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From: Secretary-General of the European Commission,  
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 22 April 2014

To: Mr Uwe CORSEPIUS, Secretary-General of the Council of the European  
Union

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Subject: COMMISSION STAFF WORKING DOCUMENT Accompanying the  
document Report from the Commission to the Council Fifth report on the  
implementation of Council Regulation (EEC) No 3577/92 applying the  
principle of freedom to provide services to maritime cabotage (2001-2010)

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Delegations will find attached document SWD(2014) 143 final.

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Brussels, 22.4.2014  
SWD(2014) 143 final

**COMMISSION STAFF WORKING DOCUMENT**

*Accompanying the document*

**Report from the Commission to the Council**

**Fifth report on the implementation of Council Regulation (EEC) No 3577/92 applying the principle of freedom to provide services to maritime cabotage (2001-2010)**

{COM(2014) 231 final}

## ANNEX 1. Legislative developments in respect to maritime cabotage<sup>1</sup>

Country	Legislative developments	Comments
<p><b>Croatia</b></p>	<p>Upon Accession of Croatia in Article 6 of Regulation 3577/92 the following paragraphs were amended:</p> <p>‘4. By way of derogation from the second subparagraph of Article 4(1), public service contracts concluded before the date of Croatia’s accession may continue to be applied until 31 December 2016.</p> <p>5. By way of derogation from Article 1(1), until 31 December 2014, cruise services carried out between Croatian ports by ships smaller than 650 gross tonnes shall be reserved to ships registered in, and flying the flag of, Croatia, which are operated by shipping companies, established in accordance with Croatian law, and whose principal place of business is situated, and effective control exercised, in Croatia.</p> <p>6. By way of derogation from Article 1(1), and for the transitional period until 31 December 2014, the Commission may, upon a substantiated request by a Member State, decide, within 30 working days of receipt of the relevant request, that ships benefiting from the derogation set out in paragraph 5 of this Article shall not carry out cruise services between ports of certain areas of a Member State other than Croatia where it is demonstrated that the operation of these services seriously disturbs or threatens to seriously disturb the internal transport market in the areas concerned. If after the period of 30 working days the Commission has taken no decision, the Member State concerned shall be entitled to apply safeguard measures until the Commission has taken its decision. In the event of an emergency, the Member State may unilaterally adopt appropriate provisional measures which may remain in force for no more than three months. That Member State shall immediately inform the Commission thereof. The Commission may abrogate the measures or confirm them until it takes its final decision. Member States shall be kept informed’.</p>	<p>Act concerning the conditions of accession of the Republic of Croatia and the adjustments to the Treaty on European Union, the Treaty on the Functioning of the European Union and the Treaty establishing the European Atomic Energy Community, Article 18 and Annex V, point 7 (1), OJ L 112, 24.4.2012, p. 21.</p>
<p><b>France</b></p>	<p>French International Register (RIF) has been created by Law n°2005-412 of 3 May 2005 for vessels carrying out international transport.</p> <p>Through a Decree of 18 September 2008 France has introduced financial sanctions for the shipowners providing cabotage to islands if they do not respect the public service</p>	<p>Only vessels engaged in international transport or commercially operated leisure vessels over 24 m in overall length manned with professional crew can be registered in RIF.</p> <p>Passenger vessels trading between EU Member States and on some lines between the EU and third countries, and vessels operating only on national cabotage routes cannot be</p>

<sup>1</sup> This Annex refers only to countries having declared changes in their legislation in relation to maritime cabotage.

	obligations foreseen on a given route.	registered. The RIF guarantees to the vessels registered in it access to cabotage of goods in the waters of EU Members States provided these ships are not solely exploited on domestic routes.
<b>Germany</b>	Regulation on Coastal Shipping (Verordnung über die Küstenschifffahrt 5 July 2002, Bundesgesetzblatt I S. 2555) has replaced the Coastal Shipping Law (Küstenschifffahrtsgesetz) without any substantial changes in the provisions. Ships under national and recognized EU-flags are allowed to provide cabotage; ships under third country flags are only allowed to cabotage by permission of the competent authority, if there is no tonnage under EU-flag available or it is available under very unfavourable conditions.	Germany envisages introducing amendments to the Coastal Shipping Regulation of 2002 in order to shorten the time period between applying for a waiver and the actual cabotage operation from two weeks to 5 working days. The waivers to non-EU vessels may only be granted if no vessel registered in a Member State is available or is available only under unfavourable conditions.
<b>Greece</b>	All services (mainland and island cabotage) in the domestic maritime transport sector have been liberalised and are open to the beneficiaries of the Regulation. In particular, in respect to island cabotage, the application of Regulation to regular passenger and ferry services and services provided by vessels which capacity is less than 650 gt has commenced since November 2002 by virtue of Part I of Law 2932/2001 published on 27 June 2001 <sup>2</sup> , as subsequently amended.  Further to the infringement procedure against Greece initiated by the Commission the Greek authorities amended several provisions of Law 2932/2001 considered by the Commission as incompatible with Regulation. In particular, Law 3922/2011 of 4 March 2011 amending Law 2932/2001 has replaced the system of prior authorisations with a regime of simple declarations. According to the new regime ship owners are requested to submit to the Greek authorities a declaration of interest every year. On routes for which there is no commercial interest the relevant Ministry launches tenders for PSC of 3-5 years. In case where, after the above indicated procedure, there is still no satisfactory level of interest, the concrete tenders are issued again for the conclusion of contracts up to 12 years. After tendering procedures the contract is awarded to the lowest bidder. On routes whose continuity and regularity is crucial for island economies and social cohesion, ferry services are obligatory for a 10 month period per year.  Ministerial Decision 3323.1/02/08 of 21 March 2008 has liberalised the ferry fares on	In 2002, the Commission brought before the Court an action against Greece with regard to the Greek legislation requiring from Community ships entered into a second or international register a certificate issued by the authority of the flag State declaring that this particular ship is authorised to provide cabotage services (Case C-288/02). The Court decided <sup>3</sup> that although such a national measure constitutes a restriction of the principle of freedom to provide services, it may be justified by overriding reasons of the general interest, provided that it is applicable on a non-discriminatory basis, it is suitable for ensuring the attainment of the objective pursued, and does not go beyond what is necessary in order to attain this objective.  Another action brought during the period of reference by the Commission against Greece provided clarification on the scope of Regulation. In case C-251/04 <sup>4</sup> concerning the Greek legislation allowing only vessels flying the Greek flag to provide towage services on the open sea, the Court ruled that towage services are not covered by the scope of the Regulation.

<sup>2</sup> The Greek island cabotage was granted a 1 January 2004 deadline. Thus, as confirmed by the European Court of Justice (hereunder referred to as Court), no rights on individuals were conferred by Article 6(3) of cabotage Regulation prior to January 2004 even where Greece has adopted national legislation implementing the Regulation (Case C-285/05 *Aktoplouias v Naftilas* [2006] ECR I-9797).

<sup>3</sup> Case C-288/02 *Commission of the European Communities v Hellenic Republic* [2004] ECR I-10071, points 30 to 36.

<sup>4</sup> Case C-251/04 *Commission of the European Communities v Hellenic Republic* [2007] ECR I-67.

