

11 April 2017

Transport activity

4th quarter 2016

Transport activity: Preliminary results for 2016

In 2016, passengers transported by air increased strongly: +14.3%, compared to +11.0% in 2015. By heavy rail there was an increase of 2.7% and by underground an increase of 5.6% (+1.7% and +4.6% respectively in 2015).

As regards the movement of goods, there were change rates of +5.1%, -4.1% and -6.5%, respectively in ports, by road and by rail. In the previous year there were variations of +7.7%, -1.9% and +7.9% in the same order.

In the 4th quarter 2016, passengers transport by air increased by 20.3%¹ (+13.3% in Q3 2016). Heavy rail and underground increased by 4.1% and 4.3%, respectively (+3.2% and +3.3% in Q3 2016).

In terms of transport of goods, there were variations of +8.1%, -3.2% and -4.4% respectively in ports, by road and rail transport (+9.7%, -7.3% and -10.1% respectively in Q3 2016).

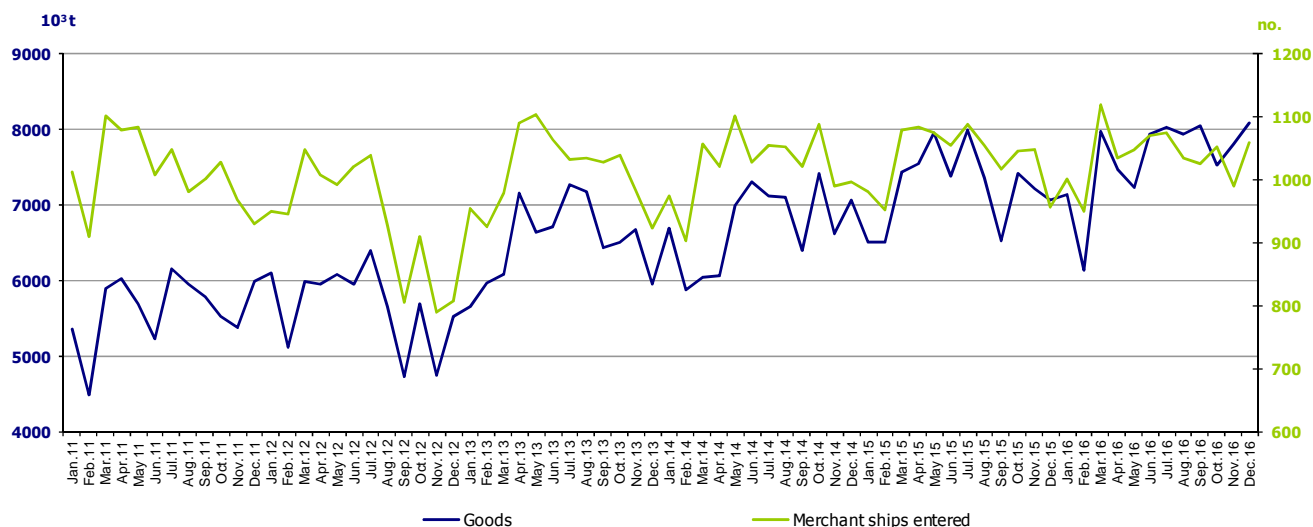
Handling of goods in national ports kept increasing

In the 4th quarter 2016, national ports accounted for 3 511 of commercial vessels scaling (3 100 merchant ships and 411 passenger ships), which stood for a 0.8% increase (+0.6% in the 3rd Q 2016). In terms of the dimension of the arriving vessels, the gross tonnage (GT) increased by 1.1% (+1.0% in the preceding quarter).

The movement of goods stood at 23.4 million tonnes, increasing by 8.1% (+9.7% in the 3rd Q 2016).

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 recorded a 23.2% increase in handled goods (+21.0% in the preceding quarter), accounting for 12.4 million tonnes, having been responsible for 52.9% of the total movement of goods in national ports.

