

Transport activity  
3<sup>rd</sup> quarter 2017

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**Air transport of passengers and cargo/mail with remarkable increases  
Goods transport recovering in railway transport**

In the 3<sup>rd</sup> quarter 2017, the movement of passengers in national airports corresponded to 16.9 million, growing by 14.7%<sup>1</sup> (+20.6% in the 2<sup>nd</sup> Q). The number of passengers using the train and the underground increased by 6.3% and 3.8%, respectively (+6.6% and +3.7% in the 2<sup>nd</sup> Q).

Goods handled in maritime ports increased by 0.5% after growing by 2.0% in the 2<sup>nd</sup> quarter.

The transport of goods by railway increased by 7.1% in tonnes and by 11.6% in tonnes-kilometer, a reversal of the respective 5.7% and 3.1% declines recorded in the 2<sup>nd</sup> Q.

Road freight transport grew at a slower pace in the 3<sup>rd</sup> quarter (+2.9%) in comparison with the previous one (+4.2%), considering tonnes transported.

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**Goods handled in maritime ports records a slight increase**

Throughout the 3<sup>rd</sup> quarter 2017, the maritime ports were scaled by 3,901 commercial vessels (-1.1%), corresponding to 61.7 million GT (-2.9%). From these, 3,164 were goods transport vessels (+1.0%).

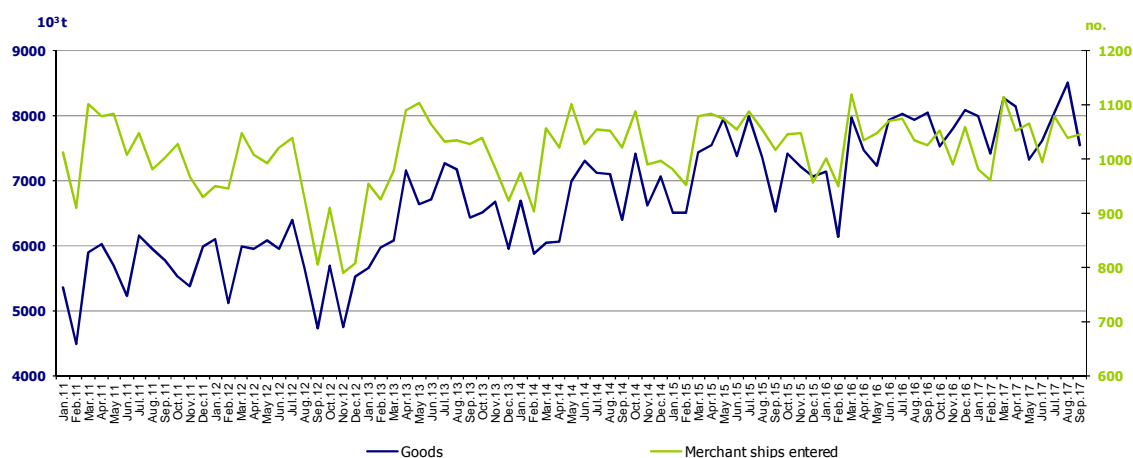
The movement of goods stood at 24.1 million tonnes, increasing slightly by 0.5% (+2.0% in the previous quarter).

These results, not so expressive, are a consequence of the increases in the same quarter of 2016, due to the constraints that occurred at the Leixões Ocean Terminal, resulting on additional inflows and transshipment of liquid bulk in Sines.

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

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



The port of Sines, with 12.1 million tonnes of handled goods, stood for 49.9% of the total movement, decreasing by 7.5%, in line with the previous quarter (-4.6%).

The port of Leixões (4.5 million tonnes) recorded a 3.2% increase, after +12.0% in the 2<sup>nd</sup> Q.

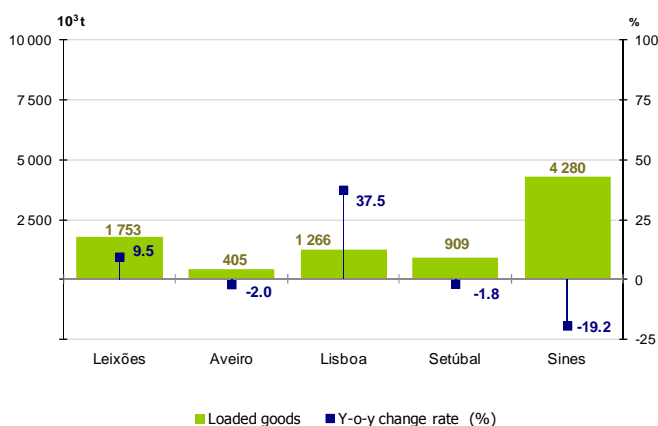
Again, the port of Lisbon recorded a significant increase (+26.1%, from +43.5% in the 2<sup>nd</sup> Q), handling 3.1 million tonnes of goods.