	<p>the commercial routes.</p> <p>Presidential Decrees 38/2011 and 44/2011 have modified the requirements on the internal organisation of vessels operating in cabotage and the requirement of knowledge of Greek by all the crew members (under the new law only those members in charge of duties relating to safety and emergencies are required to hold a certificate verifying their knowledge of Greek).</p> <p>Greece has liberalised its cabotage market even more widely than required by the Regulation by opening the maritime cabotage to cruise ships registered in a third country (Law 3872/2010).</p>	
<p><b>Italy</b></p>	<p>The legislation on vessels registered in the Italian second register gradually developed to increase the number of monthly permitted cabotage journeys from 1 to 6 per month (Law 27, 12/2002 no. 289). Law no. 326 of 24 November 2003 introduced a further modification insofar as, as an alternative to the 6 monthly journeys, it allowed to carry out unlimited cabotage journeys provided that these are over 100 nautical miles.</p> <p>Law No 88 of 16 March 2001 allowed that non-EEA seafarer serve on board Italian vessels in line with national collective agreements reached by the sector employers' associations and employees' trade unions at national level.</p> <p>Further to the judgement in Case C-456/04 the Italian government issued the Circular No 3785 of 28 February 2007 in which it recognised, when considering the waiver from the host State rule, that a cabotage voyage may be proceeded or followed by a voyage without cargo on board, unless there is objective evidence that the essential aim of the international voyage in ballast is to avoid the application of the host State rule. According to the Italian submission, the local maritime authorities seem to encounter practical difficulties in applying this judgement as far as they have to investigate, in case of doubt, whether the ship owner operates the voyage in ballast only to get around the application of the host State rule.</p>	<p>The agreements concluded in 1991 between the Italian authorities and the Tirrenia Group companies expired on 31 December 2008. Decree Law no. 207 of 30 December 2008, converted into Law no. 14 of 27 February 2009 laid down the prolongation of the initial Conventions up to the end of 2009. Article 19ter of Decree Law no. 135 of 25 September 2009, converted into Law no. 166 of 20 November 2009, further prolonged the initial Conventions until 30 September 2010, when Italy intended to finalise the privatisation process of the Tirrenia Group companies. Law no. 163 of 1 October 2010 converting Decree-Law no. 125 of 5 August 2010 finally provided for a further prolongation of the initial Conventions up to the end of the privatisation process.</p> <p>The Italian authorities have decided to combine the tenders for the public service contracts with the privatisation of the companies belonging to the former Tirrenia Group. Thus, the acquirers of the companies will be entrusted new Conventions/public service contracts.</p> <p>According to Decree Law no. 135 of 25 September 2009 in view of the privatisation of the Tirrenia Group companies, the shareholding of the regional companies (except for Siremar) was transferred from Tirrenia, as follows:</p> <p>(a) Caremar to the Region of Campania. Subsequently, the Region of Campania would transfer to the Region of Lazio the going concern entitled to provide the transport connections with the Pontino archipelago, i.e. Laziomar;</p> <p>(b) Saremar to the Region of Sardinia;</p> <p>(c) Toremar to the Region of Tuscany.</p> <p>The same law specified that new Conventions would be concluded between the Italian State and Tirrenia and Siremar by 31 December 2009. Likewise, the regional services would be enshrined in Public Service Contracts, to be concluded between Saremar, Toremar, and Caremar with the regional authorities by 31 December 2009 (Sardinia and Tuscany) and 28 February 2010 respectively (Campania and Lazio). The new Conventions/new public service contracts would enter into force upon finalisation of the</p>

		privatisation of each of the company of the former Tirrenia Group.
<b>Spain</b>	<p>The Royal Decree No 1466/97 has been replaced by Royal Decree No 1516/2007 of 16 November 2007. The new Decree, adopted following the Court's Analir judgement<sup>5</sup>, determines the legal arrangements for regular maritime cabotage lines and services of public interest. This Decree was complemented with the Decree 9/2009 of 27 January 2009 of the regional Government of Canary Islands and the Law 11/2010 of 2 November 2010 of the regional Government of the Balearic Islands.</p>	<p>The new Spanish legislation establishes a framework which allows defining in advance what is considered as sufficient service. It gives to the Spanish authorities the possibility to foresee public service obligations and contracts in cases where market alone would not provide this pre-defined service. The Spanish legislation puts in place several subsequent stages concerning the organisation of provision of maritime cabotage services: first, it foresees that the public authorities determine the maritime routes and conditions of continuity, frequency, capacity and price of the service which constitute the basic needs of maritime transport, secondly, it lays down that the public authorities assess whether the services provided by the market alone are sufficient to meet those basic needs. Only in cases of market failure, where the public authorities are able to demonstrate that there is a real public service need, and subject to a public consultation process, the legislation allows for establishment of a system of prior authorisation. Should no ship owner be interested in providing services under those conditions, the Spanish legislation provides, as a last resort, for a possibility to conclude a public service contract.</p>
<b>Portugal</b>	<p>The Decree Law 194/98 of 10 July 1998 and Article 2 of Decree Law 331/99 of 20 August 1999 have been replaced by Decree Law 7/2006 published on 4 January 2006. In accordance with Article 6 of the new Decree Law, third flag vessels are not allowed to provide maritime transport services in mainland and island cabotage, except under special authorisations.</p>	
<b>Norway</b>	<p>In May 2010 a work permit requirement was re-introduced for non-EEA nationals serving onboard non-EEA registered ships in permanent coastal cabotage (uninterrupted period of more than three months duration without calling a non-Norwegian port). The requirement does not apply to ships in traffic to and from installations on the Norwegian continental shelf and foreign registered cruise ships. Under bilateral agreements ships registered in Denmark, Iceland, Argentina, USA and Peru are exempted from the requirement. The work permit requirement does not apply to EEA nationals nor non-EEA nationals serving onboard EEA-registered ships.</p>	<p>On 1 January 2005 the government introduced an exemption from the rules on work permits in Norway for non-EEA seafarers serving on foreign vessels transporting goods or passengers between Norwegian harbours. The legislative amendment of 2010 repeals this exemption.</p>

## ANNEX 2. Rules on manning adopted in accordance with Article 3 of the Regulation

Country/ Text	EEA nationals (proportion) minimum crew	Social security		Training	Working conditions	
		EU/EEA nationals	Third country nationals		Working hours	Wage
<b>Bulgaria</b>	-	-	-	-	-	-
<b>France</b> Decree No 99-195 of 16/03/1999	<b>100% EU/EEA</b> Application of the SOLAS Convention Knowledge of French required for captain and first mate.	Coverage in one of the EU/EEA States	-	<b>STCW</b>	Same as on board national vessels performing a comparable service.	At least the growth-linked guaranteed minimum wage (maritime SMIC).
<b>Greece</b> Law 2932/2001 Decree 38/2011	<b>100% EU/EEA</b> for merchant ships carrying out island cabotage, waivers possible where EU/EEA seamen not available. <b>Captain</b> shall be EEA national and have adequate knowledge of Greek and Greek maritime legislation. Obligation for the non-Greek crew in charge of duties relating to safety and emergencies to hold a certificate verifying their knowledge of Greek.	-	-	<b>STCW</b>	The working time of seafarers is regulated in accordance with Directive 1999/63	At least the minimum wage fixed by law and collective agreements
<b>Italy</b> Decree No 529 of 25/11/1999 Circular of 25/11/1999 Law 88 of	<b>100% EU/EEA</b> , waivers for less qualified crew members. Law 88/2001 changed the requirement that the crew be Italian citizens and allowed for crew outside the EEA to board Italian vessels subject to trade union agreements. Knowledge of Italian language for crew in charge of safety required.	Coverage in one of the EU/EEA States.	-	<b>STCW</b>	Same as on board national vessels performing a comparable service.	At least the minimum wage fixed by law and collective agreements.

