



OXFORD
ECONOMICS

Economic impact of the global ferry industry

October 2021





Key findings



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The global
ferry fleet



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Europe and
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Our modelling suggests the global ferry industry could have supported \$60 billion in GDP and 1.1 million jobs globally in 2019

Global ferry fleet

- Based on the data sources available for this study, the global ferry fleet comprises 15,400 vessels, with a combined gross tonnage of more than 31 million tonnes.
- At least 4.27 billion passengers travelled on ferries in 2019.
- Ferries also transported at least 373 million vehicles in 2019.

Economic impact of the global ferry industry

		 GDP (\$bn)	 Jobs (000s)
Direct impact	Americas, Europe, Oceania*	13.6	141
	Africa & Asia**	3.4	77
Supply chain and worker spending impacts	Americas, Europe, Oceania*	31.8	437
	Africa & Asia**	11.5	446
Total	Indicative World total	60.3	1,101

*Based on a survey of a sample of ferry owners and operators in these three regions

**Indicative assumption-driven estimates informed by survey responses for other world regions

The data shown in this table are consistent with the results presented in Section 6 of this report, and so include economic linkages between all world regions.



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This study estimates the economic footprint of the global ferry industry

The global ferry industry comprises companies which own or operate vessels that transport passengers, goods and vehicles over short sea and inland routes. Ferries provide vital connections which enable all types of journey, whether that be local trips to work, study, visit others, or access amenities, or longer trips for business or tourism. Ferries also facilitate trade within and across national borders.

Ferries therefore play a pivotal role as an economic and social enabler. As they do so, they sustain significant economic activity in their own right, both directly through the income and employment they support, and through wider supply chain and worker spending effects which benefit other parts of the economy.

In this study, commissioned by Interferry, we assess the economic footprint of the global ferry industry.

Our study is structured as follows:

- In **Section 3** we introduce the global ferry fleet.
- In **Section 4** we estimate the economic impact of the ferry industry in the Americas, Europe and Oceania.
- **Section 5** presents indicative estimates for Africa and Asia. These are combined with other regions to estimate the indicative global impact results presented in **Section 6**.

The appendix presents details of our methodology and assumptions.

We report results for five world regions, based on UN definitions

Regions	Africa	Americas	Asia	Europe	Oceania
Examples of countries in each region	<ul style="list-style-type: none">• Algeria• Cabo Verde• Egypt• Morocco• Tanzania• Tunisia	<ul style="list-style-type: none">• Argentina• Canada• Mexico• Puerto Rico• Trinidad & Tobago• US	<ul style="list-style-type: none">• China• Indonesia• Japan• Philippines• South Korea• Turkey	<ul style="list-style-type: none">• EU27 countries• Norway• Russia• UK	<ul style="list-style-type: none">• Australia• Fiji• French Polynesia• New Zealand

A full list of countries in each region is presented in the appendix



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Two types of organisations contributed data to the study

Maritime data providers

- **Shippax**, a specialist provider of data on the ferry and cruise industry, provided access to its vessel database. These data provide the foundation for much of our fleet analysis
- **Shippax** also provided information on passengers and vehicles transported by world region, based on its survey of ports and operators
- **Clarksons Research**, another specialist maritime data provider, provided information on the global ferry fleet at the level of country and company

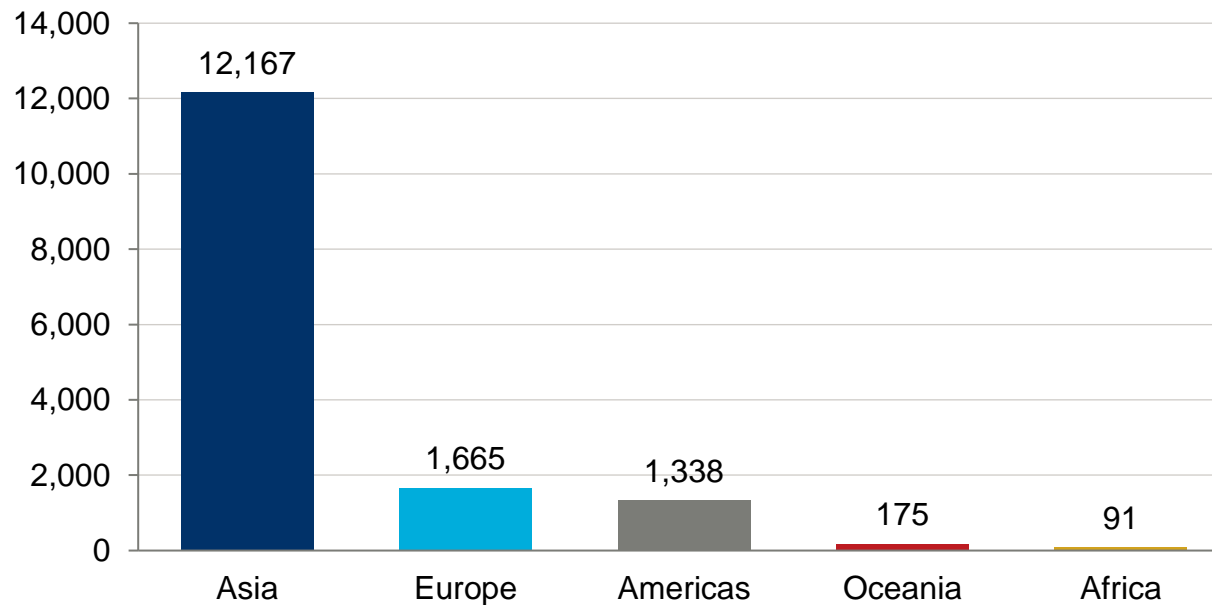
National sources for major ferry markets

- For **Canada** we received fleet information from the Canadian Ferry Association
- For **China** we received fleet and traffic information from the Maritime Safety Administration and Ministry of Transport
- For the **US** we incorporated fleet data provided by the US National Census of Ferry Operators and US Coastguard

Note: no single source provides a comprehensive and consistent picture of the global ferry fleet and traffic. The global sources available to the study team generally track larger ships and operators, but may not detect many smaller vessels, which may be numerous in some parts of the world. To the extent that the fleet estimates are conservative, the resulting economic impact estimates presented later in the study will also be conservative.

The global ferry fleet is heavily concentrated in Asia

Number of vessels, by world region, 2019



Source: Oxford Economics analysis of data from Shippax and national sources

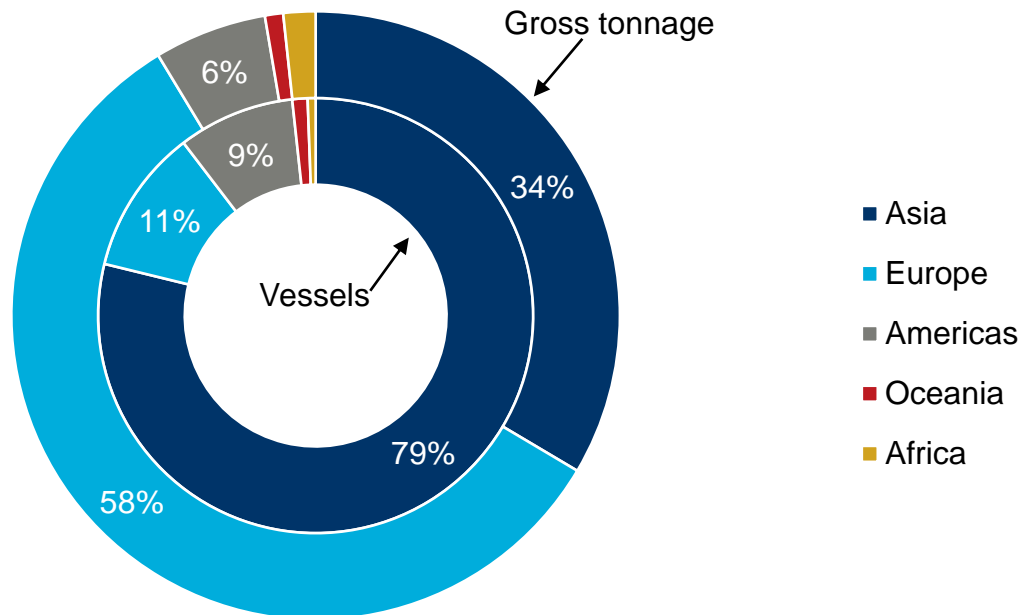
- These figures include active hi speed, ferry and short sea RoRo vessels identified in the Shippax database. These were allocated to world regions by country of operator (where this was unavailable we used country or region of operation).
- The figures for Asia and the Americas also incorporate data from the three national sources described on the previous page.
- The value shown for Asia is understood to be conservative, since it excludes approximately 10,000 small ferries engaged in local river transport which are not tracked by official sources.

3 The global ferry fleet

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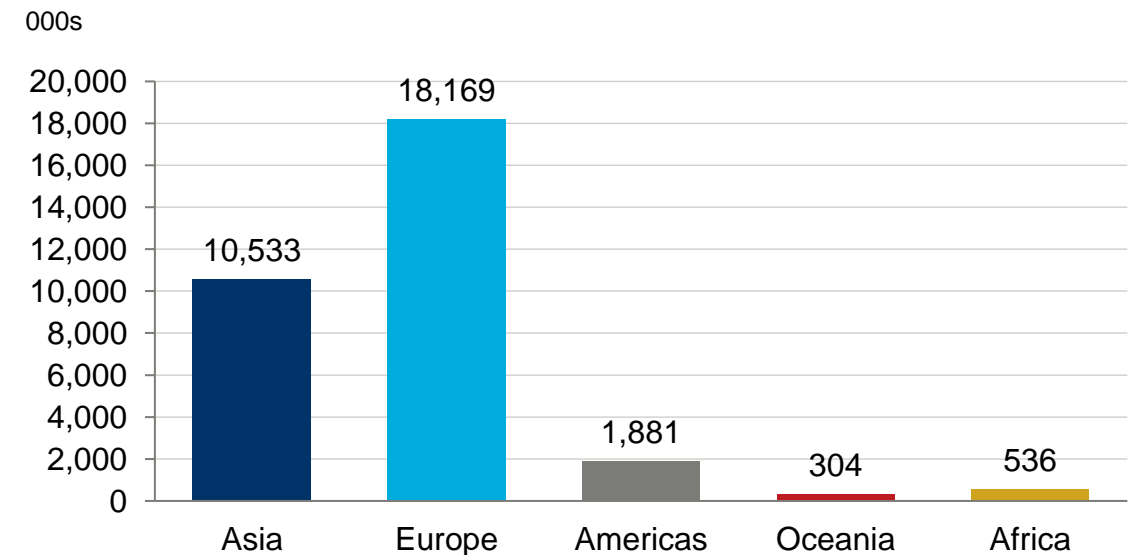
While 79% of vessels are based in Asia, 58% of gross tonnage is in Europe

