ESTADÍSTICAS DE TRÁFICO.

PERIODO ENERO- DICIEMBRE 1997
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### INDICADORES DE TRÁFICO.

### TOTALES DE TRÁFICO

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>1997</th>
<th>%</th>
<th>Últimos 12 meses</th>
<th>Total tráfico 1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>TONELADAS</td>
<td>23.571.386</td>
<td>24.887.326</td>
<td>5,58</td>
<td>24.887.325</td>
<td>23.571.385</td>
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**Tráfico total Tm**

### Gráfico de evolución del tráfico Tm desde enero 1985 a diciembre 1997.

### Tráfico de contenedores. Teu's.

Evolución de los incrementos acumulados desde enero al mes de referencia.

### Evolución tráfico total 1985-1997.

Informes estadísticos mensuales. Fuente: APB.
<table>
<thead>
<tr>
<th>Año</th>
<th>Tráfico</th>
<th>Mes</th>
<th>Porcentaje</th>
<th>Total</th>
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<tbody>
<tr>
<td>1985</td>
<td>17.786</td>
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<td>-7.94%</td>
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<tr>
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<td>Febrero</td>
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<td>1987</td>
<td>16.874</td>
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<tr>
<td>1988</td>
<td>17.960</td>
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<td>4.34%</td>
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<tr>
<td>1989</td>
<td>18.144</td>
<td>Mayo</td>
<td></td>
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<td>1990</td>
<td>18.030</td>
<td>Junio</td>
<td>4.02%</td>
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<tr>
<td>1991</td>
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24.887 TOTAL

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<th>Porcentaje</th>
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<td>6.67%</td>
<td>132.819</td>
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<tr>
<td>Marzo</td>
<td>5.89%</td>
<td></td>
<td></td>
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<tr>
<td>Abril</td>
<td>7.47%</td>
<td></td>
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<tr>
<td>Mayo</td>
<td>6.51%</td>
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<tr>
<td>Junio</td>
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<tr>
<td>Julio</td>
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<tr>
<td>Agosto</td>
<td>7.46%</td>
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<tr>
<td>Septiembre</td>
<td>8.17%</td>
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<tr>
<td>Octubre</td>
<td>10.20%</td>
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<td>Noviembre</td>
<td>10.87%</td>
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<tr>
<td>Diciembre</td>
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TOTAL
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<th>valor 1</th>
<th>Porcentaje 2</th>
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<tr>
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<td>5.05%</td>
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<td>5.58%</td>
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<tr>
<td></td>
<td>7.21%</td>
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<td>6.21%</td>
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<td>1997</td>
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<td>19.00%</td>
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<td>20.06%</td>
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<td>21.28%</td>
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<td></td>
<td>21.80%</td>
<td></td>
<td>24.76%</td>
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<tr>
<td></td>
<td>26.68%</td>
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### INDICADORES DE TRÁFICO.

#### DETALLE DEL TRÁFICO

#### INDICADORES DE MERCANCÍAS (TM)

<table>
<thead>
<tr>
<th>Envase</th>
<th>1996</th>
<th>1997</th>
<th>%</th>
<th>Últimos 12 meses</th>
<th>Total tráfico 1996</th>
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</thead>
<tbody>
<tr>
<td>Hidrocarburos</td>
<td>7.159.526</td>
<td>6.747.103</td>
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<tr>
<td>Otros líquidos a granel</td>
<td>1.187.018</td>
<td>1.297.836</td>
<td>9,34</td>
<td>1.297.836</td>
<td>1.187.018</td>
</tr>
<tr>
<td>Graneles sólidos</td>
<td>5.130.396</td>
<td>5.077.065</td>
<td>-1,04</td>
<td>5.077.065</td>
<td>5.130.396</td>
</tr>
<tr>
<td>TOTAL MERCANCÍAS</td>
<td>23.571.386</td>
<td>24.887.326</td>
<td>5,58</td>
<td>24.887.325</td>
<td>23.571.385</td>
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</table>

#### NAVEGACIÓN

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<th>%</th>
<th>Últimos 12 meses</th>
<th>Total tráfico 1996</th>
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<tbody>
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#### OPERACIÓN

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<td>Embarque</td>
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<td>6,77</td>
<td>9.397.956</td>
<td>8.802.358</td>
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<td>Desembarque</td>
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#### TRÁFICO DE CONTENEDORES

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<th>1997</th>
<th>%</th>
<th>Últimos 12 meses</th>
<th>Total tráfico 1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>Teus</td>
<td>767.236</td>
<td>971.921</td>
<td>26,68</td>
<td>971.922</td>
<td>767.237</td>
</tr>
<tr>
<td>Tm. Contenerizadas</td>
<td>7.628.027</td>
<td>9.071.327</td>
<td>18,92</td>
<td>9.071.327</td>
<td>7.628.027</td>
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<tr>
<td>Grado contenerización</td>
<td>75,57%</td>
<td>77,10%</td>
<td>2,03</td>
<td>77,10%</td>
<td>75,57%</td>
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#### INDICADORES DE BUQUES

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<th>%</th>
<th>Últimos 12 meses</th>
<th>Total tráfico 1996</th>
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</thead>
<tbody>
<tr>
<td>Número</td>
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<td>2,56</td>
<td>7.384</td>
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<tr>
<td>G.T.</td>
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#### INDICADORES DE PASAJEROS

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<td>358.990</td>
<td>29,12</td>
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<td>278.035</td>
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Acumulado Enero - Diciembre 1997

TRÁFICO DE MERCANCÍAS.

