

November, 9<sup>th</sup> 2016

## Transport and Communications Statistics 2015

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### **Despite the slowdown of GVA, freight and passenger movements increased in most modes of transport**

In 2015, the Gross Value Added of transport companies increased by 0.5% in nominal terms, slowing down compared to 2014 (+3.2%), while turnover decreased by 0.6% (+4.0% in the previous year).

With regard to heavy railway transport, there were increases in both passengers (+1.7%) and goods transported (+7.9%), following +1.8% and +10.9%, respectively, in the preceding year.

Goods transported by heavy road vehicles licensed in Mainland Portugal increased 4.9% (-2.3% in 2014).

National ports accounted for an increase of 7.7% concerning the movement of goods, surpassing the result of the preceding year (+3.2%). Cruise passengers increased 13.5%, in contrast with the previous year (-3.6%).

Inland waterways transport was used by 18.9 million passengers (+2.8%) and 294.45 thousand passenger cars (+14.2%).

In the aviation sector, national airports registered 39.6 million passengers (+11.0%, +9.4% in 2014) and air transport companies licensed in Portugal carried 12.8 million passengers (-3.1%).

In what concerns telecommunications, the steep increase in broadband internet traffic access should be emphasized (+30.7%) and also the increase in the volume of voice traffic originated in the mobile network (+5.5%).

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#### **A. TRANSPORTS**

In 2015, the Gross Value Added (GVA) from enterprises operating in the transport sector<sup>1</sup> increased by 0.5%, below the result of the preceding year (+3.2%) and from the whole set of non-financial enterprises<sup>2</sup> in the same year (+4.8%). As a consequence, its relative weight in the total of enterprises decreased by 0.2 p.p. and stood at 4.0%.

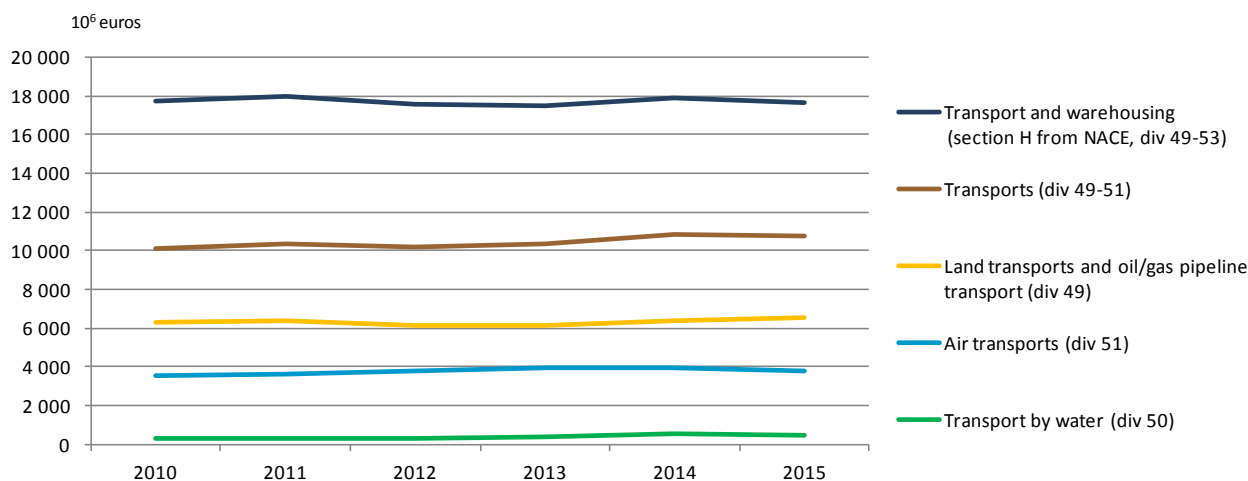
The turnover declined (-0.6%) following the growth recorded in 2014 (+4.0%).

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<sup>1</sup> In section H (Transports and warehousing) from NACE only divisions 49 to 51 (Land transports and oil/gas pipeline transport, transport by water and air transports) were considered excluding divisions 52 (Warehousing and auxiliary activities) and 53 (Postal and courier activities).

