

Transport activity
1st quarter 2017

The number of passengers in air transport continues to record significant increases
Movement of goods accelerates in ports and recovers in road transport

In the 1st quarter 2017, the movement of passengers in national airports grew by 18.6%¹, close to the 20.3% growth recorded in the preceding quarter. Heavy rail and light railway also registered increases in passengers carried: 6.2% and 12.4%, respectively (+4.1% and +4.3% in the 4th Q 2016).

Considering goods handled, there was a 11.4% growth in national ports (+8.1% in the 4th Q 2016).

The road freight transport had an increase of 11.2% on tonnes transported, interrupting the downward trend previously registered (-7.3% and -3.2% in the 3rd and 4th quarters of 2016, respectively).

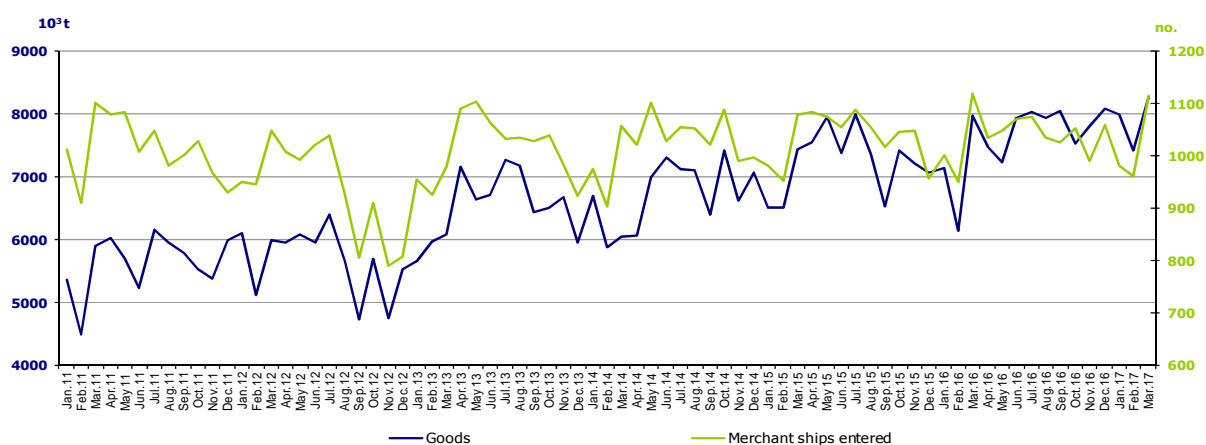
The transport of goods by railway changed slightly (+0.6% in tonnes and +0.1% in tonnes-kilometer), succeeding a 4.4% reduction in tons of goods transported in the 4th Q 2016.

Handling of goods in national ports accelerates

In the 1st quarter 2017, national ports accounted for the scaling of 3,273 commercial vessels (-0.9%; +0.8% in the 4th Q 2016) of which 3,058 were merchant ships (-0.5%; +1.6% in the preceding quarter). The movement of goods stood at 23.7 million tonnes, increasing by 11.4% and reinforcing the 8.1% rise in the 4th Q 2016.

In terms of the dimension of the arriving vessels, the gross tonnage (GT) increased by 2.6% (+1.1% in the preceding quarter), reaching 57.0 million GT.

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



¹ Unless stated otherwise, the change rates presented in this press release were calculated in relation to the same period of the previous year (year-on-year change rates).