The port of Aveiro also stood out, keeping the upward trend: +21.0% in the 3<sup>rd</sup> quarter, after growing by 28.1% in the previous quarter.

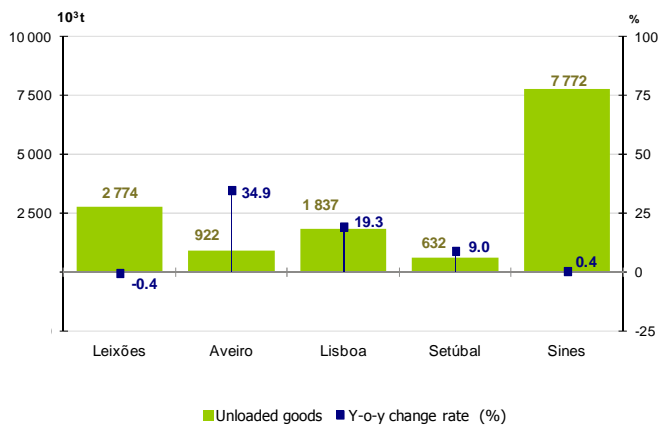
Considering the port of Setúbal, it is worth mentioning the interruption of the downward trend since 2015 (-33.9% in the 2<sup>nd</sup> Q), increasing by 2.3% in the 3<sup>rd</sup> quarter of 2017.

**Figure 2 – Movement of goods in the main maritime ports, by direction – 3<sup>rd</sup> quarter 2017**

**Loaded goods**



**Unloaded goods**



A total of 9.3 million tonnes were loaded (-5.0%), with a reduction mainly due to the port of Sines (-19.2%). In Lisbon there was a 37.5% increase on loaded goods (+117.1% in the 2<sup>nd</sup> Q), while Leixões had a 9.5% rise (+2.2% in the preceding quarter).

Unloaded goods in ports amounted to 14.9 million tones, with a 4.3% increase (+6.5% in the preceding quarter), with significant increases in the ports of Aveiro (+34.9%) and Lisboa (+19.3%).

**Table 1 – Movement of goods in ports – 3<sup>rd</sup> Q 2017**

Ports	3rd Q 2017										2nd Q 2017				
	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>24 129</b>	<b>9 263</b>	<b>14 866</b>	<b>x</b>	<b>x</b>	<b>0.5</b>	<b>-5.0</b>	<b>4.3</b>	<b>x</b>	<b>x</b>	<b>2.0</b>	<b>-4.1</b>	<b>6.5</b>	<b>x</b>	<b>x</b>
Leixões	4 528	1 753	2 774	1081	3 447	3.2	9.5	-0.4	-38.9	31.8	12.0	2.2	18.7	-39.0	37.4
Aveiro	1 327	405	922	54	1 273	21.0	-2.0	34.9	-29.0	24.7	28.1	19.5	33.6	28.8	28.1
Figueira da Foz	546	359	188	35	511	0.0	5.0	-8.4	0.7	0.0	1.5	-1.0	5.5	7.8	1.0
Lisboa	3 103	1 266	1 837	x	x	26.1	37.5	19.3	x	x	43.5	117.1	13.3	x	x
Setúbal	1 541	909	632	73	1 469	2.3	-1.8	9.0	32.0	1.2	-33.9	-37.0	-27.9	-23.6	-34.3
Sines	12 052	4 280	7 772	1187	10 865	-7.5	-19.2	0.4	-30.3	-4.1	-4.6	-12.7	1.3	-33.4	-0.8
Ponta Delgada	382	109	273	305	77	8.1	3.1	10.2	12.8	-7.2	7.4	0.2	10.6	4.3	17.6
Praia da Vitória	125	25	100	101	24	-3.7	-9.4	-2.1	14.0	-42.1	1.1	-8.2	4.4	-5.1	26.4
Caníçal	287	41	246	269	17	-4.5	-3.9	-4.6	-0.9	-38.9	9.5	3.9	10.4	4.2	130.6
Funchal	16	1	15	16	0	2.1	124.9	-0.5	2.1	-	43.6	95.6	41.6	43.6	-
Outros	222	115	107	116	106	20.8	45.1	2.4	7.6	39.5	-8.2	-25.5	20.2	33.8	-37.5

