

## Transport activity

### 4<sup>th</sup> quarter 2015

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#### **Transport of goods and passengers increases in the 4<sup>th</sup> quarter 2015.**

#### **Preliminary results for 2015 show overall increase in the transport of passengers and significant increases in the movement of goods in ports and in railway mode.**

In the 4<sup>th</sup> quarter 2015, goods handled in ports grew by 2.7%<sup>1</sup>, slowing down in comparison with the previous quarter (+6.4%). In railway and in road modes, goods transported increased by 6.4% and 2.4% respectively in the 4<sup>th</sup> quarter 2015 (+0.3% and +5.3% in the 3<sup>rd</sup> quarter, by the same order). On the contrary, there was a reduction in the transport of cargo/mail (-8.0%) in air transport as in the 3<sup>rd</sup> quarter (-4.9%).

Passengers travelling by air increased considerably in the 4<sup>th</sup> quarter 2015 (+12.2%), 3.1 p.p. more than the growth recorded in the previous quarter. The transport of passengers continued to grow in heavy railway (+1.5% from +1.4% in the previous quarter) and in transport by light railway systems (+5.8%, +4.5% in the 3<sup>rd</sup> Q, by the same order), having stabilized in inland waterways (+0.2% from +5.3% in the preceding quarter).

In 2015 (preliminary results), the transport of goods in maritime transport and railway mode recorded increases of 7.7% and 7.8% respectively (+3.2% and +10.9% in the previous year). Also in road mode there was an increase (+2.1%), recovering from the slight reduction in 2014 (-0.9%). In airport infrastructures, there was a reduction in the movement of cargo and mail (-2.1%), in contrast with the preceding year (+5.9%).

In what concerns the preliminary results for 2015 on the transport of passengers, the emphasis went to the 11.0% increase in national airports, above the change rate of +9.4% in 2014. In heavy railway transport it raised 1.7% (+1.8% in the previous year) while in light railway systems passengers grew by 2.8% (+1.9% in 2014). In inland waterways there was a recovery compared with the preceding year (+3.1% in 2015, after -0.4% in 2014).

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#### **Movement of goods in national ports slowed down**

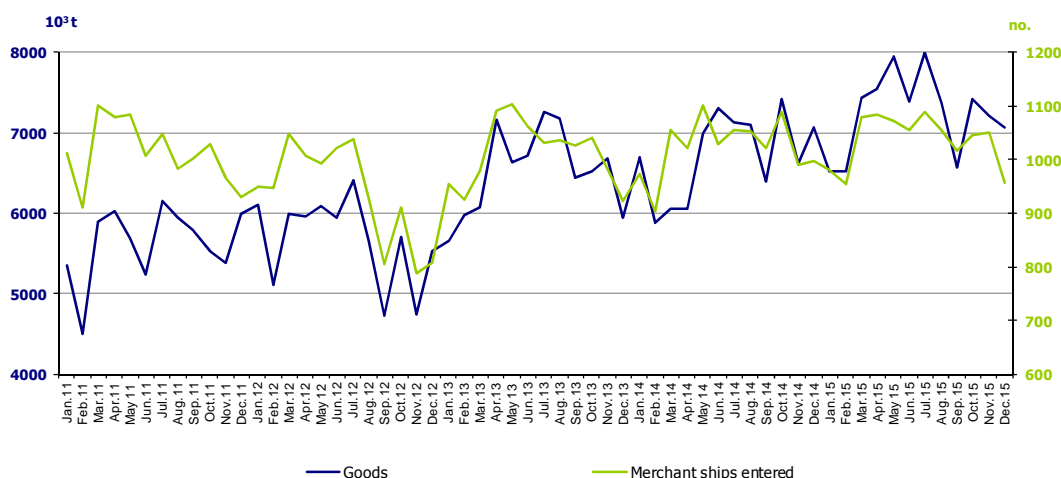
In the 4<sup>th</sup> quarter 2015, there were 3 484 commercial vessels scaling national ports, of which 3 050 were merchant ships, which stood for a slight reduction of 0.4% (+1.5% in the 3<sup>rd</sup> Q 2015). In spite of the decline in number, the gross tonnage of the entered ships increased by 8.0% (below the other quarters of 2015, namely +13.1% in the previous quarter) standing at 64.8 million GT.

The movement of goods increased by 2.7% in the 4<sup>th</sup> quarter 2015, corresponding to 21.7 million tons, also slowing down compared to the previous quarters (+6.4% in the 3<sup>rd</sup> Q 2015). Loaded goods (40.6% of the total handled) changed slightly (+0.3%), while unloaded goods increased by 4.4% in tons.

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<sup>1</sup> Unless stated otherwise, the change rates presented in this press release correspond to year-on-year change rates.

**Figure 1 – Goods handled and merchant ships entered in national ports**

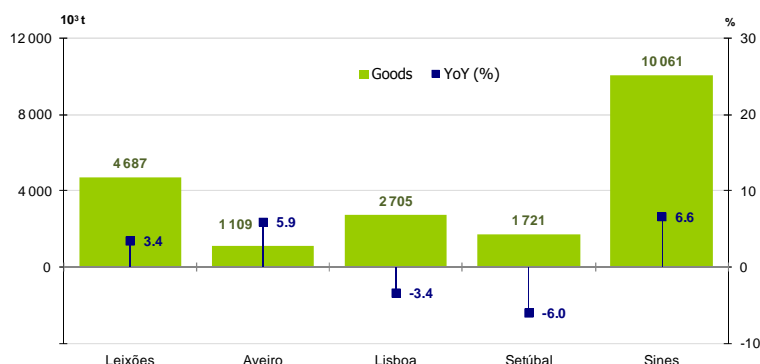


The port of Sines covered 46.4% of the total movement of goods in national ports, the equivalent to 10.1 million tons of goods (+6.6%, +13.6% in the previous quarter) mostly reflecting the 22.6% increase in the number of containers, which represented 35.0% of the total.

