



PREGLED RAZVOJA PRISTANIŠKEGA PROMETA, SLOVENIJA, 1992–2008

REVIEW OF THE DEVELOPMENT OF PORT TRAFFIC, SLOVENIA, 1992–2008

- ▶ V letu 2008 je v slovenska pristanišča Koper, Izola in Piran priplulo oz. iz njih odplulo 5.433 ladij ali za 111,4 % več kot leta 1992.
- ▶ V letu 2008 bilo v slovenskih pristaniščih 81,9 % tovornih in 18,1 % potniških ladij.
- ▶ Tovorne ladje so v koprskem pristanišču predstavljale v letu 2008 98,0 % vsega ladijskega prometa, v Izoli 11,4 %, v Piranu pa 5,4 %.
- ▶ V pristanišču Koper se je v letu 2008 vkrcalo in izkrcalo 36,7 % vseh potnikov, ki so se vkrcali ali izkrcali v naših pristaniščih, v pristanišču Izola 34,0 %, v pristanišču Piran pa 29,3 %.
- ▶ Tako kot v preteklih letih je tudi v letu 2008 skoraj ves pristaniški blagovni promet potekal v pristanišču Koper (99,7 %).
- ▶ V skupnem blagovnem prometu v letu 2008 je naloženo blago obsegalo slabo tretjino, razloženo blaga pa dobri dve tretjini.
- ▶ Glede na vrsto blaga je bilo največ vsega naloženega oz. razloženega blaga iz skupine premog, plin, nafta in derivati (51,2 %); sledili sta skupini rude in kamnine (17,7 %) in drugo blago (16,7 %).
- ▶ Glede na vrsto tovora je bilo največ vsega naloženega tovora iz skupine suhi razsutí tovor (58,4 %); sledile so skupine tekoči razsutí tovor (16,6 %), veliki kontejnerji (16,5 %) ter drugi generalni tovor (8,3 %).
- ▶ Med 27 državami članicami EU se je Slovenija glede na letni pristaniški promet – ta je obsegal 16,6 milijona ton blaga (0,4 % od skupnega blagovnega prometa EU-27) – v letu 2008 uvrstila skoraj na konec lestvice, pred Ciper (0,2 %) in Malto (0,1 %).
- ▶ In 2008, 5,433 vessels arrived to or departed from Slovenian ports Koper, Izola and Piran, which was by 111.4% more than in 1992.
- ▶ As regards the type of vessels, in 2008 81.9% of vessels were cargo carrying vessels and 18.1% were passenger ships.
- ▶ In 2008 the cargo vessels represented 98.0% of all vessel traffic in the Port of Koper, while these vessels represented only 11.4% in the port of Izola and 5.4% in the port of Piran.
- ▶ In 2008 the share of the passenger port traffic was the highest in the Port of Koper (36.7%), followed by the port of Izola (34.0%) and the port of Piran (29.3%).
- ▶ As in the previous years, also in 2008 almost all port traffic of goods was carried out in the Port of Koper (99.7%).
- ▶ Of the total traffic of goods in 2008 the quantity of loaded goods represented almost a third, while unloaded goods represented over two thirds.
- ▶ As regards the type of goods, most of it was coal, gas, petrol and refined products (51.2%), mining and quarrying products (17.7%) and other goods (16.7%).
- ▶ As for the type of cargo, the most cargo was from the group of dry bulk goods (58.4%) followed by liquid bulk goods (16.6%), large containers (16.5%) and other general cargo (8.3%).
- ▶ In 2008, annual Slovenian port traffic of goods amounted to 16.6 million tonnes (0.4% of total traffic in the EU-27), which ranked Slovenia almost at the end of the list of EU-27 Member States - before Cyprus (0.2%) and Malta (0.1%).

Tabela 1: Pristaniški promet ladij, potnikov in blaga po pristaniščih, Slovenija, 1992, 1995, 2000, 2005, 2008

Table 1: Port traffic of vessels, passengers and goods by ports, Slovenia, 1992, 1995, 2000, 2005, 2008

	1992	1995	2000	2005	2007	2008	Indeks Index $\frac{2008}{1992}$	
Promet ladij¹⁾	2.570	3.118	4.735	4.724	4.930	5.433	211,4	Vessel traffic¹⁾
Koper/Capodistria	2.182	2.915	3.861	4.132	4.508	4.474	205,0	Koper/Capodistria
Izola/Isola	276	121	341	194	176	158	57,2	Izola/Isola
Piran/Pirano	112	82	533	398	246	801	715,2	Piran/Pirano
Promet potnikov	13.574	40.131	37.654	35.343	51.422	49.643	365,7	Passenger traffic
Koper/Capodistria	434	27	1.285	761	21.851	18.215	4.197,0	Koper/Capodistria
Izola/Isola	2.629	80	29.381	19.549	18.755	16.857	641,2	Izola/Isola
Piran/Pirano	10.511	40.024	6.988	15.033	10.816	14.571	138,6	Piran/Pirano
Promet blaga (1000 t)	4.652	6.811	9.038	12.625	15.853	16.554	355,8	Goods traffic (1000 t)
Koper/Capodistria	4.617	6.781	8.994	12.540	15.805	16.499	357,4	Koper/Capodistria
Izola/Isola	10	4	-	0	-	-	-	Izola/Isola
Piran/Pirano	25	26	45	85	48	55	220,2	Piran/Pirano

1) Do vključno leta 2003 so bile upoštevane potniške, tovorne in druge ladje.
Until 2003 passenger ships, cargo vessels and other vessel were taken into account.

SLOVENSKA PRISTANIŠČA

Na 46,6 kilometra slovenske morske obale so locirana tri pristanišča: Koper, Izola in Piran.

V pristaniščih potekata predvsem mednarodni potniški promet in blagovni (tovorni) promet. Tovorni promet poteka (skoraj v celoti) v pristanišču Koper, potniški promet pa v vseh treh omenjenih pristaniščih.

Koprsko tovorno pristanišče je eno najmodernejših v tem delu sveta: z zaledjem je povezano s cesto in z železnico; je stičišče pomorskih in kopenskih prometnih poti; zaradi svoje izredne geoprometne lege ob V. vseevropskem koridorju omogoča mednarodne trgovinske tokove. V koprskem pristanišču so terminali za generalni tovor (npr. za kavo, riž, sladkor, bombaž itd.), za sadje in lahko pokvarljivo blago, za les, živino, za druge razsute tovore (npr. rude, minerali, krmila, glinica), za žito in za tekoči tovor ter kontejnerski in ro-ro terminal. Pristaniška infrastruktura je sicer v večinski lasti države, upravlja pa jo, v skladu z veljavnimi predpisi, delniška družba Luka Koper, d. d. Osnovni dejavnosti Luke Koper sta pretovor in skladiščenje blaga.

Slovenija je kot država članica EU dolžna sporočati Statističnemu uradu EU, Eurostatu poleg drugih podatkov tudi podatke o pristaniškem ladijskem potniškem in blagovnem prometu. Podrobni podatki se četrtletno in letno sporočajo samo za večja pristanišča. Od slovenskih pristanišč izpolnjuje pogoje Direktive¹⁾ samo eno pristanišče, pristanišče Koper, in sicer le za blagovni promet (to pomeni, da se v pristanišču obrne letno več kot milijon ton blaga); niti eno slovensko pristanišče pa ne dosega zahtev omenjene Direktive v potniškem prometu (to je več kot 200.000 registriranih potnikov letno).

Slovenski ladijski prevoznik Splošna plovba je tudi v letu 2008 prevažal le blago. Prevažal ga je z 21 ladjami za prevoz suhega razsutega tovora in s 5 ladjami za prevoz generalnega tovora. Ves promet je potekal samo med tujimi pristanišči.

PRISTANIŠKI LADIJSKI PROMET

SLOVENIAN PORTS

On the 46.6 kilometres of the Slovenian coast three ports are located, namely Koper, Izola and Piran.

At the ports mostly international traffic of passengers and goods takes place. Goods traffic is carried out (almost entirely) in the Port of Koper, while passenger traffic is carried out at the ports of Koper, Izola and Piran.

The cargo Port of Koper is one of the most modern ports in this part of the world. It is connected with the hinterland with roads and railway. The port, which is the hub of maritime and land transport routes, enables international commercial flows due to its excellent geographic position on the fifth Pan-European transport corridor. In the Port of Koper there are terminals for general cargo (e.g. coffee, rice, sugar, cotton, etc.), fruit and perishable goods, timber, livestock, other dry bulk cargo (e.g. ores, minerals, fodder, bauxite, etc.), cereals, liquid cargo, and the container and ro-ro terminal. The majority of the port infrastructure is owned by the state, but in accordance with regulations it is managed by the public limited company Luka Koper d.d. The basic activities carried out by Luka Koper are handling and warehousing of goods.

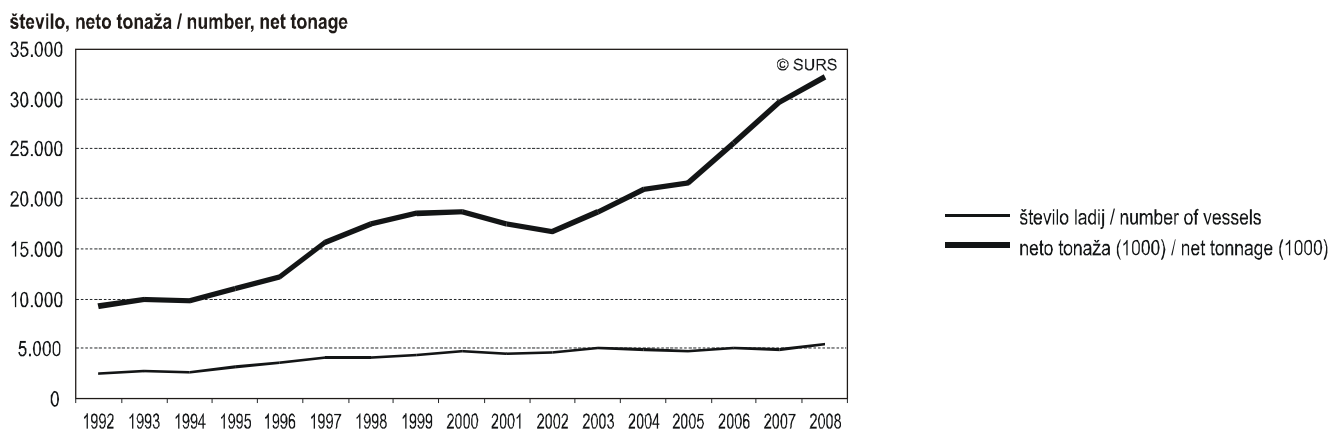
As an EU Member State, Slovenia is obliged to report to the EU statistical office (Eurostat) among other data also the data on port traffic of vessels, passengers and goods. Detailed data are reported quarterly and annually only by the biggest ports. Among the Slovenian ports only one, the Port of Koper, meets the requirements of the Directive¹⁾ as regards goods (that is more than one million tonnes of goods handling at the port annually) and none is big enough as regards the number of passengers (that is more than 200,000 monitored passenger movements at the port per year).

