Statistics in focus

INDUSTRY, TRADE AND SERVICES

THEME 4 – 24/2000

SECTORIAL PROFILES

Transport Business Statistics

Ports, terminals and travel agencies: Small and medium-sized firms employ two thirds of the workers

Aurora Ortega Sánchez

The transport services industry is primarily engaged in the conveyance of goods and passengers either directly or indirectly. Direct involvement relates to the actual conveyance of goods and passengers, by various modes of transport. This edition of *Statistics in Focus* relates to the indirect involvement, services which are auxiliary to the direct transport services (NACE Rev. 1 activity 63, Supporting and auxiliary transport activities & activities of travel agencies), such as cargo handling and storage, operation of terminal facilities, freight forwarding, travel agency and tourist guide activities.

Main results

- In the EU, there were 137 thousand enterprises in the auxiliary transport services and travel agencies sector. Germany is the Member State with the highest number of enterprises, 33 thousand, followed by the United Kingdom (27 thousand), Italy (20 thousand) and Spain 17 thousand. The other EU Member States accounted for 40 thousand enterprises.
- In the EU, 86% of the enterprises had less than 10 employees. In the United Kingdom and Spain, 90% of the enterprises had less than 10 employees, while in France the share was 75%.
- Nearly 1.6 million persons were employed in this sector. As shown in figure 1 below, Germany was the Member State with the highest number of persons employed, followed by the United Kingdom, France and Italy.
- Small and medium-sized enterprises play a dominant role in the EU with two thirds of the persons employed. Enterprises, with less than 10 employees, account for one fifth of the total persons employed.
- The majority of the workers were non manual workers (62%) and men (68%).

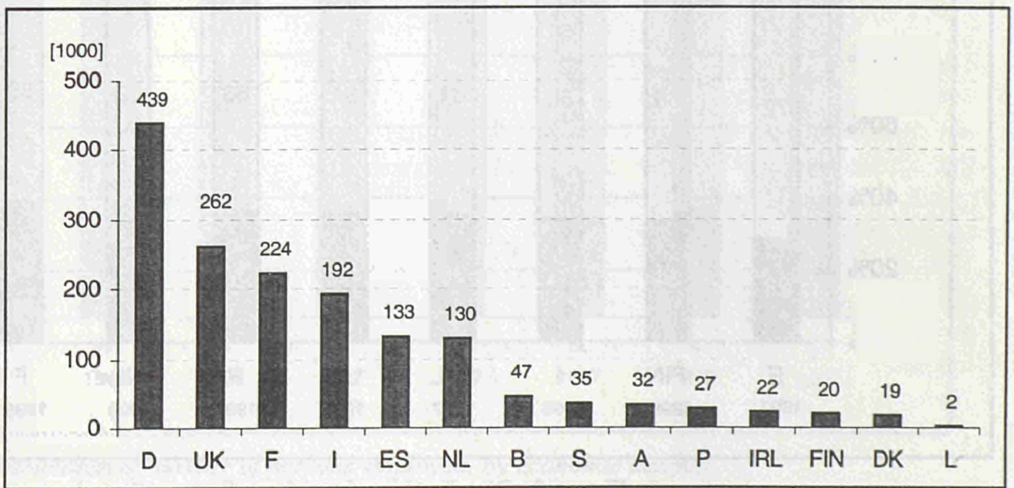

Figure 1: Number of persons employed in auxiliary transport services including travel agencies (NACE Rev. 1 division 63), 1997, source: Eurostat, SME database

Contents

eurostat

Manuscript completed on: 01.09.2000
ISSN 1561-4840
Catalogue number: CA-NP-00-024-EN-C
Price in Luxembourg per single copy (excl. VAT): EUR 6

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137 thousand auxiliary transport enterprises of which 86% had less than 10 employees

