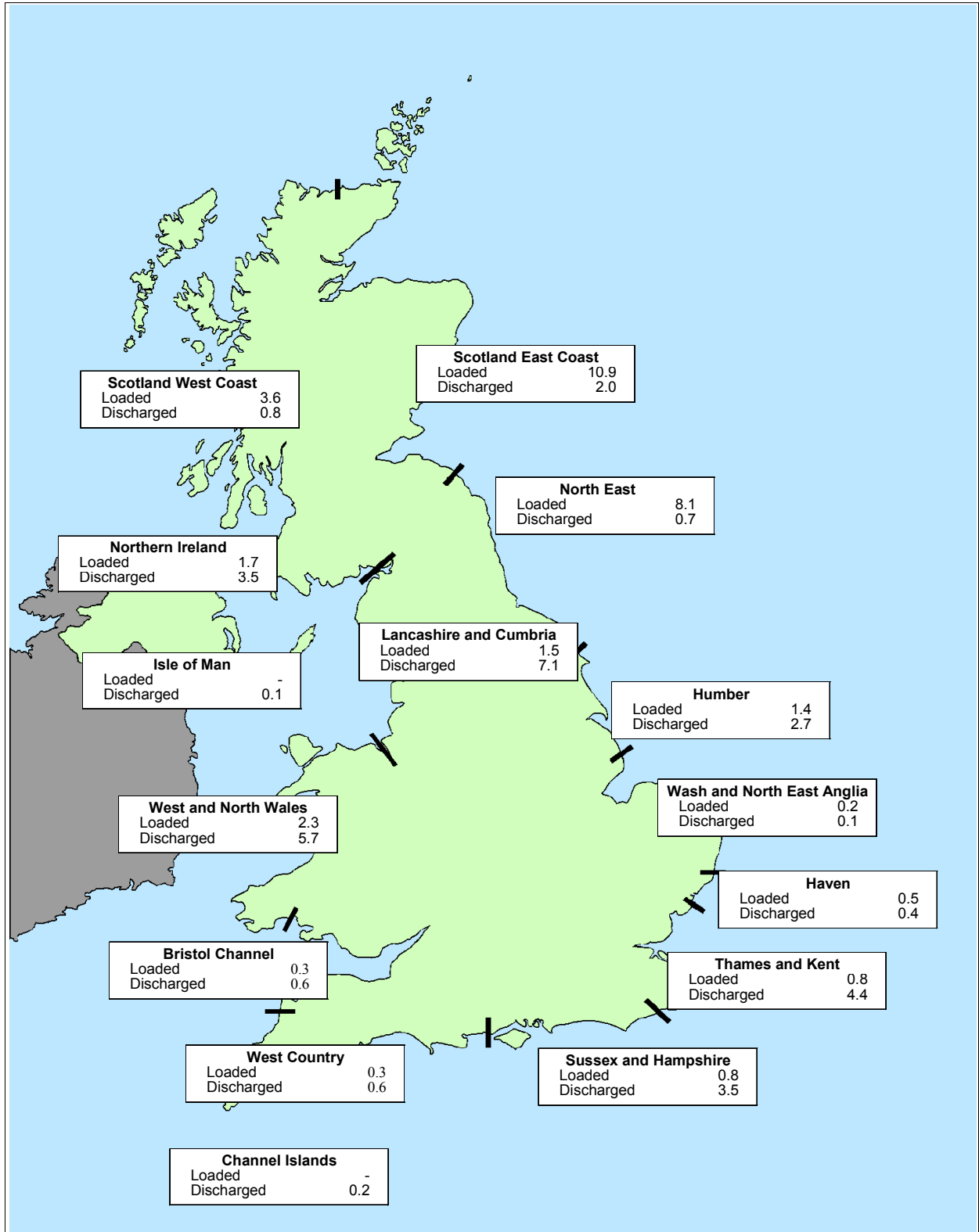


Table 3.1: Total coastwise traffic, goods lifted, 1999-2006
By area of loading and discharge

a) Area of loading								million tonnes
	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	2.7	2.0	1.0	1.0	1.1	1.8	1.1	1.5
Sussex and Hampshire	3.1	4.4	2.4	3.2	2.4	2.1	2.0	1.7
West Country	0.2	0.5	0.4	0.5	0.4	0.5	0.4	0.5
Bristol Channel	0.9	0.6	0.5	0.3	0.5	0.5	0.5	0.5
West and North Wales	6.6	5.8	5.4	6.3	5.9	5.7	5.8	5.2
Lancashire and Cumbria	6.4	5.9	5.1	4.6	4.7	4.8	4.7	4.8
Scotland West Coast	..	7.2	7.0	7.2	7.1	7.0	8.3	7.7
Scotland East Coast	..	17.5	13.6	12.0	12.4	13.5	17.3	12.9
Scotland	35.3	24.7	20.6	19.2	19.5	20.5	25.5	20.6
North East	9.3	8.9	10.2	12.2	11.5	14.0	14.2	12.0
Humber	2.3	4.0	3.1	3.5	3.3	2.9	3.2	2.5
Wash and North East Anglia	0.2	0.2	0.1	0.1	0.3	0.1	0.2	0.2
Haven	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.6
Channel Islands	0.3	0.2	0.5	0.3	0.1	0.1	0.2	0.1
Isle of Man	0.1	0.5	0.3	0.3	0.3	0.3	0.2	0.2
Northern Ireland	5.4	5.1	5.6	6.0	6.0	6.2	6.5	6.4
Total	73.0	63.1	55.5	57.9	56.5	59.8	65.1	56.7

b) Area of discharge								million tonnes
	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	12.8	9.3	7.9	8.3	8.9	7.0	7.2	5.0
Sussex and Hampshire	7.3	5.8	4.9	6.5	6.1	4.4	5.1	4.1
West Country	1.4	1.5	1.5	1.4	1.3	1.4	1.5	1.4
Bristol Channel	2.3	3.4	3.1	2.7	2.9	3.3	2.6	2.0
West and North Wales	6.9	4.2	3.2	5.7	3.5	6.9	7.1	4.6
Lancashire and Cumbria	11.2	7.3	8.4	6.9	7.9	7.7	8.6	9.5
Scotland West Coast	..	2.7	2.8	2.5	2.9	3.1	3.7	3.6
Scotland East Coast	..	4.2	5.0	4.4	3.9	3.8	4.8	4.2
Scotland	8.3	6.9	7.8	7.0	6.8	6.9	8.5	7.8
North East	2.4	1.2	1.3	1.1	1.3	2.1	1.5	1.8
Humber	7.5	6.9	7.8	6.8	6.8	6.5	6.7	8.0
Wash and North East Anglia	0.6	0.5	0.4	0.4	0.4	0.3	0.5	0.3
Haven	0.6	0.6	0.8	1.1	1.0	0.9	0.8	0.7
Channel Islands	0.7	1.0	0.6	0.8	0.7	0.6	0.8	0.7
Isle of Man	0.4	1.0	0.7	0.7	0.7	0.6	0.3	0.5
Northern Ireland	10.6	10.9	10.0	10.1	10.3	10.9	11.6	11.7
Total	73.0	60.3	58.5	59.5	58.5	59.4	62.7	58.1

¹ More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise traffic are not directly comparable with previous years.

Table 3.2: Total coastwise traffic, goods moved, 1999-2006
By area of loading and discharge

a) Area of loading		billion tonne-kilometres						
	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	1.3	1.5	0.7	0.7	0.8	1.1	0.7	0.8
Sussex and Hampshire	1.2	2.4	1.5	1.6	1.5	1.2	1.1	0.8
West Country	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Bristol Channel	0.5	0.5	0.3	0.2	0.3	0.3	0.3	0.3
West and North Wales	2.5	2.6	2.3	2.7	2.4	2.3	2.6	2.3
Lancashire and Cumbria	2.1	1.9	1.8	1.5	1.5	1.7	1.7	1.5
Scotland West Coast	..	4.4	4.0	4.2	4.2	3.4	3.5	3.6
Scotland East Coast	..	15.7	11.5	10.3	10.6	10.6	13.9	10.9
Scotland	26.8	20.1	15.6	14.5	14.8	14.1	17.5	14.5
North East	3.8	3.6	6.7	8.4	7.7	10.9	11.4	8.1
Humber	0.9	2.2	1.8	1.9	1.8	1.7	1.9	1.4
Wash and North East Anglia	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.2
Haven	0.1	0.2	0.2	0.3	0.4	0.3	0.3	0.5
Channel Islands	0.1	-	0.1	0.1	-	-	-	-
Isle of Man	-	0.1	-	-	-	0.1	-	-
Northern Ireland	0.9	1.2	1.5	1.8	1.7	1.6	1.6	1.7
Total	40.4	36.5	32.8	34.1	33.3	35.4	39.4	32.3

b) Area of discharge		billion tonne-kilometres						
	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	10.5	8.1	6.7	6.9	7.3	5.8	6.0	4.4
Sussex and Hampshire	5.2	5.4	4.2	5.4	4.9	3.4	4.4	3.5
West Country	0.5	0.7	1.0	0.7	0.7	0.5	0.5	0.6
Bristol Channel	0.5	1.1	1.2	0.8	0.9	1.0	0.8	0.6
West and North Wales	7.4	4.8	3.9	7.0	4.4	8.1	8.6	5.7
Lancashire and Cumbria	6.9	4.6	6.5	4.6	5.6	5.2	6.5	7.1
Scotland West Coast	..	0.4	0.5	0.4	0.6	0.6	0.9	0.8
Scotland East Coast	..	2.0	2.5	2.2	1.9	2.1	2.2	2.0
Scotland	2.6	2.4	3.1	2.6	2.5	2.7	3.1	2.9
North East	0.9	0.5	0.5	0.5	0.5	1.1	0.7	0.7
Humber	2.2	2.4	3.0	2.3	2.2	2.3	2.6	2.7
Wash and North East Anglia	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Haven	0.3	0.5	0.5	0.7	0.6	0.5	0.5	0.4
Channel Islands	0.2	0.5	0.2	0.2	0.2	0.2	0.2	0.2
Isle of Man	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Northern Ireland	3.0	3.7	3.1	3.0	3.3	3.3	3.3	3.5
Total	40.4	35.1	34.1	35.1	33.3	34.2	37.3	32.4

¹ More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise traffic are not directly comparable with previous years

Table 3.3: Coastwise traffic, goods lifted, by area, 1999-2006

- Liquid bulks (routes with flows of over 1 million tonnes in 2006 are listed separately)

million tonnes								
a) Area of loading	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	1.80	1.65	0.68	0.68	0.72	0.94	0.49	0.66
Sussex and Hampshire	2.70	4.04	2.08	2.66	1.97	1.75	1.31	1.13
West Country	-	-	-	-	-	0.01	-	0.01
Bristol Channel	0.50	0.10	0.06	0.08	0.03	0.02	0.03	0.04
West and North Wales	6.10	5.36	5.02	5.94	5.65	5.48	5.62	4.93
<i>of which:</i>								
<i>to Bristol Channel</i>	1.60	2.22	1.72	2.05	2.02	1.96	2.07	1.58
<i>to Northern Ireland</i>	..	..	1.25	1.34	1.50	1.33	1.12	1.20
<i>to West Country</i>	..	..	..	..	..	1.04	1.18	1.05
Lancashire and Cumbria	2.30	1.33	1.18	0.87	0.72	0.95	1.05	0.92
Scotland West Coast	..	0.96	0.98	1.09	0.76	0.98	0.84	0.60
Scotland East Coast	..	16.70	12.56	11.20	11.58	12.70	16.10	11.94
<i>of which:</i>								
<i>to Sussex and Hampshire</i>	..	3.53	2.78	2.50	2.14	1.55	2.68	2.05
<i>to West and North Wales</i>	..	3.43	1.22	1.80	1.16	1.42	0.79	1.57
<i>to Lancashire and Cumbria</i>	..	2.81	2.66	1.78	2.42	2.51	3.92	3.38
<i>to Scotland East Coast</i>	..	2.19	1.03	..	..	..	1.70	1.10
<i>to Humber</i>	..	1.37	1.89	1.61	1.52	1.95	2.50	1.80
Scotland	27.80	17.66	13.54	12.29	12.34	13.68	16.95	12.54
North East	8.80	8.60	9.99	11.80	10.82	13.31	13.89	11.44
<i>of which:</i>								
<i>to West and North Wales</i>	..	..	1.75	2.79	2.16	5.32	5.99	3.07
<i>to Lancashire and Cumbria</i>								1.61
<i>to Humber</i>	4.80	5.59	4.72	4.65	4.30	4.19	4.48	5.70
Humber	1.90	3.82	2.90	3.21	3.06	2.63	3.05	2.20
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	0.20	0.05	0.03	0.01	0.05	0.02	0.07	0.07
Channel Islands	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-
Northern Ireland	-	-	-	-	-	-	-	-
Total	52.20	42.59	35.50	37.53	35.36	38.79	42.46	33.94

million tonnes								
b) Area of discharge	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	9.30	5.22	4.27	5.10	5.27	4.76	5.13	2.52
Sussex and Hampshire	6.50	5.16	3.85	5.69	5.42	3.83	4.36	3.40
West Country	1.40	1.39	1.42	1.37	1.21	1.37	1.39	1.23
Bristol Channel	2.20	3.09	2.52	2.57	2.63	3.00	2.48	1.72
West and North Wales	6.90	4.16	3.16	5.65	3.49	6.89	7.11	4.60
Lancashire and Cumbria	8.10	3.34	5.11	3.40	4.25	3.97	4.96	5.27
Scotland West Coast	..	0.10	0.22	0.03	0.26	0.29	0.47	0.37
Scotland East Coast	..	3.34	3.86	3.45	2.93	3.28	3.82	3.19
Scotland	4.20	3.44	4.08	3.49	3.20	3.56	4.29	3.56
North East	2.30	1.13	1.18	0.96	1.24	1.96	1.36	1.57
Humber	7.40	6.81	7.61	6.63	6.70	6.40	6.59	7.99
Wash and North East Anglia	0.40	0.31	0.31	0.33	0.32	0.26	0.37	0.29
Haven	0.50	0.20	0.48	0.53	0.51	0.44	0.40	0.39
Channel Islands	0.40	0.57	0.31	0.30	0.28	0.24	0.20	0.24
Isle of Man	0.10	0.17	0.17	0.19	0.20	0.15	0.10	0.10
Northern Ireland	2.70	2.72	2.76	2.83	2.58	2.68	2.73	2.81
Total	52.20	37.72	37.24	39.04	37.29	39.52	41.48	35.67