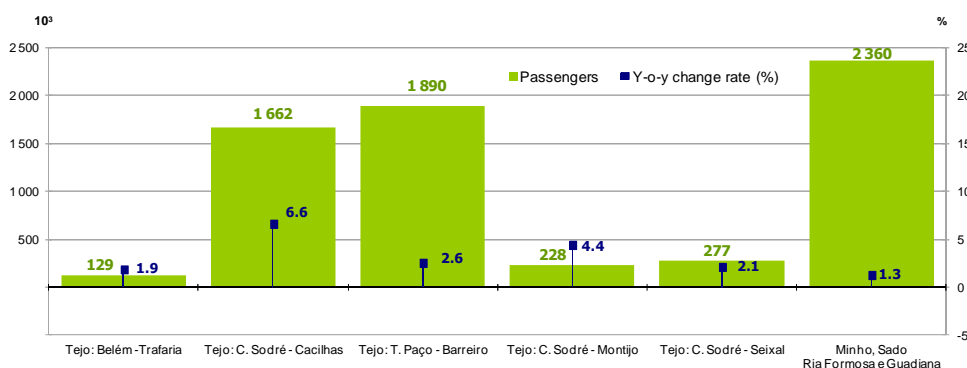
### Number of passengers across inland waterways with increase

There were 6.6 million passengers crossing the national rivers in the 3<sup>rd</sup> quarter, of which 97.9% in national transport.

The transport across the Tejo River amounted to 4.2 million passengers (+4.2%; +2.8% in the 2<sup>nd</sup> Q) which corresponded to 64.8% of the national transport.

In the remaining river crossings, the emphasis goes to the Minho River (+34.5%) and the Guadiana River (+7.9%), both with international transport.

**Figure 3 – Movement of passengers in river crossings – 3rd Q 2017**



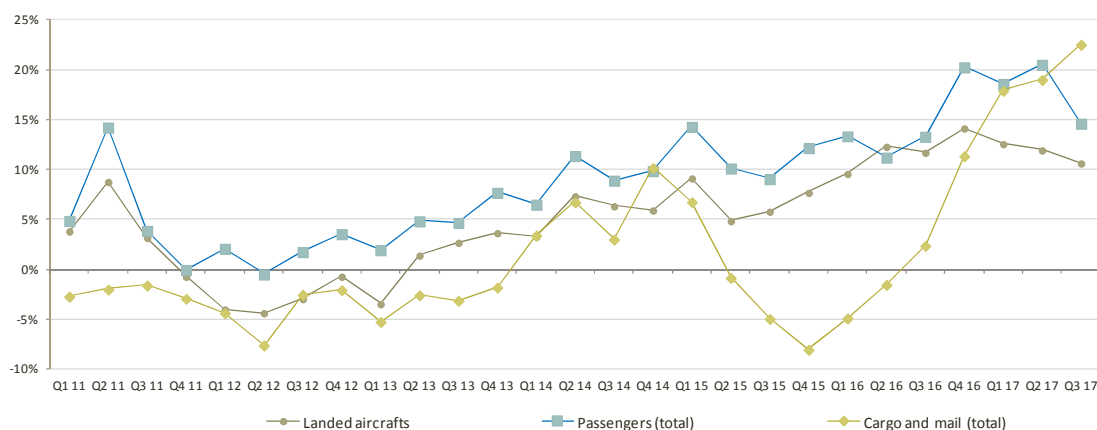
**Notable numbers in the national airports**

In the 3<sup>rd</sup> quarter 2017, 63.3 thousand aircrafts in commercial flights have landed in national airports (+10.7%, +12.0% in the 2<sup>nd</sup> Q), surpassing for the first time the 60 thousand landings in a single quarter. The mainland airports (81.7% of the total landings) recorded an 11.0% increase (+12.0% in the 2<sup>nd</sup> Q). The AR Açores continued to grow significantly: +15.6% (+16.7% in the 2<sup>nd</sup> Q).

The movement of passengers (departures, arrivals and direct transits) in national airports reached 16.9 million, with an expressive 14.7% rise, though below the one of the previous quarter (+20.6%).

The movement of cargo and mail in national airports continued to grow significantly: after +17.9% in the 1<sup>st</sup> Q and +19.0% in the 2<sup>nd</sup> Q, it increased by 22.6% in the 3<sup>rd</sup> quarter, totaling 44.5 thousand tones. In this quarter, 24.9 thousand tonnes of cargo and mail were loaded (+31.6%, +23.7% in the 2<sup>nd</sup> Q) while 19.6 thousand tonnes were unloaded (+12.8%, +14.5% in the 2<sup>nd</sup> Q).