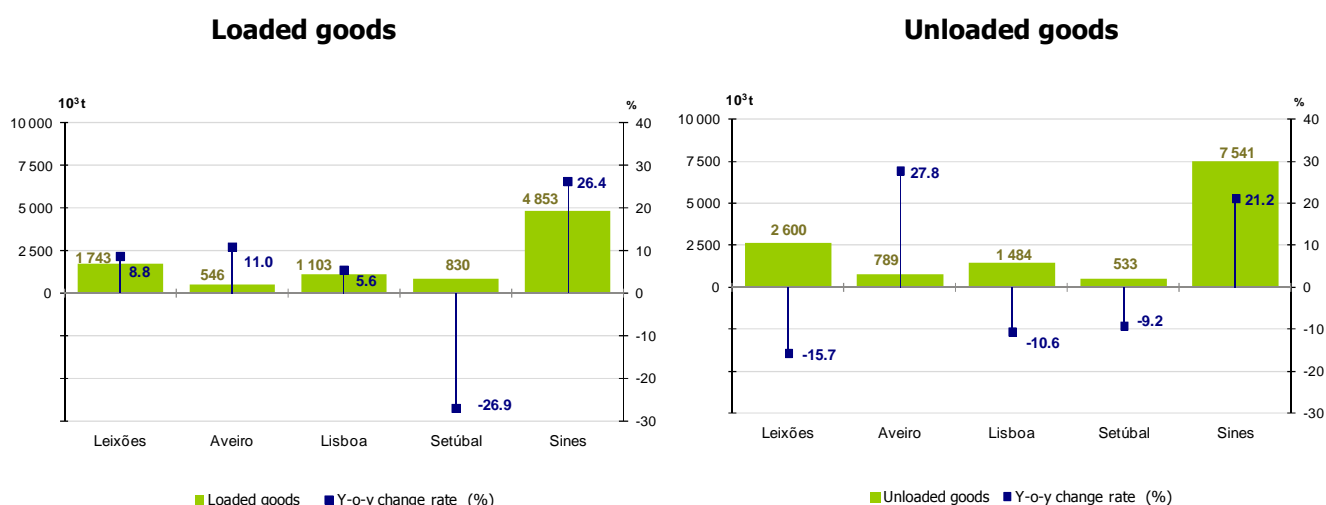
On the contrary, the ports of Leixões (4.3 million tonnes handled) and Lisboa (2.6 million) recorded declines of 7.3% and 4.3% (+3.0% and -7.2% in the 3rd quarter 2016), resulting from reductions in October and November and a recovery in December.

Among the remaining main ports, Aveiro stood out with an increase of 20.4% in goods handled, while Setúbal stood on the opposite site (-20.8%).

Considering all ports, 9.7 million tonnes were loaded in the 4th quarter (+10.0%), with the port of Sines standing out (4.9 million tonnes), increasing by 26.4%. The ports of Leixões (1.7 million tonnes) and Lisboa (1.1 million tonnes) also recorded increases, of 8.8% and 5.6%, respectively, in loaded tonnes. In the 4th quarter 2016, among the main ports of the Mainland, only in Setúbal there was a decrease in goods loaded (-26.9%).

As for unloaded tonnes in national ports (13.8 million tonnes) the rise was smaller (+6.7%); the port of Sines recorded a 21.2% increase (total of 7.5 million unloaded tonnes), while the ports of Leixões, Lisboa and Setúbal presented reductions (-15.7%, -10.6% and -9.2%, respectively).

Figure 2 – Movement of goods in the main national ports, by direction – 4th quarter 2016



The international transport of goods accelerated (+7.9%, after +1.0% in the preceding quarter), attaining 20.5 million tonnes, of which 56.3% in the port of Sines (11.5 million tonnes).

In what concerns traffic between national ports, 2.9 million tonnes were handled (+9.0%), of which 28.9% in Sines and 27.9% in Leixões.

Table 1 – Movement of goods in ports

Ports	4th Q 2016					3rd Q 2016									
	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic	Total	Loaded	Unloaded	National traffic	International traffic
	10³ t					Year-on-year change rate (%)					Year-on-year change rate (%)				
Total	23 437	9 687	13 750	2 941	20 496	8.1	10.0	6.7	9.0	7.9	9.7	11.6	8.5	68.7	1.0
Leixões	4 344	1 743	2 600	820	3 524	-7.3	8.8	-15.7	4.1	-9.6	3.0	-4.8	8.1	116.6	-24.0
Aveiro	1 334	546	789	53	1 281	20.4	11.0	27.8	18.5	20.4	-0.4	-20.0	16.9	86.6	-3.8
Figueira da Foz	518	339	180	41	478	13.5	0.1	51.8	22.0	12.8	8.5	-2.6	33.9	0.8	9.0
Lisboa	2 587	1 103	1 484	403	2 185	-4.3	5.6	-10.6	15.5	-7.3	-7.2	-7.9	-6.8	-2.3	-8.1
Setúbal	1 363	830	533	82	1 281	-20.8	-26.9	-9.2	38.1	-22.9	-5.2	-1.2	-10.9	-8.5	-5.0
Sines	12 394	4 853	7 541	851	11 543	23.2	26.4	21.2	11.3	24.2	21.0	35.5	12.7	117.2	13.4
Ponta Delgada	319	104	215	255	64	12.1	17.5	9.7	12.8	9.5	9.0	0.3	13.3	8.8	9.7
Praia da Vitória	106	26	80	91	15	0.7	2.7	0.0	5.9	-22.2	9.1	-4.8	13.6	2.1	28.2
Canical	250	33	217	225	24	0.3	-1.3	0.5	-5.3	117.4	16.6	12.4	17.3	10.4	150.7
Funchal	19	1	18	19	-	50.1	183.7	46.0	50.1	-	10.1	-46.2	12.6	10.1	-
Outros	202	109	93	102	100	-32.2	-46.9	0.3	3.4	-49.7	-36.7	-54.8	-9.2	1.9	-58.9