¹ More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise traffic are not directly comparable with previous years

Table 3.4: Coastwise traffic, goods moved, by area, 1999-2006

- Liquid bulks (routes with flows of over 1 billion tonne-kilometres in 2006 are listed separately)

billion tonne-kilometres

a) Area of loading	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	0.99	1.22	0.50	0.50	0.54	0.77	0.39	0.44
Sussex and Hampshire	1.16	2.25	1.35	1.38	1.31	1.04	0.79	0.56
West Country	-	-	-	-	-	0.01	-	-
Bristol Channel	0.22	0.08	0.05	0.06	0.02	0.01	0.02	0.02
West and North Wales	2.23	2.09	1.99	2.31	2.10	2.08	2.36	1.95
Lancashire and Cumbria	1.12	0.85	0.85	0.64	0.54	0.75	0.79	0.64
Scotland West Coast	..	0.39	0.43	0.41	0.27	0.34	0.24	0.13
Scotland East Coast	..	15.36	11.01	9.93	10.19	10.24	13.28	10.42
<i>of which:</i>								
<i>to Sussex and Hampshire</i>	..	4.06	3.06	2.67	2.18	1.48	2.63	2.03
<i>to West and North Wales</i>	..	4.23	1.54	2.27	1.55	1.79	1.07	2.10
<i>to Lancashire and Cumbria</i>	..	3.16	3.02	1.92	2.72	2.62	4.19	3.50
Scotland	23.02	15.75	11.45	10.34	10.46	10.58	13.52	10.55
North East	3.62	3.44	6.58	8.24	7.31	10.54	11.22	7.73
<i>of which:</i>								
<i>to West and North Wales</i>	..	..	2.17	3.46	2.67	6.60	7.44	3.80
<i>to Lancashire and Cumbria</i>	..	..	2.23	1.64	1.31	1.00	1.25	2.19
<i>to Humber</i>	-	1.30	1.12	1.10	1.02	0.99	1.06	1.33
Humber	0.65	1.93	1.72	1.63	1.52	1.41	1.78	1.16
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	0.07	0.03	0.02	0.01	0.03	0.01	0.03	0.03
Channel Islands	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-
Northern Ireland	-	-	-	-	-	-	-	-
Total	33.07	27.64	24.49	25.10	23.82	27.21	30.90	23.08

billion tonne-kilometres

b) Area of discharge	1999	2000 ¹	2001	2002	2003	2004	2005	2006
Thames and Kent	7.53	3.43	2.69	3.25	3.42	3.50	3.84	1.57
Sussex and Hampshire	4.98	5.04	3.66	5.05	4.55	3.08	3.97	3.11
West Country	0.53	0.69	0.93	0.71	0.62	0.50	0.53	0.49
Bristol Channel	0.45	0.87	0.89	0.73	0.72	0.77	0.68	0.40
West and North Wales	7.38	4.84	3.90	6.95	4.36	8.13	8.59	5.72
Lancashire and Cumbria	6.08	3.52	5.70	3.66	4.73	4.27	5.55	5.92
Scotland West Coast	..	0.08	0.19	0.03	0.20	0.21	0.38	0.27
Scotland East Coast	..	1.58	1.94	1.74	1.41	1.85	1.74	1.54
Scotland	1.58	1.66	2.13	1.76	1.62	2.06	2.12	1.81
North East	0.84	0.50	0.44	0.46	0.49	1.03	0.60	0.62
Humber	2.12	2.37	2.71	2.14	2.13	2.20	2.48	2.63
Wash and North East Anglia	0.13	0.07	0.07	0.08	0.07	0.05	0.08	0.06
Haven	0.21	0.13	0.19	0.27	0.23	0.15	0.16	0.15
Channel Islands	0.08	0.36	0.16	0.11	0.10	0.09	0.08	0.09
Isle of Man	0.01	0.05	0.08	0.06	0.07	0.05	0.04	0.04
Northern Ireland	1.14	1.64	1.37	1.22	1.16	1.24	1.16	1.17
Total	33.07	25.17	24.90	26.46	24.25	27.13	29.87	23.77

¹ More accurate recording of the origin and destination of crude oil traffic from 2000 onwards has meant that figures for coastwise traffic are not directly comparable with previous years

Table 3.5: Coastwise traffic, goods lifted, by area, 1999-2006

- Coal (routes with flows of over 500,000 tonnes in 2006 are listed separately)

million tonnes

a) Area of loading	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	-	-	-	-	-	-	-	-
Sussex and Hampshire	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-
Bristol Channel	-	0.01	-	0.01	-	-	-	-
West and North Wales	-	-	-	-	-	-	-	-
Lancashire and Cumbria	-	-	0.01	0.01	0.02	-	-	-
Scotland West Coast	..	1.17	1.50	1.14	1.26	1.06	2.15	1.59
<i>of which:</i>								
<i>to Lancashire and Cumbria</i>								<i>0.62</i>
<i>to Northern Ireland</i>	<i>1.20</i>	<i>1.13</i>	<i>1.32</i>	<i>1.11</i>	<i>1.08</i>	<i>1.03</i>	<i>1.70</i>	<i>0.97</i>
Scotland East Coast	..	-	-	-	-	-	-	-
Scotland	1.30	1.17	1.50	1.14	1.26	1.06	2.15	1.59
North East	-	-	-	-	-	-	-	-
Humber	-	0.02	0.01	0.03	-	0.06	-	-
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	-	-	-	-	-	-	-	-
Channel Islands	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	0.05	-	-
Northern Ireland	-	0.06	0.11	0.04	0.04	-	-	0.01
Total	1.30	1.26	1.64	1.22	1.32	1.18	2.15	1.60

million tonnes

b) Area of discharge	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	-	0.30	-	-	0.19	-	0.06	-
Sussex and Hampshire	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-
Bristol Channel	-	0.02	-	0.01	0.06	0.16	-	0.07
West and North Wales	-	-	-	-	-	-	-	-
Lancashire and Cumbria	-	0.02	-	-	-	-	0.36	0.64
Scotland West Coast	..	-	-	-	-	-	-	0.01
Scotland East Coast	..	-	-	-	-	-	-	-
Scotland	-	-	-	-	-	-	-	0.01
North East	-	-	-	-	-	-	-	-
Humber	-	-	0.18	0.04	-	-	-	-
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	-	-	-	-	-	-	-	-
Channel Islands	-	0.02	0.01	0.03	-	0.02	-	-
Isle of Man	-	-	-	-	-	-	-	-
Northern Ireland	1.20	1.31	1.32	1.09	1.08	1.20	1.04	1.19
Total	1.30	1.66	1.52	1.17	1.33	1.38	1.47	1.92

Table 3.6: Coastwise traffic, goods moved, by area, 1999-2006

- Coal

billion tonne-kilometres

a) Area of loading	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	-	-	-	-	-	-	-	-
Sussex and Hampshire	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-
Bristol Channel	-	0.01	-	-	-	-	-	-
West and North Wales	-	-	-	-	-	-	-	-
Lancashire and Cumbria	0.01	-	-	-	0.01	-	-	-
Scotland West Coast	..	0.16	0.41	0.18	0.36	0.17	0.39	0.37
Scotland East Coast	..	-	-	-	-	-	-	-
Scotland	0.51	0.16	0.41	0.18	0.36	0.17	0.39	0.37
North East	0.01	-	-	-	-	-	-	-
Humber	-	0.01	0.01	0.02	-	0.08	-	-
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	-	-	-	-	-	-	-	-
Channel Islands	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	0.02	-	-
Northern Ireland	-	0.02	0.04	0.01	0.01	-	-	0.01
Total	0.52	0.20	0.47	0.21	0.37	0.27	0.40	0.38

billion tonne-kilometres

b) Area of discharge	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	-	0.16	-	-	0.17	-	0.09	-
Sussex and Hampshire	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-
Bristol Channel	0.01	0.01	-	-	0.07	0.16	-	0.05
West and North Wales	-	-	-	-	-	-	-	-
Lancashire and Cumbria	-	0.01	-	-	-	-	0.13	0.26
Scotland West Coast	..	-	-	-	-	-	-	-
Scotland East Coast	..	-	-	-	-	-	-	-
Scotland	0.01	-	-	-	-	-	-	-
North East	-	-	-	-	-	-	-	-
Humber	0.01	-	0.26	0.05	-	-	-	-
Wash and North East Anglia	-	-	-	-	-	-	-	-
Haven	-	-	-	-	-	-	-	-
Channel Islands	-	0.01	0.01	0.02	-	0.02	-	-
Isle of Man	-	-	-	-	-	-	-	-
Northern Ireland	0.50	0.24	0.24	0.20	0.20	0.22	0.19	0.21
Total	0.52	0.44	0.51	0.27	0.44	0.40	0.40	0.53

Table 3.7: Coastwise traffic, goods lifted, by area, 1999-2006

- Other coastwise traffic (routes with flows of over 500,000 tonnes in 2006 are listed separately)

million tonnes

a) Area of loading	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	0.90	0.39	0.27	0.30	0.34	0.87	0.57	0.79
Sussex and Hampshire	0.40	0.41	0.32	0.55	0.46	0.33	0.74	0.61
West Country	0.20	0.47	0.39	0.49	0.40	0.47	0.42	0.48
Bristol Channel	0.40	0.53	0.44	0.18	0.44	0.48	0.49	0.47
West and North Wales	0.50	0.44	0.40	0.37	0.30	0.22	0.19	0.27
Lancashire and Cumbria	4.10	4.53	3.90	3.75	3.95	3.83	3.66	3.88
<i>of which:</i>								
<i>to Northern Ireland</i>	3.50	3.45	3.26	3.22	3.36	3.22	3.38	3.44
Scotland West Coast	..	5.09	4.54	4.93	5.05	4.99	5.26	5.49
<i>of which:</i>								
<i>to Thames and Kent</i>	..	2.35	1.77	2.03	1.87	1.22	1.13	1.39
<i>to Sussex & Hampshire</i>	..	..	..	..	0.56	0.71	0.70	0.55
<i>to Northern Ireland</i>	..	2.07	1.98	1.92	2.20	2.51	2.62	2.81
Scotland East Coast	..	0.76	1.05	0.84	0.86	0.76	1.17	0.96
Scotland	6.20	5.85	5.59	5.77	5.91	5.75	6.44	6.45
North East	0.40	0.26	0.20	0.36	0.70	0.66	0.36	0.52
Humber	0.30	0.20	0.15	0.25	0.28	0.19	0.19	0.25
Wash and North East Anglia	0.20	0.18	0.13	0.13	0.26	0.11	0.18	0.23
Haven	0.20	0.29	0.34	0.41	0.39	0.39	0.36	0.50
Channel Islands	0.30	0.17	0.46	0.33	0.06	0.09	0.18	0.11
Isle of Man	0.10	0.49	0.26	0.28	0.30	0.27	0.16	0.18
Northern Ireland	5.40	5.02	5.45	6.00	6.00	6.17	6.53	6.40
<i>of which:</i>								
<i>to Lancashire and Cumbria</i>	2.50	2.02	2.36	2.78	2.74	3.15	2.91	2.88
<i>to Scotland West Coast</i>	2.70	2.56	2.36	2.30	2.39	2.30	2.92	2.74
Total	19.50	19.21	18.32	19.17	19.77	19.83	20.47	21.14

million tonnes

b) Area of discharge	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	3.50	3.77	3.64	3.21	3.40	2.25	2.02	2.49
Sussex and Hampshire	0.80	0.64	1.08	0.80	0.67	0.56	0.77	0.67
West Country	-	0.11	0.11	0.06	0.04	0.05	0.07	0.13
Bristol Channel	0.10	0.31	0.53	0.18	0.19	0.15	0.10	0.23
West and North Wales	-	-	-	0.06	-	-	-	-
Lancashire and Cumbria	3.10	3.89	3.30	3.48	3.62	3.69	3.26	3.61
Scotland West Coast	..	2.59	2.62	2.51	2.66	2.77	3.21	3.20
Scotland East Coast	..	0.87	1.12	0.98	0.96	0.57	0.96	1.03
Scotland	4.10	3.46	3.74	3.49	3.62	3.34	4.17	4.22
North East	0.10	0.07	0.10	0.11	0.11	0.11	0.14	0.20
Humber	0.10	0.07	0.04	0.09	0.08	0.06	0.11	0.04
Wash and North East Anglia	0.20	0.15	0.09	0.08	0.09	0.05	0.09	0.06
Haven	0.20	0.40	0.37	0.53	0.54	0.51	0.42	0.35
Channel Islands	0.40	0.41	0.30	0.50	0.41	0.33	0.63	0.47
Isle of Man	0.30	0.85	0.51	0.53	0.54	0.47	0.19	0.35
Northern Ireland	6.70	6.82	5.94	6.20	6.59	6.99	7.83	7.74
Total	19.50	20.95	19.77	19.31	19.92	18.55	19.79	20.56