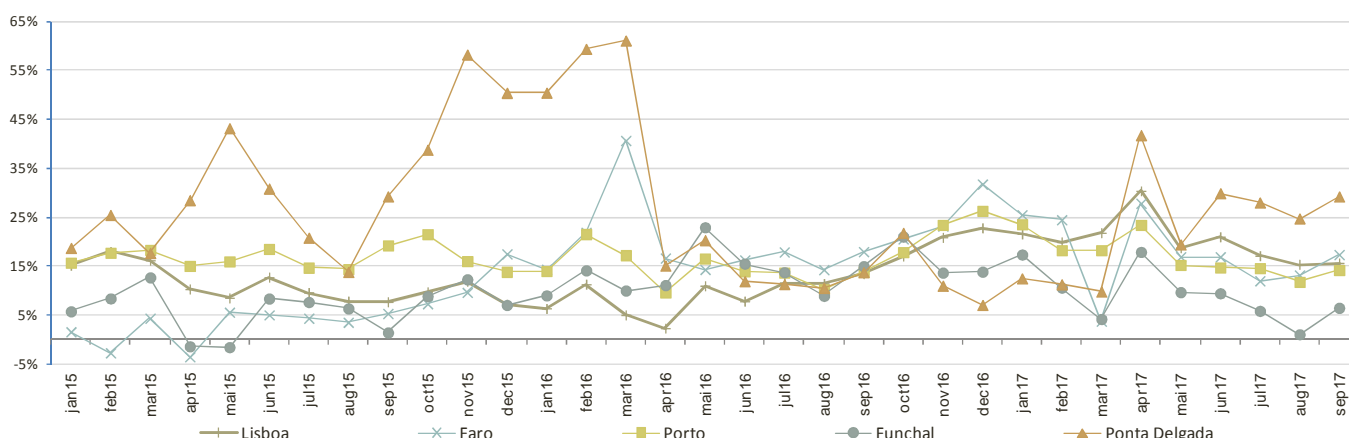
**Figure 4 – Year-on-year change rate (%) of aircraft, passengers and cargo/mail in the national airports**



The Lisboa airport recorded 8.0 million passengers (47.3% of the total), reaching this value for the first time in a single quarter. The growth rate was 16.0% (+23.1% in the 2<sup>nd</sup> Q).

The airports of Faro and Porto had 14.0% and 13.5% increases, respectively (3.5 million and 3.2 million passengers, by the same order). Ponta Delgada, as in the previous quarter, recorded the largest increase: 27.2% (656.1 thousand passengers).

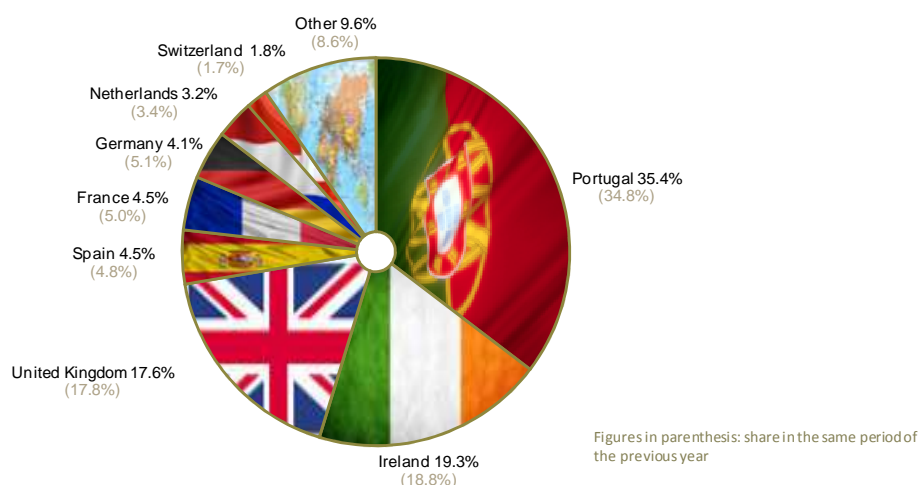
**Figure 5 – Year-on-year change rate (%) of the movement of passengers in the main national airports**



In the 3<sup>rd</sup> quarter, international traffic accounted for 81.2% of the total passengers transport. The weight of international traffic was particularly relevant in the airports of Faro (96.0%), Lisboa (86.6%) and Porto (83.2%).