The port of Leixões (21.6% of the total) increased by 3.4% in handled goods (following +6.6% in the preceding quarter), for which liquid bulk had contributed mostly.

The ports of Lisboa and Setúbal recorded a declining trend in the 4<sup>th</sup> quarter (-3.4% and -6.0% in handled tons respectively), with steep declines in December in the port of Lisboa (-19.1%) and in November in the port of Setúbal (-24.1%). The port of Figueira da Foz also recorded a reduction in the movement of goods (-15.6%). It should be noted that some strikes occurred in these three ports during the 4<sup>th</sup> quarter 2015.

**Figure 2 – Movement of goods in the main national ports – 4<sup>th</sup> quarter 2015**



The international traffic of goods (87.6% of the total) increased by 3.6% (+8.6% in the 3<sup>rd</sup> Q) attaining 19.0 million tons.

The port of Sines recorded a movement of 9.3 million tons in international traffic (49.0% of the international traffic in Portuguese ports), to which corresponded a 7.9% increase. In Leixões (20.5% of the total international traffic) there was a 2.2% increase in this type of traffic, while in Lisboa (12.4% share) there was a reduction (-0.9%). As in the previous quarter, the emphasis went to the increase in international traffic in Aveiro (+15.9%).

Traffic between national ports (12.4% of the total movement) reached 2.7 million tons (-3.4%) and mostly occurred with origin/destination in Leixões (29.2% of the national total) and Sines (28.3% share).

**Table 1 – Movement of goods in ports**

Maritime ports	4 <sup>th</sup> Q 2015										3 <sup>rd</sup> Q 2015				
	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic
	10 <sup>3</sup> t					Year-on-year change rate (%)					Year-on-year change rate (%)				
<b>Total</b>	<b>21 690</b>	<b>8 807</b>	<b>12 883</b>	<b>2 699</b>	<b>18 991</b>	<b>2.7</b>	<b>0.3</b>	<b>4.4</b>	<b>-3.4</b>	<b>3.6</b>	<b>6.4</b>	<b>-0.1</b>	<b>11.2</b>	<b>-6.2</b>	<b>8.6</b>
Leixões	4 687	1 603	3 084	788	3 899	3.4	-8.3	10.8	10.2	2.2	6.6	3.0	9.1	9.8	5.8
Aveiro	1 109	492	617	45	1 064	5.9	2.4	8.9	-65.1	15.9	0.9	-2.0	3.5	-71.0	11.5
Figueira da Foz	457	338	118	33	423	-15.6	7.9	-48.0	5.8	-16.9	-8.5	8.0	-32.2	-2.1	-8.9
Lisboa	2 705	1 045	1 660	348	2 356	-3.4	-13.0	3.8	-17.5	-0.9	3.9	-0.4	6.8	-2.1	5.1
Setúbal	1 721	1 134	587	59	1 662	-6.0	-6.3	-5.4	0.9	-6.2	-20.1	-33.2	11.1	-38.4	-19.2
Sines	10 061	3 841	6 220	764	9 297	6.6	9.0	5.2	-6.4	7.9	13.6	9.3	16.1	-21.1	17.6
Ponta Delgada	285	88	196	226	59	8.2	26.7	1.6	13.0	-6.9	11.6	27.2	5.3	17.8	-4.9
Praia da Vitória	106	26	80	86	20	-11.3	-8.0	-12.3	-10.1	-15.9	-2.4	-0.6	-3.0	-0.4	-7.4
Canical	249	33	216	238	11	5.6	12.7	4.5	17.1	-65.7	24.7	8.4	27.4	34.6	-57.7
Funchal	13	0.4	12	13	-	-61.4	-53.6	-61.6	-61.4	-	-65.6	17.7	-66.7	-65.6	-
Other	298	206	93	98	200	5.6	15.3	-10.9	9.0	4.1	16.6	29.0	1.8	3.9	25.4

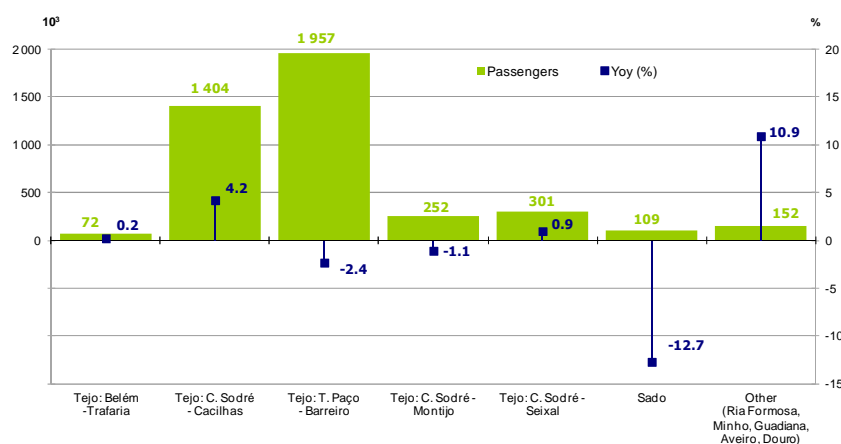
Annual results (preliminary data) for 2015 showed a 7.7% increase in the movement of goods in national ports, reaching around 87.0 million tons, following the 3.2% growth recorded in 2014.

