**Increase in exports to other continents lifts Port of Gothenburg   
  
Despite the downturn in the world economy, strong export trade, particularly to other continents, helped lift freight volumes at the Port of Gothenburg in 2012. This can be seen in a presentation of port volumes for the year presented today.**

With total freight of 42 million tonnes, Port of Gothenburg volumes increased by one per cent during 2012.

"We handle a great deal of Swedish foreign trade and although we noted a slowdown last year it was far from the dramatic events of 2009," says Magnus Kårestedt, Port of Gothenburg Chief Executive.

**Three distinct patterns**Three distinct trade patterns emerged at the Port of Gothenburg during 2012: a rise in trade with other continents coupled with a fall in European trade; an increase in exports and a decrease in imports; growth in freight volumes from the Swedish east coast passing through the Port of Gothenburg.

Magnus Kårestedt explains: "A fall in demand in Europe has forced industry to find new markets farther afield. In 2012, we saw a substantial increase in volumes on our deep sea services to other continents while many of the short sea services in Europe have lost volumes."

Container exports via the Port of Gothenburg, largely paper, wood, steel, vehicles and industrial components, rose during the year by three per cent while imports fell by five per cent.

Two new deep sea services to Asia, in combination with three new rail shuttles, including one to Sundsvall, have led to more companies on the east coast choosing to run their freight through the Port of Gothenburg.

According to Magnus Kårestedt, the chance for companies throughout the country to transport freight for just five to eight hours by rail shuttle straight to the quayside is an attractive proposition. From there they can reach 140 destinations directly without transshipment.

The number of containers transported by rail to and from the port rose by 10 per cent during 2012 – a new record.

**Containers up, ro-ro and cars down**900,000 TEU were handled at the Port of Gothenburg in 2012, one per cent up on 2011 and a new all-time high. Ro-ro traffic (trailers and other rolling goods) fell by four per cent during 2012, closing the year at 534,000 units.

The most significant decrease during 2012 was the number of vehicles shipped – down 31 per cent. This can be attributed largely to the fall in car production at the Volvo Torslanda plant.

**Full speed ahead at the Energy Port**Gothenburg has the largest energy port in the Nordic region. Half of Sweden's crude oil imports pass through the port. Ethanol, diesel, asphalt and a range of other products are also produced. In total, 22.2 million tonnes of energy products were handled in 2012, up 9 per cent on the previous year. The upturn is mainly due to higher volumes at the refineries. One product that has shown a marked increase is diesel – up 35 per cent.

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**Volumes 2012\***

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Percentage change, 2012** | **2012** | **2011** |
| **Containers (TEU)** | 1% | 900,000 | 887,000 |
| **Rail (TEU)** | 10% | 411,000 | 374,000 |
| **Ro-ro units** | -4% | 534,000 | 559,000 |
| **Cars** | -31% | 163,000 | 237,000 |
| **Passengers** | -1% | 1,674,000 | 1,699,000 |
| **Oil, million tonnes** | 9% | 22.2 | 20.4 |
| **Visits by cruise ships** | 33% | 69 | 52 |
| **Total, million tonnes** | 1% | 42 | 41.5 |

*\* All categories of goods are handled at several different terminals by different terminal companies.*

**The past year at the Port of Gothenburg**

**Five new shipping services**

* The G6 shipping alliance to Asia (replaced by a feeder service during the winter)
* Maersk Line to Asia (Maersk’s second direct deep sea service from the Port of Gothenburg)
* CMA-CGM to the Netherlands and Norway
* MacAndrews to the UK and Spain
* North Sea Roro to the UK

**Five new rail shuttles**

* Oslo
* Årsta
* Hallsberg
* Sundsvall
* Jönköping

**All new terminal operators now in place**In January, APM Terminals formally took over as owner of the Container Terminal at the Port of Gothenburg. In April, the EU approved the acquisition of Älvsborg Roro by DFDS Seaways and C.Ro Ports. All the new terminal operators are now in place. (The Car Terminal is operated by the Swedish logistics company Logent and the ferry and passenger terminals are operated by Stena Line).

The new terminal operators have embarked on an extensive investment programme. One example is Älvsborg Roro, which is investing SEK 65 million in terminal development and renewal.

**Cruise record**In 2012, Gothenburg was visited by 69 cruise ships carrying over 80,000 passengers. This can be compared to the five ships that called in 2002, carrying 2,400 passengers. The increase is the result of active collaboration between the Port of Gothenburg and the city's marketing and events company Göteborg & Co.

**New forest terminal**In June, the logistics company RPG Logistics opened a new logistics terminal at Arendal specialising in the forest industry. The terminal handles transshipment of containers carrying forest products brought to Gothenburg by rail or road from forest companies and sawmills throughout the country.

**Port of Gothenburg and Swedish Maritime Administration enter into collaboration**   
The Port of Gothenburg approach planning system and the Swedish Maritime Administration VTS and pilot scheduling system have merged to form a joint traffic centre – **Gothenburg Approach.**

**LNG alliance with Rotterdam**

The ports in Rotterdam and Gothenburg have joined forces to speed up the development of liquefied natural gas, LNG, as a maritime fuel. It will be possible to bunker LNG at both ports when the sulphur regulations come into effect in 2015. In Gothenburg, Swedegas and Vopak signed a letter of intent regarding investment at the LNG Terminal at the port.