POR TIPO DE OPERACIÓN Y NAVEGACIÓN (TM.)

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<td>CABOTAJE</td>
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</tr>
<tr>
<td>HIDROCARBUROS</td>
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<tr>
<td>Entradas</td>
<td>1.306.401</td>
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<td>1.324.287</td>
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<tr>
<td>Entradas</td>
<td>118.192</td>
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<tr>
<td>Entradas</td>
<td>77.118</td>
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<td>608.203</td>
<td>767.236</td>
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</table>

✓ Incremento del tráfico del 5'58% lo cual supone un aumento de 1.315.940 Tm. Por otro lado, el incremento del conjunto del sistema portuario español ha sido del 2'94%

✓ Decremento de los graneles sólidos con un descenso del -1'04%. El descenso de los sólidos en el conjunto español ha sido del -2'62%.

✓ Importante incremento en carga general del 16'55%. El incremento en los puertos españoles ha sido del 11'11%.

✓ Fuerte descenso de los hidrocarburos - 5'76%

✓ Importante incremento de los otros líquidos a granel 9'34%
<table>
<thead>
<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>HIDROCARBURO</td>
<td>7,159,526</td>
<td>6,747,103</td>
<td>30,37%</td>
<td>27,11%</td>
</tr>
<tr>
<td>OTROS LÍQUIDOS</td>
<td>1,187,018</td>
<td>1,297,836</td>
<td>5,04%</td>
<td>5,21%</td>
</tr>
<tr>
<td>GRANELES SÓLIDOS</td>
<td>5,130,396</td>
<td>5,077,065</td>
<td>21,77%</td>
<td>20,40%</td>
</tr>
<tr>
<td>CARGA GENERAL</td>
<td>10,094,445</td>
<td>11,765,322</td>
<td>42,82%</td>
<td>47,27%</td>
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<tr>
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<td>23,571,386</td>
<td>24,887,326</td>
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TRÁFICO DE MERCANCÍAS.

TIPO DE MERCANCÍA. (TM)

<table>
<thead>
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<td>1.722</td>
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<td>GASÓLEOS</td>
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<td>719.314</td>
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<td>OTROS PRODUCTOS PETROLÍFEROS</td>
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<td>118.464</td>
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<td>GASES ENERGÉTICOS DEL PETROLEO</td>
<td>208.446</td>
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<td>MINERAL DE HIERRO</td>
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<td>CHATARRA</td>
<td>80.227</td>
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<td>CONSERVAS</td>
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<td>124.061</td>
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<td>393.562</td>
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<td>400.105</td>
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<td>MAQUINARIA Y REPUESTOS</td>
<td>608.564</td>
<td>722.568</td>
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<td>AUTOMÓVILES Y SUS PIEZAS</td>
<td>693.581</td>
<td>789.938</td>
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<td>TARA DE PLATAFORMAS Y VAGONES(RO-RO)</td>
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<tr>
<td>TARA DE CONTENEDORES</td>
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<tr>
<td>TOTAL</td>
<td>23.571.386</td>
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</tbody>
</table>
TRÁFICO DE MERCANCÍAS.

RÁNKINGS.

Ránking de mercancías cargadas (Tm)

Ránking de mercancías descargadas (Tm)
TRÁFICO POR ENVASE.

HIDROCARBUROS

Decremento de los hidrocarburos del -5'76%

- Fuerte decremento del cabotaje (26'83%) explicado especialmente por las entradas.
- Leve decremento del tráfico exterior (-0'98%). Decrece ligeramente el gas natural y la gasolina, mientras que aumentan suavemente el gasoleo y los lubricantes.

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>1997</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Hidrocarburos</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Entradas</td>
<td>7.139.125</td>
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<td>20.402</td>
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<td><strong>Total</strong></td>
<td>7.159.526</td>
<td>6.747.103</td>
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<table>
<thead>
<tr>
<th></th>
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<th>1997</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td><strong>Hidrocarburos por navegación y operación</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CABOTAJE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entradas</td>
<td>1.306.401</td>
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<td>Salidas</td>
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<td>969.031</td>
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<table>
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<th>1997</th>
<th>%</th>
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<tbody>
<tr>
<td><strong>EXTERIOR</strong></td>
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<td></td>
</tr>
<tr>
<td>Entradas</td>
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<tr>
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<td>716</td>
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<td><strong>Total</strong></td>
<td>5.835.240</td>
<td>5.778.072</td>
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DETALLE DE LOS PRINCIPALES HIDROCARBUROS. *(Se excluye el tránsito).*

<table>
<thead>
<tr>
<th>Principales mercancías en cabotaje</th>
<th>TM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUEL-OIL</td>
<td>404.620</td>
</tr>
<tr>
<td>GAS-OIL</td>
<td>233.470</td>
</tr>
<tr>
<td>GASOLINA Y KEROSENO</td>
<td>202.561</td>
</tr>
<tr>
<td>GAS NATURAL</td>
<td>128.379</td>
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</table>

<table>
<thead>
<tr>
<th>Principales mercancías en exterior</th>
<th>TM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAS NATURAL</td>
<td>4.217.158</td>
</tr>
<tr>
<td>GAS-OIL</td>
<td>1.145.457</td>
</tr>
<tr>
<td>GASOLINA Y KEROSENO</td>
<td>372.790</td>
</tr>
<tr>
<td>LUBRICANTES</td>
<td>40.929</td>
</tr>
</tbody>
</table>
TRÁFICO POR ENVASE.