(1000)	EU-15	EUR-11	B	DK	D	ES	F	IRL	I	NL	A	P	FIN	S	UK
	(1)	(1)		(1)		(2)	(1)	(1)	(1)	(1)		(1)		(1)	
Total	137.17	97.20	3.82	1.18	33.49	17.07	8.86	0.79	19.91	7.15	2.01	2.96	1.52	2.26	26.99
Zero	49.13	27.82	1.87	0.43	8.73	5.74	2.21	:	5.34	2.21	0.70	0.26	0.49	0.56	12.21
1 - 9	68.14	53.15	1.40	0.51	18.81	9.51	4.45	:	11.69	3.40	0.92	2.21	0.77	1.28	12.02
10 - 49	16.10	13.20	0.42	0.17	5.11	1.52	1.57	0.20	2.35	1.15	0.29	0.44	0.19	0.31	2.19
50 - 249	3.20	2.59	0.11	0.05	0.78	0.24	0.50	:	0.44	0.32	0.08	0.05	0.06	0.07	0.45
250 +	0.60	0.44	0.02	0.01	0.06	0.04	0.13	:	0.08	0.07	0.02	0.01	0.01	0.02	0.13
(%)	EU-15	EUR-11	B	DK	D	ES	F	IRL	I	NL	A	P	FIN	S	UK
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Zero	36	29	49	37	26	34	25	:	27	31	35	9	32	25	45
1 - 9	50	55	37	44	56	56	50	:	59	48	46	74	51	57	45
10 - 49	12	14	11	15	15	9	18	26	12	16	14	15	13	14	8
50 - 249	2	3	3	5	2	1	6	:	2	4	4	2	4	3	2
250 +	0	0	1	1	0	0	1	:	0	1	1	0	1	1	0

(1) 1996, (2) 1996 for 50-249 and 250+, 1997 for others

Table 1: Number of enterprises (units) for auxiliary transport and travel agencies (NACE Rev. 1 division 63), by size-class, 1997, source: Eurostat, SME database

In the EU, nearly 1.6 million persons are employed in 137 thousand auxiliary transport and travel agencies enterprises. Almost all (98%) auxiliary transport enterprises are small (with less than 50 employees), of which 86% are micro-enterprises (with less than 10 employees). Large enterprises (with more than 250 employees) have on average 930 employees, while 36% of the enterprises have no employees at all.

Germany is the Member State with the highest number of enterprises, 33 thousand, followed by the United Kingdom with 27 thousand, of which 90% have less than 10 employees. Over 65% of the German auxiliary transport enterprises were transport agencies, with activities such as forwarding of freight and goods handling. A quarter of the German enterprises were other support enterprises dealing mainly with operation of terminal facilities such as railway stations, harbours and airway terminals.

Italy has 20 thousand enterprises which employ 192 thousand persons. In this country, 27% of the auxiliary enterprises mainly dealt with terminal facilities. The three main terminals are Milan, the major industrial town in Italy, the Port of Genoa and the Port of La Spezia, where containers from all over the world are received and stripped.

