

**Urban Nodes Forum  
Budapest**

***3C. Intermodal accessibility  
& hubs: Ports***

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**TRAFIKVERKET**

# Sweden

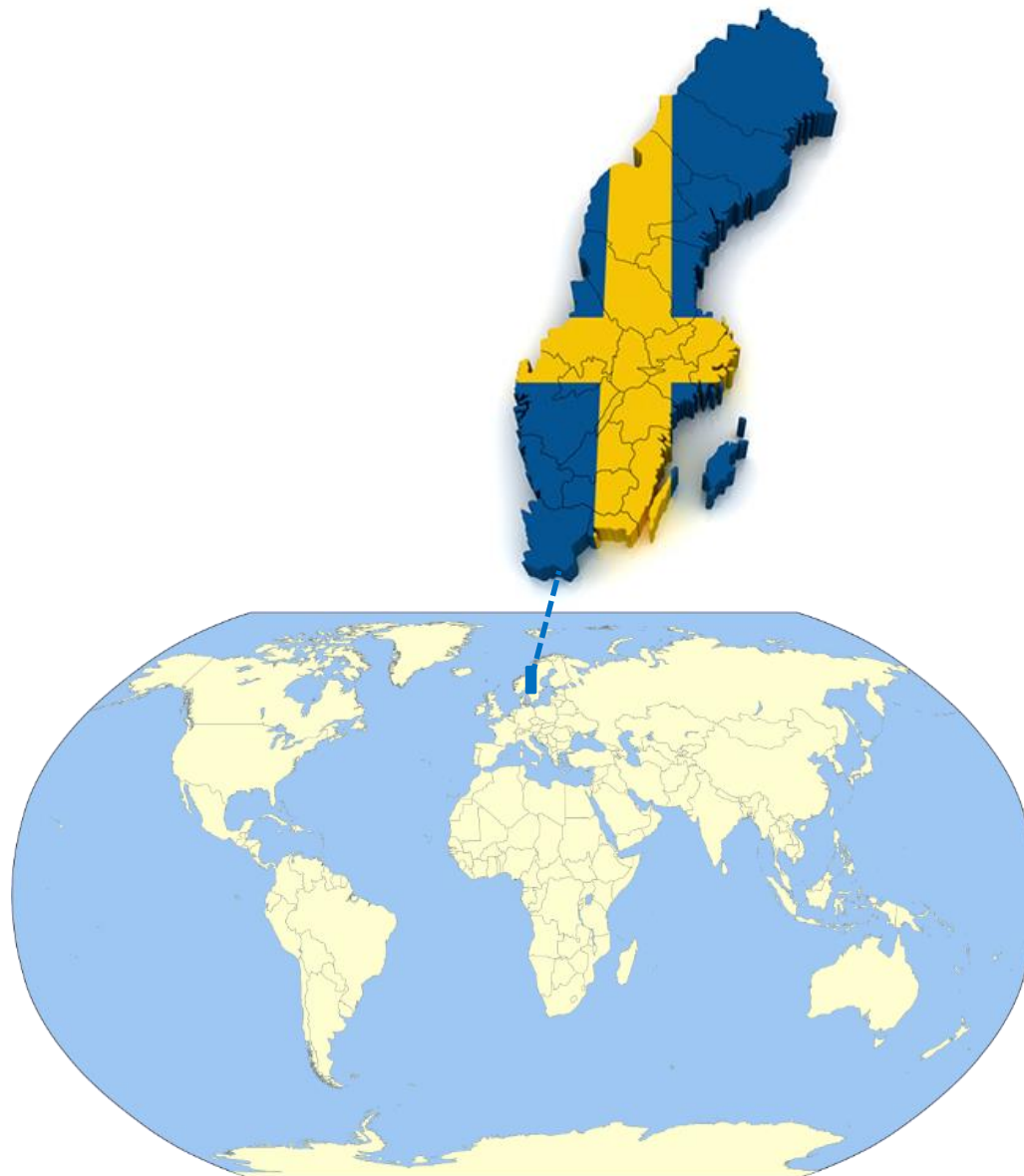
**Relatively big country**, in terms of size