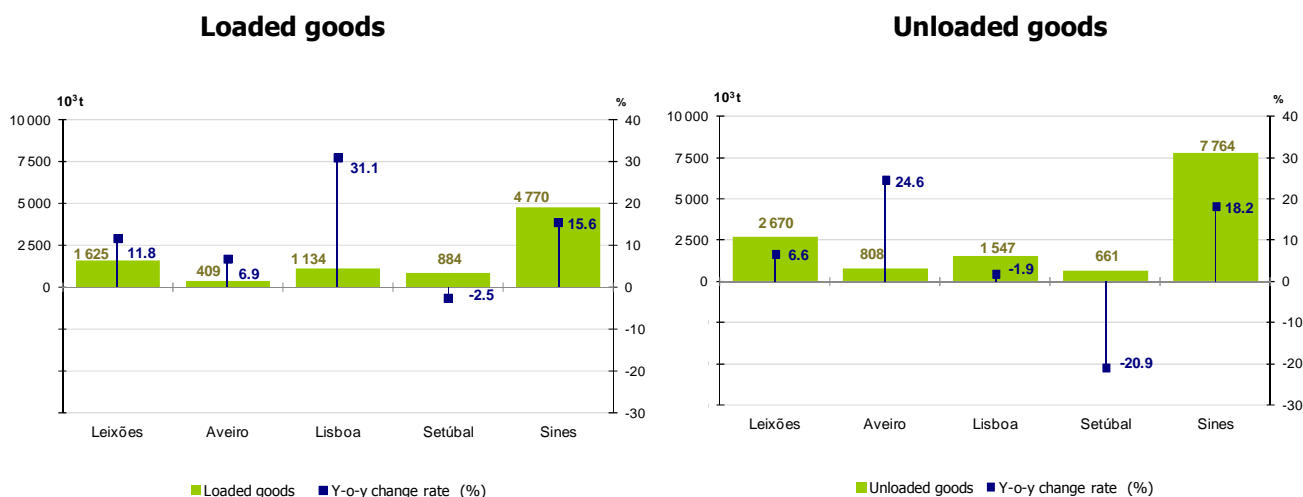
The port of Sines, with 12.5 million tonnes of handled goods, continued to show substantial increases in the total movement of goods (+17.2%, following increases of 23.2% and 21.0% in the 4th and 3rd quarters 2016, respectively), and corresponded to 52.9% of the total movement of goods in national ports.

The port of Aveiro also recorded a considerable increase (+18.0%), just like in the 4th Q 2016 (+20.4%).

The ports of Lisboa and Leixões registered increases of 12.5% and 8.5%, reversing the declining results of the preceding quarter (-4.3% and -7.3% respectively).

The port of Setúbal continued to present reductions in goods handled (-11.3%, after -20.8% in the 4th Q 2016).

Figure 2 – Movement of goods in the main national ports, by direction – 1st quarter 2017



In the 1st quarter 2017 a total of 9.4 million tonnes were loaded (+12.2%), with the emphasis on the evolutions in the ports of Lisboa (+31.1%, corresponding to 1.1 million tonnes), Sines (+15.6%, i.e. 4.8 million tonnes) and Leixões (+11.8%; 1.6 million tonnes).

Unloaded goods had a slightly less significant increase (+10.8%) reaching 14.3 million tonnes. Sines (+18.2%) concentrated 54.4% of unloaded goods and Leixões 18.7% (+6.6%).

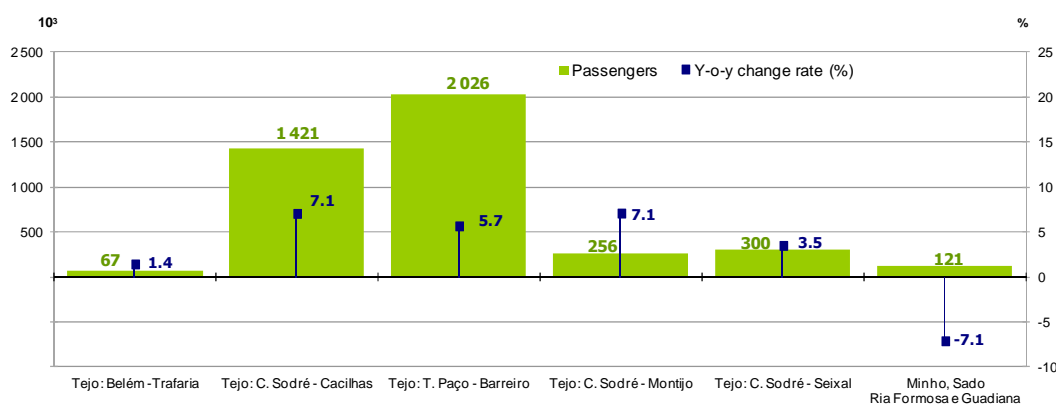
Table 1 – Movement of goods in ports – 1st Q 2017