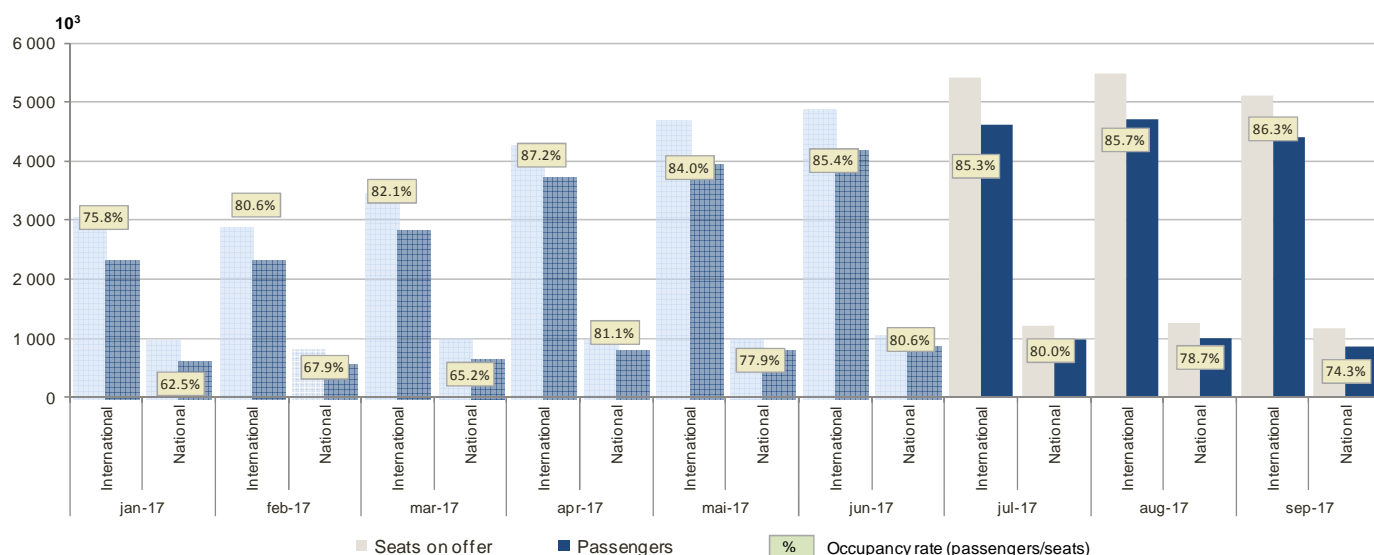
Portuguese air companies carried 35.4% (+0.6 p.p.) of passengers travelling through national airports.

**Figure 6 – Passengers in national airports by nationality of the operators, 3<sup>rd</sup> Q 2017**



In the 3<sup>rd</sup> quarter 2017 there were 19.8 million passenger seats on offer (+13.0%), of which 16.0 million in international traffic (+14.0%). The occupancy rate (passengers/seats) stood at 84.2% in terms of total movements.

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



### Railway passenger transport kept growing

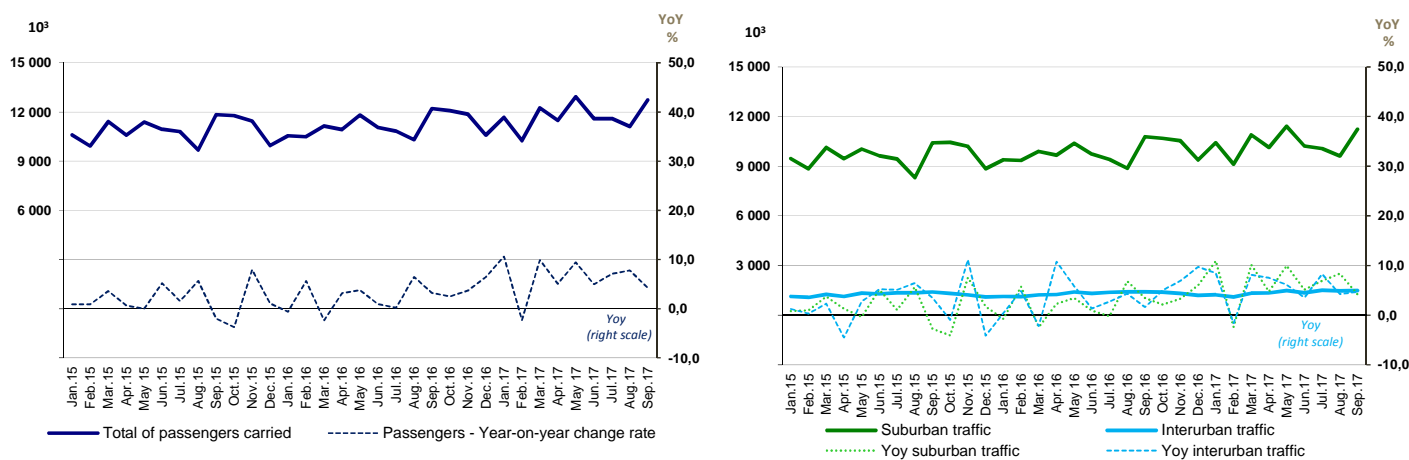
In the 3<sup>rd</sup> quarter 2017, the number of passengers travelling by rail (35.5 million) kept increasing (+6.3% from +6.6% in the 2<sup>nd</sup> Q and +6.2% in the 1<sup>st</sup> Q). In terms of passengers-kilometer there was an increase of 6.0% (+6.5% in the previous quarter) corresponding to 1.2 billion.

Suburban traffic (30.9 million passengers, i.e. 87.2% of the total) increased by 6.4% (+6.7% in the 2<sup>nd</sup> Q), having the number of passengers-kilometer grown by 5.7% (+5.8% in the 2<sup>nd</sup> Q).

Interurban transport, with a total 4.5 million passengers, recorded a positive change rate of 5.7% (as in the 2<sup>nd</sup> Q). The corresponding number of passengers-kilometer increased by 6.3% (+7.3% in the 2<sup>nd</sup> Q).