Share of vessels and gross tonnage, by world region, 2019



Source: Oxford Economics analysis of data from Shippax and national sources

Gross tonnage by world region, 2019

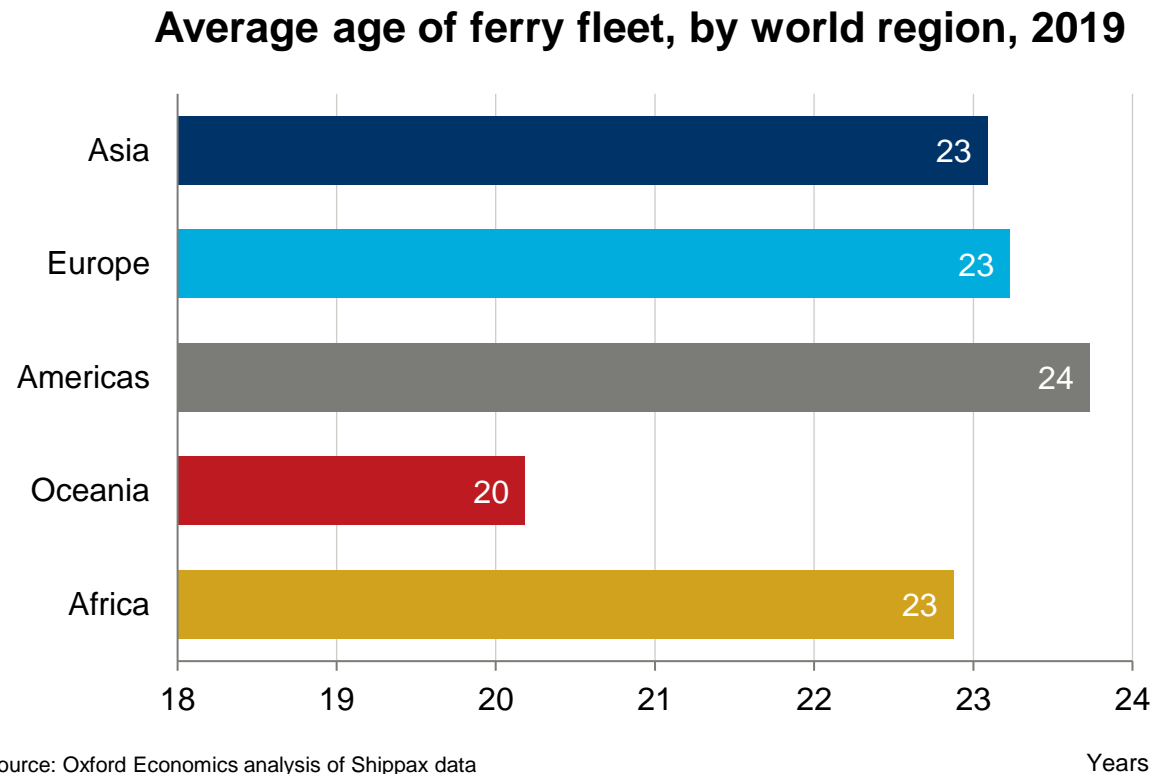


Source: Oxford Economics analysis of data from Shippax and national sources

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Vessels in the global ferry fleet tracked by Shippax are over 20 years old on average



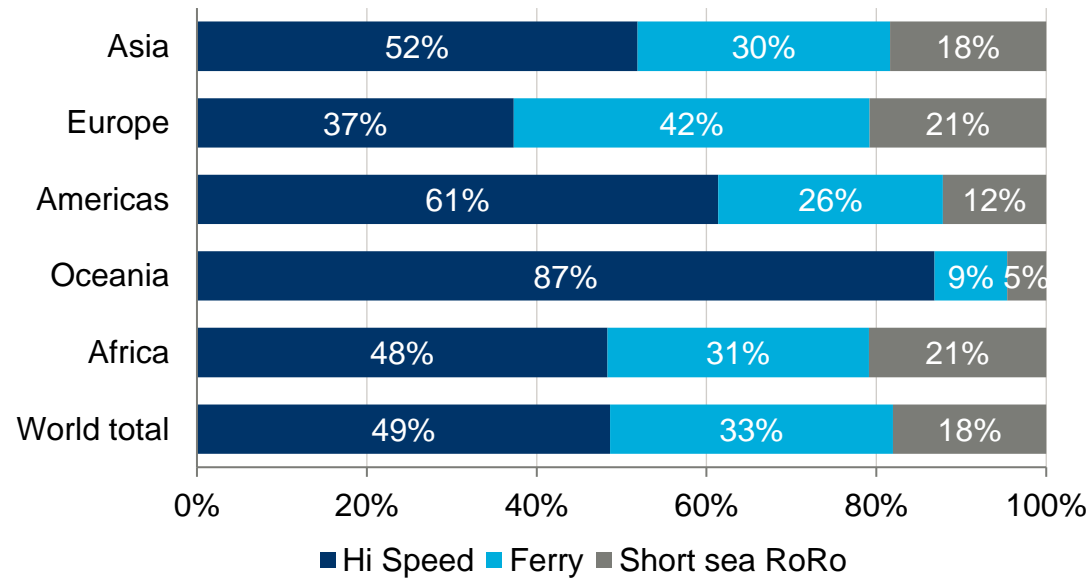
Values for all regions only include vessels tracked by the Shippax database.

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Globally, around half of the ferries tracked by Shippax are defined as hi speed vessels, but the share is as high as 87% in Oceania

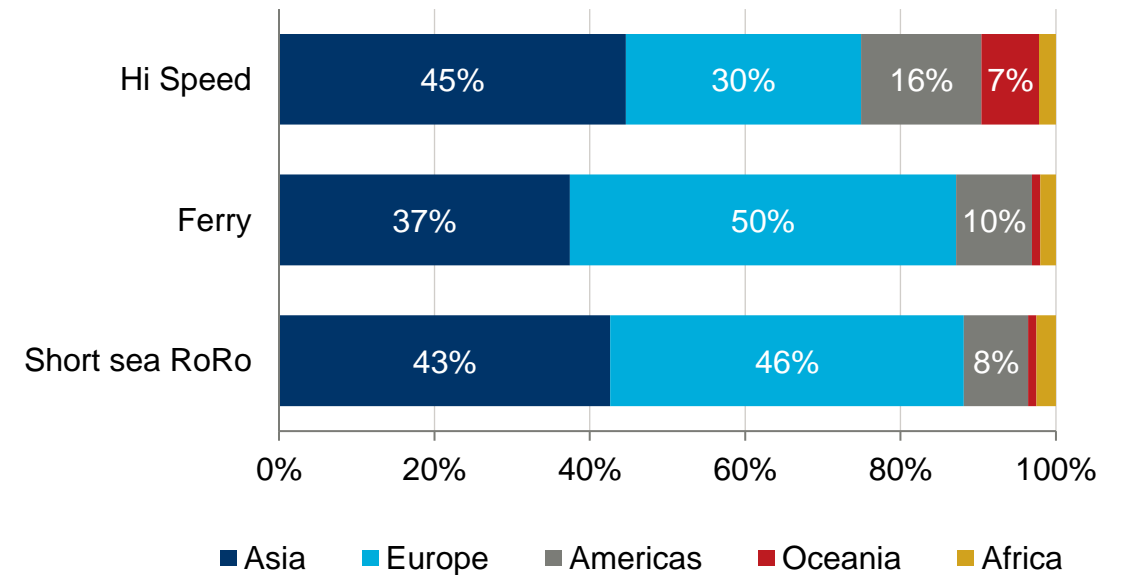
Share of vessel types within each region, 2019



Source: Oxford Economics analysis of Shippax data

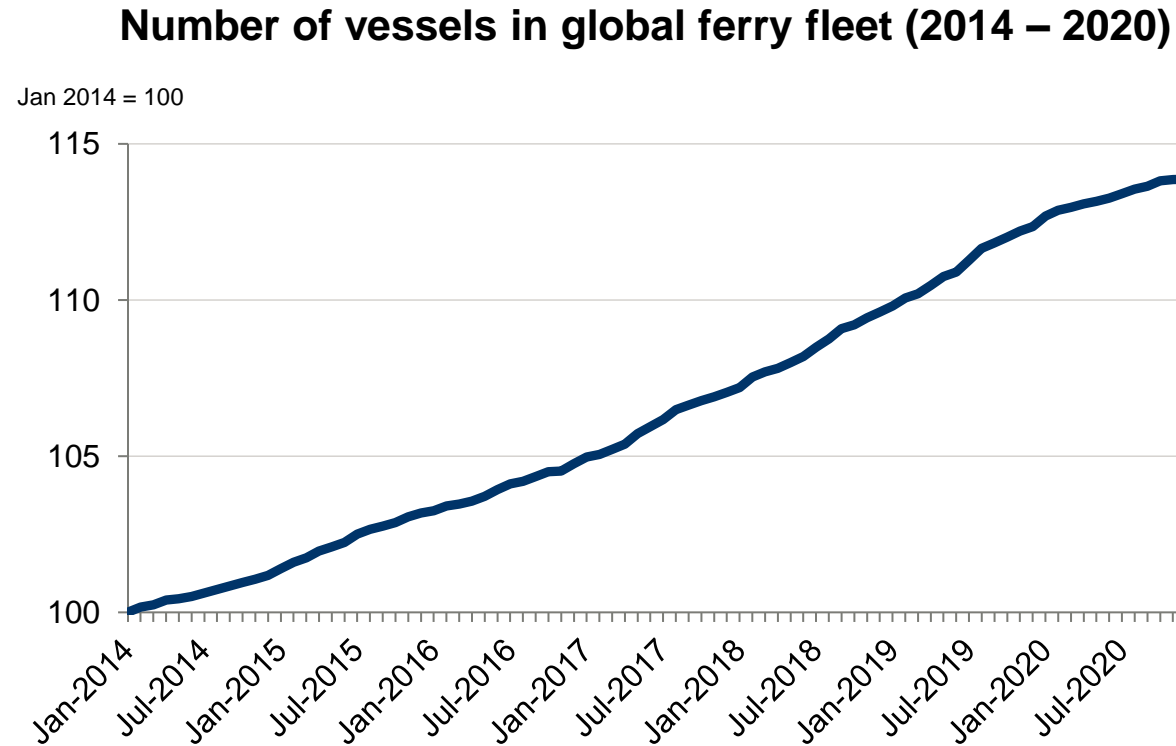
Values for all regions only include vessels tracked by the Shippax database.