<sup>2</sup> SCIE - Integrated Business Account System

**Fig. 1 – Evolution of turnover of Transport and Storage (section H of the NACE) and transport sectors**



### Explored railway network remains mostly unchanged

On the 31 December 2015, the national railway network being explored was comprised of 2 546.0 km, the equivalent to 70.3% of the total extension of the railway lines, and remaining unchanged since 2014. With a total extension of 1 639.1 km, the explored network with electrified lines represented 64.4% of the total explored network, having increased by 8.75 km in the Aveiro sub-network (the existing line was electrified).

At the end of 2015, the national railway stock of vehicles was comprised of 363 railcars, 55.4% of which were electric powered railcars.

Railway transport vehicles totaled 3 283 freight wagons (the same as in 2014) and 995 vehicles for the transport of passengers (three units less than in 2014).

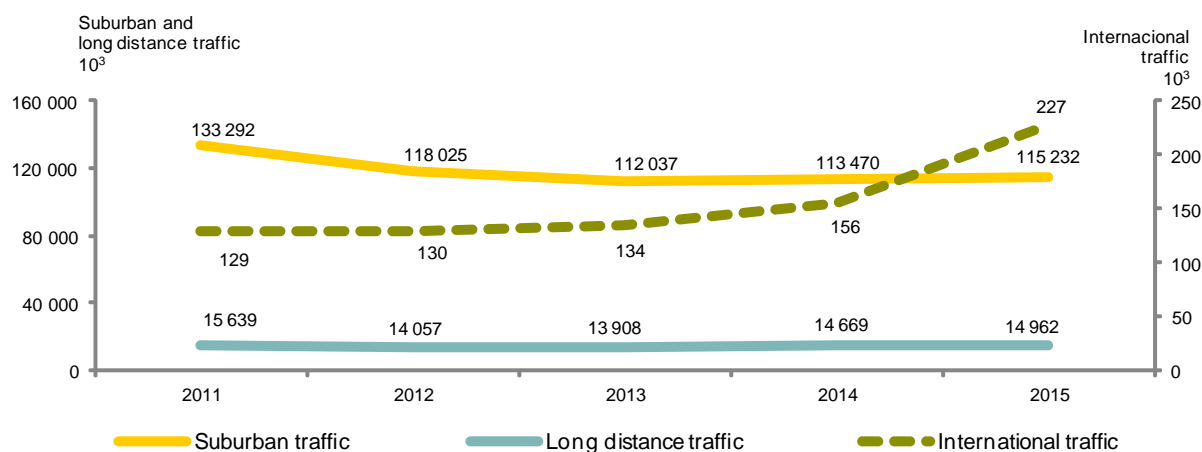
### Increased number of passengers in heavy railway and light railway systems

In 2015, for the second consecutive year, the number of passengers in heavy railway system (130.4 million passengers, +1.7%) and the respective volume of transport (4.0 billion passengers-km, +2.7%) have increased vis-à-vis the preceding year.

The number of transported passengers using the three light railway systems (Lisbon, Oporto and South Tagus) stood at 211.4 million, reflecting a 4.6% increase in comparison with the preceding year.

The Lisbon underground carried 67.5% of passengers transported using this mode in 2015, the equivalent to 142.7 million passengers (+5.7%, +2.0% in 2014). The Oporto light railway system carried 57.8 million passengers (+1.4%, +1.8% in 2014). The South Tagus light railway system recorded the most significant increase in passengers (+7.7%) which stood for 10.9 million passengers transported (+2.1% in 2014).

**Fig. 2 – Number of passengers in rail transport, by type of traffic, 2011 – 2015**



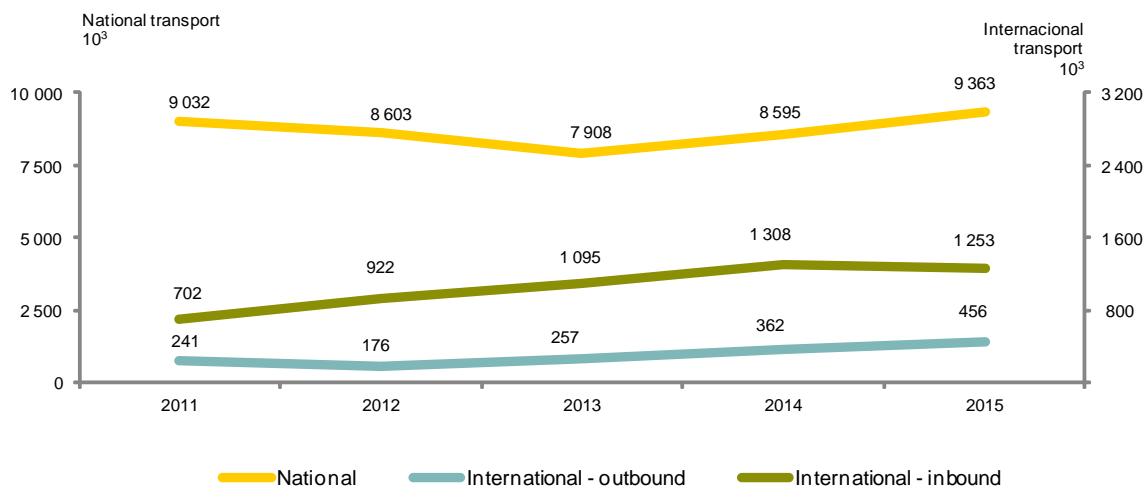
### Transport of goods in railway mode increased the most in national traffic