International transport amounted to 80 thousand passengers and, as in the preceding quarter, accounted for the largest increase amongst the three types of traffic (+9.6%, from +10.6% in the 2<sup>nd</sup> Q). In July, with 32 thousand passengers in international transport, the increase amounted to 14.3%.

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



In the 3<sup>rd</sup> quarter 2017, contrary to the decline in the previous one (-5.7% in the 2<sup>nd</sup> Q), the movement of goods by railway mode grew by 7.1% (total of 2.7 million tonnes). The respective volume of transport increased considerably (+11.6% Tkm, -3.1% in the preceding quarter).

### **Increases in passengers through all light railway systems**

In the 3<sup>rd</sup> quarter, the light railway systems of Lisboa, Porto and Sul do Tejo carried 54.1 million passengers, which stood for a 3.8% increase (+3.7% in the 2<sup>nd</sup> Q).

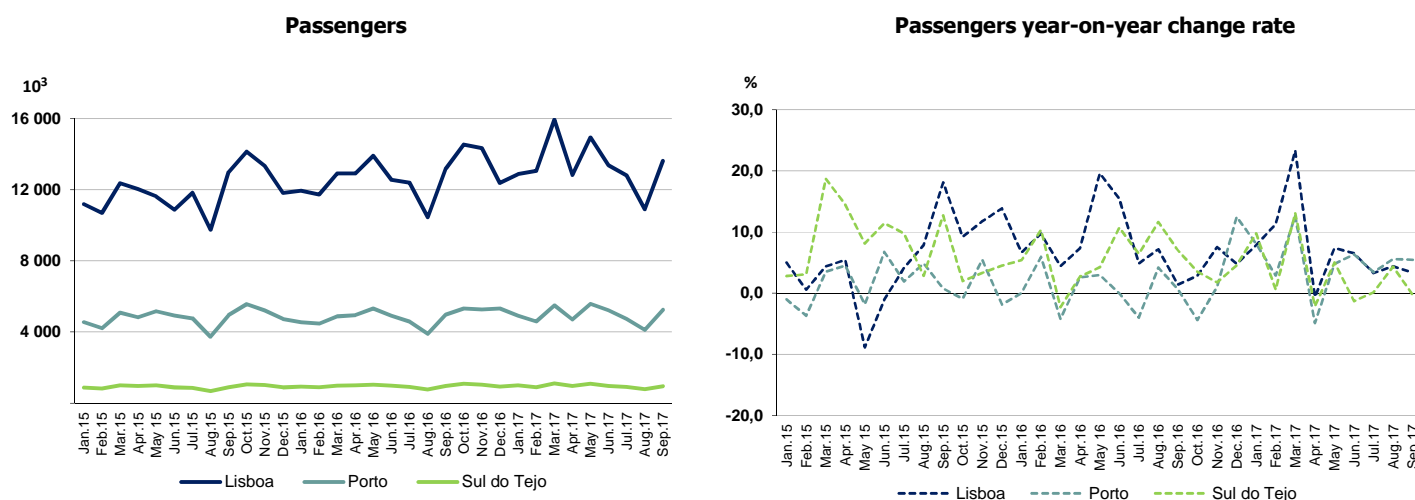
There were positive evolutions in all months of the quarter, more so in August (+4.7%).

The Lisboa underground recorded a 3.6% increase (+4.5% in the 2<sup>nd</sup> Q), having transported 37.3 million passengers (69.0% of the total) which stood for an utilization rate of 21.7% (-1.1 p.p.).

The Porto system accounted for a 4.8% growth (+2.1% in the preceding quarter), with 14.1 million passengers and an utilization rate of 18.5% (+0.8 p.p.).

The Metro Sul do Tejo (2.7 million passengers) also recorded a positive evolution, but only by 1.2% (+0.6% in the preceding quarter), with an utilization rate of 9.3% (-0.2 p.p.).