Table 3.8: Coastwise traffic, goods moved, by area, 1999-2006

- Other coastwise traffic (routes with flows of over 1 billion tonne-kilometres in 2006 are listed separately).

billion tonne-kilometres

a) Area of loading	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	0.28	0.25	0.15	0.18	0.23	0.31	0.35	0.33
Sussex and Hampshire	0.08	0.11	0.11	0.19	0.17	0.14	0.28	0.25
West Country	0.11	0.20	0.16	0.25	0.18	0.18	0.15	0.25
Bristol Channel	0.24	0.42	0.25	0.10	0.25	0.28	0.27	0.28
West and North Wales	0.26	0.49	0.36	0.40	0.33	0.25	0.21	0.30
Lancashire and Cumbria	0.94	1.04	0.98	0.87	0.91	0.91	0.90	0.91
Scotland West Coast	..	3.85	3.16	3.63	3.58	2.93	2.87	3.07
<i>of which:</i>								
<i>to Thames and Kent</i>	2.48	3.23	2.44	2.79	2.57	1.67	1.56	1.90
Scotland East Coast	..	0.37	0.53	0.39	0.45	0.38	0.59	0.50
Scotland	3.32	4.22	3.69	4.02	4.03	3.31	3.54	3.57
North East	0.17	0.15	0.11	0.18	0.40	0.36	0.17	0.35
Humber	0.21	0.21	0.12	0.23	0.29	0.22	0.15	0.23
Wash and North East Anglia	0.12	0.15	0.09	0.16	0.20	0.06	0.15	0.25
Haven	0.07	0.22	0.21	0.30	0.34	0.26	0.28	0.44
Channel Islands	0.06	0.04	0.10	0.07	0.01	0.02	0.04	0.03
Isle of Man	0.01	0.05	0.03	0.03	0.03	0.03	0.02	0.02
Northern Ireland	0.93	1.16	1.49	1.78	1.72	1.64	1.64	1.65
Total	6.81	8.71	7.85	8.77	9.09	7.96	8.06	8.84

billion tonne-kilometres

b) Area of discharge	1999	2000	2001	2002	2003	2004	2005	2006
Thames and Kent	2.97	4.49	4.01	3.68	3.68	2.31	2.04	2.81
Sussex and Hampshire	0.21	0.36	0.49	0.36	0.36	0.29	0.44	0.35
West Country	0.01	0.04	0.05	0.03	0.04	0.01	0.02	0.09
Bristol Channel	0.03	0.21	0.31	0.11	0.12	0.11	0.09	0.16
West and North Wales	-	-	-	0.07	-	-	-	-
Lancashire and Cumbria	0.77	1.08	0.85	0.89	0.87	0.93	0.85	0.92
Scotland West Coast	..	0.30	0.33	0.34	0.40	0.40	0.53	0.58
Scotland East Coast	..	0.47	0.61	0.51	0.50	0.23	0.44	0.47
Scotland	0.96	0.77	0.94	0.85	0.90	0.63	0.96	1.05
North East	0.03	0.03	0.07	0.05	0.05	0.08	0.08	0.09
Humber	0.04	0.07	0.03	0.10	0.07	0.06	0.10	0.03
Wash and North East Anglia	0.17	0.09	0.05	0.03	0.04	0.01	0.02	0.06
Haven	0.11	0.36	0.31	0.40	0.40	0.38	0.31	0.27
Channel Islands	0.08	0.09	0.07	0.11	0.09	0.07	0.14	0.11
Isle of Man	0.03	0.09	0.06	0.06	0.06	0.05	0.02	0.04
Northern Ireland	1.41	1.79	1.47	1.62	1.90	1.80	1.97	2.13
Total	6.81	9.48	8.72	8.38	8.59	6.73	7.03	8.12

Table 3.9: Total coastwise traffic, goods lifted, area of origin by area of destination, 2006

Origin	Destination													Total		
	Thames and Kent	Sussex and Hampshire	West Country	Bristol Channel	West and North Wales	Lancashire and Cumbria	Scotland West Coast	Scotland East Coast	North East	Humber	Wash and North East Anglia	Haven	Channel Islands		Isle of Man	Northern Ireland
Thames and Kent	0.11	0.18	0.02	-	0.03	0.15	-	0.13	0.03	0.04	-	0.01	0.02	-	0.19	0.91
Sussex and Hampshire	0.47	-	0.02	0.07	0.01	0.11	0.02	0.11	0.02	0.08	0.01	-	0.53	0.01	0.09	1.54
West Country	0.04	0.32	-	-	-	-	-	0.01	0.01	0.01	-	-	0.03	-	0.03	0.45
Bristol Channel	0.02	-	-	-	-	0.02	0.17	-	-	-	-	-	-	-	0.26	0.48
West and North Wales	0.31	0.15	1.05	1.56	-	0.24	0.04	0.02	0.24	0.10	0.01	0.05	0.12	0.06	1.47	5.42
Lancashire and Cumbria	0.15	0.50	-	0.09	0.15	-	0.04	0.10	0.01	0.05	-	0.01	0.01	0.35	4.26	5.72
Scotland West Coast	1.43	0.09	-	0.04	-	0.85	0.56	0.10	0.01	-	-	-	-	-	4.77	7.85
Scotland East Coast	1.00	2.53	-	-	1.22	3.20	0.32	1.17	0.66	1.68	0.00	0.25	-	-	0.19	12.23
North East	0.40	0.10	0.01	0.07	3.01	1.58	0.09	0.58	0.24	6.03	0.01	0.14	-	-	0.06	12.33
Humber	0.47	0.05	0.14	0.01	0.17	0.05	-	1.76	0.40	-	0.28	0.24	-	-	0.12	3.70
Wash and North East Anglia	0.08	-	-	-	-	-	-	-	-	0.02	-	0.00	-	-	0.13	0.24
Haven	0.08	-	-	-	-	-	-	0.14	0.15	0.02	-	-	-	-	0.17	0.56
Channel Islands	-	0.11	0.01	-	-	-	-	-	-	-	-	-	-	-	-	0.11
Isle of Man	-	-	-	-	-	0.18	-	-	-	-	-	-	-	-	-	0.18
Northern Ireland	0.44	0.04	0.10	0.17	-	3.14	2.34	0.10	-	0.01	0.04	0.03	-	0.03	-	6.42
Total	5.01	4.07	1.36	2.02	4.60	9.52	3.57	4.21	1.77	8.04	0.34	0.74	0.71	0.45	11.74	58.15

million tonnes

Table 3.10: Total coastwise traffic, goods moved, area of origin by area of destination, 2006

Origin	Destination													Total		
	Thames and Kent	Sussex and Hampshire	West Country	Bristol Channel	West and North Wales	Lancashire and Cumbria	Scotland West Coast	Scotland East Coast	North East	Humber	Wash and North East Anglia	Haven	Channel Islands		Isle of Man	Northern Ireland
Thames and Kent	-	0.06	0.01	-	0.02	0.18	-	0.10	0.01	0.02	-	-	0.01	-	0.23	0.66
Sussex and Hampshire	0.16	-	-	0.05	-	0.09	0.02	0.11	0.01	0.05	-	-	0.12	0.01	0.09	0.72
West Country	0.03	0.07	-	-	-	-	-	0.02	0.01	-	-	-	-	-	0.02	0.15
Bristol Channel	0.02	-	-	-	-	0.01	0.11	-	0.00	0.01	-	-	-	-	0.14	0.29
West and North Wales	0.29	0.11	0.35	0.27	0.00	0.09	0.02	0.02	0.29	0.11	0.01	0.06	0.05	0.02	0.59	2.29
Lancashire and Cumbria	0.19	0.43	-	0.05	0.06	-	0.01	0.10	0.01	0.08	-	0.01	0.01	0.04	1.11	2.10
Scotland West Coast	1.95	0.10	-	0.03	-	0.36	0.15	0.07	0.01	-	-	-	-	-	0.55	3.24
Scotland East Coast	0.76	2.51	-	-	1.67	3.39	0.25	0.38	0.17	0.98	-	0.17	-	-	0.19	10.48
North East	0.21	0.07	0.01	0.09	3.76	2.15	0.11	0.18	0.01	1.39	-	0.06	-	-	0.07	8.12
Humber	0.20	0.03	0.12	0.01	0.20	0.08	-	0.87	0.10	-	0.06	0.08	-	-	0.16	1.89
Wash and North East Anglia	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.17	0.20
Haven	0.01	-	-	-	-	-	-	0.09	0.07	0.01	-	-	-	-	0.21	0.39
Channel Islands	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03
Isle of Man	-	-	-	-	-	0.02	-	-	-	-	-	-	-	-	-	0.02
Northern Ireland	0.54	0.04	0.08	0.09	-	0.74	0.18	0.08	0.00	0.01	0.05	0.04	-	0.01	-	1.84
Total	4.38	3.46	0.58	0.61	5.72	7.10	0.85	2.01	0.70	2.66	0.13	0.42	0.20	0.07	3.52	32.42

billion tonne-kilometres

Table 3.11: Unitised traffic between Great Britain and Northern Ireland, 2002-2006

million tonnes

GB port group for port of origin and destination	From Northern Ireland					To Northern Ireland				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
Thames and Kent	0.01	0.01	0.01	0.01	-	0.01	-	-	-	-
Sussex and Hampshire	0.04	0.04	0.05	0.05	0.06	0.04	0.05	0.02	0.02	0.01
Bristol Channel	0.06	0.08	-	-	0.01	-	-	0.09	0.10	0.08
Lancashire and Cumbria	3.25	3.23	3.08	2.86	2.86	2.66	2.62	3.67	3.65	3.63
Scotland West Coast	2.16	2.27	2.01	2.53	2.49	2.08	2.13	2.34	2.94	2.85
Haven	0.05	0.03	0.02	0.01	0.01	0.05	0.03	0.03	0.04	0.06
Total	5.57	5.64	5.17	5.47	5.42	4.84	4.83	6.16	6.75	6.63

SECTION 4: ONE-PORT TRAFFIC

This section includes traffic carried between UK offshore installations and UK ports. This is largely crude oil, sea-dredged aggregates and material dumped at sea.

Trends in one-port traffic over the period are affected by more accurate recording of crude oil traffic from 2000 onwards, which means that the figures for traffic from rigs before and after 2000 (and for all traffic in total) are not comparable.