In 2015, the movement of goods by railway transport accounted for an increase of 7.9% (following a 10.9% raise in 2014) reaching 11.1 million tonnes,. To this increase corresponded a 10.2% raise in the volume of transport (tonnes and Kms), accelerating in view of the preceding year (+6.5% in 2014).

The movement of goods between national railway stations stood at 9.4 million tonnes (+8.9%, following +8.7% in 2014) having represented 84.2% of the total. The movement of goods in international traffic presented a more moderated increase in 2015 (+2.8%), having reached 1.8 million tonnes.

When considering the NST 2007 classification, the emphasis went to group 09 – “Other non-metallic mineral products”, with 1.9 million tonnes (-2.7% vis-à-vis 2014), the equivalent to 17.0% of the total. Group 07 – “Coke and refined petroleum products” strengthened its second position achieved in 2014 (+31.7%), with a total of 1.7 million tonnes, corresponding to 15.1% of the total of handled goods and to 20.6% of the volume of transport (+38.9% in Tkm). Group 10 “Base metals; fabricated metal products, except machinery and equipment” followed with 1.2 million tonnes (11.0% of the total), reflecting a 16.0% increase compared to 2014.

**Fig. 3 –Goods transported, by type of traffic, 2011 – 2015**



### Length of the national road network remained unchanged

The total length of the national road network remained unchanged since the end of 2013, with 14310 Km, of which 16.3% were main routes and 13.2% were complementary routes, 37.0% national roads and 33.5% regional roads. The European road network remained unchanged with a total length of 2 241 kilometers.

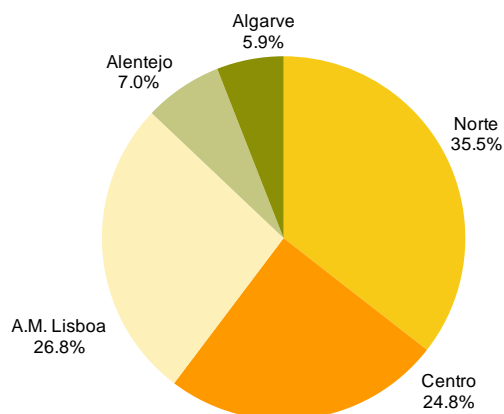
### Fuel consumption in road transport increased

Fuel consumption in road transport accounted for an increase of 3.3%, reaching 5.43 million TOE (tons of oil equivalent), keeping the upward trend of 2014 (+2.0%). The diesel consumption rose by 5.1% and corresponded to 77.8% of TOE consumption in road transport.

### Although the number of accidents rose 4.4%, the number of dead victims decreased by 7.1%

The number of road traffic accidents (with victims) in the Mainland, 31 953, went up again in 2015 (+4.4%, from +0.9% in 2014), originating a greater number of total victims: 41 549 (+4.8%). This number was subdivided into 593 deaths (-7.1%) and 40 956 injured (+5.0%). In the Autonomous Regions of Azores and Madeira the number of deaths stood at 17 and 14, respectively.