16/03/2001									
<b>Spain</b> Order of 22/07/1999	<b>Captain, first officer</b> and at least <b>50%</b> of the crew <b>must be from EU/EEA.</b> Application of the SOLAS Convention.	Coverage in one of the EU/EEA States.	Coverage of the same level as in Spain for accidents, illness, maternity, old age, invalidity and unemployment.	6	Same as on board national performing comparable service.	At least the minimum wage applicable in Spain.			
<b>Portugal</b> Decree Law 7/2006	<b>Captain and 50%</b> of the crew must be from EU/ EEA or from countries with Portuguese as its official language, waivers possible. Host State rule only applicable to the regular transport services of containerised and solid general cargo between mainland and the Islands of Madeira and Açores.	-	-	-	-	At least the minimum wage applicable in Portugal and the applicable effective social and fiscal security regime of the flag State for its nationals.			

<sup>6</sup> Hereunder read as not available.



### ANNEX 3. Public service obligations and contracts<sup>7</sup>

Country	Route/area	PSO/PSC	Duration	Comments
<b>Denmark</b>	2 routes (Rønne-Ystad and Rønne-Køge)	PSO	8	On the same routes PSC operated by Bornholmstrafikken A/S
	18 routes	PSC/PSO	On average 5 years	PSC not exclusive, with the exception of route Spodsbjerg-Tårs.
	16 routes	PSC	-	Operated by local authorities; 16 tender procedures cancelled due to lack of interest from operators.
	11 routes	PSC	-	Operated by local authorities.
<b>Estonia</b>	8 routes (Rohuküla-Heltermaa, Kuivastu Sõru – Triigi, Sviby – Rohuküla, Kelnase – Leppneeme, Pärnu-Ringsu-Roomassaare, Munalaid, Piritssaare)	PSC	10, 5 or 2 years	The passenger traffic between Estonian islands is carried out by two private companies: Väinamere Liimid OÜ and AS Kihnu Veeteed. Most lines are operated by very small vessels.  PSC awarded following an open call for tender, no exclusivity
	57 routes: 16 in the commuter ferry traffic and 41 in the road ferry traffic	PSC	1-10 years	The service operated by the Finnish State Shipping Enterprise, Arctia Saaristovarustamo Ltd in 50 % and private companies 50 % in commuter ferry traffic. Suomen Lauttaliikenne Ltd (Finnferries) operates 39 road ferry contracts and Arctia Saaristovarustamo Ltd operates 2 road ferry contracts.  Only one company per route.
<b>France</b>	Mainland – Corsica (various routes)	PSO	-	Operated by SNCM-CMN. Maritime transport to 5 Corsican ports.  PSC Marseilles-Corsica (operator: SNCM/CMN) and light public service obligations Nice-Corsica and Toulon-Corsica.

<sup>7</sup> This table is entirely based on data provided by Member States. Only Member States which declare imposing PSO or concluding PSC are listed. Information from Croatia is missing.

<sup>8</sup> Hereunder: not available.

	Routes to other islands	PSO/PSC	5-7 years	Regular public maritime transport of passengers and goods to French Islands organised by local authorities (Law N° 2002-276 of 27/02/2002).
<b>Greece</b>	79	PSC	1 -12 years	Ministry of Mercantile Marine, the Aegean and Island policy (MMAIP) <sup>9</sup> , recently transformed into Ministry of Development, Competitiveness and Shipping & General Secretariat of Aegean and Island Policy See comments in Annex 1.
<b>Italy</b>	Routes between mainland and several islands, routes between islands	PSO/ Conventional order	20 years	PSC operated by the Gruppo Tirrenia; governed by conventions of 20-year duration, expiring on 31 December 2008, gradually prolonged.  Based on these conventions, the companies of the Group are required to guarantee connection lines defined by inter-ministerial decrees (Ministry of Transport, Ministry of Economics and Finance, Ministry of Economic Development). Tariffs are set by such decrees. The lines are non-exclusive.  The companies of Gruppo Tirrenia are currently being privatised, together with the public service contracts.
<b>Ireland</b>	Routes to 20 islands	PSC	-	The population on these islands varies from 3 to 850. Only four of the islands have a population of over 200 people.  PSC awarded through public competition and are advertised through e-tenders.  All vessels are under the Irish flag.
<b>Malta</b>	Routes to island of Gozo: Cirkewwa-Mgarr,, Marsamexetto- Mgarr	PSC	6 years	Consortium made up of two companies operating under a PSC: Gozo Channel Transport Services Joint Venture, which is made up of the Gozo Channel Company Limited and Gozo Ferries Company Limited.  3 vessels registered in Malta.  Exclusivity.
<b>Portugal</b>	Mainland Portugal to Madeira and Açores	PSO	At least 2 years	PSO on transport services of containers and solid general cargo only (Decree Law 7/2006).
	Madera Island: Funchal – Porto Santo	PSC	-	PSC awarded by means of open tender procedures (competence of Madeira Regional Government) and operated by Porto Santo Line, Lda. No public financial support.  Exclusivity.

<sup>9</sup> Before merging in 2005 the Greek competent authority consisted of Ministry of Aegean (with 39 routes) and of Ministry of Merchant Marine (with 22 routes).

<b>Spain</b>	Balearic Islands (8 routes)	PSO/ PSC	5+1 years	These routes were designated by Royal Decree n° 1516/2007 as complemented by the Decree 9/2009 of 27 January 2009 of the regional Government of Canary Islands and the Law 11/2010 of 2 November 2010 of the regional Government of the Balearic Islands
	Canary Islands (2 routes)			A minimum service period of 2 years
	Ceuta and Melilla (3 routes)			Maximum 2 companies operate on the same route Non-exclusive contracts, awarded further to open competition
<b>Sweden</b>	Mainland – Gotland	PSC	4+2 years	Operated by Destination Gotland AB.
	2 routes: Visby – Nynäshamn/ Oskarshamn Oskarshamn-Grankullavik (Öland)			
<b>United Kingdom</b>	Northern Ireland	PSC	2+ 1 years	-
	Ballycastle – Rathlin Island – 1 route			
	Northern isles	PSC	5 years	Operated by Northlink Ferries Ltd,
	Mainland –Orkney/ Shetlands – 2 routes			
	Clyde and WesternIsles:- 28 routes	PSC	-	Operated by state owned company (CalMac).
<b>Iceland</b>	Gourock – Dunoon	PSO/PSC	6 years	-
	5 routes	PSO/PSC	3-6 years	PSC awarded following a public tendering. Financial compensation foreseen.  The ships are provided by the Government and built or bought up to a certain standard in cooperation with the municipalities receiving the services involved. Frequency and regularity is specified in each contract and vary according to the number of the inhabitants receiving the services.

