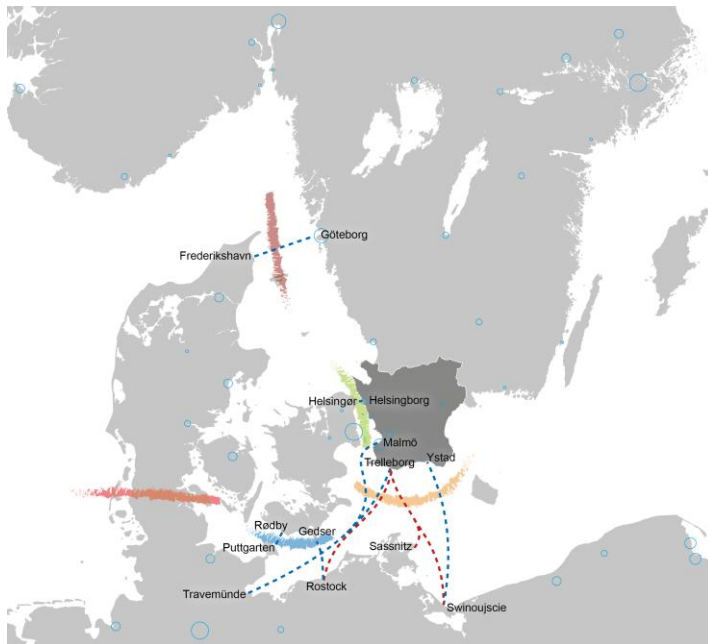


# Freight forecast in the south western Baltic Sea



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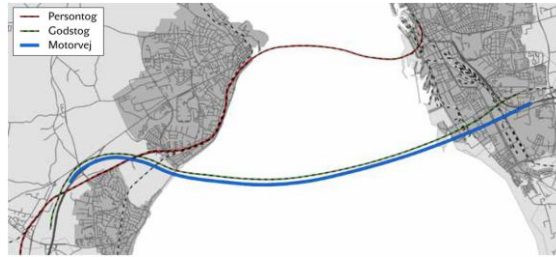
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Lübeck 2011-10-05

# My presentation

1. Background: A new fixed link accross Öresund after the Fehmarn Belt link is completed in 2020
2. Freight flows in base year 2003 – according to "GORM"
3. Freight flows in 2030 - a forecast by Ramböll/Tetraplan
4. Conclusions and cooperation perspecitives