Ports	1th Q 2017					4th Q 2016									
	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic					
	10 ³ t					Year-on-year change rate (%)									
Total	23 673	9 395	14 277	x	x	11.4	12.2	10.8	x	x	8.1	10.0	6.7	9.0	7.9
Leixões	4 296	1 625	2 670	830	3 466	8.5	11.8	6.6	-9.1	13.8	-7.3	8.8	-15.7	4.1	-9.6
Aveiro	1 216	409	808	66	1 150	18.0	6.9	24.6	2.3	19.1	20.4	11.0	27.8	18.5	20.4
Figueira da Foz	469	301	168	32	437	4.2	0.0	12.7	34.4	2.6	13.5	0.1	51.8	22.0	12.8
Lisboa	2 681	1 134	1 547	x	x	12.5	31.1	1.9	x	x	-4.3	5.6	-10.6	15.5	-7.3
Setúbal	1 545	884	661	56	1 489	-11.3	-2.5	-20.9	13.9	-12.1	-20.8	-26.9	-9.2	38.1	-22.9
Sines	12 534	4 770	7 764	834	11 701	17.2	15.6	18.2	-21.0	21.4	23.2	26.4	21.2	11.3	24.2
Ponta Delgada	350	99	250	248	102	0.9	3.7	-0.1	-0.5	4.6	12.1	17.5	9.7	12.8	9.5
Praia da Vitória	118	28	91	82	36	-6.0	-3.2	-6.9	-11.6	9.7	0.7	2.7	0.0	5.9	-22.2
Caníçal	244	36	207	224	20	9.5	10.2	9.3	4.9	117.5	0.3	-1.3	0.5	-5.3	117.4
Funchal	9	0	8	9	-	-29.9	25.7	-30.6	-29.9	-	50.1	183.7	46.0	50.1	-
Outros	212	110	102	116	96	-28.0	-39.2	-10.3	4.2	-47.5	-32.2	-46.9	0.3	3.4	-49.7

Number of passengers across the Tagus River continued to increase

In the 1st quarter 2017, there were 4.07 million passengers transported on Tejo river, increasing by 6.0% (+3.4% in the preceding quarter). In the remaining river crossings there were reductions when comparing with the same quarter of the preceding year.

Figure 3 – Movement of passengers in river crossings – 1st Q 2017



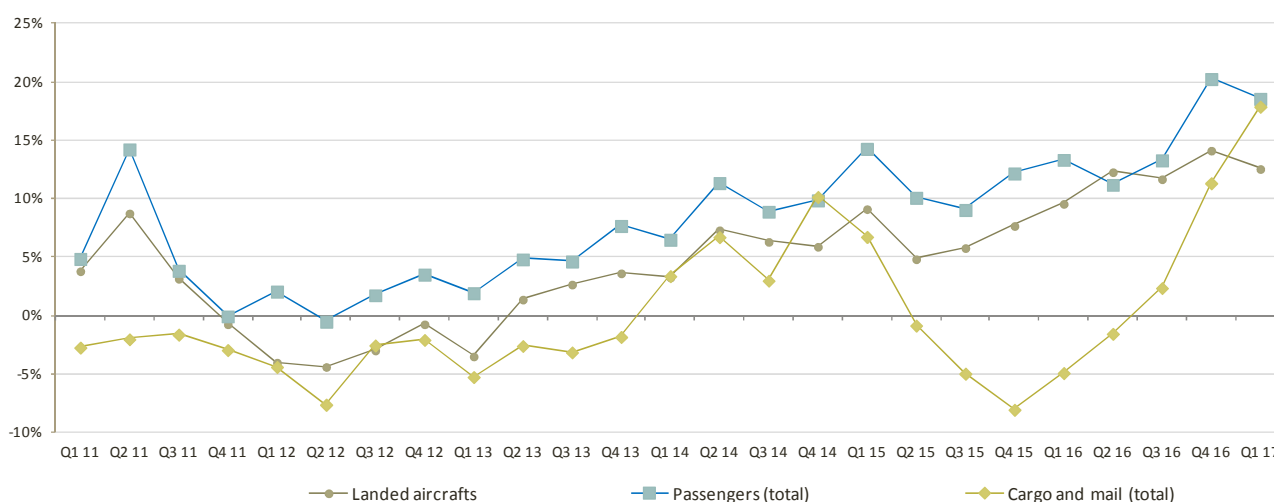
Number of passengers in national airports increases by 18.6%

In the 1st quarter 2017, 40.9 thousand aircrafts in commercial flights have landed in national airports, which stood for a 12.6% increase (+14.2% in the 4th Q 2016). The Autonomous Region of Madeira stood out with a 16.9% increase in landed aircrafts (+15.1% in the 4th Q 2016).

The movement of passengers (departures, arrivals and direct transits) in national airports in the 1st quarter 2017 totaled 9.4 million, which stood for an 18.6% increase, close to the 20.3% rise recorded in the last quarter of 2016.

In cargo and mail movement, there was an increase of 17.9% (+11.4% in 4th Q 2016), totaling 41.2 thousand tons, with a larger increase in boarding (22.3%, 21.5 thousand tons) than in landing (13.5%, 19.7 thousand tons).