The Slovenian maritime carrier Splošna plovba also in 2008 performed only transport of goods. It carried goods with 21 dry bulk cargo carrying ships and 5 general bulk cargo carrying ships; however, all traffic was performed exclusively between ports in foreign countries.

PORT TRAFFIC OF VESSELS

Slika 1: Pristaniški promet ladij (število ladij in neto tonaža), Slovenija, 1992–2008

Figure 1: Port traffic of vessels (number of vessels and net tonnage), Slovenia, 1992–2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

1) Direktiva 2009/42/ES; Direktiva 2009/42/ES Evropskega parlamenta in Sveta z dne 6. maja 2009 o statističnih poročilih glede prevoza blaga in potnikov po morju.
Directive 2009/42/EC; Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea.

V letu 2008 je v slovenska pristanišča Koper, Izolo in Piran priplulo oz. iz njih izplulo 5.433 ladij z 32,2 milijona neto tonaže.

V obdobju 1992–2008 se je ladijski promet povečal za 111,4 % (z 2.570 na 5.433 ladij), medtem ko se je skupna neto tonaža povečala za 246,1 % (z 9.307 na 32.208).

Tovornih ladij je bilo 81,9 % (4.447 ladij), potniških pa 18,1 % (986 ladij). V primerjavi z letom 2000 (takrat so bili podatki prvič obdelani po vrstah ladij) se je skupni ladijski promet ladij povečal za 17,9 % (tovorni ladijski promet za 14,7 %, potniški ladijski promet pa za 34,7 %).

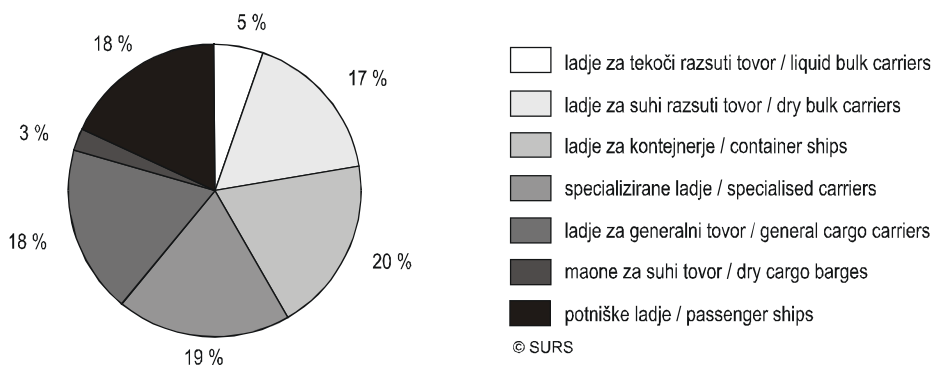
In 2008, 5,433 vessels with 32.2 million of net tonnage arrived to or departed from Slovenian ports of Koper, Izola and Piran.

In the 1992–2008 period the traffic of vessels increased by 111.8% (from 2,570 to 5,433 vessels) and total net tonnage by 246.1% (from 9,307 to 32,208).

As regards the type of vessels, 81.9% (4,447) of vessels were cargo carrying vessels and 18.1% (986) were passenger ships. Compared to 2000 (at that time data on the type of vessels were processed for the first time), the total traffic of vessels increased by 17.9%, traffic of cargo vessels by 14.7% and traffic of passenger ships by 34.7%.

Slika 2: Pristaniški ladijski promet po vrstah ladij, Slovenija, 2008

Figure 2: Port traffic of vessels by type of vessels, Slovenia, 2008



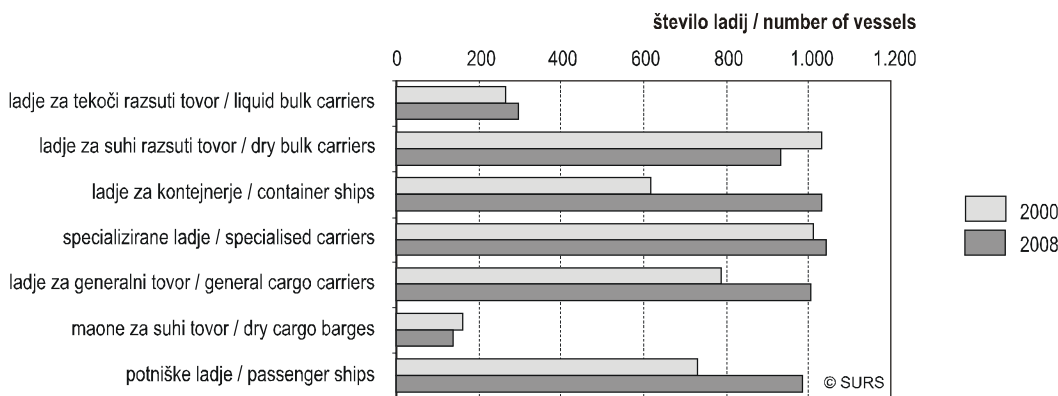
Vir: Statistični urad Republike Slovenije
 Source: Statistical Office of the Republic of Slovenia

Ladijski promet v slovenskih pristaniščih se je v letu 2008 v primerjavi z letom 2007 povečal za 10,2 %. V pristanišča je priplulo oz. iz njih odplulo 1.044 specializiranih ladij, 1.034 ladij za prevoz kontejnerjev, 1.004 ladij za prevoz generalnega tovora, 933 ladij za prevoz suhega razsutega tovora, 296 ladij za prevoz tekočega razsutega tovora, 136 maon za prevoz suhega tovora ter 986 potniških ladij (900 potniških ladij in 86 potniških ladij za križarjenje). Tovorni ladijski promet je bil največji v pristanišču Koper (4.386 ladij), potniški pa v pristanišču Piran (758 ladij).

In 2008 the traffic in Slovenian ports compared to 2007 increased by 10.2%; 1,044 specialised carriers, 1,034 container ships, 1,004 general cargo carriers, 933 dry bulk carriers, 296 liquid bulk carriers, 136 dry cargo barges and 986 passenger ships (900 passenger ships and 86 cruise passenger ships) arrived to the ports or departed from them. The highest traffic of cargo vessels was recorded in the Port of Koper, 4,474 vessels, while the highest traffic of passenger vessels was recorded in the port of Piran, 758 ships.

Slika 3: Pristaniški ladijski promet po vrstah ladij, Slovenija, 2000, 2008

Figure 3: Port traffic of vessels by type of vessels, Slovenia, 2000, 2008



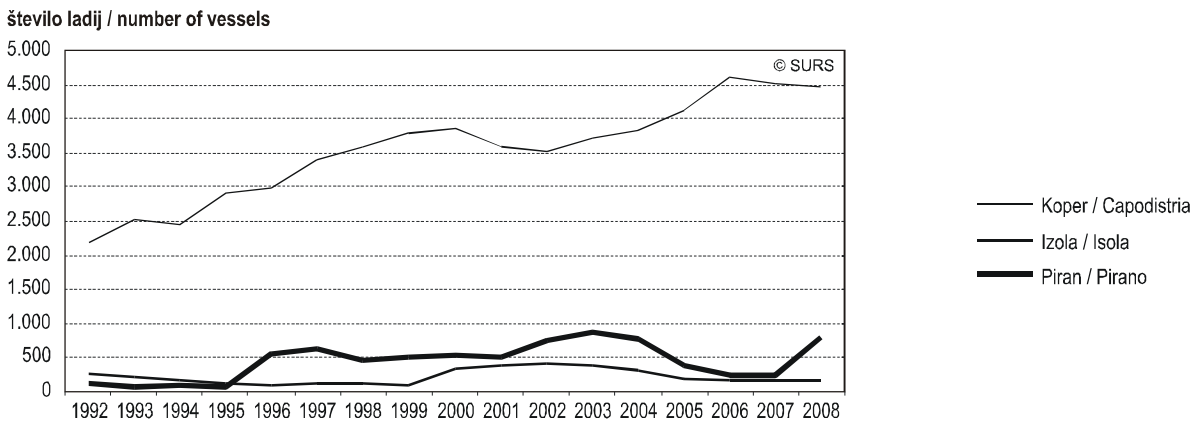
Vir: Statistični urad Republike Slovenije
 Source: Statistical Office of the Republic of Slovenia

V primerjavi z letom 2000, ko je v slovenska pristanišča priplulo oz. iz njih odplulo 4.609 potniških in tovornih ladij, se je v letu 2008 promet teh ladij povečal za 17,9 %. Najbolj se je povečal promet ladij za prevoz kontejnerjev, in sicer za 67,3 %; promet potniških ladij se je povečal za 34,7 %, promet ladij za generalni tovor za 27,2 %, promet ladij za tekoči razsuti tovor za 12,1 % in promet specializiranih ladij za 3,3 %. Število prispelih oz. odplulih ladij iz skupin ladje za suhi razsuti tovor in maone za suhi tovor pa se je zmanjšalo za 9,8 % oz. za 15,5 %.

