Report

Swedish ports in 2023
Summary and future outlook

August 2024

port monitor

Operational results of the Swedish seaports in 2023

In 2023 total throughput of Swedish ports decreased by 3.4% (-5.7 million tonnes) compared to result in 2022 with a volume of 162 526 thousand tonnes. The drop in a volume was observed in most of the groups in 2023.

The data presented in the report is based on throughput of ports associated in Swedish Ports Organization. Since 2021, the statistics have been covering 45 ports. Please note that in 2022 the Port of Storungs joined the association, therefore the previous data do not take into account the turnover of this port. Also, the data for privately owned ports such as Brofjorden, Slite and Nynäshamns Oljehamn (Nynäs AB) were taken into account – those ports are not members of Swedish Ports Organization, but they are included in the statistics of Top 10 ports in each cargo group. The results of the Port of Malmo for 2022 and 2023 were gained from a different source – directly from the Authority of the CMP. Due to one authority of two ports from different countries, from the received volumes were extracted data for the Port of Copenhagen collected from the Danish statistics.

The Swedish ports' total throughput (both international and domestic) and total turnover in cargo groups such as dry bulk, liquid bulk, ro-ro, containers and other cargo are based on the statistics from Transport Analysis (Official Statistics of Sweden). For the purpose of describing cargo groups more precisely, the report is divided into 8 groups, presenting an in-depth analysis of such cargo groups as mineral oils and other liquid bulk, forestry products, dry bulk, iron and steel, containers, ro-ro and also regular passenger ferry transport and cruise traffic. The data is based on the Swedish Ports Organization, where some private ports, which are of high importance in handling the previously mentioned cargo groups were added to the Top 10 ports statistics.

Since 2018, Swedish ports have been struggling with decreases in overall turnover. The volume of throughput in 2023 is the lowest level in over 20 years (Figure 1). The Swedish market did not recover from the pandemic changes, while more challenges appeared to it. Inconveniencies are caused by geopolitical situation on the world and sanctions between some countries.

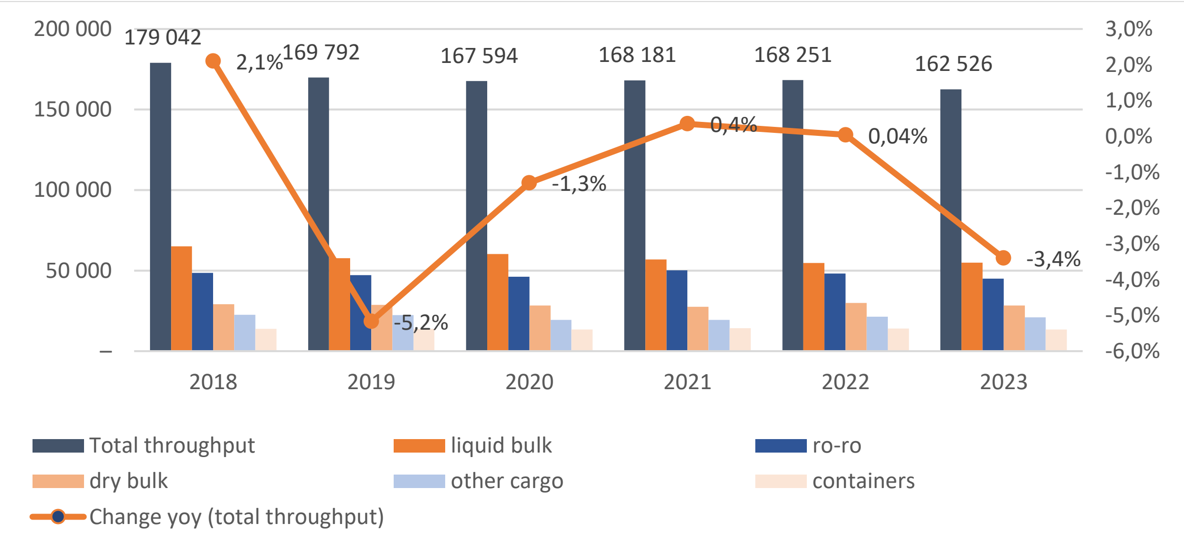

Figure 1. Total turnover of Swedish seaports in years 2018-2023 (thousands of tonnes)

Source: Actia Forum based on Transport Analysis (Official Statistics of Sweden)

The 2023 can be described as a year with rising inflation and poor business conditions, that affected trade and the demand of goods and in consequence the turnover in Swedish ports. Declines were noticed in most of the cargo groups.