One-port traffic 2006

- Liquid bulk and other traffic lifted direct from UK offshore oil and gas installations in 2006 totalled 15 million tonnes (12 per cent lower than in 2005) and 16 billion tonne-km of goods moved (11 per cent lower). The vast majority of this traffic is crude oil.
[Tables 4.1 and 4.2]
- Sea dredged aggregates landed at UK ports totalled 14 million tonnes (5 per cent higher than in 2005) and 0.9 billion tonne-km moved (3 per cent higher).
[Tables 4.1 and 4.2]

One-port traffic 2002-2006

- Traffic shipped from offshore installations has fallen by 44 per cent both in terms of goods lifted and in terms of goods moved since 2002.
[Tables 4.1 and 4.2]
- Sea dredged aggregates have fallen by 7 per cent for goods lifted and by 13 per cent for goods moved over the same period.
[Tables 4.1 and 4.2]

Chart 4.1 One-port traffic - inwards goods lifted, 2006

million tonnes

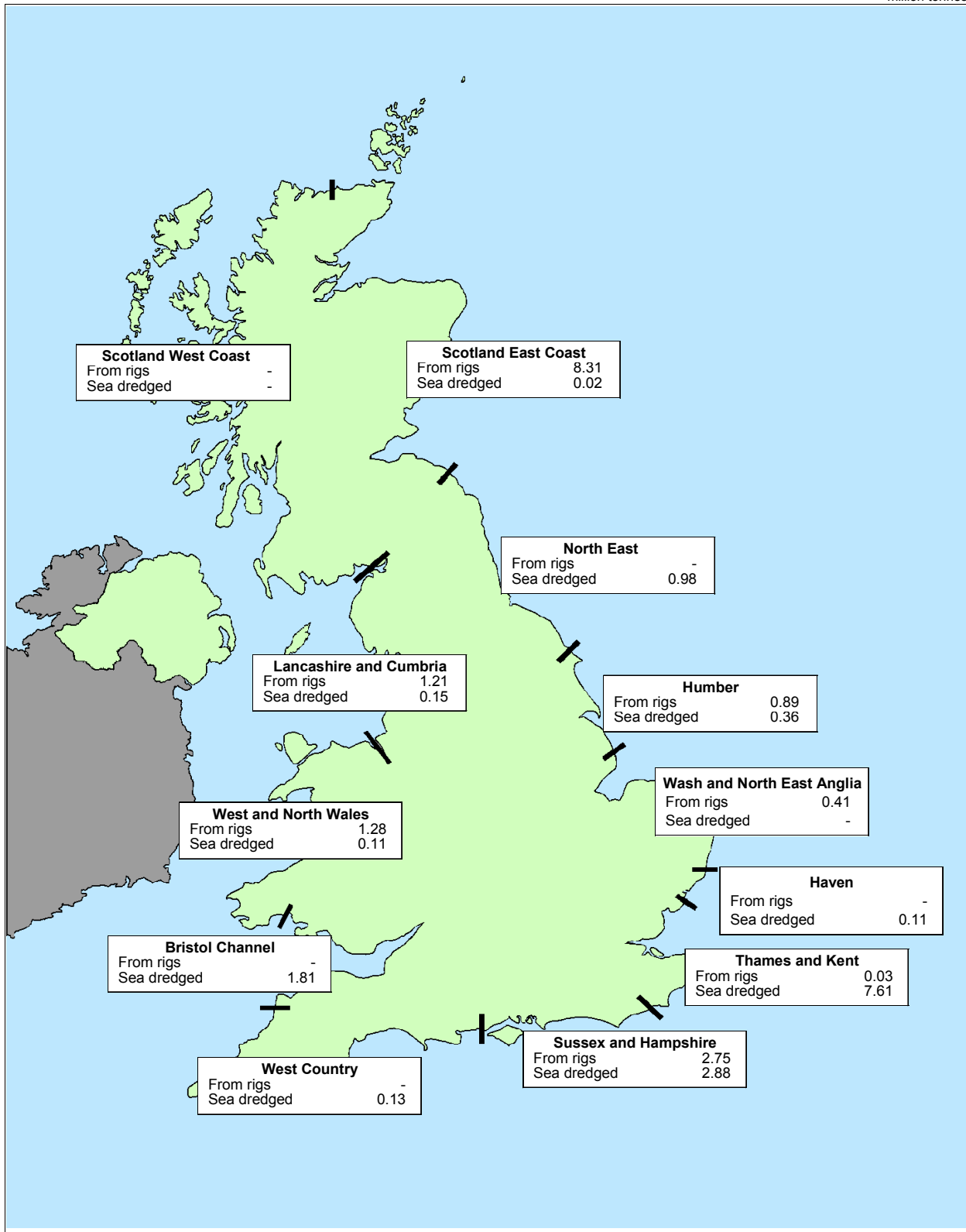


Chart 4.2 One-port traffic - inwards goods moved, 2006

billion tonne-kilometres

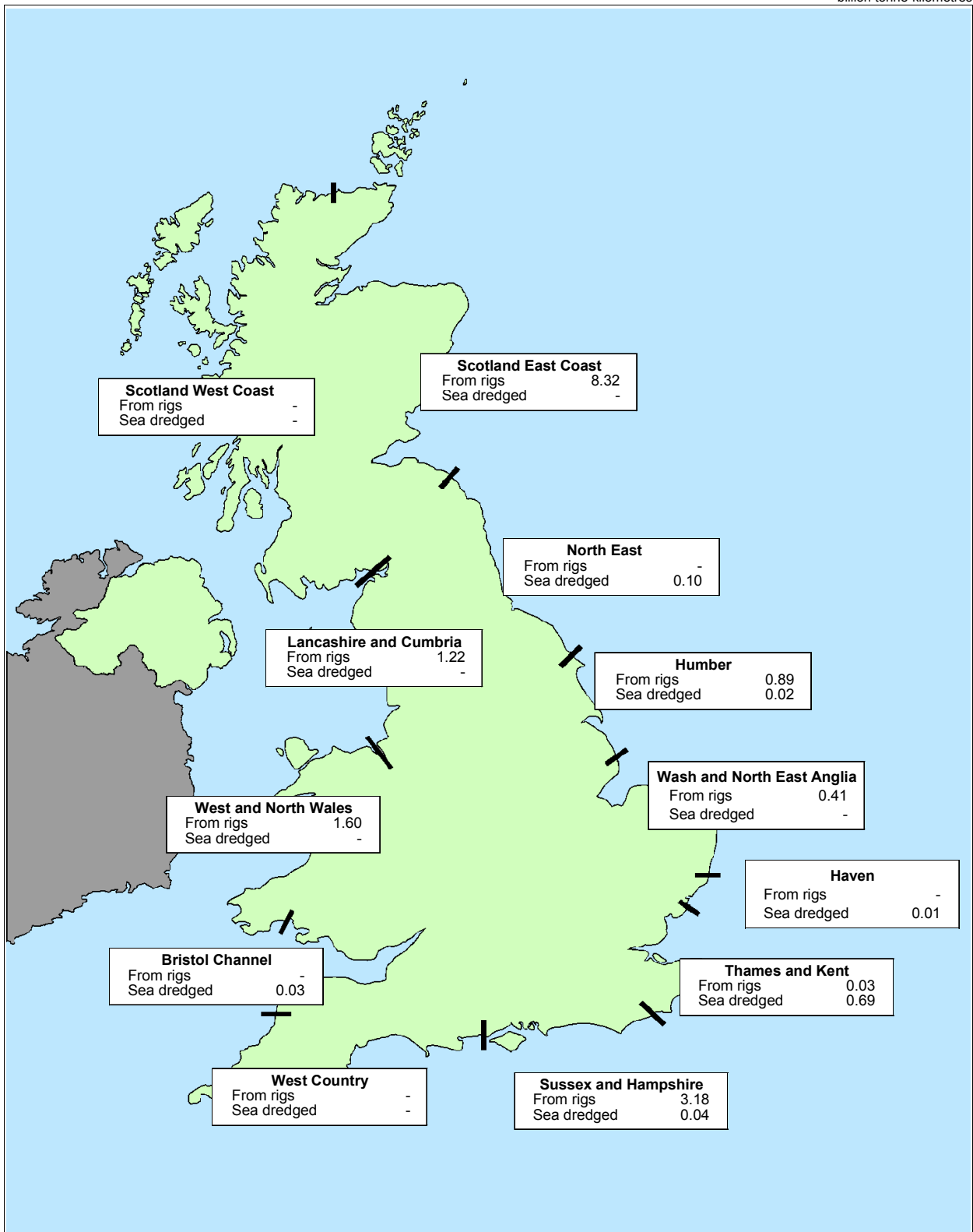


Table 4.1: One-port traffic, goods lifted, 2002-2006

million tonnes

	Sea dumped					To rigs				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
Thames and Kent	-	-	-	-	-	-	-	-	-	-
Sussex and Hampshire	-	-	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-	-	-
Bristol Channel	-	-	-	-	-	-	-	-	-	-
West and North Wales	-	-	-	-	-	-	-	-	-	-
Lancashire and Cumbria	-	-	-	-	-	-	-	-	0.11	0.05
Scotland West Coast	-	-	-	-	-	0.02	0.10	0.06	-	-
Scotland East Coast	-	-	-	-	-	1.79	1.44	1.27	1.76	1.48
North East	-	-	-	-	-	0.01	0.02	-	0.02	0.02
Humber	-	-	-	-	-	-	-	-	0.01	0.03
Wash and North East Anglia	-	-	-	-	-	0.16	0.18	0.03	0.03	0.04
Haven	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	1.99	1.74	1.38	1.94	1.62

	From rigs					Sea dredged				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
Thames and Kent	0.94	0.45	0.75	0.12	0.03	8.66	7.78	7.39	7.26	7.61
Sussex and Hampshire	3.02	1.78	3.60	1.35	2.75	3.31	3.25	3.03	2.70	2.88
West Country	-	-	-	-	-	0.07	0.18	0.16	0.14	0.13
Bristol Channel	-	-	-	-	-	1.49	1.46	1.64	1.56	1.81
West and North Wales	3.08	2.43	1.70	1.29	1.28	0.09	0.09	0.10	0.12	0.11
Lancashire and Cumbria	2.99	2.56	0.33	2.25	1.21	0.07	0.11	0.11	0.11	0.15
Scotland West Coast	0.56	1.14	0.74	0.24	-	-	-	-	-	-
Scotland East Coast	12.79	11.59	9.50	9.33	8.31	0.02	0.02	0.02	0.02	0.02
North East	-	0.14	-	0.02	-	1.02	0.90	0.91	1.00	0.98
Humber	2.95	2.63	2.89	2.09	0.89	0.29	0.39	0.26	0.29	0.36
Wash and North East Anglia	0.16	0.10	0.08	0.24	0.41	-	-	-	-	-
Haven	-	-	0.01	-	-	0.16	0.19	0.18	0.25	0.11
Total	26.51	22.83	19.60	16.92	14.88	15.18	14.37	13.79	13.45	14.15

	Total				
	2002	2003	2004	2005	2006
Thames and Kent	9.61	8.23	8.14	7.38	7.64
Sussex and Hampshire	6.33	5.03	6.63	4.05	5.64
West Country	0.07	0.18	0.16	0.14	0.13
Bristol Channel	1.49	1.46	1.64	1.56	1.81
West and North Wales	3.16	2.52	1.81	1.41	1.38
Lancashire and Cumbria	3.06	2.68	0.51	2.47	1.40
Scotland West Coast	0.59	1.24	0.74	0.24	-
Scotland East Coast	14.60	13.05	10.79	11.11	9.81
North East	1.04	1.07	0.91	1.05	1.00
Humber	3.25	3.03	3.14	2.39	1.28
Wash and North East Anglia	0.32	0.28	0.11	0.27	0.45
Haven	0.16	0.19	0.18	0.25	0.11
Total	43.68	38.95	34.77	32.31	30.65

Table 4.2: One-port traffic, goods moved, 2002-2006

billion tonne-kilometres

	Sea dumped					To rigs				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
	Thames and Kent	-	-	-	-	-	-	-	-	-
Sussex and Hampshire	-	-	-	-	-	-	-	-	-	-
West Country	-	-	-	-	-	-	-	-	-	-
Bristol Channel	-	-	-	-	-	-	-	-	-	-
West and North Wales	-	-	-	-	-	-	-	-	-	-
Lancashire and Cumbria	-	-	-	-	-	-	-	0.06	0.11	0.05
Scotland West Coast	-	-	-	-	-	0.02	0.10	-	-	-
Scotland East Coast	-	-	-	-	-	1.79	1.44	1.27	1.76	1.48
North East	-	-	-	-	-	0.01	0.02	-	0.02	0.02
Humber	-	-	-	-	-	-	-	-	0.01	0.03
Wash and North East Anglia	-	-	-	-	-	0.16	0.18	0.03	0.03	0.04
Haven	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	1.99	1.74	1.38	1.94	1.62

	From rigs					Sea dredged				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
	Thames and Kent	0.95	0.45	0.75	0.12	0.03	0.82	0.71	0.68	0.67	0.69
Sussex and Hampshire	3.49	2.06	4.16	1.56	3.18	0.05	0.05	0.04	0.04	0.04
West Country	-	-	-	-	-	-	-	-	-	-
Bristol Channel	-	-	-	-	-	0.02	0.02	0.03	0.03	0.03
West and North Wales	3.84	3.04	2.13	1.61	1.60	-	-	-	-	-
Lancashire and Cumbria	3.02	2.59	0.34	2.27	1.22	-	-	-	-	-
Scotland West Coast	0.58	1.17	0.76	0.24	-	-	-	-	-	-
Scotland East Coast	12.80	11.61	9.51	9.34	8.32	-	-	-	-	-
North East	-	0.14	-	0.02	-	0.11	0.10	0.10	0.11	0.10
Humber	2.96	2.63	2.89	2.09	0.89	0.01	0.02	0.01	0.01	0.02
Wash and North East Anglia	0.16	0.10	0.08	0.24	0.41	-	-	-	-	-
Haven	-	-	0.01	-	-	0.01	0.01	0.01	0.02	0.01
Total	27.80	23.78	20.62	17.48	15.65	1.03	0.91	0.88	0.87	0.90