GRANELES LÍQUIDOS NO HIDROCARBUROS

Fuerte incremento de los otros líquidos a granel del 9’34%

Crecimiento del tráfico en cabotaje (32’04%), explicado en gran parte por la salida de la sosa caustica.

Incremento del tráfico exterior (6’02%). Mayor incremento de las importaciones (6’10%), explicado por el aumento de las importaciones de aceite de palma y aceite de coco. Las exportaciones crecen un 5’06% gracias a la mayor exportación de aceite de soja.

DETALLE DE LOS PRINCIPALES LÍQUIDOS A GRANEL. (Se excluye el tránsito).

### Principales mercancías en cabotaje

<table>
<thead>
<tr>
<th>Mercancía</th>
<th>TM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SODA CAUSTICA</td>
<td>77.183</td>
</tr>
<tr>
<td>XILENO, TOLUENO, BENZENO, ESTIRENO</td>
<td>49.385</td>
</tr>
<tr>
<td>ACIDO SULFURICO</td>
<td>44.381</td>
</tr>
<tr>
<td>ALQUILBENCENO</td>
<td>21.453</td>
</tr>
<tr>
<td>ACEITE DE SOJA A GRANEL</td>
<td>2.850</td>
</tr>
<tr>
<td>ACEITES DE GIRASOL, CARTAMO O ALGODON, A GRANEL</td>
<td>2.340</td>
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### Principales mercancías en exterior

<table>
<thead>
<tr>
<th>Mercancía</th>
<th>TM. EXPORT</th>
<th>TM. IMPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACEITES DE PALMA, A GRANEL</td>
<td>0</td>
<td>141.108</td>
</tr>
<tr>
<td>ACEITE DE SOJA A GRANEL</td>
<td>128.879</td>
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</tr>
<tr>
<td>SODA CAUSTICA</td>
<td>40.135</td>
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<tr>
<td>MELAZA CON INS ESPECIAL</td>
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<td>108.655</td>
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<tr>
<td>METANOL, PROPANOL, BUTANOL</td>
<td>0</td>
<td>103.287</td>
</tr>
<tr>
<td>ACEITE DE COCO (COPRA), PALMISTE, A GRANEL</td>
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<td>89.958</td>
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<tr>
<td>XILENO, TOLUENO, BENZENO, ESTIRENO</td>
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<td>65.218</td>
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<tr>
<td>PRODUCTOS QUIMICOS AGLUTINANTES</td>
<td>1.100</td>
<td>43.571</td>
</tr>
<tr>
<td>ACIDO SULFURICO</td>
<td>0</td>
<td>38.726</td>
</tr>
<tr>
<td>COMPUESTOS CON FUNCION NITRILO</td>
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<td>38.102</td>
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<tr>
<td>GRASAS DE ANIMALES, A GRANEL</td>
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<tr>
<td>PRODUCTOS QUIMICOS HALOGENADOS</td>
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<td>31.283</td>
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<tr>
<td>ACIDO ANHIDRICO</td>
<td>98</td>
<td>23.049</td>
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Fuerte incremento de los otros líquidos a granel del 9’34%

Crecimiento del tráfico en cabotaje (32’04%), explicado en gran parte por la salida de la sosa caustica.

Incremento del tráfico exterior (6’02%). Mayor incremento de las importaciones (6’10%), explicado por el aumento de las importaciones de aceite de palma y aceite de coco. Las exportaciones crecen un 5’06% gracias a la mayor exportación de aceite de soja.

Informe estadístico mensual.  
Fuente: APB.
TRÁFICO POR ENVASE.

GRANELES SÓLIDOS

<table>
<thead>
<tr>
<th>Total graneles sólidos</th>
<th>1996</th>
<th>1997</th>
<th>%</th>
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<tbody>
<tr>
<td>Entradas</td>
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<td>2.618.623</td>
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<tr>
<td>Total</td>
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<table>
<thead>
<tr>
<th>Graneles sólidos por tipo de instalación</th>
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<th>1997</th>
<th>%</th>
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<tbody>
<tr>
<td>Por instalación especia</td>
<td>4.418.594</td>
<td>4.351.088</td>
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<tr>
<td>Sin instalación especial</td>
<td>711.802</td>
<td>761.958</td>
<td>7,05</td>
</tr>
<tr>
<td>Total sólidos</td>
<td>5.130.396</td>
<td>5.077.065</td>
<td>-1,04</td>
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<table>
<thead>
<tr>
<th>Graneles sólidos por navegación y operación</th>
<th>CABOTAJE</th>
<th>1996</th>
<th>1997</th>
<th>%</th>
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<tbody>
<tr>
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<td>93.484</td>
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<td>Salidas</td>
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<td>497.462</td>
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<table>
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<th>Graneles sólidos por exterior</th>
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<th>1997</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>Entradas</td>
<td>2.434.656</td>
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<td>Salidas</td>
<td>2.255.047</td>
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<td>4.689.702</td>
<td>4.486.119</td>
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Decremento de los graneles sólidos del 1’04%

Destacado crecimiento de las salidas en cabotaje (36’82%).

Decremento del tráfico exterior en especial de las exportaciones (-15’90%), debido en gran parte al descenso de la exportación del cemento, del cloruro de potasio y los abonos. Por otro lado, han aumentado las importaciones de haba de soja y maíz.

