**Report**

Increases in Polish seaports in the first half of 2022

August 2022

port monitor

# Turnover in Polish seaports in the first half of 2022

Polish ports ended the first half of 2022 with an increase in turnover by 9.84% compared to the first half of 2021. In total, the ports handled 61.533 thousand tonnes, which was by 5.515 thousand tonnes more than in the first half of 2021.

All ports recorded an positive change in turnover, the largest of which took place at the Port of Gdansk, where cargo volumes increased by 18.67% to the level of 30.339 thousand tonnes. The increase in Gdansk was achieved mainly due to the impressive growth in turnover in the liquid fuels group (+44%) and coal and coke (+46.4%). In the case of Port of Gdynia and Port of Szczecin-Swinoujscie an increase was recorded by 1.91% and 2.85%, respectively.

**Table 1. Turnover in the largest Polish seaports in the first half of 2016-2022 [thousand tonnes]**

| | H1 2016 | H1 2017 | H1 2018 | H1 2019 | H1 2020 | H1 2021 | H1 2022 | Change 2021/20 |
|---|---|---|---|---|---|---|---|---|
| **Port of Gdansk** | 17 934 | 18 575 | 25 065 | 27 318 | 23 163 | 25 566 | 30 339 | 18.67% |
| **Port of Gdynia** | 9 615 | 10 337 | 11 502 | 12 116 | 12 025 | 13 446 | 13 703 | 1.91% |
| **Port of Szczecin-Swinoujscie** | 11 735 | 12 552 | 14 014 | 16 573 | 15 255 | 17 006 | 17 491 | 2.85% |
| **Total** | **39 284** | **41 464** | **50 581** | **56 007** | **50 443** | **56 018** | **61 533** | **9.84%** |

In the first half of this year, as compared to the corresponding period of the previous year, throughput increased in almost all analysed cargo groups, with the exception of other bulk cargo and grain.

In the entire half of 2022, Polish ports in total handled 15,759.2 thousand tonnes of liquid fuels, which was 32.7% more than in the first half of the previous year. In the Port of Gdansk, which is the largest fuel port in Poland, the handling of liquid fuels in the first half of this year increased by as much as 44% to the level of 11,493.8 thousand tonnes. The growth is the result of the Poland's diversification policy that has been maintained for several years, as well as the current situation related to Russia's attack on Ukraine and limiting oil imports from Russia and increasing imports from other directions. The growth relate mainly to the turnover of crude oil in import relation for domestic needs and in the complementary transit to two refineries in Germany. The increase in the Port of Szczecin-Swinoujscie was mainly related to the increased import of LNG to the terminal in Swinoujscie, although the throughput of other liquid fuels also grew. LNG accounts for approximately 60% of liquid fuels turnover in the Port of Szczecin-Swinoujscie. In the first half of this year LNG imports increased by 34.8% compared to the same period last year. From January to June this year, the port handled 26 ships with LNG, while in the same period last year there were 18 of them. In the Port of Gdynia, a drop in fuel handling by 373.3 thousand tonnes was recorded, which is a 28% decrease compared to the first half of 2021.

In the first half of 2022, there was a clear increase in coal throughput. The total amount of coal and coke handled in Polish ports amounted to 6,314.2 thousand tonnes (+25.7%). Considerably intensified turnover was noticed mainly in the 2nd quarter of this year, because in the 1st quarter the turnover was lower than in the same period last year. At the Port of Gdynia, coal turnover increased by as much as 68.5%, while at the Port of Gdansk by 46.4%. However, not all Polish ports noticed a positive trend in throughput in the coal and coke group. In the case of the Szczecin-Swinoujscie, there was a 28.6% drop. Increased coal throughput in total for Polish ports are related to intensified imports of this raw material from directions other than Russia, mainly from Colombia, the USA, Australia, South Africa and

Indonesia. On April 16, 2022, the Act of April 13, 2022 on special solutions in the field of counteracting supporting aggression against Ukraine and serving the protection of national security entered into force. The act prohibits the import to Poland and the transit of coal and coke from Russia and Belarus through the territory of our country.

