

Transport activity 2nd quarter 2016

Handled goods in national ports have reduced as well as in railway and road modes

In the 2nd quarter 2016, goods handled in ports declined by 1.0%¹, in contrast with the increases recorded in the previous quarters (+2.7% in the 4th Q 2015 and +3.9% in the 1st Q 2016). In railway mode, goods transported declined by 4.1% in tonnes but have increased by 3.9% in tonnes-kilometer (-7.3% and -2.0% in the 1st quarter 2016, in the same order). In national airports, a 1.5% reduction in the movement of cargo and mail was recorded, yet below the declines presented in the preceding quarters (-8.0% in the 4th Q 2015 and -4.9% in the 1st Q 2016). In the quarter under analysis, the weight of goods transported by road declined (-1.7%) due to domestic transport (-2.8%). The international road transport kept the growing trend previously recorded (+4.3%) although at a slower pace compared with the preceding quarter (+7.5%).

Air transport mode continues to record steep increases, corresponding to increases in the quarter under analysis of 12.3% and 11.2% respectively in the movement of landed aircraft and passengers. Likewise, the transport of passengers kept increasing in heavy railway systems and in light railway systems (+2.1% and +10.1% respectively).

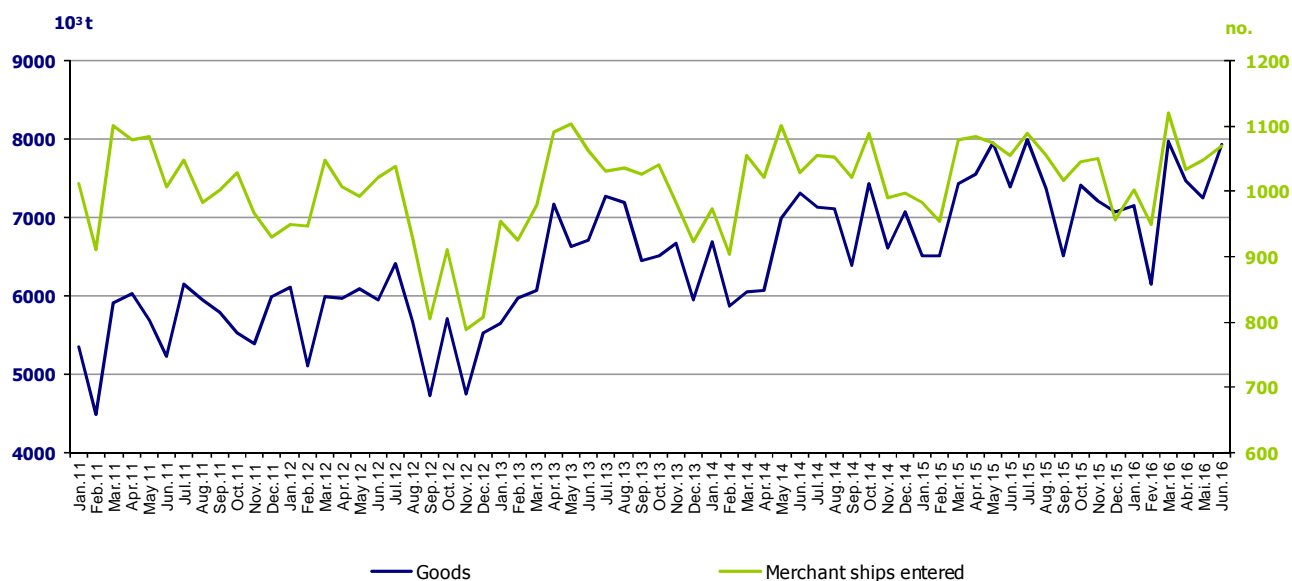
Traffic of goods in national ports declined

In the 2nd quarter 2016, the number of commercial vessels scaling national ports was 3 780 of which 3 152 were merchant ships, which stood for a 0.6% reduction (+1.2% in the 1st Q 2016). The gross tonnage of the arriving vessels stood stable (+0.1% from +6.5% in the preceding quarter), having reached 63.9 million GT.

The movement of goods ascended to 22.6 million tonnes, declining by 1.0%, far from the 3.9% increase recorded in the preceding quarter.

¹ 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

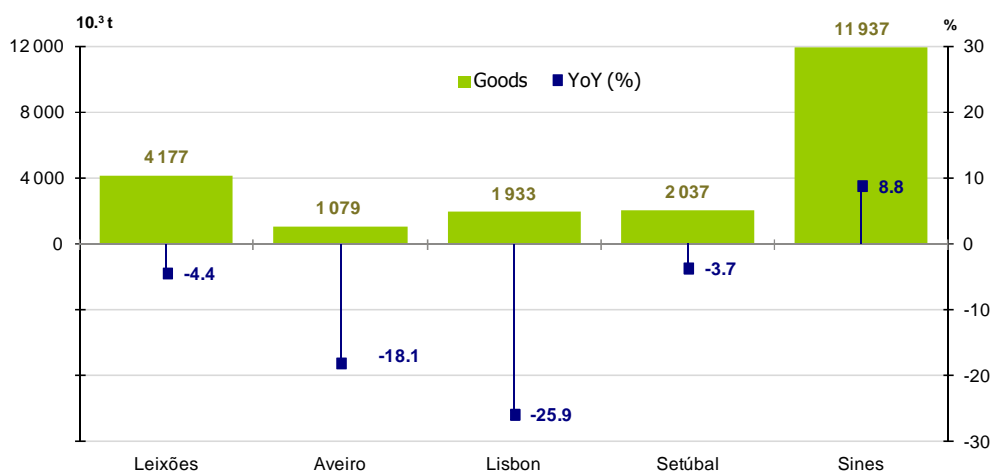


The port of Sines, with 11.9 million tonnes handled (+8.8%), was responsible for 52.7% of the total movement of goods in national ports.

