

POLISH SEA PORTS IN 2016

Summary and future outlook

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Summary

- Another handling record was reached in Polish sea ports, with a barrier of 80 million tons of yearly turnover breached. Gdańsk remained Poland's biggest sea port with over 37 million tons handled.
- All ports recorded a rise in cargo handled. Additional 2 million tons in Gdańsk, 1.7 million tons in Gdynia and 0.7 million tons in the ports of Szczecin and Świnoujście.
- Growth in general cargo handled was the key factor (+4.0 million tons) as well as an increase in other cargo categories such as coal and coke and cereal. Drops were registered in handling of bulk cargo, liquid fuels and ore.
- Relative equilibrium in handling's directional structure with significant changes in the liquid fuels category, with exports beginning to dominate (57%) and the bulk category, traditionally dominated by exports, now seeing an adjustment of cargo streams.
- A good year on the container handling market (+9.0%), with the 2 million TEU barrier breached once again. An increase of nearly 20% in Gdańsk allowed to reach a transshipment level of 1.3 million TEU. Turnover dropped by 6% in Gdynia and rose by 3.5% in Szczecin.
- Poland became the biggest container market in the Baltic region, slightly ahead of Russia!
- Last year also saw ports handle nearly 1.75 million passengers (+4.4%) as part of regular ferry services.
- In 2016 the turnover of ro-ro freight units increased by 15.7%, reaching 622 thousand. 399 thousand passenger cars (4.7%) were handled in the ferry traffic.
- Growth in cruise traffic in 2016. Number of calls grew from 70 to 85, translating into an increase in tourist numbers, reaching 95.7 thousand people (+15.7%).

Due to a positive change of nearly 5%, the Polish port market exceeded 80 million tons for the first in history (table 1). Positive changes have been registered in all analyzed sea ports.

Table 1. Turnover in biggest Polish sea ports in years 2012-2016 (thousands of tons)

	2012	2013	2014	2015	2016	Change 2016/2015
Gdynia	15 809	17 659	19 405	18 198	19 536	7.35%
Szczecin-Świnoujście	21 267	22 750	23 401	23 174	24 113	4.05%
Gdańsk	26 897	30 259	32 278	35 914	37 289	3.83%
Total	63 973	70 668	75 084	77 286	80 938	4.73%

Fast growing turnover of general cargo, especially containerized (+4.0 million tons) as well as coal and coke (+0.5 million tons) and cereal (+0.37 million tons) are the main reasons for the above results. At the same time, ports registered a drop in turnover of other bulk cargo (-0.65 million tons), liquid fuels (-0.41 million tons) and ore (-0.17 million tons).

It is worth mentioning that the past year was good for ports located in the Baltic Sea region, with most of them recording a growth in turnover. Russia remains the biggest market in the region. Russian ports handled 236.6 million tons total in 2016 (+2.6% y/y). Sweden (164.2 million tons; +1%), Finland (93.1 million tons; +1.7%) and Denmark (84.9 million tons; +0.3%) were among other important players. Poland came in fifth. Ust-Luga is currently the biggest Baltic port (93.4 million tons), ahead of two other Russian ports - Primorsk (64.4 million tons) and St. Petersburg (48.6 million tons). In 2016, Polish ports occupied the following spots in the ranking: 6th (Gdańsk), 8th (Szczecin and Świnoujście) and 11th (Gdynia).

A significant increase in general cargo turnover strengthened its position as a leader, meaning that general cargo makes up nearly half (47.4%) of all shipments. It may be noted that 53.2% of general cargo was handled in containers (20.4 million tons). Liquid fuels retained the second place (20.3%), losing a bit of significance in overall structure. They were followed by coal and coke (11.7%), other bulk cargo (9.3%) and cereal (9.0%).

Table 2. Handling structure in Ports of Gdańsk, Gdynia and Szczecin-Świnoujście in 2016 (thousands of tons)

Cargo	Gdańsk		Gdynia		Szczecin-Świnoujście	
	Thousands of tons	Change 2016/2015	Tys. ton	Change 2016/2015	Tys. ton	Change 2016/2015
Coal and coke	5 080.9	13.21%	1 485.8	7.17%	2 930.9	-6.05%
Ore	202.4	138.28%	6.3		1 557.1	-15.92%
Other bulk	3 500.0	4.14%	1 100.9	-18.82%	2 919.5	-15.40%
Cereal	1 148.0	-21.12%	4 090.5	10.22%	2 046.8	17.37%
Timber	0.0		62.9	-0.38%	7.2	-49.65%
General cargo	14 549.1	23.15%	11 465.5	1.65%	12 349.3	9.73%
Fuels	12 808.5	-12.93%	1 324.4	229.55%	2 302.2	32.39%
Total	37 289.0	3.83%	19 536.2	7.35%	24 113.0	4.05%

After a year of cuts in container handling in Polish sea ports, mainly due to restrictions in trade with Russia, the container market grew significantly. It is important to note, that the 2 million TEU barrier has been breached once again in 2016.

Table 3. Container handling in the biggest Polish sea ports in years 2012-2016 (TEU)

	2012	2013	2014	2015	2016	Change 2016/2015
Gdańsk	928 399	1 177 626	1 212 054	1 091 202	1 299 373	19.1%
Gdynia	676 349	729 518	849 123	684 796	642 195	-6.2%
Szczecin-Świnoujście	52 179	62 307	78 439	87 784	90 869	3.5%
Total	1 656 927	1 969 451	2 139 616	1 863 782	2 032 437	9.0%

Port of Gdańsk and the DCT terminal are undoubtedly the primary force driving the market. Expansion of the terminal (DCT II) and the creation of a new ocean connection operated by MSC resulted in an impressive increase in turnover (over 19%).