**Table 2. The structure of turnover in the Port of Gdansk, the Port of Gdynia and the Port of Szczecin-Swinoujscie in the first half of 2022 [thousands tonnes]**

| Cargo group | Port of Gdansk | | Port of Gdynia | | Port of Szczecin-Swinoujscie | | Total | |
|---|---|---|---|---|---|---|---|---|
| | H1 2022 | Change 2022/2021 | H1 2022 | Change 2022/2021 | H1 2022 | Change 2022/2021 | H1 2022 | Change 2022/2021 |
| **Coal and coke** | 3 875.1 | 46.4% | 1 283.4 | 68.5% | 1 155.7 | -28.6% | 6314.2 | 25.7% |
| **Ore** | 336.6 | 477.2% | 0.0 | - | 1 591.7 | 68.2% | 1 928.3 | 91.9% |
| **Other bulk** | 1 570.9 | -23.9% | 817.2 | 3.9% | 1 392.5 | -8.0% | 3 780.6 | -13.4% |
| **Grain** | 901.9 | 2.1% | 2 192.5 | -17.1% | 825.2 | -18.7% | 3 919.6 | -13.7% |
| **Timber** | 322.5 | 4032.1% | 347.0 | 265.3% | 127 | 31.2% | 796.5 | 299.0% |
| **General cargo** | 11 838.4 | -0.7% | 8 102.5 | 3.6% | 9 093.7 | -1.8% | 29 034.6 | 0.1% |
| **Liquid Fuels** | 11 493.8 | 44.0% | 960.5 | -28.0% | 3 304.9 | 29.1% | 15 759.2 | 32.7% |
| **Total** | **30 339.2** | **18.7%** | **13 703.1** | **1.9%** | **17 490.7** | **2.8%** | **61 533.0** | **9.8%** |

The significant increase in ore turnover (+91.9%, +923.5 thousands of tonnes) is mainly due to turnover at the Port of Szczecin-Swinoujscie, which in the first half of 2022 handled 1,591.7 thousands of tonnes of ore. The throughput of iron ore from Ukraine contributed to the increase. The cargo was transported to the port by rail, and then reached its final destination by sea.

In the case of timber, all Polish ports recorded a large increase in percentage terms. In the first half of 2022, turnover in this cargo group grew by 596.9 thousand tonnes, which is an increase by 299% compared to the first half of last year. It is worth noting that timber has a marginal share in the cargo handling structure of Polish ports and in the period of January-June 2022 its share was only 1.3%.

From January to June 2022, Polish ports handled a total of 29,034.6 thousand tonnes of general cargo, which was a result similar to that achieved in the same period last year. Only the Port of Gdynia recorded growth (+3.6%), mainly due to increased turnover in ro-ro cargo group. In the case of the Port of Gdansk and the Port of Szczecin-Swinoujscie, turnover fell by 0.7% and 1.8%, respectively.

In the first six months of this year, Polish ports handled by 13.7% less grain than in the first half of 2021. Although it should be borne in mind that a decrease was recorded only in the first quarter, in turn, in the second quarter, turnover increased in relation to the corresponding period of 2021 (+13.6%). Future grain volumes in Polish ports may be influenced by the ongoing war in Ukraine and the throughput of Ukrainian grain in Polish ports. In June, the first transport of Ukrainian grain (specifically corn) took place from the Port of Swinoujscie. Therefore, in the aforementioned month, the Port of Szczecin-Swinoujscie recorded a 95% increase in turnover in this cargo group compared to June last year.

A decrease in turnover was also recorded in the other bulk cargo group. Turnover in the analysed group amounted to 3,780.6 thousand tonnes (-13.4%). Two ports recorded declines: the Port of Gdansk

(-23.9%) and the Port of Szczecin-Swinoujscie (-8.0%). At the Port of Gdynia, turnover in this cargo group increased by 3.9%.