### Number of passengers stabilized in inland waterways

In the 4<sup>th</sup> quarter 2015, the transport of passengers in inland waterways stabilized, recording a +0.2% change rate (+5.3% in the 3<sup>rd</sup> Q), having reached 4.2 million passengers.

The Tagus River, to which corresponded 93.9% of the total traffic (93.8% in the same quarter of 2014) recorded 4.0 million passengers (+0.2%).

**Figure 3 – Movement of passengers in river crossings, 4<sup>th</sup> quarter 2015**



Results for 2015 (preliminary data) revealed a 3.1% increase in the movement of passengers in inland waterways.

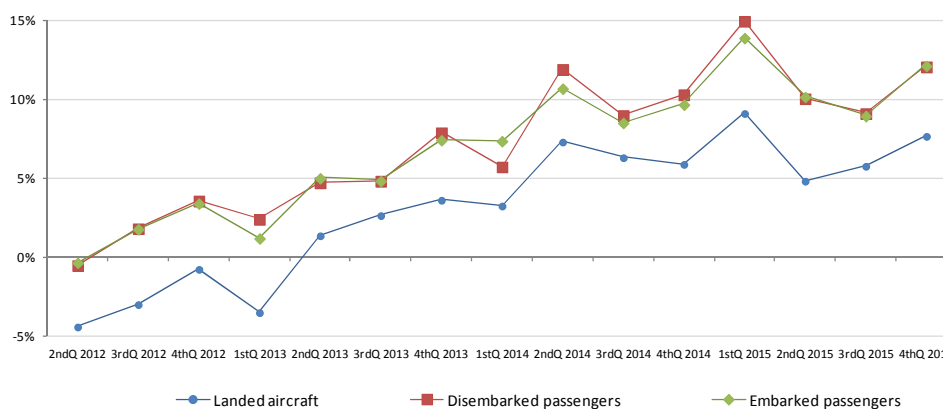
### **Increase in the movement of passengers in air transport and reduction in cargo and mail handled**

In the 4<sup>th</sup> quarter 2015, the number of landed aircrafts in national airports reached 38.8 thousand (+7.7%), consolidating the upward trend of the previous quarters (+4.9% in the 2<sup>nd</sup> Q and +5.8% in the 3<sup>rd</sup> Q). The most significant increase came from the A. R. of the Azores (+18.4%). In the Mainland and in the A. R. of Madeira there were increases of 6.7% and 5.3% respectively.

The passenger movements in national airports ascended to 8.8 million in the 4<sup>th</sup> Q 2015, including departures, arrivals and direct transits. The recorded increase stood at 12.2%, having more expression than the previous ones (+10.1% in the 2<sup>nd</sup> Q and +9.1% in the 3<sup>rd</sup> Q).

The movement of cargo and mail in Portuguese airports declined for the third consecutive quarter, decreasing by 8.0% in the last quarter 2015 (-12.1% in loading and -3.1% in unloading).

**Figure 4 – Year-on-year change rate (%) of aircraft and passengers in the main national airports**

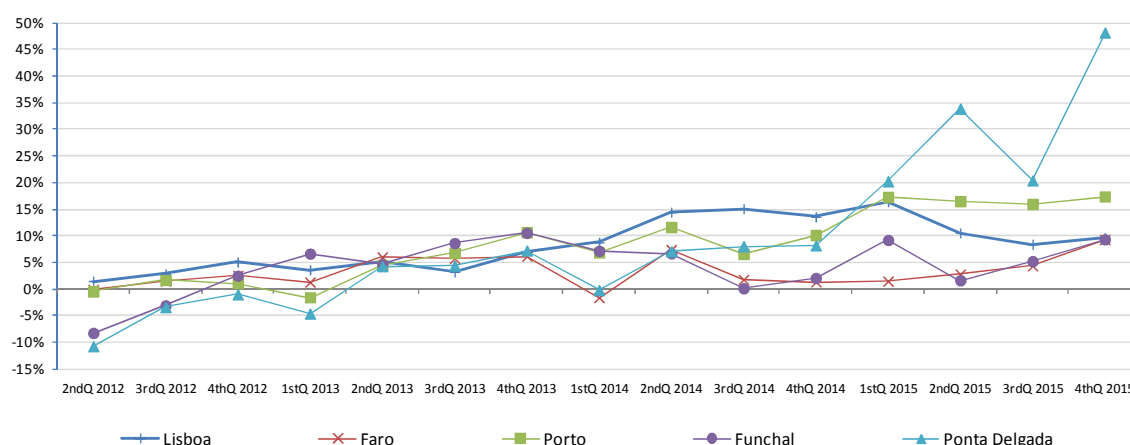


The airport of Ponta Delgada presented quite relevant increases in the passenger movements throughout 2015: 20.2% in the 1<sup>st</sup> Q, 33.9% in the 2<sup>nd</sup> Q, 20.4% in the 3<sup>rd</sup> Q and 48.1% in the 4<sup>th</sup> Q. In 2015, the growth in terms of number of passengers stood at 29.4%.

The Porto airport also recorded noteworthy increases in the passenger movements in 2015: 17.3% in the 1<sup>st</sup> Q; 16.5% in the 2<sup>nd</sup> Q; 15.9% in the 3<sup>rd</sup> Q and 17.4% in the 4<sup>th</sup> Q, with a resulting annual change rate of +16.7%. With around 8.1 million passenger movements in 2015, this airport strengthened its second position in the rank of the most important airports in Portugal.