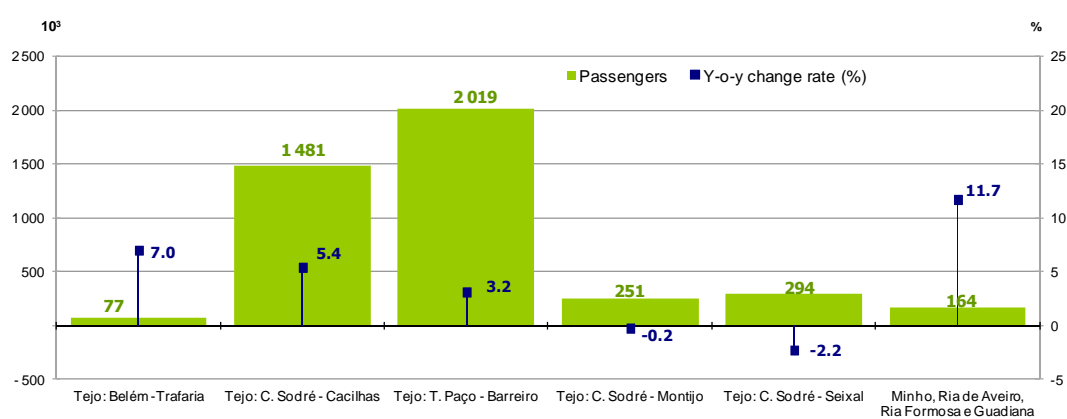
Preliminary annual results for 2016 showed a 5.1% increase in goods handled in national ports (+7.7% in 2015), amounting to 91.3 million tonnes. In 2016, the evolutions of Sines (+16.6%) and Ponta Delgada (+9.6%) were noteworthy. Among the ports with reduction of movement, the highlight goes to Lisboa (-11.1%), Setúbal (-7.9%) and Leixões (-3.4%).

The number of passengers across the River Tejo has increased

In the 4th quarter 2016, inland waterways transport accounted for 4.4 million passengers, divided between 4.3 million in national transport and 40.6 thousand in international crossings.

The river Tejo, increasing by 3.4% (+6.2% in the preceding quarter), recorded 4.1 million passenger crossings, corresponding to 94.5% of the total transport by this mode.

Figure 3 – Movement of passengers in river crossings



Preliminary results for 2016 show a growth of 3.3% in passengers by river Tejo (total of 16.1 million passengers) and other river crossings are also worthy of mention, such as Ria Formosa (+17.3%) and Ria de Aveiro (+7.0%).

Passengers in national airports with a notably increase of 20.3%

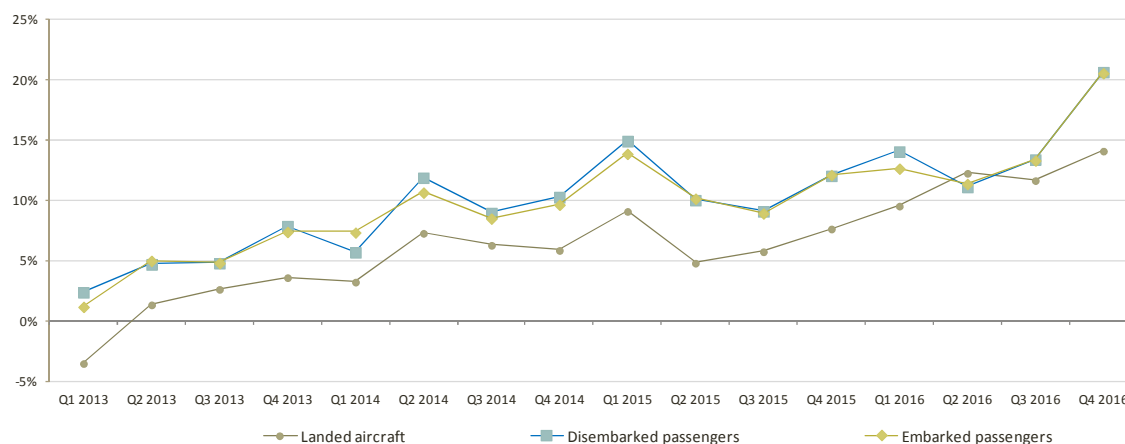
In the 4th quarter 2016, 44.3 thousand aircrafts in commercial flights have landed in national airports (+14.2%; +11.7% in the 3rd Q 2016).

There were relevant increases in the number of landed aircraft in the Mainland (+14.5%; +11.7% in the 3rd Q 2016), in Madeira (+15.1%; +7.8% in the previous quarter) and in Açores (+11.0%; after +14.6% in the 3rd Q 2016).

In 2016 (preliminary results) a total of 188 thousand landings of aircrafts in commercial flights were recorded, which stood for a 12.0% increase, accelerating from the previous years (+6.7% in 2015).

The national airports recorded a movement of 10.6 million passengers in the 4th Q 2016 (departures, arrivals and direct transits), which corresponded to a 20.3% increase (+13.3% in the 3rd Q 2016), clearly above the change rates registered in the quarters of recent years.