Compared to 2000, when 4,609 passenger and cargo vessels arrived to or departed from the Slovenian ports, traffic of this kind of vessels increased by 17.9%. The biggest increase was at traffic of container ships (by 67.3%), followed by passenger ships (by 34.7%), general cargo carriers (by 27.2%), liquid bulk carriers (by 12.1%) and specialised carriers (by 3.3%). In the same comparison the number of arrived or departed vessels from the group of dry bulk carriers and dry cargo barges decreased by 9.8% and by 15.5 %, respectively.

Slika 4: Pristaniški ladijski promet po pristaniščih, Slovenija, 1992–2008

Figure 4: Port traffic of vessels by ports, Slovenia, 1992–2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Tudi v letu 2008 je bil ladijski promet daleč največji v pristanišču Koper. Leta 1992 je v koprsko pristanišče prispelo oz. iz njega odplulo 2.182 ladij. Promet je do leta 2000 v glavnem naraščal, v letih 2001 in 2002 je nekoliko upadel (3.599 in 3.527 ladij), nato se je spet do leta 2006 povečeval (rast do 4.621 ladij). V letu 2007 in 2008 je bilo nato sledil rahel padec ladijskega prometa.

V obdobju 1992–2008 je bilo v prometu ladij drugih dveh pristanišč, Izole in Pirana, vidno precejšnje nihanje. V letu 2008 je promet ladij v obeh pristaniščih znašal 959 ladij.

V letu 2008 so tovorne ladje predstavljale 98,0 % vsega ladijskega prometa v koprskem pristanišču, v Izoli 11,4 %, v Piranu pa 5,4 %. Druge ladje so bile potniške.

As regards ports, the traffic of vessels was by far the largest in the Port of Koper. In 1992, 2,182 vessels arrived to or departed from the Port of Koper. Until 2000 the traffic was mostly increasing, followed by a decrease in 2001 and 2002 (3,599 and 3,527 vessels) and then an increase to 4,621 vessels in 2006. In 2007 and 2008 a slight decrease in traffic of vessels was recorded.

In the 1992–2008 period a significant variation in the traffic of vessels in the other two ports, Izola and Piran, was observed. In 2008 the traffic at both ports amounted to 959 vessels.

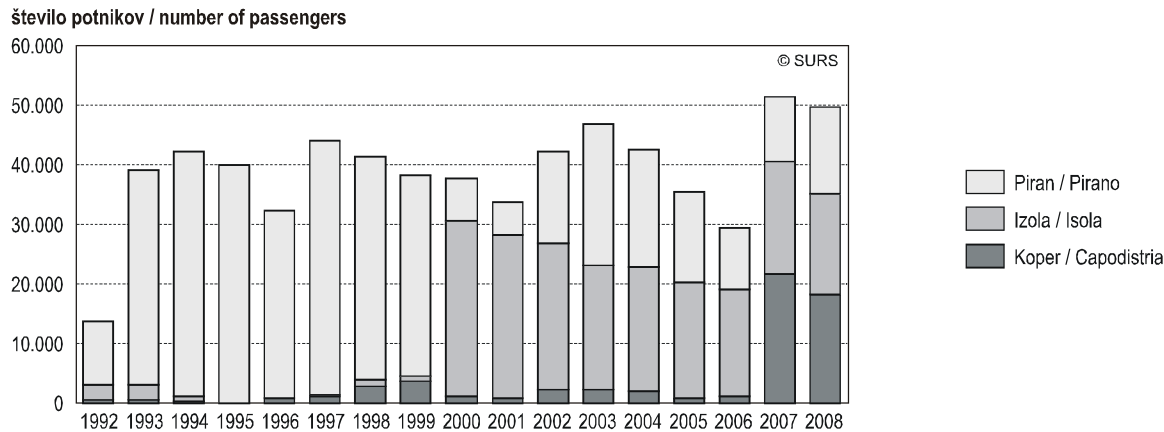
In 2008 the cargo vessels represented 98.0% of all vessel traffic in the Port of Koper, while these vessels represented only 11.4% in the port of Izola and 5.4% in the port of Piran. All others were passenger vessels.

PRISTANIŠKI PROMET POTNIKOV

PORT TRAFFIC OF PASSENGERS

Slika 5: Pristaniški potniški promet po pristaniščih, Slovenija, 1992–2008

Figure 5: Port traffic of passengers by ports, Slovenia, 1992–2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Potniški promet v slovenskih pristaniščih je v letu 2008 glede na leto 2007 nekoliko upadel, in sicer za dobre 3,5 %; vseh vkrcanih in izkrcanih potnikov je bilo skoraj 50.000. To je bilo drugo najvišje število potnikov v naših pristaniščih dotlej.

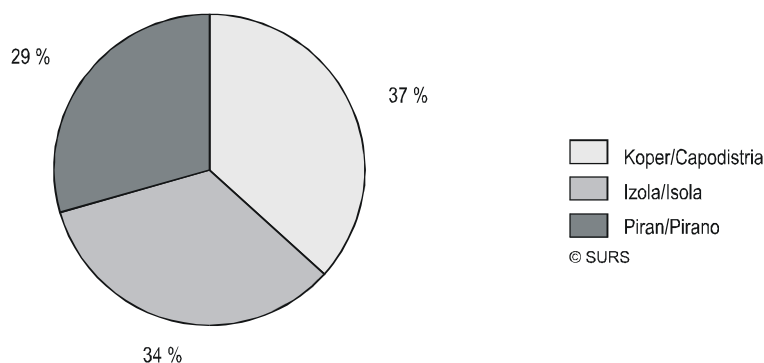
V letu 2008 je število vkrcanih in izkrcanih potnikov v pristaniščih Izola (n Koper upadlo (za 10,1 % oz. za 16,6 %), v pristanišču Piran pa se je povečalo (za 34,7 %).

Passenger traffic in the Slovenian ports in 2008 slightly decreased (by 3.5%) compared to 2007. The total number of embarked and disembarked passengers was almost 50,000. This was the second highest number of passengers up to then.

In 2008 the number of embarked and disembarked passengers decreased in the port of Izola (by 10.1%) and the Port of Koper (by 16.6%); on the other hand, in the port of Piran it increased by 34.7%.

Slika 6: Pristaniški potniški promet po pristaniščih, Slovenija, 2008

Figure 6: Port traffic of passengers by ports, Slovenia, 2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Največ potnikov se je v letu 2008 vkrcalo in izkrcalo v pristanišču Koper (36,7 %), sledilo je pristanišče Izola (34,0 %) in za tem pristanišče Piran (29,3 %). Delež potniškega prometa v pristanišču Piran se je v letu 2008 glede na leto 2007 povečal za več kot 8 odstotnih točk.

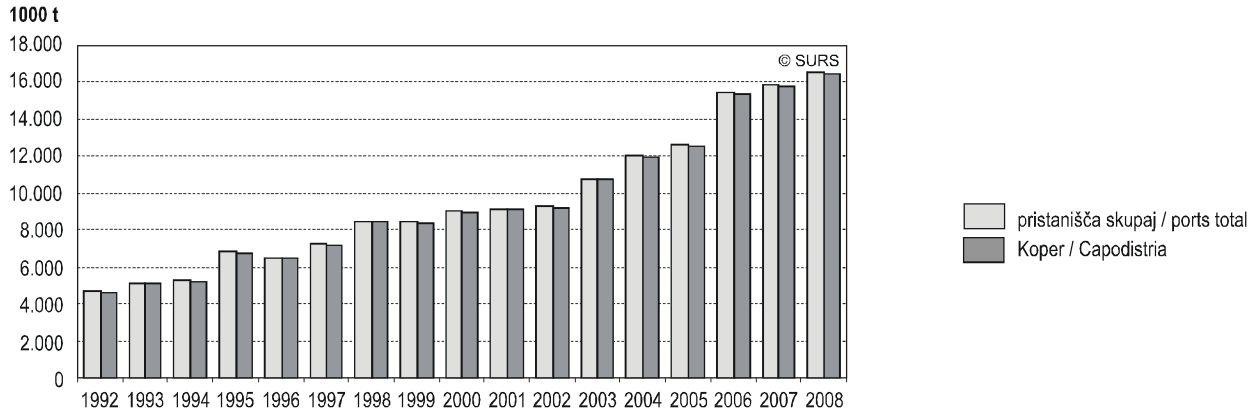
In 2008 the share of the passenger port traffic was the highest in the Port of Koper (36.7%), followed by the port of Izola (34.0%) and the port of Piran (29.3%). The share of the port of Piran increased by more than 8 percentage points in 2008 over 2007.

PRISTANIŠKI PROMET BLAGA

PORT TRAFFIC OF GOODS

Slika 7: Pristaniški blagovni promet, Slovenija in pristanišče Koper, 1992–2008

Figure 7: Port traffic of goods, Slovenia and the Port of Koper, 1992–2008



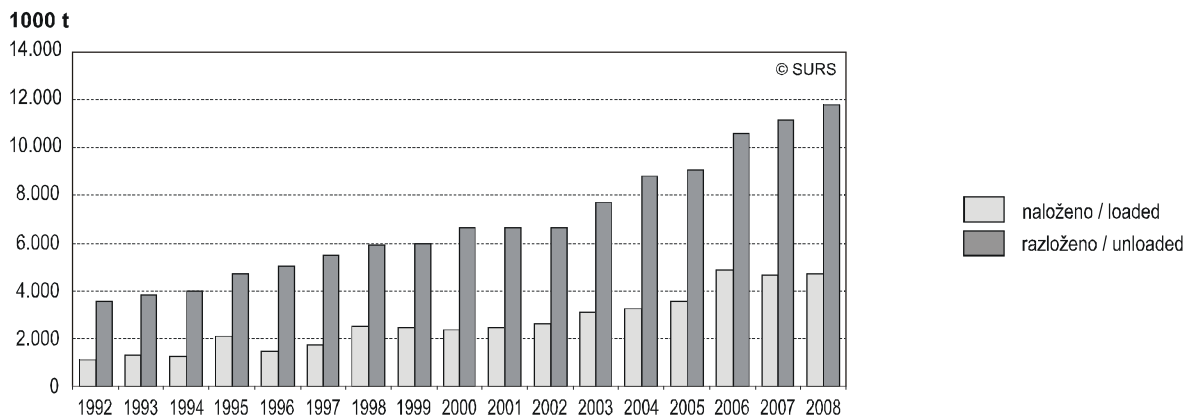
Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

V letu 2008 je bilo v vseh treh slovenskih pristaniščih razloženih in naloženih 16,6 milijona ton blaga. V šestnajstih letih (1992–2008) se je količina naloženega in razloženega blaga povečala za 255,8 %. Iz slike 7 je razvidno, da je skoraj ves promet potekal v pristanišču Koper (99,7 %).