The remaining main ports reported reductions (-4.4%, after having recorded -4.5% in the preceding quarter).

The ports of Lisbon and Setúbal kept recording declining evolutions again in this quarter (-25.9 and -3.7% in handled tonnes respectively) with the port of Lisbon recording steep declines in April and May (-31.9% and -43.2%) as a result of strikes affecting the sector. The port of Aveiro also presented a decline (-18.1%).

Figure 2 – Movement of goods in the main national ports – 2nd quarter 2016



The international traffic of goods (82.5% of the total) decreased by 7.2% (+1.8% in the 1st Q 2016) reaching 18.7 million tonnes.

The port of Sines, responsible for 56.5% of the total international traffic, handled 10.5 million tonnes in international traffic (9.6 million in the preceding quarter), corresponding to a 3.4% increase.

The port of Figueira da Foz also increased by 9% in this type of traffic, while the remaining main Mainland ports recorded reductions in international traffic of goods (Lisbon with -26.2%, Leixões with -23.7% and Aveiro with -16.6%).

In what concerns traffic between national ports (17.5% of the total), 3.9 million tonnes (+17.4%) were handled, of which 35.2% in Sines and 35.0% in Leixões.

Table 1 – Movement of goods in ports

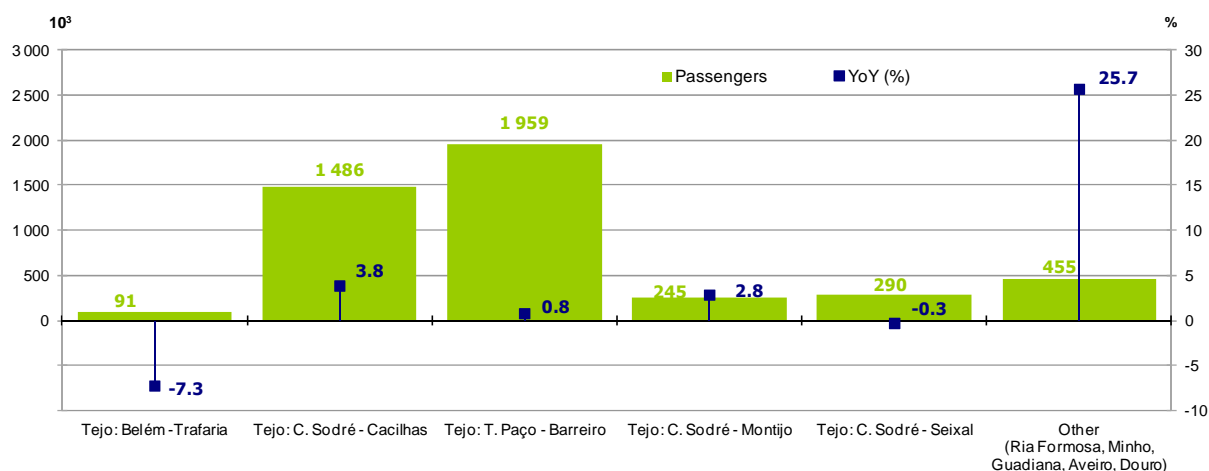
Maritime ports	2 nd Q 2016										1 st Q 2016				
	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic
	10 ³ t					Year-on-year change rate (%)					Year-on-year change rate (%)				
Total	22 638	9 703	12 935	3 969	18 669	-1.0	-1.7	-0.5	44.0	-7.2	3.9	-2.3	8.3	17.4	1.8
Leixões	4 177	1 684	2 493	1389	2 787	-4.4	-1.4	-6.3	94.4	-23.7	-4.5	-10.7	-0.5	14.0	-8.9
Aveiro	1 079	420	660	46	1 033	-18.1	-37.6	2.3	-40.7	-16.6	-8.7	-38.8	28.7	55.5	-11.1
Figueira da Foz	518	322	196	33	486	7.8	2.5	17.7	-7.5	9.0	-12.7	-11.7	-14.7	-24.9	-11.9
Lisbon	1 933	563	1 370	313	1 619	-25.9	-44.6	-13.9	-24.3	-26.2	-7.0	-18.1	0.8	12.9	-10.1
Setúbal	2 037	1 333	704	88	1 949	-3.7	-5.4	-0.1	47.0	-5.1	-3.0	-19.9	25.7	-24.1	-2.3
Sines	11 937	5 061	6 876	1397	10 540	8.8	15.7	4.3	79.3	3.4	13.5	18.5	10.6	29.8	12.0
Ponta Delgada	321	99	222	247	74	1.0	6.1	-1.1	4.3	-8.7	17.2	13.7	18.6	16.0	20.4
Praia da Vitória	118	31	87	95	23	-1.7	5.4	-4.0	9.7	-31.3	19.8	-3.6	29.1	10.1	59.4
Caniçal	255	35	220	244	11	5.2	4.3	5.3	6.3	-14.9	2.7	1.1	2.9	6.3	-43.3
Funchal	13	0.5	12	13	-	-23.6	20.4	-24.6	-23.6	-	-53.1	-34.5	-53.3	-53.1	-
Other	250	155	95	103	147	-21.4	-28.6	-5.7	-1.8	-31.0	15.9	14.5	18.3	37.1	6.0