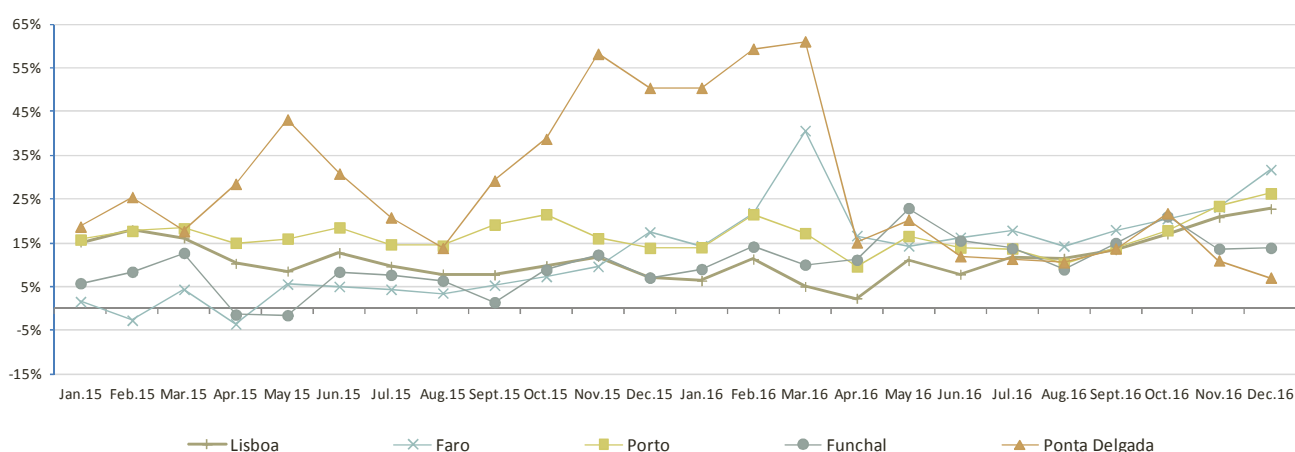
Figure 4 – Year-on-year change rate (%) of aircraft and passengers in the main national airports



There were relevant increases in the number of passengers in all main airports, namely in Lisboa (+20.0%; total of 5.6 million passengers), Porto (+22.1%; 2.3 million), Faro (+22.9%; 1.4 million), Funchal (+16.5%; 681 thousand) and in Ponta Delgada (+13.7%; 327 thousand), and other airports also stood out, such as Lajes (+20.2%) and Porto Santo (+42.3%).

In 2016 (preliminary results), the movement of passengers totaled 45.4 million (departures, arrivals and direct transits), which stood for a 14.3% increase, above previous years (+11.0% in 2015 and +9.4% in 2014).

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

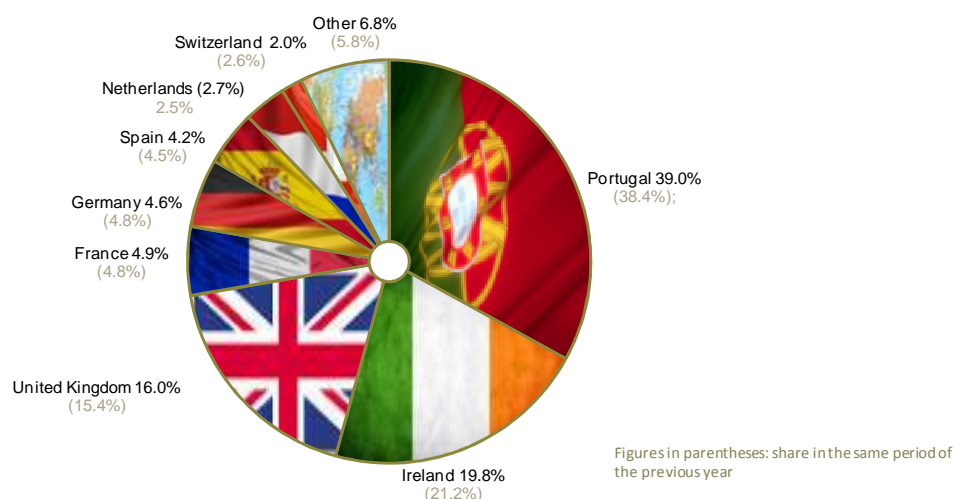


Around 97.6% of passengers used scheduled flights. International movements of passengers corresponded to 80.8% of the scheduled traffic.

In the 4th quarter 2016, Portuguese air companies carried 39.0% of passengers travelling through national airports, reinforcing its share when comparing with the 4th quarter 2015 (+0.6 p.p.).

In **2016**, domestic companies carried 35.9% of passengers (-2.4 p.p.).