Share of vessels across world regions, by vessel type, 2019



Source: Oxford Economics analysis of Shippax data

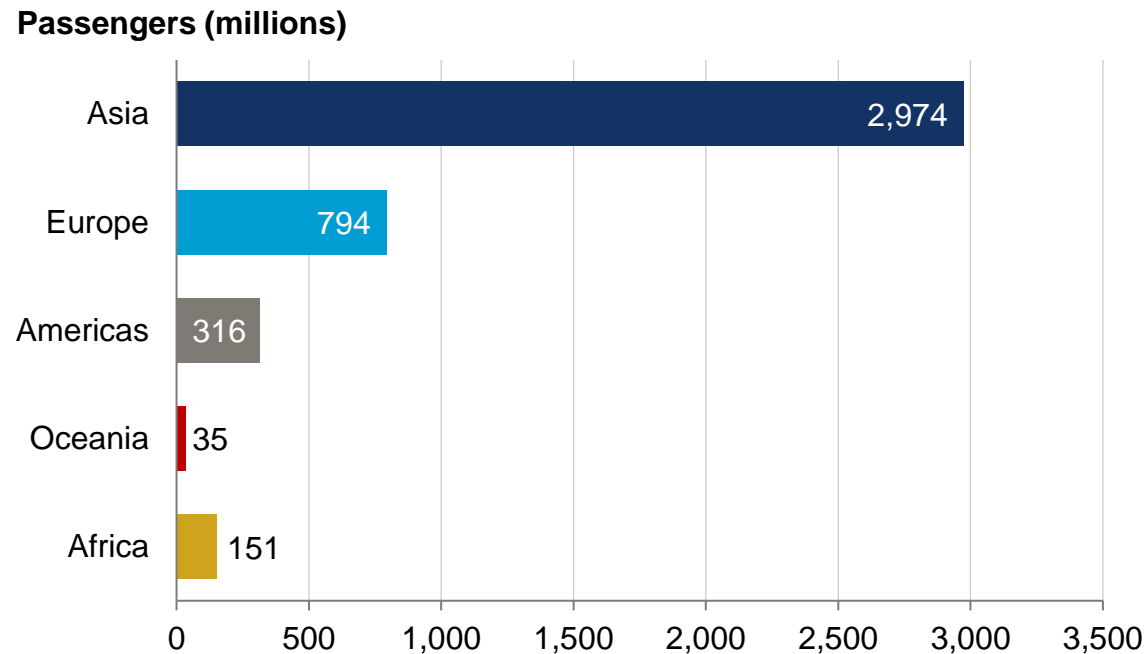
The number of vessels in the global ferry fleet has grown steadily since 2014



Source: Oxford Economics analysis of Clarksons data

Data show growth of the global ferry fleet as tracked by Clarksons Research.

In 2019, at least 4.27 billion passengers travelled by ferry worldwide



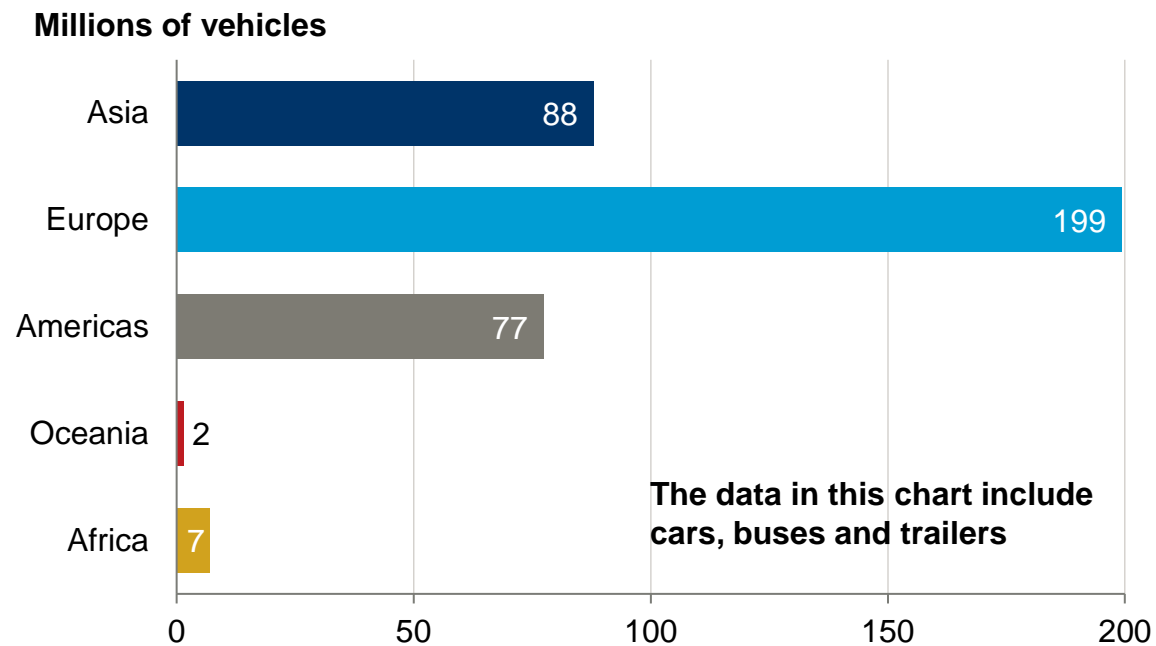
Source: Oxford Economics analysis of data from Shippax and national sources

These estimates are understood to be conservative since not all countries and operators report traffic data to Shippax. The imputation techniques used to incorporate estimates for China are also conservative. Full details of the sources and approach are presented in the appendix.

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In 2019, at least 373 million vehicles were transported by ferry worldwide



Source: Oxford Economics analysis of data from Shippax and national sources

The estimates are understood to be conservative since not all countries and operators report traffic data to Shippax. The imputation techniques used to incorporate estimates for China are also conservative. Full details of the sources and approach are presented in the appendix.



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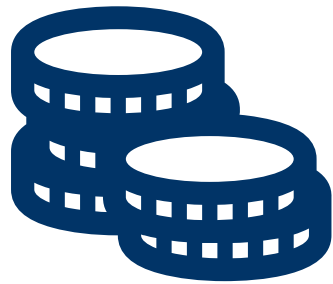


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In this section we estimate the ferry industry's economic contribution across two metrics

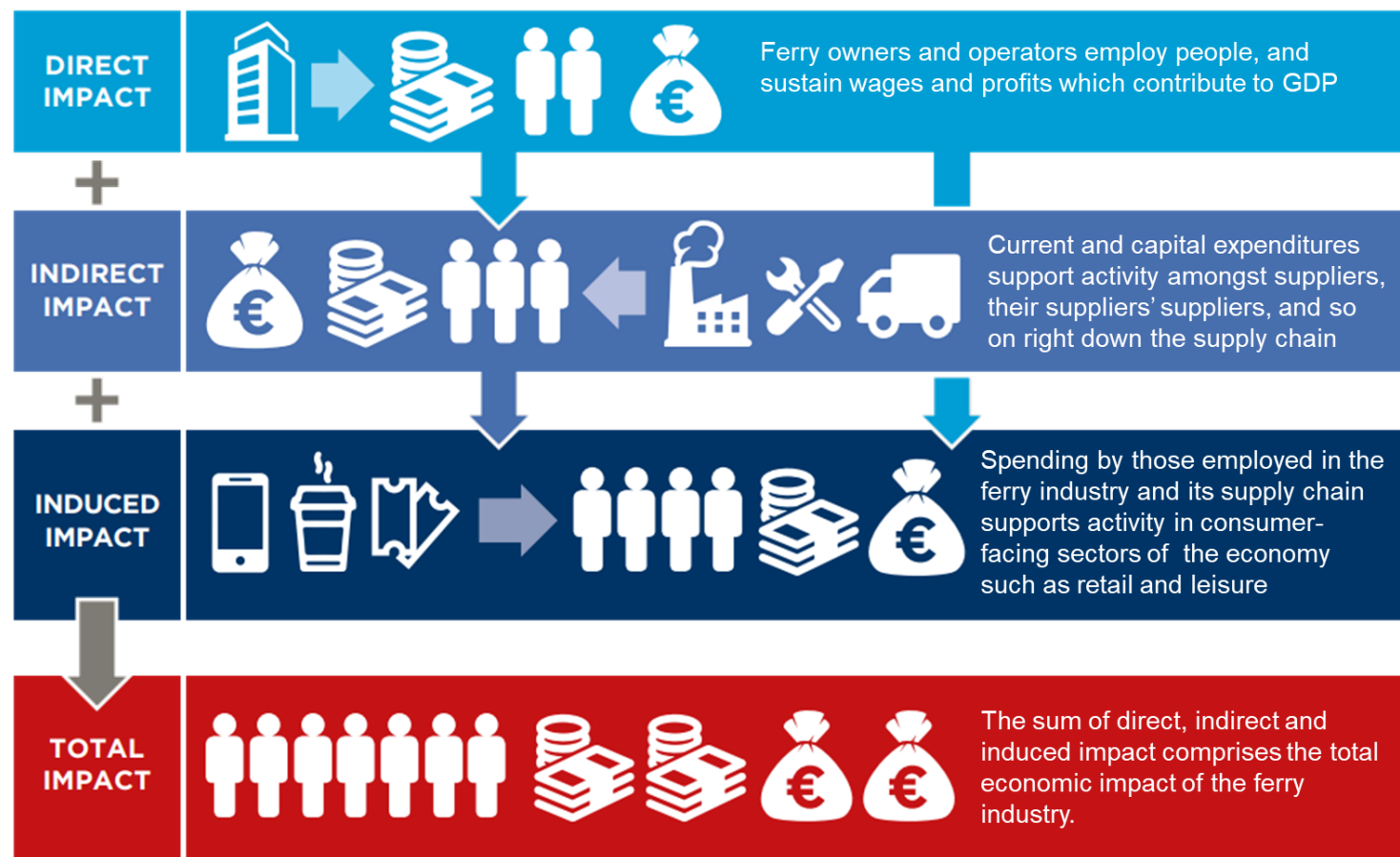


The gross value added contribution to GDP (for brevity we refer to this as the “contribution to GDP”)



Employment, on a head count basis. This includes workers based on vessels and on shore.

We estimate the economic impact of the ferry industry across three channels of impact

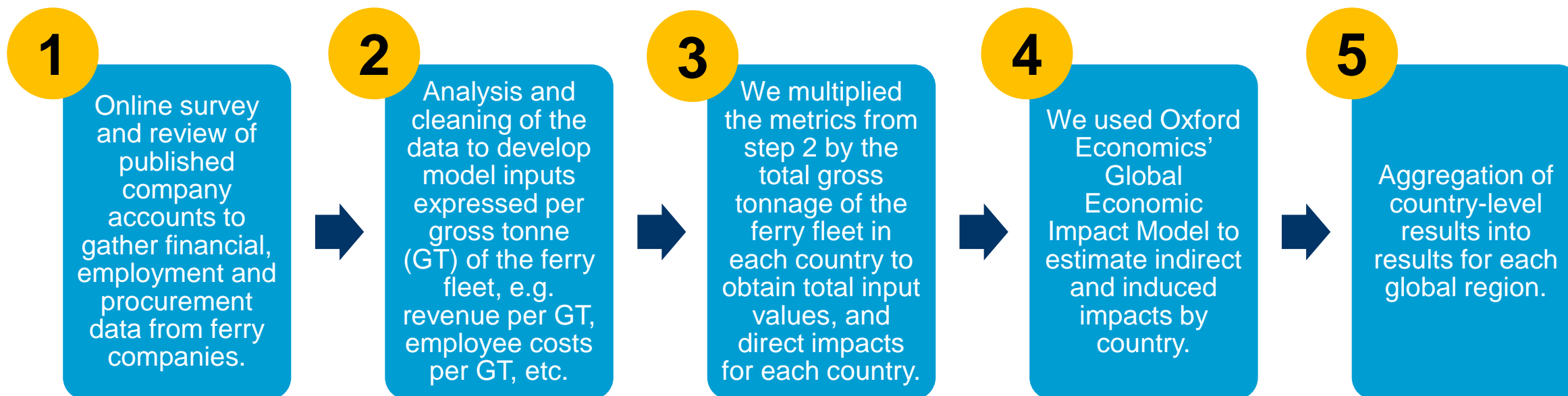


Results have been calculated using Oxford Economics' Global Economic Impact Model which captures linkages between sectors and world regions. In this section of the study our estimates include economic linkages between the Americas, Europe and Oceania.