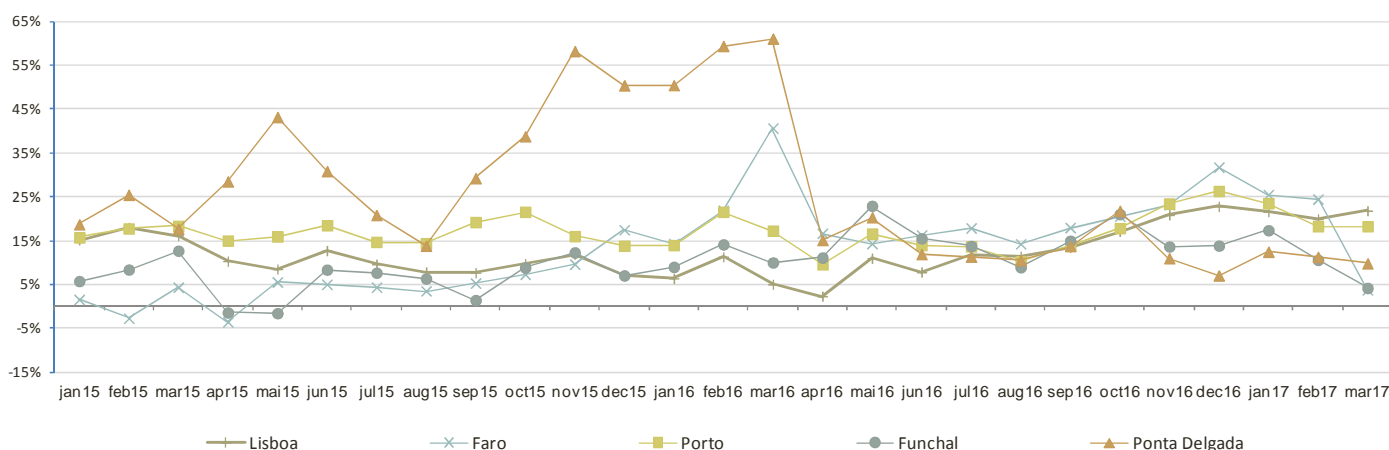
Figure 4 – Year-on-year change rate (%) of aircraft, passengers and cargo/mail in the national airports



When considering the main airports, the largest increase in the movement of passengers occurred in Lisboa: +21.1%, which resulted from the movement of 5.2 million passengers. The increases in the airports of Porto (+19.9%, 2.1 million passengers) and Faro (+14.4%, 902.9 thousand passengers) are also noteworthy.

Lisboa concentrated 54.9% of the passengers in air traffic (+1.1 p.p.), while Porto accounted for 22.5% of the total and Faro had a 9.6% share.

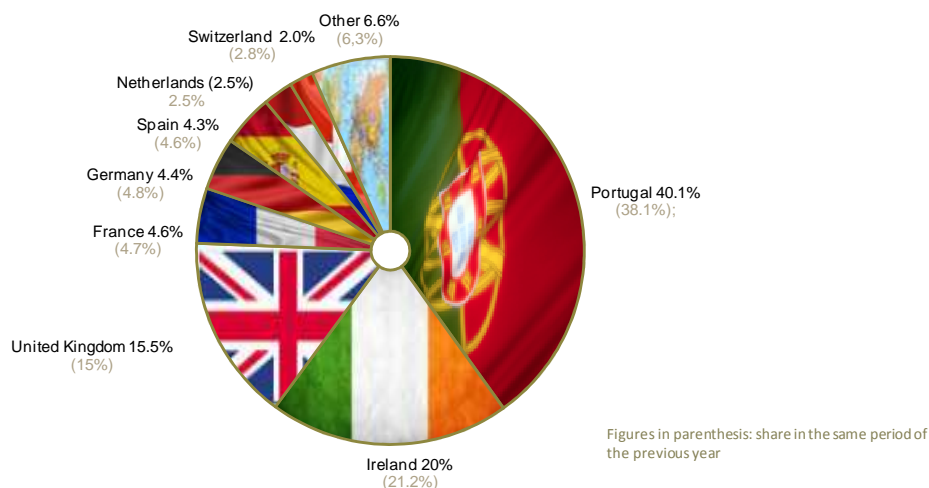
Figure 5 – Year-on-year change rate (%) of the movement of passengers in the main national airports



International traffic accounted for 79.1% of total passenger traffic. In Lisboa, 86.3% of the passengers moved in international traffic, while in Faro international movements weighted 90.7%.