	Total				
	2002	2003	2004	2005	2006
	Thames and Kent	1.77	1.16	1.43	0.79	0.72
Sussex and Hampshire	3.53	2.10	4.20	1.60	3.22
West Country	-	-	-	-	-
Bristol Channel	0.02	0.02	0.03	0.03	0.03
West and North Wales	3.85	3.04	2.13	1.61	1.60
Lancashire and Cumbria	3.02	2.60	0.40	2.38	1.27
Scotland West Coast	0.60	1.26	0.76	0.24	-
Scotland East Coast	14.59	13.05	10.79	11.10	9.81
North East	0.12	0.26	0.10	0.15	0.13
Humber	2.97	2.65	2.91	2.11	0.93
Wash and North East Anglia	0.32	0.28	0.11	0.27	0.45
Haven	0.01	0.01	0.02	0.02	0.01
Total	30.82	26.44	22.87	20.30	18.16

SECTION 5: OTHER WATERBORNE FREIGHT STATISTICS

- UK flagged vessels lifted 10 million tonnes in coastwise and one-port oil traffic in 2006. This was 14 per cent of all vessel traffic and 2 per cent higher than in 2005. In terms of goods moved, UK flagged vessels accounted for 6 billion tonne-km (12 per cent higher than the previous year). *[Table 5.1]*
- The average length of haul for coastwise and one-port oil traffic was 655 kilometres in 2006. This compares with 690 kilometres in 2005. *[Table 5.2]*
- There were four freight facility grants awarded by the Department for inland waters and coastal shipping projects in 2006. These were valued at £1.3 million and are estimated to save 4.8 million lorry miles. *[Table 5.3]*
- EU domestic traffic on inland waters totalled 251 million tonnes in 2006. Fifty nine per cent of this traffic was in the Netherlands (90 million tonnes) and Germany (57 million tonnes). For those countries where information was available for both years, total traffic in 2006 was marginally higher than in 2000 (an increase of 0.7 million tonnes). Inland waters traffic in Belgium has increased by almost 48 per cent since 2000. UK domestic traffic totalled 3.6 million tonnes in 2006, of which the Thames accounted for more than half. *[Table 5.4]*

Table 5.1: Coastwise and one-port oil traffic vessel employment, by flag, 2006

a) Goods lifted million tonnes

Flag	Coastwise dry cargo	Flag	Coastwise tanker	Flag	One-port oil
Bahamas	6.55	Bahamas	9.53	Bahamas	6.58
Norwegian Int Reg	2.78	United Kingdom	3.81	United Kingdom	4.04
United Kingdom	2.10	Isle of Man	3.17	Norway	1.65
Italy	1.86	Sweden	3.03	Marshall Islands	0.84
Bermuda	1.70	Danish Int Reg	2.63	Norwegian Int Reg	0.60
Antigua & Barbuda	1.55	Liberia	2.35	Isle of Man	0.36
Malta	1.11	Panama	1.75	Denmark (DIS)	0.07
Isle of Man	0.86	Norwegian Int Reg	1.52	Barbados	0.01
Others	3.97	Others	7.88	Others	0.01
Total	22.47	Total	35.67	Total	14.17

b) Goods moved billion tonne-kilometres

Flag	Coastwise dry cargo	Flag	Coastwise tanker	Flag	One-port oil
Bahamas	2.65	Bahamas	7.72	Bahamas	6.97
Antigua & Barbuda	0.99	Isle of Man	2.09	United Kingdom	4.10
Norwegian Int Reg	0.97	Panama	1.88	Norway	1.77
Italy	0.49	United Kingdom	1.59	Norwegian Int Reg	0.91
United Kingdom	0.36	Liberia	1.55	Marshall Islands	0.69
Bermuda	0.36	Norwegian Int Reg	1.29	Isle of Man	0.39
Malta	0.30	Sweden	1.19	Italy	0.08
Netherlands	0.30	Danish Int Reg	1.15	India	0.01
Others	2.22	Others	5.31	Others	0.01
Total	8.65	Total	23.77	Total	14.94

Table 5.2: Lengths of haul of coastwise traffic and one-port oil traffic,
by known area of discharge, 2006

million tonnes					
	Coastwise			One-port	Total
	Liquid bulk	Coal	Other coastwise	Oil	
1 - 100 km	0.27	-	5.03	-	5.31
101 - 200 km	3.03	1.19	1.34	-	5.57
201 - 300 km	7.61	0.03	7.77	-	15.41
301 - 400 km	3.69	0.01	0.82	-	4.52
401 - 500 km	3.64	0.65	0.61	-	4.90
501 - 600 km	1.09	-	0.67	-	1.76
601 - 700 km	0.45	-	0.69	-	1.14
701 - 800 km	1.47	0.01	0.11	-	1.59
801 - 900 km	1.33	-	0.34	-	1.67
901 - 1000 km	3.21	-	0.21	7.71	11.13
1001 - 1100 km	2.48	-	0.18	2.43	5.10
1101 - 1200 km	0.58	-	0.34	2.75	3.67
1201 - 1300 km	3.96	-	0.73	1.28	5.97
1301 - 1400 km	2.75	0.03	1.68	-	4.46
1401 - 1500 km	0.06	-	0.01	-	0.07
1501 - 1600 km	0.05	-	-	-	0.05
Total	35.67	1.92	20.56	14.17	72.32
Mean length of haul (kms)	666	276	395	1,054	655

Table 5.3: Freight facilities grants for inland waterway, coastal and short sea shipping projects, 1999-2006 ^{1,2}

	1999	2000	2001	2002	2003	2004	2005	2006
Inland waterways projects								
Number of grants	8	7	7	6	4	2	1	3
Value of grants (£ million)	7.5	4.5	3.6	1.7	1.1	4.7	0.4	1.1
Lorry miles saved (million)	0.5	0.3	12.7	2.7	2.9	6.7	1.2	3.0
Coastal/short sea shipping projects								
Number of grants	-	2	3	4	3	-	1	1
Value of grants (£ million)	-	5.1	11.4	3.9	1.5	-	1.0	0.2
Lorry miles saved (million)	-	11.8	1,309.1	8.0	10.4	-	1.9	1.8
All projects								
Number of grants	8	9	10	10	7	2	2	4
Value of grants (£ million)	7.5	9.6	15.0	5.6	2.7	4.7	1.3	1.3
Lorry miles saved (million)	0.5	12.1	1,321.9	10.7	13.4	6.7	3.2	4.8

¹ Under section 140 Railways Act 1993 for grants awarded in 1999 and section 272 Transport Act 2000 for grants awarded after 1999. All grants by calendar year.

² Lorry miles saved are those over the life time of the grant totalled in the year it was awarded.

Table 5.4: Domestic Inland Waters Traffic on EU Waterways, 2000-2006

	million tonnes						
	2000	2001	2002	2003	2004	2005	2006
Austria	1.1	1.2	0.6	0.9	0.2	0.4	1.1
Belgium	25.4	27.4	30.4	31.1	35.7	35.4	37.5
Bulgaria	..	0.5	0.5	0.8	0.9	1.9	2.0
Czech Republic	0.6	0.8	0.8	0.6	0.6	0.7	0.4
France	26.7	24.8	26.5	27.2	27.3	28.6 ^R	30.4
Germany	60.8	57.0	55.8	53.4	55.2	56.6 ^R	57.1
Hungary	..	-	0.1	-	-	0.1	0.1
Netherlands	100.7	103.8	101.7	93.4	102.9	92.0	90.2
Poland	..	..	..	..	5.0	4.5	4.5
Romania	..	..	..	..	24.7	27.1	23.5
Slovakia	..	..	..	..	0.1	0.1	0.1
UK	4.3	4.3	4.0	3.2	2.6	3.4	3.6

Source: Eurostat and DfT.

APPENDIX 1

DATA SOURCES, DEFINITIONS AND NOTES TO TABLES

DATA SOURCES

The information produced in the publication is compiled by MDS-Transmodal for DfT. The principal sources of the data are:

- Survey of barge operators, carried out by MDS-Transmodal;
- Port traffic statistics produced by DfT from returns supplied by shipping lines or their agents and port authorities as required by an EU Maritime Statistics Directive;
- Ship arrivals data supplied by Lloyd's Marine Intelligence Unit

There are important changes to the way that some of the information in the publication has been derived from 2000 onwards, principally affecting foreign, coastal and one-port traffic and also inland waters penetration of such traffic. The reason for the change is that a new system for collecting detailed port traffic statistics was introduced in 2000 to comply with the requirements of the EU Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

Up to and including 1999, all freight information was collected from ports annually. In the current collection system most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. The new collection arrangements produce more reliable estimates of foreign, coastwise, and one-port traffic. The ports data for 1999 and previous years for these sorts of traffic will in many cases be approximate only. This means that there are discontinuities in data between 2000 and previous years, which result from the change in data collection methodology. This is particularly the case for coastwise and one-port crude oil traffic. More details about the new collection system are given in Appendix 2.

DEFINITIONS

The statistics in this publication cover freight carried on inland waters and around the coast of the United Kingdom, measured either in terms of "goods lifted" (defined as the tonnage of goods transported), or "goods moved" (defined as the tonnage of goods lifted multiplied by the distance travelled and expressed in terms of tonne kilometres). There are three main elements to waterborne transport in the UK:

- **inland waters traffic:** traffic carried by both barges and seagoing vessels along inland waters. Inland waters traffic can be further categorised into *non-seagoing traffic* (internal traffic) which is wholly within inland waters and *seagoing traffic* which crosses into inland waterways from the sea (and which can be further classified as coastwise, foreign or one port traffic).
- **coastwise traffic:** traffic carried around the UK coast.
- **one-port traffic:** traffic to and from UK offshore installations and sea dredging/dumping.

Each of these elements is discussed in more detail below.

Inland waters

The definition of inland waters was devised for the first survey of waterborne transport carried out in 1980. The definitions were produced from the perspective of measuring freight traffic travelling on inland waters which could travel by another surface mode within the UK. There are two boundary definitions used to measure the amount of traffic:

- *Inland waters*: all waters within the Maritime and Coastguard Agency (MCA) outermost limit of inland waters classification (MCA category D – tidal rivers and estuaries where significant wave height could not be expected to exceed 2 metres at any time, called the smooth water line or SWL).
- *Inland waterways*: all water areas available for navigation that lie inland of a boundary defined as the most seaward point of any estuary which might reasonably be bridged or tunnelled - this is taken to be where the width of water surface area is both less than 3 km at low water and less than 5 km at high water on spring tides. This is called the inland waterways boundary (IWB) and is generally much further upstream of the smooth water line.

For the purpose of estimating tonnes and tonne-kilometres all non-seagoing traffic, ie. all traffic *wholly within* inland waters (internal traffic) is counted. Tonnes are then simply tonnes lifted, and tonne-kilometres are tonnes lifted multiplied by the distance travelled.

Seagoing traffic which crosses the inland waters boundary and *which also goes upstream of the inland waterways boundary* is counted as well. Tonnes are tonnes lifted, and tonne-kilometres are tonnes lifted multiplied by the distance travelled (*but calculated from the point at which the vessel crosses the inland waterways boundary*).

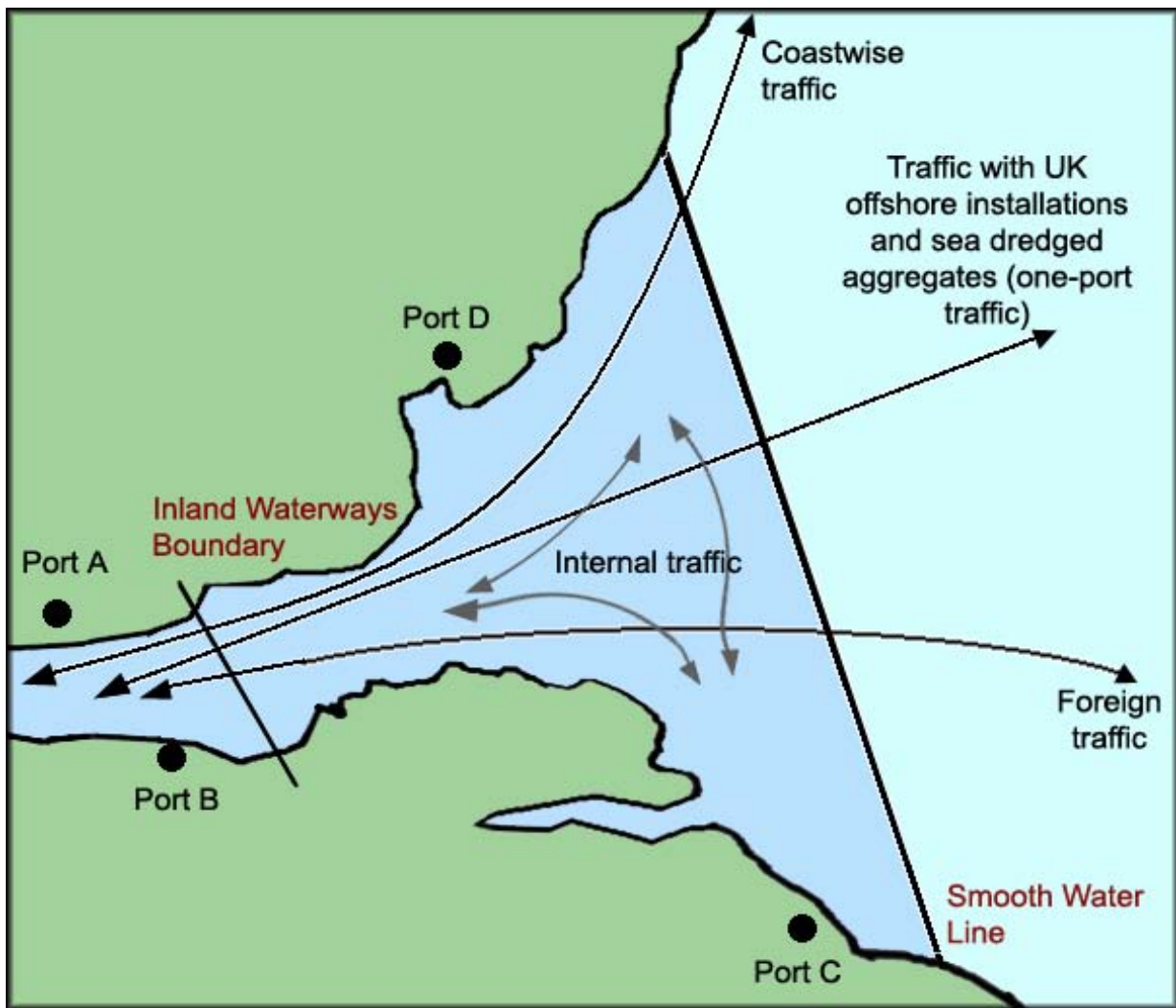
There is one major exception to the counting of sea going traffic in inland waters - traffic which is essentially *seagoing traffic* to and from major *seaboard* ports is specifically excluded from inland waters traffic estimates. These ports are listed in the tables in Appendix 3 and many are also shown in the maps in Appendix 3.