The number of passengers across the Tagus River has increased

The total transport of passengers in inland waterways reached 4.6 million (national and international crossings).

Across the Tagus River, with a 1.7% increase (+2.0% in the preceding quarter), about 4.1 million passengers were transported, corresponding to 87.7% of the total transport.

Figure 3 – Movement of passengers in river crossings, 2nd quarter 2016

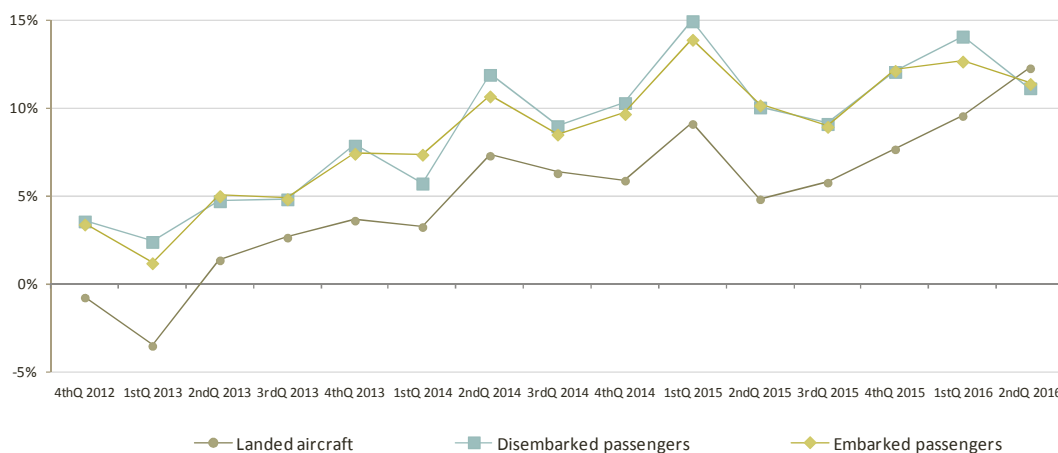


Air transport continues to record outstanding increases

In the 2nd quarter 2016, about 50 thousand aircraft in commercial flights have landed in national airports which corresponded to a 12.3% increase (+9.6% in the 1st Q 2016). In this quarter, there were two digit increases in these movements in all regions: the Mainland with +12.2%; the A. R. of Madeira with +14.8% and the A. R. of Azores with +11.5%, less so in the latter region compared with the increases in the previous quarters (+25.4% in the 1st Q 2016).

The national airports recorded a movement of 12.06 million passengers in the 2nd Q 2016 (departures, arrivals and direct transits), which corresponded to a 11.2% increase in comparison with the same quarter a year earlier, yet 2.2 p.p. less in relation to the increase shown in the preceding quarter.

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

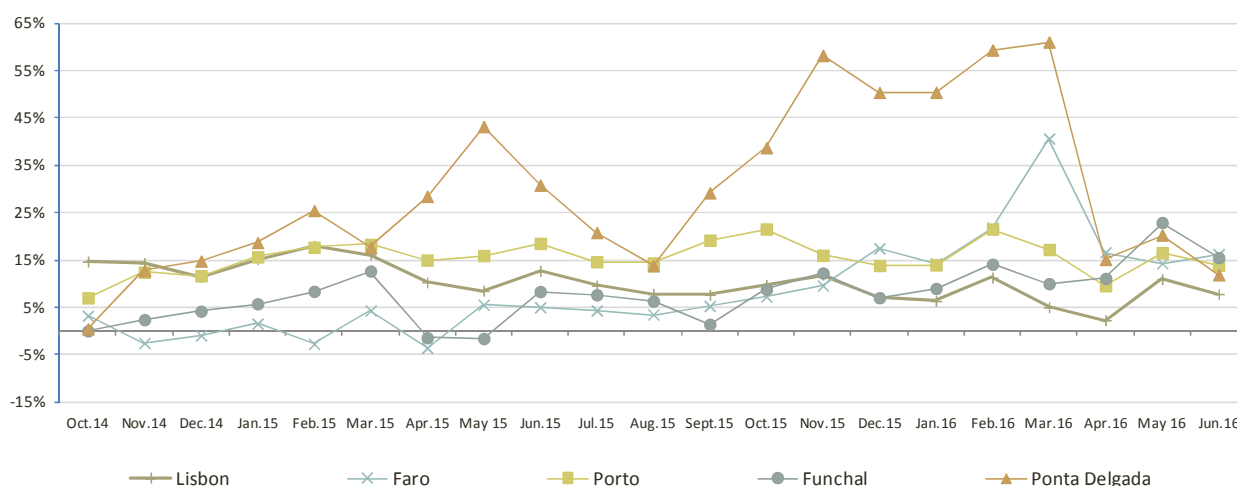


In the same quarter, about 36.8 thousand tonnes of cargo and mail were handled resulting in a 1.5% decrease (-8.0% on departures and +5.7% on arrivals).