<b>Norway</b>	280 routes	PSC	Up to 10 years	<p>The domestic scheduled passenger transport is subject to a licence according to the Professional Transport Act (21/06/2002). Licenses are generally for a period of 10 years and the license holder has the duty to perform the transport.</p> <p>The PSC is awarded for the same period up to 10 years. However, where public tender is being used the licence and contract period ranges from 3-8 years. In the case of new gas ferries purchased for the operation in question, the period is extended to 10 years.</p> <p>About 15 companies are operating on those routes.</p>
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#### ANNEX 4. Overall view of provisions on cabotage and vessel registration<sup>10</sup>

Country	Basic Principle on Cabotage	Comment	Waiver system	Vessel registration requirements	
				1 <sup>st</sup> register	2 <sup>nd</sup> register
<b>Austria</b>	No maritime cabotage	-	Not applicable	According to the Austrian Seeschiffahrtsgesetz, BGBl. 174/1981, as amended, the right to operate a vessel under Austrian flag is only given to EEA-citizens and corporations registered in the EEA with more than 50% ownership of the vessel, whereas the capital share and the business capital must be over 50% for EEA-citizens and the majority in the governing institutions must be EEA-citizens. Residency requirements in the EEA. Permanent establishment (at least an office) in Austria is required and the management of the ship has to be carried out from Austria.	Not applicable
<b>Belgium</b>	No national legislation on maritime cabotage	-	Not applicable	Law of 21 December 1990 on shipping registration, Royal decree of 4 April 1996 Royal decree relating to registration of seagoing ships under Belgian flag foresees mandatory registration for : (a) ships under construction in Belgium (b) ships owned by a Belgian private legal person - commercial companies excluded.  Other ships are eligible for registration if the owner or operator is either: (a) an individual who is national of a Member State of the EU;	Not applicable

<sup>10</sup>

This table is entirely based on data provided by Member States.

				or (b) an individual who is domiciled or resident in Belgium; or (c) a legal person / body corporate / having its real place of business in one of the Member States of the EU, The ships shall be operated from within Belgium.  Ships older than 15 years require a certificate of conformity from the Belgian authorities evidencing their compliance with the technical provisions of the royal decree of 20 July 1973.	
<b>Bulgaria</b>	Maritime cabotage governed by the Merchant Shipping Code and the Ordinance No 10 on carriage of passengers and goods between Bulgarian ports with ships flying foreign flag		Waivers can be granted to non-EU vessels on the basis of international agreements or decisions of the Council of Ministers for each particular case	Registration of vessels if (a) owned by the (Bulgarian) State, or (b) owned by a Bulgarian natural or legal person; or (c) more than 50% of vessel owned by a Bulgarian natural or legal person; or (d) owned by a natural or legal person of the Member State of the EU, subject to the condition that Bulgarian natural or legal persons or natural or legal persons of a Member State of the EU, who or which are established in the Republic of Bulgaria, are authorized to fulfil the technical, administrative and other requirements of Bulgarian legislation with regard to vessels; or (e) vessel chartered under bareboat charter terms by the persons listed above.	Not applicable
<b>Croatia</b>	<b>Restricted during the transitional period, see Annex I</b>	-	-	Article 187 of Croatian Maritime Code ( <i>Pomorski Zakonik 26/2001</i> ) :  (1) The following ships may be entered in the register of ships:  a) a ship entirely or partially owned by Croatian citizen;  b) a ship entirely or partially owned by the citizen of a Member State of the European Union if a company or ship operator is a Croatian legal person;  c) a ship entirely or partially owned by a legal person with a registered seat in the Republic of Croatia;  d) a ship entirely or partially owned by a legal person with a registered seat in the European Union if a company or ship operator is a Croatian legal person;  e) a ship entirely or partially owned by a EU citizen or a legal person set up under the law of a Member State and with a registered seat in a	-

				Member State of the European Union, provided that the ship is operated by a branch office located in the Republic of Croatia;	
				f) a ship entirely or partially owned by a foreign legal person with a registered seat outside the Republic of Croatia or outside the European Union if a company or a ship operator is a Croatian legal person;	
				g) a ship entirely or partially owned by a foreign legal person with a registered seat outside the Republic of Croatia or outside the European Union if a company or a ship manager has a registered seat in the European Union providing that a company or a ship operator has a branch office in the Republic of Croatia.	
				(2.) In the cases of registration in accordance with the points b), d), f) and g) of the paragraph 1 of this Article, a foreign ship owner should consent with the application of a Croatian company or operator for the registration of a ship in Croatian register.	
<b>Czech Republic</b>	<b>No cabotage</b>	<b>maritime</b>		Registering a vessel under the national flag of the Czech Republic is possible for a legal or natural person with residence or an enterprise's organizational component in the territory in the Czech Republic, EU or EEA Member State. Clean record of maritime transport supplier is required. Under the national flag of the Czech Republic it is not possible to register fishing vessels, private vessels, passenger vessels, ferries and RoRo vessels.	
<b>Cyprus</b>			Bilateral Agreements on Merchant Shipping concluded by Cyprus with RO, BG, LT, IT provide for a cabotage restriction.	Registration if (a) More than 50 % of the shares of the ship are owned by Cypriot citizens or by citizens of other EU/EEA Member States; or (b) 100% of the shares of the ship are owned either by one or more:	Not applicable
				(i) Cypriot corporations (including partnerships); or (ii) Corporations of any other EU/EEA Member State; or (iii) "Third countries" corporations (i.e. outside EU/EEA), controlled by Cypriot citizens or natural persons who are citizens of any other EU/EEA Member State.	
				Additional legal requirement for (ii) and (iii) above: appointment of	

				an authorised representative in Cyprus or the entrustment in full of the management of the ship in respect of the safety to a Cypriot/ EU ship management company, having its place of business in Cyprus. The appointment of an authorised representative is also required when citizens of other EU/EEA Member States, not being permanent residents of Cyprus, own the vessel.				DIS Register: see 1 <sup>st</sup> register.
<b>Denmark</b>	<b>Not restricted except for DIS passenger vessels</b>	By Law 464 of 12 June 1996 DIS cargo vessels were allowed to Danish cabotage as per 1 December 1996. Passenger DIS vessels remain excluded from cabotage in Denmark.	Not applicable	Registration under Danish flag is open for shipping companies, which are registered as a company in Denmark and for EU shipping companies which have a permanent presence in Denmark. Non-EC residents cannot own Danish flagged vessels except through an enterprise incorporated in Denmark i.e. an agency, a branch or a subsidiary. In order to operate a shipping business as a Danish company, demands as regards the composition of the company board of directors must be met. In that respect the company management must comprise at least two thirds Danish nationals residing in Denmark or in the EU/EEA area. Furthermore, the vessels must be effectively managed, controlled and operated from the enterprise either through a Danish citizen, an EU / EEA national or a person with a Danish residence.				
<b>Estonia</b>	Maritime cabotage is reserved to sea-going vessels flying the flag of the Republic of Estonia or of an EU Member State.	Merchant Shipping Code of 1991, Ship Flag and Registers of Ship Act of 1998	Waivers can be granted to non-EU vessels on the basis of bilateral agreements.	According to Ship Flag and Registers of Ship Act the national flag of the Republic of Estonia shall be flown by sea-going vessels owned by: (a) Estonian citizens resident in Estonia; or (b) general and limited partnerships which are located in Estonia and in which Estonian partners have a majority of votes; or (c) other legal persons in private law which are located in Estonia and in the management boards or equivalent bodies of which Estonian citizens form the majority; or (d) A sea-going vessel in common ownership shall fly the national flag of the Republic of Estonia if at least one of the co-owners is an Estonian citizen resident in Estonia and if the greater share of the sea-going vessel is owned by Estonian co-owners.				Not applicable
<b>Finland</b>	Cabotage governed by Section 4 of Restrictive Trades Practices Act. Non-EU vessels are generally prohibited from entering	Amending Act (1362/94) of 22 December 1994 to the Restrictive Trades Practices Act abolished restrictions concerning cabotage on EU vessels as from	Mainland cabotage: - Special permits obtained from the MOTC for non-EU vessels in mainland cabotage where no other suitable vessel	Registration governed by the Marine Registration Act (512/1993) and Finnish Maritime Code (674/1994) (amendments entered into effect on January 2000). At least 60 % of the vessel must be owned by Finnish citizens or Finnish registered companies. Foreign-owned ships can be registered in the Finnish register				List of Cargo Vessels in International Trade (Act No 1707/1991). - Cargo vessels may be entered if they are registered in the Finnish 1° register, if they are primarily used for foreign