## Containers

In the first half of this year, all Polish ports handled a total of 1,586.664 TEU, which was a result by 1.12% higher than in the January-June 2021. In the first six months of this year container turnover in Port of Gdańsk amounted to 1.07 million TEU (+2.37% in comparison with the corresponding period a year ago). At the Port of Gdansk, transshipments to/from Russia have a high share in turnover, therefore the effects of the suspension of cargo booking to Russia by the largest global container operators, including Maerska, MSC, CMA CGM, and Lloyd's Hapag, to some extent influenced container handling at the Port of Gdansk. It is worth noting, however, that the first month after the announcement of the first sanctions and the suspension of connections, was nevertheless successful for the Port of Gdansk - in March this year the DCT terminal handled a record amount of 206,645 TEU (20-foot equivalent units), over 9% more compared to the terminal's previous record from January 2020. 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, in May the drop was 7.5% compared to May 2021, while in June turnover fell only by 0.3%. It should be noted that the suspension of container shipments to Russia does not apply to food, medical and humanitarian aid products. Moreover, after the announcement of the suspension of new bookings, containers booked before the war were still sailing to Russia. In addition, transport is also carried out to recover containers that are still in Russian ports (most of them are empty).

In the Port of Gdynia, container turnover decreased by 0.13% (-624 TEU). The drops were recorded by GCT terminal and OT Port Gdynia, while the container throughput at the BCT terminal increased. In the case of the Port of Szczecin-Swinoujscie container handling decreased by as much as 16.1% to the level of 35 thousand. TEU.

**Table 3. Container handling in the biggest Polish seaports in the first half of 2016-2022 [TEU]**

| | H1 2016 | H1 2017 | H1 2018 | H1 2019 | H1 2020 | H1 2021 | H1 2022 | Change 2021/20 |
|---|---|---|---|---|---|---|---|---|
| **Port of Gdansk** | 645 849 | 689 093 | 968 261 | 1 016 632 | 950 413 | 1 049 054 | 1 073 902 | 2.37% |
| **Port of Gdynia** | 316 226 | 340 599 | 389 227 | 457 677 | 417 864 | 478 311 | 477 687 | -0.13% |
| **Port of Szczecin-Swinoujscie** | 40 017 | 42 925 | 42 052 | 32 406 | 38 855 | 41 793 | 35 075 | -16.07% |
| **Total** | **1 002 092** | **1 072 617** | **1 399 540** | **1 506 715** | **1 407 132** | **1 569 125** | **1 586 664** | 1.12% |

## Ro-ro ferry traffic

In the first half of this year, Polish ports in total handled by 11.2 thousand freight units more than in the corresponding period of the previous year, this is a 2.6% increase year to year. Two ports recorded growth - Gdynia and Gdansk, while in Swinoujscie the turnover in this cargo group decreased. In the case of the Port of Gdynia, the growth in turnover in the ro-ro cargo group was mainly due to the increased frequency of calls by the Finnlines on the Gdynia-Hanko line. Beginning from January 24th this year, Finnlines introduced two smaller vessels, mv Finnkraft and mv Finnhawk, instead of one on the Gdynia-Hanko line, and increased the number of calls to six per week. Both units have a similar length of the load line, respectively: 1,852 m and 1,853 m.

In the case of passenger cars, the ports in total recorded an increase of 20%. Double-digit increases were observed in the Port of Gdynia (+37%) and the Port of Swinoujscie (+19.5%), in the Port of Gdansk an increase was at the level of 9.4%.