In 2008 the traffic of goods in all three Slovenian ports amounted to 16.6 million tonnes of goods. In sixteen years (1992–2008) the quantity of loaded and unloaded goods increased by 255.8%. Figure 7 shows that almost all traffic was carried out in the Port of Koper (99.7%).

Slika 8: Pristaniški blagovni promet – naloženo in razloženo blago, Slovenija, 1992–2008

Figure 8: Port traffic of goods - loaded and unloaded goods, Slovenia, 1992–2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Slika 8 prikazuje gibanje prometa blaga v vseh treh slovenskih pristaniščih v letih 1992–2008. V količini skupnega prometa blaga je bilo v letu 2008 naloženega blaga za slabo tretjino, razloženega blaga pa za dobri dve tretjini.

Figure 8 presents movement of goods traffic in three Slovenian ports in the 1992–2008 period. Of the total traffic of goods in 2008 the quantity of loaded goods represented almost a third, while unloaded goods represented over two thirds.

V letu 2008 je bilo v slovenskih pristaniščih naloženih 4,7 milijona ton blaga (28,6 %) razloženih pa 11,8 milijona ton blaga (71,4 %). Skupni

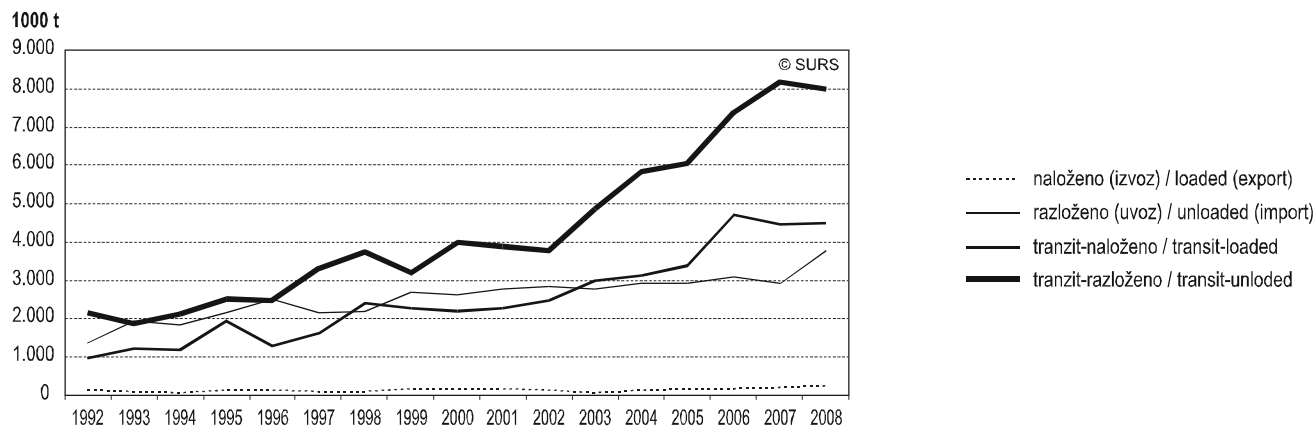
In 2008, in Slovenian ports 4.7 million tonnes of goods (28.6%) were loaded and 11.8 million tonnes of goods (71.4%) were unloaded. Three

promet blaga je obsegal tri četrtine tranzita (27,2 % tranzit – naloženo in 48,3 % tranzit – razloženo), 23,1 % uvoza, 1,4 % izvoza in zanemarljivo malo notranjega prometa.

quarters of the total amount of goods traffic were transit (27.2% transit-loaded and 48.3% transit-unloaded), 23.1% imports and 1.4% exports. National traffic represented a negligible share of total goods traffic.

Slika 9: Pristaniški blagovni promet v pristanišču Koper – naloženo in razloženo blago, 1992–2008

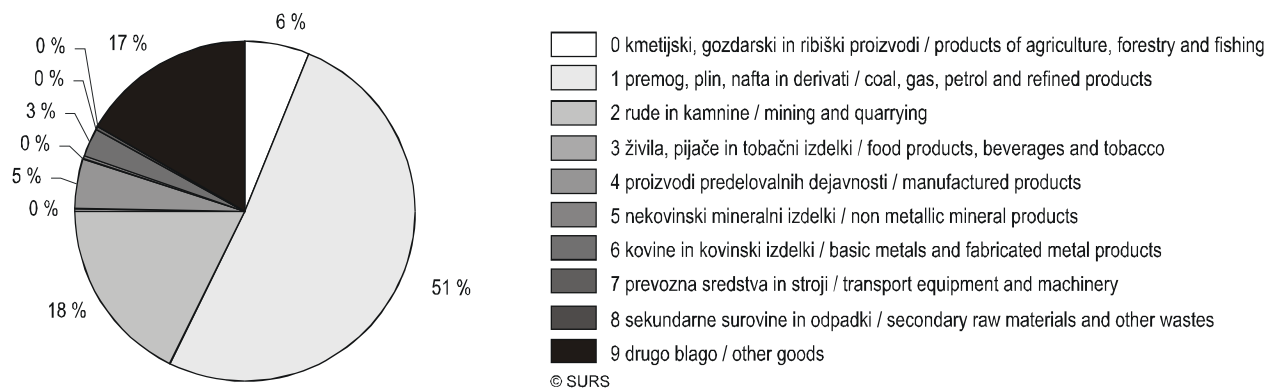
Figure 9: Port traffic of goods in the Port of Koper - loaded and unloaded goods, 1992–2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Slika 10: Pristaniški blagovni promet glede na vrsto blaga, Slovenija, 2008

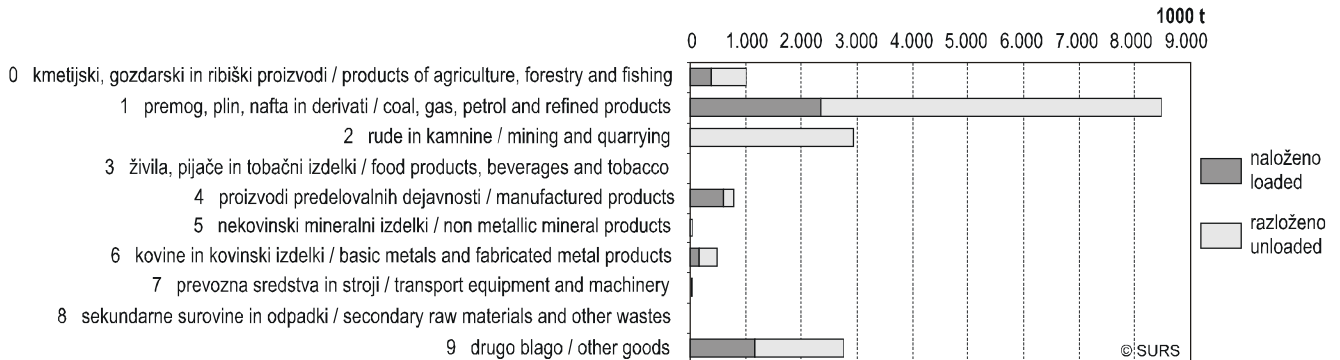
Figure 10: Port traffic of goods by type of goods, Slovenia, 2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Slika 11: Pristaniški blagovni promet glede na vrsto blaga – naloženo in razloženo blago, Slovenija, 2008

Figure 11: Port traffic of goods by type of goods - loaded and unloaded goods, Slovenia, 2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

V slovenskih pristaniščih je bilo v letu 2008 naloženih na ladje oz. z njih razloženih 16,6 milijona ton blaga ali za 4,4 % več kot leta 2007. 99,7 % vsega blagovnega prometa je potekalo v pristanišču Koper, in sicer je bilo tam naloženih 4,7 milijona ton in razloženih 11,8 milijona ton blaga. Glede na vrsto blaga je bilo med naloženim oz. razloženim blagom največ blaga iz skupin premog, plin, nafta in derivati (51,2 %), rude in kamnine (17,7 %) ter drugo blago (16,7 %).

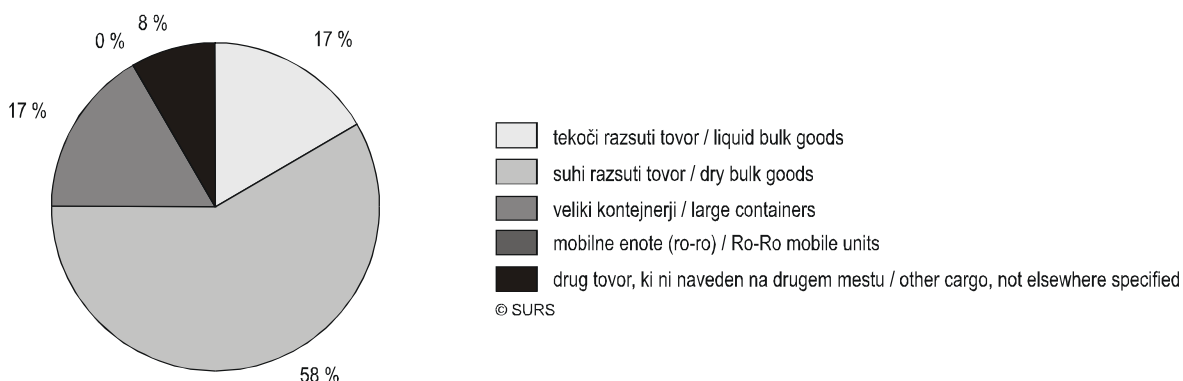
V koprskem pristanišču izvaja pristaniške in logistične storitve Luka Koper, d. d. Osnovno dejavnost izvaja na specializiranih terminalih, in sicer na terminalih za generalni tovor, les, sadje, avtomobile, tekoči tovor in sipki tovor, na evropskem energijskem terminalu ter na kontejnerskem in ro-ro terminalu.