All main national airports continued to present steep increases in the movement of passengers of which Lisbon presented a not so significant change rate: 7.1%. Of the remaining airports, the increase presented by the airport of Funchal stood out (+16.4%) as well as the one in Lajes (+24.5%). The airports of Faro and Ponta Delgada had similar significant growth rates (+15.7% and +15.6% respectively) with Porto airport growing by 13.4% in the number of passengers.

The airport of Ponta Delgada returned to more moderate growths, following a period of five consecutive quarters of increases above 20%.

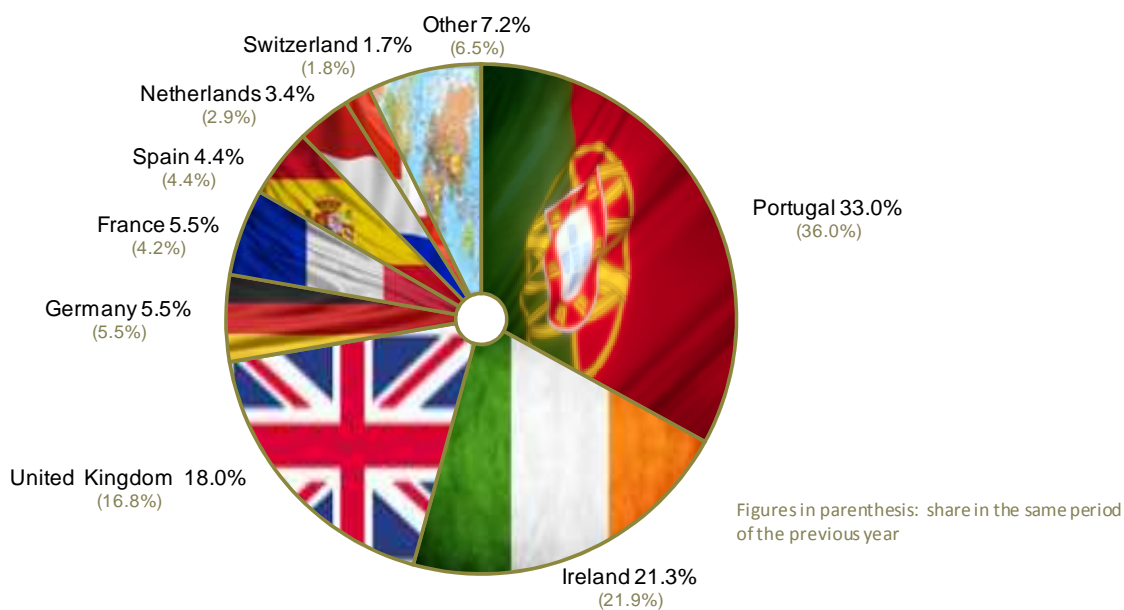
Figure 5 – Year-on-year change rate (%) of the movement of passengers in the main national airports



Passengers in regular commercial traffic corresponded to 96.1% of the total (81.8% of which corresponded to international traffic).

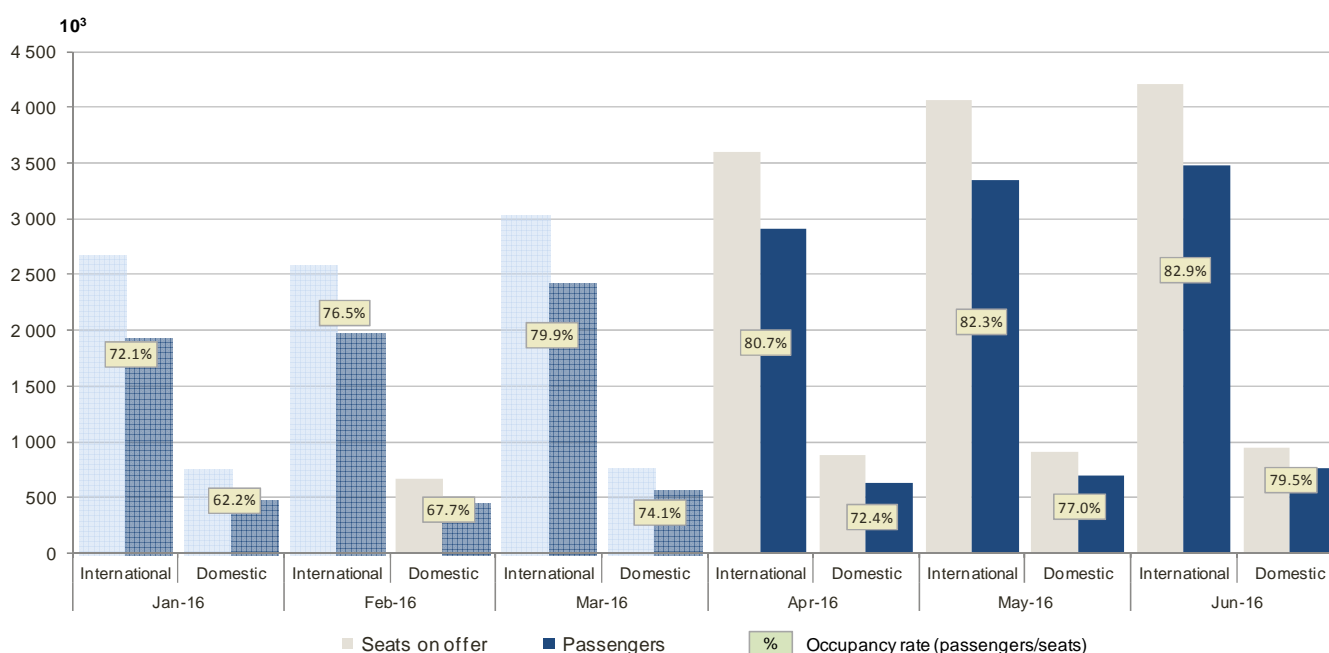
In the 2nd quarter 2016, Portuguese air companies carried 33% of passengers travelling through national airports, 3.0 p.p. less than its share in the 2nd Q 2015.