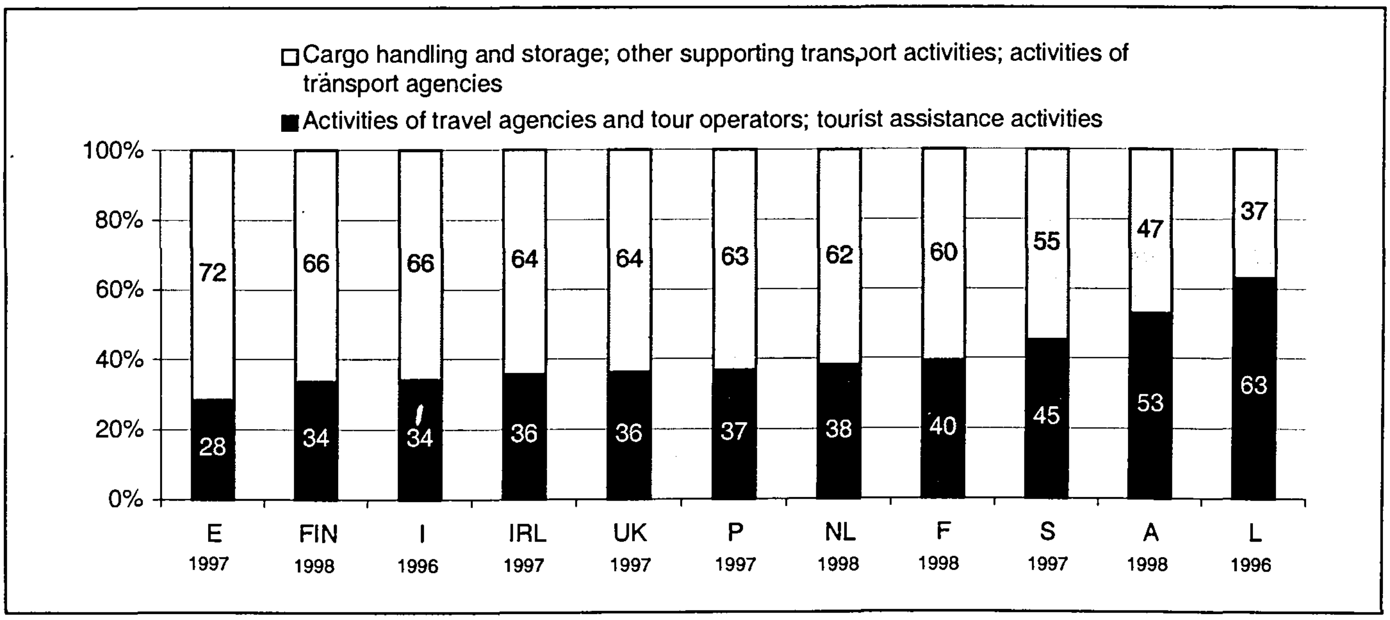

Figure 2: Distribution of number of enterprises, by economic activity, source: Eurostat, SBS database

Two thirds of the 1.6 million persons employed work in SMEs

In this sector, SMEs (small and medium-sized enterprises) play a dominant role in the EU with two thirds of the 1.6 million persons employed. Small enterprises (with less than 50 employees) play a major role in terms of employment in several Member States. In Germany, Portugal and Spain, over half of the employees in the auxiliary transport sector work in small enterprises. The non-core business of larger companies is often sub-contracted to forwarding agents.

(1000)	EU-15 (1)	EUR-11 (1)	B	DK (2)	D	ES (3)	F (1)	IRL (1)	I (1)	NL (1)	A (3)	P (1)	FIN	S (1)	UK
Total	1 584	1 252	47	19	439	133	224	22	192	130	32	27	20	35	262
Zero	55	32	2	0	9	7	3	:	5	5	1	0	0	1	14
1 - 9	270	221	6	3	88	38	18	:	39	18	4	7	3	4	41
10 - 49	371	313	10	4	135	30	39	4	49	29	6	9	4	7	42
50 - 249	327	261	12	6	78	24	56	:	44	30	8	5	6	8	47
250 +	562	424	17	4	129	31	108	:	56	48	12	6	8	15	118
(%)	**EU-15**	**EUR-11**	**B**	**DK**	**D**	**ES**	**F**	**IRL**	**I**	**NL**	**A**	**P**	**FIN**	**S**	**UK**
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Zero	3	3	5	2	2	6	1	:	2	4	2	1	1	2	5
1 - 9	17	18	13	15	20	29	8	:	20	14	12	25	13	13	16
10 - 49	23	25	22	22	31	23	18	16	26	22	20	33	19	19	16
50 - 249	21	21	25	34	18	18	25	:	23	23	26	19	28	23	18
250 +	35	34	35	24	29	23	48	:	29	37	37	22	39	44	45

(1) 1996, (2) 1996 for Total and 1-9, 1995 for the others, (3) 1996 for 50-249 and 250+

Table 2: Number of persons employed for auxiliary transport and travel agencies (NACE Rev. 1 division 63), by size-class, 1997, source: Eurostat, SME database

Being the world's third largest economy, Germany is the Member State with the highest number of persons employed in this sector, accounting for 439 thousand workers, i.e. 28% of EU's total. Among the big employers are the large container seaports of Bremen/Bremerhaven and Hamburg. Also important is the Frankfurt/Main airport, being number one in the EU in terms of freight and number three in terms of passengers passing through (see table 7). In Germany, the average large enterprise (1.5 ‰ of all German enterprises) has over 2 000 persons employed.

The United Kingdom is the second largest Member State in terms of number of persons employed. 45% of the 262 thousand persons employed work in large enterprises. The Port of London's throughput makes it the 6th largest in the EU (see table 8). London Heathrow is the largest airport in the EU in terms of passengers and the 3rd largest in terms of freight (with London Gatwick airport in 9th place).