Further channels of impact could be explored in future research

- Certain economic impact studies examine the “catalytic impact” of activity the provision of transport enables in other industries. Examples for the ferry industry could include the economic value of international goods trade that ferries facilitate; the economic value to a country’s tourism industry of visitors arriving by ferry; or the value of ferries in connecting workers with employment opportunities.
- Ferries may also support benefits which are more social in nature, for example by enabling people to travel more easily for education or healthcare reasons.
- These types of catalytic and social benefits are beyond the scope of the current study but could be explored in future iterations of this research.

We followed a five-step approach to estimate the industry's impact in the Americas, Europe and Oceania

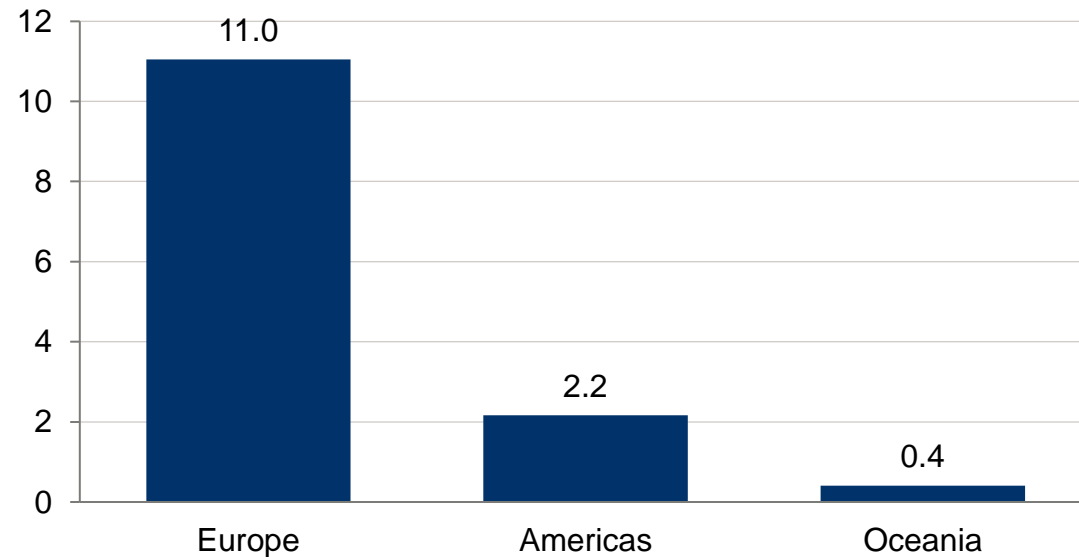


The first phase of our methodology yielded considerably more data points for the Americas, Europe and Oceania than for Africa and Asia. We have therefore separated the regions into two groups within our report to reflect that the findings for Africa and Asia are much more assumption-driven and subject to a greater degree of uncertainty.

Ferry owners and operators in the Americas, Europe and Oceania directly contributed \$13.6 billion to GDP and supported 141,000 jobs in 2019

Direct GDP contribution

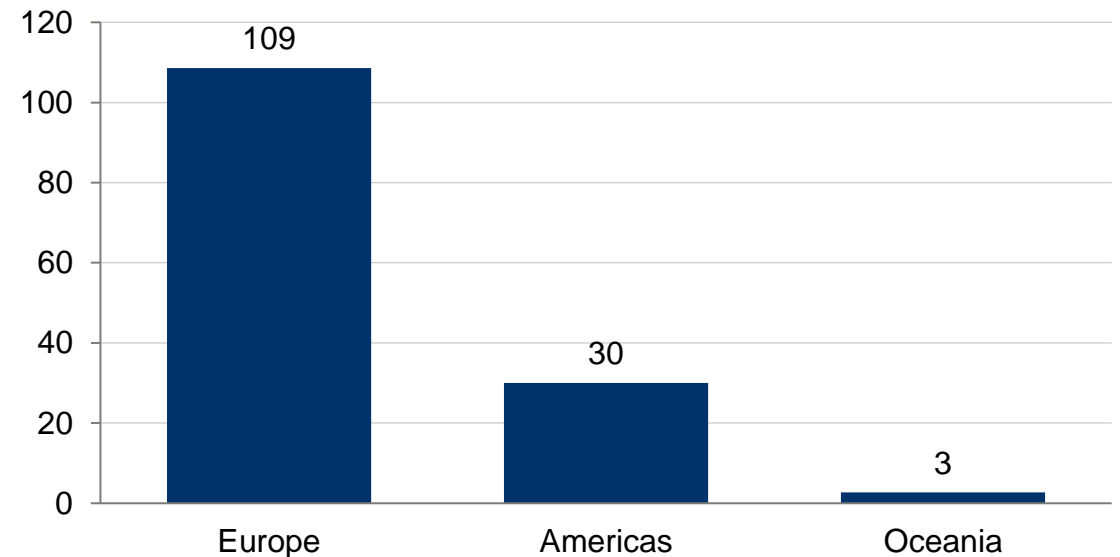
US\$, billions



Source: Oxford Economics

Direct employment contribution

Jobs, thousands

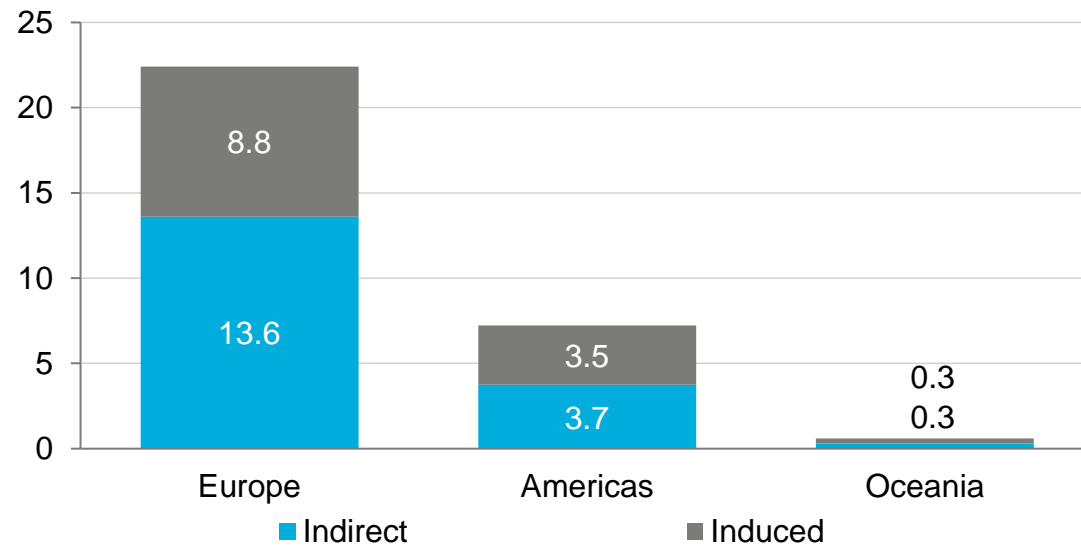


Source: Oxford Economics

A further \$30 billion in GDP and 410,000 jobs were supported through supply chain and worker spending impacts

Indirect and induced GDP contribution

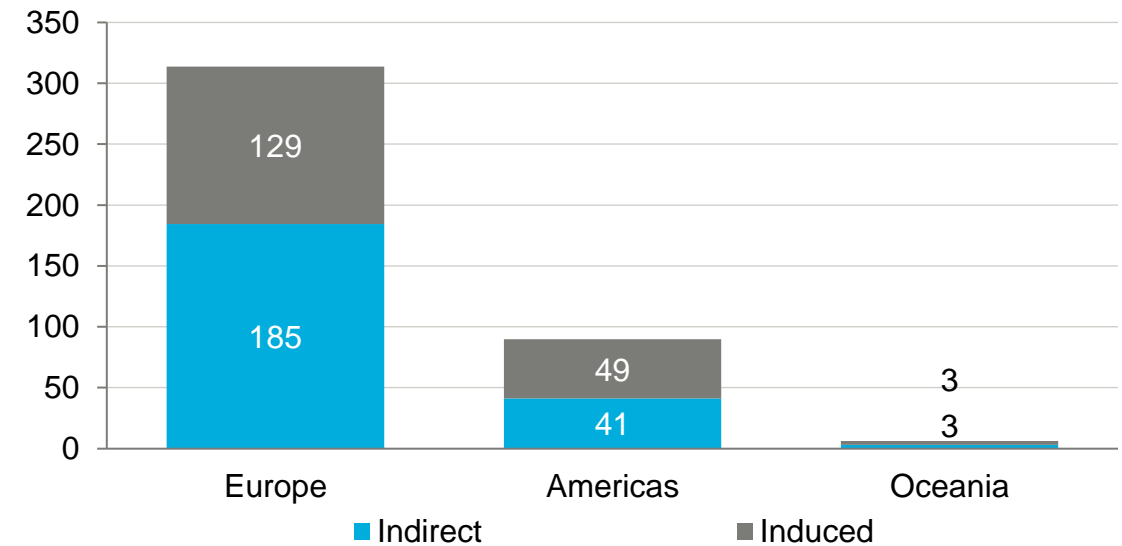
US\$, billions



Source: Oxford Economics

Indirect and induced employment contribution

Jobs, thousands



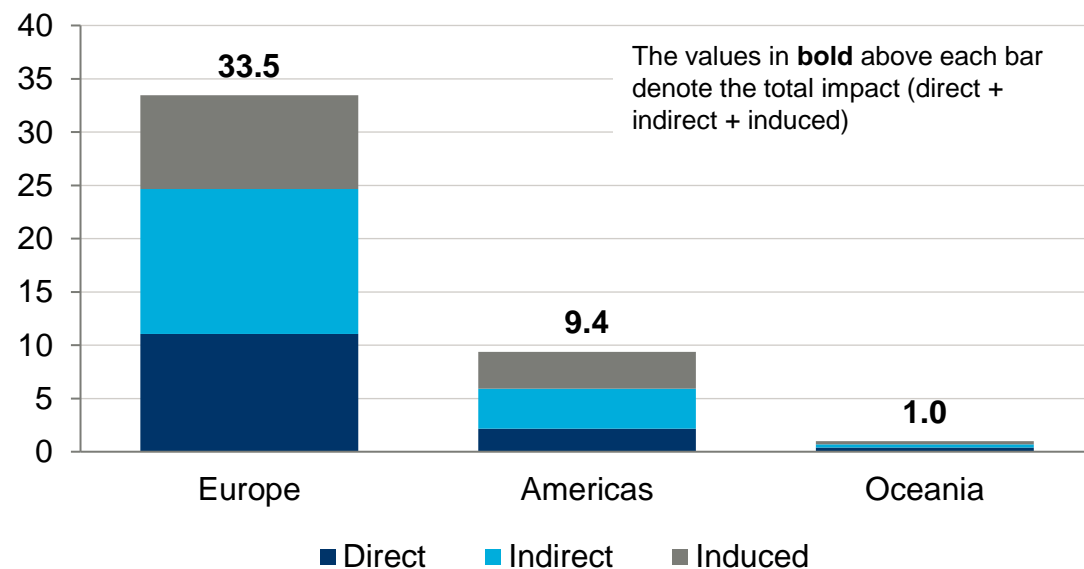
Source: Oxford Economics

These results include economic linkages between the Americas, Europe and Oceania.