**Fig. 4 – Accidents with victims, in the Mainland, by NUTS II regions, 2015**



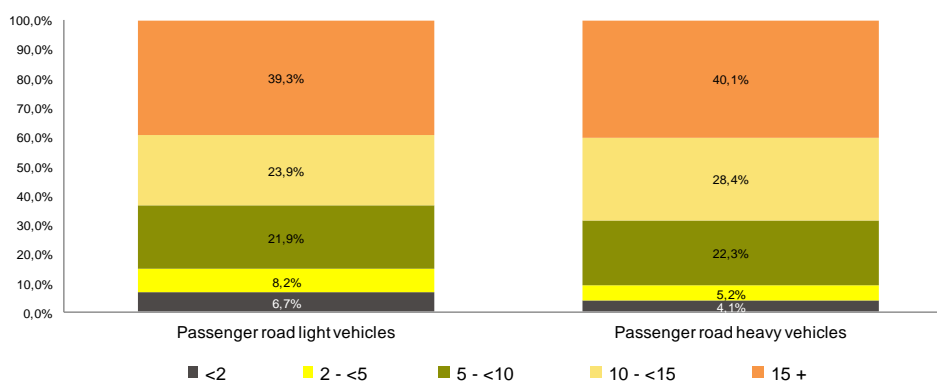
**Average age of passenger cars went up by 0.2 years**

The stock of road vehicles presumably in circulation<sup>3</sup> in 2015.12.31 was estimated at 6.1 million vehicles.

Passenger cars represented 77.6% of the stock and totaled 4.7 million vehicles, followed by light commercial vehicles (1.2 million) corresponding to 20.1% of the total. Heavy motor vehicles in circulation were estimated at 113.0 thousand, of which 78.2% were goods transport vehicles including trucks (49.1 thousand) and road tractors (39.3 thousand).

The average age of passenger cars went from 12.2 years in 2014 to 12.4 years in 2015.

**Fig. 5 - Breakdown of passenger vehicles stock by age groups**



<sup>3</sup> Stock of road vehicles presumably in circulation: vehicles present in, at least, one of the last two mandatory inspections (excluding motorcycles, motorbikes and agricultural tractors).

### Around 178.5 thousand new passenger cars sold

Sales of passenger cars went up considerably in 2015 (+25.0%), having recorded the highest sales level in the five year period 2011-2015.

The main countries of origin for these vehicles were Germany (25.2%), Spain (17.9%) and France (15.5%).

### Around 224.9 thousand passenger car licenses were registered

In 2015, there was a positive balance of 99.1 thousand units between registered and cancelled licenses (+16.8 thousand vehicles in the preceding year), considering light and heavy vehicles.

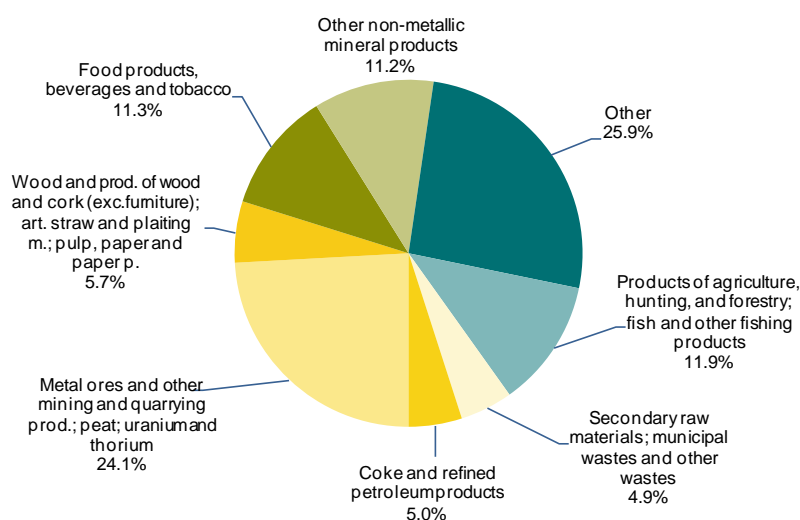
Of the 295.2 thousand registered licenses, 76.2% were passenger cars.

### National road freight transport has increased

Goods carried by heavy road vehicles licensed in Mainland Portugal increased in comparison with the preceding year (+4.9% tonnes) due to the growth in national road freight transport (+7.7%) which compensated for the contraction in international road freight transport (-8.4%).

The utilization rate of heavy road vehicles (trucks and road tractors) during 2015 was 52.8% (45.1% in own account and 62.1% for hire or reward).