DETALLE DE LOS PRINCIPALES GRANELES SÓLIDOS. *(Se excluye el tránsito).*

### Primarias mercancías en cabotaje

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<td>CLORURO DE POTasio</td>
<td>50.207</td>
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<tr>
<td>SAL COMUN</td>
<td>24.080</td>
</tr>
<tr>
<td>MINERAL DE HIERRO,PIRITAS TOSTADAS(SUBPAR 2601.2000)</td>
<td>21.321</td>
</tr>
<tr>
<td>PULPAS TORTAS Y HARINAS</td>
<td>20.518</td>
</tr>
<tr>
<td>ABONOS (GRANEL UTILIZANDO MEDIOS ANTICONTAMINANTES)</td>
<td>9.966</td>
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### Principales mercancías en exterior

<table>
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<th>Description</th>
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<th>TM. IMPORT</th>
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</thead>
<tbody>
<tr>
<td>CEMENTO Y CLINKER A GRANEL</td>
<td>1.526.278</td>
<td>289.703</td>
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<tr>
<td>HABAS DE SOJA</td>
<td>0</td>
<td>1.271.487</td>
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<tr>
<td>COQUE DE PETROLEO SIN CALCINAR(SUBPARTIDA 2713.1100)</td>
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<tr>
<td>ABONOS (GRANEL UTILIZANDO MEDIOS ANTICONTAMINANTES)</td>
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<tr>
<td>CLORURO DE POTASIO</td>
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<tr>
<td>CARBON MINERAL DE HULLA</td>
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TRÁFICO POR ENVASE.

CARGA GENERAL TOTAL

Fuerte incremento de la carga general del 16’55%

Gran crecimiento de las salidas en cabotaje (12’98%).

Fuerte incremento del tráfico exterior (16’68%):
- exportaciones: 13’03%
- importaciones: 20’87%

Total Carga General

<table>
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<tr>
<th></th>
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<th>1997</th>
<th>%</th>
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<tr>
<td>Total</td>
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Carga general por navegación y operación

CABOTAJE

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<th>1997</th>
<th>%</th>
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<td>Entradas</td>
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<td>Total</td>
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EXTERIOR

<table>
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<td>Entradas</td>
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1996 Carga Descarga Tránsito TOTAL

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<th>Descarga</th>
<th>Tránsito</th>
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<tr>
<td>Contenerizada</td>
<td>3,512,565</td>
<td>2,137,122</td>
<td>1,978,263</td>
<td>7,627,950</td>
</tr>
<tr>
<td>No contenerizada</td>
<td>1,421,860</td>
<td>1,008,254</td>
<td>41,203</td>
<td>2,471,316</td>
</tr>
<tr>
<td>Total carga general</td>
<td>4,934,425</td>
<td>3,145,376</td>
<td>2,019,466</td>
<td>10,099,267</td>
</tr>
<tr>
<td>Grado contenerización</td>
<td>71,18%</td>
<td>67,94%</td>
<td>97,96%</td>
<td>75,53%</td>
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1997 Carga Descarga Tránsito TOTAL

<table>
<thead>
<tr>
<th></th>
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<th>Descarga</th>
<th>Tránsito</th>
<th>TOTAL</th>
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</thead>
<tbody>
<tr>
<td>Contenerizada</td>
<td>4,004,831</td>
<td>2,624,069</td>
<td>2,442,427</td>
<td>9,071,327</td>
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<tr>
<td>No contenerizada</td>
<td>1,469,740</td>
<td>1,173,679</td>
<td>50,575</td>
<td>2,693,994</td>
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<tr>
<td>Total carga general</td>
<td>5,474,571</td>
<td>3,797,748</td>
<td>2,493,002</td>
<td>11,765,322</td>
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<tr>
<td>Grado contenerización</td>
<td>73,15%</td>
<td>69,10%</td>
<td>97,97%</td>
<td>77,10%</td>
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% 97/96 Carga Descarga Tránsito TOTAL

<table>
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<th>Descarga</th>
<th>Tránsito</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contenerizada</td>
<td>14,01%</td>
<td>22,79%</td>
<td>23,46%</td>
<td>18,92%</td>
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<tr>
<td>No contenerizada</td>
<td>3,37%</td>
<td>16,41%</td>
<td>22,75%</td>
<td>9,01%</td>
</tr>
<tr>
<td>Total carga general</td>
<td>10,95%</td>
<td>20,74%</td>
<td>23,45%</td>
<td>16,50%</td>
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Informe estadístico mensual. Página 9 Fuente: APB.
CARGA GENERAL CONVENCIONAL

Incremento de la carga general convencional del 9’23%

- Crecimiento de las entradas en cabotaje (19’32%).
- Decremento de las exportaciones (-8’47%) explicado en parte por el descenso del acero en barras y las barras de hierro y acero entre otros.

- Fuerte crecimiento de las importaciones (16’40%), explicado en parte por el aumento de los coches y el acero en plancha.