In the 1st quarter 2017, Portuguese air companies carried 40.1% of passengers travelling through national airports (38.1% in the same quarter of 2016).

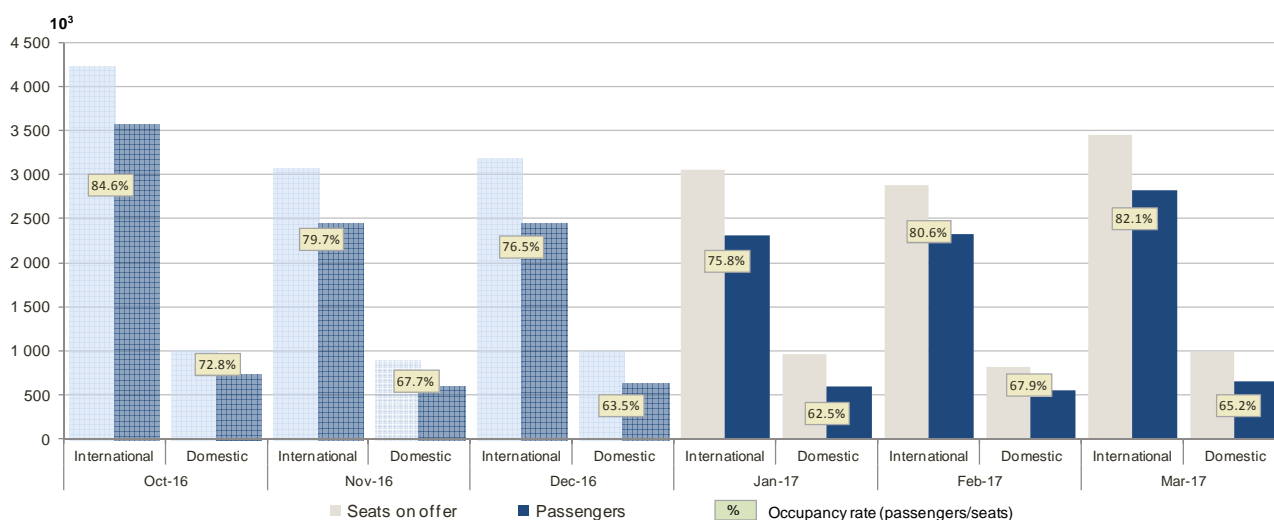
Figure 6 – Breakdown of passengers in national airports by nationality of the operators – 1st Q 2017



There were 12.1 million passenger seats on offer (+16.1%), of which 9.4 million in international traffic (+13.2%).

The global occupancy rate (passengers/seats) in the whole set of airports was 76.3% in terms of total movements.

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



Railway passenger transport kept growing

In the 1st quarter 2017, the number of passengers travelling by rail stood at 34.2 million, corresponding to a 6.2% increase (+4.1% in the 4th Q 2016), with a corresponding 1 billion passengers-kilometer (+6.0%, from +5.5% in the preceding quarter).

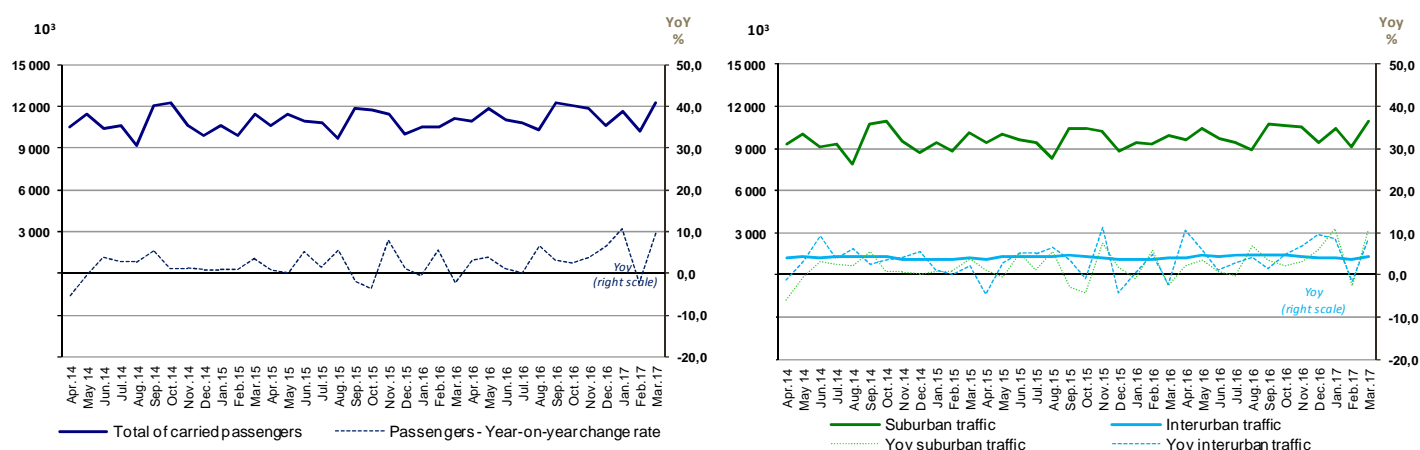
The positive change rate was due to the months of January and March (+10.6% and +9.9% respectively), with a negative variation in February (-2.3%).