**Relatively small country**, about 10 230 185 people

**High dependency on foreign trade**, both export and import

**Far away from most places**

***Relatively happy country (7.th place)***



# Sweden

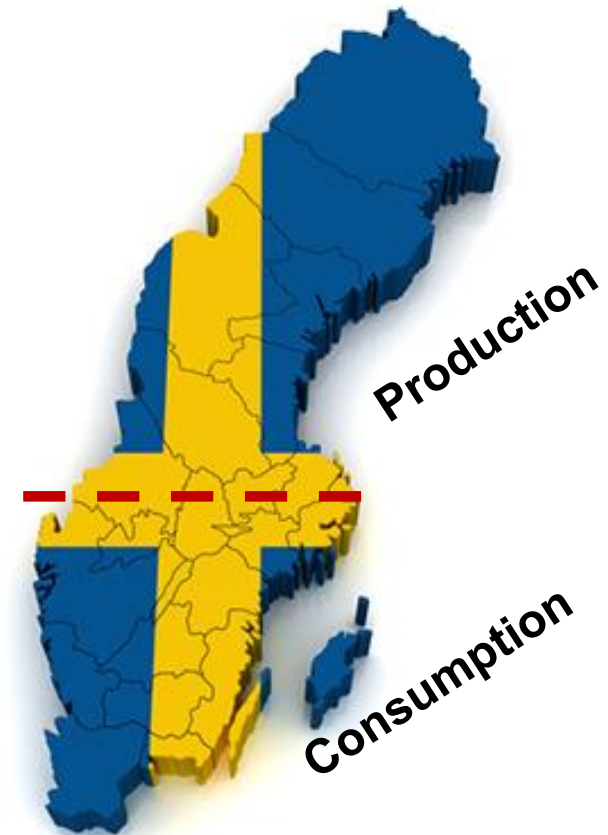
Large domestic transport distances

Consumption in the south, production in the north

Main export goods: forestry and mining products

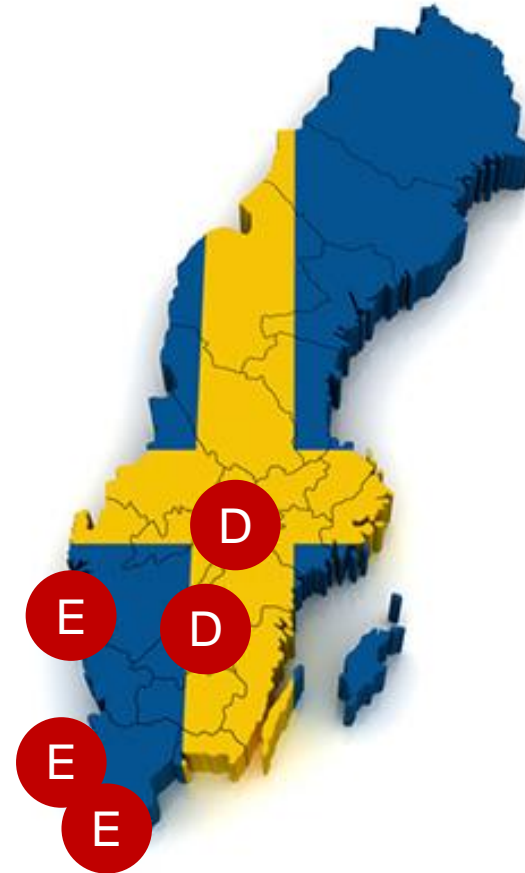
Large distances to cover to reach most international supply and sales markets

*We need to be skilled at logistics and goods transport*



# Entry and distribution points to Sweden

- The main entry points to the international markets are found in the west and southwest.
  - Gothenburg
  - Helsingborg
  - Trelleborg
- The main distribution locations are found in the centre, half-ways to Stockholm
  - Jönköping
  - Örebro/Hallsberg



# Vital node Gothenburg

## Vital city

- Second largest city of the country
- Core of the region and western Sweden
- The most expansive region in Scandinavia