The Figure 2 presents the structure of cargo handled in the Swedish ports in 2023. The largest share in the structure has liquid bulk (34%) and ro-ro cargo (28%). It is worth noting that Sweden is the leader in terms of ro-ro cargo turnover in the Baltic Sea. In 2023 the Swedish ports handled 6.8% less goods from this category than in 2022 (-3.3 million tonnes).

The throughput of liquid bulk, mainly mineral oils, slightly increase last year +0.3% to the level of 54.9 million tonnes (+151 thousand tonnes). Mineral oils throughput is concentrated mainly in two Swedish ports, these are: the Port of Brofjorden and the Port of Gothenburg.

Another category handled in the Swedish ports are forestry products. Also in this case, Sweden is the leader in the Baltic Sea Region.

The turnover of the third category – dry bulk – decreased by 5.3% compared to 2022 handling 28.3 million tonnes, and its share in the total throughput is equal of 17% (in 2022 the share was 18%). The turnover of the other cargo is responsible for 13% of the total throughput (same as in 2022) with handling on the level of 21 million tonnes (drop of 2%). The smallest share in the throughput of the Swedish ports is accounted for container handling. In 2023 through these ports handled over 13 million tonnes, which is by 4% fewer than in a previous year.

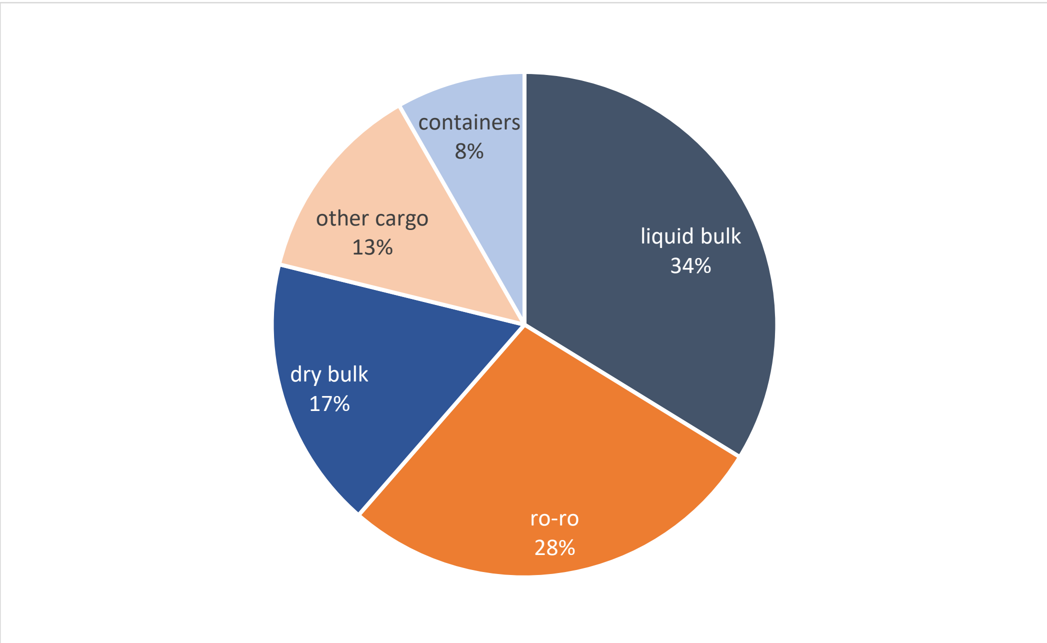

Figure 2. The structure of cargo handled in the Swedish ports in 2023

Source: Actia Forum based on Transport Analysis (Official Statistics of Sweden)

The Top 10 ports in Sweden were responsible for 68% of total Swedish ports turnover and handled altogether 110 467 thousand tonnes (-12.8% less than in 2022). The share of the biggest Swedish port – the Port of Gothenburg (in terms of a total turnover) is 21.9% of total turnover with a volume of 35.6

million tonnes, which is 10.9% less than in a previous year. The turnover of the Top 10 biggest Swedish ports is presented on the Figure 3.