DETALLE DE LAS PRINCIPALES MERCANCÍAS EN CARGA GENERAL CONVENCIONAL (Se excluye el tránsito)

### Total Carga General Convencional

<table>
<thead>
<tr>
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<th>1997</th>
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</thead>
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<tr>
<td><strong>Entradas</strong></td>
<td>1.018.805</td>
<td>1.194.398</td>
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<tr>
<td><strong>Salidas</strong></td>
<td>1.447.613</td>
<td>1.499.596</td>
<td>3.59</td>
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<tr>
<td><strong>Total</strong></td>
<td>2.466.418</td>
<td>2.693.994</td>
<td>9.23</td>
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### Carga general por navegación y operación

<table>
<thead>
<tr>
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<th>1997</th>
<th>%</th>
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</thead>
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<tr>
<td><strong>Entradas</strong></td>
<td>290.316</td>
<td>346.410</td>
<td>19.32</td>
</tr>
<tr>
<td><strong>Salidas</strong></td>
<td>816.049</td>
<td>921.526</td>
<td>12.93</td>
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<tr>
<td><strong>Total</strong></td>
<td>1.106.365</td>
<td>1.267.937</td>
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### EXTERIOR

<table>
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<tr>
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<th>%</th>
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<tr>
<td><strong>Entradas</strong></td>
<td>728.489</td>
<td>847.988</td>
<td>16.40</td>
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<tr>
<td><strong>Salidas</strong></td>
<td>631.564</td>
<td>578.070</td>
<td>-8.47</td>
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<tr>
<td><strong>Total</strong></td>
<td>1.360.053</td>
<td>1.426.058</td>
<td>4.85</td>
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### Principales mercancías en cabotaje.

<table>
<thead>
<tr>
<th>Mercancía</th>
<th>1996</th>
<th>1997</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREPARACIONES ALIMENTICIAS</td>
<td>78.123</td>
<td></td>
</tr>
<tr>
<td>COCHES DE TURISMO</td>
<td>75.076</td>
<td></td>
</tr>
<tr>
<td>MAQUINAS CON FUNCION PROPIA</td>
<td>65.773</td>
<td></td>
</tr>
<tr>
<td>AGUAS MINERALES</td>
<td>36.074</td>
<td></td>
</tr>
<tr>
<td>CARNE FRESCA Y REFRIGERADA BOVINA</td>
<td>28.751</td>
<td></td>
</tr>
<tr>
<td>PRODUCTOS LACTEOS NO ESPECIFICAD</td>
<td>16.278</td>
<td></td>
</tr>
<tr>
<td>YOGURT</td>
<td>15.852</td>
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### Principales mercancías en exterior

<table>
<thead>
<tr>
<th>Mercancía</th>
<th>TM. EXPORT</th>
<th>TM. IMPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>COCHES DE TURISMO</td>
<td>329.945</td>
<td>150.543</td>
</tr>
<tr>
<td>ACERO EN CHAPAS SUP. A 4,75 MM</td>
<td>414</td>
<td>250.363</td>
</tr>
<tr>
<td>ACERO EN CHAPAS SUP. A 4,75 MM</td>
<td>31</td>
<td>174.701</td>
</tr>
<tr>
<td>MADERA CORTADA (NO CONIFERA)</td>
<td>2</td>
<td>54.074</td>
</tr>
<tr>
<td>VIDRIO COLADO</td>
<td>445</td>
<td>26.290</td>
</tr>
<tr>
<td>PLATANOS</td>
<td>0</td>
<td>25.505</td>
</tr>
<tr>
<td>PAPEL Y CARTON KRAFT EN BOBINAS</td>
<td>2.327</td>
<td>17.940</td>
</tr>
<tr>
<td>CAMIONES</td>
<td>10.871</td>
<td>4.283</td>
</tr>
<tr>
<td>COBRE REFINADO</td>
<td>0</td>
<td>15.061</td>
</tr>
<tr>
<td>ACERO EN BARRAS</td>
<td>8.703</td>
<td>4.720</td>
</tr>
<tr>
<td>ACERO LAMINADO</td>
<td>1.668</td>
<td>11.190</td>
</tr>
<tr>
<td>PASTA QUIMICA DE MADERA A LA SOSA</td>
<td>10.273</td>
<td>0</td>
</tr>
<tr>
<td>PAPEL Y CARTON ESTUCADO</td>
<td>10.069</td>
<td>0</td>
</tr>
<tr>
<td>ALAMBRON DE HIERRO Y ACERO</td>
<td>6.124</td>
<td>3.532</td>
</tr>
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</table>

Informe estadístico mensual. Fuente: APB.
Acumulado Enero - Diciembre 1997

TRÁFICO POR ENVASE.

CARGA GENERAL CONTENERIZADA

Gran incremento de la carga general contenerizada del 18’92%.

- Crecimiento del cabotaje explicado por las salidas en términos absolutos.
- Fuerte incremento del tráfico exterior (19’21%): 
  - importaciones (22%): aumenta el café, el caucho natural y los productos químicos. Descienden el papel viejo.
  - exportaciones (16’91%): aumenta el papel y cartón estucado, las partes y accesorios de vehículos, detergentes, vino de uva envasado,.... bajan en contra, los azulejos y los polímeros.

