

Annex A.

Table A A.1. Main countries of entry of containers in maritime transport from China (2016)

Country	Volume	UNCTAD connectivity index	Share in total volume handled by country	Share of country in total volume of containers handled in the EU	Sensitivity indicator
Germany	1815235	0.73	23.70%	22.73%	1.45
Netherlands	1583418	0.71	23.99%	19.82%	1.47
United Kingdom	1385366	0.72	26.89%	17.34%	1.64
Spain	950031	0.72	12.51%	11.89%	0.77
France	577633	0.71	22.72%	7.23%	1.39
Belgium	438217	0.73	8.89%	5.49%	0.54
Greece	426631	0.53	19.29%	5.34%	1.18
Italy	329098	0.66	5.91%	4.12%	0.36
Poland	179085	0.52	16.06%	2.24%	0.98
Portugal	99156	0.52	6.93%	1.24%	0.42
Sweden	43166	0.50	5.53%	0.54%	0.34
Romania	43108	0.40	12.24%	0.54%	0.75
Slovenia	40125	0.43	9.01%	0.50%	0.55
Denmark	38269	0.48	10.09%	0.48%	0.62
Croatia	28545	0.43	27.01%	0.36%	1.65
Malta	6689	0.57	11.54%	0.08%	0.71
Cyprus*	3714	0.32	2.03%	0.05%	0.12
Bulgaria	188	0.24	0.18%	0.00%	0.01

Table A A.2. Main ports of entry of containers in maritime transport from China (2016)

Port	Country	Volume	Share in total volume handled by port	Share of port in total volume of containers handled in the EU	Sensitivity indicator
Rotterdam	NL	1583418	24.75%	19.82%	1.51
Hamburg	DE	1450436	31.35%	18.16%	1.92
Felixstowe	UK	866060	42.63%	10.84%	2.61
Peiraias	EL	426631	22.42%	5.34%	1.37
Antwerpen	BE	423034	8.76%	5.30%	0.54
Valencia	ES	402945	17.05%	5.04%	1.04
Southampton	UK	380051	37.08%	4.76%	2.27
Bremerhaven	DE	364797	13.87%	4.57%	0.85
Le Havre	FR	324911	25.86%	4.07%	1.58
Barcelona	ES	273715	24.46%	3.43%	1.50
Algeciras	ES	217002	9.09%	2.72%	0.56
Marseille	FR	210957	33.90%	2.64%	2.07
La Spezia	IT	188769	27.13%	2.36%	1.66

Gdansk	PL	179085	23.18%	2.24%	1.42
London	UK	110329	14.59%	1.38%	0.89
Sines	PT	98570	13.05%	1.23%	0.80
Genova	IT	70742	6.18%	0.89%	0.38
Göteborg	SE	43162	10.55%	0.54%	0.65
Constanta	RO	43108	12.24%	0.54%	0.75
Koper	SI	40125	9.01%	0.50%	0.55

Table A A.3. Main countries of entry of containers in maritime transport from Turkey (2016)

Country	Volume	UNCTAD connectivity index	Share in total volume handled by country	Share of country in total volume of containers handled in the EU	Sensitivity indicator
Spain	340049	0.51	4.48%	17.72%	1.14
Greece	323047	0.51	14.61%	16.83%	3.72
Italy	270053	0.51	4.85%	14.07%	1.23
United Kingdom	264890	0.47	5.14%	13.80%	1.31
Belgium	247617	0.50	5.03%	12.90%	1.28
Romania	109916	0.40	31.20%	5.73%	7.94
France	87139	0.47	3.43%	4.54%	0.87
Portugal	82224	0.40	5.75%	4.28%	1.46
Germany	81580	0.47	1.07%	4.25%	0.27
Bulgaria	64026	0.29	61.60%	3.34%	15.68
Netherlands	35297	0.46	0.53%	1.84%	0.14
Slovenia	6390	0.33	1.43%	0.33%	0.37
Malta	4208	0.41	7.26%	0.22%	1.85
Ireland	1834	0.29	0.40%	0.10%	0.10
Croatia	1048	0.31	0.99%	0.05%	0.25
Sweden	140	0.38	0.02%	0.01%	0.00

Table A A.4. Main ports of entry of containers in maritime transport from Turkey (2016)