Figure 1 in this Appendix gives a diagrammatic representation of inland waters traffic. It shows all the separate elements ie. internal traffic, coastwise traffic which crosses the IWB, one-port traffic which crosses the IWB and foreign traffic which crosses the IWB. Inland waters traffic thus includes: all traffic which is wholly within the SWL (internal) eg. movements from port A to port B, C, or D, and movements between ports C and D; traffic upstream of the IWB which is seagoing eg. movements from port A, B to the sea (classified under coastwise/foreign/one-port headings as appropriate) assuming that the port is not a major seaboard port. It should be noted that traffic from ports C and D which is seagoing is *excluded* from inland waters traffic (classified as coastwise or one port traffic).

In practice, inland water traffic can be considered from the point of view of the type of vessel involved. Vessels without load lines can only trade within inland waters whilst those with load lines can trade within or outside inland waters. Inland waters traffic then includes:

- all traffic which is carried by inland waterway vessels without load lines (except lighterage entirely within a single dock complex).
- all traffic by vessels with load lines (which can trade within or outside inland waters) where the traffic is wholly within inland waters.

FIGURE 1: DIAGRAM OF INLAND WATERS TRAFFIC



Inland waters traffic comprises the following components:

- **internal traffic** - all non-seagoing traffic between ports and wharves which remains wholly within the SWL
- **coastwise traffic** - inwards seagoing traffic coming from UK sea ports and unloaded at ports and wharves upstream of the IWB; and outwards seagoing traffic loaded at ports and wharves upstream of the IWB and going to UK sea ports
- **one-port traffic:** inwards seagoing traffic coming from offshore installations or sea dredged aggregates unloaded at ports and wharves upstream of the IWB; and outwards seagoing traffic loaded at ports and wharves upstream of the IWB and going to offshore installations or being dumped at sea
- **foreign traffic:** inwards seagoing traffic coming from foreign countries and unloaded at ports and wharves upstream of the IWB; and outwards seagoing traffic loaded at ports and wharves upstream of the IWB and going to foreign countries

- traffic by vessels with load lines which cross the inland waters boundary and which also go upstream of the inland waterway boundary (excluding certain short inland penetration by ships).

In order to be able to exclude certain short inland penetration by ships and also shipping movements which are essentially seagoing traffic to and from major seaboard ports, the following classification of inland waterways has been devised:

A	> 9 m draught
B	4.5 to 9.0 m draught
C	3.0 to < 4.5 m draught
D	Less than 3m draught, barges 551-850 tonnes.
E	Less than 3m draught, barges 351-550 tonnes.
F	Less than 3m draught, barges 151-350 tonnes.
G	Less than 3m draught, barges 51-150 tonnes.

Shipping movements in foreign, coastwise and one-port trades are then excluded from inland water traffic estimates as follows:

On A class waterways where the penetration upstream of the inland waterway boundary is less than 25 km;

On B class waterways where the penetration upstream of the inland waterway boundary is less 15 km;

On C class waterways where the penetration upstream of the inland waterway boundary is less than 5 km.

This end result of this approach is to exclude all shipping movements from inland waters traffic estimates which are essentially sea going traffic to and from major seaboard ports eg. sea going traffic to such ports as Tilbury, Southampton, Mersey Docks or Hull. All coastwise shipping movements of 5 km or more are separately analysed in order to avoid a misleading distortion by including coastwise 'barge' traffic but excluding coastwise 'ship' traffic.

All traffic on inland waterway vessels is included, except for very small amounts of traffic on barges less than 51 tonnes and less than 3m draught, which falls outside the above classification. However, in practice if there is significant traffic which falls outside the classification this is also included in the inland waters estimates.

Finally, the following exclusions from inland waters traffic estimates should be noted:

- lighterage entirely within a single dock complex: for example, a barge movement entirely within the Hull dock complex would not be recorded (but barge movements from docks to wharves along the River Humber would be recorded).
- bunkering: this activity, by definition, is not classified as inland waters traffic.
- freight carried on passenger and passenger vehicle ferry services within the smooth water line: this means that traffic on crossing movements (e.g. the Tilbury-Gravesend ferry) and coastwise ferries within smooth water limits (eg. Loch Ryan in Scotland or the Solent for the Isle of Wight) is excluded.

Coastwise traffic

Coastwise traffic is defined to include all freight moved between ports in Great Britain, Northern Ireland, the Isle of Man and Channel Islands (excluding traffic between a UK port and either the sea bed or off-shore installations).

Since 2000 coastwise traffic estimates have been based on information from a new data collection system introduced to meet the requirements of an EU Maritime Statistics Directive. In this system, traffic for major ports is collected so that both the port of load/unload and the “remote” port is identified. Such traffic constitutes 97 per cent of all UK ports traffic. For minor ports traffic is recorded as loaded/unloaded at the port but no details are collected of the remote port. This means that estimates have to be made of the proportions of minor port traffic, which is coastwise, foreign, or one-port movements. The traffic data is combined with port-to-port distances from Admiralty Distance Tables to produce tonne-km estimates (‘goods moved’).

There will inevitably be some directional imbalances in the coastwise data because of some under reporting of traffic by shipping lines and agents. These are reflected in different totals in coastwise traffic tables 3.1 to 3.8, where loading (outward) and discharge (inward) totals are given separately. The higher of the two estimates in any given year is regarded as more representative of actual traffic carried and this higher figure has been taken to derive coastwise total values for other tables (ie. tables 1.1, 1.2, 3.9, 3.10, 5.1 and 5.2).

Where the remote port is missing, reference is made to the ship arrivals data supplied by Lloyd’s Marine Intelligence Unit to determine its most probable location. Since data is not collected for the Channel Islands or the Isle of Man, their coastwise movements are calculated by their appearance as the remote port on mainland port movements.

One-port traffic

One-port traffic is traffic travelling between UK offshore oil and gas installations and a UK port or dredged sand and gravel from the seabed. For coastwise traffic the main data source from 2000 is the Maritime Statistics Directive data collection system. Admiralty Distance Tables are used to produce tonne-km estimates (‘goods moved’).

Cargo categories

The cargo categories used in the report distinguish between liquid bulk, dry bulk, container and roll-on (unitised) traffic, forestry products and other general cargo.

Ship arrivals

The ship arrivals data used in the compilation of waterborne freight statistics are supplied by Lloyd’s Marine Intelligence Unit.

The data relate to arrivals of all sea-going vessels of 100 gt and over at UK ports (including previous port of call and vessel descriptions) with the exception of the following:

- i) inter-island movements of freight on the services of Caledonian MacBrayne in Scotland;
- ii) vessels employed in supply, dredging or dumping at sea;
- iii) traffic moving within dock systems, such as repositioning of ships or multi-berth discharges;

- iv) regular domestic ferries crossing estuaries and other movements of less than two kilometres.

NOTES ON TABLES

Table 1.1(a) Waterborne transport within the UK in terms of goods lifted (tonnes)

Coastal or offshore traffic which starts or finishes at a point upstream of the inland waterways boundary is included twice – once in 'UK inland waters traffic' (in the coastwise or one-port components of seagoing traffic by route) and once in 'Coastwise traffic between UK ports' or 'One-port traffic of UK ports'. This is done to ensure that all traffic on inland waterways is included in the statistics even if the traffic started or finished outside inland waters. To avoid double counting when calculating total waterborne freight transport in the UK in terms of goods lifted, only the internal and foreign components of inland waters traffic are added to the coastwise traffic and one port traffic totals to derive the overall totals.

Table 1.1(b) Waterborne transport within the UK in terms of goods moved (billion tonne-kilometres)

The problem of double counting does not arise prior to 2000. MDS-Transmodal compiled origin and destination matrices using data sets of vessel arrivals, port traffic returns and Admiralty Distance Tables. Using this information the tonne-kilometres figures are then divided up exclusively using the inland waterway boundary definition into inland waters traffic and then into the various components of inland waters traffic (both seagoing and non-seagoing), coastwise traffic and one-port traffic.

From 2000 onwards (when the data collection methodology changed) the double counting problem also affected Table 1.1(b). Since 2000 MDS-Transmodal have used the detailed route information available from the new port collection system which specifies both loading and discharging at ports (but coastwise traffic and one-port traffic tonne-kilometres are now based on port-to-port distances rather than just to the inland waterway boundary for river ports). As a result the inland waters coastwise and one-port components are also included in the coastwise and one-port traffics. To avoid double counting of goods moved in Table 1.1(b) from 2000 onwards, only the internal and foreign components of inland waters traffic are added to the coastwise traffic and one-port traffic totals to derive overall totals of waterborne freight transport in the UK in terms of goods moved.

Table 1.2: Waterborne transport within the UK by cargo category

The row totals in both Table 1.2 (a) and Table 1.2 (b) are the sum of coastwise and one-port traffic, together with the internal and foreign components of inland waters traffic.

In previous editions the inland waterway components of 'Coastwise traffic between UK ports' and 'One-port traffic of UK ports' in terms of goods moved were excluded to avoid double counting, but this year they are included for consistency with the treatment in the rest of the report. Double counting of total traffic is still avoided by the method described in the previous paragraph.

Table 5.3 Freight Facilities Grants for water projects

The Freight Facilities Grant (FFG) scheme helps companies finance the facilities necessary for water freight transport where it would not otherwise be cost efficient to make the change from road to water.

These grants are now made under Section 272 of the Transport Act 2000 and applicants need to show that their projects are environmentally friendly in as much as they reduce heavy goods vehicles mileage on UK roads.

The Department for Transport administers the FFG scheme for coastal, short sea and inland waterway shipping projects in England and Wales, with the exception of inland waterways applications in Wales which are administered by the Welsh Assembly. The Scottish Executive administers the FFG scheme in Scotland.

APPENDIX 2

NEW DATA COLLECTION SYSTEM FOR MARITIME TRAFFIC FROM 2000

From 2000 onwards the data source used to produce coastal and one-port traffic estimates in this report, and inland waters penetration of such traffic (including inland waters penetration of foreign traffic), is the new Maritime Statistics Data collection system. This system was introduced in order to comply with an EU Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea). The way traffic figures were derived changed significantly in 2000 compared with previous years.

Up to 1999, all freight information was collected from ports annually. Major ports (generally those with cargo volumes of at least 2 million tonnes per year) were asked for detailed information on the weight of traffic travelling in and out of their ports, identifying cargo categories (eg. liquid bulk, dry bulk, containers, Ro-Ro, etc.) and whether they were foreign, coastwise or one port cargoes. Other minor ports were required to provide only the total weight of cargo inwards and outwards.

In the new collection system most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. Major ports (now including ports with cargo volumes of at least 1 million tonnes of cargo a year) are only required to supply summary information, whilst other minor ports provide only the total weight of cargo inwards and outwards.

Much of the detailed information required by the Directive is therefore provided by shipping lines, operators or agents. The information includes more detail from ports on unitised weight than received previously but less commodity detail on non-unitised traffic. The ports figures are taken as control totals to estimate missing values from shipping lines and agents in order to obtain complete estimates.

The new collection arrangements produce more reliable data on origins and destinations and also where aggregated into coastwise, one-port and foreign traffic summaries. Previously this information was estimated by ports with varying degrees of accuracy; particularly for crude oil traffic which means that origin and destination crude oil data before 2000 is approximate. For example, in the previous system, ports or refinery operators would not necessarily have been able to tell whether crude oil was shipped directly from a UK offshore installation, piped to a land terminal such as Sullom Voe and then shipped out from the land terminal, or imported from a North Sea country or other foreign crude oil producer. As a consequence, it is likely that before 2000 coastwise crude oil estimates have been overestimated and one-port traffic underestimated.