**Fig. 6 – Breakdown of goods (tonnes) transported in domestic traffic by national road heavy vehicles, by NST 2007 groups, 2015**

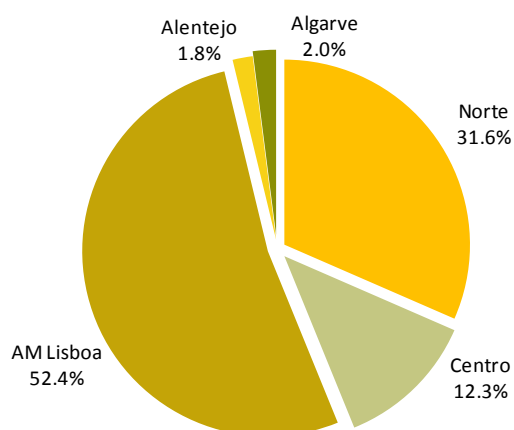


### Around 497.6 million passengers used road transport

In 2015, every one of the 595 entities in Mainland Portugal providing heavy road transport of passengers, made an average of 27.9 thousand services and transported 836.4 thousand passengers.

The 24.2 billion seats-kilometer on offer were used by 6.05 billion passengers-kilometer, i.e., only 25.0% of the total capacity was effectively used.

**Fig. 7 – Breakdown of passengers (%) in national road transport (for hire or reward) by NUTS II region of origin, 2015**



### Port activity at a higher pace

The movement of goods in national port infrastructures ascended to 86.9 million tonnes in 2015, increasing by 7.7%, surpassing the result of the preceding year (+3.2%). The movement of goods was divided into 36.0 million loaded tonnes (+4.5%) and 50.9 million unloaded tonnes (+10.0%).

International traffic (75.9 million tonnes) corresponded to 87.4% of the total (+1.8 p.p.). The emphasis went to the port of Sines (50.2% of the international movement) with 38.1 million tons (+20.8%), which represented 92.4% of movements in the port. The port of Leixões assured 18.9% of the international traffic (14.3 million tonnes, +4.5%), while the port of Lisbon held a share of 11.9% of the international traffic (9.0 million tonnes, -1.2%).

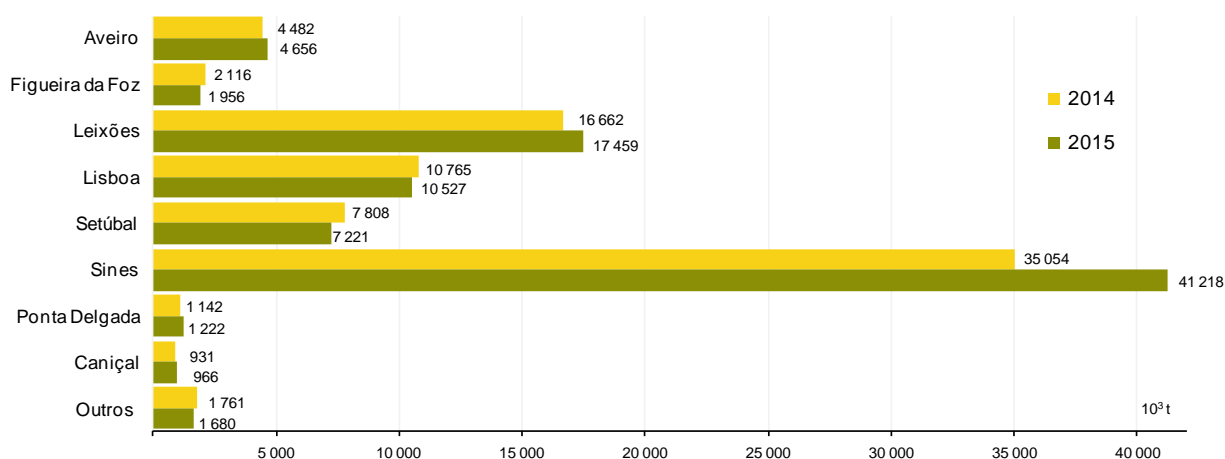
The movement of liquid bulk (33.5 million tonnes) recorded an increase of 13.0%, attaining a weight of 38.5% when considering total handled goods.

With regard to the movement of loaded goods, the emphasis went to group 07 – “Coke and refined petroleum products” (27.7% of the total) which increased by 19.5% to 10.0 million loaded tonnes, and also to group 09 – “Other non metallic products” which, in spite of a decline (-6.5%), corresponded to 17.3% of the total (6.2 million tonnes).

With regard to unloaded goods, the predominance came from groups of goods related to fossil fuels and its derivatives as group 02 – “Coal and lignite; crude petroleum and natural gas” (15.3 million tonnes, 30.0% of the total) and group 07 – “Coke and refined petroleum products” (12.0 million tonnes, i.e. 23.6% of the total).