<table>
<thead>
<tr>
<th>DETALLE DE LAS PRINCIPALES MERCANCÍAS EN CARGA GENERAL CONTENERIZADA (Se excluye el tránsito).</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Principales mercancías en cabotaje</th>
<th>TM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>EEFECTOS PERSONALES</td>
<td>78.149</td>
</tr>
<tr>
<td>JABON COMÚN</td>
<td>53.237</td>
</tr>
<tr>
<td>AGUA DE AZAHAR</td>
<td>44.578</td>
</tr>
<tr>
<td>PLATANOS</td>
<td>41.754</td>
</tr>
<tr>
<td>CERVEZA DE MALTA, ENVASADA</td>
<td>39.136</td>
</tr>
<tr>
<td>CHATARRA DE HIERRO</td>
<td>31.776</td>
</tr>
<tr>
<td>VINO DE UVAS, ENVASADO</td>
<td>31.047</td>
</tr>
<tr>
<td>CEMENTO ENSACADO</td>
<td>29.417</td>
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<table>
<thead>
<tr>
<th>Principales mercancías en exterior</th>
<th>TM. EXPORT</th>
<th>TM. IMPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAFE</td>
<td>15.183</td>
<td>163.243</td>
</tr>
<tr>
<td>PAPEL Y CARTÓN ESTUCADO</td>
<td>130.811</td>
<td>436</td>
</tr>
<tr>
<td>PARTES Y ACCESORIOS DE VEHÍCULOS</td>
<td>84.333</td>
<td>32.315</td>
</tr>
<tr>
<td>AZULEJOS</td>
<td>84.005</td>
<td>84</td>
</tr>
<tr>
<td>POLÍMEROS DE ETILENO, GRANZAS</td>
<td>72.967</td>
<td>10.292</td>
</tr>
<tr>
<td>DETERGENTES</td>
<td>67.937</td>
<td>527</td>
</tr>
<tr>
<td>VINO DE UVAS, ENVASADO</td>
<td>67.937</td>
<td>527</td>
</tr>
<tr>
<td>ALGODON EN RAMA</td>
<td>191</td>
<td>54.638</td>
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<tr>
<td>PRODUCTOS QUÍMICOS - PREPARACIONES AGLUTINANTES</td>
<td>41.466</td>
<td>8.891</td>
</tr>
<tr>
<td>GRANZAS DE PROPILENO</td>
<td>42.194</td>
<td>8.891</td>
</tr>
<tr>
<td>MANUFACTURAS DE PLÁSTICO</td>
<td>17.120</td>
<td>26.140</td>
</tr>
<tr>
<td>SOSA CAUSTICA</td>
<td>38.416</td>
<td>328</td>
</tr>
<tr>
<td>LIBROS E IMPRESOS</td>
<td>33.891</td>
<td>2.562</td>
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<tr>
<td>PRODUCTOS QUÍMICOS ORGANO-INORGANICOS</td>
<td>4.978</td>
<td>31.023</td>
</tr>
<tr>
<td>CAUCHO NATURAL SIN LABRAR</td>
<td>595</td>
<td>33.295</td>
</tr>
<tr>
<td>LIBROS E IMPRESOS</td>
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<tr>
<td>POLÍMEROS DE ESTIRENO, GRANZAS</td>
<td>5.155</td>
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<tr>
<td>SOSA CAUSTICA</td>
<td>5.053</td>
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Total Carga General Contenerizada

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>1997</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entradas</td>
<td>3.126.755</td>
<td>3.847.644</td>
<td>23,06</td>
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<tr>
<td>Salidas</td>
<td>4.501.272</td>
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</tr>
<tr>
<td>Total</td>
<td>7.628.027</td>
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<td>18,92</td>
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Carga general por navegación y operación

<table>
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<tr>
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<th>1997</th>
<th>%</th>
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<tbody>
<tr>
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<td>252.363</td>
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<tr>
<td>Salidas</td>
<td>998.582</td>
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<tr>
<td>Total</td>
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<table>
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<th>1996</th>
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<tr>
<td>Entradas</td>
<td>2.874.393</td>
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<td>Salidas</td>
<td>3.502.690</td>
<td>4.095.005</td>
<td>16,91</td>
</tr>
<tr>
<td>Total</td>
<td>6.377.083</td>
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</table>

Informe estadístico mensual. Página 11 Fuente: APB.
ACUMULADO ENERO - DICIEMBRE 1997

TRÁFICO POR ENVASE.

CONTENEDORES.

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<tbody>
<tr>
<td></td>
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<td>TM.</td>
<td>TEUS</td>
</tr>
<tr>
<td>Llenos</td>
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</tr>
<tr>
<td>Vacios</td>
<td>86.804</td>
<td>172.789</td>
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</tr>
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<td>Total</td>
<td>209.824</td>
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El fuerte incremento de los teu's se explica en gran parte por el tráfico de entrada tanto de cabotaje como exterior.

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<tbody>
<tr>
<td></td>
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<td>TM.</td>
<td>TEUS</td>
</tr>
<tr>
<td>Llenos</td>
<td>99.734</td>
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<tr>
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<td>5.962</td>
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<td>105.696</td>
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<table>
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<tr>
<td></td>
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<td>TM.</td>
<td>TEUS</td>
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<tr>
<td>Llenos</td>
<td>23.176</td>
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<tr>
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<td>80.832</td>
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<td>104.008</td>
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<table>
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<tbody>
<tr>
<td></td>
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<td>TEUS</td>
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<tr>
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<td>110</td>
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<td>202.160</td>
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<td>10</td>
<td>18</td>
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<td>120</td>
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COMPARACIÓN RESPECTO AL AÑO ANTERIOR. TEUS

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<th>% 97/96</th>
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</tr>
<tr>
<td></td>
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<td>TM.</td>
<td>TEUS</td>
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<tr>
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<td>370.131</td>
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<td>95.066</td>
<td>302.039</td>
<td>397.105</td>
</tr>
<tr>
<td>Total</td>
<td>159.033</td>
<td>608.203</td>
<td>767.236</td>
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<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>1997</th>
<th>% 97/96</th>
</tr>
</thead>
<tbody>
<tr>
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<td>CABOTAJE</td>
<td>EXTERIOR</td>
<td>TOTAL</td>
</tr>
<tr>
<td></td>
<td>TEUS</td>
<td>TM.</td>
<td>TEUS</td>
</tr>
<tr>
<td>Llenos</td>
<td>110.836</td>
<td>497.449</td>
<td>608.085</td>
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<td>Vacios</td>
<td>48.397</td>
<td>110.754</td>
<td>159.151</td>
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<tr>
<td>Total</td>
<td>159.033</td>
<td>608.203</td>
<td>767.236</td>
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Informe estadístico mensual. Página 12 Fuente: APB.
TRÁFICO POR ORIGEN/DESTINO.

