

## Q1 2021 data for the Port of Venice and Chioggia

**IN Q1 2021, THE PORT OF VENICE POSTED A SLIGHT DECREASE IN TRAFFIC ( -4.9%) COMPARED TO Q1 2020.**

**Zincone: "We expect some sectors to return to pre-pandemic levels only with the restart of tourism and the onset of economic recovery. To attract container traffic, we must be able to keep dredging and excavating canals."**

*Venice, 6 May 2021*

In the **first quarter of 2021**, the port of Venice handled **5,514,867 tonnes** of inbound and outbound freight, down **4.9%** on a year-over-year basis, which however is less than the drop recorded in the same period last year. Indeed, in March 2021 a rebound phase has started following the total lockdown in 2020. However, in line with other Italian ports with a comparable market and function, the port of Venice is still witnessing a general reduction in volumes (-8.9% from 2019 to the current date) attributable to the economic crisis induced by the pandemic.

Compared to the first quarter of 2020, **liquid bulk** is down **8.7%** (-**194,000 tonnes**), while **dry bulk**, which includes coal, is up **10.5%** (+ **126,000 tonnes**), with cereal and steel products up 17.4% and 31.8% respectively. **General cargo** is down **9.1%** (or **-217 thousand tonnes**).

**In the twelve months between April 2020 and March 2021** all commodity sectors suffered losses compared to the same period a year earlier (April 2019-March 2020), even though causes differ. So, while in the case of oil products the decline is mainly attributable to a drop in air and car transport resulting from the pandemic-related restrictions, in the case of food and steel products the underperformance was determined by the unfavourable economic situation as a whole. As for the coal sector, the downturn is linked to Italy's National Energy Strategy and is therefore beyond the control of the port of Venice. The **container sector** lost **13 percentage points (-77,263)**. This contraction is due, on the one hand, to shipowners' strategies – including, in particular, the decision to supply less cargo space which caused freight rates to grow and the selection of hub ports on which to focus to achieve economies of scale. On the other hand, the direct line with the Far East has ceased to operate. To restore it, AdSP MAS has started works to excavate the Malamocco-Marghera canal to make it deeper. However, even with dredged canals, the morphology of the area does not allow the port of Venice to welcome container ships over 8500 TEUs.

**Cruise traffic** was also negative (**-100%**). Hopefully it will start to recover with the resumption of activity in June 2021.

In the **first three months of 2021**, the **port of Chioggia** handled **276 thousand tonnes** of inbound and outbound freight, that is **+ 25.4%** on a year-over-year basis. However, the positive result is due solely to the fact that all traffic had been cancelled in the same period of 2020. In Q1 2021, **general**



AUTORITÀ DI SISTEMA PORTUALE  
DEL MARE ADRIATICO SETTENTRIONALE  
PORTI DI VENEZIA E CHIOGGIA

**cargo increased by 33.7%** over Q1 2020. Compared to 2019, freight traffic at the port of Chioggia has dropped **-19.2%**.

**In the twelve months between April 2020 and March 2021**, the volumes of **freight handled fell by 19.2%** compared to the period April 2019-March 2020, mainly due to the drop in steel products and miscellaneous goods.

AdSP MAS Special Commissioner **Cinzia Zincone** commented on the data: *"The Veneto ports are suffering a reduction in traffic that affects almost all freight sectors due to the economic crisis triggered by the Covid 19 pandemic. However, there are promising signs of recovery since in the first months of 2021 data show a smaller drop compared to the one recorded in the same period last year, which we interpret as the beginning of a rebound phase after the losses of the past 12 months. As all activities resume, we expect the sectors that suffered more because of the COVID-induced economic slowdown to rapidly return to pre-pandemic levels. It is important to underline that a recovery of the container sector is key for the port of Venice. In the short and medium term we can attract container ships only if we keep dredging canals and we restore the direct line with the Far East as soon as demand increases. For sure we will have to face the challenge imposed by 'naval gigantism', which can only be won by accepting the Government's plans for a new port outside the lagoon".*