Figure 6 – Breakdown of passengers in national airports by nationality of operators – 2nd Q 2016



About 14.6 million passenger seats in regular traffic were on offer in national airports, of which 11.9 million in international traffic. The occupancy rate (passengers/seats on offer) was 81.3%.

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



Railway passenger transport keeps growing

In the 2nd quarter 2016, the number of passengers travelling by rail increased by 2.1% (+0.9% in the 1st Q 2016), reaching 33.6 million and corresponded to 1 059 million passengers-kilometer (+6.3%, from +3.6% in the preceding quarter).

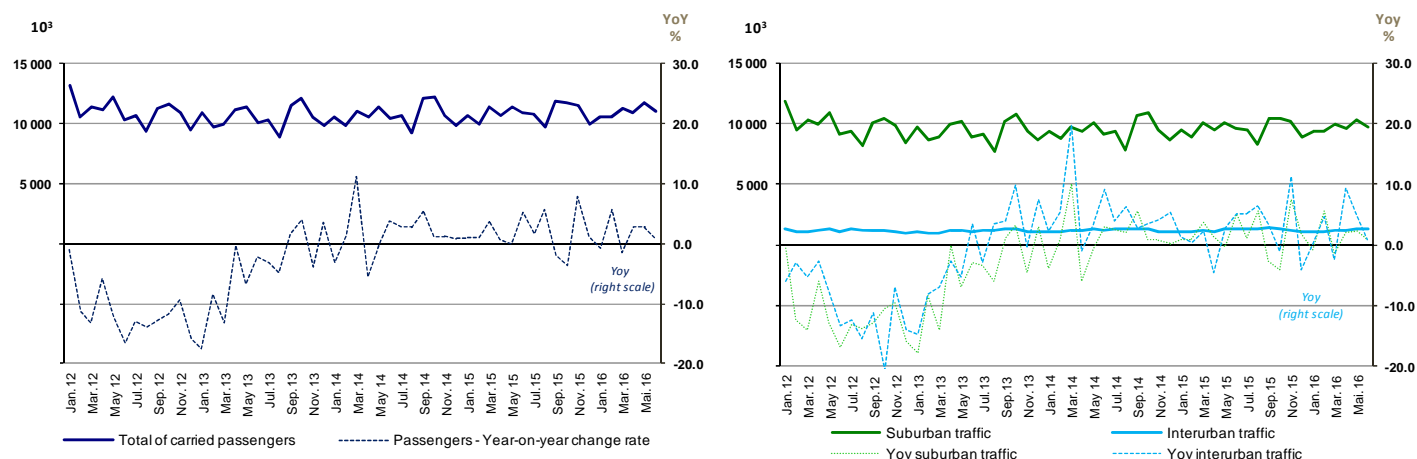
All months in the quarter presented positive rate changes, with the steepest increase in passengers having been recorded in the month of April (+2.8%), while in terms of passengers-kilometer the month of May stood out.

Suburban transport of passengers represented 88.1% of the total with 29.6 million passengers transported (+1.7%, from +1.0% in the 1st Q 2016), with the respective number of passengers-kilometer reaching 546.0 million, the equivalent to a 3.0% increase (+2.2 in the 1st Q 2016).

Interurban transport totaled 3.9 million passengers and 476.6 million passengers-kilometer, reflecting increases of 4.8% (+0.6% in the 1st Q 2016) and 10.3% (+5.1% in the 1st Q 2016) respectively.

International movements amounted to 66 thousand passengers (+6.6%, from +11.9% in the preceding quarter). In volume, international transport recorded 36.5 million passengers-kilometer (+5.7%, from +10.0% in the 1st Q 2016).

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



In the 2nd quarter 2016, about 2.7 million tonnes of goods were carried in railway mode, which stood for a 4.1% decline (-7.3% in the 1st Q 2016), having the respective volume of transport amounted to 691.9 million tonnes-kilometer (+3.9% from -2.0% in the 1st Q 2016).