The airports of Lisboa, Faro and Funchal recorded more moderate increases in the 4<sup>th</sup> Q 2015: 9.6% and 9.3% for the latter two (+10.8%, +4.4% and +5.9% for the whole 2015, respectively).

**Figure 5 – Year-on-year change rate (%) of the movement of passengers in the main national airports**

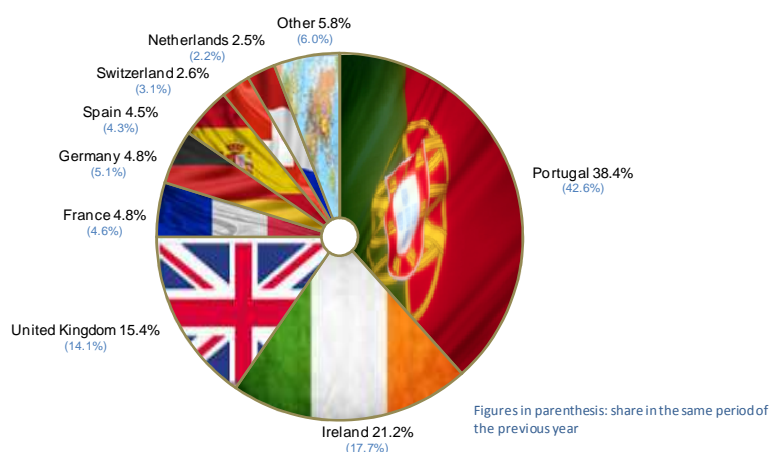


In the 4<sup>th</sup> Q 2015, the passenger movements in regular commercial traffic represented 97.3% of the total movements in airports. International traffic stood for 81.9% of the regular commercial traffic.

In this quarter, the passenger movements towards/from European Union countries stood for 79.5% of the total international regular commercial traffic.

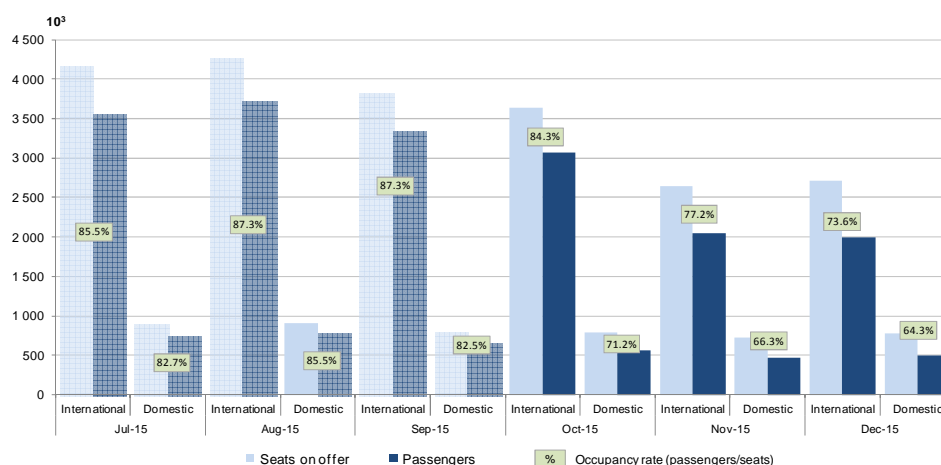
National air companies carried 38.4% of the passengers travelling through national airports (-4.2 p.p.). Operators from Ireland and from the United Kingdom were responsible for the transport of 21.2% (+3.5 p.p.) and 15.4% (+1.3 p.p.) of passengers, respectively.

**Figure 6 – Breakdown of passengers in national airports by nationality of operators – 4<sup>th</sup> Q 2015**



The passenger transport capacity on offer in regular traffic recorded in national airports stood at 11.3 million seats available, of which 9.0 million in international traffic.

**Figure 7 – Demand and supply in passenger transport in national airports, by type of traffic**



In 2015 (preliminary data) 167.7 thousand aircrafts have landed in Portuguese airports, a 6.6% increase following growths of 5.9% in 2014 and 1.3% in 2013. There were stronger increases in the A. R. of the Azores (+7.8%) and in the Mainland (+6.9%) and with lesser expression in the A. R. of Madeira (+2.7%).

Passengers in 2015 ascended to 39.7 million (+11.0%, following +9.4% in 2014 and +4.9% in 2013). Cargo and mail recorded a reduction of 2.1% (+1.5% in unloading and -5.0% in loading).

### Railway passenger transport keeps upward trend

In the 4<sup>th</sup> quarter 2015, the total number of passengers travelling by rail stood at 33.2 million (+1.5% from +1.4% in the 3<sup>rd</sup> Q), the equivalent to 982 million passengers-kilometer (+2.6%, the same change rate recorded in the 3<sup>rd</sup> Q).