Figure 6 – Breakdown of passengers in national airports by nationality of the operators – 4th Q 2016

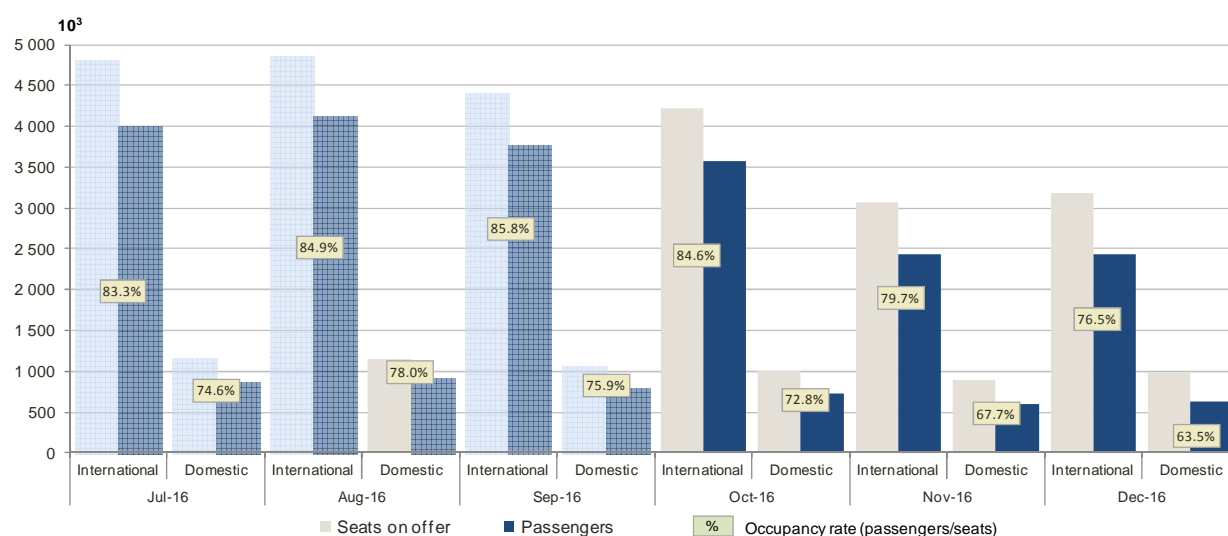


In the 4th quarter 2016, there were on offer 13.4 million passenger seats (+9.5%). Considering international traffic, that offer stood at 10.5 million seats (+13.1%).

The occupancy rate (passengers/seats) in the 4th quarter was 77.9% for the total movements.

In **2016**, the offer totaled 57.8 million seats, with a 78.5% occupancy. In international movements, 36.5 million seats were offered (occupancy rate of 80.9%).

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



In the 4th quarter 2016, a total of 42.0 thousand tonnes of cargo and mail were handled (+11.4%; +2.4% in the 3rd Q 2016), with increases in both unloaded (+9.5%) and loaded (+13.1%) cargo and mail.

In **2016**, the movement of cargo and mail stood for a 1.9% increase (after -2.2% in 2015) and amounted to 150 thousand tonnes.

Railway passenger transport kept growing

In the 4th quarter 2016, the number of passengers travelling by rail increased by 4.1% (+3.2% in the 3rd Q 2016), reaching 34.5 million and corresponded to 1 035 million passengers-kilometer (+5.5%; +4.8% in the preceding quarter).

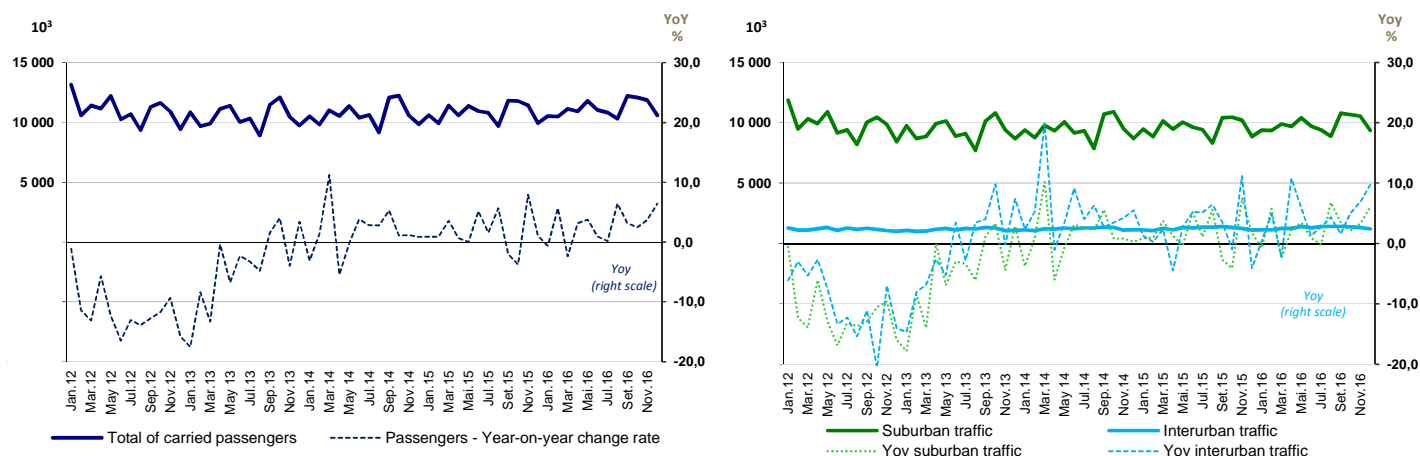
All months in the quarter presented positive change rates, and the steepest increases were recorded in December, either in the number of passengers (+6.4%) or considering passengers-kilometer (+7.1%).