Combining the direct, indirect and induced impacts gives an estimate of the total economic contribution of the ferry industry

Total GDP contribution

US\$, billions

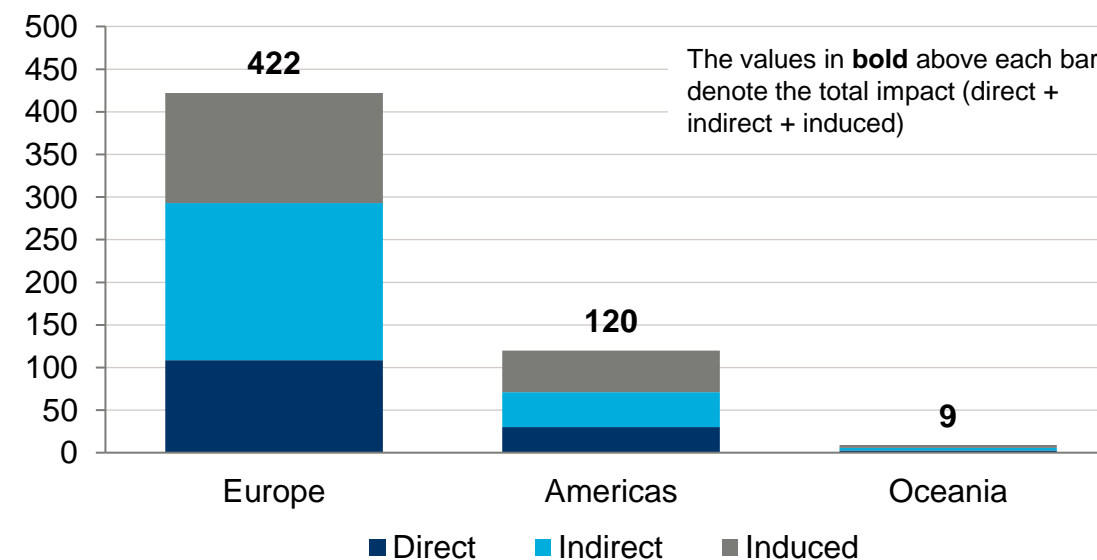


Source: Oxford Economics

These results include economic linkages between the Americas, Europe and Oceania.

Total employment contribution

Jobs, thousands



Source: Oxford Economics

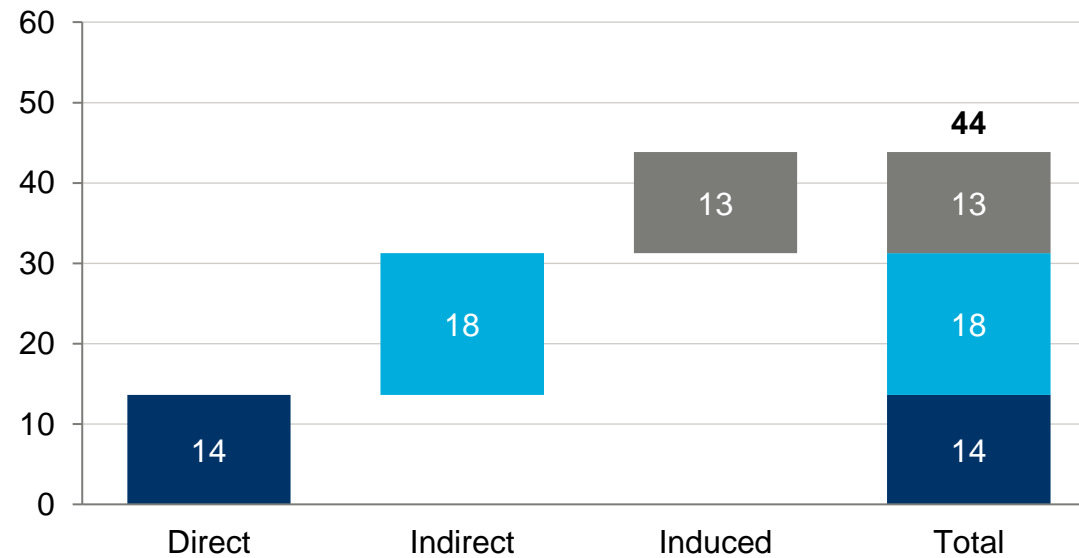
4 Economic impact in the Americas, Europe and Oceania

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In total, the ferry industry in the Americas, Europe and Oceania supported a GDP contribution of \$44 billion and 551,000 jobs in 2019

Total GDP contribution

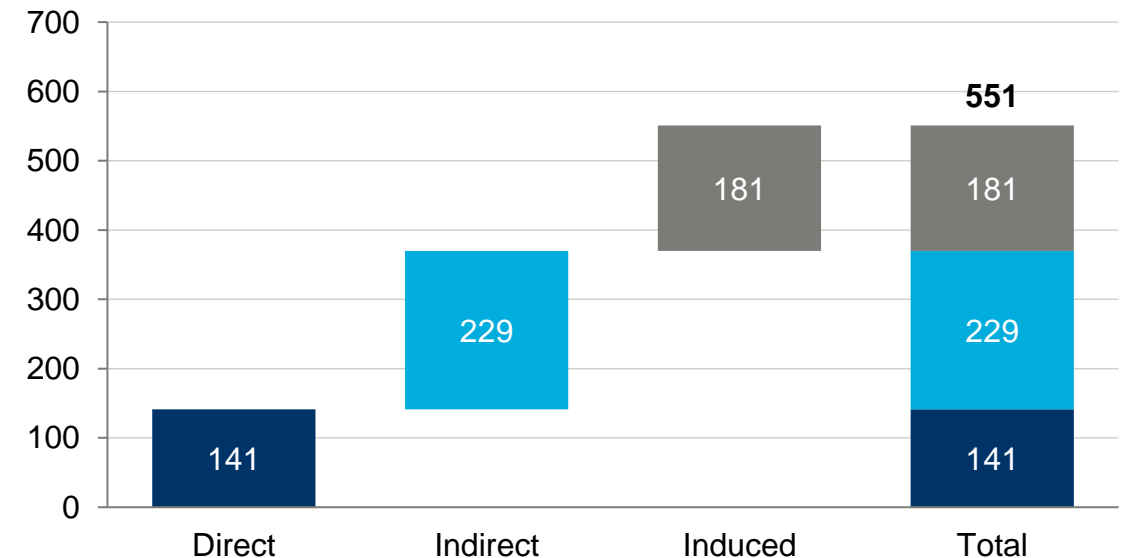
US\$, billions



Source: Oxford Economics

Total employment contribution

Jobs, thousands



Source: Oxford Economics

These results include economic linkages between the Americas, Europe and Oceania.



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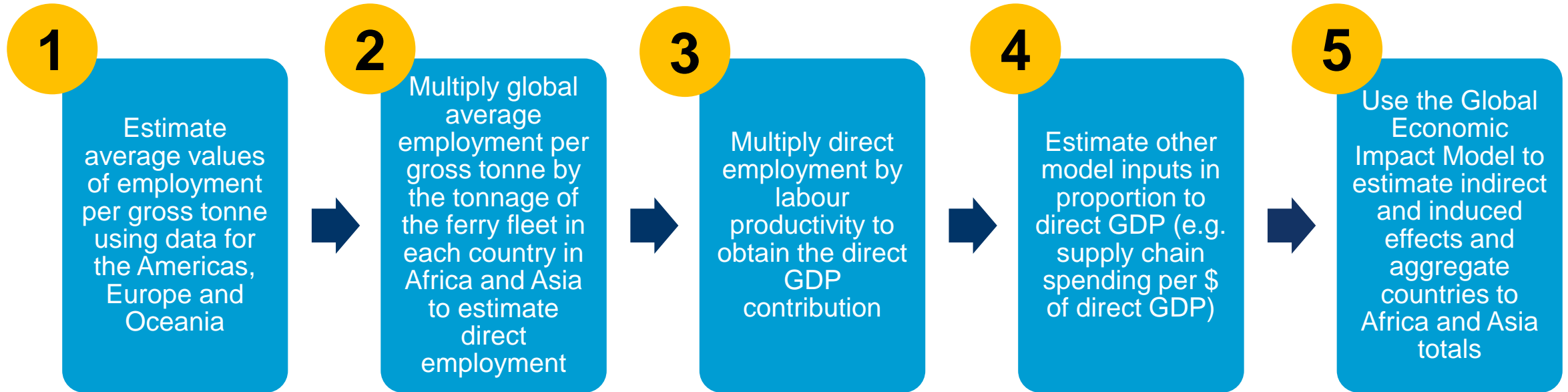
An alternative approach was needed to estimate the economic impact of the ferry industry in Africa and Asia

We were able to obtain very little financial information for ferry companies in Africa and Asia through our survey and review of company accounts. As such, a much more assumption-driven approach was needed for these regions.

Our modelling for Africa and Asia relies on two key assumptions:

- That the number of workers required to operate a ferry fleet of a given size is broadly similar across the world (i.e. employment per gross tonne is similar across countries).
- That productivity (GDP per worker) varies in line with the productivity differentials observed across countries. This means, for example, that the GDP supported by a fleet of a given size will be greater in Europe than in Africa.

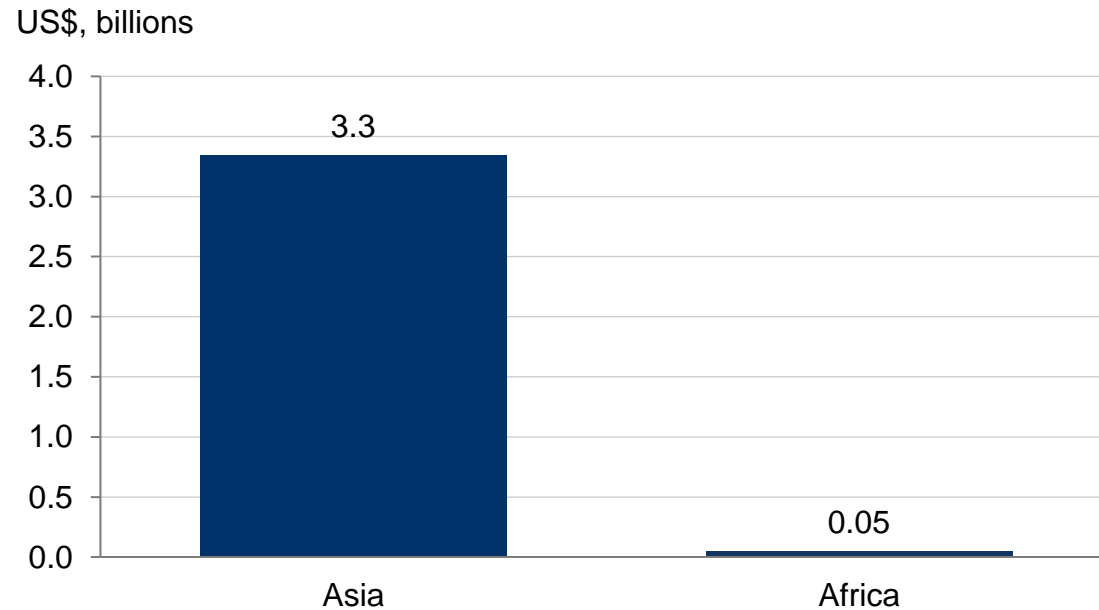
Our modelling approach for Africa and Asia relied on a much greater degree of imputation than for other global regions



Given the much greater need to impute model inputs, the economic impact results for Africa and Asia are subject to a greater degree of uncertainty than those for the Americas, Europe and Oceania.