The majority of ports listed in the Top 10 ports ranking are specialized in the handling of the predominant cargo group. Some of those ports are very important in handling ro-ro cargo, especially Trelleborg, Stockholm, Helsingborg, Malmö and Karlshamn. Also, the Port of Gävle is very important in terms of handling containers and the forestry products. Among the Top 10 ports are also ports which focus on the handling of dry bulk cargo – especially coal. Those ports are Luleå and Oxelösund. The busiest Swedish port is Port of Gothenburg, which specializes in the throughput of unitized cargo (containers, ro-ro units). The second position is occupied by the Port of Brofjorden, which handles mainly mineral oils. Its turnover increased by 13.2% y/y and in 2023, the share in total Swedish ports turnover was equal 12.15%.

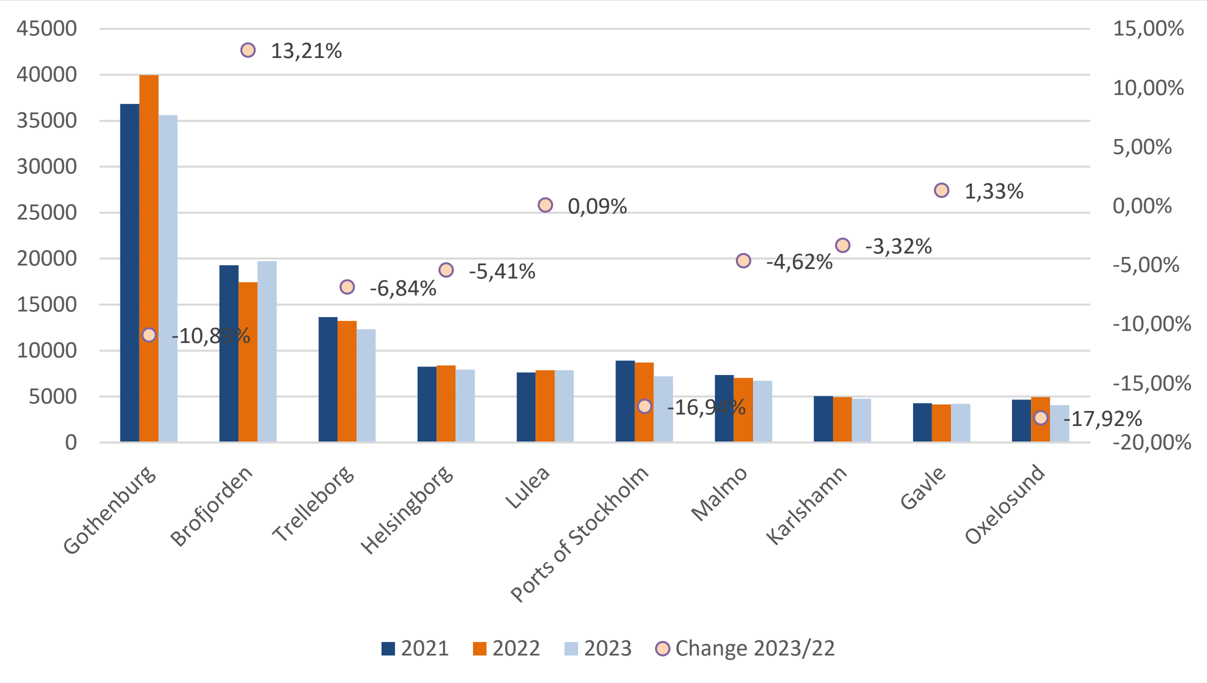

Figure 3. The cargo volumes in the largest ports in Sweden in 2021-2023 (thousands of tonnes)

Source: Actia Forum based on Swedish Ports Organization and Swedish Ports Administration

** Ports of Stockholm are Stockholm, Nynäshamn, Kapellskär and Norvik*

Mineral oils and other liquid bulk

In 2023 the handling of mineral oils and other liquid bulk has decreased by 3.6%. On this change, the biggest impact had lower volume of this type of cargo in the port of Gothenburg (-17.2% or -3 808 thousand tonnes), which was even lower than in 2021. The share of liquid bulk's goods handled in this port in 2023 was 41% of the throughput of the Top 10. It supplies the entire Western Sweden region with diesel and gasoline. Another reason of the drop in this type of cargo was much lower handling in the Port of Malmo, which in 2023 didn't make the Top 10 (decreased volume by 81%).