For the fourth consecutive quarter, all railway systems presented increases in passengers

In the 2nd quarter 2016, about 57.6 million passengers travelled in the light railway systems of Lisbon, Porto and Metro Sul do Tejo, which stood for a 10.1%² increase (+4.9% in the 1st Q 2016). All months in the quarter showed significant positive change rates, more so the steep increase in passengers observed in May (+13.9%).

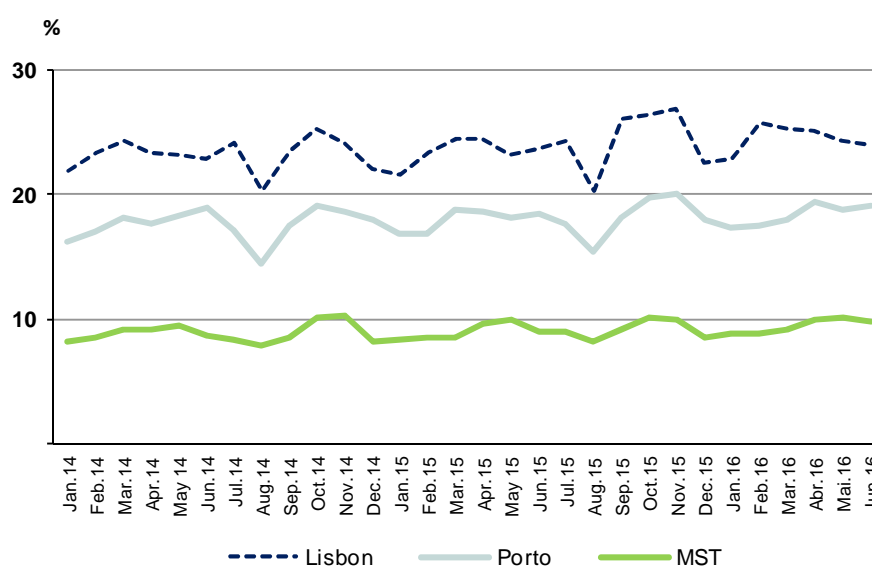
For the fourth consecutive quarter, all light railway systems recorded increases in the number of passengers transported and in the utilization rates.

The Lisbon underground recorded a 14.0% increase in passengers in the second quarter of the year (+6.8% in the 1st Q 2016), corresponding to a total of 39.4 million passengers transported. The utilization rate on this system stood at 24.5%, i.e. 0.7 p.p. more than in the same quarter 2015.

The light railway system in Porto transported 15.2 million passengers, the equivalent to a 1.8% increase (+0.3% in the preceding quarter) and the utilization rate on this system stood at 19.1% (+0.8 p.p.).

Transport of passengers in Metro Sul do Tejo reached 3.0 million, reflecting a 5.7% increase (+4.0% in the 1st Q 2016), the equivalent to 7.9 million passengers-kilometer (+5.9%).

Figure 9 – Utilization rate by light railway system



Road freight transport activity at a slower pace

Heavy road vehicles bearing a Portuguese national license transported, throughout the 2nd quarter 2016, a total of 40.2 thousand tonnes of goods (-1.7%, from -4.7% in the preceding quarter). Goods transported between Portuguese localities represented 82.5% of the total weight carried which stood for a 2.8% reduction (-7.3% in the preceding quarter).

² Change rate resulting from revised data for 2015 sent by the operator.

International freight kept the growing trend previously recorded (+4.3%) although at a slower pace compared with the preceding quarter (+7.5%).

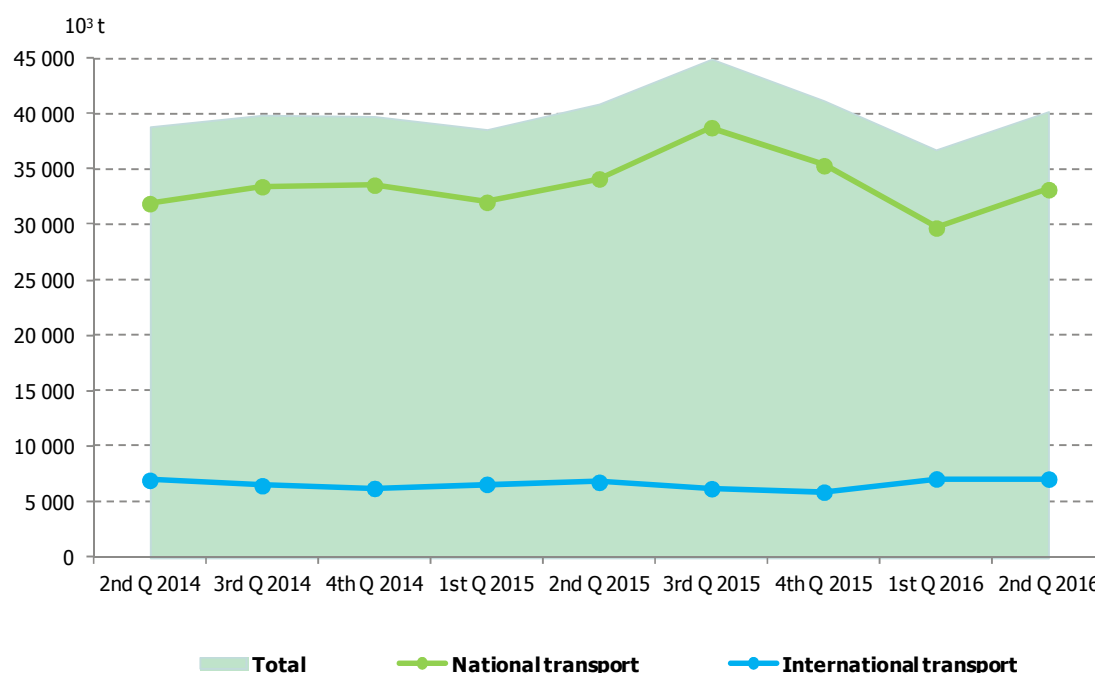
The total volume of transported goods presented a positive change rate (+4.6%) in both types of transport: national (+1.5%) and international (+5.9%).