ÁREAS GEOGRÁFICAS (Tm.).

<table>
<thead>
<tr>
<th>Área Geográfica</th>
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<tr>
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<td>ITALIA/FRANCIA</td>
<td>2.066.618</td>
<td>2.232.048</td>
<td>8,00</td>
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<tr>
<td>MED.ORT./MAR NEGRO/CASPIO/PROX.ORT.</td>
<td>2.392.182</td>
<td>2.170.955</td>
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<tr>
<td>MAR ROJO</td>
<td>147.113</td>
<td>152.857</td>
<td>3,77</td>
</tr>
<tr>
<td>GOLFO PÉRSICO/MAR ARÁBIGO</td>
<td>783.509</td>
<td>742.402</td>
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<tr>
<td>PAKISTÁN/ÍNDIA/SRI LANKA/BANGLADESH</td>
<td>285.051</td>
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<tr>
<td>SUD ESTE ASIÁTICO</td>
<td>615.118</td>
<td>748.136</td>
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</tr>
<tr>
<td>EXTREMO ORIENTE Y JAPÓN</td>
<td>1.298.806</td>
<td>1.270.077</td>
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Principales áreas de destino (Tm)

Principales áreas de origen (Tm)

Informe estadístico mensual. Página 13 Fuente: APB.
**TRÁFICO POR ORIGEN/DESTINO.**

**PAISES POR ENVASE. CARGA** *(Se excluye el tránsito y las taras).*

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### TRÁFICO POR ORIGEN/DESTINO.

**PAÍSES POR ENVASE. DESCARGA (Se excluye el tránsito y las taras).**

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Informe estadístico mensual. Página 15 Fuente: APB.
Informe estadístico mensual. Página 16 Fuente: APB.
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Informe estadístico mensual. Página 16 Fuente: APB.
### TRÁFICO DE PASAJEROS

Aumento de los pasajeros en cabotaje especialmente en la entrada.

Fuerte aumento de los pasajeros en cruceros turísticos con un fuerte incremento relativo del embarque.

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#### CABOTAJE LÍNEA REGULAR

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#### CRUCEROS TURÍSTICOS. EXTERIOR

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#### TOTAL TRÁFICO

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<tr>
<td>Embarque</td>
<td>287.942</td>
<td>334.097</td>
<td>16,03</td>
</tr>
<tr>
<td>Desembarque</td>
<td>264.096</td>
<td>303.741</td>
<td>15,01</td>
</tr>
<tr>
<td>Tránsito</td>
<td>179.123</td>
<td>231.096</td>
<td>29,02</td>
</tr>
<tr>
<td>TOTAL</td>
<td>731.161</td>
<td>868.934</td>
<td>18,84</td>
</tr>
</tbody>
</table>

### Evolución tráfico de pasajeros en cruceros.

**Información estadística mensual. Página 17 Fuente: APB.**
<table>
<thead>
<tr>
<th></th>
<th>95</th>
<th>96</th>
<th>97</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enero</td>
<td>4.080</td>
<td>5.970</td>
<td>6.391</td>
</tr>
<tr>
<td>Febrero</td>
<td>1.867</td>
<td>2.445</td>
<td>1.729</td>
</tr>
<tr>
<td>Marzo</td>
<td>4.406</td>
<td>5.229</td>
<td>3.850</td>
</tr>
<tr>
<td>Abril</td>
<td>18.008</td>
<td>32.629</td>
<td>20.710</td>
</tr>
<tr>
<td>Mayo</td>
<td>28.999</td>
<td>43.409</td>
<td>42.080</td>
</tr>
<tr>
<td>Junio</td>
<td>28.902</td>
<td>24.844</td>
<td>43.158</td>
</tr>
<tr>
<td>Julio</td>
<td>29.640</td>
<td>30.032</td>
<td>48.879</td>
</tr>
<tr>
<td>Agosto</td>
<td>28.554</td>
<td>35.686</td>
<td>65.993</td>
</tr>
<tr>
<td>Septiembre</td>
<td>39.036</td>
<td>41.751</td>
<td>48.330</td>
</tr>
<tr>
<td>Octubre</td>
<td>32.677</td>
<td>36.982</td>
<td>60.012</td>
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<tr>
<td>Noviembre</td>
<td>12.607</td>
<td>16.543</td>
<td>12.686</td>
</tr>
<tr>
<td>Diciembre</td>
<td>4.613</td>
<td>1.804</td>
<td>5.172</td>
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<td></td>
<td>233.389</td>
<td>114.526</td>
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### TRÁFICO DE OTROS PUERTOS