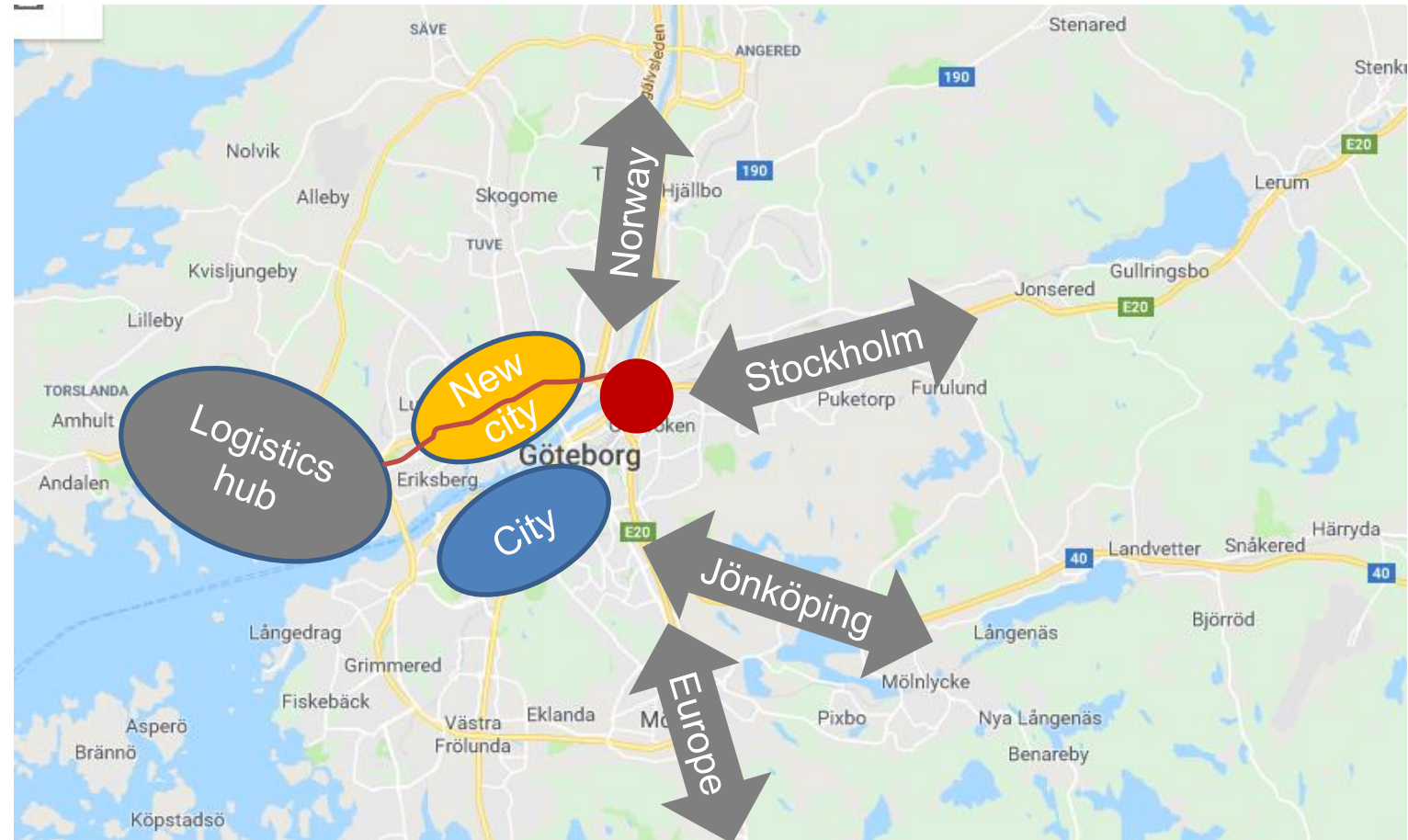
## Vital logistics hub

- No1 logistic location in Sweden for years and years
- Home of the largest port in Scandinavia
- Home of Volvo Cars and many others
- Growing distribution point for Sweden and Norway



