



## A new transport landscape is emerging

**Mälardalen's unique regional demographic and dynamic will mean bigger and bigger transport volumes. Consumption and production power are both increasing in Stockholm – Mälardalen. This is in line with what is often called the emergence of a mega city, albeit in a smaller format. The same pattern can be found on the eastern side of the Baltic Sea. This gives the Baltic Sea region a unique and powerful dynamic with a fantastic potential that is only threatened by unstable geopolitics, housing shortages or weak supply chains.**

As foreign lorries are not included in Swedish statistics, the road network is more charged than the estimations show. This means more transport than was previously

estimated could take to the waterways instead. Highly increased e-commerce with foreign countries and the new consumer behaviour that is emerging are the basis for a transport collapse. Transport volumes will increase sharply in the next few years. Unless goods can be reloaded to waterways with increased short sea shipping traffic, Mälardalen's growth and prosperity are at risk.

Short sea shipping from northern European ports in the Baltic Sea has the biggest potential for offloading land transport. We now have several good examples showing that it works in practice. Both the RoRo traffic and the conventional LoLo traffic that runs at the Port of Oxelösund show the benefits and possibilities. Trailers, marine cassettes and 45 foot pallet wide containers are excellent load carriers for

quick changes from land to sea transport. The conventional feeder traffic with international containers to and from the major hubs in Europe do the same thing. One example is the freight traffic to and from Finland, which is mostly carried by lorry, and most of them travel to or from Mälardalen and the south. This creates a heavy traffic burden in the Stockholm area, not least on the Essingeleden motorway. In the report on the next page, you can read about how waterways are being used alongside roads to relieve the land infrastructure, resulting in a "bypass Stockholm" already today. We meet the future.

We welcome you to the Port of Oxelösund, using existing or new transport systems.

**Erik Zetterlund**  
CEO

**OCTOBER 2017**



**Oxelösunds Hamn AB**

16,5m



Finnmaster

# New line to Nådendal has cut transportation times

**During the summer, Finnlines, in collaboration with the Port of Oxelösund, tested a new shipping line for RoRo traffic between Oxelösund and Nådendal in Finland. The goal was to offer an alternative to Kapellskär, and to create time gains for customers arriving from southern Sweden.**

Between July and September, the M/V Finnmaster ship, which has a load capacity of 1800 metres, sailed on the new line. The frequency was 3–4 times a week in each direction, and the line targeted rolling loads.

“In recent years, our customers from southern Sweden increasingly requested

a faster route to Nådendal. With stricter regulations on driving times, it has become increasingly harder to reach our existing Finnlink line from Kapellskär in time, partly due to the traffic situation in and around Stockholm. We started looking at an alternative and saw that the Port of Oxelösund had the best conditions,” says Rickard Majegård, Key Account Manager at Finnlines.

## **The right location was decisive**

It was, among other things, due to the Port of Oxelösund’s industrial profile and good geographical location that the port was chosen. A direct connection to the E4 was an important factor. In addition, the port could not be located too far south as this would make the sea transport portion too long.

“A round trip to and from Nådendal needed to take around 24 hours. Another crucial factor was that we found the port to be very service-oriented. We were able to meet representatives from many parts of the business, and consistently experienced everyone as being very solution-oriented.

The reception we received was very good, and it was easy to solve problems together. Although it was during the summer months, we got the line up and running very quickly,” continues Rickard.

## **A more sustainable alternative**

The new line between Oxelösund and Nådendal was tested between 11 July



Daniel Johansson  
Production Manager, Terminal

and 22 September. It has meant big gains for the environment as transport is further moved away from the heavily loaded roads to sea traffic. Now the results of the test activities will be evaluated and optimised, for a possible continuation in spring 2018.

“We are very pleased with how the business worked. Operations went very well, and we have a good partnership with the Port of Oxelösund. Our challenge for the future is to reach even more customers and change their way of thinking. Many are stuck in their ways and have not yet discovered the benefits of relocating more land traffic to maritime traffic,” concludes Rickard.

## More RoRo in the future

**Daniel Johansson is Production Manager for Terminal at the Port of Oxelösund. He is very pleased with the project conducted with Finnlines and would like to see an increase in RoRo traffic in the future.**

### **What were the project's biggest challenges?**

Getting the lorry logistics in place, and finding a good solution for working hours. The project was largely carried out during the holiday months, but thanks to the flexibility of our organisation and our employees' commitment we were able to find an effective way of working.

### **Are you satisfied with the result?**

I think we provided a very good service together with Finnlines. We have very good conditions for RoRo traffic at the Port of Oxelösund, with short approaches and direct connections to the motorway and rail services. Today, we work mainly with bulk and break bulk, but I would like to see an increase in RoRo traffic in the future.

# No more odour

For the last few weeks our new incinerator connected to the oil terminal is up and running. The incinerator handles all waist air from the terminal, thus removing odours from the ventilation of the oil caverns. The next step will be to connect the gas return from loading oil vessels to the same system, which will further improve the immediate environment in Oxelösund.



Fredrik Nikander, Project Manager



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Oxelösunds Hamn AB

The port of Oxelösund, POB 26  
 SE-613 21 Oxelösund, Sweden  
 Tel +46 (0)155-25 80 00  
[customerservice@oxhamn.se](mailto:customerservice@oxhamn.se), [www.oxhamn.se](http://www.oxhamn.se)



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