	<p>domestic coastal trades.</p> <p>Vessels in the List of Cargo vessels in International Trade have restricted access to cabotage.</p> <p>Island cabotage: services to Åland islands restricted to vessels registered under Åland flag.</p>	<p>1.1.1995 (accession).</p> <p>Bilateral agreement with Norway as of 1.1.97. applies to NIS-vessels registered in Norway are eligible for maritime cabotage in Finland.</p>	<p>is available.</p> <p>- Permits are granted for a maximum of one year to foreign vessels trading between Åland and the mainland.</p>	<p>provided that the person or company owning at least 60 % of the vessel has its domicile or residence in the EEA.</p> <p>Foreign-owned ships, other than EU/EEA can be registered in the Finnish register provided that the Finnish authorities have the full right to specify the conditions as to use of the vessel in maritime shipping.</p>	<p>traffic and if they are less than 20 years old.</p> <p>Only passenger vessels and passenger ferries involved in international traffic may be registered. Registration not permitted for passenger/ car ferries or vessels engaged solely in cabotage.</p>
<p><b>France</b></p> <p>Art.257.1 of the 'Code des Douanes' (Law 85-1404 of 30/12/85 amended by Law 2001-43 of 16/01/2001</p> <p>EU/EEA vessels are considered equal to French ships.</p> <p>Decree 99-195 sets the host State rules for vessels/cruises under 650 GT in mainland cabotage and for vessels in island cabotage, except for vessels in consecutive services.</p> <p>Vessels registered in RIF have access to cargo cabotage provided they are not solely exploited on</p>	<p>-</p>	<p>Waivers can be granted to non-EU vessels (Art.257 "Code des Douanes").</p> <p>On average, 300 waivers per year are granted to ships flying non-EU flags.</p> <p>Feeder and movements of empty containers between two French ports is not considered as cabotage (administrative notice of 9/2/2007 on Article 257 of the Custom's Code).</p>	<p>Registration if (a) over 50% of the vessel must be owned by a national of EU/EEA, or (b) 100% of the vessel must be owned by a company having its registered office in EU/EEA and its operation carried out from a permanent establishment in France.</p>	<p>In RIF similar to 1<sup>st</sup> register.</p>	



<p><b>Germany</b></p>	<p>domestic routes.</p> <p>Regulated in section 2 paragraph 1, item 3 of the "Verordnung über die Küstenschiffahrt" of 5 July 2002.</p> <p>Cabotage operations may only be performed by vessels flying German or another EU Member State flag.</p> <p>Vessels used in international trade to the greater part of the financial year must be registered in ISR register.</p>	<p>-</p>	<p>- Waivers to non-EU vessels may only be granted if no EU vessels are available or if they are available at very unfavourable conditions.</p> <p>- Waivers can also be granted on the basis of reciprocity.</p>	<p>Over 50% ownership/control by German or EU nationals with representatives domiciled in Germany or by German or EU companies having their registered office, central administration or principal place of business in the EU.</p> <p>(Art. 1&amp; 2 of: "Flaggenrechtsgesetz")</p>	<p>ISR same as 1<sup>st</sup> register.</p>
<p><b>Greece</b></p>	<p>Law 2932/2001 and Presidential Decree 344/2003 (amending articles 165 and 166 of the Code of Public Maritime Law-CPML) intend to completely liberalise Greek cabotage as of November, 2002 (14 months before the end of the transitional period).</p>	<p>-</p>	<p>Waivers:</p> <ul style="list-style-type: none"> <li>- for certain trips when no EU vessel is available for the transportation of freight for a certain time (Art. 166 CPML),</li> <li>- exceptionally, for regular ferry services on condition of reciprocity, only for vessels under 650 gt (Law 2932/01).</li> </ul>	<p>Over 50% of shares of the vessel must be owned by Greek or EEA nationals or companies. The vessels must be managed from Greece. (Article 5 of Code of Public Maritime Law, as amended by Presidential Decree n° 27.1.2000).</p>	<p>Not applicable.</p>

<b>Ireland</b>			Not applicable	Following the judgment of the Court of Justice of the European Communities of 12 June 1997 in Case C-151/97, Ireland adopted the Merchant Shipping Act. 1998. Vessels must be owned by EU nationals or a corporate body established under and subject to the law of a Member State and having its principal place of business in a Member State.	Not applicable
<b>Italy</b>	Regulated in Article 224 of the "Codice della Navigazione" (Shipping Code). As amended by Law 30/98 restricted to Community vessels.  Circular of 25 November 1999 states the host State rules for shipowners that wish to provide their services in Italian cabotage.	- Revised art. 224 allows other EU vessels to participate in Italian cabotage in accordance with Reg. 3577/92.  -Vessels registered in the International Register can carry out 1-6 journeys per month as per Law 26 no. 289 of December 2002.  As per Law 24 November 2003 no. 326, as an alternative to the maximum 6 journeys allowed, it is possible for such vessels to carry out unlimited cabotage journeys provided they exceed 100 nautical miles.	Not foreseen.	Over 50% vessel shares must belong to Italian/Community nationals or companies. Art. 143 CDN, as modified by Law 30 of 27 February 1998.	The same requirements as in 1 <sup>st</sup> register.
<b>Latvia</b>	No national legislation on maritime cabotage	-	-	Maritime Code sets rules on Conditions for Ship Registration in Latvia.  A ship subject to the requirements of the International Safety Management Code shall be registered in the Ship Register on condition that its technical management shall be performed by the	Not applicable

