

# SHIPPING REVIEW



## INTRODUCTION

Denmark is situated in the Scandinavian region of Northern Europe, with the North Sea to the west and a number of islands to the east which divide the Kattegat Sea and the Baltic Sea. Denmark has a coastline of 7,314 km, and has been a shipping nation for centuries. The Ministry of Transport is responsible for coasts and harbours, with the administration handled by the Secretariats Section of Public Transport, and the Section of Aviation, Road Traffic and Coasts, which consists of two units. The Danish Coastal Authority advises the government on coastal protection and the Port of Copenhagen who are responsible for the commercial operations of the port and develops areas that are no longer required for port operations.

## TRAFFIC

### Shortsea Services

Currently, there is only one link between Ireland and Denmark. Grimaldi Euro-Med runs a ro/ro service to Esbjerg once a week. A number of other operators offer indirect services from Ireland to Denmark via ports such as Rotterdam, Zeebrugge and Antwerp. In 2007 Lys Line cancelled their once fortnightly Lo-Lo service to Esbjerg, which used to take in Belfast and Waterford. Cobelfret offers a ro/lo service from Dublin to Zeebrugge and Rotterdam which connects with Cobelfret services to Denmark and Sweden. The ro/ro service to Denmark calls at the port of Esbjerg and is once a week from Zeebrugge, offering a link between Ireland and Denmark. Samskip, provides a door-to-door Shortsea lo/lo service between Ireland and Rotterdam where the service can connect to the Shortsea service to Aarhus in Denmark.

RoRo/ LoLo	Route	Operator	Frequency
RoRo	Cork / Esbjerg / Wallhamn / Antwerp / Southampton / Civitavecchia / Salerno / Malta / Piraeus / Izmir / Ashdod / Limassol / Alexandria / Palermo / Salerno / Savona / Setubal / Bristol	Grimaldi Euro-Med	1

Source: IMDO

## Port Facilities

Aarhus is Denmark's busiest port. Approximately 8,000 ships visit per year, carrying around 11 million tonnes of goods. This can be broken down into roughly 2 million tonnes of oil products, 6 million tonnes of container goods, and 3 million tonnes of bulk material, principally animal feedstuffs and coal. The port is divided into separate areas for handling container, bulk, oil, and ferry traffic, as well as a multi-purpose terminal for mixed goods. Aarhus is Denmark's largest and busiest container port, handling around 900,000 containers in 2007. Container traffic has been growing at around 11% a year. Aarhus has 3 post-panamax container cranes, 5 panamax container cranes, and has ordered 2 super post-panamax cranes to cater for the very largest containerships. The port also has facilities for handling reefer boxes. Port expansion has been ongoing since 1998 and is scheduled to continue for another 15 or so years. The aim is to double the size of the port to 360 hectares and increase annual cargo handling capacity to 20 million tonnes.

Copenhagen Malmö port (CMP) serves the Øresund region, which includes the city of Copenhagen, and has a hinterland population of 3.5 million. The port is in a unique location straddling the Oresund Strait, with terminals on both the Danish and Swedish sides. The port receives around 7,800 vessels a year, including some 300 cruise ships which bring in excess of 500,000 visitors to Copenhagen each year. CMP came into being in 2001 following the amalgamation of Copenhagen and Malmö ports. The port's geography makes it a good logistics centre for serving the Baltic, Scandinavian and Northern European markets. The port has 10 ferry and ro/ro berths, 2 modern container terminals with 250,000 square meters of space, 200,000 square meters of warehousing, 4 gantry cranes, bulk terminals, a tank capacity of 2 million cubic meters, and a dedicated cruise pier. The port is connected with the main Danish road and rail networks as well as the international Copenhagen airport. Copenhagen and Malmö are connected via the Øresund Bridge. CMP has become a major hub for the automobile industry in the Baltic Sea region through collaboration with market leaders such as Toyota, Nissan and Skandia Transport. The port handled over 518,000 vehicles in 2007.

The Port of Esbjerg is located on Western coast of the Jutland peninsula, giving it prime access to North Sea trade routes. The port handled over 4.5 million tonnes of goods in 2007, a 5% increase on 2006. Nearly 1 million tonnes of this was fossil fuels, while 2 million was container goods. Esbjerg has a maximum draft of 11.5 meters. The port has 3 rail-mounted gantry cranes and has facilities for handling bulk, container, ro-ro, reefer, liquid bulk, and general cargo. All services between Ireland and Denmark call at the port of Esbjerg.