Suburban transport increased by 3.7% (+3.2% in the 3rd Q 2016) with 30.6 million passengers, the equivalent to 88.6% of the total passengers transported in railway mode. In terms of passengers-kilometer, there was a 4.1% increase (+3.6% in the 3rd Q 2016), reaching 564.9 million.

The largest increase in the number of passengers occurred in interurban transport (+7.1%; +2.9% in the preceding quarter), totaling 3.9 million, with the respective number of passengers-kilometer having a 7.7% increase.

International movements amounted to 49 thousand passengers and 23.8 million passengers-kilometer, corresponding to change rates of +5.0% and -1.4%, respectively (-2.8% and -6.2% in the 3rd Q 2016).

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



In the 4th quarter 2016, 2.6 million tonnes of goods were carried in railway mode, which stood for a 4.4% decline (-10.1% in the 3rd Q 2016). However, the respective volume of transport increased by 0.8% (-8.3% in the 3rd Q 2016), totaling 664.1 million tonnes-kilometer.

In annual terms, the preliminary results of railway transport **in 2016** show a 2.7% increase in passengers transported and a 6.5% decline in goods transported, after change rates of +1.7% and +7.9% respectively, in 2015.

Increasing number of transported passengers in light railway systems

In the last quarter 2016, the set of light railway systems of Lisboa, Porto and Sul do Tejo carried 60.2 million passengers which meant a 4.3%² increase (+3.3% in the 3rd Q 2016). All months in the quarter showed positive change rates, especially December in Porto (+12.4%) and Metro do Sul do Tejo (+4.5%) and November in Lisbon (+7.5%).

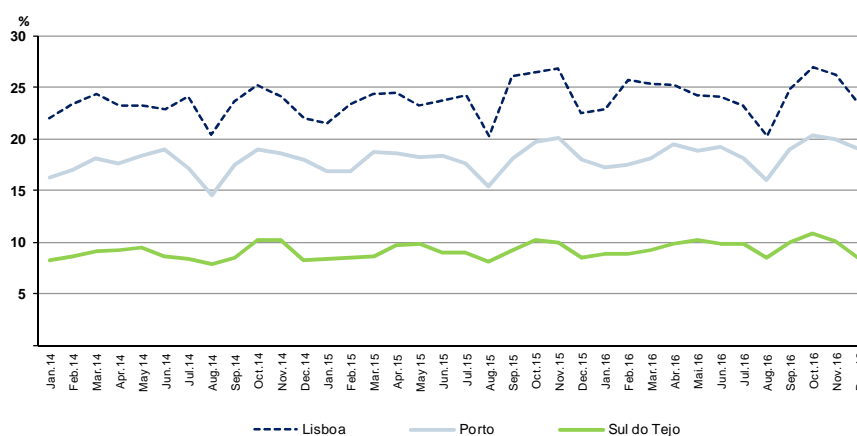
In the 4th quarter of the year, 5.0% more passengers (+4.2% in the 3rd Q 2016) have travelled in the Lisbon underground, the equivalent to 41.3 million passengers, with a corresponding 25.5% utilization rate (+0.3 p.p.).

The Porto light railway system carried 15.9 million passengers, a figure that stood for a 2.6% increase (-0.03% in the preceding quarter), corresponding to a 19.7% utilization rate (+0.5 p.p.).

The number of passengers carried in Metro Sul do Tejo increased by 3.2% (+8.1% in the 3rd Q 2016), standing at 3.0 million, with 9.7% as the utilization rate (+0.2 p.p.).

As regards the overall preliminary results for **2016**, there was an increase of 5.6% in the number of passengers transported in the three light railway systems (+4.6% in 2015) as well as a 5.3% increase in passengers-kilometer (+4.4% in 2015).