**Table 4. Ro-ro freight units and passenger cars served in the biggest Polish seaports in first half of 2021 and 2022 [pcs.]**

| | Passenger cars | | | Freight units | | |
|---|---|---|---|---|---|---|
| | H1 2021 | H1 2022 | Change H1 2022/H1 2021 | H1 2021 | H1 2021 | Change H1 2022/H1 2021 |
| **Port of Gdansk** | 42 735 | 46 760 | 9.4% | 16 728 | 17 577 | 5.1% |
| **Port of Gdynia** | 30 104 | 41 244 | 37.0% | 136 189 | 151 286 | 11.1% |
| **Port of Szczecin-Swinoujscie** | 99 360 | 118 719 | 19.5% | 269 874 | 265 128 | -1.8% |
| **Total** | **172 199** | **206 723** | **20.0%** | **422 791** | **433 991** | **2.6%** |

## Passenger traffic

From January to June 2022, there has been a significant increase in the number of passengers on regular ferry traffic. For all Polish ports in total, this number increased by 16.5% to the level of 806 thousand passengers. Each of the ports recorded double-digit growth, the largest of which was in the Port of Gdynia (+31.5% y/y). These increases indicate a revival of passenger traffic after the difficult period of the COVID-19 pandemic, when as a result of traffic restrictions, ferry passenger traffic was significantly reduced.

**Table 5. Regular passenger traffic in major Polish ports in the first half of 2021 and 2022 [passengers]**

| | H1 2021 | H1 2022 | Change 2021/2020 |
|---|---|---|---|
| **Port of Gdansk** | 65 296 | 77 550 | 18.8% |
| **Port of Gdynia** | 168 317 | 221 379 | 31.5% |
| **Port of Szczecin-Swinoujscie** | 458 360 | 507 382 | 10.7% |
| **Total** | **691 973** | **806 311** | **16.5%** |

## Cruise traffic

For the first time since the Covid-19 pandemic, a recovery is noticeable in the cruise traffic segment. In the first half of this year, tourist traffic increased in all analysed ports. It is worth noting that cruise season in Polish ports starts in April and ends in October. The number of cruise vessels calls was influenced by the easing of restrictions related to the prevention of the spread of the SARS Covid-19 virus, as well as by Russia's aggression towards Ukraine. Cruise lines have withdrawn from calling at

Russian ports and will instead call at other ports on the Baltic Sea, including the Port of Gdynia and the Port of Gdansk. In the first half of 2022, 16 vessels were served at the Port of Gdynia, with over 19,000. tourists. At the Port of Gdansk, 30 cruise ships and 9,567 tourists were served. In turn, the Port of Szczecin-Swinoujscie, which also handles river cruise ships, served 58 vessels in the past six months, which is an increase by 52 calls compared to the same period in 2021. It is worth noting that in the remaining Baltic ports there is also a visible recovery in the analysed sector - 61 cruise vessels were handled in the port of Helsinki, 68 in Tallinn, and 140 calls are planned in Rostock between April and December 2022.

**Table 6. Cruise traffic in Polish ports in the first half of 2021 and 2022 [passengers].**

| | Tourists | | | Calls | | |
|---|---|---|---|---|---|---|
| | H1 2021 | H1 2022 | Change H1 2021/H1 2020 [%] | H1 2021 | H1 2022 | Change H1 2021/H1 2020 [units] |
| **Port of Gdansk** | 0 | 9 567 | - | 0 | 30 | +30 |
| **Port of Gdynia** | 0 | 19 651 | - | 0 | 16 | +16 |
| **Port of Szczecin-Swinoujscie*** | 410 | 3 856 | 840% | 6 | 58 | +52 |
| **Total** | **410** | **33 074** | **7967%** | **6** | **104** | **+98** |

* including river cruisers

## Perspectives for the second half of 2022

- The ongoing war in Ukraine may affect future **grain** volumes in Polish ports. In the coming months, some additional volumes of grain from Ukraine may appear in Polish ports. On May 16 this year the ministers of agriculture of Poland and Ukraine, with the participation of the US secretary of agriculture and the EU secretary for agriculture and rural development, signed an agreement in Warsaw aimed at facilitating the export of Ukrainian cereals. Ukraine is one of the main producers of grain in the world, countries for example in the Middle East and North Africa are depending on Ukraine's supplies. Before the war Ukrainian ports used to export approx. 5 million tonnes of grain per month. In the face of war and the military blockade of ports in the Black Sea, Ukraine is unable to export its grains - it currently exports approx. 500 thousand. tonnes per month. The new agreement is to enable exports by sea from European Union ports, including Poland. Grain is to travel from Ukraine to the European Union by rail.