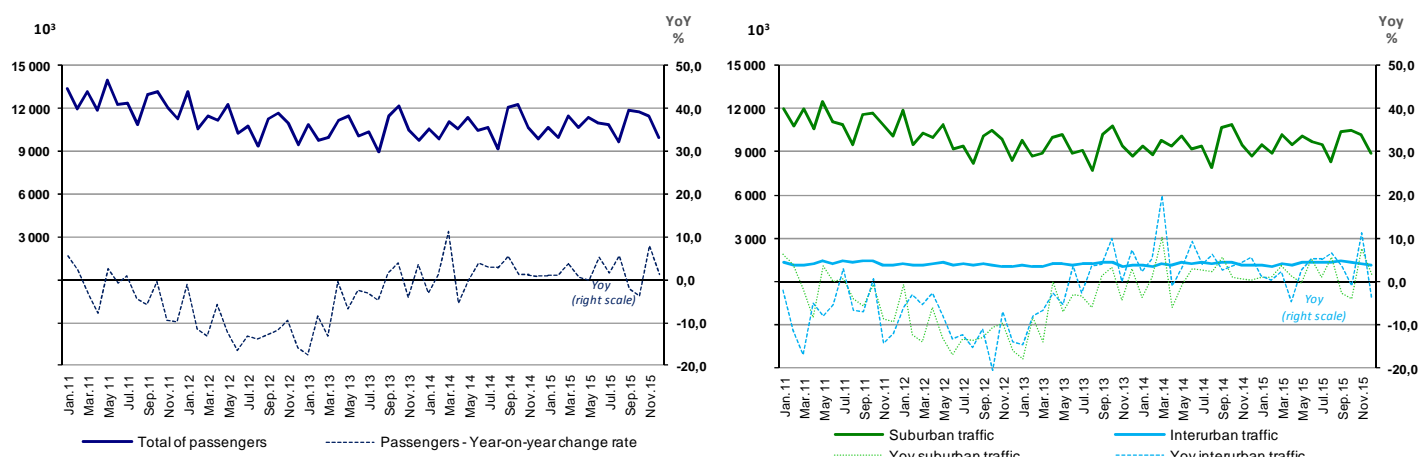
In spite of the declining evolution (-3.7%) occurred in October, with September having a similar outcome, there was a recovery in November (+7.9%), with a recorded positive change rate of 1.5% in the total of movements in the 4<sup>th</sup> Q.

Suburban transport of passengers increased by 1.5% (+0.9% in the 3<sup>rd</sup> Q) holding 88.9% of movements (29.5 million passengers). In terms of volume, suburban movements reached 542.9 million passengers-kilometer, representing a 1.9% increase (-0.1% in the 3<sup>rd</sup> Q).

Interurban traffic, with 3.7 million passengers and 414.8 million passengers-kilometer, recorded increases of 1.8% (+5.0% in the 3<sup>rd</sup> Q) and 3.8% (+5.9% in the 3<sup>rd</sup> Q).

With around 47 thousand passengers, international movements grew by 5.4%, reversing the declining record observed in the previous quarter (-1.6%). Nonetheless, the 24.2 million passengers-kilometer in international transport stood for a slight 0.5% decline (-2.5% in the 3<sup>rd</sup> Q).

**Figure 8 – Movement of passengers in heavy railway transport by type of traffic**



In the 4<sup>th</sup> quarter 2015, 2.7 million tons of goods were carried in railway mode, which stood for an increase of 6.4% (+0.3% in the 3<sup>rd</sup> Q), with the respective volume of transport having increased 3.3% (+4.0% in the 3<sup>rd</sup> Q), with a total of 658.8 million tons-kilometer.

In annual terms, preliminary results for railway transport in 2015 point to increases of 1.7% and 7.8% in transport of passengers and goods, respectively, following variations of +1.8% and +10.9% in 2014.

### Travelling by light railway system continues to grow

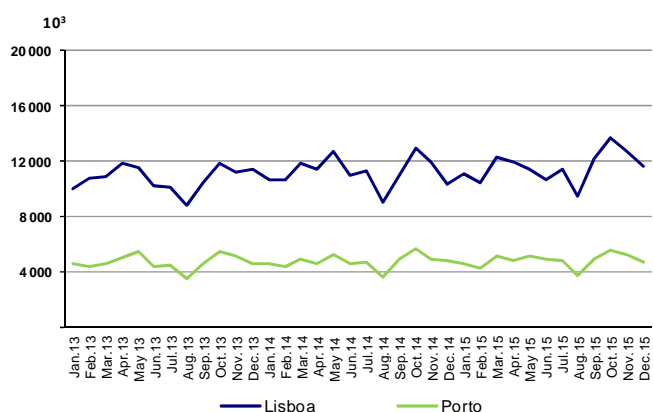
In the 4<sup>th</sup> quarter 2015, the overall number of passengers that travelled using the light railway systems of Lisboa, Porto and Metro Sul do Tejo accounted for 56.6 million, which represents an increase of 5.8% (+4.5% in the 3<sup>rd</sup> Q). All months of the quarter recorded increases in the number of passengers, with the emphasis on the month of December with +7.5%.

The Lisboa underground carried 38.1 million passengers, which stood for an 8.1% increase (+5.1% in the 3<sup>rd</sup> Q), the largest over the latest years. The utilization rate on this system reached 24.5%, 0.7 p.p. more than in the 4<sup>th</sup> quarter 2014.

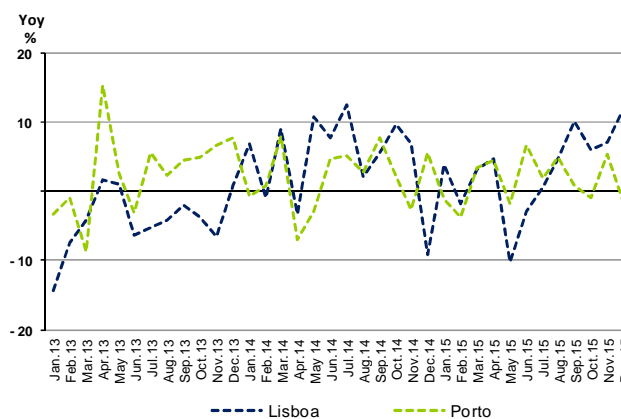
The light railway system in Porto transported 15.5 million passengers (+0.8% from +2.3% in the previous quarter). The utilization rate on this system stood at 19.2% (+0.7 p.p.).