APPENDIX 3

INLAND WATERS TRAFFIC: GEOGRAPHICAL COVERAGE

Maps

The UK map (Map 1) shows all of the larger and many of the smaller ports in the UK, the thirteen port groupings used in the compilation of port and waterborne freight statistics and the rivers and other waterway routes that carry freight in the UK.

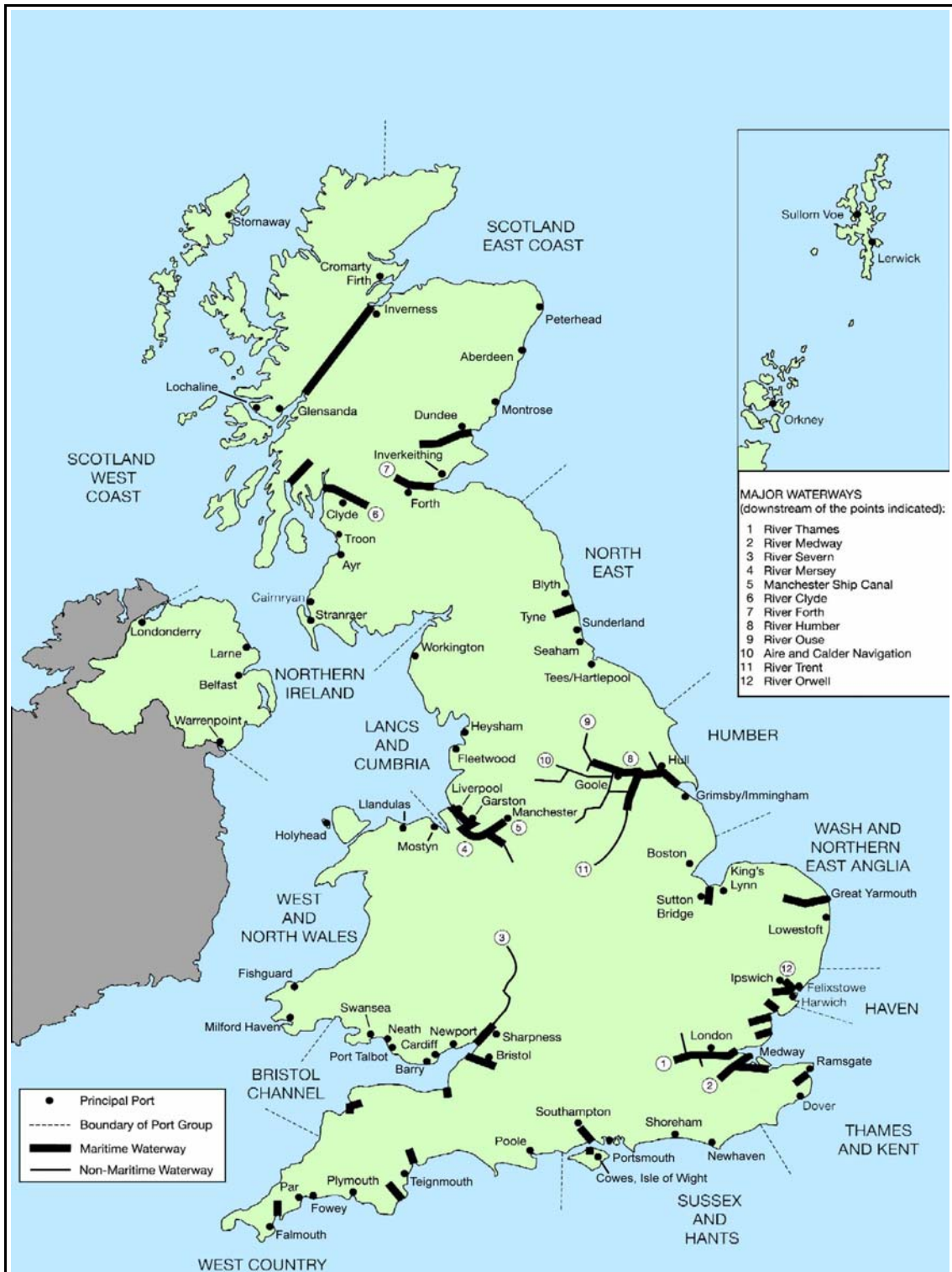
The next four maps (Maps 2 to 5) cover the five estuarial areas in the UK with the largest inland waters freight traffic in 2006. The maps include the majority of the major inland waterway routes in the UK and show the relevant Smooth Water Lines (SWL) and effective Inland Waterways Boundaries (IWB) and the most important ports and wharves along those routes. See Appendix 1 for definitions.

Tables

The two tables show all the ports and wharves with freight traffic on inland waters sorted by port group. Table 1 lists the wharves on inland waters handling internal non-seagoing freight traffic of 20,000 tonnes or more in 2006, together with their port names (as used in published statistics of UK port traffic) or their inland waterway routes. Table 2 lists UK sea ports with seagoing freight traffic, which is either included in or excluded from inland waters traffic estimates in 2006. Where a port appears in both columns, an indication is given as to which part of the port has inland waters traffic.

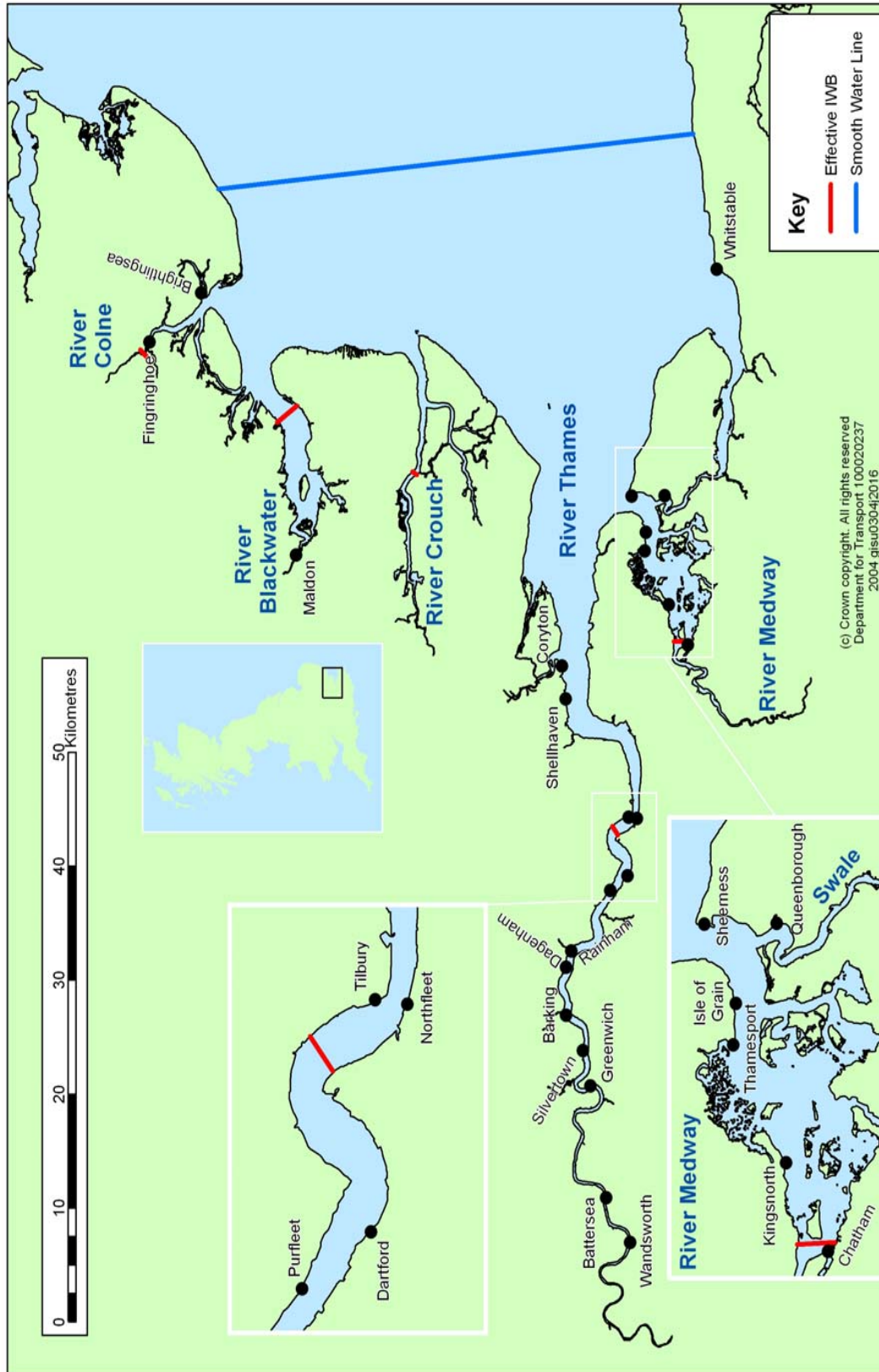
MAP 1

Map of United Kingdom showing ports, port groups, rivers and other waterway routes used for freight.