Large enterprises are relatively important in France, accounting for 48% of the 224 thousand persons employed in this sector. In fact, as far as number of persons employed is concerned, the average size of a French auxiliary transport enterprise is 32, while amongst the Member States for which data is available the average enterprise employs 19 persons. There are large seaport enterprises in Marseilles and Le Havre and there are large airport enterprises in Roissy and Orly. Moreover, the French travel agencies sector is often concentrated to large firms like the Club Méditerranée.

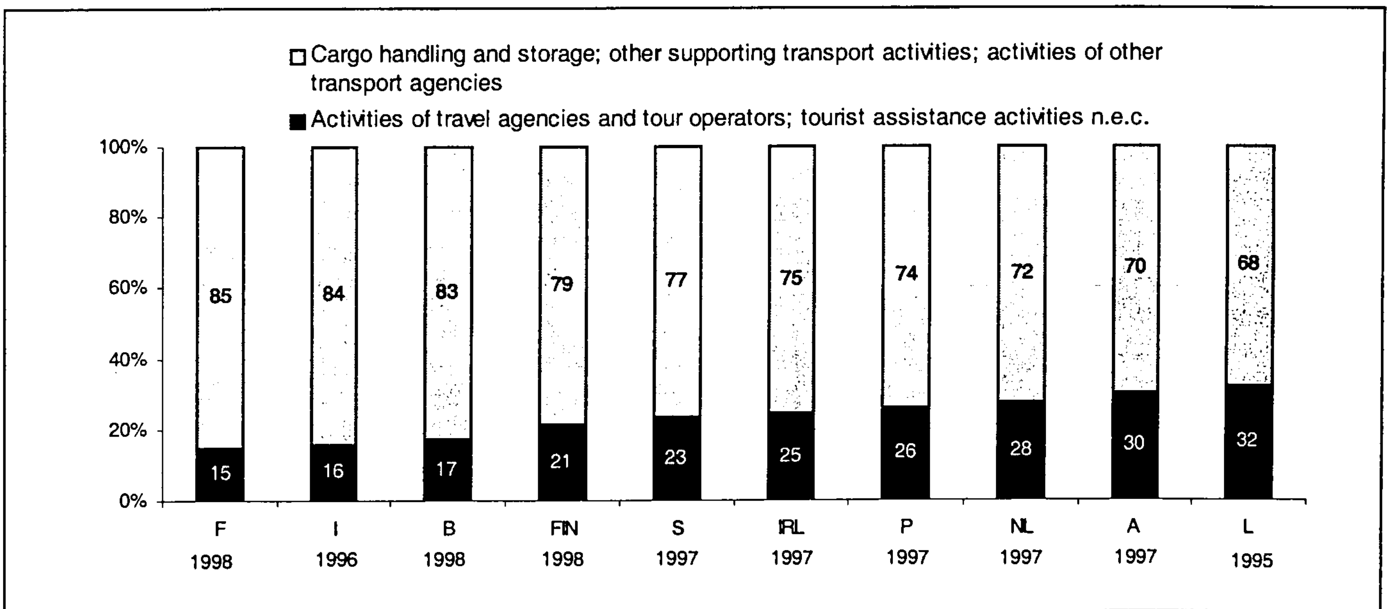

Figure 3: Distribution of number of persons employed, by economic activity, source: Eurostat, SBS database

62% were non manual workers and 68% were men

[%]	EU-15	EUR-11	B	DK	D	EL	E	F	I	L	NL	A	P	FIN	S	UK
Distribution by type of worker																
Non manual workers	62	57	64	67	50	68	64	58	61	73	84	66	67	66	75	71
of which Clerks	35	35	38	14	36	42	33	29	37	47	38	53	31	30	46	36
Manual workers	38	43	36	33	50	32	36	42	39	27	16	34	33	34	25	29
of which Operators, assemblers	22	26	10	9	38	15	9	23	17	4	8	25	17	6	12	15
Share of female workers																
Total	32	31	31	34	28	30	31	34	32	62	40	37	32	38	35	34
Female non manual workers	48	51	44	41	53	41	45	53	50	80	47	52	44	56	45	44
Female manual workers	6	5	8	19	5	6	6	6	4	13	2	9	8	3	4	10

Table 3: Distribution of employees by type of work for auxiliary transport and travel agencies (NACE 63), 1998, source: Eurostat, LFS database

The majority of auxiliary transport workers were non manual workers (62%) and men (68%) in the EU.