Figure 9 – Utilization rate by light railway system

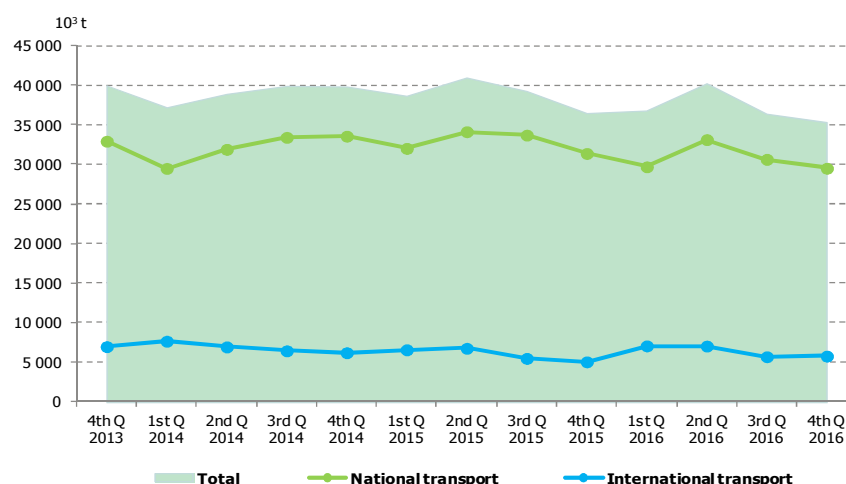


² Change rate with revised data for 2015

Road freight transport with a lighter decline

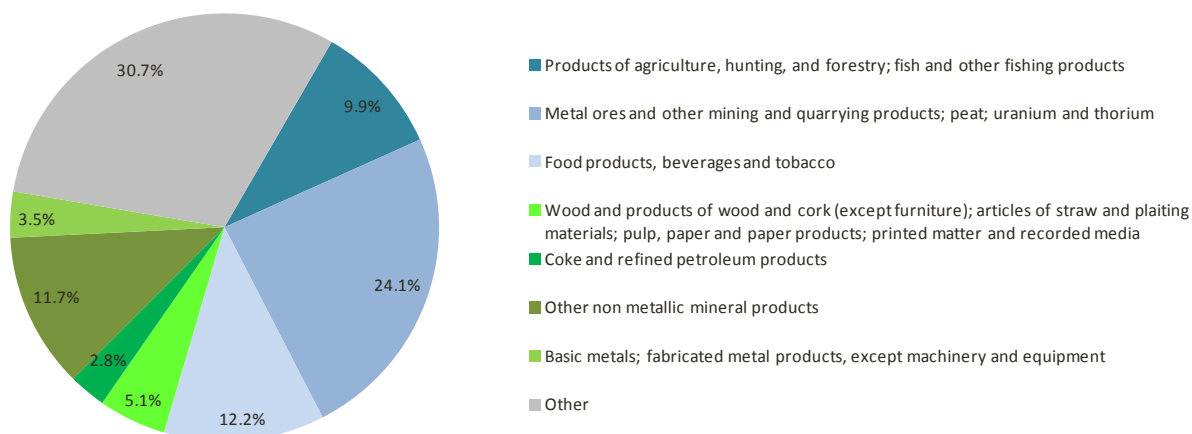
Road freight transport accounted for 35.3 million tonnes in the 4th quarter 2016 (-3.2%) and 7.7 billion tonnes-kilometer (+11.4%). International freight grew by 14.2% but there was a 6.0% decline in national transport. The latter had a share of 83.7% in the total of transported goods (after 84.3% in the 3rd quarter 2016 and 82.5% in the 2nd quarter).

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



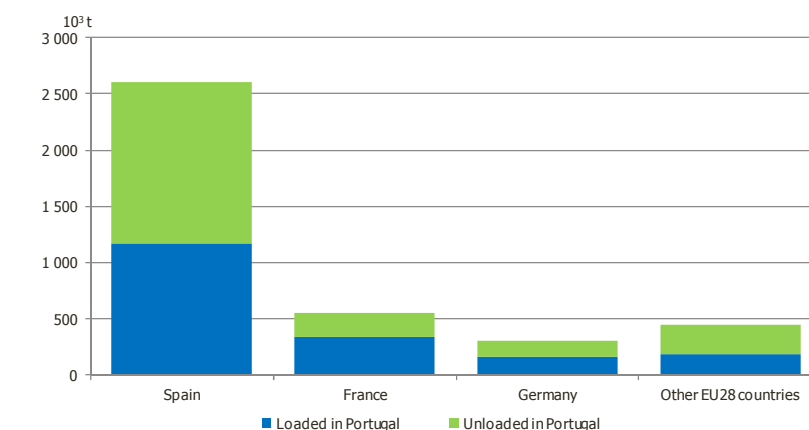
The group of “Metal ores and other mining and quarrying products; ...” continued to be the most represented group (24.1%, -0.9 p.p.). The “products from agriculture, animal production, hunting and forestry...” (9.9% of the total) recorded a 1.9 p.p. decline in its weight, while “food products, beverage and tobacco” (12.2%) increased its share (+1.2 p.p.). The “Other non-metallic mineral products” (11.7%) also has increased expression (+1.2 p.p.).

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



As regards the three main partner countries in terms of international freight transport by Portuguese companies, there was a ratio goods loaded/unloaded favorable considering France (153.2%) and Germany (112.4%), unlike for Spain (81.8%) and other European Union countries (71.7%).

Figure 12 –Goods (tonnes) in international traffic ^(a) by main countries of origin/destination



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

In **2016** (preliminary results), road freight transport declined by 4.1% as a result of the decrease in domestic freight (-6.1%). In terms of tonnes-kilometer there was an increase in the volume of transport (+6.3%) due to the growth in international freight transport (+12.4%).