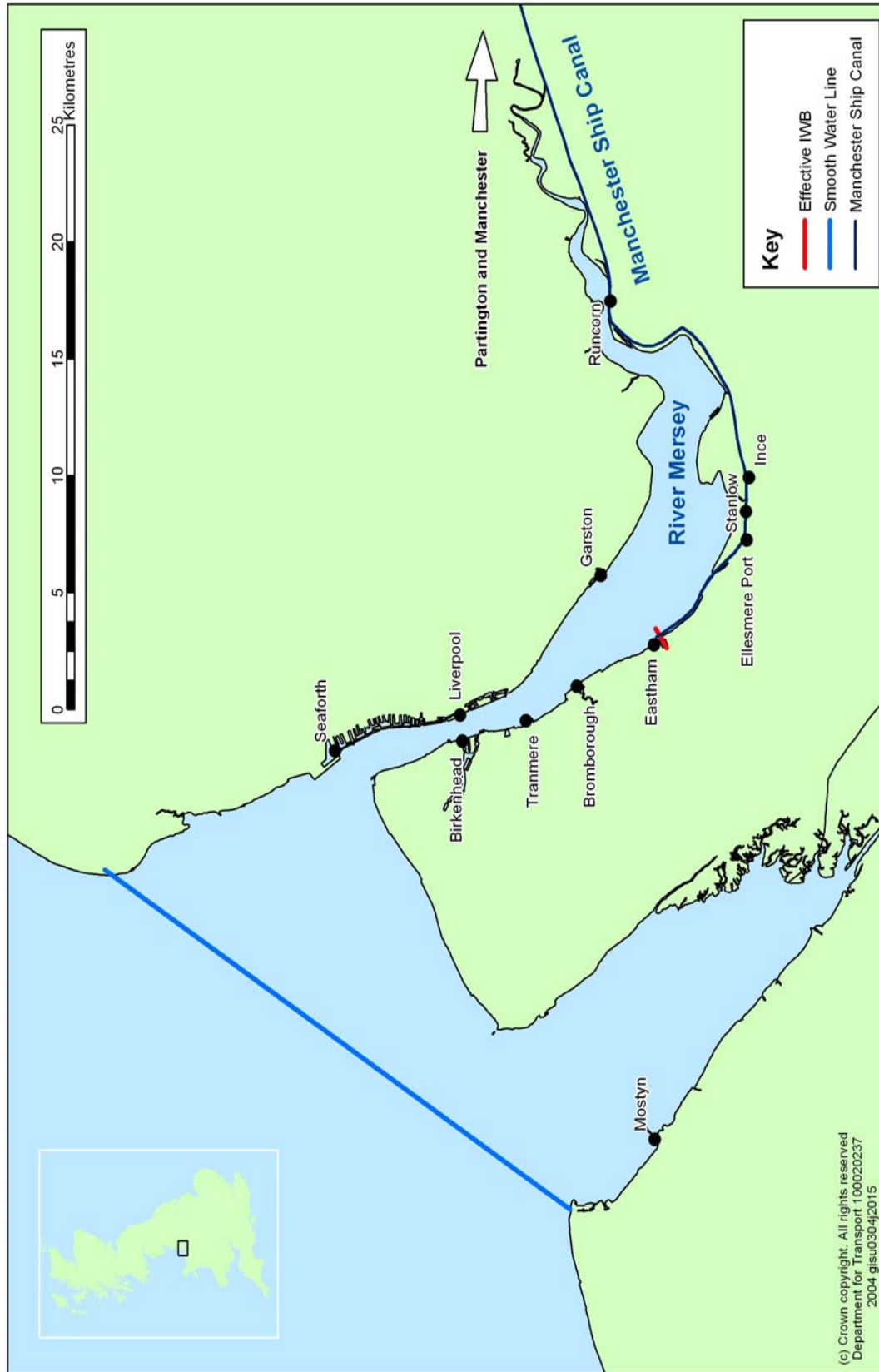
MAP 2

River Thames and River Medway major inland waterway routes



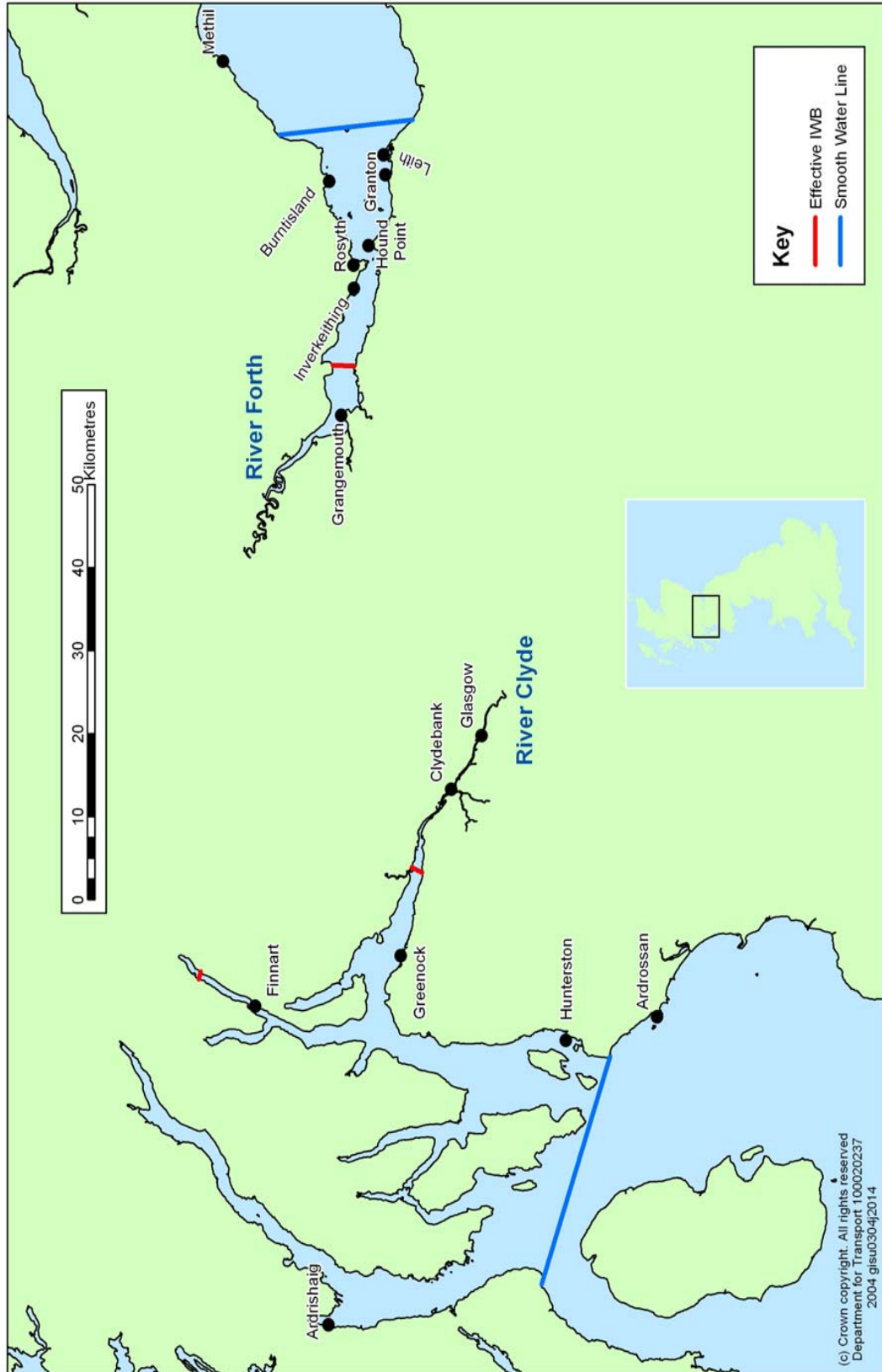
MAP 3

River Mersey and Manchester Ship Canal major inland waterway routes



MAP 4

River Clyde and River Forth major inland waterway routes



MAP 5

River Humber major inland waterway route

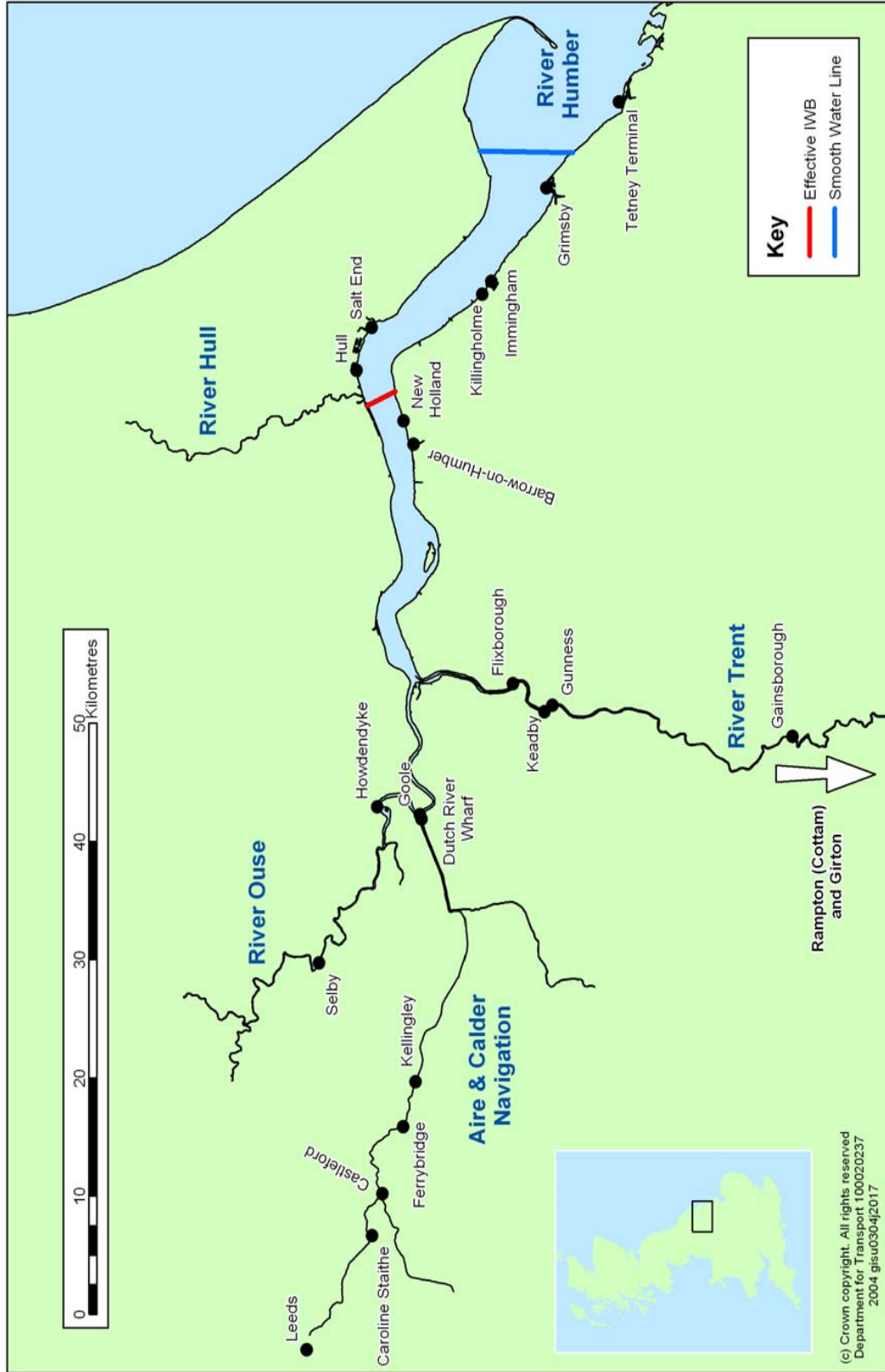


TABLE 1**Wharves with internal inland waters freight traffic of 20,000 tonnes and over in 2006**

Port group	Wharves with internal traffic which also handled seagoing traffic (sea ports in brackets)	Wharves with internal traffic and no seagoing traffic (waterways in brackets)
Bristol Channel		Ryall (River Severn) Ripple (River Severn)
Humber	Goole (Goole) Immingham (Grimsby & Immingham) Hull (Hull)	Castleford (Aire & Calder) Ferrybridge (Aire & Calder) Whitwood (Aire & Calder) Woodlesford (Aire and Calder) Selby (River Ouse) Girton (River Trent) Rotherham (Sheffield and South Yorks.) Forge Wharf, River Hull Isis Wharf, River Hull
Lancs & Cumbria	Liverpool Seaforth (Liverpool) Ince (Manchester) Manchester (Manchester) Eastham (Manchester) Stanlow (Manchester)	
Sussex & Hants	Cowes (Cowes) Fawley (Southampton)	
Thames & Kent	Dagenham (London) Erith (London) Greenhithe (London) Greenwich (London) Northfleet (London) Purfleet (London) Tilbury (London) Isle of Grain (Medway) Ridham Dock (Medway) Rochester (Medway) Sheerness (Medway)	Fingringhoe (River Colne) Cringle Dock, Battersea (River Thames) Deptford (River Thames) Mucking Wharf (River Thames) Poplar (River Thames) Comley's Wharf, Fulham (River Thames) Silvertown (London) Smugglers Way Wharf, Wandsworth (River Thames) Walbrook Wharf, London EC4 (River Thames) West Drayton (Grand Union Canal) Denham (Grand Union Canal)

TABLE 2**UK sea ports with seagoing traffic included in or excluded from inland waters traffic estimates in 2006**

Port group	Sea ports with seagoing traffic crossing into inland waters (this traffic is included in inland waters traffic estimates)	Seaboard ports with seagoing traffic which is excluded from inland waters traffic estimates
Bristol Channel	Barnstaple Bideford Bridgwater Sharpness	Appledore Barry Bristol Cardiff Neath Newport Port Talbot Swansea
Haven	Ipswich Mistley Quay	Felixstowe Harwich
Humber	Goole Rivers Hull & Humber (excluding Tetney terminal) River Ouse River Trent	Hull Grimsby & Immingham Rivers Hull & Humber (Tetney terminal)
Lancs & Cumbria	Lancaster Manchester (upstream of Eastham on the Manchester Ship Canal)	Barrow Fleetwood Garston Heysham Liverpool Manchester (Eastham only) Silloth Workington
North East		Berwick Blyth Seaham Sunderland Tees & Hartlepool Tyne
Northern Ireland		Ballylumford Belfast Coleraine Kilroot Larne Londonderry Portrush Warrenpoint

TABLE 2 (cont)

UK sea ports with seagoing traffic included in or excluded from inland waters traffic estimates in 2006

Port group	Sea ports with seagoing traffic crossing into inland waters (this traffic is included in inland waters traffic estimates)	Seaboard ports with seagoing traffic which is excluded from inland waters traffic estimates
Scotland (East Coast)	Forth (Grangemouth and upstream on the River Forth) Perth	Aberdeen Buckie Cromarty Firth Dundee Forth (downstream of Grangemouth on the River Forth) Fraserburgh Inverkeithing Inverness Kirkwall Lerwick Macduff Montrose Peterhead Scrabster Sullom Voe Wick
Scotland (West Coast)	Clyde (Glasgow and upstream on the River Clyde)	Ardrisaig Ayr Barra Castlebay Cairnryan Campbeltown Clyde (downstream of Glasgow on the River Clyde) Corpach Craignure Eigg Glensanda Islay Kinlochbervie Kyle of Lochalsh Loch Carnan Lochaline Lochinver Mallaig Stornoway Stranraer Troon Ullapool
Sussex & Hants	Newport - IOW	Chichester Cowes - IOW Fareham Littlehampton Newhaven Portsmouth Shoreham Southampton

TABLE 2 (cont)

UK sea ports with seagoing traffic included in or excluded from inland waters traffic estimates in 2006

Port group	Sea ports with seagoing traffic crossing into inland waters (this traffic is included in inland waters traffic estimates)	Seaboard ports with seagoing traffic which is excluded from inland waters traffic estimates
Thames & Kent	Colchester London (upstream of Tilbury and Northfleet on the River Thames) Maldon Medway (Chatham and upstream on the River Medway) Rochford	Brightlingsea Dover Folkestone London (Tilbury, Northfleet and downstream on the River Thames) Medway (downstream of Chatham on the River Medway) Ramsgate Rochford (Wallasea) Rye Whitstable
Wash & North East Anglia	Wisbech	Boston Great Yarmouth King's Lynn Lowestoft Southwold Sutton Bridge
West & North Wales		Fishguard Holyhead Llanddulas Milford Haven Mostyn
West Country	Truro	Falmouth Fowey Padstow Par Penzance Plymouth Poole Porthoustock Teignmouth Torquay Weymouth

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(SHS = Scottish Household Survey; NTS = National Travel Survey)

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Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the Government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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The TSUG is contributing to the production of the *Transport Yearbook 2008*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

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