In what concerns passengers in cruise ships, which totaled 1.3 million, it should be noted the 13.5% increase in 2015, contrary to the decrease of the preceding year (-3.6%).

**Fig. 8 - Goods (tons) handled in the national ports, 2014 and 2015**



### Increase in river transport of passengers, contrary to the reduction of the previous year

There were 18.9 million passengers in inland waterways transport, in 2015, corresponding to an annual growth of 2.8% (-0.4% in 2014). Moreover, the transport of 341.7 thousand vehicles took place (+13.0%, after -5.0% in 2014). The crossing of the Tagus River was used by 15.5 million passengers (+1.7%) and corresponded to 82.0% of the total national inland waterways crossings.

### Passengers in airports increased by 11.0% to 39.6 million

In 2015, national air transport companies licensed to operate in Portugal offered a total of 16.7 million seats (-2.6%), of which 16.4 million in scheduled traffic operations (-1.0%).

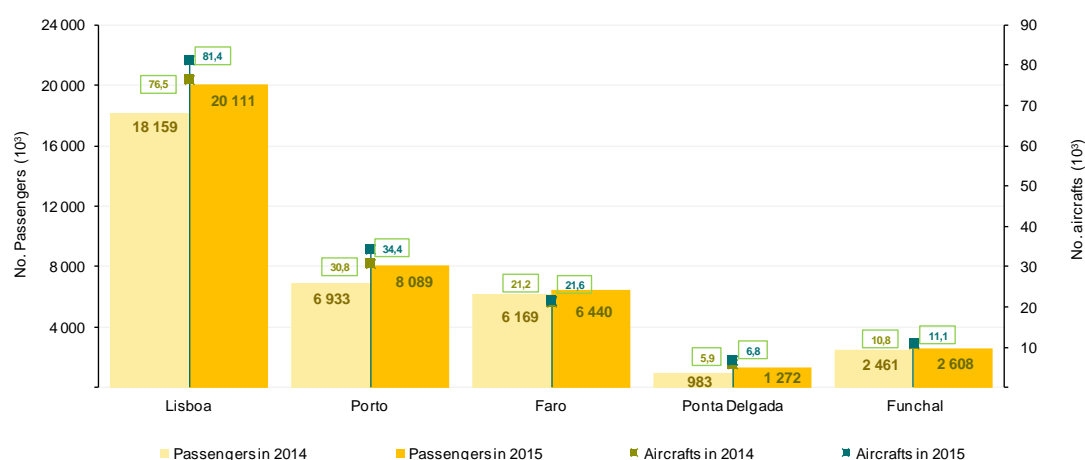
This offer covered the demand of 12.8 million passengers, which stood for a 3.1% decline. About 12.5 million passengers (-1.3%) were transported in scheduled traffic (98.2% of the total).



Taking into account the global movement in national airports and airdromes, passengers ascended to 39.6 million in 2015, mirroring a notable yearly growth of 11.0% following a 9.4% increase in 2014.

Moreover, the total movement of cargo was 133.2 thousand tons (-2.2%), while the total movement of mail reached 14.0 thousand tons (+0.6%). Embarked cargo represented 52.8% of the total, with embarked mail revealing a similar weight (52.6%).

**Fig. 9 - Air traffic indicators at the main national airports**



### Gas and oil pipeline transport has increased

Incoming and outgoing gas transport through the pipeline network increased by 14.5% and 12.3% respectively, with these movements corresponding to 52 905 and 52 059 Gigawatts/hour, respectively.

The transport through the pipeline network increased by 5.3% (+6.0% in 2014), reaching 2.7 million tons, increasing by the second consecutive year after declining results (-5.0% in 2011; -1.1% in 2012 and -2.6% in 2013).

### Tonnes of imported goods increased by 7.3% and the exported ones rose 2.0%

In 2015, according to provisional data from international trade by modes of transport, about 58.9 million tons of goods were imported, which, compared to the 2014 final data, stood for a 7.3% increase.

Maritime transport mode, as the main mode of transport, concentrated 61.7% of the imported goods in a total of 36.3 million tons. Road transport was the way to 17.6 million tons of incoming goods, representing 29.9% of the total.

Exported goods in 2015 accounted for about 39.3 million tons, +2.0% than in the preceding year.