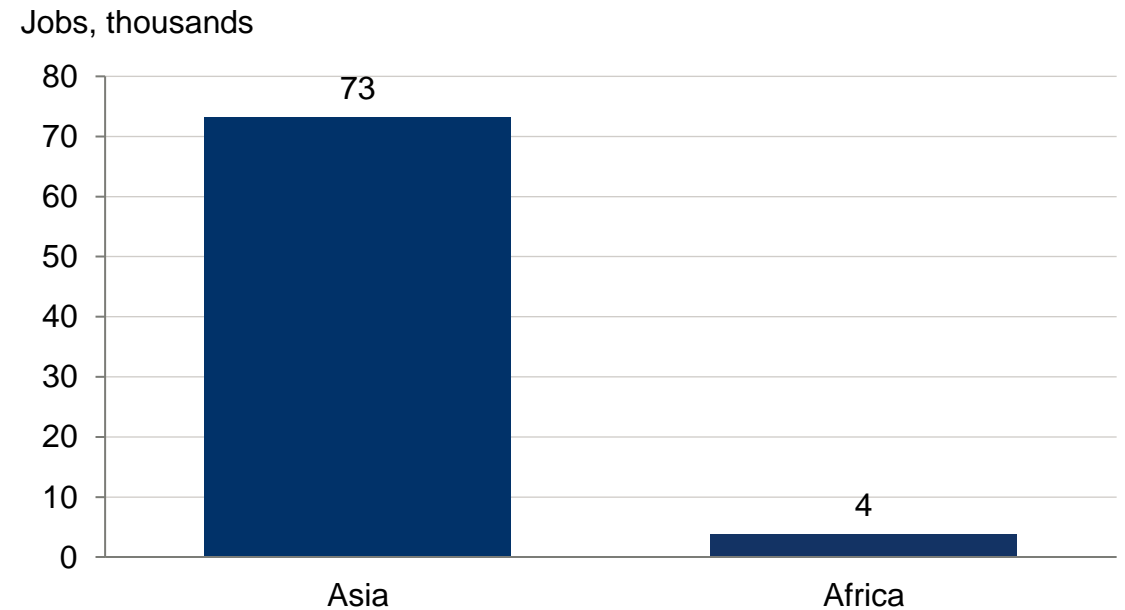
Ferry operators in Africa and Asia are estimated to have directly contributed \$3.4 billion to GDP and supported almost 77,000 jobs in 2019

Direct GDP contribution



Source: Oxford Economics

Direct employment contribution

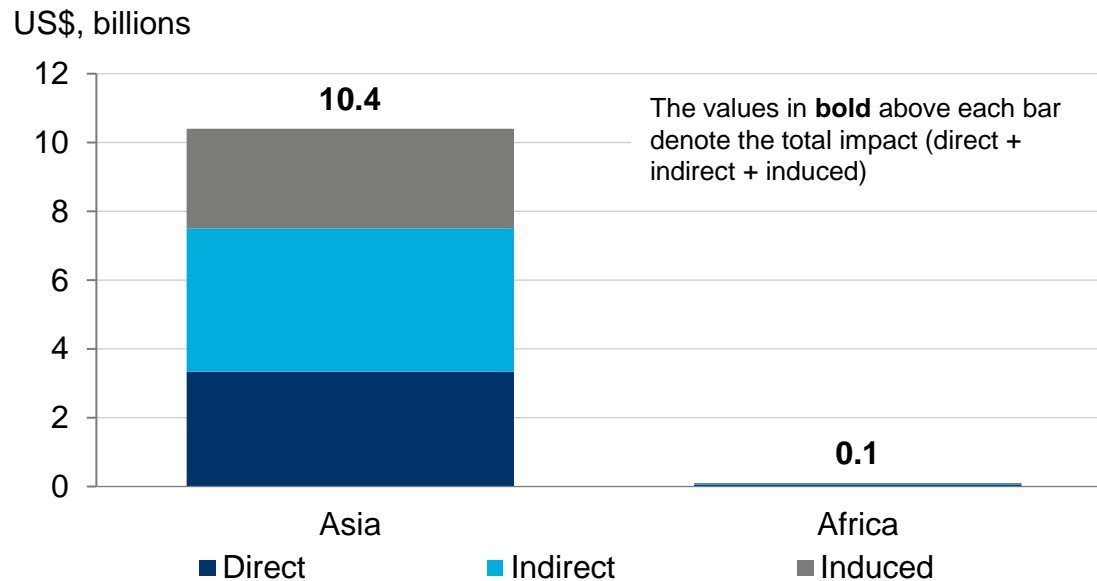


Source: Oxford Economics

Results should be treated as indicative given the need to impute inputs.

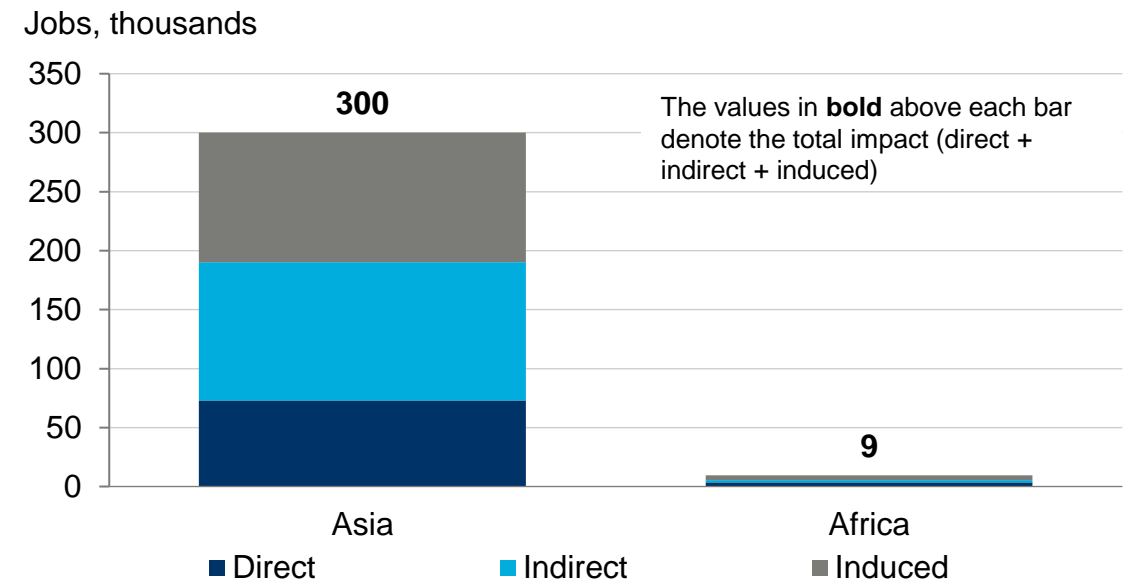
Combining direct, indirect, and induced impacts across the two regions suggests the ferry industry in Africa and Asia supported a total GDP contribution of \$10.5 billion and 310,000 jobs in 2019

Total GDP contribution



Source: Oxford Economics

Total employment contribution



Source: Oxford Economics

Results should be treated as indicative given the need to impute inputs.
These results include economic linkages between Africa and Asia only.



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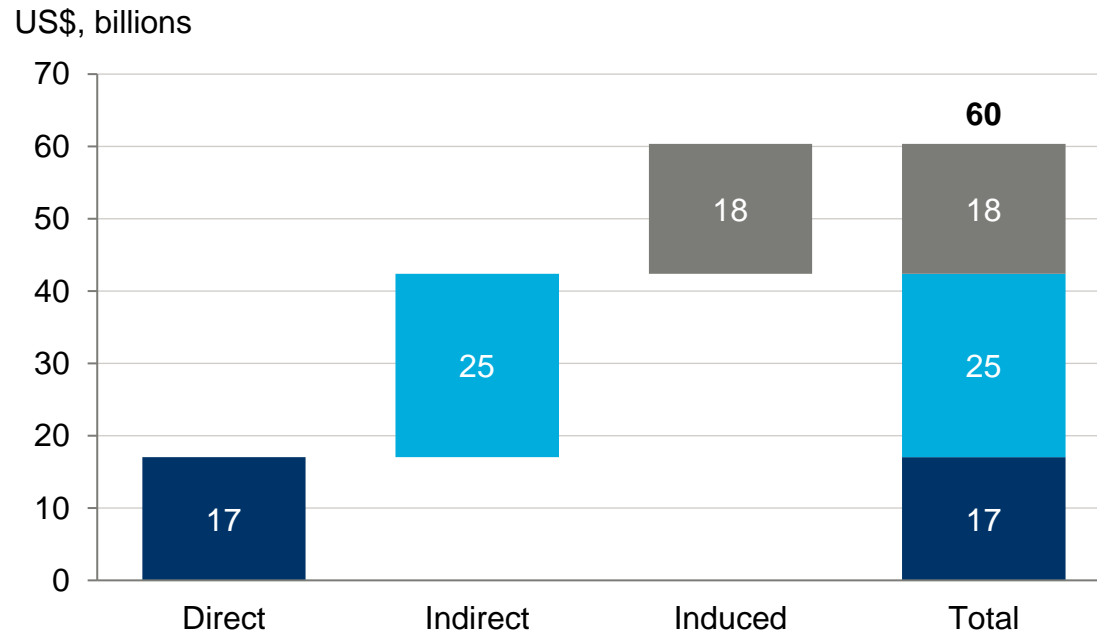
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We can bring together our estimates for all regions to estimate indicative values for the ferry industry's global economic impact

- The previous sections presented our estimates of the ferry industry's economic contribution in the Americas, Europe and Oceania, and more tentative and assumption-driven estimates for Africa and Asia
- We can bring together the results from the two sections to produce tentative estimates of the ferry industry's global economic contribution
- For this part of the analysis we have included economic inter-linkages between all global regions. The results presented are therefore slightly greater than the sum of the values presented in Section 4 and Section 5.