In 2008 in Slovenian ports 16.6 million tonnes of goods were loaded to the vessels or unloaded from them, which was 4.4% more than in 2007. 99.7% of all goods traffic took place in the Port of Koper, where 4.7 million tonnes of goods were loaded and 11.8 million tonnes of goods were unloaded. As regards the type of goods, most of it was coal, gas, petrol and refined products (51.2%), mining and quarrying products (17.7%) and other goods (16.7%).

Luka Koper is a public limited company providing port and logistics services in the Port of Koper. Basic activities are carried out at specialised terminals, i.e. terminals for general cargo, timber, fruit, cars, liquid cargo and dry bulk cargo, the European energy terminal and container and the ro-ro terminal.

Slika 12: Pristaniški blagovni promet po vrstah tovara, Slovenija, 2008

Figure 12: Port traffic of goods by type of cargo, Slovenia, 2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Glede na vrste tovara je bilo v letu 2008 v slovenskih pristaniščih naloženega oz. razloženega največ tovara iz skupine suhi razsuti tovar, in sicer 9,7 milijona ton (58,4 % vsega prometa); sledile so skupine tekoči razsuti tovar (2,7 milijona ton), veliki kontejnerji (2,7 milijona ton) ter drugi generalni tovar (1,4 milijona ton).

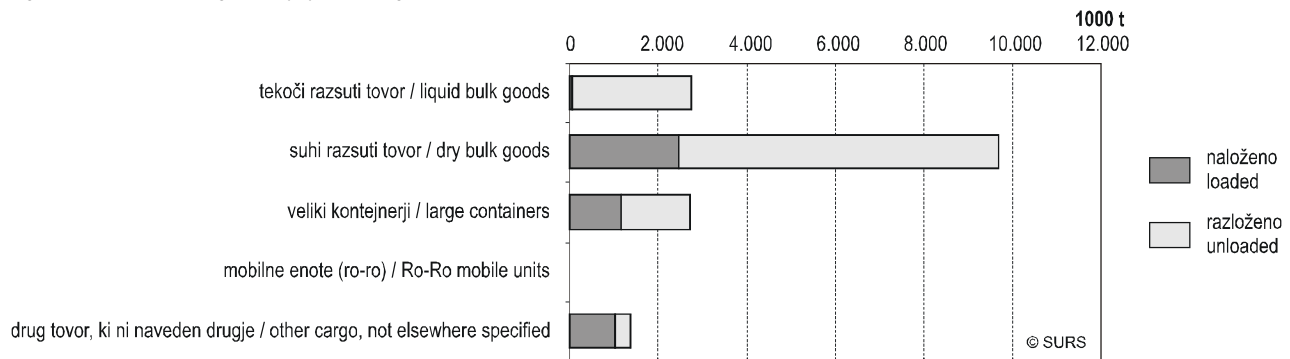
As regards the type of loaded and unloaded cargo at the Slovenian ports, by far the largest share was represented by dry bulk goods, namely 9.7 million tonnes (58.4% of all goods traffic in ports), followed by liquid bulk goods (2.7 million tonnes), large containers (2.7 million tonnes) and other general cargo (1.4 million tonnes).

Pod suhi razsuti tovor se štejejo rude, premog, kmetijski proizvodi (npr. žito, soja, tapioka itn.) ter drugi suhi razsuti tovor, pod tekoči razsuti tovor pa utekočinjeni plin, surova nafta, naftni derivati in drugi tekoči razsuti tovor. Veliki kontejnerji so kontejnerji v velikosti 20 čevljev ali več. V skupino mobilnih enot (ro-ro) se štejejo mobilne enote na lastni pogon (vozila za cestni prevoz blaga, osebni avtomobili, avtobusi itn.) in mobilne enote brez lastnega pogona (priklopniki za cestni prevoz blaga brez spremljevalca, bivalne prikolice, železniški vagoni itn.).

Dry bulk goods comprise ores, coal, agricultural products (e.g. grain, soya, tapioca, etc.) and other dry bulk goods, while liquid bulk goods comprise liquefied gas, crude oil, oil products and other liquid bulk goods. Large containers are containers bigger than 20 feet. Ro-ro mobile units are mobile self-propelled units (road goods vehicles, passenger cars, buses, etc.) and mobile non-self-propelled units (unaccompanied road goods trailers, caravans, rail wagons, etc.).

Slika 13: Pristaniški blagovni promet po vrstah tovara, Slovenija, 2008

Figure 13: Port traffic of goods by type of cargo, Slovenia, 2008



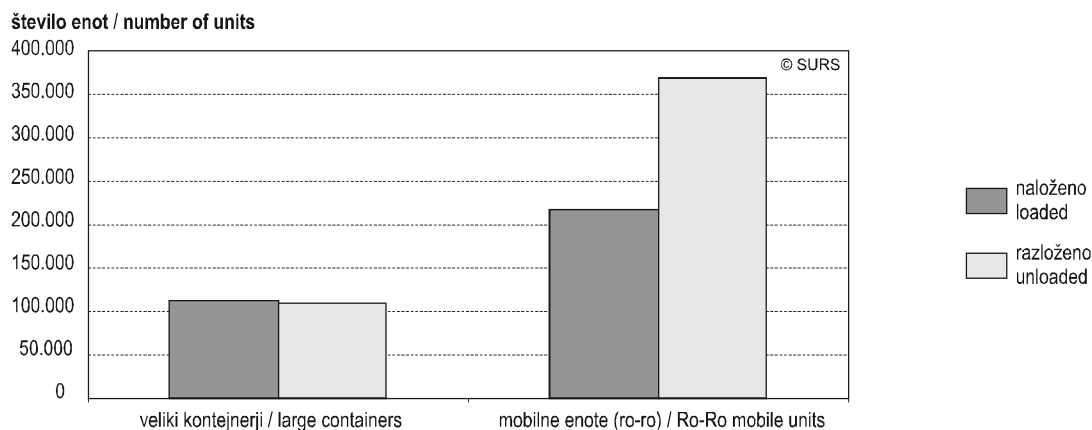
Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Slika 12 prikazuje deleže v slovenskih pristaniščih v letu 2008 naloženega oz. razloženega blaga glede na vrste tovara. Od vsega razsutega tovara je bila naložena četrtina tega blaga, tri četrtine pa so bile razložene. Razmerje med naloženim in razloženim blagom pri velikih kontejnerjih je bilo skoraj enako kot pri suhem razsutem tovoru, tekoči razsuti tovor pa je bil skoraj ves razložen.

Figure 12 shows the shares of loaded and unloaded goods in the Slovenian ports in 2008 regarding types of cargo. As regards dry bulk goods, only a quarter of goods was loaded and three quarters were unloaded. As regards large containers, the ratio between loaded and unloaded goods was almost the same as at dry bulk goods. Almost all liquid bulk goods were unloaded.

Slika 14: Pristaniški blagovni promet po vrstah tovara – promet transportnih enot, Slovenija, 2008

Figure 14: Port traffic of goods by type of cargo - traffic of transport units, Slovenia, 2008



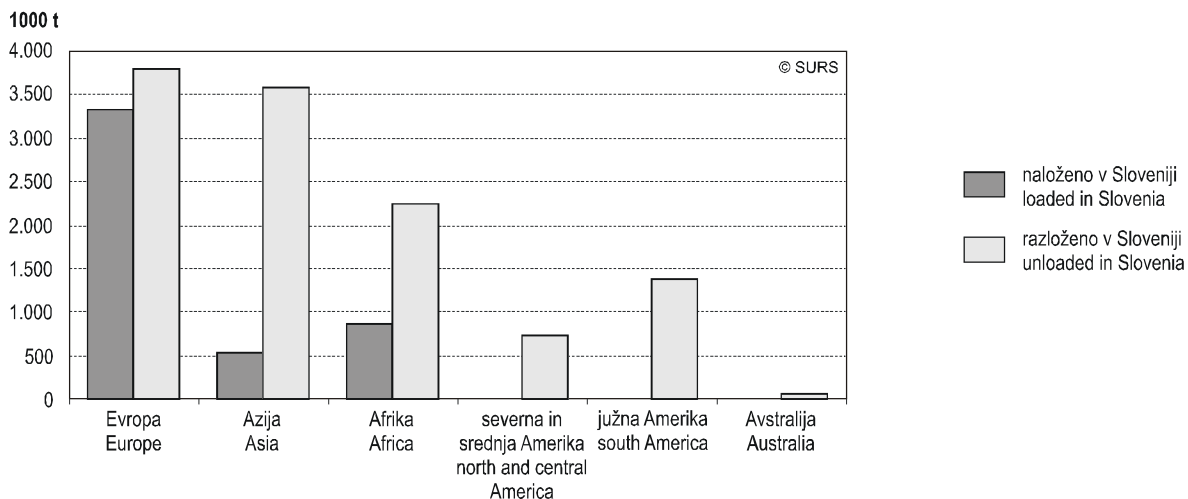
Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Promet transportnih enot poteka na specializiranih terminalih v pristanišču Koper. V letu 2008 je ta promet obsegal 808.700 enot (polnih in praznih enot). Od tega je bilo mobilnih enot (ro-ro) z lastnim pogonom 585.800, velikih kontejnerjev 221.600, mobilnih enot (ro-ro) brez lastnega pogona pa 1.300.

Traffic of transport units is carried out at the specialised terminals in the Port of Koper. In 2008 traffic of these units amounted to 808,700 units (full and empty units), of which 585,800 mobile self-propelled units, 221,600 large containers and 1,300 mobile non-self-propelled units.