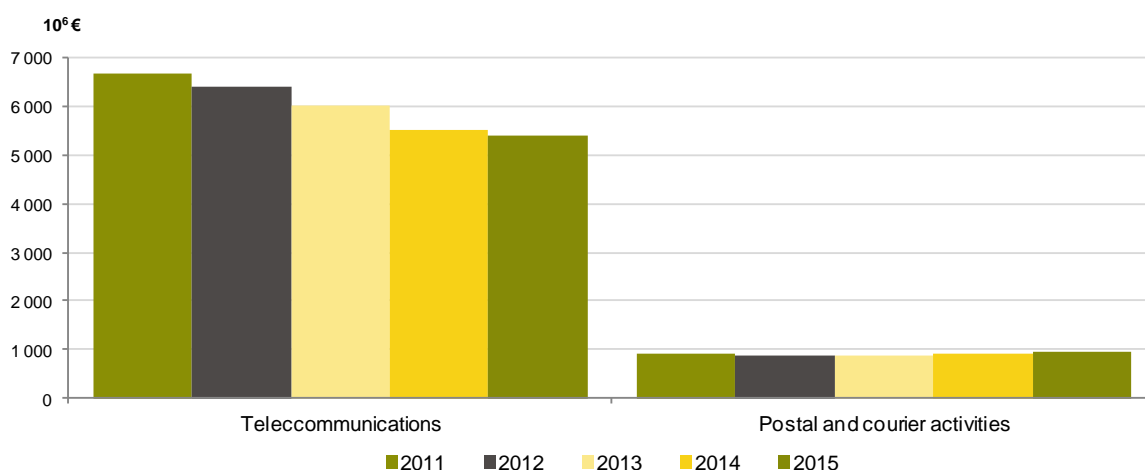
About 21.04 million tons, representing 53.6% of the outgoing total, were exported by maritime transport. Also having a considerable weight, about 40.5% of exports (15.9 million tons) were made by using road transport.

## B. COMMUNICATIONS

### Decline in turnover from the telecommunications and postal and courier services sectors

The sectors of telecommunications and postal and courier services have together attained a turnover of EUR 6.3 billion, down by EUR 121.2 million (-1.9%) compared with the preceding year and employed 31.4 thousand persons (+6.0% vis-à-vis 2014, after increasing only by 0.3% a year earlier).

**Fig. 10 - Evolution of the turnover of the communications companies**



### Voice traffic in mobile telephone service increased while reducing in fixed telephone service

In 2015, the voice traffic originated in the fixed telephone network declined by 15.0% (-1.1 billion minutes), deepening the trend of the preceding years: -9.2% in 2014 and -2.1% in 2013. On the other hand, voice traffic originated in the mobile network recorded a 5.5% increase, having reached 25.1 billion minutes in 2015.

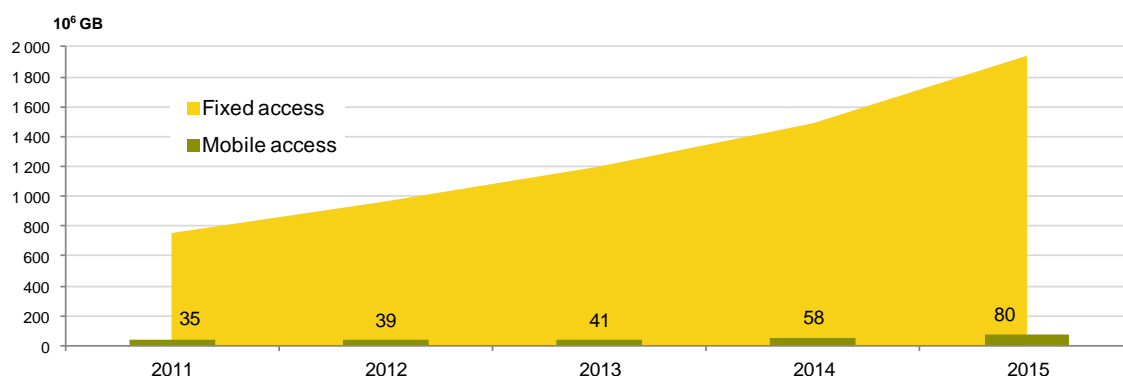
### Short message service maintained the negative trend

Since 2012 (a year in which a peak of 27.9 billion messages was recorded), SMS traffic declined by 6.4% on average per year. In 2015, a total of 21.3 billion SMS were recorded, 11.2% less than in the preceding year.

