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New railway track in Malmö's Energy Port strengthens trimodality

Copenhagen Malmö Port (CMP), together with Scandinavian Tank Storage (STS), St1, and Green Cargo, has taken an important step toward more sustainable and efficient transport. This is achieved through the establishment of a new railway track at CMP's terminal area in Malmö. The new solution enables the handling of liquid bulk via rail in the Energy Port.

The approximately one-kilometer-long railway track in the port area has been in operation since mid-August, with Green Cargo transporting goods from St1's depot in Gothenburg to the STS/St1 depot at CMP's terminals in Malmö.

“With the new railway track, CMP’s role as a trimodal operator is strengthened, optimising the use of transport modes between road, rail, and sea, while Malmö gains more supply alternatives – something particularly relevant given the port’s role as critical infrastructure and the increased focus on preparedness. We are grateful for our customers’ willingness to participate in the port’s development, which will hopefully also inspire more actors to choose rail over road transport,” says Povl Dolleris Røjkjær Ungar, Chief Commercial Officer, Copenhagen Malmö Port AB.

St1 will deliver two to three train sets per week to Malmö.

“For St1, this is an important step toward more sustainable and flexible transport within our supply chain. Through our collaboration with STS, we can now, in addition to our existing depots in Karlstad and Jönköping, also transport fuel via rail to our depot in Malmö. This strengthens both our and Sweden’s preparedness and capacity to secure energy supply. Developing more transport solutions is not only a strategic priority for St1 – it is a societal necessity,” says Mattias Paulsson, Head of Asset Management, St1.

“STS is proud to have been entrusted with handling the daily operations and unloading of the trains from St1. We also see great opportunities to develop new business linked to the rail terminal. A port today is no longer just about shipping, and the demands for new transport modes diversify the port’s role, where efficient rail strengthens competitiveness. We are convinced that efficient rail logistics will increase volumes both on land and at sea in the future via CMP in Malmö,” says Christoffer Lillhage, Director Business Development & Energy Transition, Scandinavian Tank Storage.

One example where demand for rail transport in the liquid bulk segment may increase is the handling of liquid CO₂ – a solution likely to be crucial for achieving climate goals and driving the green transition forward.

“Rail is a central part of the Swedish transport system – not least because it can handle large volumes in an energy-efficient way while relieving the road network and reducing vulnerability. Through the new track in the Energy Port, our customers get a trimodal solution where each mode of transport is used where it is most beneficial. The result is more stable supply chains, better capacity utilization, and lower climate impact,” says Björn Nordh, Customer Manager, Green Cargo.

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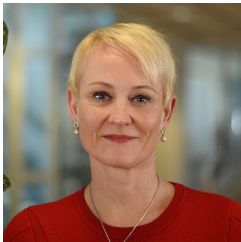
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