- A similar situation as in the case of grain may also apply to **ore**. Already, at the end of the first half of the year, Polish ports handled the first shipments of ore from Ukraine and, probably, in the coming months, further shipments of Ukrainian ore will also be delivered to Polish ports for further transport to their final recipients.

- On April 16, 2022, the Act of April 13, 2022 on special solutions in the field of counteracting supporting aggression against Ukraine and serving to protect national security entered into force. The act prohibits the importation to Poland and the transit of **coal and coke** from Russia and Belarus through the territory of our country. On the other hand, at the EU level, the embargo on Russian coal entered into force on August 10$^{th}$ this year. The ban on the purchase of coal from Russia means the need to increase supplies from other countries, and these will be mainly distant overseas destinations, which will favour increased port turnover. As of the end of July this year, 10.5 million tonnes of coal were contracted for this year, which is to be delivered to Polish ports.

- At the end of May this year, during the EU summit, a decision was made on a partial embargo on Russian **oil**, which is to be introduced by December this year. However, in the case of refinery products, the embargo is expected to enter into force two months later. EU leaders agreed that they would suspend purchases from Russia by sea, i.e. 66% of supplies from Russia. Poland and Germany will also refrain from importing oil via pipelines, hence Russia will lose 90% of its current sales to the EU. The remaining 10% of transmission via the „Przyjaźń'' pipeline will deliver crude oil to Hungary, Slovakia and the Czech Republic for some time to come. The ban on the purchase of oil from Russia means the need to increase supplies from other countries, and these will be mainly distant overseas destinations, which will favour increased port turnover. So far, apart from Russia, Poland has imported oil mainly from such directions as Saudi Arabia, Nigeria, Kazakhstan and Norway. In addition, Poland is in dialogue with Germany on actions that could support the German side in increasing its independence from Russian oil. The crude oil for the German refinery in Leuna is already supplied by Naftoport in Gdansk.

- In the coming months, the volume of **container** turnover will be influenced by such factors as: sanctions imposed on Russia and suspension of possibility of containers booking to/from Russia, rising inflation associated with the increase in raw material prices, China's ongoing fight against the COVID-19 pandemic and related lockdowns. It can be suspected that all these factors may have a negative impact on the volume of container handling in Polish ports and contribute to a significant slowdown in the growth rate, or even to declines at the end of the year.