**Figure 9 – Transport of passengers in light railway transport, by system**

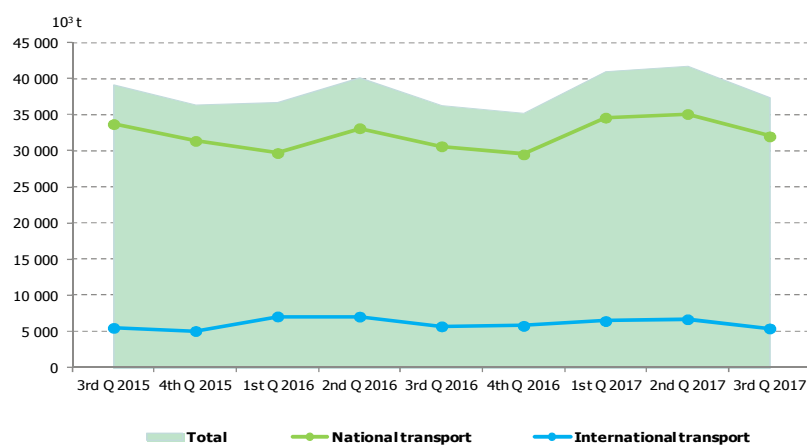


**Slowdown in road freight transport**

In the 3<sup>rd</sup> quarter 2017, road freight transport increased by 2.9% in tonnes carried, less so than in the preceding quarter (+4.2%), amounting to 37.4 million tonnes. The slowdown recorded was due to national transport (32.0 million tonnes) which increased by 4.4%, from +6.3% in the 2<sup>nd</sup> Q. International transport continued reducing (5.0% less tonnes transported, after declining by 5.5% in the 2<sup>nd</sup> Q).

With regard to tonnes-kilometre, there was a decrease (-5.6%) but less so when compared with the preceding quarter (-7.0%), having reached 7.6 billion tonnes-kilometre. The reason behind the decrease in tonnes-kilometre came from both the national transport (-5.8%) and international one (-5.4%).

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





The group of “metal ores and other mining and quarrying products; ...”, the most relevant in national road freight, went up in representativeness to 26.2% of the total (+3.7 p.p.). This group was followed by “products of agriculture, hunting and forestry... and fishery” with 12.1% (-0.8 p.p.) and “other non metallic mineral products” with 10.9% (-0.6 p.p.).

**Figure 11 – Breakdown of goods (tonnage) carried in national traffic by main groups of goods, 3<sup>rd</sup> Quarter 2017**