				Latvian ship-owner, or on the basis of the ship management contract it shall be assigned to a legal person registered in Latvia. In order to perform the technical management of such ship, the Latvian ship-owner or the Latvian operator of the ship shall be certified in conformity with the requirements of the ISM- Code.  Ships, which are not subject to the requirements of the ISM- Code, except for the ships intended for commercial activity of foreign ship-owners, shall be registered in the Ship Register without conditions regarding the technical management of the ships. On the basis of a ship management contract such technical management of a ship for a foreign ship-owner shall be performed by the Latvian operator of the ship. A ship-owner's ship of such foreign state which does not have its own ship register shall be registered in the Ship Register on condition that on the basis of the ship management contract the technical management of the ship shall be performed by the Latvian operator of the ship.	
<b>Lithuania</b>	According to Article 3 of Merchant Shipping Law of 12 September 1996 the cabotage may be provided by EU shipowners	-	-	Ship may be registered if its owner is Lithuanian citizen or company is registered in Lithuania.	Not applicable
<b>Luxembourg</b>	<b>No maritime cabotage</b>	-	-	Over 50% vessel shares must be owned by nationals of EU or commercial companies with registered office in the EU, if significant part of management is handled from Luxembourg.	Not applicable
<b>Malta</b>		-	There are no provisions regarding waivers for non-EU vessels or shipowners.	No restriction for nationals or company established in other EU Member State.	Not applicable
<b>Netherlands</b>	No national legislation on	Cabotage activities don't occur in the Netherlands. Transport	Not applicable	Nationality requirements amended in 2003 (Article 311 of Commercial Code).	Not applicable

	maritime cabotage	of passengers to and from the Dutch islands takes place only on inland navigation routes.		Assimilated to Dutch nationality: any person (physical or moral) with nationality of an EU/EEA Member State or Switzerland.	
<b>Poland</b>	No national legislation on maritime cabotage.	No maritime cabotage. Occurs in Poland.	Ships flying the flag of a non-EU country might be allowed to operate cabotage provided they obtain a licence.	<p>Maritime Code (Journal of Law 2001, No. 138 item 1545.</p> <p>Registration of vessels in permanent registry if the vessels are either of Polish ownership or deemed to be of Polish ownership – permanent registry. Registration in temporary registry of vessels which have acquired temporary Polish nationality.</p> <p>Vessel is regarded as a vessel of Polish ownership, if she is owned by:</p> <p>(a) the Polish State Treasury, (b) a body corporate (legal person) having its seat in Poland (c) a Polish citizen domiciled in Poland or if she is owned by a commercial partnership registered in the Polish Registry of Companies (Krajowy Rejestr Sadowy).</p> <p>A vessel deemed to be of Polish ownership is a vessel which is either:</p> <p>- 50% owned by persons mentioned above in items (a), (b),(c), if the vessel's operator has either a domicile or the seat of its main or branch office in Poland, and the vessel, upon the motion of all joint owners, has been entered into the permanent registry of the PSR; or</p> <p>– owned by a corporate company having its seat abroad, where any of the persons mentioned above in items (a), (b), (c) has any share in the equity of such a company, if the vessel's operator has either a domicile or the seat of its main or branch office in Poland and the vessel, upon the owner's motion, has been entered into the permanent registry of the PSR.</p>	Not applicable
<b>Portugal</b>	<p>Before 2006: Regulated in Decree Law 194/98 and Decree Law 331/99.</p> <p>From 2006: New Decree Law 7/2006.</p>	The use of Second Portuguese registered vessels (MAR) in mainland cabotage is allowed, while to be used in island cabotage, the (MAR) must fulfil similar	Before 2006: Art.5 of Decree Law 194/98 allows- subject to authorization of the General Directorate	Shipowners with residence or head office and main establishment in national territory and to be registered at IPTM.	<p>Madeira register:</p> <p>- (Branch) office or legal representation in Madeira island</p>

	<p>Free access to continental and island cabotage for all European shipowners with ships flying Portuguese or any other Member State's register flag, provided that these ships comply with all conditions for carrying out cabotage in that State.</p> <p>Third flag vessels are not allowed to perform maritime transports in continental and island cabotage, except under special permits (Art. 6 – Waiver system).</p>	<p>conditions as the first Portuguese register, namely on the composition of the crews, salaries and social and fiscal conditions except under special permits regulated in Art. 6.</p>	<p>From 2006: The Special Regime of Authorization is described in Art. 6 of new Decree Law 7/2006.</p> <p>Authorisation requests to be based on the non-availability of EU flagged vessels with access to national cabotage.</p> <p>The authorization requests must be submitted to Instituto Português e dos Transportes Marítimos for mainland and mainland/insular transports, and to each Regional Govern.</p> <p>Departments in case of transports between islands of Madeira and transports among islands of Açores.</p>		
<p><b>Romania</b></p>	<p>No national legislation on maritime cabotage.</p>	<p>No cabotage activities occur in Romania.</p>	<p>-</p>	<p>Government Ordinance no 42/1997 on transport and inland waterways, as amended, Art. 45.</p> <p>The right to hoist the Romanian flag is granted: (a) to sea going and inland water ships owned by Romanian natural or legal persons; or (b) to sea going and inland water ships property of individuals who are nationals of a Member State of the EU or EEA or legal persons</p>	<p>Not applicable</p>

				<p>established in the EU or EEA; or (c) to sea going and inland water ships owned by foreign natural persons who have their domicile in Romania or by the Romanian branches of the foreign legal persons, other than those mentioned in point b); or (d) to the sea going or inland water ships owned by foreign natural or legal persons and hired on bare-boat or leasing charters, for periods longer than one year, by Romanian natural or legal persons.</p>	
<p><b>Slovakia</b></p>	<p><b>No maritime cabotage</b></p>			<p>In the National Maritime Register are registered seagoing ships, the owner of which shall be:</p> <p>a) legal person established in the Slovak Republic, (b) natural person over 18 years of age, the national of the Slovak Republic and with permanent residence in the Slovak Republic.</p>	<p>No restriction for nationals or company established in other EU Member State.</p> <p>In the International Maritime Register are registered the seagoing ships, which owner shall be:</p> <p>(a) legal person established in the Slovak Republic, or (b) legal person registered abroad who proves proper registration in the country of origin, or (c) natural person over 18 years of age, national of the Slovak Republic and with permanent residence in the Slovak Republic, or (d) natural person over 18 years of age, without Slovak nationality or stateless person.</p> <p>(governed by Act no.435/2000 Coll. on Maritime Navigation, as amended)</p>
<p><b>Slovenia</b></p>		<p>Art. 7 of the Maritime Code (Official Gazette RS n. 120/06 – Official Consolidated Text) provides that the carriage of goods and passengers from one Slovenian port to another is free for national persons, while foreign persons may</p>	<p>-</p>	<p>Under the Art. 210 of the Maritime Code vessels flying the Slovenian flag must be majority-owned by Slovenian or EU nationals or by legal entities which have their registered seats in Slovenia or another EU country. However, majority-ownership of a vessel flying the Slovenian flag by foreign citizens is possible provided that the operator of the vessel is a Slovenian or EU national or a company having its registered seat in Slovenia or an EU country.</p>	<p>-</p>

		provide the service under reciprocity conditions.  Under Art. 998 Member States of the EU are not subject to reciprocity conditions.				
<b>Spain</b>	Regulated in Law 27/1992 on State Ports and Merchant Marine.  REC vessels have unrestricted access to cabotage.  Order of Transport Minister of 22 July 1999 establishes the host State rules for ships in island cabotage.	RD 2221/98, of 416 October 1998, allowed REC ships to participate in all Spanish cabotage trades (incl. island cabotage).	Art.81 of Law 27/1992 regulates the possibility for waivers exceptionally, in case of non-availability of EU registered ships. In any case the shipowners have to be established in the EEA.  237 waivers to non-EEA ships were granted in 2010.	Any Spanish or EU national or company with representative appointed in Spain (Article 76 of Law 27/92).	Any shipping company, established either in Spain, EU or in a third country may register a ship under the REC if the vessel is managed from the Canaries or if it has a permanent establishment in the Canary Islands.	
<b>Sweden</b>	Decree of 1 July 1995 amended.  235/75 giving access to EU vessels.	Trades have been opened to EU vessels in accordance with Regulation 3577/92 since 1.1.95 (accession).  Bilateral agreement with Norway (1989) applies to NIS.	- Exemptions are granted by the Swedish Transport Agency for a temporary access permit in cases where no suitable Swedish/EU vessel is available.  Approximately 20 exemptions awarded each year.	Governed by Maritime Act (1994:1009).  Over 50% to be owned by Swedish citizen/ company.  Government reserves the right to permit foreign vessels to fly the Swedish flag whose operation is under Swedish control and shows owner has his permanent residence in Sweden. Vessel over 50% owned by EEA nationals or companies having their registered office, central administration or principal place of business in the EEA and whose operation is controlled from Sweden may be registered in the Swedish register.	Not applicable	