#### TRÁFICO TOTAL 96/95

<table>
<thead>
<tr>
<th>Puerto</th>
<th>Carga 96/95</th>
<th>Var. % 96/95</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMBERES</td>
<td>106.526.000</td>
<td>-1,43%</td>
</tr>
<tr>
<td>MARSELLA</td>
<td>90.718.000</td>
<td>4,76%</td>
</tr>
<tr>
<td>GENOVA</td>
<td>46.743.757</td>
<td>0,50%</td>
</tr>
<tr>
<td>TARRAGONA</td>
<td>30.791.979</td>
<td>8,13%</td>
</tr>
<tr>
<td>ALGECIRAS</td>
<td>34.197.793</td>
<td>-0,52%</td>
</tr>
<tr>
<td>BARCELONA</td>
<td>23.571.385</td>
<td>3,69%</td>
</tr>
<tr>
<td>LIVORNO</td>
<td>21.853.912</td>
<td>6,80%</td>
</tr>
<tr>
<td>BILBAO</td>
<td>21.436.647</td>
<td>-14,28%</td>
</tr>
<tr>
<td>VALENCIA</td>
<td>15.698.040</td>
<td>-2,44%</td>
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</tbody>
</table>

#### TEUS 96/95

<table>
<thead>
<tr>
<th>Puerto</th>
<th>Carga 96/95</th>
<th>Var. % 96/95</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMBERES</td>
<td>2.653.909</td>
<td>13,94%</td>
</tr>
<tr>
<td>ALGECIRAS</td>
<td>1.306.825</td>
<td>13,17%</td>
</tr>
<tr>
<td>LA SPEZIA</td>
<td>871.100</td>
<td>-9,78%</td>
</tr>
<tr>
<td>GENOVA</td>
<td>825.752</td>
<td>34,22%</td>
</tr>
<tr>
<td>BARCELONA</td>
<td>767.236</td>
<td>11,30%</td>
</tr>
<tr>
<td>VALENCIA</td>
<td>704.503</td>
<td>4,86%</td>
</tr>
<tr>
<td>MARSELLA</td>
<td>547.231</td>
<td>9,88%</td>
</tr>
<tr>
<td>LIVORNO</td>
<td>416.622</td>
<td>-1,70%</td>
</tr>
<tr>
<td>BILBAO</td>
<td>294.188</td>
<td>-0,82%</td>
</tr>
<tr>
<td>TARRAGONA</td>
<td>33.515</td>
<td>-8,07%</td>
</tr>
</tbody>
</table>

### GRANELES

#### LÍQUIDOS 96/95

<table>
<thead>
<tr>
<th>Puerto</th>
<th>Carga 96/95</th>
<th>Var. % 96/95</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARSELLA</td>
<td>65.336.000</td>
<td>4,82%</td>
</tr>
<tr>
<td>AMBERES</td>
<td>27.060.000</td>
<td>5,86%</td>
</tr>
<tr>
<td>GENOVA</td>
<td>25.636.919</td>
<td>-2,01%</td>
</tr>
<tr>
<td>TARRAGONA</td>
<td>22.772.808</td>
<td>14,25%</td>
</tr>
<tr>
<td>ALGECIRAS</td>
<td>15.901.064</td>
<td>-7,69%</td>
</tr>
<tr>
<td>BILBAO</td>
<td>11.650.814</td>
<td>-10,83%</td>
</tr>
<tr>
<td>BARCELONA</td>
<td>8.346.544</td>
<td>1,60%</td>
</tr>
<tr>
<td>VALENCIA</td>
<td>1.187.594</td>
<td>-9,85%</td>
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</tbody>
</table>

#### SÓLIDOS 96/95

<table>
<thead>
<tr>
<th>Puerto</th>
<th>Carga 96/95</th>
<th>Var. % 96/95</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMBERES</td>
<td>27.260.000</td>
<td>-14,38%</td>
</tr>
<tr>
<td>MARSELLA</td>
<td>13.676.000</td>
<td>4,55%</td>
</tr>
<tr>
<td>TARRAGONA</td>
<td>7.307.998</td>
<td>-6,24%</td>
</tr>
<tr>
<td>BARCELONA</td>
<td>5.130.396</td>
<td>0,30%</td>
</tr>
<tr>
<td>VALENCIA</td>
<td>3.525.001</td>
<td>-9,06%</td>
</tr>
<tr>
<td>BILBAO</td>
<td>3.624.668</td>
<td>-33,31%</td>
</tr>
<tr>
<td>GENOVA</td>
<td>8.337.282</td>
<td>-12,66%</td>
</tr>
<tr>
<td>ALGECIRAS</td>
<td>1.739.329</td>
<td>-19,56%</td>
</tr>
</tbody>
</table>

#### GENERAL 96/95

<table>
<thead>
<tr>
<th>Puerto</th>
<th>Carga 96/95</th>
<th>Var. % 96/95</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMBERES</td>
<td>52.206.000</td>
<td>3,02%</td>
</tr>
<tr>
<td>ALGECIRAS</td>
<td>16.557.400</td>
<td>10,48%</td>
</tr>
<tr>
<td>MARSELLA</td>
<td>11.706.000</td>
<td>4,66%</td>
</tr>
<tr>
<td>VALENCIA</td>
<td>10.985.445</td>
<td>0,81%</td>
</tr>
<tr>
<td>BARCELONA</td>
<td>10.094.445</td>
<td>7,37%</td>
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<tr>
<td>GENOVA</td>
<td>12.769.556</td>
<td>18,21%</td>
</tr>
<tr>
<td>BILBAO</td>
<td>6.161.165</td>
<td>-5,31%</td>
</tr>
<tr>
<td>TARRAGONA</td>
<td>711.133</td>
<td>-5,01%</td>
</tr>
</tbody>
</table>

#### Ránking del tráfico total para los puertos disponibles (Tm).

#### Ránking de contenedores para los puertos disponibles (Teus).