Despite of the decrease in the throughput of liquid bulk in the Port of Gothenburg in 2023, the share of import of energy products in Sweden via this port increased by 5pp (45% in 2022 to 50% in 2023). In 2023 the second place belongs to the ports in Brofjorden, Stenungsund, Nynashamn together – 37% of the market share.

Last year, the Port of Brofjorden noticed an increase in the throughput of mineral oils and other liquid bulk by 13.2% to the level of 19.8 million tonnes (+2 304 thousand tonnes). Due to this positive change in turnover, the port took a 1st place in the ranking, overtaking the previous leader by 1.4 million tonnes. The port's share in the total turnover of mineral oils was equal 44.7% in 2023.

The highest grow in the handling of mineral oils was noticed in the Port of Pitea. In 2023 this port handled 565 thousand tonnes, which is 29.3% more than in a previous year (+128 thousand tonnes).

In 2023 Sweden decreased its trade of mineral oils with Russia, due to many sanctions. That year the country did not export goods to Russia from the group 27[1] - Mineral Fuels, Mineral Oils and Products of Their Distillation; Bituminous Substances; Mineral Waxes, while the volume of import from this country dropped by 92.4% compared to 2022 (the change of the volume a year before was -74.9%).

In Sweden, LNG/LPG is generally not used as energy for household purposes (heating, cooking etc), hence the ban on Russian gas do not affect Swedish consumers directly. Only indirect, as lack of gas in continental Europe increased demand for electricity, which in turn increased electricity prices, especially in the south of Sweden.

Table 1. Top 10 Swedish ports handling of mineral oils and other liquid bulk in 2021-2023 [thousand tonnes]

No.		2021	2022	2023	Change 2023/2022
1.	**Brofjorden**	19 271	17 446	19 750	**13.21%**
2.	**Gothenburg**	19 236	22 130	18 322	**-17.21%**
3.	**Karlshamn**	1 564	1 691	1 475	**-12.77%**
4.	**Gävle**	1 383	1 119	1 192	**6.52%**
5.	**Norrköping**	1 186	1 136	970	**-14.61%**
6.	**Mälarhamnar**	783	734	735	**0.14%**
7.	**Skellefteå**	698	659	721	**9.41%**
8.	**Pitea**	586	437	565	**29.29%**
9.	**Sundsvall**	589	450	457	**1.56%**
10.	**Södertälje**	416	454	400	**-11.89%**
	Total	**45 712**	**46 256**	**44 587**	**-3.61%**

Source: Actia Forum based on Swedish Ports Organization and Swedish Ports Administration

**One of the ports of major importance in handling mineral oils and other liquid cargo is also privately owned port Nynäshamn Oljehamn. The ports' throughput is approximately 2 million tonnes.*

[1] Data from Eurostat, nomenclature HS2

Forestry

Sweden is one of the largest producers and exporters of forestry products in the world. In 2020 Sweden was the third largest exporter of sawn timber. More than 50% of the forestry export is shipped to Europe, then to Asia and Africa (each of the continents account for 10%) and Americas. 10% of the raw materials, such as pulp wood logs and wood chips for the paper industry and logs for sawmills, are imported.

In 2023, a decreased in a volume of forestry products to 9.4 million tonnes was observed in the Swedish ports (-1.6% or -154 thousand tonnes). The main ports that handle the most of wooden products are the Ports of Halland – in 2023 the throughput increased by 1.9% or +27 thousand tonnes. The biggest increase in the volume of forestry products in 2023 was noticed in the Port of Pitea. This port handled 27.8% more wood products than in a previous year (or +259 thousand tonnes) taking the 3rd place in the ranking, jumping up one position.

The Sweden's main partners in imports of wood and wood products are Norway, Latvia and Finland, which increased its volume in 2023 compared to 2022. The main partners in export of wood from Sweden are: the United Kingdom, Norway and Denmark – last year the increase of export in this commodity group was noticed only to the first mentioned country.

The handling of forestry products in Swedish ports slightly decreased in 2023 after a peak in 2022, but it is still on a high level due to the US demand.