Slika 15: Pristaniški blagovni promet – blago, naloženo¹⁾ in razloženo²⁾ v Sloveniji, po celini razlaganja in nalaganja blaga, 2008

Figure 15: Port traffic of goods - goods loaded¹⁾ and unloaded²⁾ in Slovenia by continent of unloading and loading of goods, 2008



1) Vključeno naloženo in tranzit – naloženo blago. / Loaded and transit-loaded goods are included.

2) Vključeno razloženo in tranzit – razloženo blago. / Unloaded and transit-unloaded goods are included.

Vir: Statistični urad Republike Slovenije

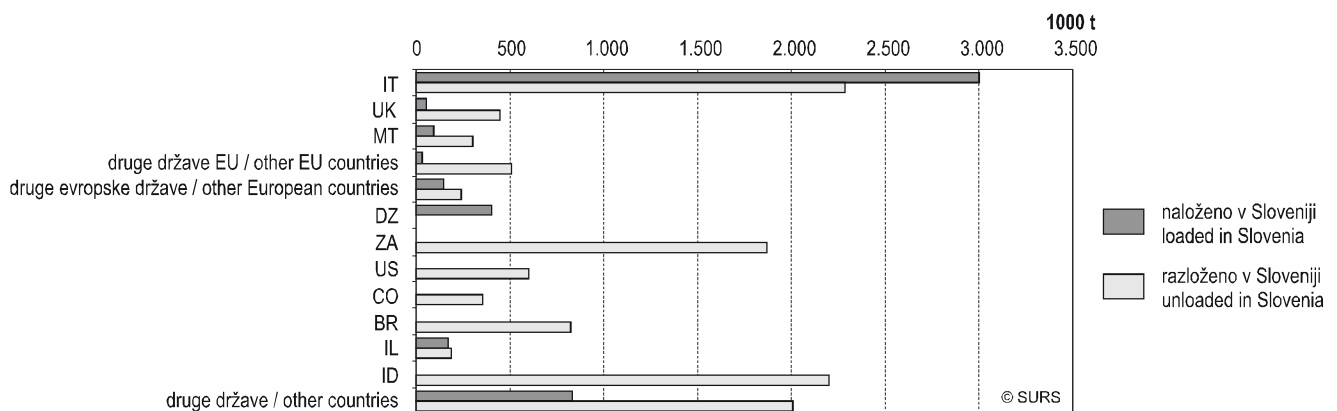
Source: Statistical Office of the Republic of Slovenia

Glede na izvor in ponor blaga in glede na celino je bil v letu 2008 največji del blaga, naloženega v Sloveniji, namenjen v Evropo (70,4 %), precej manjši del pa v Afriko in Azijo (18,3 % oz. 11,3 %). Največji del blaga, razloženega v Sloveniji, je izviral iz Evrope in Azije (32,2 % oz. 30,4 %), manjši del pa iz Afrike, Južne Amerike ter Severne in Srednje Amerike (19,1 %, 11,6 % oz. 6,2 %).

As regards the origin and destination of goods by continents, most goods loaded in Slovenia were intended for Europe (70.4%), and much less for Africa and Asia (18.3% and 11.3%, respectively). Goods unloaded in Slovenia were mostly from Europe and Asia (32.2% and 30.4%) and less from Africa, South America and North and Central America (19.1%, 11.6% and 6.2%, respectively).

Slika 16: Pristaniški blagovni promet – blago, naloženo¹⁾ in razloženo²⁾ v Sloveniji, po državi razlaganja in nalaganja blaga, 2008

Figure 16: Port traffic of goods - goods loaded¹⁾ and unloaded²⁾ in Slovenia by country of unloading and loading of goods, 2008



1) Vključeno naloženo in tranzit-naloženo blago. / Loaded and transit-loaded goods are included.

2) Vključeno razloženo in tranzit-razloženo blago. / Unloaded and transit-unloaded goods are included.

Vir: Statistični urad Republike Slovenije

Source: Statistical Office of the Republic of Slovenia

Z vidika izvora in ponora blaga in glede na državo je bil največji del blaga, naloženega v Sloveniji, namenjen v Italijo, in sicer 63,4 %; blago, razloženo v Sloveniji, pa je izviralo predvsem iz Italije (19,4 %), Indonezije (18,6 %) ter Južne Afrike (15,8 %).

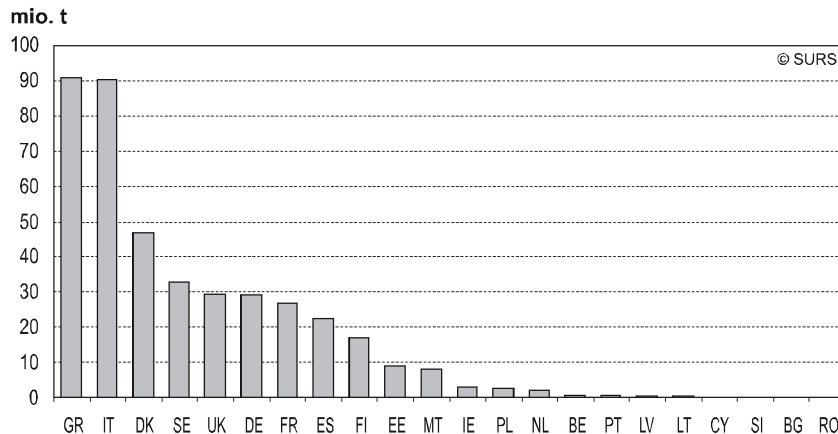
As regards the origin and destination of goods by country, most goods loaded in Slovenia were intended for Italy (63.4%), while goods unloaded in Slovenia were mostly from Italy (19.4%), Indonesia (18.6%) and South Africa (15.8%).

MEDNARODNI PREGLED

INTERNATIONAL REVIEW

Slika 17: Pristaniški potniški promet, 22 držav EU-27, 2008

Figure 17: Port traffic of passengers, 22 countries of EU-27, 2008



Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

Vseh potnikov, ki so z ladjami (potniškimi in za križarjenja) potovali iz držav članic Evropske unije ali v te države ter znotraj Evropske unije, je v letu 2008 bilo 413 milijonov ali za 0,3 % manj kot leta 2007. Največ potnikov je bilo vkrcanih in izkrcanih v pristaniščih Grčije (91,1 milijona), Italije (90,2 milijona) in Danske (46,7 milijona). Promet v teh treh državah je pomenil 55,2 % vsega potniškega prometa v pristaniščih EU-27. Največ potnikov se je vkrcalo in izkrcalo v pristanišču Dover (Združeno kraljestvo), 14 milijonov; sledila so mu tri grška pristanišča, in sicer dve s po 13 milijoni (Paloukia Salaminas in Perama) ter eno z 11 milijoni (Piraeus) letnega prometa potnikov. Slovenija se je s prometom 50.000 potnikov v letu 2008 uvrstila na 20. mesto med 22 državami EU-27. Za njo sta bili samo še Bolgarija in Romunija.

The total number of passengers transported by ships (passenger ships and cruise ships) from, to or within the EU-27 Member States in 2008 amounted to 413 million. This represented a fall of 0.3% compared with 2007. Most passengers were embarked and disembarked in the ports of Greece (91.1 million), Italy (90.2 million) and Denmark (46.7 million). The traffic in these three countries amounted to 55.2% of total traffic of passengers in EU-27 ports. As regards ports, the most passengers were embarked and disembarked in the port Dover (United Kingdom), 14 million, followed by three Greek ports: two (Paloukia Salaminas and Perama) with 13 million each, and one (Piraeus) with 11 million passengers. Slovenia was with the traffic of 50,000 passengers in 2008 20th among 22 of the EU-27 Member States on the list. Only Bulgaria and Romania were behind it.

Slika 18: Pristaniški blagovni promet, 22 držav EU-27, 2008

Figure 18: Port traffic of goods, 22 countries of EU-27, 2008

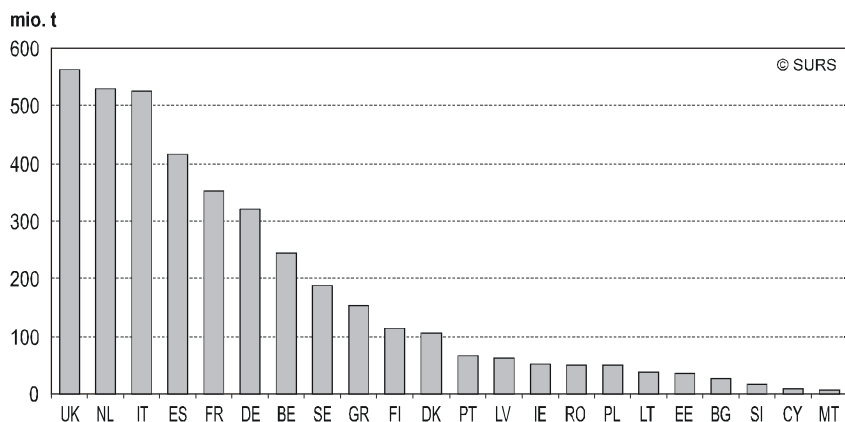
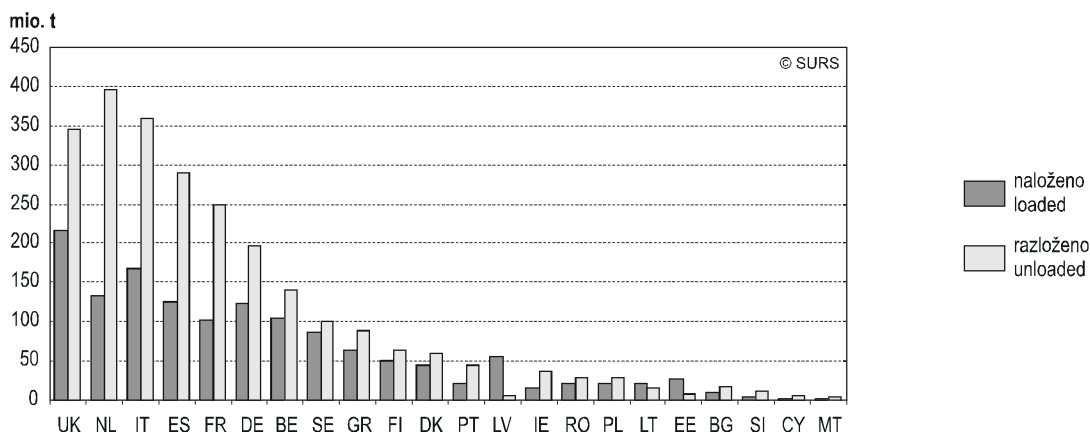
Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia**Slika 19: Pristaniški blagovni promet, 22 držav EU-27, 2008**