# A new fixed link accross Öresund ?



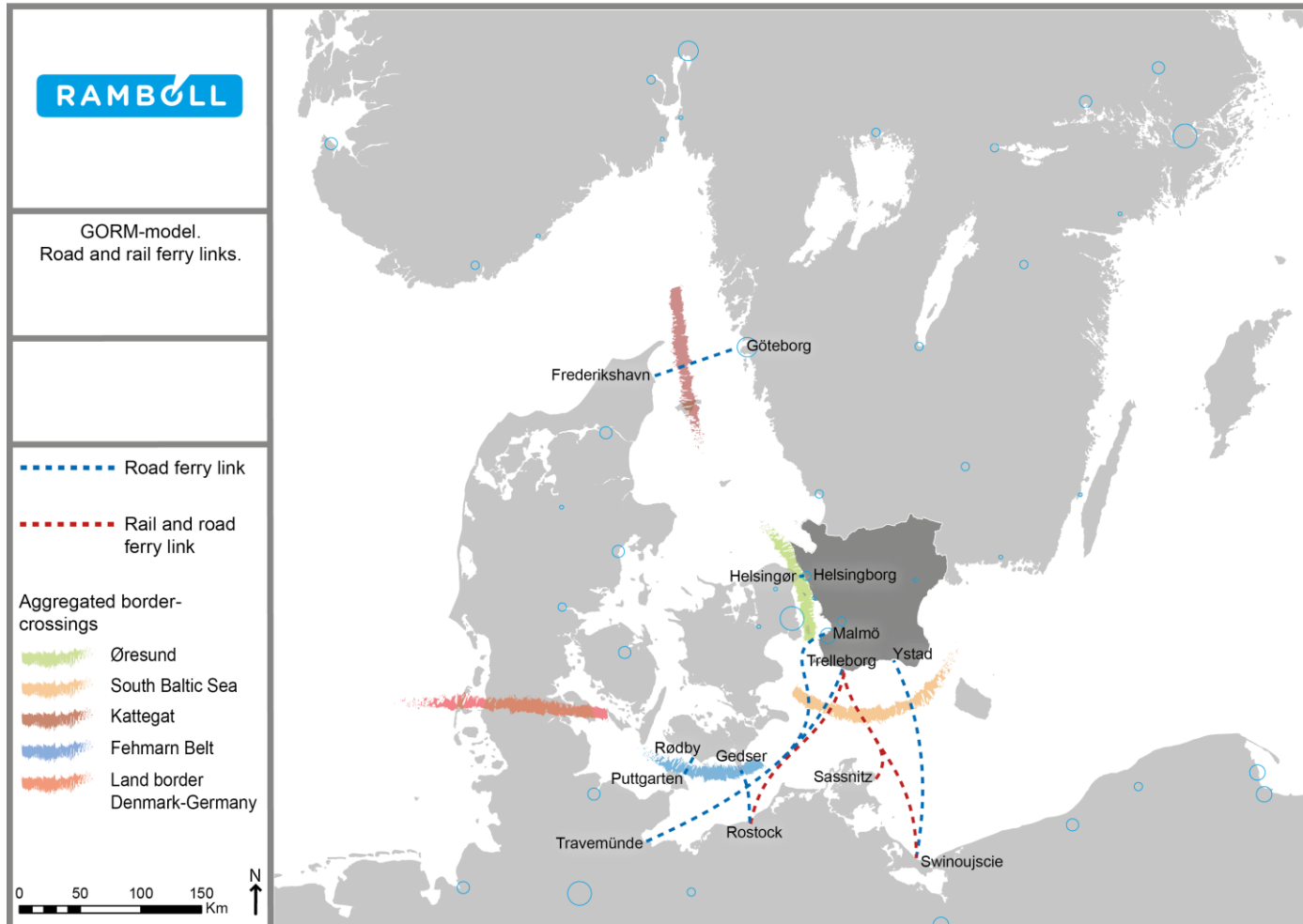
In 2010 the first Öresund fixed link celebrated is 10th anniversary