Table 2. Top 10 Swedish ports handling of forestry products in 2021-2023 [thousand tonnes]

No.		2021	2022	2023	Change 2023/2022
1.	**Ports of Halland**	1 177	1 457	1 484	1.85%
2.	**Husum**	1 375	1 434	1 238	-13.67%
3.	**Piteå**	919	933	1 192	27.76%
4.	**Karlshamn**	968	1 165	1 127	-3.26%
5.	**Umeå**	720	859	885	3.03%
6.	**Mönsterås**	743	927	735	-20.71%
7.	**Gavle**	668	578	707	22.32%
8.	**Sundsvall**	669	692	705	1.88%
9.	**Norrköping**	641	851	702	-17.51%
10.	**Skärnäs terminal**	661	681	648	-4.85%
	Total	**8 541**	**9 577**	**9 423**	**-1.61%**

Source: Actia Forum based on Swedish Ports Organization

Dry bulk

The dry bulk cargo in the all-Swedish ports met with a 5.3% (-1.6 million tonnes) decrease of the volume in 2023. Taking into the consideration the Top 10 ports in this cargo group – in 2023 they experienced a decreased throughput by 8.2% or -1.8 million tonnes. The lion's share of the volume consists of iron ore from Luleå, coking coal and scrap for steel production and grain. A fair share of the ore is shipped from Luleå to Oxelösund.

The Port of Storugns noticed a big drop in a volume of dry bulk handling. In 2023 the throughput was 793 thousand tonnes, which is by 39.7% lower or -521 thousand tonnes fewer than in a previous year. This drop made the port the 8th in the ranking, while in 2022 the results allowed it to reach the 3rd place.

The Port of Malmö, due to a different source of data, made a 3rd position among Top 10 Swedish Ports in the handling of dry bulk cargo, with an increase of 3% compared to the results from 2022.

Sweden is a net exporter of grain. Therefore, Sweden was not affected by disturbances in the deliveries from Ukraine and Russia. These volumes were of marginal share in the ports' total throughput. The major volumes of grain handled in Swedish ports are for example export of wheat as well as import and domestic shipments of rape seed. Other dry bulk cargo handled in Swedish ports is cement, with a large production in Slite on Gotland corresponding to 2.5 million tonnes per year, which is distributed to various depots in Sweden and in other directions. From the Slite area also calcium is exported.

Table 3. Top 10 Swedish ports handling of dry bulk in 2021-2023 [thou. tonnes]

No.		2021	2022	2023	Change 2023/2022
1.	Luleå	7 379	7 615	7 629	0.18%
2.	Oxelösund	3 539	4 417	3 636	-17.68%
3.	Malmö*	ND	2 208	2 275	3.03%
4.	Mälarhamnar	1 296	1 312	1 231	-6.17%
5.	Vänerhamn	1 043	1 138	1 167	2.55%
6.	Ports of Halland	1 080	1 055	977	-7.39%
7.	Skellefteå	957	954	935	-1.99%
8.	Storugns	1 137	1 314	793	-39.65%
9.	Gävle	963	1 014	760	-25.05%
10.	Norrköping	877	906	737	-18.65%
	Total	**18 271**	**21 933**	**20 140**	**-8.17%**

Source: Actia Forum based on Swedish Ports Organization and Swedish Ports Administration

** The data differ from the Report of 2022, due to a different source of data – the Authority of the CMP*

** One of the ports of major importance in handling dry bulk is also privately owned Port Slite. The ports' total throughput is approximately 3.2 million tonnes, but we are not able to present only the turnover of bulk cargo in the mentioned port due to lack of detailed data.*

Iron and steel

The market of iron and steel is one of the biggest and dynamically developing in the world. In 2023 the global demand met with a decrease, one more time, marking the third lowest level since the outbreak of the pandemic in 2020. European steel mainly goes to the United Kingdom, Turkey and the United States.

The handling of iron and steel in the Swedish ports also decreased. In 2023 Swedish ports handled 1.9 million tonnes, which is 0.6% or 12 thousand tonnes fewer than in a previous year. A lot of iron and steel are handled in the Port of Malmo, however due to a different source and a lack of detailed data, the result of this port is not included in the table. In 2021 the Port of Malmo handled 287 thousand tonnes and in 2022 – 427 thousand tonnes.