Figure 19: Port traffic of goods, 22 countries of EU-27, 2008

Vir: Statistični urad Republike Slovenije
Source: Statistical Office of the Republic of Slovenia

V letu 2008 je bilo v pristaniščih 27 držav EU (EU-27) naloženih in razloženih 3,9 milijarde ton blaga, to je bilo za 0,5 % manj kot leto poprej. Največ blaga je bilo naloženega in razloženega v pristaniščih Združenega kraljestva, Nizozemske, Italije in Španije, in sicer 51,9 vsega blagovnega prometa EU-27. Samo v pristanišču Rotterdam (Nizozemska), največjem evropskem pristanišču, je bilo v tem letu naloženih ali razloženih 384,2 milijona ton blaga (9,8 %); sledili sta pristanišči Antwerpen (Belgija) in Hamburg (Nemčija); v prvem je bilo preloženih 171,2 milijona ton, v drugem pa 118,9 milijona ton blaga. Za primerjavo: v Sloveniji je bilo v vseh treh pristaniščih naloženih ali razloženih 16,6 milijona ton blaga ali 0,4 % skupnega blagovnega prometa EU-27; tako se je po obsegu pristaniškega blagovnega prometa uvrstila skoraj na konec lestvice, pred Ciper (0,2 %) in Malto (0,1 %).

In 2008 in 27 EU Member States (EU-27) 3.9 billion tonnes of goods were loaded and unloaded, which was 0.5% less than in the previous year. The heaviest traffic was made in ports in the United Kingdom, the Netherlands, Italy and Spain, and it amounted to more than half (51.9%) of total traffic in the EU-27. In the port of Rotterdam alone, the largest port in Europe, in 2008 384.2 million tonnes of goods (9.8%) were loaded and unloaded. Rotterdam was followed by Antwerp (Belgium), with 171.2 million tonnes and Hamburg (Germany), with 118.9 million tonnes. For comparison, in Slovenia 16.6 million tonnes were loaded and unloaded in all three ports, which was 0.4% of total traffic in the EU-27. Slovenia ranked almost at the end of the list - before Cyprus (0.2%) and Malta (0.1%).

STATISTIČNI ZNAMENJI

- ni pojava
- ... ni podatka

MERSKI ENOTI

- km kilometer
- mio milijon

BLAGOVNE SKUPINE

Vrste blaga je do leta 2008 določala Klasifikacija blaga za statistiko prometa (NST/R). Z letom 2008 pa je to klasifikacijo nadomestila nova blagovna klasifikacija NST 2007. Več splošnih informacij je dostopnih na spletni strani Statističnega urada:

http://www.stat.si/tema_ekonomsko_transport_klasifikacija_blaga.asp.

V analitske namene in za potrebe objav podatkov smo oblikovali naslednjih 10 blagovnih skupin:

- 0 Kmetijski, gozdarski in ribiški proizvodi
- 1 Premog, plin, nafta in derivati
- 2 Rude in kamnine
- 3 Živila, pijače in tobačni izdelki
- 4 Proizvodi predelovalnih dejavnosti
- 5 Nekovinski mineralni izdelki
- 6 Kovine in kovinski izdelki
- 7 Prevozna sredstva in stroji
- 8 Sekundarne surovine in odpadki
- 9 Drugo blago

ŠIFRE DRŽAV PO GEONOMENKLATURI / COUNTRY CODES ACCORDING TO GEONOMENCLATURE

- DZ Alžirija / *Algeria*
- BE Belgija / *Belgium*
- BG Bolgarija / *Bulgaria*
- BR Brazilija / *Brazil*
- CY Ciper / *Cyprus*
- CO Kolumbija / *Colombia*
- DK Danska / *Denmark*
- EE Estonija / *Estonia*
- FI Finska / *Finland*
- FR Francija / *France*
- GR Grčija / *Greece*
- ID Indonezija / *Indonesia*
- IE Irska / *Ireland*
- IL Izrael / *Israel*
- IT Italija / *Italy*

METODOLOŠKA POJASNILA

Namen statističnega raziskovanja

Namen raziskovanja je zbrati osnovne podatke o prometu ladij, potnikov in blaga v treh slovenskih pristaniščih, in sicer: podatke o priplulih in odplulih ladjah, o prispelih in odpotovalih potnikih ter o količini

STATISTICAL SIGNS

- no occurrence of event
- ... data not available

MEASUREMENT UNITS

- km kilometre
- mio million

GROUPS OF GOODS

Until 2008, types of goods had been defined by the Goods Nomenclature for Transport Statistics (NST/R). In 2008 this classification was replaced by a new goods classification NST 2007. More information is available on a special website of the Statistical Office of the Republic of Slovenia: http://www.stat.si/eng/tema_ekonomsko_transport_klasifikacija_blaga.asp

We have formed the following 10 groups of goods for analyses and publishing purposes:

- 0 Products of agriculture, forestry and fishing
- 1 Coal, gas, petrol and refined products
- 2 Mining and quarrying
- 3 Food products, beverages and tobacco
- 4 Manufactured products
- 5 Non metallic mineral products
- 6 Crude and manufactured minerals, building materials
- 7 Transport equipment and machinery
- 8 Secondary raw materials and other wastes
- 9 Other goods

- ZA Južna Afrika / *South Africa*
- LV Latvija / *Latvia*
- LT Litva / *Lithuania*
- MT Malta / *Malta*
- DE Nemčija / *Germany*
- NL Nizozemska / *Netherlands*
- PL Poljska / *Poland*
- PT Portugalska / *Portugal*
- RO Romunija / *Romania*
- SI Slovenija / *Slovenia*
- ES Španija / *Spain*
- SE Švedska / *Sweden*
- UK Združeno kraljestvo / *United Kingdom*
- US Združene države / *United States*

METHODOLOGICAL EXPLANATIONS

The purpose of the statistical survey

The purpose of the survey is to collect basic data on traffic of vessels, passengers and goods in three Slovenian ports, i.e. data on vessel arrivals and departures as well as passenger arrivals and departures and the quantity



naloženega in razloženega blaga (po vrstah blaga in vrstah tovara).

Enota opazovanja

Enote opazovanja so trgovske ladje, namenjene za prevoz blaga ali potnikov ali posebej opremljene za določeno trgovsko nalogo.

Poročevalska enota

Poročevalska enota je Uprava RS za pomorstvo; ta zbere zahtevane podatke od pristanišč v Kopru, Izoli in Piranu.

Do leta 2008 (vključno) so se podatki o pristaniškem prometu zbirali z vprašalnikoma "Prijava prihoda ladje v pristanišče" in "Prijava odhoda ladje iz pristanišča", od leta 2009 pa podatke pridobivamo neposredno iz baze podatkov Uprave RS za pomorstvo.

Zajetje

V raziskovanje so vključena slovenska pristanišča Koper, Izola in Piran.

Definicije in druga pojasnila

Pristanišče

Kraj z objekti za privez trgovskih ladij in nalaganje blaga ali vkrcavanje potnikov na ladjo ali razlaganje/izkrcavanje z nje, običajno neposredno na pomol.

Trgovska ladja

Ladja, namenjena za prevoz blaga ali potnikov ali posebej opremljena za določeno trgovsko nalogo.

Potniška ladja

Ladja, namenjena za prevoz več kot dvanajstih potnikov z vozovnico, z ležišči ali brez ležišč.

Tovorna ladja

Ladja, namenjena za prevoz tovara.

Drugo

Ladje za mešane dejavnosti, ki so posebej opremljene za določene naloge. Vključujejo ladje za ribolov in predelavo, vlačilce, plavajoče bagre, raziskovalne ladje ter ladje, namenjene za proizvodnjo in podporo na odprtem morju.

Vrste ladij (Eurostatova klasifikacija ICST-COM)

Ladja za prevoz tekočega razsutega tovara:

Ta kategorija vključuje tankerje za prevoz nafte, kemikalij, utekočinjenega plina, barže tankerje in druge tankerje.

Ladja za prevoz suhega razsutega tovara:

Ta kategorija vključuje ladje za prevoz razsutega tovara ali nafte ter ladje za prevoz razsutega tovara.

Ladja za prevoz kontejnerjev:

Ladja, opremljena po vsej dolžini s fiksnimi ali prenosnimi vodniki celic, samo za prevoz zabojnikov.

Specializirana ladja:

Ladja, namenjena za prevoz posebnih tovorov. Ta kategorija vključuje ladje za prevoz vozil, živine, porabljenega jedrskega goriva, ladje za prevoz barž in ladje za prevoz kemikalij.

Ladja za prevoz generalnega tovara, nespecializirana:

Ladja za prevoz raznovrstnega blaga. Ta kategorija vključuje ladje hladilnike, ro-ro potniške ladje, ro-ro kontejnerske ladje in druge ro-ro

of goods loaded and unloaded (by type of goods and type of cargo).

Observation unit

Observation units are merchant ships designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty.

Reporting unit

The reporting unit is the Slovenian Maritime Administration, which collects required data from the ports in Koper, Izola and Piran.

Until 2008 the data on port traffic were collected by questionnaires "Registration of ship's arrival at the port" and "Registration of ship's departure from the port", while from 2009 on the data are obtained directly from the database of the Slovenian Maritime Administration.

Coverage

The survey covers Slovenian ports of Koper, Izola and Piran.

Definitions and other explanations

Port

A place having facilities for merchant ships to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.

Merchant ship

Ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty.

Passenger ship

Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.

Cargo carrying ship

Ship designed for the carriage of cargo.