**Figure 9 – Movement of passengers in light railway systems of Lisboa and Porto**

**9a. Number of passengers**



**9b. Year-on-year change rate**



In the light railway system of Metro Sul do Tejo, the transport of passengers reached 3.0 million (7.6 million passengers-kilometer) which meant a 3.2% increase (+8.8% in the 3<sup>rd</sup> Q). In terms of passengers-kilometer the change rate was -0.6% (+4.6% in the 3<sup>rd</sup> Q).

Preliminary results for 2015 denote a 2.8% increase (+1.9% in 2014) in the number of carried passengers in the three light railway systems (Lisboa, Porto and Metro Sul do Tejo) as well as an increase of 2.5% in terms of passengers-kilometer (+1.5% in 2014).



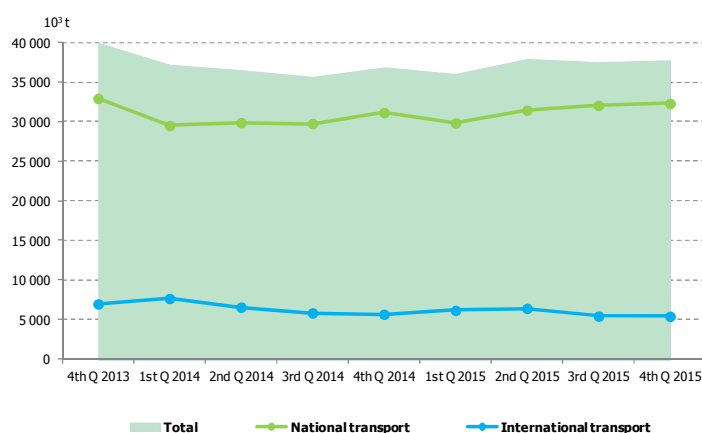
## Road freight transport grows at a slower pace

In the 4<sup>th</sup> quarter 2015, the growth in goods carried in heavy road vehicles bearing a national license (+2.4% in tonnage) stood below the one recorded in the previous quarter (+5.3%), mostly reflecting the slower growth rate of the national freight (+3.7%) compared with the 3<sup>rd</sup> quarter 2015 (+7.7%).

International freight transport kept declining but more moderately considering tonnes carried (-4.5% in tonnage) than in volume (-15.7%). This outcome was mostly due to the transport of goods carried in Portugal with destination to other countries which had a steep decline (-11.2% in tonnage and -18.6% in volume). On the contrary (unloaded goods in national territory), there was a positive evolution in terms of tonnes (+10.0%) and a slight decline in terms of volume (-1.0%).

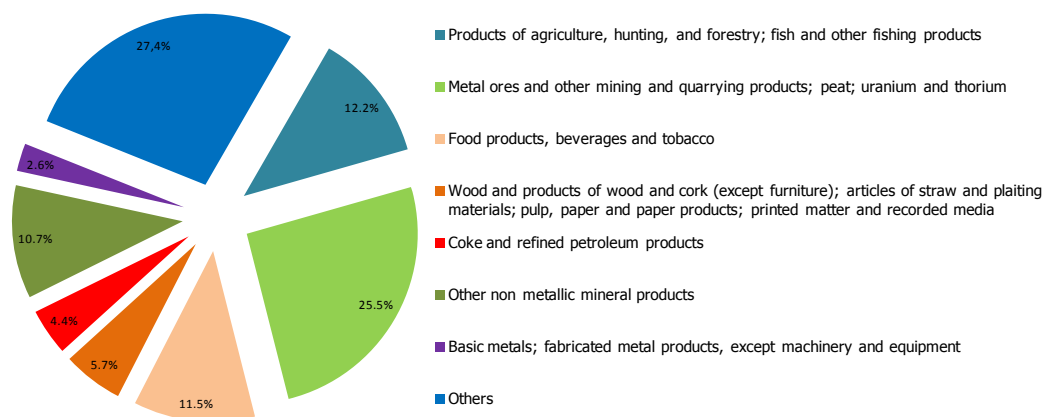
The average distance travelled by weight unit (ton) was 195.3 km (-7.9%), with the emphasis on international freight with an average of 837.3 km (-11.7%).

**Figure 10 – Road freight transport (tonnes) in the Mainland, by type of traffic**



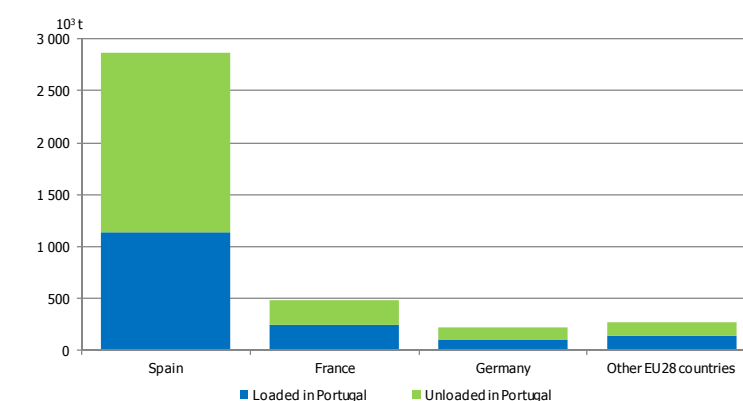
“Metal ores and other mining and quarrying products; peat; uranium and thorium”, “Products from agriculture, from animal production, from hunting and forestry; fish and fishery products” and “Food products, beverage and tobacco” were the main groups of goods transported between Portuguese localities: 25.5%, 12.2% and 11.5% respectively, in terms of carried tonnes.