**TRADE**

Denmark has a population of approximately 5.5 million people. The country became a member of the EU in 1973, at the same time as Ireland, but has so far decided to opt out of the single currency. Instead, Denmark retains the krone which is pegged to the Euro. Despite its maturity, the Danish economy has experienced significant expansion in recent times, supported by growing consumption demand domestically and surplus food and energy production. In 2004 economic growth gained momentum and the upturn continued through 2006, followed by a cyclical downturn in early 2007 as the housing boom slowed down and indications of a future global financial crisis began. The slowing global economy cut GDP by 0.6 per cent to \$204.9 billion in 2008.<sup>1</sup>

Trade between Ireland and Denmark has been increasing since the early 1990s. Irish imports from Denmark have been the main driver of this steady growth and Ireland is ranked as Denmark's 13th most important trading partner.<sup>2</sup> Despite a gradual decline in Irish exports to Denmark since 2005, between 2007 and 2008 total trade between the two nations increased from €1,242 million to €1,558 million due to a sharp rise in Danish imports.

Between 2007 and 2008, Irish exports to Denmark fell by 9 per cent partly due to a 50 per cent decline in office and data processing exports to Denmark in 2008. Exports of medical and pharmaceutical products remain strong, representing nearly one fifth of total exported value and worth €108 million in 2008. There was significant growth in value exported by the Irish food industry in 2007. For example, export meat and meat preparations grew by 20 per cent in 2007 and were ranked as the sixth most important Irish export in terms of value in 2008.

A particularly notable change in export trends in 2008 was the substantial increase in the amount of petroleum traded between Ireland and Denmark. In 2008 total volumes exported grew by a massive 293 per cent between 2007 and 2008, primarily due to a substantial increase in the volume of petroleum exported to Denmark from 746 tonnes in 2007 to 135,523 tonnes in 2008. In terms of value, petroleum increased from €422 thousand to €53 million and is also now ranked as the third main export by value. Other volume exports from Ireland are dominated by the food industry as three of the top four categories of exports by volume come from this sector.

In 2008 the value of imports radically increased by 193 per cent due to petroleum imports from Denmark rising from €35 million to €436 million in a year. While imports have oscillated in recent years such a dramatic rise has seen the balance of trade shift in favour of imports. Noticeable changes in import values were also recorded elsewhere, including an 87 per cent fall in the value of organic chemicals, a 304 per cent rise in the import value of medical and pharmaceutical products, and a 141 per cent rise in imports of general industrial machinery and equipment.

In volume terms, imports were dominated by petroleum and petroleum products. Petroleum imports dipped from three quarters to a third of Irish imports by volume between 2006 and 2007, but have since recovered, now representing 86 per cent of the volume of imports from Denmark in 2008. Imports of non-metallic mineral manufactures have also fluctuated in the past three years from 1,042 tonnes in 2006, to 121,733 tonnes in 2007, and back down to 57,090 tonnes in 2008. This category now represents the second most important import in volume terms; however it is of low value, worth just less than €4.5 million.

<sup>1</sup> CIA World Factbook, available at: <https://www.cia.gov/library/publications/the-world-factbook/geos/DA.html> (accessed 08/07/09)

<sup>2</sup> <http://www.ambdublin.um.dk/en/menu/InfoDenmark/Denmark+and+Ireland/>

<sup>3</sup> Enterprise Ireland, 'Areas of Opportunity in Denmark Finland and Iceland', available at: [www.enterprise-ireland.com](http://www.enterprise-ireland.com) (accessed 29/07/09)

**BUSINESS LINKS**

Denmark, like many Northern European countries, models itself as a centre of excellence within the environmental sector. Associated industries such as life sciences, biotechnology, environmental engineering, pollution control and waste management are all growing areas of opportunity in Denmark. Biotechnology, and in particular the pharmaceutical industry, are key areas of growth. Medicon Valley, which encompasses Copenhagen in Denmark and Skåne in Sweden, is home to over 60 per cent of Scandinavia's pharmaceutical industry. Per capita, Denmark produces the most medical devices, has the second largest expenditure of pharmaceutical related R&D in Europe and is the third largest exporter of pharmaceutical products in Europe.<sup>3</sup> Other growing sectors include the petroleum industry, information technology, engineering, telecommunications and, given Denmark's emphasis on R&D, high-value, technology-intensive exports.