The highest levels of non manual workers occurred in the Netherlands (84%) while half of the employees in Germany did not do manual work.

About half (48%) of the non manual workers in the EU were women. In Luxembourg, 80% of the non manual workers were women. This could have a correlation to the relatively high number of persons employed in the travel agencies (32% of the total).

In Denmark 19% of the manual workers were women, while in the Netherlands there were only 2% women.

Great investment efforts in France

Following the increase of foreign trade, freight in general has rocketed over the past decades. As a consequence, facilities that were built during the seventies and eighties have often become outdated in relation to present handling needs and long-established freight handling has changed into a "just-in-time" concept, where all items designated for the same transport are put in the same place. As a response to the demand for increased efficiency, companies had to invest heavily in modernisation of facilities and rationalisation of working methods.

The Member State (for which data were available) that made the greatest investment effort is France where the gross investment in tangible goods nearly equalled the value added at factor cost (88.2%) in 1997. This is confirmed by the investment per person employed figures, as it amounted to 38.5 thousand ECU, followed by 26 thousand ECU in Portugal.

Gross investment in tangible goods (million ECU)	F 1997	IRL 1997	I 1996	L 1995	NL 1997	A 1998	P 1997	FIN 1998	S 1996	UK 1997
63 Auxiliary transport and travel agencies	8 699	153	1 026	10	1 605	204	698	200	558	4 111
63.A Auxiliary transport	8 592	146	954	9	1 548	160	663	189	528	3 776
63.1 Cargo & storage	178	:	234	:	294	:	:	:	7	318
63.2 Other support	:	:	598	:	1 129	:	:	:	:	1 677
63.3 Travel agencies	107	7	72	1	57	44	34	11	30	335
63.4 Transport agencies	250	:	123	:	125	:	:	:	45	248

Table 4: Gross investment in tangible goods, source: Eurostat, SBS database

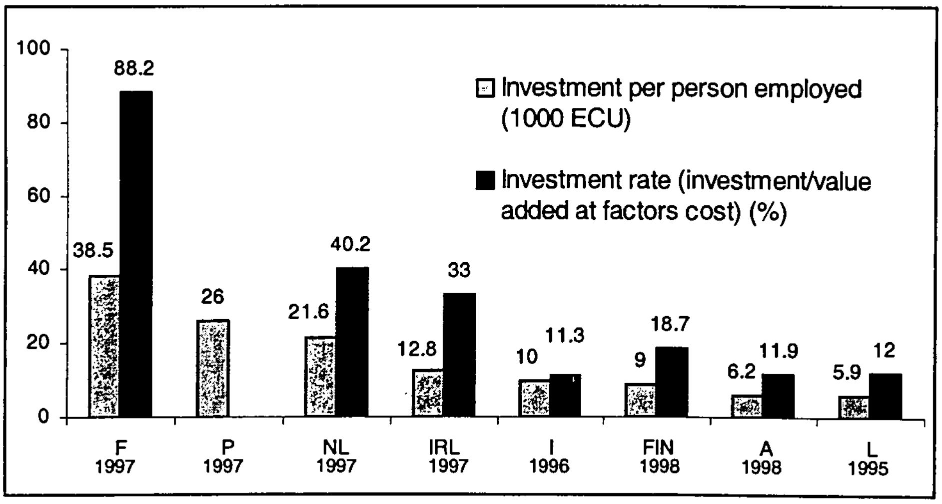

Figure 4: Gross investment indicators on auxiliary transport and travel agencies, source: Eurostat, SBS database

Highest wage adjusted labour productivity in the Netherlands

Among the Member States for which data were available, Belgium had the highest labour productivity of 68 thousand ECU. A group of six Member States followed with values between 44 thousand ECU for France and 54 thousand ECU for the Netherlands.