Table 2 - Main indicators on transport activity

	Unit	2016			Year-on-year change rates (%)		
		3rd Q	4th Q	2016 total	3rd Q 16	4th Q 16	2016 total
MARITIME AND INLAND WATERWAYS TRANSPORT							
Movement in maritime ports							
Entered vessels	no.	3 941	3 511	14 534	0.6	0.8	0.4
Dimension of entered vessels	10 ³ GT	63 585	65 535	248 466	1.0	1.1	2.0
Total of handled goods	10 ³ t	24 011	23 437	91 345	9.7	8.1	5.1
Loaded	10 ³ t	9 753	9 687	37 517	11.6	10.0	4.3
Unloaded	10 ³ t	14 258	13 750	53 828	8.5	6.7	5.7
of which:							
Port of Leixões	10 ³ t	4 386	4 344	16 865	3.0	-7.3	-3.4
Liquid bulk	10 ³ t	2 140	2 078	7 450	0.3	-8.6	-10.8
Solid bulk	10 ³ t	547	544	2 381	14.7	-23.0	-7.3
Containers	10 ³ t	1 255	1 231	5 121	1.9	-0.3	6.5
General cargo and Ro-Ro	10 ³ t	445	492	1 913	6.7	3.8	10.7
Port of Lisboa	10 ³ t	2 460	2 587	9 364	-7.2	-4.3	-11.1
Liquid bulk	10 ³ t	309	402	1 422	-10.2	9.4	0.0
Solid bulk	10 ³ t	1 140	1 190	4 547	-9.3	-13.5	-8.6
Containers	10 ³ t	944	958	3 157	-5.9	12.6	-18.3
General cargo and Ro-Ro	10 ³ t	67	37	238	41.3	-66.2	-10.1
Port of Sines	10 ³ t	13 032	12 394	48 056	21.0	23.2	16.6
Liquid bulk	10 ³ t	7 212	5 596	24 606	32.0	6.2	14.3
Solid bulk	10 ³ t	1 477	1 644	5 863	-15.4	33.8	0.2
Containers	10 ³ t	4 325	5 118	17 466	22.4	45.2	27.4
General cargo and Ro-Ro	10 ³ t	18	35	122	-37.4	-1.8	2.2
AIR TRANSPORT							
Movement in airports							
Landed aircraft	no.	57 241	44 282	187 827	11.7	14.2	12.0
Mainland	no.	46 635	36 484	153 610	11.7	14.5	11.8
A. R. of the Açores	no.	6 327	4 473	19 942	14.6	11.0	14.9
A. R. of Madeira	no.	4 279	3 325	14 275	7.8	15.1	10.7
Passangers	10 ³	14 769	10 588	45 376	13.3	20.3	14.3
Disembarked	10 ³	7 345	5 223	22 574	13.5	20.7	14.5
Embarked	10 ³	7 343	5 298	22 497	13.4	20.6	14.4
Direct transit	10 ³	81	67	306	-1.8	-19.2	-2.7
Cargo and mail	t	36 274	42 012	149 947	2.4	11.4	1.9
Unloaded	t	17 383	19 667	73 058	4.2	9.5	5.2
Loaded	t	18 891	22 345	76 889	0.8	13.1	-1.0
RAILWAY TRANSPORT							
Heavy railway transport							
Passengers carried (a)	10 ³	33 360	34 544	133 893	3.2	4.1	2.7
Suburban	10 ³	29 061	30 590	118 075	3.2	3.7	2.5
Interurban	10 ³	4 226	3 905	15 583	2.9	7.1	4.2
International	10 ³	73	49	235	-2.8	5.0	3.9
Passengers-kilometer (a)	10 ³	1 104 178	1 035 395	4 146 116	4.8	5.5	4.8
Suburban	10 ³	533 206	564 933	2 173 870	3.6	4.1	2.7
Interurban	10 ³	535 482	446 619	1 852 267	6.9	7.7	7.6
International	10 ³	35 490	23 843	119 979	-6.2	-1.4	0.3
Goods transported	10 ³ t	2 491	2 610	10 378	-10.1	-4.4	-6.5
Goods transported	10 ⁶ tKm	628	664	2 622	-8.3	0.8	-1.5
Light railway transport							
Passengers carried	10 ³	52 118	60 227	223 232	3.3	4.3	5.6
Lisboa (c)	10 ³	36 036	41 273	153 304	4.2	5.0	7.4
Porto	10 ³	13 449	15 907	58 444	0.0	2.6	1.2
Metro Sul do Tejo	10 ³	2 633	3 047	11 484	8.1	3.2	5.2
ROAD TRANSPORT (b)							
Goods transported (tonnes)	10 ³ t	36 325	35 267	148 506	-7.3	-3.2	-4.1
National freight	10 ³ t	30 637	29 506	122 968	-9.1	-6.0	-6.1
International freight	10 ³ t	5 687	5 761	25 538	3.9	14.2	7.2
Goods transported (tonnes-kilometer)	10 ⁶ tKm	8 049	7 714	34 567	4.1	11.4	6.3
National freight	10 ⁶ tKm	2 674	2 517	10 447	-6.0	-6.6	-5.6
International freight	10 ⁶ tKm	5 375	5 196	24 120	10.0	22.9	12.4

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

(a) Revised data

(b) Data revised for the 3rd quarter 2016; data reweighted for the 4th quarter 2015

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: 27th June 2017