



Report
Results of Top 10 Baltic Container Ports
in first half of 2022

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Container Turnover in Top 10 Baltic Container Ports

In the first half of 2022, container turnover in 10 largest container ports in the Baltic decreased by **2.9%** and reached the level of **4 372 081 TEU**.

Significant declines are observed in container throughput of **Russian ports**. Due to the sanctions imposed on Russia and the suspension of the possibilities of containers' bookings to/from Russia by the largest container operators, Russian ports in the Baltic Sea have lost a lot of container volumes in last months. In the first half of the year total container throughput in Baltic Russian ports (St. Petersburg, Kaliningrad, Ust-Luga) decreased by 38.9% to 770 thou. TEU. The most extensive drops were recorded especially in the second quarter of the year, when all Russian Baltic ports handled only 253 thou. TEU, 61.2% less than in the corresponding period of 2021.

In the first half of this year container turnover in the **Port of St. Petersburg** dropped to the level of 669 130 TEU (-35.5%). Taking into account only the second quarter of the year, the decrease was even higher and reached 57% comparing to the corresponding period of 2021. The **Port of Kaliningrad** has experienced even greater drops in percentage terms and in the first half of this year disappeared from the Top 10 Baltic container ports list. In the whole first half on the year, the port handled only 92 thou. TEU, by 55.4% less than in the first six months of 2021.

The largest container port in the Baltic Sea is the **Port of Gdansk** (+2,4%, 1 073 902 TEU). Transshipments to/from Russia have a large share in container handling at the Port of Gdansk. Nevertheless, in March 2022 - the first month after imposing sanctions on Russia - was very successful for the Port of Gdansk. The largest container terminal, DCT, handled a record number of containers, i.e. 206 645 TEU, 9% more than in January 2020, when the terminal recorded the previous highest monthly result. The first drop in container handling at the Port of Gdansk was noticeable in April, then the port recorded a decrease in turnover by 1.8% compared to April 2021, while in May the decrease was 7.5% compared to May 2021. In turn, in June the container volumes dropped only by 0.3%.

The third place in the ranking of the largest ports in the Baltic Sea is occupied by the **Port of Klaipeda**. In the port, the result of container turnover is 64.5% higher than the one recorded during the same period last year and 24.7% than in the first half of 2019. Growth was also recorded in terms of tonnage (+47.6%).

In the **Port of Gothenburg** there was an increase in container handling (+5.4%). It is worth noting that the results achieved by Gothenburg in the first quarter of 2022 (212 000 TEU) were the highest since 2014. The handling of rail connections has a large impact on container reloading in the port. In the first six months of this year, several new rail shuttles were introduced and the number of departures and volumes on existing shuttle routes increased. Among others, the freight trains from Umeå arrive directly to APM Terminal in the Port of Gothenburg, where the goods can be quickly reloaded onto ocean-going ships. Rail transport handles approx. 60% of total container turnover in the port.

Container turnover in the **Port of Aarhus** increased by 1.6%, to the level of 361 545 TEU. In January 2022, APM Terminal Aarhus announced the completion of the investment: installation of 180 plugs for refrigerated containers. Owing to the investment, the terminal is prepared for increased volumes of reefer containers that may appear in the near future.

Declines were recorded by Finnish ports: **HaminaKotka** (-6.0%, 305 998 TEU), **Helsinki** (-1.7%, 238 259 TEU) and **Rauma** (-15.5%, 92 492 TEU). Port of HaminaKotka is important transit port for containers to/from Russia. Despite the geopolitical situation, according to the Finnish statistics, the transit traffic in the first half of the year in HaminaKotka increased, so the overall drop in container turnover in the port was caused by the national Finnish traffic. In the case of Port of Helsinki, the drop was caused by lower transit traffic to Russia. Additionally, it can be indicated, that the number of empty containers decreased, while the number of loaded containers increased.

Stable result was achieved by the **Port of Gdynia**. The port recorded only a slight decrease in container turnover (-0.1% compared to the first half of 2021). The drops took place in GCT terminal and OT Port Gdynia, while the container throughput at the BCT terminal increased. In March 2022, the Port of Gdynia gained a new, weekly ocean connection with the United States. As part of the Scan Baltic service to USA, MSC's ships call at the BCT terminal. The rotation in the service, with weekly calls, includes the following ports: Klaipeda - Gdynia - Gothenburg - Bremerhaven - New York - Philadelphia - Norfolk - Klaipeda.

The **Port of Riga** recorded a double-digit increase in container handling (+18.2%, 240 956 TEU). It is worth noting that the increase in container handling results was mainly due to impressive increase in handling of empty containers (+37.3%).

Table 1. Container turnover in Top 10 Baltic container ports in first half of 2021 and 2022 [TEU]

	H1 2021	H1 2022	Change H1 2022/ H1 2021
Gdansk	1 049 054	1 073 902	2,4%
St. Petersburg	1 037 549	669 130	-35,5%
Klaipeda	291 259	479 112	64,5%
Gdynia	478 311	477 687	-0,1%
Göteborg	411 000	433 000	5,4%
Aarhus	356 000	361 545	1,6%
HaminaKotka	325 623	305 998	-6,0%
Riga	203 878	240 956	18,2%
Helsinki	242 393	238 259	-1,7%
Rauma	109 399	92 492	-15,5%
Total	4 504 466	4 372 081	-2,9%

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