



THE SWEDISH  
GOODS TRANSPORT CORRIDORS

Follow-up since 1997

Summary in English

## Background

In 2002, SIKA carried out a follow-up of the goods transport corridors on behalf of the Goods Transport Delegation. The corridors within and outside Sweden which can be considered as being particularly important for the provision of transport services in Sweden at present and over a time period of 10 to 15 years were identified and analysed in SIKA rapport 2001:1 *Corridor analyses for goods transport*. The corridor for which model simulations were made covered three-quarters of the long-distance Swedish goods transport, measured by weight and by value.

The task of the current project is to follow up the identified goods transport corridors since 1997 with the aid of statistics, traffic measurements and timetables. There is also a short description of the use made of the corridor concept in infrastructure planning.

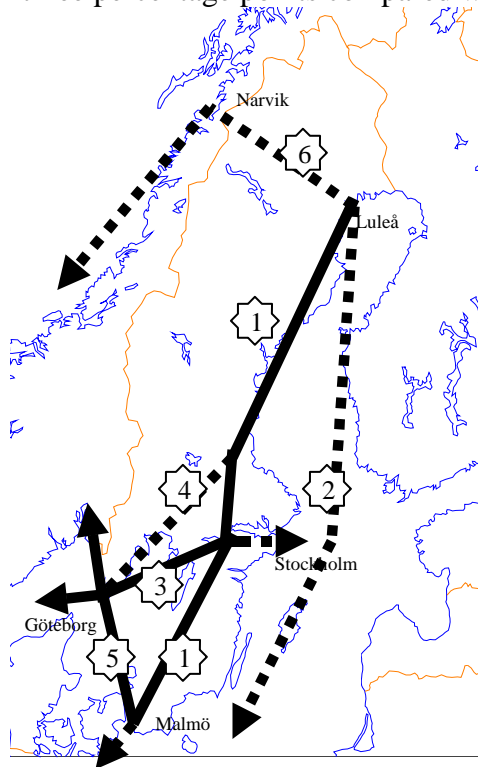
The report has been produced by Inge Vierth and John McDaniel, SIKA, in collaboration with Anders Bornström, National Road Administration, Petter Wikström, National Rail Administration, and Henrik Swahn, Swedish Maritime Administration.

## The Swedish goods transport corridors

The report is introduced with a description of economic development since 1997 and the development of the quantity of freight transported and freight transport performance. To follow up the land transport flows, we have used the National Road Administration's traffic counts and the National Rail Administration's timetables at a number of measurement points on and outside the defined goods transport corridors in 1997 and 2001. We have made use of port and shipping statistics to shed light on the development of the number of port calls, goods vehicles, railway trucks and containers. However, the development of transport for specific sections cannot be shown due to secrecy regulations.

The follow-up shows that the goods transport corridors identified are robust, although minor shifts within and between corridors have taken place. Based on the traffic counts, the identified corridors' share of the total lorry transport was 63 per cent in 1997 and 2001. The share of the corridors of rail transport, measured

as the number of planned freight trains, is stable at over 80 per cent. However, the importance of the corridors has decreased somewhat for sea transport. The goods transport corridors identified accounted for 84 per cent of ship port calls in 2001, which is a reduction of three percentage points compared with 1997.



**Schematic presentation of the six most predominant Swedish goods transport corridors, based on value (continuous) and weight (continuous dotted line).**

*Corridor 1:* There is a clear north-south land-based corridor in the section Luleå–Mälardalen–Malmö/Trelleborg with an extension to the continent. This corridor complies with the criteria both for weight and value. Translated to present infrastructure the corridor mainly corresponds to the European Highway E4 (Helsingborg–Haparanda), the main railway line through northern Norrland, the main northern line, the East Coast line and the main southern line.

*Corridor 2:* Sea transport along the Baltic coast complies with the criteria for weight but not for value.

*Corridor 3:* Gothenburg–Stockholm (principally, European Highway E20, national road 40 in combination with E4 and the main western railway line) complies with both the criteria. This corridor also has extensions in both directions for sea transport corridors: from Gothenburg westwards and from Stockholm eastwards.

*Corridor 4* from Norrland via Hallsberg to Gothenburg (including the Bergslag railway line, the goods corridor through Bergslagen, European Highway E18 and national road 67) only complies with the weight criteria.

*Corridor 5* along the west coast Norway–Gothenburg–Malmö (European Highway E6) Svinesund–Trelleborg, the West Coast line and the Norway link complies with both criteria. The corridor continues in Norway. The transport corridor Oslo–Svinesund/Kornsjø is Norway's most important transport corridor international passenger and goods transport.<sup>3</sup> On the land side, parts are included in the Nordic triangle and the EU Trans-European Network (TEN-T).<sup>4</sup>

*Corridor 6* The Iron Ore railway line with the sea transport connection from Narvik in Norway finally constitutes a corridor of its own with the focus on weight but not on value. The corridor is one of the eight Norwegian transport corridors (Bodø–Narvik–Tromsø–Kirkenes with an arm to Lofoten and Sweden, Finland and Russia).

Our review relates to a short period of only four years characterised by a strong economic upswing followed by a downturn in economic activity. It is also important that we have only been able to study overall development features. The fact that the overall picture indicates that the pattern is stable and that previous development trends are continuing thus does not exclude that different underlying development lines can be less clear and even include trend reversals of various kinds.

The corridors are used by the transport agencies and other agencies for infrastructure planning, among other purposes. There is no systematic compilation of how different transport policy measures and infrastructure investments are distributed among the identified goods transport corridors and other infrastructure. Taking into consideration the large volume of freight and traffic on the goods transport corridors, it is reasonable to assume that objects of investment within the corridors can often produce a large social net benefit. Each object of investment should, however, be evaluated on the basis of its social net benefit regardless of whether the investment is part of a goods transport corridor or not. The corridors are cross-border and it should therefore also be possible to use them in international work, for instance, in conjunction with the development of the trans-European transport networks and in Baltic Sea collaboration.

The corridors can also be important for targeting various measures carried out for environmental and security reasons to obtain the greatest possible impact in environmental and security effects (traffic safety, hazardous goods shipments, preparedness to counter terrorism etc.).

Special emphasis is placed in the follow-up on goods transport flows to and from Eastern Europe, since the development of these flows was very difficult to assess when SIKAs earlier study was carried out. Trade with the Baltic republics, Poland and Russia increased from 1997 to 2001 by 43 per cent in current prices (and by over 90 per cent up to 2003). Growth in volume transported (tonnes) was more modest, however. This increase was 5 per cent up to 2001 and 35 per cent to 2003. It is primarily due to a substantial growth in East European trade that the number of ship port calls in the coast section Karlskrona–Trelleborg increased by 13 per cent between 1997 and 2001.

However, it does not seem to be justified to revise the previous national goods corridors, taking into consideration the freight flows to and from Eastern Europe, at least not according to the criteria for weight of goods and value applied to date. Taking into consideration future development, that can include increasing trade with the Eastern European countries and expanded transit traffic through Sweden, a better basis is required in order to make a long-term assessment.



THE SWEDISH INSTITUTE FOR  
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