### Steep increase in traffic from the broadband internet access service

The volume of traffic from the broadband internet access service surpassed 2.0 billion GB in 2015 (+30.7% vis-à-vis 2014). In spite of traffic through fixed accesses having represented 96.1% of the total traffic, the growth of traffic in mobile technologies was even more significant (+38.2%) than the one recorded in fixed technologies (+30.4%).

**Fig. 11 – Broadband Internet access service traffic**



### Bundled services attracted more clients

The offer of bundled communication services has become more appealing to a greater number of clients. In 2015, about 3.2 million clients have signed up for this service (+10.1% vis-à-vis 2014).

### Less postal traffic, national and international outgoing

The volume of postal traffic declined in 2015 (-3.3%) in both national (-3.1%) and even more so in international outgoing traffic (-10.1%).

## **EXPLANATORY NOTES**

The results presented are disseminated in the publication "Transport and Communications Statistics 2015", with date of availability on November 9, 2016.

The information was based on the following sources:

### **Rail transport**

Surveys to the passenger and freight rail transport companies and to the metro systems, "Infraestruturas de Portugal SA" and "Instituto da Mobilidade e dos Transportes IP" (IMT).

### **Road transport**

Surveys for Road Transport of Passengers and Goods; IMT; "Autoridade Nacional de Segurança Rodoviária" e "Comandos Regionais da Polícia de Segurança Pública dos Açores e da Madeira"; "Direção Geral de Energia e Geologia"; "Associação Automóvel de Portugal".

### **Maritime and inland waterway transport**

Surveys for maritime transport of passengers and freight and for inland waterways transport (port administrations, river transport companies, municipalities, IMT and "DocaPesca SA").

### **Air transport**

ANAC – Autoridade Nacional de Aviação Civil and ANA – Aeroportos de Portugal SA.

### **Transport by pipeline**

REN Gasodutos SA and CLC - Companhia Logística de Combustíveis SA.

### **Communications**

Autoridade Nacional de Comunicações (ANACOM) and the main communications companies.

These and other information on Transport and Communications Statistics are available on the Official Statistics Portal at [www.ine.pt](http://www.ine.pt).

## **METHODOLOGICAL NOTES**

### **TRANSPORT**

**Passengers-Km (PKm)** - Unit of measurement corresponding to the transport of a passenger within one kilometer.

**Seats-Km (LKm)** - Unit of measurement representing the movement of one seat available over one kilometre. Corresponds to the maximum number of passengers-km if the vehicle is always full.

**Tonnes-Km (TKm)** - Unit of measurement of the freight transport corresponding to the transport of one tone of goods in the distance of one kilometer.

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

**Gross tonnage (GT)** - Measurement of the total internal volume of a vessel, determined in accordance with the International Convention on Tonnage Measurement of Ships of 1969 and expressed in an integer without unit.

**Career (inland waterways)** - Regular service carried out by means of collective transports, following itineraries, schedules or minimum frequencies and pre-fixed rates.

### **AIR TRANSPORT**

**Regular air service** - Air service open to the public, operated in accordance with an approved and duly publicized timetable or with such regularity or frequency, constituting a systematic and obvious series of flights, as well as flights of deployment at that time.

**Non-regular air service** - Flight or series of flights operated without governmental standards of regularity, continuity and frequency and intended to meet specific passenger and baggage or cargo requirements on aircraft used on behalf of one or more charterers, for remuneration or in performance of a charter contract.

**Passenger in direct transit** - Passenger who temporarily stays at the airport or aerodrome and continues his journey on the aircraft in which he arrived or another, but retaining the same flight number. Passengers in transit are counted only once upon arrival.

**Rate of occupancy (passengers)** - Percentage ratio between passengers on board and seats offered.

### **RAIL TRANSPORT**

**Usage rate (passengers)** - Percentage ratio between the calculated PKm and the LKm offered.

Heavy rail data includes all licensed operators.

### **ROAD TRANSPORT**

The results presented come from the Survey on Road Transport of Goods.

**Transportation for hire or reward** - remunerated transportation of goods on behalf of third parties by companies authorized to carry on the transport activity.

**Own account transport** - transport carried out by a company with its vehicles for the transport needs of its own goods, with no financial transaction associated with transport.