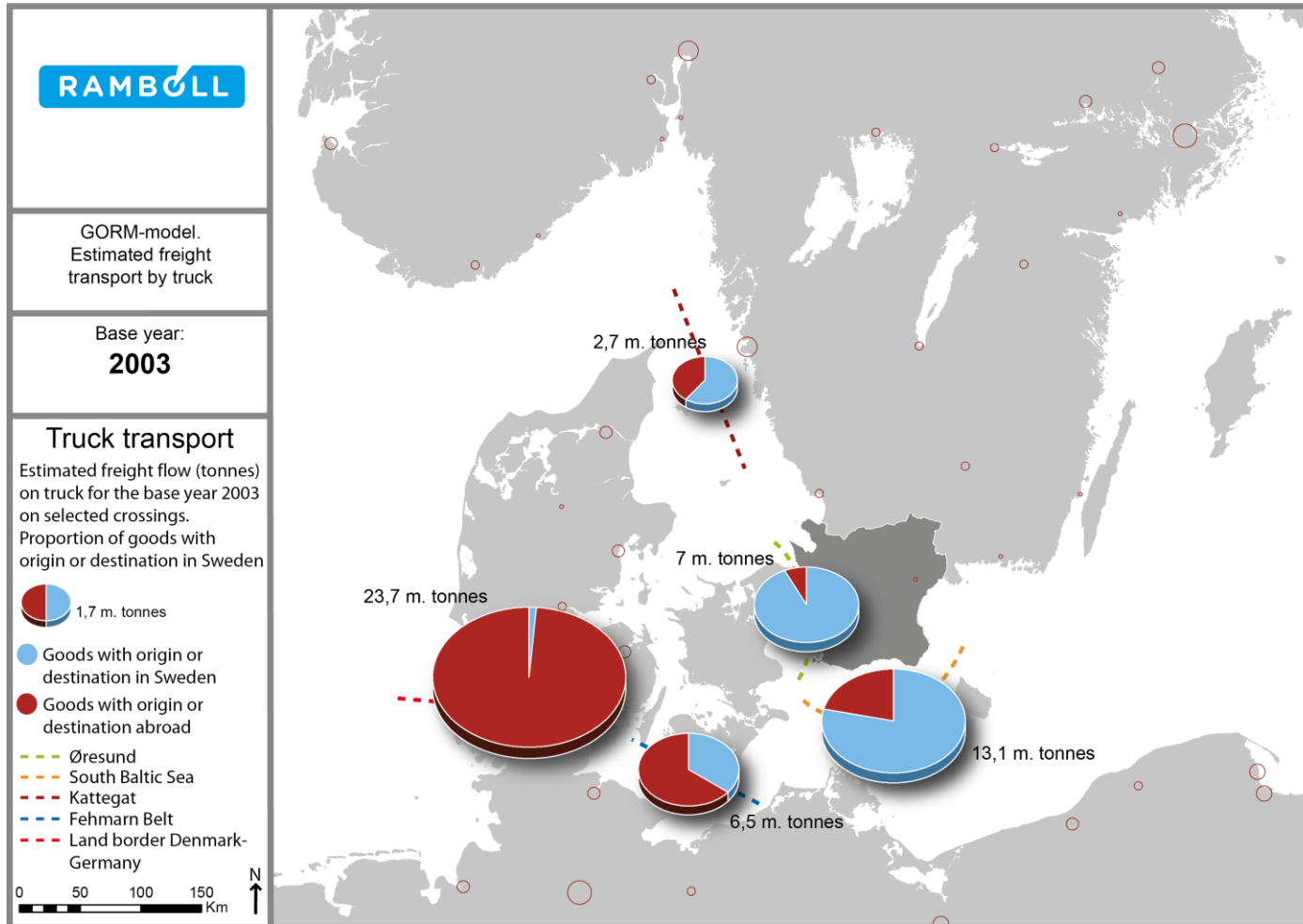
An agreement between made between the Danish and Swedish Ministries of Transport, to study of a fixed link between Helsingör and Helsingborg.