<b>United Kingdom</b>			Not applicable	Vessel over 50% owned by citizen or bodies incorporated in the EU or UK Dependent Territories.	Not applicable
<b>Iceland</b>		Practically unlimited scope for foreign merchant ships to trade between Icelandic ports.  As from 5.10.97 CR 3577/92 applies (Joint Committee Decision No 70/97).	Not applicable	Governed by Registration of ships Act 15/1985, previously limited registration to Icelandic nationals/residents.  Amending Act 62/1992 gives right of registration to citizens/corporations of EEA countries.	Not applicable
<b>Norway</b>	NIS vessels are in principle excluded, but permission is given for cargo vessels if certain requirements are fulfilled.  Regulation 3577/92 is implemented into Norwegian legislation by Act of 4 December 1992 No. 121 on services in maritime transport.  Regulatory framework on public service obligations and contracts is integrated into the Norwegian Act on Professional Transport by Motor Vehicle and Vessel	All operators deploying vessels on scheduled coastal passenger services are required to obtain a licence.  As from 5.10.97 Regulation No 3577/92 applies to all EEA members (Joint Committee Decision No 70/97).  On 1 January 2005 the government introduced an exemption from the rules on work permits in Norway for foreign seafarers serving on foreign vessels transporting goods or passengers between Norwegian harbours. The government has repealed this	NIS vessels can enter some cabotage cargo trades. Such vessels are entered on a list of the Maritime Directorate.  Non-EEA flagged vessels have access to cabotage.	Norwegian ordinary Register (NOR) governed by Maritime Transportation Act. Registration in NOR is only open to ships owned by a Norwegian or an EEA national or company. An EU citizen or company are treated as Norwegian citizen or company and can be registered as owner without establishing a company in Norway. The Ministry of Trade and Industry may derogate from the nationality requirements upon an assessment of the owners or vessel's actual connection/affiliation to Norway.  A ship shall be regarded as a Norwegian ship when it has not been entered in the Ship Register of another State and is owned by: 1) a Norwegian national; 2) a shipping partnership or other Norwegian company, the members of which have unlimited liability for the obligations of the company, provided that Norwegian nationals are part owners of at least six tenths thereof; 3) a limited partnership, provided that Norwegian nationals hold at least six tenths of the capital invested by the general partners and at least six tenths of the capital invested by the limited partners; 4) a limited company not covered by no. 3, provided the company's head office and the office of the board of Directors are in Norway and the majority of the directors, including the board chairman, are Norwegian nationals who are resident in Norway and have lived here for the past two years, and Norwegian nationals own shares or holdings corresponding to at least six tenths of the share capital and are entitled to exercise at least six tenths of the voting rights in the company.	NIS register put into operation by the Norwegian International Ship Register Act of 12.6 1987.  1. the owner satisfies the nationality conditions in Section 1 of the Norwegian Maritime Code of 1994; or  2. the owner, if he does not satisfy the nationality conditions in Section 1 of the Norwegian Maritime Code of 1994,  a) is a limited company or a limited partnership with its head office in Norway; or  b) is a ship owning partnership, with a managing owner (person or company) who satisfies the provisions relating to managing owner (person or company) in Chapter 5 of the Norwegian



	<p>— the Professional Transport Act (Lov om yrkestransport med motorvogn og fartøy).</p> <p>According to the Professional Transport Act a party intending to operate regular passenger transport services for reward by hovercraft or by any other vessel of 8 meters or more equivalent to 4 gross register tons must hold a licence to operate regular passenger transport services.</p> <p>According to the Professional Transport Act a licence may be granted to any party who: is of good reputation and has a satisfactory financial standing.</p>	<p>exemption in 2010.</p> <p>The Norwegian legislation provides requirements to take over the crew (but not the vessels) from the previous operator. According to section 8 second paragraph of the Professional Transport Act the Working Environment Act sections 16-2 to 16-7 on workers' rights by transfer of business apply correspondingly when licences are granted by public tender, if the business after the tender process is performed by the same means of transport as earlier.</p>		<p>It is a requirement that the ship is part of the owner's economic activities established in Norway and that the ship is operated from Norway.</p> <p>If the owner does not have his permanent address in Norway, he must appoint a representative, residing in Norway and with citizenship from a state connected to the EEA-agreement, who has the authority to accept law suits on behalf of the owner.</p>	<p>Maritime Code of 1994.</p> <p>3. the owner, if he does not satisfy the conditions of items 1 or 2, has appointed a representative who is authorized to accept writs on behalf of the owner. The representative must fulfill the nationality requirements for managing owner (person or company) as set out in Section 103 of the Norwegian Maritime Code of 1994.</p> <p>Ships registered in accordance with items 2 or 3 above shall be operated by a Norwegian shipping company with its head office in Norway.</p>
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## ANNEX 5. Types of freight transported<sup>11</sup>

		Domestic transport of goods by country (in millions of tonnes)										
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
<b>Denmark*</b>	Liquid bulk goods	6.7	4.7	4.9	4.3	6.2	6.9	7.3	7.2	5.1	5.8	
	Dry bulk goods	3.4	3.7	5.4	5.1	4.8	5.9	6.5	6.0	5.0	5.8	
	Large containers	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.2	
	Ro Ro, mobile self-propelled units	1.8	2.1	2.0	2.0	2.1	2.0	1.9	1.9	1.7	1.7	
	Other Ro Ro, mobile non-self-propelled units	1.1	1.2	1.3	1.3	1.3	1.6	1.5	1.4	1.0	1.0	
	Other cargo, not elsewhere specified	0.4	0.2	0.2	0.2	0.2	0.4	0.3	0.3	0.3	0.3	
	<b>Total</b>	<b>13.5</b>	<b>12.0</b>	<b>13.7</b>	<b>13.0</b>	<b>14.6</b>	<b>17.0</b>	<b>17.8</b>	<b>16.9</b>	<b>13.2</b>	<b>14.8</b>	
<b>Greece*</b>	Liquid bulk goods	8.7	9.7	8.2	7.4	7.3	7.5	7.1	7.2	6.6	6.7	
	Dry bulk goods	9.4	11.3	12.8	13.4	13.7	14.7	15.2	12.8	10.8	8.8	
	Large containers	0.3	0.5	0.6	0.5	0.4	0.5	0.6	0.2	0.3	0.5	
	Ro Ro, mobile self-propelled units	2.6	6.8	12.7	11.2	8.1	8.0	8.4	7.8	7.3	4.0	
	Other Ro Ro, mobile non-self-propelled units	1.4	1.5	1.4	1.5	1.6	1.9	2.0	1.6	1.6	1.4	
	Other cargo, not elsewhere specified	0.9	0.7	0.6	0.9	1.5	1.1	1.0	1.1	0.7	0.8	
	<b>Total</b>	<b>23.4</b>	<b>30.5</b>	<b>36.3</b>	<b>35.0</b>	<b>32.4</b>	<b>33.7</b>	<b>34.3</b>	<b>30.8</b>	<b>27.2</b>	<b>22.2</b>	

<sup>11</sup> This table includes data only from those Member States that provided information on types of freight transported.