**Figure 11 – Breakdown of tonnage carried in national traffic by main groups of goods**



Spain strengthened its position as Portugal's most important trade partner in terms of road freight, as opposed to the reductions of France and Germany, having represented 73.9% of the total tonnage in international freight (excluding cross-trade road transport and cabotage road transport). The group of products "Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c." was the most carried from/towards Spain (7.9%) using national vehicles.

**Figure 12 – Weight of goods in international traffic (a) by main countries of origin/destination**



(a) Does not include cross-trade and cabotage.

The movements of transported goods during 2015 as a whole (preliminary results) recorded an increase of 2.1% in tonnage and a reduction of 6.0% in volume.

Table 2 - Main indicators on transport activity

	Unit	2015			Year-on-year change rate (%)		
		3 <sup>rd</sup> Q	4 <sup>th</sup> Q	2015 (total)	3 <sup>rd</sup> Q 15	4 <sup>th</sup> Q 15	2015 (total)
<b>MARITIME AND INLAND WATERWAYS TRANSPORT</b>							
<b>Movement in maritime ports</b>							
Entered vessels	no.	3 919	3 484	14 467	1.5	-0.4	1.9
Dimension of entered vessels	10 <sup>3</sup> GT	62 982	64 841	243 659	13.1	8.0	11.5
<b>Total of handled goods</b>	10 <sup>3</sup> t	<b>21 936</b>	<b>21 690</b>	<b>86 960</b>	<b>6.4</b>	<b>2.7</b>	<b>7.7</b>
Loaded	10 <sup>3</sup> t	8 743	8 807	35 984	-0.1	0.3	4.5
Unloaded	10 <sup>3</sup> t	13 193	12 883	50 975	11.2	4.4	10.1
<i>of which:</i>							
<b>Port of Leixões</b>	10 <sup>3</sup> t	<b>4 258</b>	<b>4 687</b>	<b>17 459</b>	<b>6.6</b>	<b>3.4</b>	<b>4.8</b>
Liquid bulk	10 <sup>3</sup> t	2 133	2 272	8 353	15.2	5.3	7.1
Solid bulk	10 <sup>3</sup> t	477	706	2 568	-11.8	1.2	10.8
Containers	10 <sup>3</sup> t	1 232	1 235	4 809	-4.5	-4.2	-7.5
General cargo and Ro-Ro	10 <sup>3</sup> t	417	473	1 729	32.9	22.8	28.5
<b>Port of Lisboa</b>	10 <sup>3</sup> t	<b>2 652</b>	<b>2 705</b>	<b>10 527</b>	<b>3.9</b>	<b>-3.4</b>	<b>-2.2</b>
Liquid bulk	10 <sup>3</sup> t	344	368	1 422	-1.6	2.2	-3.1
Solid bulk	10 <sup>3</sup> t	1 257	1 376	4 977	11.1	3.8	-4.8
Containers	10 <sup>3</sup> t	1 003	851	3 864	-4.3	-21.7	-2.9
General cargo and Ro-Ro	10 <sup>3</sup> t	47	111	264	117.1	298.4	181.5
<b>Port of Sines</b>	10 <sup>3</sup> t	<b>10 771</b>	<b>10 061</b>	<b>41 218</b>	<b>13.6</b>	<b>6.6</b>	<b>17.6</b>
Liquid bulk	10 <sup>3</sup> t	5 461	5 271	21 537	12.5	4.6	19.1
Solid bulk	10 <sup>3</sup> t	1 746	1 229	5 850	13.1	-17.5	19.5
Containers	10 <sup>3</sup> t	3 535	3 525	13 713	15.4	22.6	14.8
General cargo and Ro-Ro	10 <sup>3</sup> t	29	36	119	30.5	4.0	-13.0
<b>Passengers in inland waterways</b>	10 <sup>3</sup>	<b>6 170</b>	<b>4 247</b>	<b>19 006</b>	<b>5.3</b>	<b>0.2</b>	<b>3.1</b>
<b>AIR TRANSPORT</b>							
<b>Movement in airports</b>							
<b>Landed aircraft</b>	no.	<b>51 232</b>	<b>38 785</b>	<b>167 652</b>	<b>5.8</b>	<b>7.7</b>	<b>6.6</b>
Mainland	no.	41 742	31 866	137 401	6.3	6.7	6.9
A. R. of the Açores	no.	5 520	4 029	17 350	4.8	18.4	7.8
A. R. of Madeira	no.	3 970	2 890	12 901	2.0	5.3	2.7
<b>Passengers</b>	10 <sup>3</sup>	<b>13 032</b>	<b>8 801</b>	<b>39 694</b>	<b>9.1</b>	<b>12.2</b>	<b>11.0</b>
Disembarked	10 <sup>3</sup>	6 473	4 326	19 708	9.2	12.1	11.0
Embarked	10 <sup>3</sup>	6 476	4 392	19 672	9.0	12.2	10.9
Direct transit	10 <sup>3</sup>	83	83	314	10.2	19.2	9.9
<b>Cargo and mail</b>	t	<b>35 422</b>	<b>37 720</b>	<b>147 157</b>	<b>-4.9</b>	<b>-8.0</b>	<b>-2.1</b>
Unloaded	t	16 689	17 959	69 467	3.9	-3.1	1.5
Loaded	t	18 733	19 761	77 690	-11.6	-12.1	-5.0
<b>RAILWAY TRANSPORT</b>							
<b>Heavy railway transport</b>							
<b>Passengers carried</b>	10 <sup>3</sup>	<b>32 339</b>	<b>33 189</b>	<b>130 420</b>	<b>1.4</b>	<b>1.5</b>	<b>1.7</b>
Suburban	10 <sup>3</sup>	28 156	29 496	115 232	0.9	1.5	1.6
Interurban	10 <sup>3</sup>	4 107	3 647	14 962	5.0	1.8	2.4
International	10 <sup>3</sup>	75	47	226	-1.6	5.4	5.6
<b>Passengers-kilometre</b>	10 <sup>3</sup>	<b>1 046 991</b>	<b>981 861</b>	<b>3 937 665</b>	<b>2.6</b>	<b>2.6</b>	<b>2.2</b>
Suburban	10 <sup>3</sup>	508 456	542 860	2 097 071	-0.1	1.9	0.7
Interurban	10 <sup>3</sup>	500 714	414 822	1 720 974	5.9	3.8	4.3
International	10 <sup>3</sup>	37 821	24 179	119 620	-2.5	-0.5	-0.2
<b>Goods transported</b>	10 <sup>3</sup> t	<b>2 770</b>	<b>2 730</b>	<b>11 094</b>	<b>0.3</b>	<b>6.4</b>	<b>7.8</b>
<b>Goods transported</b>	10 <sup>6</sup> tKm	<b>685</b>	<b>659</b>	<b>2 661</b>	<b>4.0</b>	<b>3.3</b>	<b>9.1</b>
<b>Light railway transport</b>							
<b>Passengers carried</b>	10 <sup>3</sup>	<b>48 909</b>	<b>56 595</b>	<b>207 685</b>	<b>4.5</b>	<b>5.8</b>	<b>2.8</b>
Lisboa	10 <sup>3</sup>	33 020	38 134	139 026	5.1	8.1	3.0
Porto	10 <sup>3</sup>	13 453	15 509	57 738	2.3	0.8	1.4
Metro Sul do Tejo	10 <sup>3</sup>	2 436	2 952	10 921	8.8	3.2	7.7
<b>ROAD TRANSPORT</b>							
<b>Goods transported (tons)</b>	10 <sup>3</sup> t	<b>37 474</b>	<b>37 700</b>	<b>149 010</b>	<b>5.3</b>	<b>2.4</b>	<b>2.1</b>
National transport	10 <sup>3</sup> t	32 045	32 293	125 611	7.7	3.7	4.4
International transport	10 <sup>3</sup> t	5 429	5 407	23 399	-7.0	-4.5	-9.0
<b>Goods transported (tons-kilometre)</b>	10 <sup>6</sup> tKm	<b>7 600</b>	<b>7 364</b>	<b>31 809</b>	<b>2.7</b>	<b>-5.7</b>	<b>-6.0</b>
National transport	10 <sup>6</sup> tKm	2 747	2 836	10 720	25.1	16.2	10.1
International transport	10 <sup>6</sup> tKm	4 853	4 527	21 090	-6.7	-15.7	-12.6