Key question: How will freight transport develop to 2030?

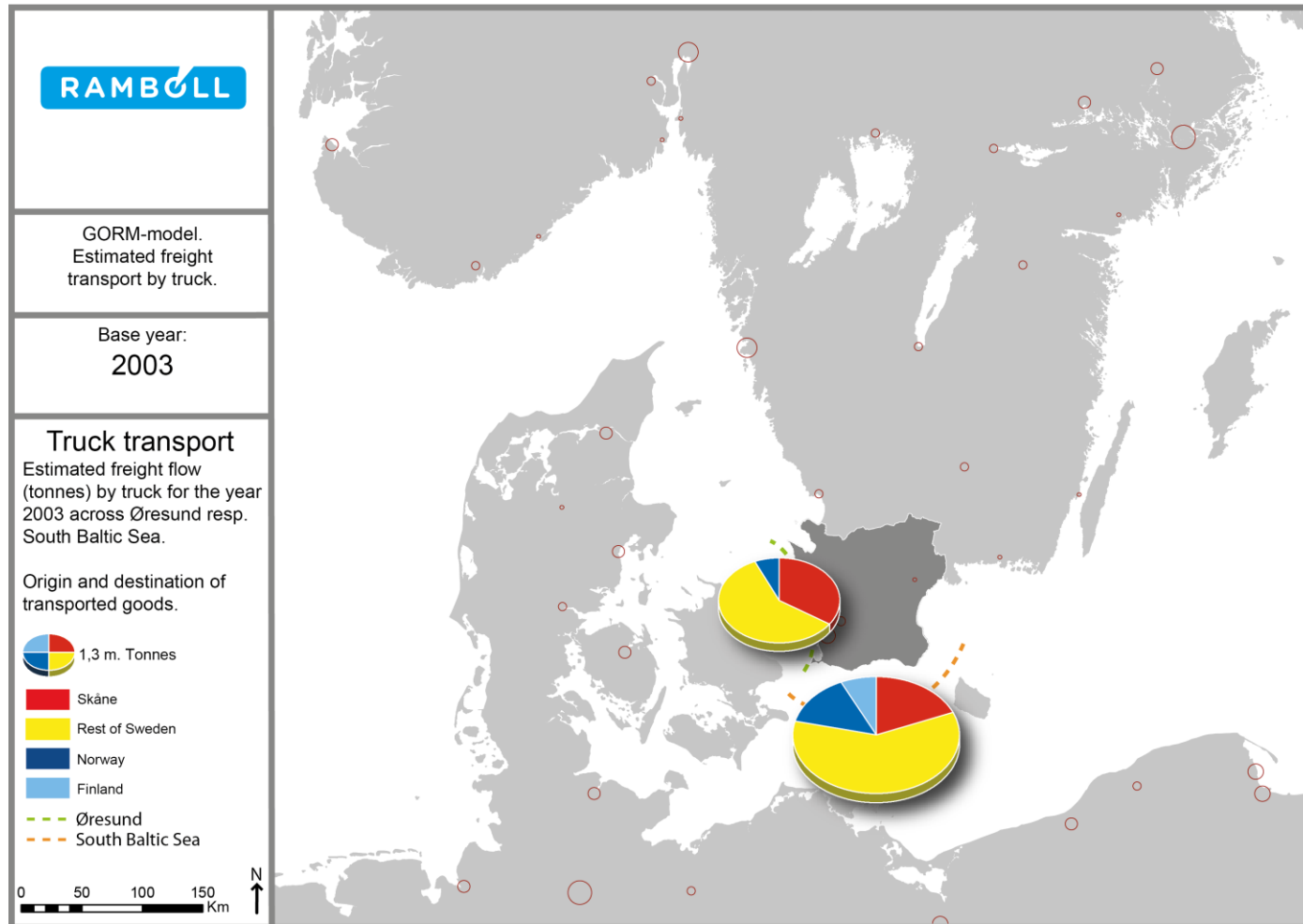
# The study area in the GORM model



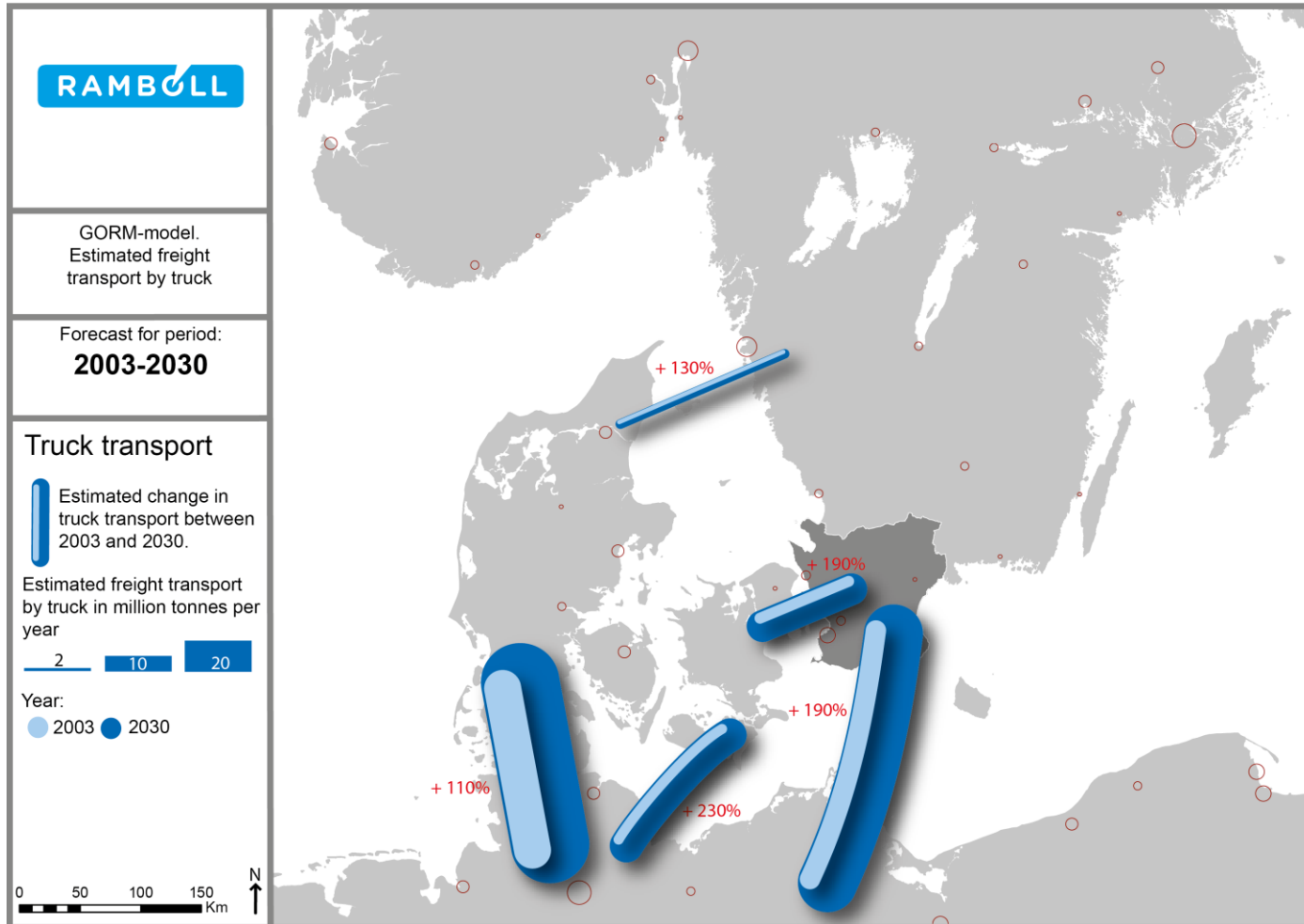
# Freight flows 2003 by truck



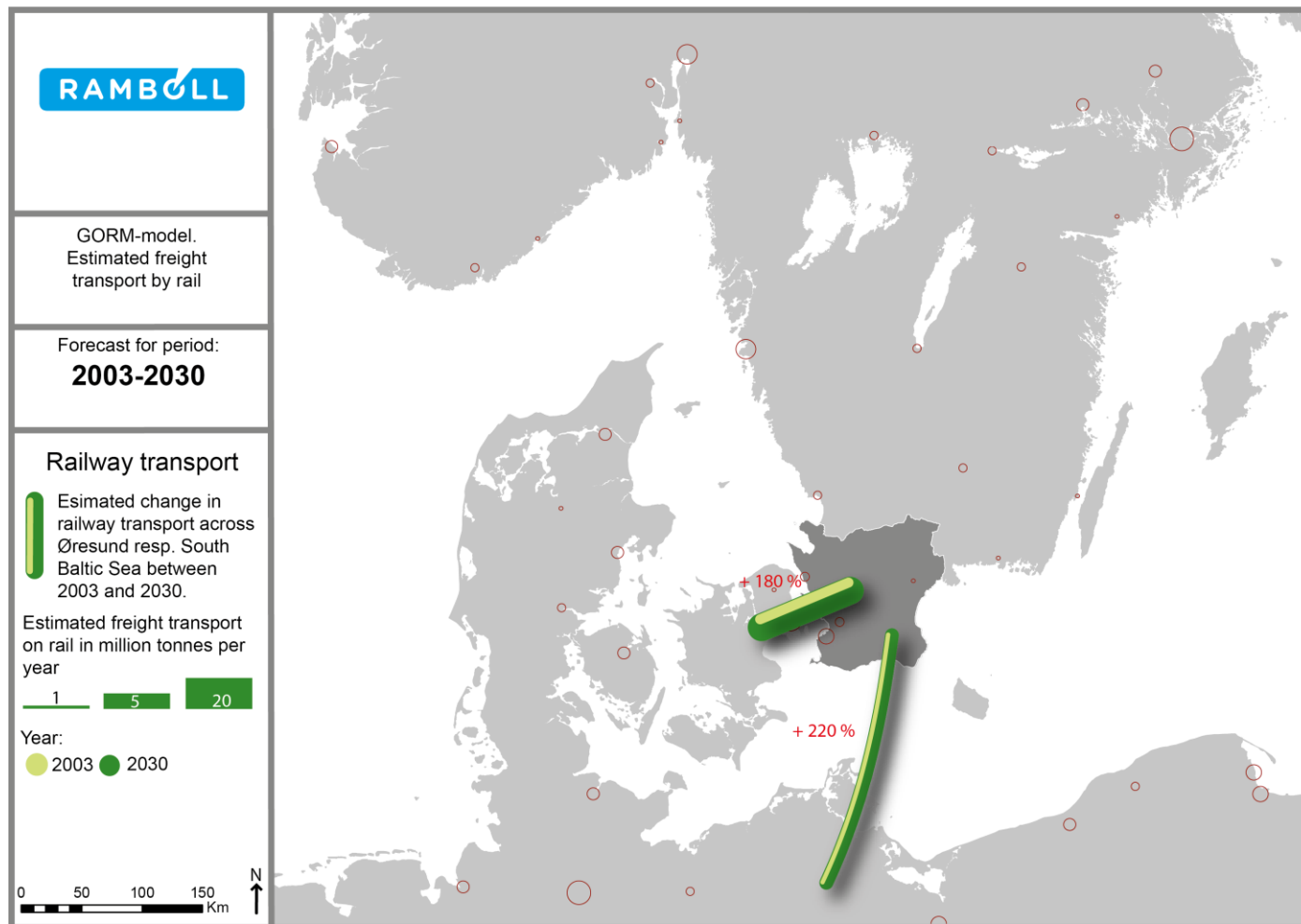
# To and from Skåne 2003 - truck



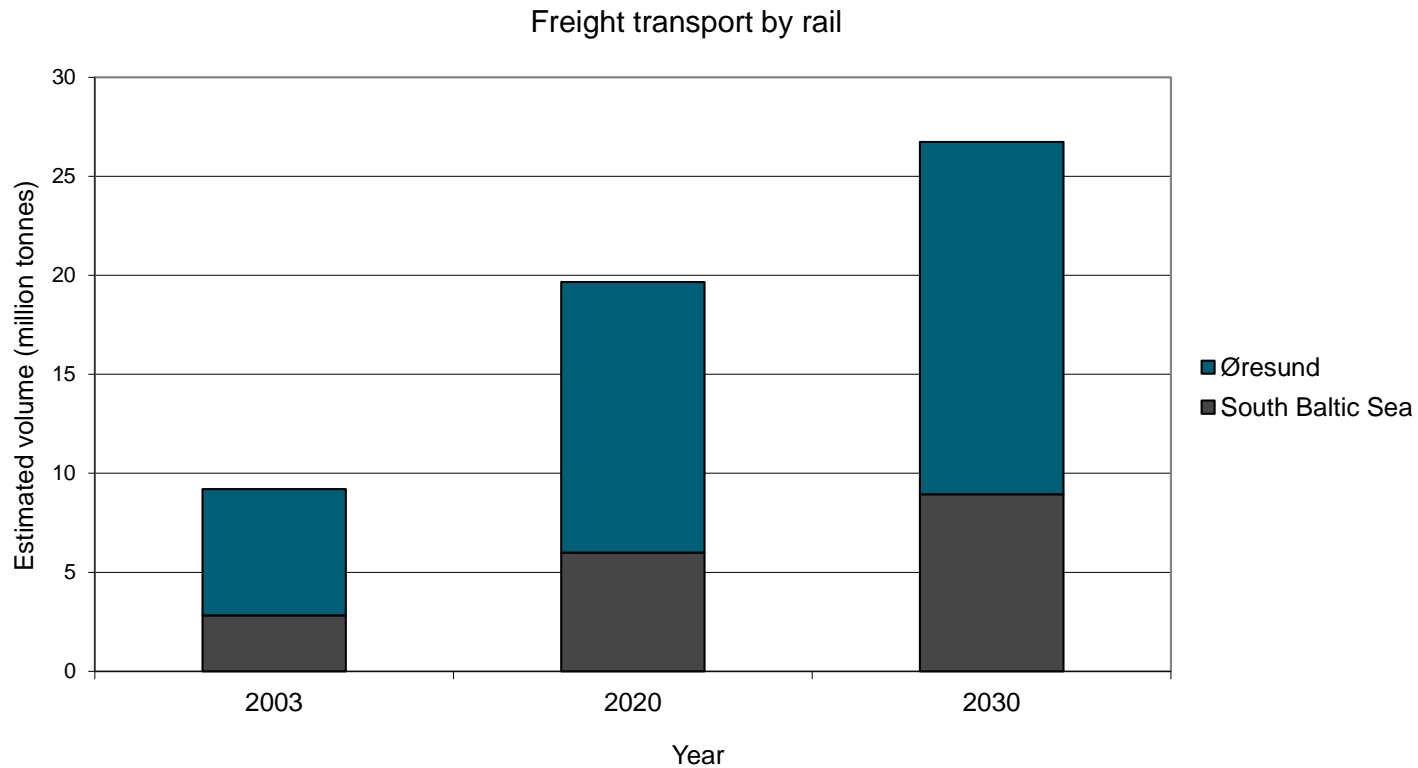
# Forecast 2030 – truck/lorries



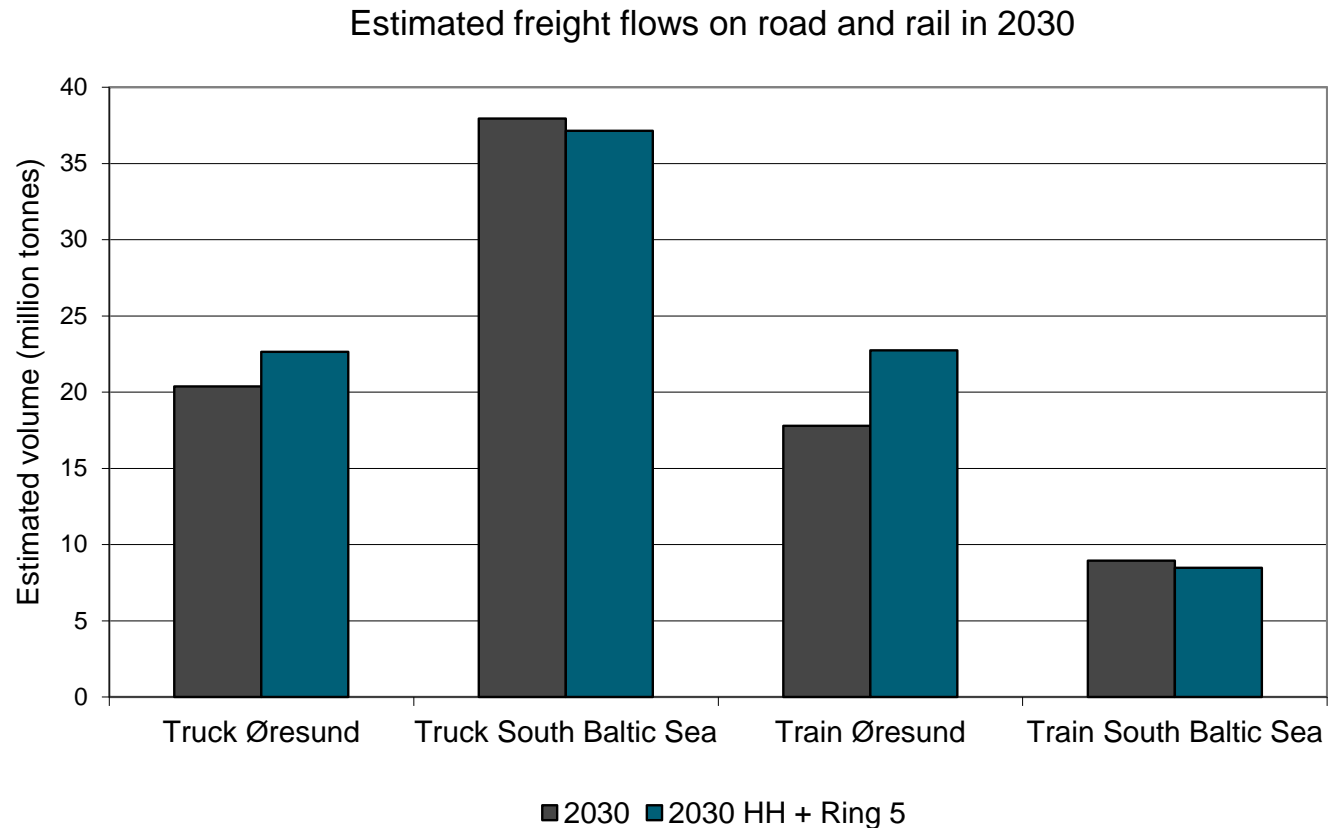