Other Baltic ports also recorded good results in the area of container handling. It can be assumed that in 2016 the market came close to reaching 9 million TEU. This represents a growth of 5.3% in comparison to 2015. It has to be emphasized that Poland became the leader in this market sector, moving ahead of Russia (2.02 million TEU). Sweden and Finland are also in a strong position, with a turnover of ca. 1.5 million TEU. Ro-ro vessel handling is a particularly interesting market for

port services, with its turnover in a state of dynamic growth. Freight vessel and passenger car transport increased again in 2016. In case of freight vessel transport growth reached an average of 15.7%, being a record result (622 thousand units).


 **Table 4. Ro-ro ferry transport in biggest Polish sea ports in years 2015 and 2016**

Cargo	Passenger cars			Freight units		
	2015	2016	2016/2015	2015	2016	2016/2015
Gdańsk	37 090	37 335	0.7%	12 963	16 082	24.1%
Gdynia	100 421	101 332	0.9%	148 648	180 474	21.4%
Swinoujście	243 149	259 896	6.9%	376 353	425 850	13.2%
Total	380 660	398 563	4.7%	537 964	622 406	15.7%

A visible increase (5%) in cargo handling was also observed with regard to passenger cars.

Sea ports also handle shipments of new passenger cars. 14 295 vehicles were handled in Gdańsk in 2016, most of them a part of the import stream. New cars were also handled in Gdynia, with 13 288 vehicles imported and exported.

The high growth in the ro-ro ferry market led to an increase in passenger traffic in ports. An increase of 4.4% was recorded in 2016, translating into 1.75 million passengers.

 **Table 5. Regular passenger traffic in main Polish ports in years 2012-2016 (passengers)**

	2012	2013	2014	2015	2016	2016/2015
Swinoujście	798 897	789 110	897 870	974 717	1 040 779	6.8%
Gdynia	469 516	509 335	560 040	598 207	608 928 ¹	1.8%
Gdańsk	141 835	125 897	122 810	107 540	104 672	-2.7%
	1 410 248	1 424 342	1 580 720	1 680 464	1 754 379	4.4%

This is mainly due to high frequency of cruise connections offered by Unity Line, Polferries and TT-Line and a relatively short cruise route (Swinoujście-Trelleborg/ Ystad). It is worth noting that the passenger groups include both drivers of the ferried vehicles and tourists.

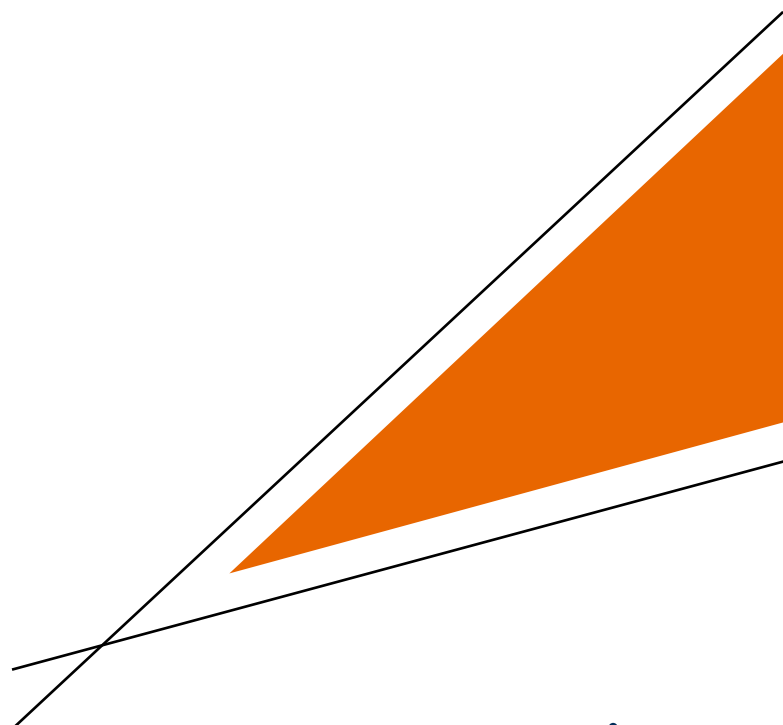
A segment of the port market, which should be treated as prestigious is the service of passengers in tourist traffic. After a lackluster year 2015 the market is bouncing back, which translates into an increase in call frequency in ports (+15) and consequently growth in the number of tourists visiting Poland. 95.7 thousand tourists visited Poland via cruise ship in 2016.

 **Table 6. Sea cruise traffic in Polish ports in 2015 and 2016**

	Tourists			Number of calls		
	2015	2016	2016/2015	2015	2016	2016/2015
Gdańsk	10 814	12 566	16.2%	25	32	7
Gdynia	71 923	81 833	13.8%	45	50	5
Szczecin - Swinoujście	0	1 343	100.0%	0	3	3
	82 737	95 742	15.7%	70	85	15

It has to be noted that Ports of Szczecin of Swinoujście also serve passengers travelling via river. In 2016, 3,5 thousand passengers visited the Port of Szczecin. Unfortunately, this result marks a high (52%) decrease in the number of travelers in comparison to the previous year.

¹ Shipax, Cruise & Ferry info, Jan 2017.



Port Monitor is a series of periodic reports regarding the seaports markets in the Baltic Sea, as well as on European and global scale.

This reports has been prepared by the Consulting Department at Actia Forum, specializing in market surveys in transport, tourism and environment as well as European projects and business counselling.

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