Port	Country	Volume	Share in total volume handled by port	Share of port in total volume of containers handled in the EU	Sensitivity indicator
Peiraias	EL	309249	16.25%	16.11%	4.14
Antwerpen	BE	247617	5.13%	12.90%	1.30
Felixstowe	UK	239623	11.80%	12.48%	3.00
Valencia	ES	191313	8.10%	9.97%	2.06
Constanta	RO	109916	31.20%	5.73%	7.94
Trieste	IT	99701	31.28%	5.19%	7.96
Algeciras	ES	92015	3.85%	4.79%	0.98
Gioia Tauro	IT	81046	4.11%	4.22%	1.05
Sines	PT	78531	10.40%	4.09%	2.65
Bremerhaven	DE	51810	1.97%	2.70%	0.50
Le Havre	FR	43442	3.46%	2.26%	0.88
Cagliari	IT	43376	16.32%	2.26%	4.15
Marseille	FR	36040	5.79%	1.88%	1.47
Varna	BG	35476	49.74%	1.85%	12.66
Rotterdam	NL	35297	0.55%	1.84%	0.14

Barcelona	ES	33648	3.01%	1.75%	0.77
La Spezia	IT	29918	4.30%	1.56%	1.09
Hamburg	DE	29322	0.63%	1.53%	0.16
Burgas	BG	28550	87.54%	1.49%	22.28
Liverpool	UK	15558	4.28%	0.81%	1.09

Table A A.5. Main countries of entry of containers in maritime transport from Singapore (2016)

Country	Volume	UNCTAD connectivity index	Share in total volume handled by country	Share of country in total volume of containers handled in the EU	Sensitivity indicator
Netherlands	281621	0.68	4.27%	25.55%	1.89
Germany	233955	0.70	3.05%	21.22%	1.35
United Kingdom	139447	0.70	2.71%	12.65%	1.20
Belgium	129489	0.71	2.63%	11.75%	1.16
Spain	114540	0.65	1.51%	10.39%	0.67
France	84635	0.65	3.33%	7.68%	1.48
Italy	37292	0.65	0.67%	3.38%	0.30
Greece	33953	0.51	1.54%	3.08%	0.68
Sweden	25574	0.50	3.28%	2.32%	1.45
Croatia	12308	0.41	11.65%	1.12%	5.16
Slovenia	6518	0.41	1.46%	0.59%	0.65
Poland	1172	0.52	0.11%	0.11%	0.05
Portugal	650	0.52	0.05%	0.06%	0.02
Denmark	612	0.47	0.16%	0.06%	0.07
Malta	472	0.54	0.81%	0.04%	0.36
Cyprus*	139	0.32	0.08%	0.01%	0.03
Romania	72	0.34	0.02%	0.01%	0.01

Table A A.6. Main ports of entry of containers in maritime transport from Singapore (2016)

Port	Country	Volume	Share in total volume handled by port	Share of port in total volume of containers handled in the EU	Sensitivity indicator
Rotterdam	NL	281621	4.40%	25.55%	1.95
Hamburg	DE	229981	4.97%	20.86%	2.20
Antwerpen	BE	129460	2.68%	11.74%	1.19
Southampton	UK	95351	9.30%	8.65%	4.12
Valencia	ES	86585	3.66%	7.85%	1.62
Marseille	FR	48340	7.77%	4.38%	3.44
Felixstowe	UK	36411	1.79%	3.30%	0.79
Le Havre	FR	35628	2.84%	3.23%	1.26
Peiraias	EL	33953	1.78%	3.08%	0.79
Göteborg	SE	25574	6.25%	2.32%	2.77
Genova	IT	16274	1.42%	1.48%	0.63
Barcelona	ES	15464	1.38%	1.40%	0.61
Rijeka	HR	12308	13.76%	1.12%	6.10
Algeciras	ES	12068	0.51%	1.09%	0.22
Trieste	IT	10967	3.44%	0.99%	1.52
La Spezia	IT	7305	1.05%	0.66%	0.47

London	UK	7167	0.95%	0.65%	0.42
Koper	SI	6518	1.46%	0.59%	0.65
Bremerhaven	DE	3959	0.15%	0.36%	0.07
Cagliari	IT	1307	0.49%	0.12%	0.22

Table A A.7. Main countries of entry of containers in maritime transport from Hong Kong (China) (2016)