The flow of goods originated in Portugal towards other countries grew stronger than the other way round in both weight (+4.4% and +2.0% respectively) and volume (+13.5% and +2.1% respectively).

Third party traffic (movement of goods between foreign countries using heavy road vehicles bearing a national license) and cabotage (transport of goods with origin and destination within a third country) stood out in terms of increases recorded (+7.6% and +4.6% respectively in terms of tonnes).

The average distance travelled by weight unit (tonne) was 235.4 km (+6.3%), with the emphasis on international transport with an average of 949.5 km (+1.5%).

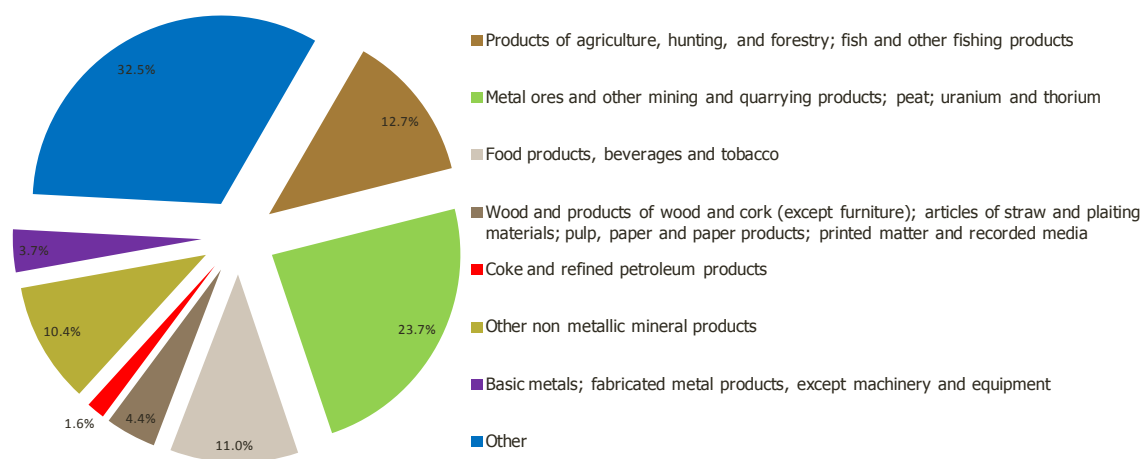
Figure 10 – Road freight transport (tonnes) in the Mainland, by type of traffic



There were no change in the relative positions of the main groups of products in terms of tonnes carried in national freight: "Metal ores and other mining and quarrying products; peat; uranium and thorium" (23.7%), "Products from agriculture, animal production, hunting and forestry; fish and fishery products" (12.7%) and "Food products, beverage

and tobacco" (11.0%). From these most relevant groups of goods, only the latter presented an increase in weight carried (+9.3%) and in transport volume (+7.2%).

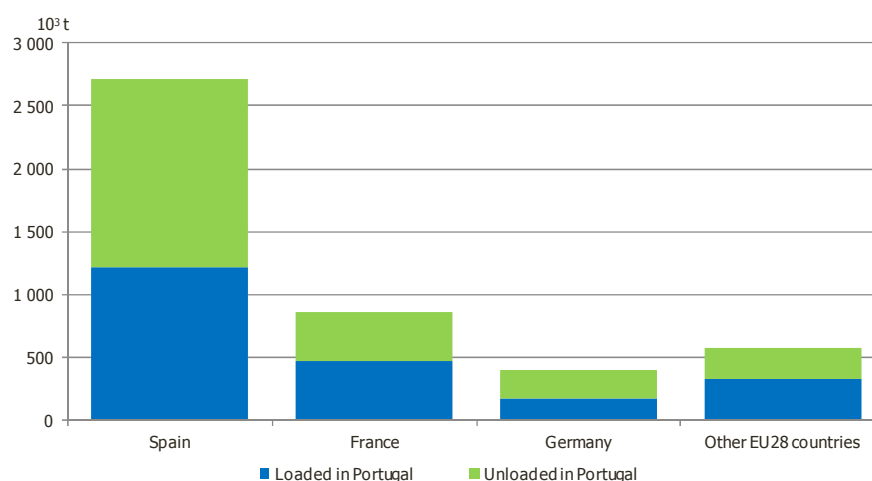
Figure 11 – Breakdown of tonnage carried in national traffic by main groups of goods



The trading of goods by road freight between Portugal and other countries revealed a ratio between the weight of goods loaded and unloaded in Portugal more favorable (93.1%) than in the previous quarter (+90.9%).