# Forecast 2030 - Rail



# Rail transport 2003 - 2030



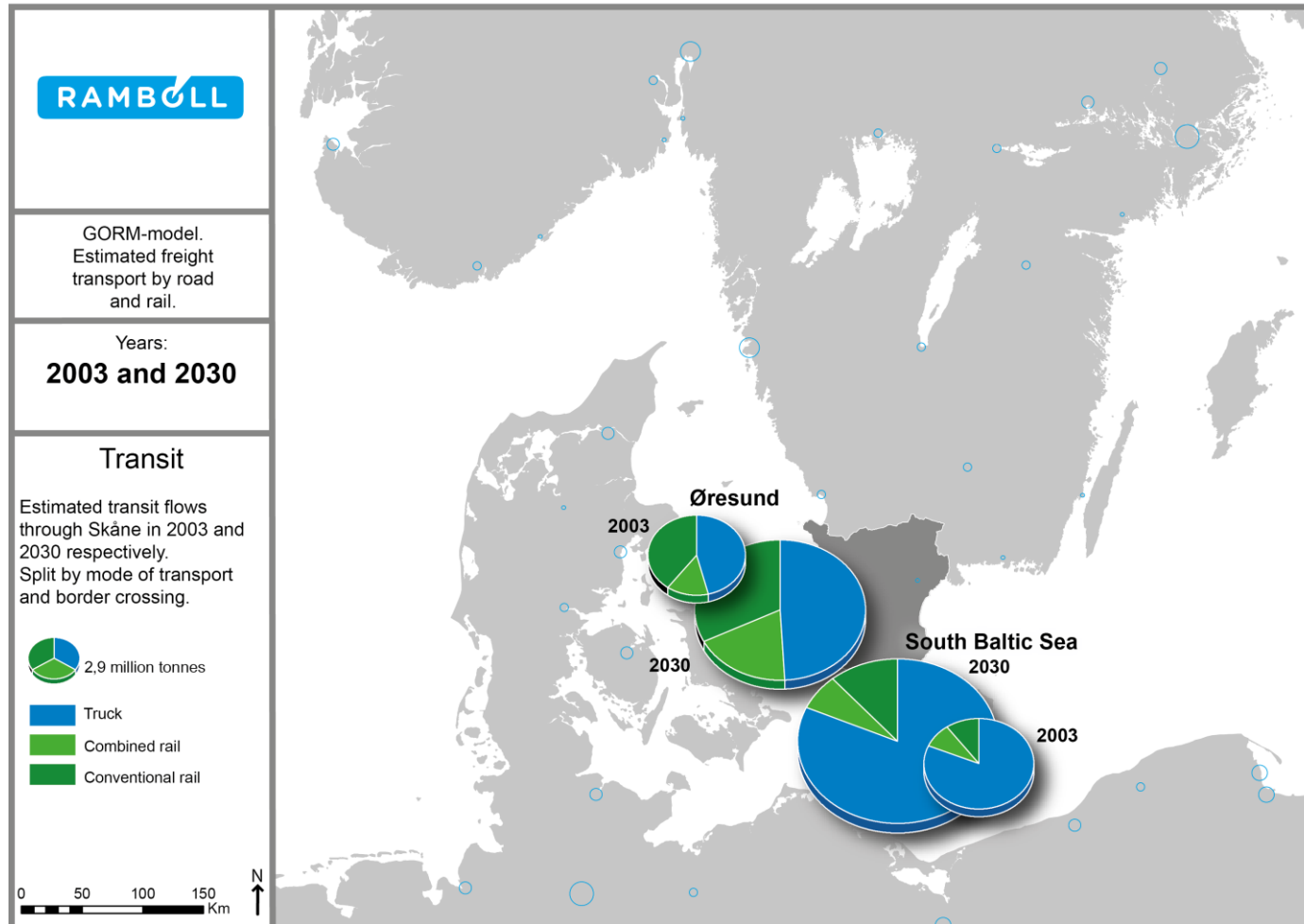
# The impact of a fixed HH-link



# Some conclusions 2030

- To foresee freight flows is a challenge
  - e.g. pricing policies on ferries
  - freight flows is depending on the economy of 3 European countries (at least)
- GORM predicts high growth rates for international transport (27 years), due to assumed development in trade
- Rail will grow slightly more than road towards 2030, but the share rail/road is expected to be unchanged at large.
- A fixed HH-link will raise the rail freight flows across Öresund
- How to we take a corridor concept into these forecasts? (STRING GC, ERTMS corridor)

# Transit through Skåne 2030



# Conclusion – and perspectives

- Combined transport seems to have a growth potential with the Fehmarn fixed link (The model do not take railcapacity into account)
- Scandinavian freight is already concentrated in (potential green) corridors?
- Öresund will be the long-term bottleneck for this development if additional capacity is not provided

## **Cooperation perspectives:**

- The potential for combined transport
- Exchange of forecasts produced in SE-DK-DE

# Thank you

The report is available in English

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**Dietrich Buxtehude** (født [1637](#) i [Helsingborg](#) eller [Oldesloe](#), død [9. mai 1707](#) i [Lübeck](#)) var en dansk-tysk [organist](#) og [komponist](#). Han er mest kjent fra tiden som organist og komponist i [Marienkirche i Lübeck](#), hvor han virket fra 1668 til sin død i 1707