Country	Volume	UNCTAD connectivity index	Share in total volume handled by country	Share of country in total volume of containers handled in the EU	Sensitivity indicator
Germany	112162	0.65	1.46%	32.06%	2.04
Netherlands	88979	0.64	1.35%	25.43%	1.88
United Kingdom	77335	0.65	1.50%	22.10%	2.10
France	31327	0.60	1.23%	8.95%	1.72
Spain	17706	0.57	0.23%	5.06%	0.33
Greece	9716	0.49	0.44%	2.78%	0.61
Italy	5396	0.56	0.10%	1.54%	0.14
Sweden	3972	0.45	0.51%	1.14%	0.71
Belgium	2976	0.63	0.06%	0.85%	0.08
Malta	251	0.48	0.43%	0.07%	0.60
Portugal	73	0.49	0.01%	0.02%	0.01
Romania	1	0.32	0.00%	0.00%	0.00

Table A A.8. Main ports of entry of containers in maritime transport from Hong Kong (China) (2016)

Port	Country	Volume	Share in total volume handled by port	Share of port in total volume of containers handled in the EU	Sensitivity indicator
Hamburg	DE	98072	2.12%	28.03%	2.96
Rotterdam	NL	88979	1.39%	25.43%	1.94
Felixstowe	UK	42127	2.07%	12.04%	2.90
Southampton	UK	33349	3.25%	9.53%	4.54
Marseille	FR	22792	3.66%	6.51%	5.12
Bremerhaven	DE	14090	0.54%	4.03%	0.75
Barcelona	ES	10662	0.95%	3.05%	1.33
Peiraias	EL	9716	0.51%	2.78%	0.71
Le Havre	FR	8101	0.64%	2.32%	0.90
Valencia	ES	5472	0.23%	1.56%	0.32
Genova	IT	4895	0.43%	1.40%	0.60
Göteborg	SE	3972	0.97%	1.14%	1.36
Antwerpen	BE	2976	0.06%	0.85%	0.09
London	UK	1576	0.21%	0.45%	0.29
Algeciras	ES	1013	0.04%	0.29%	0.06
Trieste	IT	366	0.11%	0.10%	0.16
Vigo	ES	336	0.37%	0.10%	0.51
Nantes Saint-Nazaire	FR	266	0.29%	0.08%	0.41
Marsaxlokk	MT	251	0.46%	0.07%	0.64
Forth	UK	180	0.14%	0.05%	0.19

Table A A.9. Main countries of entry of containers in maritime transport from United Arab Emirates (2016)

Country	Volume	UNCTAD connectivity index	Share in total volume handled by country	Share of country in total volume of containers handled in the EU	Sensitivity indicator
Spain	82259	0.60	1.08%	29.66%	1.91
Italy	74356	0.58	1.34%	26.81%	2.35
Germany	43597	0.60	0.57%	15.72%	1.00
Netherlands	26280	0.58	0.40%	9.48%	0.70
United Kingdom	20201	0.60	0.39%	7.29%	0.69
Belgium	18476	0.62	0.37%	6.66%	0.66
France	10504	0.59	0.41%	3.79%	0.73
Greece	1033	0.47	0.05%	0.37%	0.08
Malta	378	0.52	0.65%	0.14%	1.15
Cyprus*	123	0.31	0.07%	0.04%	0.12
Portugal	87	0.48	0.01%	0.03%	0.01

Table A A.10. Main ports of entry of containers in maritime transport from United Arab Emirates (2016)

Port	Country	Volume	Share in total volume handled by port	Share of port in total volume of containers handled in the EU	Sensitivity indicator
Gioia Tauro	IT	57125	2.90%	20.60%	5.10
Valencia	ES	52731	2.23%	19.02%	3.93
Hamburg	DE	29535	0.64%	10.65%	1.12
Rotterdam	NL	26280	0.41%	9.48%	0.72
Algeciras	ES	18185	0.76%	6.56%	1.34
Antwerpen	BE	18142	0.38%	6.54%	0.66
Genova	IT	14307	1.25%	5.16%	2.20
Bremerhaven	DE	14062	0.53%	5.07%	0.94
Felixstowe	UK	12706	0.63%	4.58%	1.10
Barcelona	ES	7298	0.65%	2.63%	1.15
London	UK	4895	0.65%	1.77%	1.14
Le Havre	FR	4410	0.35%	1.59%	0.62
Marseille	FR	3952	0.64%	1.43%	1.12
Southampton	UK	2394	0.23%	0.86%	0.41
Port Réunion (ex Pointe-des-Galets) (Réunion)	FR	1986	1.95%	0.72%	3.43
La Spezia	IT	1816	0.26%	0.65%	0.46
Castellón	ES	1628	1.47%	0.59%	2.59
Peiraias	EL	1033	0.05%	0.37%	0.10
Cartagena	ES	880	1.86%	0.32%	3.28
Las Palmas	ES	602	0.13%	0.22%	0.23

Notes

¹ Goods that infringe trademarks, copyrights, patents or design rights.