The most important partner country was, as always, Spain (59.3%), followed by France (18.9%) and Germany (8.6%).

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



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

Table 2 - Main indicators on transport activity					
	Unit	2016		Year-on-year change rates (%)	
		1st Q	2nd Q	1st Q 16	2nd Q 16
SEA AND INLAND WATERWAYS TRANSPORT					
Movement in maritime ports (a)					
Entered vessels	no.	3 302	3 780	1.2	-0.6
Dimension of entered vessels	10 ³ GT	55 473	63 873	6.5	0.1
Total of handled goods	10 ³ t	21 258	22 638	3.9	-1.0
Loaded	10 ³ t	8 373	9 703	-2.3	-1.7
Unloaded	10 ³ t	12 886	12 935	8.3	-0.5
<i>of which:</i>					
Port of Leixões	10 ³ t	3 958	4 177	-4.5	-4.4
Liquid bulk	10 ³ t	1 624	1 609	-12.1	-23.4
Solid bulk	10 ³ t	677	613	-13.7	2.1
Containers	10 ³ t	1 212	1 423	4.4	20.5
General cargo and Ro-Ro	10 ³ t	445	532	27.0	9.0
Port of Lisboa	10 ³ t	2 384	1 933	-7.0	-25.9
Liquid bulk	10 ³ t	333	378	-0.4	0.7
Solid bulk	10 ³ t	1 200	1 017	0.3	-11.4
Containers	10 ³ t	793	462	-19.2	-55.1
General cargo and Ro-Ro	10 ³ t	57	76	10.8	39.1
Port of Sines	10 ³ t	10 693	11 937	13.5	8.8
Liquid bulk	10 ³ t	5 377	6 421	1.8	16.3
Solid bulk	10 ³ t	1 769	973	29.4	-35.5
Containers	10 ³ t	3 510	4 512	28.1	15.3
General cargo and Ro-Ro	10 ³ t	37	31	30.7	21.4
Passengers in inland waterways (b)	10 ³	4 014	4 642	0.9	x
AIR TRANSPORT					
Movement in airports					
Landed aircraft	no.	36 313	36 313	9.6	-18.4
Mainland	no.	29 480	29 480	8.2	-19.3
A. R. of the Açores	no.	4 003	4 003	25.4	-13.1
A. R. of Madeira	no.	2 830	2 830	5.0	-15.4
Passengers	10 ³	7 959	7 959	13.4	-26.6
Desembarked	10 ³	3 930	3 930	14.1	-28.1
Embarked	10 ³	3 945	3 945	12.7	-25.6
Direct transit	10 ³	84	84	10.5	16.2
Cargo and mail	t	34 896	34 896	-4.9	-6.5
Unloaded	t	17 345	17 345	1.1	-1.8
Loaded	t	17 551	17 551	-10.1	-10.8
RAILWAY TRANSPORT					
Heavy railway transport					
Passengers carried	10 ³	32 258	33 625	0.9	2.1
Suburban	10 ³	28 724	29 638	1.0	1.7
Interurban	10 ³	3 486	3 921	0.6	4.8
International	10 ³	48	66	11.9	6.6
Passengers-kilometer	10 ³	945 039	1 059 077	3.6	6.3
Suburban	10 ³	527 416	546 009	2.2	3.0
Interurban	10 ³	392 202	476 593	5.1	10.3
International	10 ³	25 421	36 475	10.0	5.7
Goods transported	10 ³ t	2 538	2 739	-7.3	-4.1
Goods transported	10 ⁶ tKm	638	692	-2.0	3.9
Light railway transport					
Passengers carried (c)	10 ³	53 303	57 584	4.9	10.1
Lisboa (c)	10 ³	36 606	39 389	6.8	14.0
Porto	10 ³	13 899	15 189	0.3	1.8
Metro Sul do Tejo	10 ³	2 798	3 006	4.0	5.7
ROAD TRANSPORT (d)					
Goods transported (tonnes)	10 ³ t	36 748	40 193	-4.7	-1.7
Domestic freight	10 ³ t	29 693	33 155	-7.3	-2.8
International freight	10 ³ t	7 055	7 038	7.5	4.3
Goods transported (tonnes-kilometer)	10 ⁶ tKm	9 320	9 460	5.1	4.6
Domestic freight	10 ⁶ tKm	2 490	2 777	-11.5	1.5
International freight	10 ⁶ tKm	6 831	6 683	12.8	5.9

Note: provisional results and year-on-year (YoY) change rates based on infra-annual data (from 2016 and 2015).

(a) Slight revision of data with regard to the Autonomous Region of Madeira (2015).

(b) New counting method for passenger transport in Sado river.

(c) Data for 1st Q 2015 and 2nd Q 2016 according to new method of fraud estimation in Lisbon.

(d) Previous data has been revised.

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.

Tonnenes-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.

Date of next Press Release: 11th January 2017