While Belgium also had the highest unit labour cost of 49 thousand ECU in 1997, the Netherlands had relatively low labour costs, 30 thousand ECU in 1996. The high value added in relation with the low labour costs was confirmed with the Dutch wage *adjusted labour productivity*, 159%, highest among the reporting countries. This performance was confirmed by the relatively high gross operating rate for the Netherlands, 21%.

	B	F	IRL	I	L	NL	A	P	FIN	S	UK
Gross value added per person employed (labour productivity) [1000 ECU]											
1998	:	:	:	:	:	:	52	:	48	:	:
1997	68	44	39	:	:	54	52	37	45	:	:
1996	70	50	35	50	:	48	:	33	44	:	:
1995	72	:	:	40	50	51	57	:	46	:	:
Labour cost per employee (Unit labour cost) [1000 ECU]											
1998	:	:	:	:	:	:	37	:	34	:	:
1997	49	32	:	:	:	:	36	20	:	:	21
1996	52	33	:	30	:	30	:	18	31	37	:
1995	51	:	:	30	37	33	37	18	32	:	:
Gross value added per unit personnel cost (wage adjusted labour productivity) [%]											
1998	:	:	:	:	:	:	141	:	139	:	:
1997	137	134	:	:	:	:	145	181	:	:	:
1996	135	152	:	141	:	159	:	179	143	:	:
1995	139	:	:	157	135	154	155	:	144	:	:
Gross operating surplus/Turnover (gross operating rate) [%]											
1998	:	:	:	:	:	:	6	:	8	:	:
1997	7	6	:	:	:	21	6	12	7	:	:
1996	7	10	:	13	:	19	:	11	7	3	:
1995	8	:	:	14	5	:	8	:	9	:	:

Table 5: Indicators on auxiliary transport and travel agencies (NACE Rev. 1 division 63), source: Eurostat, SBS database

International trade in services: The UK and Germany net importers, the Netherlands net exporter of auxiliary services

	Credit (Export to)				Debit (Import from)				Net			
[millionECU]	EU-15	Non-EU	US	World	EU-15	Non-EU	US	World	EU-15	Non-EU	US	World
EU-15	9 922	11 972	2 625	21 991	12 800	16 423	4 907	29 244	-2 878	-4 451	-2 281	-7 253
% of services	4	5	3	4	5	7	6	6	:	:	:	:
B + L	531	326	109	920	267	214	62	559	264	112	47	360
D	1 079	1 140	160	2 221	2 068	2 416	775	4 483	- 988	-1 275	- 615	-2 262
EL	385	261	:	646	229	110	:	339	156	151	:	307
E	920	882	146	1 805	1 245	391	134	1 637	- 326	492	12	168
F	725	2 064	402	2 844	1 630	2 464	617	4 104	- 905	- 399	- 215	-1 260
IRL	:	:	:	221	:	:	:	351	:	:	:	- 130
I	1 505	2 651	424	4 156	1 463	2 985	444	4 447	44	- 335	- 19	- 291
NL	1 708	1 512	363	3 237	570	628	155	1 201	1 138	884	207	2 035
P	189	50	25	246	77	27	13	106	112	22	12	139
FIN	191	144	27	339	225	108	13	336	- 34	36	14	3
S	:	:	:	219	:	:	:	981	:	:	:	- 762
UK	1 861	2 323	633	4 183	2 378	4 543	1 937	6 922	- 518	-2 221	-1 304	-2 737
US	3 351	9 299	:	12 650	3 686	6 093	:	9 778	- 335	3 207	:	2 873
JP	:	:	:	5 107	:	:	:	5 473	:	:	:	- 366

Table 6: Balance of supporting, auxiliary and other sea and air transport services (Item 209 + 213), 1998, source: Eurostat, Balance of Payments database

The Balance of Payments shows the exports and imports of the supporting, auxiliary and other sea and air transport services, but exclude auxiliary land transport services.

The EU has a negative balance with the United States, that means that. the EU is a net importer (2 281 million ECU) of these services from the United States.

Almost a third of the non-EU imports come from the United States (4 907 million ECU of 16 423 million ECU). The United Kingdom is the prime EU importer from the United States accounting for nearly 40% of the 4 907 million ECU.

The United Kingdom is also the prime EU exporter of these services to the world, 4 183 million ECU, of which almost half (2 323 million ECU) goes to other EU countries.