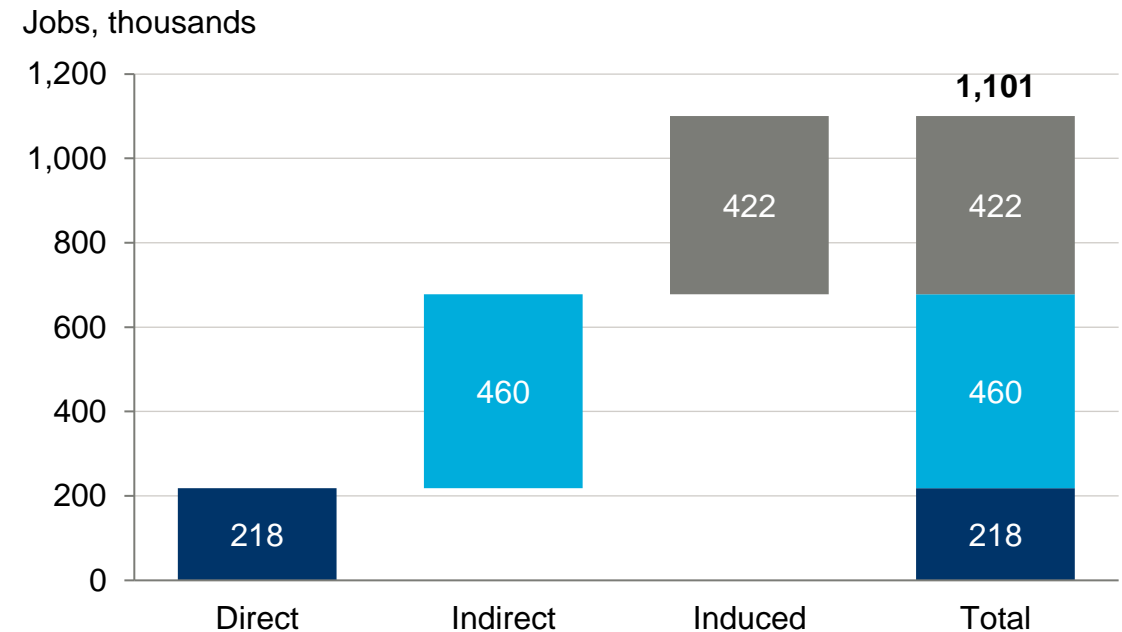
The global ferry industry supported a total GDP contribution of \$60 billion in 2019, either directly or through supply chain and worker spending multiplier effects. It also supported 1.1 million jobs

Total GDP contribution



Source: Oxford Economics

Total employment contribution



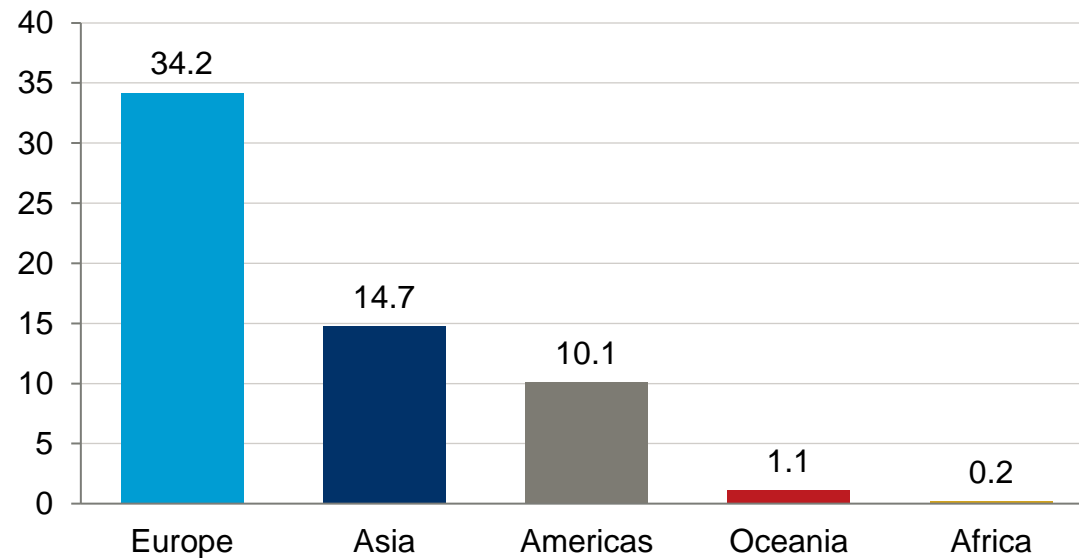
Source: Oxford Economics

Results should be treated as indicative given the need to impute inputs for Africa and Asia.
Results include economic linkages across all world regions and are therefore greater than the sum of regional results presented in previous sections.

Europe and Asia account for the largest shares of the global ferry industry's economic contribution to GDP and jobs

Total GDP contribution

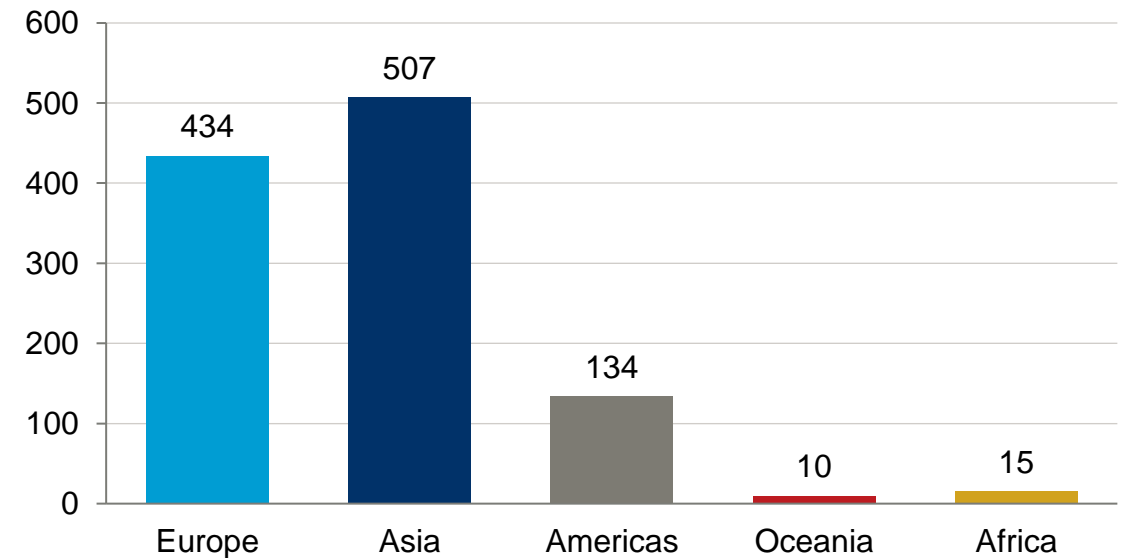
US\$, billions



Source: Oxford Economics

Total employment contribution

Jobs, thousands



Source: Oxford Economics

Results should be treated as indicative given the need to impute inputs for Africa and Asia.

Results include economic linkages across all world regions and are therefore greater than the sum of regional results presented in previous sections.



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Global ferry fleet part 1: Shippax data

Identifying vessels which are part of the ferry fleet

The analysis includes active vessels which are in one of the following categories of the Shippax vessels database:

- Hi Speed
- Ferry
- Short sea RoRo

Vessels were identified as short sea if identified as such within the Shippax dataset. Where no short sea indicator was available we identified short sea vessels through inspection of trade areas and regions.

Assigning vessels to world regions

- Vessels were assigned to a country using the country of the ferry operator where known. For vessels without a country of operator, we assigned the vessel to a country according to country of operation. Where country of operation was unknown but region of operation was known, we assigned the vessel to the corresponding world region. If both country and region of operation were unknown, the vessel was assigned to “unknown region” and excluded from the analysis.
- Vessels were assigned to a world region using the country-region mapping from the UN.

ShipPax definitions of vessel types

- **Hi Speed** if they:
 - 1) are passenger carrying vessels in commercial trade
 - 2) are able to operate at more than 25 knots
 - 3) have passenger capacity over 50.
- **Ferry** if they:
 - 1) use ro-ro technology for the transport of cars and commercial vehicles, having sufficient free height on car deck for this
 - 2) are 1,000 GT or more
 - 3) provide passenger accommodation, and sail on a regular service.
- **RoRo** if they:
 - 1) use ro-ro technology for the transport of commercial vehicles and containers, with no passenger accommodation (except for lorry drivers)
 - 2) are 998 GT or more
 - 3) are combined ro-ro and lo-lo ships above 10,000 DWT, which have capacity for at least 500 lane metres of rolling vehicles.



Global ferry fleet part 2: Additional national sources

For three countries we received more detailed fleet data from national sources. These datasets were incorporated as below.

Canada

The Canadian Ferry Association (CFA) provided an estimate of the total number of ferries and gross tonnage in Canada for 2020/21. This is understood to be representative of the situation in 2019. In this case we replaced the information in Shippax on vessels operated in Canada with the CFA estimate.

China

The China Maritime Safety Administration (MSA) shared data on the number and gross tonnage of sea going ferries and river going ferries in China in 2020, based on data tracked by the MSA and Ministry of Transport. In this case we replaced the information in Shippax on vessels operated in China with the MSA/MoT estimates. Note that this is likely to result in a conservative estimate since it excludes small ferries operating local river services. Details of these are not officially recorded, but the MSA indicated there could be approximately 10,000 such vessels.

US

The US Coastguard provided a list of vessels included in the US National Census of Ferry Operators, plus additional vessels operating similar types of services but which were not included in the Census. Upon the advice of Interferry we identified ferries and water taxis within this list, and added them to the Shippax vessel data where they were not already included. For vessels present in both US Coastguard and Shippax, we used the gross tonnage from the US Coastguard.



Passenger numbers

The passenger estimates shown are primarily based on regional estimates from Shippax Market for 2019. These were mapped to the regions used in our study as follows:

Regions in Shippax Market	Regions used in this study
Africa	Africa
America	Americas
Baltic	Europe
Central Asia	Asia
Mediterranean	Apportioned to Africa, Asia, and Europe based on passenger capacity on the fleet operating on Mediterranean routes
North Sea	Europe
Pacific	Oceania
South East Asia	Asia

The estimates for Asia were adjusted to incorporate figures provided to the study team by the China Ministry of Transport (MoT) and Maritime Safety Administration (MSA). These indicated that **2.62 billion** passengers travelled on sea going and river going ferries in 2020. We understand this figure to be reasonably representative of the situation in 2019. This figure is greater than the overall estimate of passengers in Asia reported by Shippax.

To incorporate the China data we removed China domestic and international ferry passengers from the Shippax estimates and replaced them with the China MoT and MSA data. However, the total number of passengers presented in Shippax Market at country level is less than the total reported for South East Asia. To be conservative, we assumed that all of the South East Asia passengers for which country was unknown were in China.