² See also <https://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=2245>

³ As measured by the average of exports and imports,

⁴ 20 foot (6.10 m) long and eight foot (2.44 m) wide.

⁵ The Wall Street Journal, June 27, 2019 "Maersk Looks Toward Shore for Growth. Available at:

<https://www.wsj.com/articles/maersk-ceo-wants-half-its-earnings-to-come-from-inland-logistics-11561580963>

⁶ See <https://mariners.coastguard.blog/category/coronavirus-covid-19/>.

⁷ <https://www.itf-oecd.org/sites/default/files/global-container-shipping-covid-19.pdf>

⁸ <https://www.alphaliner.com>

⁹ <https://loydslist.maritimeintelligence.informa.com/LL1133882/Carriers-summoned-by-China-to-curb-transpacific-markups>

¹⁰ <https://loydslist.maritimeintelligence.informa.com/LL1133960/US-warns-box-lines-against-transpacific-collusion>

¹¹ <https://shippingwatch.com/carriers/Container/article12416589.ece>

¹² A provenance economy is an economy detected and registered by a reporting customs agency as a source of an item that has been intercepted in violation of an IP right, whatever the amount or value concerned.

¹³ Note that EUIPO works now with the European Union enforcement authorities to establish best practices in data collection across the EU. The Anti-Counterfeiting Intelligence Support Tool (ACIST) converts the collected data into harmonised format so that it can be compared and aggregated.

¹⁴ There are two principles for reporting the value of counterfeit and pirated goods: 1) declared value (value indicated on customs declarations), which corresponds to values reported in the general trade statistics; and 2) replacement value (price of original goods). The structured interviews with customs officials and the descriptive analysis of values of selected products conducted in OECD-EUIPO (2016) revealed that the declared values are reported in most cases.

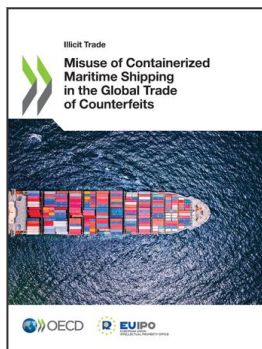
¹⁵ Those are defined in OECD/EUIPO (2017).

¹⁶ Formally, the numerator includes the percentage of seizures in container ships in total seizures from a given provenance economy. The denominator includes the average percentage of seizures in container ships across the top 20 provenance economies.

¹⁷ For more details on the methodology, see OECD-EUIPO (2017)

¹⁸ The following EU countries are included in the BRI: Bulgaria, Croatia, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovakia, Slovenia, Other countries from the region included in the BRI are: Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Georgia, Former Yugoslav Republic of Macedonia, Moldova, Montenegro, Russian Federation, Serbia, Turkey and Ukraine.

¹⁹ Between 1st quarter of 2010 and 1st quarter of 2020 the rank of Piraeus in UNCTAD Port liner shipping connectivity index rose from position 62 to 27 among almost 1300 ports ranked in the index. Port of Piraeus increased the volume of containers handled over the period of 2010 and 2019 more than six times and its share in total volume of containers handled in European ports from 1.3% to over 6% in the same period.



From:

Misuse of Containerized Maritime Shipping in the Global Trade of Counterfeits

Access the complete publication at:

<https://doi.org/10.1787/e39d8939-en>

Please cite this chapter as:

OECD/European Union Intellectual Property Office (2021), "Annex A", in *Misuse of Containerized Maritime Shipping in the Global Trade of Counterfeits*, OECD Publishing, Paris.

DOI: <https://doi.org/10.1787/b993e1fd-en>

This work is published under the responsibility of the Secretary-General of the OECD. The opinions expressed and arguments employed herein do not necessarily reflect the official views of OECD member countries.

This document, as well as any data and map included herein, are without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area. Extracts from publications may be subject to additional disclaimers, which are set out in the complete version of the publication, available at the link provided.

The use of this work, whether digital or print, is governed by the Terms and Conditions to be found at <http://www.oecd.org/termsandconditions>.