The Netherlands is the biggest net exporter to other EU countries (1 138 million ECU), while Germany is the biggest net importer (988 million ECU).

Airport	Freight (million tonnes)	Airport	Number of passengers, total (arrival + departure) (million)
Frankfurt Main	1.42	London Heathrow	50.6
Amsterdam Schiphol	1.16	Airportsystem Paris	37.9
London Heathrow	1.15	Frankfurt Main	32.3
Airportsystem Paris	0.97	Amsterdam Schiphol	30.8
Bruxelles National	0.53	London Gatwick	24.4
Köln Bonn	0.35	Zürich	16.7
Luxembourg	0.34	Bruxelles National	15.9
Zürich	0.32	København Kastrup	13.9
London Gatwick	0.26	Roma Fiumicino	13.4
Roma Fiumicino	0.23	Manchester Intl	13.3

Table 7: Ranking of top 10 airports in EU in terms of passengers (total carried) and freight (total loaded/unloaded) world-wide, 1997, source: Eurostat, aviation database

Total throughput in main EU ports	(Mio T)	(%)
Rotterdam	315	100
Dry bulk	90	29
Agribulk	11	4
Ores, scrap	44	14
Coal	22	7
Others	12	4
Liquid bulk	144	46
Crude oil	101	32
Mineral oil	20	6
Others	23	7
General cargo	81	26
Roll on/roll off	10	3
Containers, flats	62	20
Other gen. cargo	10	3
Other EU ports:		
Antwerp	**120**	
Marseilles	**93**	
Hamburg	**76**	
Le Havre	**66**	
London	**56**	
Amsterdam, NSCA	**56**	
Genoa	**45**	
Wilhelmshaven	**44**	
Dunkirk	**39**	
Bremen	**34**	
Zeebrugge	**33**	
Ghent	**24**	

Table 8: Total throughput in main EU ports and distribution by commodity for the largest port in the EU (Rotterdam), 1998, source: Port of Rotterdam

Airports and seaports are important elements in the land use of many metropolitan regions. In many cases they are not only a part of the transportation network, but they also play an important role as the basis for industry and commerce. Therefore, ports — as nodes in transportation networks — have a capability of generating activities, employment and jobs in and around them.

The Port of Rotterdam has a total port area of 105 square kilometres, of which 48 square kilometres are industrial sites. The Port of Antwerp has 4.5 square kilometres of covered warehouse space, which is more than any other European port can offer.

The biggest port in the world in terms of gross weight in million metric tonnes is Rotterdam (315) of which 78% is incoming cargo. Singapore is second (241). Number six in the world or second in the EU is Antwerp (120), followed by Marseilles (93) and Hamburg (76).

The bulk goods dominate in the Port of Rotterdam (234), of which 46% of total is liquid bulk (mainly crude oil). Containers stands for a fifth of the total throughput.

Rotterdam was also the largest port in the EU, but fifth in the world, in terms of container transport, with 6.3 million TEUs in 1999. Largest in the world was Hong Kong (16.2 MTEUs), followed by Singapore (15.9 MTEUs). Second in the EU was Hamburg with 3.7 MTEUs and Antwerp with 3.6 MTEUs.

One of the main trends in the port industry is to switch to containers, away from conventional general cargo transportation. This is clearly reflected in the growth rates recorded in the largest ports. General cargo traffic in the top five seaports in the world grew at an average rate of 1.7% per annum between 1996 and 1999, whilst container traffic grew more than 6.1% per annum.

The number of persons with a "port related" job in the Rotterdam-Rijnmond are 60 thousand. Not all of these persons are part of the employment monitored in this publication. Nearly a third of these jobs belong to various port industries and a fifth to general transport activities.

	[1000]	[%]
Total	60.4	100
Stevedores	6.3	10
Transport	12.9	21
Storage and distribution	2.8	5
Intermediaries	7.0	12
Transport related services	5.9	10
Port industries	18.4	31
Public authorities	4.7	8
Others	2.5	4

Table 9: Total directly port related employment, Rotterdam-Rijnmond area 1998, source: Port of Rotterdam

➢ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Databases used

Official data was extracted in August 2000 from Eurostat's reference database, NewCronos. This Statistics in focus is based on the annual enterprise statistics (DFT file: enter) of the **SBS** (Structural Business Statistics, Theme 4) domain and the **SME** (Small and medium-sized enterprises, Theme 4). SME data have been collected on a voluntary basis, that means that the methodology between both sources is not harmonised. The comparability of data is therefore restricted.