Last year a few of the Swedish ports gained its significance in the handling of iron and steel. These ports are: the Port of Sundvall and the Port of Umea. These ports noted a large growth of throughput in this cargo group, by 312.5% and 1250%, respectively. The surge in the first mentioned port was possible due to its development and agreement to create new terminals with a company SHAB. The throughput rose from 16 thousand tonnes to 66 thousand tonnes in 2023. The port of Umea also experienced a huge surge in 2023 in the throughput of iron and steel, compared to 2022. Last year it handled 54 thousand tonnes of iron and steel, even more than in 2021.

Most of the iron ore from mines in northern Sweden is exported via Narvik in Norway.

Table 4. Top 10 Swedish ports handling of iron and steel in 2021-2023 [thou. tonnes]

No.		2021	2022	2023	Change 2023/2022
1.	Oxelösund	903	723	767	6.09%
2.	Ports of Halland	488	397	336	-15.37%
3.	Sölvesborg	267	281	250	-11.03%
4.	Luleå	134	218	152	-30.28%
5.	Mälarhamnar	129	149	131	-12.08%
6.	Sundvall	0	16	66	312.50%
7.	Falkenberg	51	60	55	-8.33%
8.	Hargshamn	71	56	54	-3.57%
9.	Umea	43	4	54	1250.00%
10.	Kalmar	36	26	53	103,85%
	Total	**2 122**	**1 930**	**1 918**	**-0.62%**

Source: Actia Forum based on Swedish Ports Organization and Swedish Ports Administration

**A lot of iron and steel is handled in the Port of Malmo, due to lack of detailed data for 2023 it was not included in the table; in the years 2021 and 2022 the port handled 287 and 427 thousand tonnes, respectively*

Containers

In 2023 many Swedish ports didn't experience the improvement in container traffic comparing to 2022. The throughput in Top 10 Swedish container ports decreased by 1.15% to the level of 1 570 574 TEUs (-18 295 TEUs). Moreover, the total container turnover for all ports associated in Swedish Ports Organization recorded a decrease another year in a row (1 598 376 TEUs, -2%).

The turnover of containers in the Top 10 Swedish ports account for 98.3% of the container turnover of all Swedish ports. The **Port of Gothenburg** remained the biggest Swedish port in terms of container handling. In this port the volume has increased by 3.5% to the level of 910 thousand TEUs (+30 463 TEUs). It was a record year for the container handling in this port in the port's 403-year history. This port is responsible for around 57% of the container traffic in Sweden, with terminal operator APM Terminals managing the majority of the volumes. This port is also placed as 4th container port in the Baltic Sea region.

The **Port of Helsingborg** reached a second place among the Top 10 Swedish ports, handling 234 389 TEUs in 2023 (-12.8% or – 34 651 TEUs compared to 2022). Due to increased demand of container handling, the authorities of the port have decided to build another container terminal located in the southern part of Sweden, which is to be finished by 2030.

In the **Port of Gävle,** the container turnover increased by 14.3% to the level of 188 404 TEUs (+23 582 TEUs). Thanks to the port's location on the border between two economic regions, it is a central hub for exports, including the commodities in containers. In the fourth quarter, the port of Gavle has doubled the railway capacity at the container terminal. The project has started in early September 2023 and includes the expansion of the railway capacity adding two extra railway tracks. The container terminal is now equipped with four railway tracks leading into the terminal area, consisting of 1200 meters divided. The project is a step forward in expanding the importance of container handling in the area.

In the **Port of Norrköping**, a 15% decrease was observed despite the growing demand for container services between Sweden and Finland.

Due to characteristics of Swedish ports, it can be said that only 4 ports specialise in handling containerized cargo and this is their core business. Other ports ranked in the list of TOP 10 Swedish container ports are together responsible for around 10% of the total container throughput.

Table 5. Top 10 Swedish ports handling containers in 2021-2023 [TEUs]

No.		2021	2022	2023	Change 2023/2022
1.	**Gothenburg**	824 013	879 276	909 739	**3.46%**
2.	**Helsingborg**	270 373	269 040	234 389	**-12.88%**
3.	**Gävle**	145 262	164 822	188 404	**14.31%**
4.	**Norrköping**	118 872	106 931	90 876	**-15.01%**
5.	**Ports of Stockholm***	46 530	50 591	49 262	**-2.63%**
6.	**Ports of Halland**	60 758	46 752	37 665	**-19.44%**
7.	**Mälarhamnar**	22 664	18 824	16 421	**-12.77%**