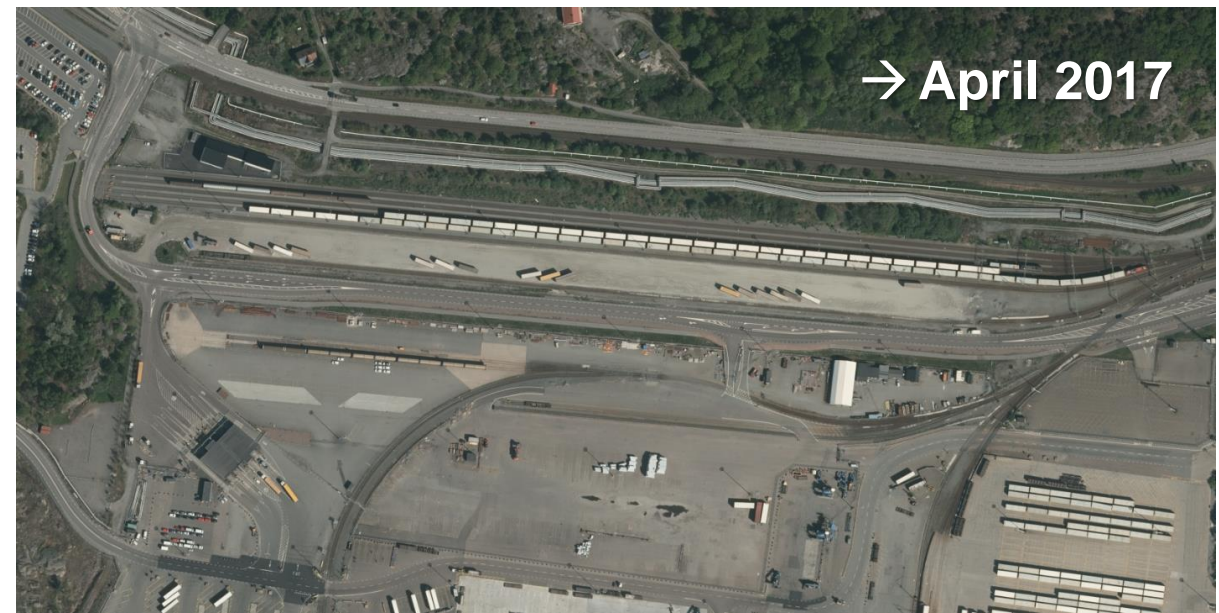
# The Gothenburg challenge

- Logistics hubs located on an island, in the western part of the city
- Majority of transports need to pass through city centre
- National road network cuts through city centre
- City requests to transform main supply road
- **Need for a common master plan!**



# Intermodality – the terminal

- Former intermodal terminal of Gothenburg located in city centre
- Need to relocate in order to make way for new infrastructure and city development
- Efficient cooperation between the Transport Administration, City of Gothenburg and Port of Gothenburg
- **Now: modern intermodal terminal in the very heart of logistics activities in Gothenburg => creating opportunities**