The number of suburban passengers increased by 6.3% (+3.7% in the 4th Q 2016) to which corresponded a 5.9% increase in the number of passengers-kilometer (+4.1% in the 4th Q 2016). It should be referred that suburban transport, besides being the most relevant (89.1% of the total; i.e. 30.5 million passengers), also presented the largest increase in this quarter, comparing with the interurban and international transport.

Interurban transport recorded positive change rates of 5.1% in the number of passengers (+7.1% in the 4th Q 2016) and of 6.2% in passengers-kilometer (+7.7% in the 4th Q 2016), having carried 3.7 million passengers and 416.6 million passengers-kilometer.

International transport (+4.3%, from +5.0% in the 4th Q 2016) amounted to 49 thousand passengers, the equivalent to 26.6 million passengers-kilometer (+5.7%, -1.4% in the 4th Q 2016).

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



In the 1st quarter 2017, 2.6 million tonnes of goods were carried in railway mode, which stood for a slight increase of 0.6% (-4.4% in the 4th Q 2016). The respective volume of transport increased by 0.1% (0.8% in the preceding quarter), totaling 638.5 million tonnes-kilometer.

Steep increases in number of passengers in all light railway systems

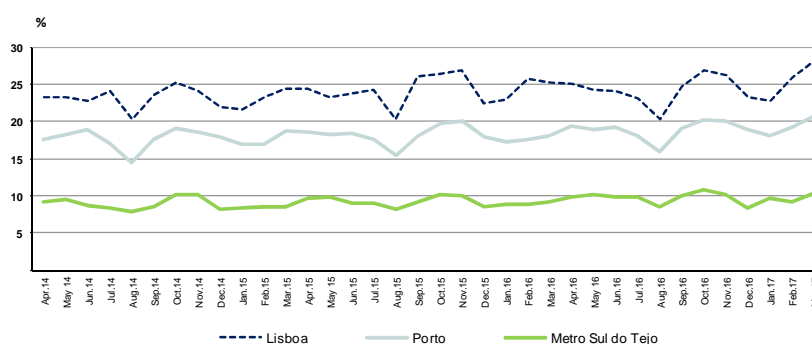
In the 1st quarter 2017, the set of light railway systems of Lisboa, Porto and Sul do Tejo carried 59.9 million passengers which meant a 12.4% increase (+4.3% in the 4th Q 2016). All months in the quarter showed positive change rates, with the emphasis in the 20.0% increase in March.

The Lisboa underground recorded the largest increase (14.4%, from +5.0% in the 4th Q 2016), having carried 41.9 million passengers. The utilization rate on this system stood at 25.6% (+1.0 p.p.).

The Porto system presented an 8.0% increase in passengers (+2.6% in the preceding quarter), with a total of 15.0 million passengers carried. The utilization rate on this system was 19.4% (+1.7 p.p.).

Concerning Metro Sul do Tejo, the number of passengers carried amounted to 3.0 million, reflecting an 8.0% increase (+3.2% in the 4th Q 2016). In terms of volume, 7.8 million passengers-km were recorded, corresponding to a +8.3% change rate.