<b>Spain</b>	<b>Liquid bulk goods</b>	25.5	23.5	25.1	28.9	27.4	24.3	26.8	29.0	27.6	30.1
	<b>Dry bulk goods</b>	14.6	15.4	14.9	17.0	17.4	15.7	17.2	14.3	10.6	11.0
	<b>General cargo</b>	36.8	37.4	38.6	40.4	42.8	47.0	47.4	42.7	38.4	39.6
	<b>Total</b>	<b>76.9</b>	<b>76.3</b>	<b>78.6</b>	<b>86.3</b>	<b>87.6</b>	<b>87.0</b>	<b>91.4</b>	<b>86.0</b>	<b>76.6</b>	<b>80.7</b>
<b>Finland</b>	<b>Liquid bulk goods</b>	3.8	4.0	3.7	3.7	3.5	4.0	4.2	4.5	4.1	4.3
	<b>Dry bulk goods</b>	1.8	1.9	1.6	1.4	1.4	1.5	1.7	1.4	1.1	3.6
	<b>General cargo</b>	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2
	<b>Total</b>	<b>5.8</b>	<b>6.1</b>	<b>5.5</b>	<b>5.3</b>	<b>5.0</b>	<b>5.7</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>5.3</b>
<b>Portugal*</b>	<b>Liquid bulk goods</b>	3.7	3.3	3.4	3.3	3.9	3.9	4.5	4.2	3.9	4.3
	<b>Dry bulk goods</b>	0.6	0.9	0.9	1.1	1.1	1.0	1.3	1.2	0.6	0.9
	<b>Large containers</b>	1.3	1.3	1.3	1.4	1.7	1.8	1.8	2.6	2.5	3.0
	<b>Ro Ro, mobile self-propelled units</b>	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Other cargo, not elsewhere specified</b>	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1
	<b>Total</b>	<b>5.6</b>	<b>5.6</b>	<b>5.7</b>	<b>5.8</b>	<b>6.8</b>	<b>6.8</b>	<b>7.7</b>	<b>8.0</b>	<b>7.1</b>	<b>8.3</b>
<b>Sweden</b>	<b>Liquid bulk goods</b>	7.3	6.8	6.8	6.1	6.1	5.8	5.5	5.8	5.5	2.2
	<b>Dry bulk goods</b>	3.8	3.9	4.2	4.2	4.4	4.6	5.3	5.3	3.1	3.4
	<b>General cargo</b>	1.1	0.9	0.9	1.0	2.6	1.0	1.7	1.0	1.3	5.4
	<b>Total</b>	<b>12.2</b>	<b>11.6</b>	<b>11.9</b>	<b>11.3</b>	<b>13.1</b>	<b>11.4</b>	<b>12.5</b>	<b>12.1</b>	<b>9.9</b>	<b>11.0</b>
<b>United</b>	<b>Liquid bulk goods</b>	83.3	66.5	61.6	60.8	59.8	50.7	49.1	47.6	48.4	38.8

<b>Kingdom*</b>	<b>Dry bulk goods</b>	7.9	21.4	20.1	19.5	20.4	21.4	21.7	21.0	16.7	17.5	
	<b>Large containers</b>	1.3	1.3	1.3	1.3	1.5	1.4	1.7	1.6	1.5	1.9	
	<b>Ro Ro, mobile self-propelled units</b>	4.0	4.0	4.0	4.6	5.0	4.7	4.8	4.3	3.8	3.7	
	<b>Other Ro Ro, mobile non-self-propelled units</b>	7.1	7.4	7.4	7.4	7.3	7.9	7.8	7.7	6.9	7.5	
	<b>Other cargo, not elsewhere specified</b>	2.3	2.1	1.9	2.1	3.1	2.6	3.0	2.4	2.4	1.9	
	<b>Total</b>	<b>105.8</b>	<b>102.6</b>	<b>96.4</b>	<b>95.7</b>	<b>97.0</b>	<b>88.7</b>	<b>88.0</b>	<b>84.6</b>	<b>79.6</b>	<b>71.3</b>	
	<b>Norway*</b>	<b>Liquid bulk goods</b>	-	32.7	29.6	27.5	25.7	25.5	23.7	21.5	22.6	19.9
		<b>Dry bulk goods</b>	-	8.1	9.7	12.9	13.5	15.3	15.9	15.6	12.3	13.4
		<b>Large containers</b>	-	0.5	0.5	0.6	0.2	0.2	0.2	0.2	0.2	0.2
		<b>Ro Ro, mobile self-propelled units</b>	-	1.3	1.3	1.4	2.0	2.3	3.1	3.1	2.8	2.7
<b>Other Ro Ro, mobile non-self-propelled units</b>		-	0.0	0.0	0.0	0.3	0.6	0.6	0.6	0.7	0.8	
<b>Other cargo, not elsewhere specified</b>		-	4.0	3.8	3.9	4.9	5.1	4.7	5.1	5.4	5.4	
<b>Total</b>		<b>-</b>	<b>46.7</b>	<b>45.0</b>	<b>46.2</b>	<b>46.7</b>	<b>49.0</b>	<b>48.3</b>	<b>46.2</b>	<b>44.0</b>	<b>42.5</b>	

\* Source: Eurostat.

**ANNEX 6. Foreign flag penetration**

Country	Type of cabotage	Flag	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
<b>Finland</b>	<b>passengers</b> (in millions)	<b>national</b>	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.5	0.5	
		<b>EEA</b>	0.06	0.05	0.05	0.05	0.06	0.06	0.05	0.06	0.06	0.06	0.07
		<b>non EEA</b>	-	-	-	-	-	-	-	-	-	-	-
	<b>cargo</b> (in million tonnes)	<b>national</b>	4.1	4.9	4.1	3.5	2.6	1.7	1.9	2.2	2.1	2.9	
		<b>EEA</b>	1.4	1.0	1.1	1.3	1.8	3.1	3.3	3.1	2.6	3.7	
		<b>non EEA</b>	0.3	0.1	0.3	0.5	0.7	0.9	0.9	0.8	0.6	1.4	
<b>Germany</b>	<b>passengers</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-	
		<b>national</b>	-	4.0	4.1	4.6	3.8	3.1	3.4	3.1	2.8	2.8	
		<b>EEA</b>	-	4.4	4.3	3.8	4.0	4.1	4.5	5.0	4.1	3.5	
	<b>cargo</b> (in million tonnes)	<b>national</b>	-	-	-	-	-	-	-	-	-	-	-
		<b>EEA</b>	-	-	-	-	-	-	-	-	-	-	-
		<b>non EEA</b>	-	-	-	-	-	-	-	-	-	-	-