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Shipping and Sweden's Core Ports must have higher governmental prioritisation

More than half of all Swedish imports and exports are via Sweden's Core Ports. This makes the Core Ports the most important ports for Swedish commerce. Despite this, the national status of the Core Ports and how such status is differentiated in the planning of Sweden's infrastructure is unclear. The status of the Core Ports must be clarified by the Swedish Government and Parliament, and must be recognised in national infrastructure planning.

Ports of Stockholm, Port of Gothenburg, Port of Trelleborg, Copenhagen Malmö Port (CMP) and Port of Luleå have all been designated Core Port

status by the EU. This means they have been classified as some of the most important ports in Europe. They have a central role in the development of European transport corridors and networks.

The governmental infrastructure bill presented during the spring includes no new investments or state funding for shipping and ports. The prioritisation of Core Ports that has long been recognised by the EU is completely lacking at Swedish national level.

“The Swedish Government must take greater responsibility for investment in the crucial infrastructure of the Core Ports. Each port is unique and has different business operations. Our Swedish Core Ports offer efficient logistics systems that create high societal returns on the investments made. These investments include railway lines, connecting roads, sustainable transport solutions and research and development activities,” explains Ports of Stockholm Managing Director, Thomas Andersson, speaking on behalf of the Core Ports.

To ensure that Sweden’s Core Ports maintain their high position in the EU transport corridors, the Swedish State needs to take greater responsibility for the crucial connection infrastructure that is not part of the ports’ mandate or respective sphere of influence. By investing in the Core Ports, where the flow of goods is highest, the benefits to society are also greatest. Sweden aims to achieve the goal of 70 percent carbon dioxide reduction for domestic goods transport by 2030. The EU also has the goal of carbon dioxide reduction in the transport sector in accordance with the European Green Deal. That is why significant funding is needed for climate investments in Swedish ports.

“The Core Ports are already making many major environmental investments, but to be able to implement more measures, increased State commitment is also required when it comes to funding climate and environmental initiatives. Therefore, it is important that, for example, investments in the railway are made to remove bottlenecks at, for example, the freight yard in Malmö so that more goods can move from road to rail and sea freight, and thereby increase the pace of the green transition,” concludes Barbara Scheel Agersnap, CEO, Copenhagen Malmö Port.

The Core Port concept becoming a recognised tool for prioritisation in Sweden from now until 2030 is a prerequisite for Swedish Core Ports to continue to be leading ports and to consolidate their positions as important

logistics nodes in the European transport system.

Links to photos on Flickr

[flic.kr/p/2n3LhZ2](https://www.flickr.com/photos/2n3LhZ2/) - Map of Core ports and transport corridors

[flic.kr/p/2n3KDRC](https://www.flickr.com/photos/2n3KDRC/) - Stockholms Hamnar Värtahamnen/Frihamnen

[flic.kr/p/2n3EGby](https://www.flickr.com/photos/2n3EGby/) - Göteborgs Hamn

[flic.kr/p/2n3EGaB](https://www.flickr.com/photos/2n3EGaB/) - Trelleborgs Hamn

[flic.kr/p/2n3KMi6](https://www.flickr.com/photos/2n3KMi6/) - Copenhagen Malmö Port

[flic.kr/p/2n3NZCu](https://www.flickr.com/photos/2n3NZCu/) - Luleå Hamn

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Port of Trelleborg

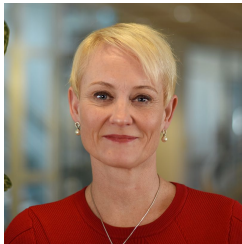
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