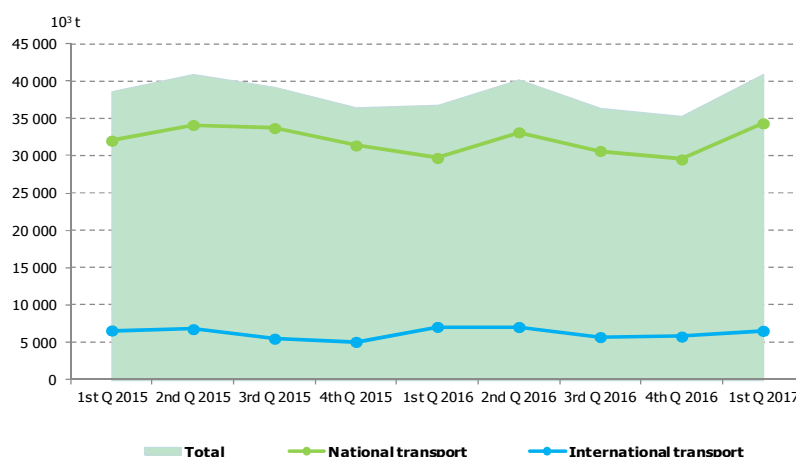
Figure 9 – Utilization rate by light railway system



Road freight transport recovers in comparison with the previous quarters

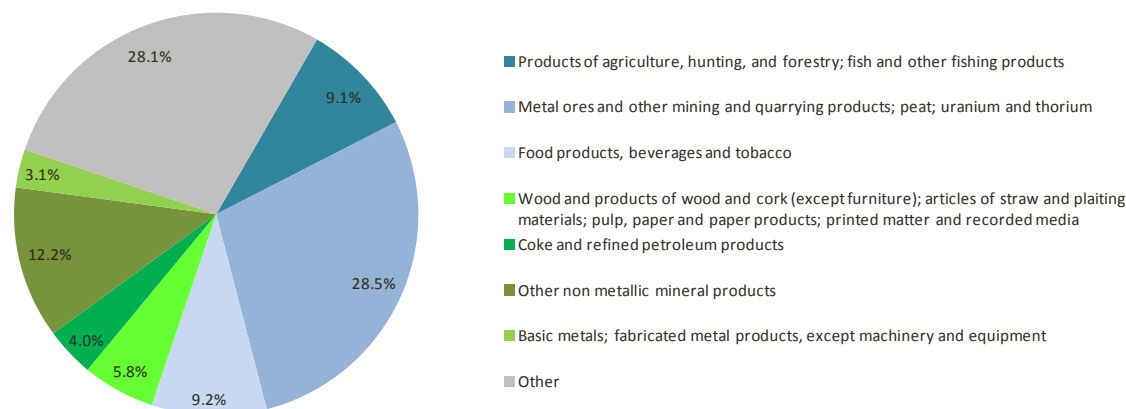
Road freight transport registered, in the 1st quarter 2017, an increase of 11.2% on goods carried (40.9 million tonnes). This growth was boosted by national transport (34.3 million tonnes, i.e. +15.6%) since international transport recorded a reduction of 7.5%. In terms of tonnes-kilometer, the increase was slight (+0.7%), given the less expressive variations in national transport (+8.7%) and international traffic (-2.3%).

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



The group of “Metal ores and other mining and quarrying products; ...” (in particular “Stone, sand, clay ...”) stood out with a growth of 64.6% in national transport. This increase strengthened its weight in the transport of goods in Portugal (28.5%, i.e. +8.5 p.p.). On the contrary, the groups “Products from agriculture, animal production, ...” and “Food products, beverage and tobacco” lost some of the share (-5.1 p.p. and -3.4 p.p. respectively).

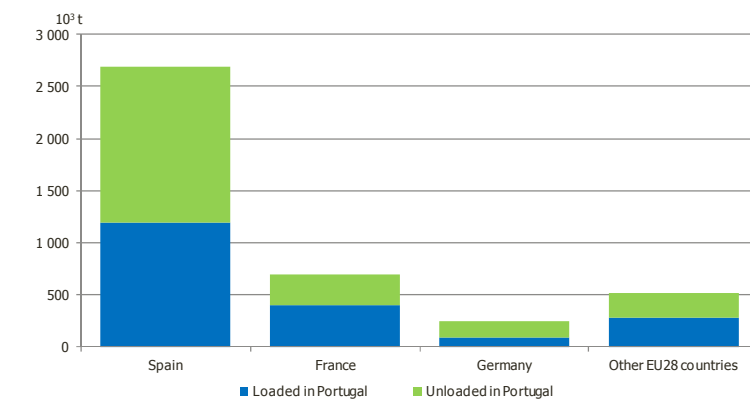
Figure 11 – Breakdown of goods (tonnage) carried in national traffic by main groups of goods, 1st Quarter 2017



International road freight transport registered reductions in the goods loaded (-11.1%) and also in the unloaded ones (-14.7%) in Portugal, in step with an increase on cross-trade road transport (+7.3%).

It was registered an improvement in the ratio of loaded/unloaded goods (90.3%, i.e. +3.6 p.p.) and in particular with the EU (89.4%, i.e. +3.0 p.p.).