Note: provisional results and year-on-year change rates based on infra-annual data (from 2015 and 2014).

## **METHODOLOGICAL NOTES**

### **TRANSPORTS**

**Passengers-Km (PKm)** – Unit of measurement corresponding to the transport of one passenger in a distance of one kilometre.

**Seats-Km (SKm)** – A figure that results from the multiplication of the available seats in the vehicle by the distance travelled in each journey. It corresponds to the maximum number of passengers-km available if the vehicle is always full.

**Tonnes-km (TKm)** – Unit of measurement used in the transport of goods corresponding to the transport of one tonne of goods in a one kilometre distance.

### **MARITIME AND INLAND WATERWAYS TRANSPORT**

Information on the movement of goods in ports is disclosed in accordance with EP and Council Directive 2009/42/EC and Commission Delegated Decision 2012/186/EU concerning statistics on maritime transport of goods and passengers.

**Gross tonnage (GT)** – Measures the size of a ship according to the International Convention on Tonnage Measurement of Ships of 1969.

**Inland waterways crossing** – Regular service provided by collective transports, according to itineraries, schedules or minimum frequencies and ticket prices previously set.

### **AIR TRANSPORT**

**Scheduled air service** – A commercial air service operated according to a published timetable or with such a regular frequency that it constitutes an easily recognizable systematic series of flights, including derived flights.

**Non-scheduled air service** – A commercial air service other than scheduled air services, providing passengers and cargo transport in aircrafts on hire or reward, by a certain fee or under contract.

**Direct transit passenger** – Passenger who, after a short stop, continues its journey on the same aircraft or not, maintaining its flight number. Direct transit passengers are accounted only once, when disembarking.

**Occupancy rate (passengers)** – Percentage resulting from the ratio between passengers on board and seats on offer.

### **RAILWAY TRANSPORT**

**Utilization rate (passengers)** – Percentage resulting from the ratio between calculated PKm and SKm on offer.

Data from heavy railway transport include all licensed operators.

### **ROAD FREIGHT TRANSPORT**

Data presented are the result of the Survey on Transport of Goods by Road.

**Transport for hire or reward** – rewarded transport of goods on account of a third party, made by enterprises licensed for transport activity.

**Own account transport** – transport activity carried by an enterprise using its own vehicles in order to transport its own goods without a commercial transaction associated to the transport.

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