**Agency Details:**

**Danish Embassy in Ireland**  
[www.ambdublin.um.dk/en](http://www.ambdublin.um.dk/en)

Danish Embassy  
7th Floor, Block E, Iveagh Court  
Harcourt Road  
Dublin 2

Tel: +353 1 475 6404  
Fax: +353 1 478 4536  
E-mail: [dubamb@um.dk](mailto:dubamb@um.dk)

**Danish Exporters**  
[www.danishexporters.dk](http://www.danishexporters.dk)

**The Danish Chamber of Commerce**  
[www.danskerhverv.dk](http://www.danskerhverv.dk)

**Embassy of Ireland in Denmark**  
[www.embassyofireland.dk](http://www.embassyofireland.dk)

**Enterprise Ireland**  
[www.enterprise-ireland.com](http://www.enterprise-ireland.com)

**Invest in Denmark (Ministry of Foreign Affairs)**  
[www.investindk.dk](http://www.investindk.dk)

**Statistics Denmark**  
[www.dst.dk/HomeUK](http://www.dst.dk/HomeUK)

**Total Value of Trade between Ireland and Denmark**

Period	Exports €000,000	% Change	Imports €000,000	% Change
1998	262		587	
1999	354	35%	614	5%
2000	658	86%	622	1%
2001	726	10%	596	-4%
2002	694	-4%	545	-9%
2003	815	17%	504	-8%
2004	748	-8%	503	0%
2005	782	5%	597	19%
2006	653	-16%	595	0%
2007	576	-12%	667	12%
2008	527	-9%	1031	55%

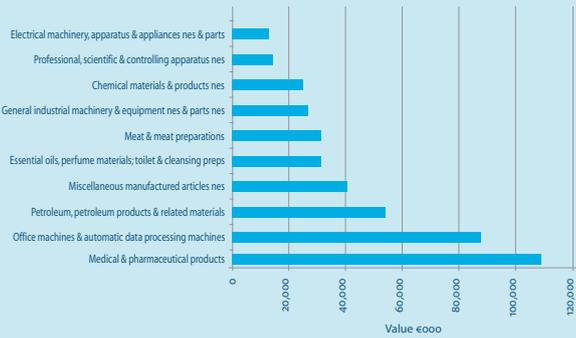
Source: CSO

**Value of Trade Between Ireland and Denmark**



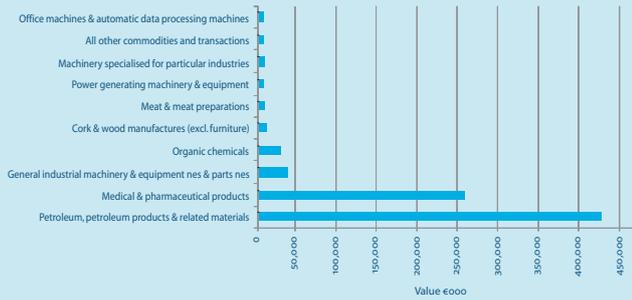
Source: CSO

**Value of Commodities Exported to Denmark in 2008**



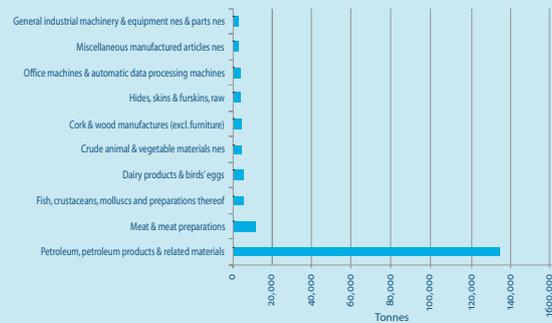
Source: CSO

**Value of Commodities Imported from Denmark in 2008**



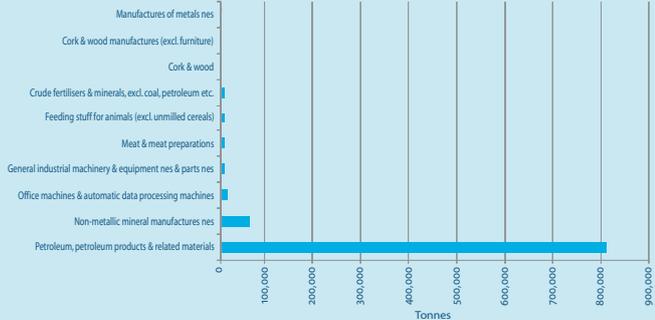
Source: CSO

**Volume of Commodities Exported to Denmark in 2008**



Source: CSO

**Volume of Commodities Imported from Denmark in 2008**



Source: CSO