Figure 12 –Goods (tonnes) in international traffic ^(a) by main countries of origin/destination, 1st Quarter 2017



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

Table 2 - Main indicators on transport activity

	Unit	2016	2017	Year-on-year change rates (%)	
		4th Q	1st Q	4th Q 16	1st Q 17
MARITIME TRANSPORT					
Movement in maritime ports					
Entered vessels	no.	3 511	3 273	0,8	-0,9
Dimension of entered vessels	10 ³ GT	65 535	57 000	1,1	2,6
Total of handled goods	10 ³ t	23 437	23 673	8,1	11,4
Loaded	10 ³ t	9 687	9 395	10,0	12,2
Unloaded	10 ³ t	13 750	14 277	6,7	10,8
<i>of which:</i>					
Port of Leixões	10 ³ t	4 344	4 296	-7,3	8,5
Liquid bulk	10 ³ t	2 078	2 009	-8,6	23,7
Solid bulk	10 ³ t	544	624	-23,0	-7,8
Containers	10 ³ t	1 231	1 206	-0,3	-0,5
General cargo and Ro-Ro	10 ³ t	492	457	3,8	2,6
Port of Lisboa	10 ³ t	2 587	2 681	-4,3	12,5
Liquid bulk	10 ³ t	402	422	9,4	26,8
Solid bulk	10 ³ t	1 190	1 219	-13,5	1,6
Containers	10 ³ t	958	994	12,6	25,3
General cargo and Ro-Ro	10 ³ t	37	46	-66,2	-20,4
Port of Sines	10 ³ t	12 394	12 534	23,2	17,2
Liquid bulk	10 ³ t	5 596	5 641	6,2	4,9
Solid bulk	10 ³ t	1 644	1 505	33,8	-14,9
Containers	10 ³ t	5 118	5 361	45,2	52,7
General cargo and Ro-Ro	10 ³ t	35	27	-1,8	-27,6
AIR TRANSPORT					
Movement in airports					
Landed aircraft	no.	44 282	40 887	14,2	12,6
Mainland	no.	36 484	33 181	14,5	12,6
A. R. of the Açores	no.	4 473	4 399	11,0	9,9
A. R. of Madeira	no.	3 325	3 307	15,1	16,9
Passengers	10 ³	10 588	9 440	20,3	18,6
Disembarked	10 ³	5 223	4 674	20,7	18,9
Embarked	10 ³	5 298	4 698	20,6	19,1
Direct transit	10 ³	67	68	-19,2	-19,3
Cargo and mail	t	42 012	41 154	11,4	17,9
Unloaded	t	19 667	19 685	9,5	13,5
Loaded	t	22 345	21 469	13,1	22,3
RAILWAY TRANSPORT					
Heavy railway transport					
Passengers carried	10 ³	34 544	34 171	4,1	6,2
Suburban	10 ³	30 590	30 451	3,7	6,3
Interurban	10 ³	3 905	3 671	7,1	5,1
International	10 ³	49	49	5,0	4,3
Passengers-kilometer	10 ³	1 035 395	1 000 210	5,5	6,0
Suburban	10 ³	564 933	557 004	4,1	5,9
Interurban	10 ³	446 619	416 585	7,7	6,2
International	10 ³	23 843	26 621	-1,4	5,7
Goods transported	10 ³ t	2 610	2 554	-4,4	0,6
Goods transported	10 ⁶ tKm	664	639	0,8	0,1
Light railway transport					
Passengers carried	10 ³	60 227	59 911	4,3	12,4
Lisboa	10 ³	41 273	41 879	5,0	14,4
Porto	10 ³	15 907	15 011	2,6	8,0
Metro Sul do Tejo	10 ³	3 047	3 021	3,2	8,0
ROAD TRANSPORT (a)					
Goods transported (tonnes)	10 ³ t	35 263	40 866	-3,2	11,2
National freight	10 ³ t	29 506	34 339	-6,0	15,6
International freight	10 ³ t	5 757	6 527	14,1	-7,5
Goods transported (tonnes-kilometer)	10 ⁶ tKm	7 717	9 383	11,5	0,7
National freight	10 ⁶ tKm	2 517	2 706	-6,6	8,7
International freight	10 ⁶ tKm	5 200	6 677	22,9	-2,3

Note: preliminary results; year-on-year change rates based on infra-annual data

(a) Data revised for the 4th quarter 2016;

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 includes 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: September 21, 2017