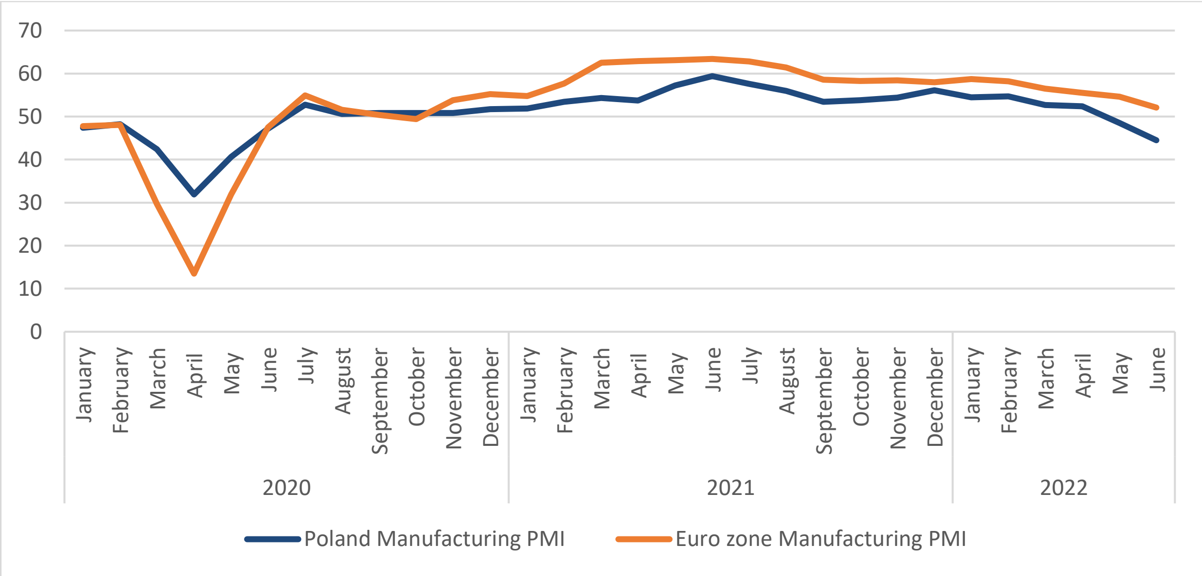
- This year's **cruise** season looks very promising. This is due, on the one hand, to the revival of this segment after the pandemic years of 2020 and 2021, and, on the other hand, also to Russia's aggression towards Ukraine. Cruise lines have withdrawn from calling at Russian ports and will instead call at other ports on the Baltic Sea, including the Port of Gdynia and the Port of Gdansk. According to the current notifications, throughout the season of 2022, 43 calls are planned to the Port of Gdynia, and as many as 94 to the port of Gdansk. For comparison, in 2019, the Port of Gdynia recorded 54 calls of cruise ships, and the Port of Gdansk 60.

- When analysing the PMI index[1] for the Polish manufacturing sector, it can be noticed that the moods deteriorated significantly, reaching 44.4 points. This is the lowest level since the

[1] The Purchasing Managers' Index™ (PMI™) is a survey-based indicator of business conditions, which includes individual measures ('sub-indices') of business output, new orders, employment, costs, selling prices, exports, purchasing activity, supplier performance, backlogs of orders and inventories of both inputs and finished goods, where applicable. The surveys ask respondents to report the change in each variable compared to the prior month, noting whether each has risen/improved, fallen/deteriorated or remained unchanged. These objective questions are accompanied by one subjective 'sentiment' question asking companies whether they forecast their output to be higher, the same or lower in a year's time. The PMI is widely used to anticipate changing economic trends in official data such as GDP, or sometimes as an alternative gauge of economic performance and business conditions to official data, as the latter sometimes suffer from delays in publication, poor availability or data quality issues. The PMI is produced globally by IHS Markit although a small number of trade associations also produce local PMIs in certain markets, such as the ISM in the United States. PMI was

outbreak of the coronavirus pandemic. Inflation and growing geopolitical tensions contributed to a decline in orders and industrial production. Employment also fell. High prices of energy and raw materials, caused, for example by unstable economic conditions due to the outbreak of the war in Ukraine, the lack of goods on the market and delayed orders are fuelling cost inflation. Due to analysed market behaviour, one should be careful with the forecasts regarding the volume of ports turnover.

**Chart 1. The PMI in Poland and the Euro zone in 2020-2022**




*Source: Actia Forum based on IHS Markit data.*

originally compiled for manufacturing, IHS Markit pioneered the extension of coverage to other sectors in the 1990s, including services, construction and retail.

Authors:

**Ewelina Ziajka**
Market Analyst
ewelina@actiaforum.pl
Phone + 48 505 925 436

**Monika Rozmarynowska-Mrozek**
Consulting Projects Leader
monika@actiaforum.pl
Phone +48 798 645 201

**Port Monitor** Port Monitor is a series of periodic reports regarding the seaports markets and trades in Poland, the Baltic Sea Region and Europe. This report has been prepared by the Consulting Department at Actia Forum

**Actia Forum sp. z o.o.**
ul. Pułaskiego 8, 80-368 Gdynia, +48 58 627 24 67, www.actiaforum.pl