# Intermodality – Railport Scandinavia

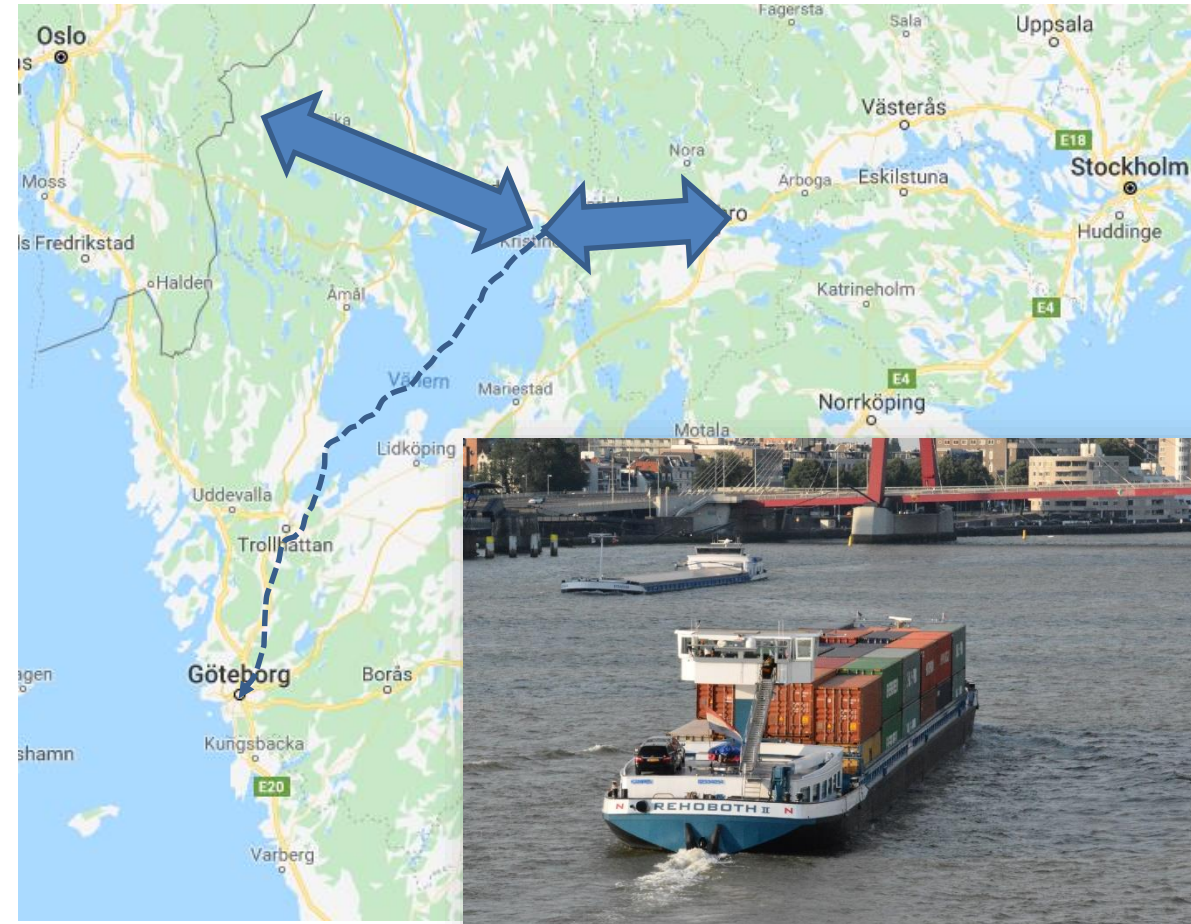
- Built up over more than 15 years
- Today around 20 inland terminals are connected to the Port of Gothenburg
- **60 % of container flows are handled by rail shuttles**
- Port of Gothenburg-Skaraborg Logistic Centre
  - **120 km**
  - Established by the local municipality
  - 1-2 companies provide solid base volume
  - Small (but growing) efficient inland terminal
  - **High capacity transport used to increase “last mile” efficiency**





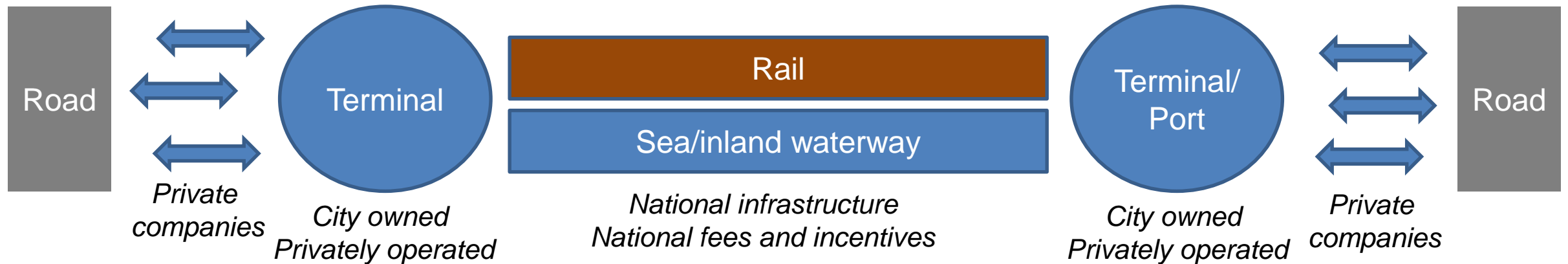
# Intermodality – the medium distance sea shuttle

- Gothenburg is connected to 1 of 2 inland water ways in Sweden.
- Potential to ship containers inland by barges (1 barge = 100 trucks).
- Goods volumes are there, however companies need to make an (unwanted) shift.
- **Relatively small private operator, ports owned by the municipality, infrastructure fees imposed by the national administrations.**



# Experiences

1. Cooperation and common understanding between stakeholders at all levels
2. Administrative level need to understand market needs, the business model and the role of the intermodal terminal:
  - Where and how is business created? The role of infrastructure, incentives and fees?
3. Apply a regional perspective and focus on a selected set of intermodal nodes, where goods volumes are and where investments can be motivated => **creates business opportunities**



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