Vehicles transported

The vehicle estimates shown are primarily based on regional estimates from Shippax Market for 2019. These were mapped to the regions used in our study as follows:

Regions in Shippax Market	Regions used in this study
Africa	Africa
America	Americas
Baltic	Europe
Central Asia	Asia
Mediterranean	Apportioned to Africa, Asia, and Europe based on vehicle capacity on the fleet operating on Mediterranean routes
North Sea	Europe
Pacific	Oceania
South East Asia	Asia

The estimates for Asia were adjusted to incorporate figures from a 2017 presentation by the China Maritime Safety Administration (MSA). These indicated that just 3,000 of the vessels in China’s ferry fleet transported **53 million vehicles**. To incorporate this data source we removed vehicles in China from the Shippax data and replaced them with the MSA figure. However, the total number of vehicles presented in Shippax Market at country level is less than the total reported for South East Asia. To be conservative, we assumed that all of the South East Asia vehicles for which country was unknown were in China.



Approach to estimating direct impacts

We received survey responses from ferry operators in Europe, the Americas (US and Canada only) and Oceania (Australia and New Zealand only) who provided financial and employment information relating to their ferry operations. We supplemented survey responses with information from published company accounts. In total, the information collected through survey responses and company accounts represented 27% of global gross tonnage. We used this information to develop modelling assumptions. For Africa, Asia and the rest of the Americas and Oceania further imputation was needed to estimate the model inputs.

	Americas (US & Canada), Europe, Oceania (Australia & NZ)	Rest of world
Employment	<p>Average employment per gross tonne (GT) was calculated from survey responses and company accounts for each region (weighted by gross tonnage).</p> <p>We multiplied employment per GT by total gross tonnage of the ferry fleet in each country to estimate total direct employment.</p> <p>Note that temporary seasonal workers were assumed to work for 5 months each year and so were counted as 5/12 of one job.</p>	<p>We estimated a global average ratio of employment per gross tonne, based on a weighted average of the regional ratios for the Americas, Europe and Oceania.</p> <p>We multiplied employment per GT by total gross tonnage of the ferry fleet in each country to estimate total direct employment.</p>
GVA contribution to GDP	<p>Average EBITDA (US\$) per GT and compensation of employees (CoE) per GT were calculated from survey responses and company accounts for each region (weighted by gross tonnage).</p> <p>We multiplied total gross tonnage in each country by the respective EBITDA:GT ratio and CoE:GT ratio to estimate overall EBITDA and CoE.</p> <p>We estimated the direct GVA contribution using the “income” approach. We therefore added income to capital owners (EBITDA) and income to workers (CoE).</p>	<p>We estimated a global average value for GVA per worker in the ferry industry using the global average value from the Americas, Europe and Oceania (weighted by gross tonnage).</p> <p>We then re-scaled that value for each country using productivity differentials sourced from Oxford Economics. Where possible we used productivity differentials for the transport and storage sector, but where these data were not available we used economy-wide productivity values.</p> <p>For each country, we multiplied estimated GVA per worker by direct employment to estimate direct GVA.</p>



Approach to estimating indirect and induced impacts

We estimated the indirect and induced impacts using Oxford Economics' Global Economic Impact Model. This model is based on an approach known as “input-output” modelling and is based on underlying data from the OECD (further details are presented on the following slides). To estimate the indirect impact, we needed to input estimates of the ferry industry's purchases from other industries in the form of intermediate consumption (IC) and capital expenditure (CAPEX). The key input for the induced impacts was compensation of employees (CoE), as discussed on the previous slide.

	Americas (US & Canada), Europe, Oceania (Australia & NZ)	Rest of world
Value of IC and CAPEX	Average IC per GT was calculated from survey responses for each region (weighted by gross tonnage). For each country, total gross tonnage of the ferry fleet was multiplied by the respective IC:GT ratio to estimate overall IC. The same approach was taken for CAPEX.	We estimated a global average IC:GVA ratio from the ratios estimated for the Americas, Europe and Oceania (weighted by gross tonnage). For each country, estimated direct GVA was multiplied by the global IC:GVA ratio to estimate overall IC. The same approach was taken for CAPEX.
Distribution of IC and CAPEX across industries	Survey respondents were asked to estimate the distribution of their IC and CAPEX across industry categories. We then calculated an average distribution for each region (weighted by gross tonnage). For each country, the total values of IC and CAPEX were multiplied by the % distribution across categories. These categories were then mapped to standard industry codes to input into our model.	We estimated a global average distribution of IC and CAPEX across industries from the distributions estimated for the Americas, Europe and Oceania (weighted by gross tonnage). We multiplied the total values of IC and CAPEX by the global average distribution by industry. These categories were then mapped to standard industry codes to input into our model. Given that fuel costs are likely to be determined globally, we assumed that fuel costs per GT would represent a greater share of IC in countries with lower estimated levels of IC.



Overview of input-output modelling approach

Input-output tables are designed to give a snapshot of an economy at a particular time, based on the major spending flows. These include “final demand” (i.e. consumer spending, government spending and exports to the rest of the world); intermediate spending patterns (i.e. what each sector buys from every other sector – the supply chain); how much of that spending stays within the economy; and the distribution of income between employment income and other income (mainly profits). Input-output tables are therefore particularly useful when estimating indirect and induced economic impacts.

The idea behind the input-output table is that the economy can be divided into a number of producing industries, and that the output of each industry is either used as an input into another industry, or in final consumption. For example, grain produced by the farm sector becomes an input into flour milling; flour produced by the milling sector becomes an input into the baking sector, and so on. In essence an input-output model is a table that shows who buys what from whom in the economy.



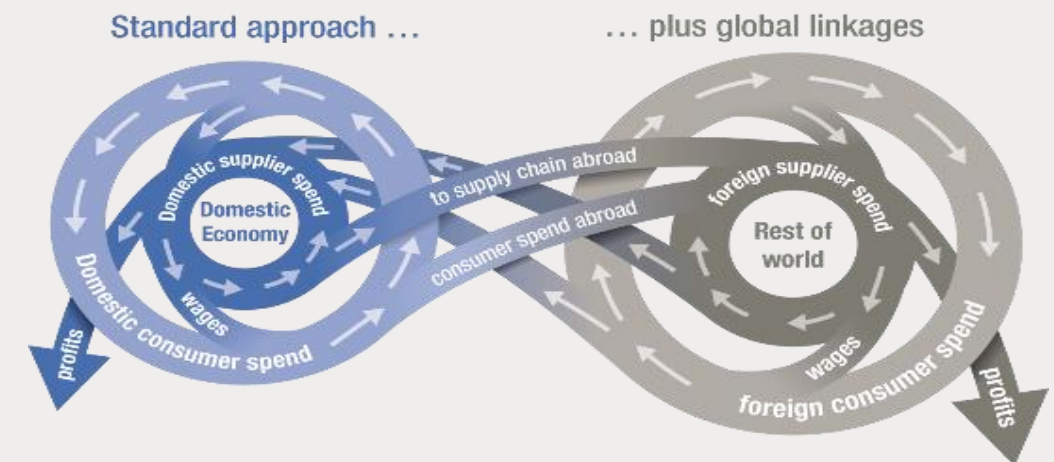
The Oxford Economics Global Economic Impact model

A standard economic impact assessment typically focuses on the domestic economy and purchases that an industry makes within that economy. This means that any purchases made from suppliers overseas are seen as “leakage”; the money flows out of the economy and has no further impact.

Capturing the full economic contribution of the ferry industry requires more than the standard approach. First, the ferry industry’s supply chains are likely to be deeply embedded across the wider world, to the extent that the activity they sustain in one country boosts economic activity in that country’s trading partners. Second, as the linkages between countries intensify, every country will benefit in some way from the purchases multinational companies make from suppliers.

To capture the full contribution of the global ferry industry, we used Oxford Economics’ Global Economic Impact Model. This unique model, designed and built by the Oxford Economics modelling team, uses OECD industry and UNCTAD trade data to enable the supply chains of 35 industries to be traced across 65 economies representing 95% of global GDP. The result is a single input-output table covering 65 countries. This global input-output table is then used to generate industry multipliers by using the Leontief system.*

The **Global Economic Impact Model** enables linkages between all sectors and countries to be mapped, indicating where activity takes place and value is created throughout the global supply chain. The complex supply chains of companies span the globe, leaving and entering a country many times, meaning that for example the purchase of business services in, say, France can sustain jobs and contribute to GDP in Italy. This impact can be transferred via a country that is apparently completely unconnected with the initial purchase.



*Wassily Leontief, *Input-output economics* (New York: Oxford University Press, 1986).

Under the Leontief system, industry multipliers are calculated through a series of manipulations of the input-output matrix.

Country-region mapping

Country	World Region
Algeria	Africa
Angola	Africa
Cabo Verde	Africa
Egypt	Africa
Equatorial Guinea	Africa
Gabon	Africa
Gambia	Africa
Kenya	Africa
Mauritius	Africa
Morocco	Africa
Nigeria	Africa
Senegal	Africa
Seychelles	Africa
Sierra Leone	Africa
South Africa	Africa
Tunisia	Africa
United Republic of Tanzania	Africa
Antigua and Barbuda	Americas
Argentina	Americas

Country	World Region
Bahamas	Americas
Belize	Americas
Bermuda	Americas
Brazil	Americas
British Virgin Islands	Americas
Canada	Americas
Chile	Americas
Cuba	Americas
Dominican Republic	Americas
Grenada	Americas
Guadeloupe	Americas
Honduras	Americas
Jamaica	Americas
Mexico	Americas
Panama	Americas
Puerto Rico	Americas
Saint Vincent and the Grenadines	Americas
Trinidad and Tobago	Americas
United States of America	Americas

Country	World Region
Uruguay	Americas
US Virgin Islands	Americas
Venezuela	Americas
Azerbaijan	Asia
China	Asia
China, Hong Kong Special Administrative Region	Asia
Cyprus	Asia
Georgia	Asia
India	Asia
Indonesia	Asia
Iran	Asia
Israel	Asia
Japan	Asia
Jordan	Asia
Kuwait	Asia
Lebanon	Asia
Malaysia	Asia



Country-region mapping

Country	World Region
Maldives	Asia
Myanmar	Asia
Oman	Asia
Philippines	Asia
Qatar	Asia
Republic of Korea	Asia
Saudi Arabia	Asia
Singapore	Asia
Sri Lanka	Asia
Taiwan	Asia
Thailand	Asia
Turkey	Asia
United Arab Emirates	Asia
Vietnam	Asia
Albania	Europe
Austria	Europe
Belgium	Europe
Bulgaria	Europe
Croatia	Europe
Czechia	Europe

Country	World Region
Denmark	Europe
Estonia	Europe
Faroe Islands	Europe
Finland	Europe
France	Europe
Germany	Europe
Greece	Europe
Hungary	Europe
Iceland	Europe
Ireland	Europe
Italy	Europe
Luxembourg	Europe
Malta	Europe
Netherlands	Europe
Norway	Europe
Poland	Europe
Portugal	Europe
Romania	Europe
Russian Federation	Europe
Slovenia	Europe

Country	World Region
Slovenia	Europe
Spain	Europe
Sweden	Europe
Ukraine	Europe
United Kingdom	Europe
Australia	Oceania
Fiji	Oceania
French Polynesia	Oceania
Guam	Oceania
Marshall Islands	Oceania
New Caledonia	Oceania
New Zealand	Oceania
Samoa	Oceania
Tonga	Oceania

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