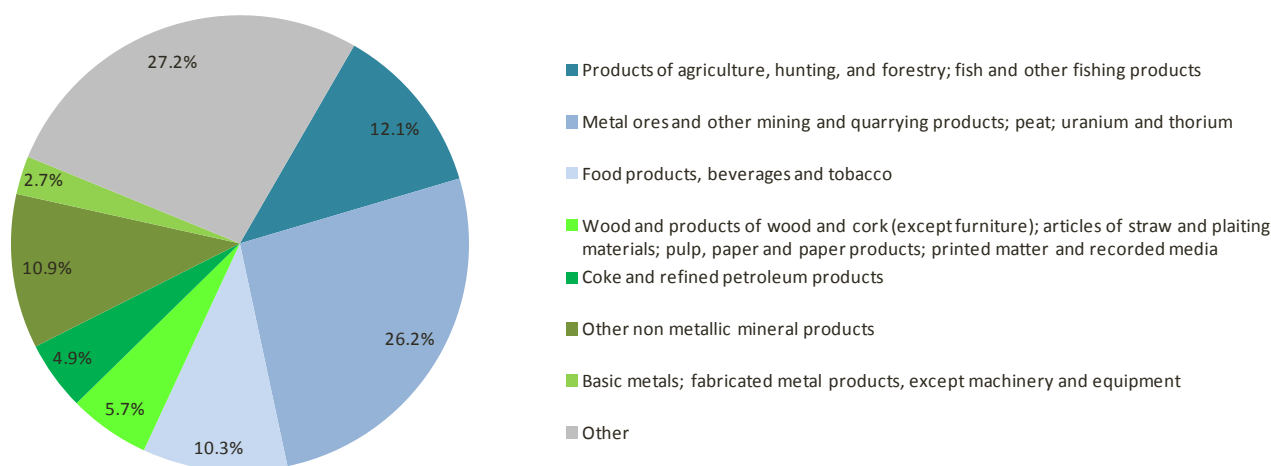


Table 2 - Main indicators on transport activity

	Unit	2017		Year-on-year change rates (%)	
		2nd Q	3rd Q	2nd Q 17	3rd Q 17
<b>MARITIME TRANSPORT</b>					
<b>Movement in maritime ports</b>					
Entered vessels	no.	3 796	3 901	0,5	-1,1
Dimension of entered vessels	10 <sup>3</sup> GT	64 113	61 740	0,4	-2,9
<b>Total of handled goods</b>	10 <sup>3</sup> t	<b>23 088</b>	<b>24 129</b>	<b>2,0</b>	<b>0,5</b>
Loaded	10 <sup>3</sup> t	9 308	9 263	-4,1	-5,0
Unloaded	10 <sup>3</sup> t	13 780	14 866	6,5	4,3
<i>of which:</i>					
<b>Port of Leixões</b>	10 <sup>3</sup> t	<b>4 683</b>	<b>4 528</b>	<b>12,0</b>	<b>3,2</b>
Liquid bulk	10 <sup>3</sup> t	2 313	2 195	43,8	2,6
Solid bulk	10 <sup>3</sup> t	632	573	3,1	4,6
Containers	10 <sup>3</sup> t	1 252	1 239	-12,1	-1,3
General cargo and Ro-Ro	10 <sup>3</sup> t	485	521	-9,1	17,5
<b>Port of Lisboa (a)</b>	10 <sup>3</sup> t	<b>2 774</b>	<b>3 103</b>	<b>43,5</b>	<b>26,1</b>
Liquid bulk	10 <sup>3</sup> t	380	422	0,5	36,6
Solid bulk	10 <sup>3</sup> t	1 243	1 535	22,2	34,6
Containers	10 <sup>3</sup> t	1 100	1 098	138,2	16,3
General cargo and Ro-Ro	10 <sup>3</sup> t	51	48	-32,7	-28,7
<b>Port of Sines</b>	10 <sup>3</sup> t	<b>11 384</b>	<b>12 052</b>	<b>-4,6</b>	<b>-7,5</b>
Liquid bulk	10 <sup>3</sup> t	5 381	6 352	-16,2	-11,9
Solid bulk	10 <sup>3</sup> t	1 415	1 795	45,4	21,5
Containers	10 <sup>3</sup> t	4 559	3 876	1,0	-10,4
General cargo and Ro-Ro	10 <sup>3</sup> t	29	29	-5,5	56,6
<b>AIR TRANSPORT</b>					
<b>Movement in airports</b>					
<b>Landed aircraft</b>	no.	<b>55 975</b>	<b>63 343</b>	<b>12,0</b>	<b>10,7</b>
Mainland	no.	45 943	51 767	12,0	11,0
A. R. of the Açores	no.	5 996	7 314	16,7	15,6
A. R. of Madeira	no.	4 036	4 262	5,1	-0,4
<b>Passengers</b>	10 <sup>3</sup>	<b>14 539</b>	<b>16 934</b>	<b>20,6</b>	<b>14,7</b>
Disembarked	10 <sup>3</sup>	7 336	8 438	20,7	14,9
Embarked	10 <sup>3</sup>	7 118	8 418	20,4	14,6
Direct transit	10 <sup>3</sup>	85	78	15,4	-3,7
<b>Cargo and mail</b>	t	<b>43 762</b>	<b>44 458</b>	<b>19,0</b>	<b>22,6</b>
Unloaded	t	21 374	19 604	14,5	12,8
Loaded	t	22 388	24 854	23,7	31,6
<b>RAILWAY TRANSPORT</b>					
<b>Heavy railway transport</b>					
<b>Passengers carried</b>	10 <sup>3</sup>	<b>36 027</b>	<b>35 455</b>	<b>6,6</b>	<b>6,3</b>
Suburban	10 <sup>3</sup>	31 769	30 907	6,7	6,4
Interurban	10 <sup>3</sup>	4 185	4 468	5,7	5,7
International	10 <sup>3</sup>	73	80	10,6	9,6
<b>Passengers-kilometer</b>	10 <sup>3</sup>	<b>1 131 890</b>	<b>1 170 745</b>	<b>6,5</b>	<b>6,0</b>
Suburban	10 <sup>3</sup>	581 633	563 497	5,8	5,7
Interurban	10 <sup>3</sup>	512 955	569 138	7,3	6,3
International	10 <sup>3</sup>	37 302	38 110	5,2	7,4
<b>Goods transported</b>	10 <sup>3</sup> t	<b>2 584</b>	<b>2 668</b>	<b>-5,7</b>	<b>7,1</b>
<b>Goods transported</b>	10 <sup>6</sup> tKm	<b>670</b>	<b>701</b>	<b>-3,1</b>	<b>11,6</b>
<b>Light railway transport</b>					
<b>Passengers carried</b>	10 <sup>3</sup>	<b>59 691</b>	<b>54 101</b>	<b>3,7</b>	<b>3,8</b>
Lisboa	10 <sup>3</sup>	41 155	37 340	4,5	3,6
Porto	10 <sup>3</sup>	15 512	14 097	2,1	4,8
Metro Sul do Tejo	10 <sup>3</sup>	3 024	2 664	0,6	1,2
<b>ROAD TRANSPORT (a)</b>					
<b>Goods transported (tonnes)</b>	10 <sup>3</sup> t	<b>41 768</b>	<b>37 408</b>	<b>4,2</b>	<b>2,9</b>
National freight	10 <sup>3</sup> t	35 099	32 004	6,3	4,4
International freight	10 <sup>3</sup> t	6 669	5 403	-5,5	-5,0
<b>Goods transported (tonnes-kilometer)</b>	10 <sup>6</sup> tKm	<b>8 784</b>	<b>7 600</b>	<b>-7,0</b>	<b>-5,6</b>
National freight	10 <sup>6</sup> tKm	2 721	2 518	-1,5	-5,8
International freight	10 <sup>6</sup> tKm	6 064	5 082	-9,3	-5,4

Note: preliminary results for the 3rd quarter; year-on-year change rates based on infra-annual data  
(a) Data revised for the 2nd quarter 2017

## **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.

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