Data from other domains were also used: **lfs** (Labour Force Survey, Theme 3), **bop** (Balance of payments, Theme 2), collection **its** (International trade in services, geographical breakdown of the current account) and **aviation** (air transport measurement, Theme 7).

On page 6, table 11 and 12 data are retrieved from the Port authority of Rotterdam website:
http://www.port.rotterdam.nl/port/GB/ghr_int_stat.html

Please note that these data are non-official data. Most other ports show facts and figures. Please visit:
http://www.cargosystems.net/ports/

Reference to publications

Panorama of European Business 1999 (CA-25-99-043-EN-C).
Special Feature on Road Transport (CA-30-00-899-EU-I-EN).

SBS Variables

Number of enterprises: a count of the number of enterprises registered to the population concerned in the business register corrected for errors, in particular frame errors. Dormant units are excluded.

Number of persons employed: the total number of persons who work in the observation unit (inclusive working proprietors, partners, working regularly in the unit and unpaid family workers), as well as persons who work outside the unit who belong to in and are paid by it.

Labour productivity: is the "Value added at factor cost" / "Number of persons employed".

Unit labour cost: labour costs per employee: "Personnel costs" / "Number of employees".

Wage adjusted labour productivity: gross value added per unit personnel cost: ("Value added at factor cost" / "Personnel costs") × ("Number of employees" / "Number of persons employed").

Gross operating rate: is calculated as: "Gross operating surplus" / "Turnover".

Gross operating surplus: can be calculated from the value added at factor cost less personnel costs.

For detailed definitions on SBS variables and indicators, please open this webpage:
http://forum.europa.eu.int/Public/irc/dsis/bmethods/info/data/new/coded/en/all_business.htm

Statistical classification of economic activities (NACE Rev. 1)

NACE Rev. 1 activity 63, Supporting and auxiliary transport activities & activities of travel agencies is an aggregate of 63.1, 63.2, 63.3 and 63.4. The aggregate **63.A, Auxiliary transport** is the sum of three of these groups. **63.A = 63.1+63.2+63.4** and is collected according to the SBS Regulation 58/97.

63.1 Cargo handling and storage

63.2 Other supporting transport activities is a sum of 63.21 (land), 63.22 (water) and 63.23 (air). 63.21 and includes operation of terminal facilities.

63.3 Activities of travel agencies, tour operators and tourist assistance activities.

63.4 Activities of other transport agencies includes: forwarding of freight, arranging of transport operations, receipt of consignments, customs agents, goods-handling operations.

For more information, please download NACE Rev. 1 from the web:
http://forum.europa.eu.int/Public/irc/dsis/bmethods/info/data/new/classifications/nace_en.pdf

Size-classes

Size-classes are broken down by number of employees:

Micro-enterprise (less than 10 employees).

Small enterprise (less than 50 employees).

Medium-sized enterprise (less than 250 employees).

A **large enterprise** has more than 250 employees.

Balance of Payments

The **Balance of Payments** items are based on the BPM5 and on the joint Eurostat-OECD trade in services classification:

209 Supporting, auxiliary and other sea transport services

213 Supporting, auxiliary and other air transport services

Services is the second major category of the current account. The production of a service is linked to an arrangement made, between a particular producer in one economy and a particular consumer in another, prior to the time that production occurs. Thus, international trade in services is closely linked with international production of services, as the production process itself involves a resident and a non-resident. Nonetheless, the boundary between goods and services is sometimes blurred; items classified as goods may include some service element, and vice versa.

Please find more information on the web:
http://forum.europa.eu.int/Public/irc/dsis/bop/home

1 MTEU = 1 Million Twenty Feet Equivalent-Units, a measurement of car-rying capacity on a containership, referring to a common container size of 20 ft in length)

Further information:

➢ Databases

New Cronos

Domain sbs, sme, lfs, bop, its, aviation

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