Other

Ships of miscellaneous activities include fish catching and processing ships, tugs, dredgers, research/survey ships, and ships used in offshore production and support.

Type of ship (Eurostat classification ICST-COM)

Liquid bulk carrier:

This category includes oil tankers, chemical tankers, LG tankers, tanker barges and other tankers.

Dry bulk carrier:

This category includes bulk/oil carriers and bulk carriers.

Container ship:

Ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.

Specialised carrier:

Ship specially designed for the carriage of particular cargoes. This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.

General cargo, non-specialised:

Ships designed to carry a wide range of goods. This category includes reefer, ro-ro passenger, ro-ro container, other ro-ro cargo, combination



tovorne ladje, kombinirane ladje za prevoz splošnega tovora/potnikov in kombinirane ladje za prevoz splošnega tovora/zabojnikov.

Maona (barža) za prevoz suhega tovora:

Ta kategorija vključuje palubne barže, barže bagre, barže, ki se lahko prevažajo z ladjami (lash-seabee), odprte barže za suhi tovor, pokrite barže za suhi tovor in druge barže za suhi tovor.

Potniška ladja:

Ladja, namenjena za prevoz več kot dvanajstih potnikov z vozovnico, z ležišči ali brez ležišč.

Potniška ladja za križarjenje:

Potniška ladja, namenjena za zagotavljanje popolne turistične oskrbe potnikov. Vsi potniki imajo kabine. Na krovu je poskrbljeno tudi za zabavo.

Ribiška ladja:

Ta kategorija zajema ladje za ribolov in predelavo.

Dejavnosti na odprtem morju:

Ta kategorija zajema ladje za vrtnanje in raziskovanje ter ladje za podporo na odprtem morju.

Vlačilec:

Ladja, narejena za vlečenje in/ali potiskanje ladij in drugih plavajočih konstrukcij. Vključeni so tudi pristaniški vlačilci.

Razno:

Ta kategorija zajema plavajoče bagre, raziskovalne ladje in druga plovila.

V to statistično raziskovanje so v skladu z Direktivo o statistiki pomorskega transporta 95/64/EC zajete naslednje vrste ladij: ladje za prevoz tekočega razsutega tovora, ladje za prevoz suhega razsutega tovora, ladje za prevoz kontejnerjev, specializirane ladje, ladje za prevoz generalnega tovora (nespecializirane), potniške ladje ter potniške ladje za križarjenja.

Neto tonaža (NT)

Neto tonaža je mera za velikost ladje in je določena v skladu z določili Mednarodne konvencije o merjenju tonaže ladij iz leta 1969.

NT je prostornina tistih delov ladje, ki služijo za namestitev tovora ali potnikov.

Do sprejetja Mednarodne konvencije o merjenju tonaže ladij (1969) se je tonaža izražala v registrskih tonah (RT). Ena registrska tona je 2,83 m³.

Pomorski prevoz

Kakršno koli premikanje blaga in/ali potnikov po morju s trgovskimi ladjami (v celoti ali delno).

Notranji pomorski prevoz

Pomorski prevoz med dvema pristaniščema na državnem ozemlju ali prevoz v pristanišču znotraj državnega ozemlja.

V pomorstvu je notranji pomorski prevoz znan tudi kot obrežna plovba. Notranji pomorski prevoz lahko opravlja pomorsko plovilo, registrirano v državi, ki posreduje podatke, ali v drugi državi.

Mednarodni pomorski prevoz

Pomorski prevoz, ki ni notranji pomorski prevoz.

Vključen je tudi mednarodni prevoz, pri katerem je začetno in končno pristanišče isto.

carrier general cargo/passenger and combination carrier general cargo/container.

Dry cargo barge:

This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.

Passenger ship:

Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.

Cruise passenger ship:

A passenger ship intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included.

Fishing:

This category includes fish catching and fish processing vessels.

Offshore activities:

This category includes drilling and exploration vessels and offshore support vessels.

Tug:

Ship designed for the towing and/or pushing of ships or other floating structures. Port tugs are included.

Miscellaneous:

This category includes dredgers, research /survey vessels and other vessels.

For the purposes of reporting in line with the Directive on Maritime Statistics No. 95/64/EC, the ship types included are liquid bulk carriers, dry bulk carriers, container ships, specialised carriers, general cargo non-specialised, passenger ships and cruise passenger ships.

Net tonnage (NT)

Net tonnage is a measure of the size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

NT is the volume of the parts of the ship intended for placing of the cargo and passengers.

Prior to the adoption of the International Convention on Tonnage Measurement of Ships (1969) the tonnage was expressed in register tonnes (RT). One registered tonne is 2.83 m³.

Sea transport

Any movement of goods and/or passengers using merchant ships on journeys, which are undertaken wholly or partly at sea.

National sea transport

Sea transport between two ports of a national territory or one port sea transport within national territory.

In the maritime context, national sea transport is also known as cabotage. National sea transport can be performed by a merchant ship registered in the reporting country or in another country.

International sea transport

Sea transport other than national sea transport.

International one port transport is included.



Pomorski potnik

Katera koli oseba, ki potuje s trgovsko ladjo.

Osebe na trgovskih ladjah se ne šteje med potnike. Člani posadke, ki potujejo z ladjo, vendar niso v službi in ne plačajo vozovnice, ter otroci v naročju niso vključeni v število potnikov.

Potnik na križarjenju

Pomorski potnik, ki potuje z ladjo za križarjenje.

Potniki na enodnevni izletih niso vključeni.

Blago, ki se prevaža po morju

Kakršno koli blago, ki se premika s trgovskimi ladjami.

Štejemo vso embalažo in opremo, kot so kontejnerji, menjalni kesoni, palete in cestna tovorna vozila.

Upoštevata se tudi pošta kot tudi blago, prepeljano v tovornih vagonih, tovornjakih, priklopnikih, polpriklopnikih ali baržah. Niso pa vključeni cestna potniška vozila z vozniki, vožnja praznih komercialnih vozil in priklopnikov, dovažanje goriva in zalog na plovila, prevoz rib z ribiškimi plovili in ladjami za predelavo rib ter blago, prepeljano med različnimi zalivi ali doki znotraj istega pristanišča.

Bruto masa blaga

Skupna masa prevažanega blaga, vključno z embalažo, a brez tare transportne enote.

Vrsta tovora

Tovor lahko razvrstimo glede na konstrukcijo ladij in glede na opremo za pretovarjanje, potrebno v pristanišču in na plovilu, na naslednje osnovne kategorije:

- tekoči razsuti tovor,
- suhi razsuti tovor,
- kontejnerji,
- ro-ro tovor na lastni pogon,
- ro-ro tovor brez lastnega pogona,
- drug splošni tovor.

Objavljanje podatkov

Mesečno:

- Prva statistična objava. Transport
- Pomembnejši statistični podatki o Sloveniji
- SI-STAT podatkovni portal (www.stat.si)

Letno:

- Statistični letopis Republike Slovenije
- Slovenija v številkah
- Rezultati raziskovanj, Letni pregled transporta (do leta 2005)
- Statistične informacije
- SI-STAT podatkovni portal (www.stat.si)

Sea passenger

Any person who makes a sea journey on a merchant ship.

Service staff assigned to merchant ships are not regarded as passengers. Non-fare paying crew members travelling but not assigned and infants in arms are excluded.

Cruise passenger

A sea passenger making a sea journey on a cruise ship.

Passengers on day excursions are excluded.

Goods carried by sea

Any goods conveyed by merchant ships.

This includes all packaging and equipment such as containers, swap-bodies, pallets or road goods vehicles.

Mail is included; goods carried on or in wagons, lorries, trailers, semi-trailers or barges are also included. Conversely, the following items are excluded: road passenger vehicles with drivers, returning empty commercial vehicles and trailers, bunkers and stores of vessels, fish carried in fishing vessels and fish-processing ships, goods carried internally between different basins or docks of the same port.

Gross weight of goods

This includes the tonnage of goods carried, including packaging but excluding the tare weight of transport units.

Types of cargo

Freight cargo can be classified in terms of both the design of the vessel itself and the handling equipment required at ports and on the vessel. The principal categories are:

- Liquid bulk
- Dry bulk
- Containers
- Roll-on/Roll-off (self-propelled)
- Roll-on/Roll-off (non-self-propelled)
- Other general cargo.

Publishing

Monthly:

- First Release. Transport
- Some Important Statistics on Slovenia
- SI-STAT Data Portal (www.stat.si)

Annually:

- Statistical Yearbook of the Republic of Slovenia
- Slovenia in Figures
- Results of Surveys. Annual Review of Transport (until 2005)
- Rapid Reports
- SI-STAT Data Portal (www.stat.si)

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Izdaja, založba in tisk Statistični urad Republike Slovenije, Ljubljana, Vožarski pot 12 - **Uporaba in objava podatkov dovoljena le z navedbo vira** - Odgovarja generalna direktorica mag. Irena Križman - Urednica zbirke Statistične informacije Marina Urbas - Urednik podzbirke Miško Vidmar - Slovensko besedilo jezikovno uredila Ivanka Zobec - Angleško besedilo jezikovno uredil Boris Panič - Naklada 35 izvodov - ISSN zbirke Statistične informacije 1408-192X - ISSN podzbirke Transport 1854-1283 - Informacije daje Informacijsko središče, tel.: (01) 241 51 04 - El. pošta: info.stat@gov.si - <http://www.stat.si>.

Edited, published and printed by the Statistical Office of the Republic of Slovenia, Ljubljana, Vožarski pot 12 - **These data can be used provided the source is acknowledged** - Director-General Irena Križman - Rapid Reports editor Marina Urbas - Subject-matter editor Miško Vidmar - Slovene language editor Ivanka Zobec - English language editor Boris Panič - Total print run 35 copies - ISSN of Rapid Reports 1408-192X - ISSN of subcollection Transport 1854-1283 - Information is given by the Information Centre of the Statistical Office of the Republic of Slovenia, tel.: +386 1 241 51 04 - E-mail: info.stat@gov.si - <http://www.stat.si>.