No.		2021	2022	2023	Change 2023/2022
8.	**Malmö**	31 075	25 620	16 000	**-37.55%**
9.	**Skärnäs terminal**	14 724	16 300	15 350	**-5.83%**
10.	**Ahus**	11 861	10 713	12 468	**16.38%**
	Total	**1 546 132**	**1 588 869**	**1 570 574**	**-1.15%**

Source: Actia Forum based on Swedish Ports Organization

** Ports of Stockholm are Stockholm, Nynäshamn, Kapellskär and Norvik*

Ro-ro and ferry traffic

The ro-ro cargo has a very significant share in the Swedish ports' cargo handling structure. Ro-ro cargo constitutes approximately 28% of total Swedish ports throughput. The total ro-ro cargo turnover of the Top 10 Swedish ports decreased by 7.6% in tonnage and 7.7% in freight units in 2023 (to the level of 2.86 million freight units and 41 million tonnes).

After recovering from the pandemic, ro-ro ports in the south and east coast of Sweden were affected by the war in Ukraine and sanctions on Russia and Belarus. There was not only a loss of trucks going directly to Russia and Belarus, but also trucks with cargo for reloading to container land bridge to China, transported by rail mainly through Poland, Germany and Finland. The moving of trains between China and the EU via Russia/Belarus stopped during 2022.

Last year, almost all ports from the Top 10 experienced a drop in the throughput of ro-ro and ferry traffic. The exception is the Port of Karlshamn (+5.2% freight units, +14.5% of tonnage) and the Port of Umeå (+9.8% in freight units and +6.3% in tonnage).

The biggest ferry port in Sweden, but also in the area of the Baltic Sea, is the **Port of Trelleborg**. In 2023 the port handled 838 thousand freight units, which was 5.2% less than in 2022. In terms of tonnage, 5.7% less cargo was transported – 12.2 million tonnes. Despite this drop, it was noticeable that more people passed through the port (by 6.9%), as well as more passenger cars (by 9.7% more) than in a previous year. In 2023 the King's Route (Trelleborg-Sassnitz) was resumed by high-speed catamaran Skane Jet operating by FRS Baltic, which may have impact on the results.

The second port in the ranking is the **Port of Gothenburg** (marked as the 4th the busiest in the Baltic), which experienced a drop of 3.7% in the freight units and 4.8% in tonnage (to the level of 503 446 freight units and 7 705 thousand tonnes). This is the biggest vehicle port in Sweden offering direct services by sea to North America, Europe, Australia and Asia. Yearly, around 270 thousand vehicles are handled there and shipped to other continents.

The **Ports of Stockholm** also experienced a drop in ro-ro cargo handling. In 2023 the port served 419 253 freight units, which was 15.7% fewer than in a previous year. In terms of tonnage, the decrease was 16.5% (1.1 million tonnes fewer to the level of 5.6 million tonnes).

The fourth busiest port – the **Port of Helsingborg** – is a sea bridge serving the traffic with Danish Port of Helsingør and has a connection with other ports via ro-ro Service North Sea Loop operated by SCA Logistics. In 2023 also this port met with a decrease in handling of ro-ro cargo. It served 411 thousand freight units (10.1% less than in 2022) with tonnage of almost 5 million tonnes (-11.1%).

The Port of Malmo experienced a drop of 3% in the freight units in 2023 compared to 2022. In terms of tonnage, the drop was equal to 3.2% (to the level 4.3 million tonnes). In April 2024 operator Finnlines opened a new route between Malmo and Świnoujście. The capacity of the ship is: maximum 440 passengers and 3000 meters of loading line for passenger vehicles and trucks.

In 2023 in the Port of Karlshamn noticed a growth in number of freight units (+4087 freight units, +5.2% y/y) volume of ro-ro cargo in tonnes (+216 thousand tonnes, +14.5%). The increase in the volume might be impacted by the started in 2022 new routes with Klaipeda. This Swedish port is also connected with Estonia and Germany.

In 2023 a new ferry line was added between Latvia and Sweden. The roro cargo started operating between the port of Oxelosund and the port of Riga under company Wagenborg Shipping Sweden AB. Moreover, in May 2024 a new ferry connection was also started between Swedish Södertälje and Polish Gdynia, operated by the Lakeway Link. In the future the connection will be expanded to Västerås, through the Melar Lake.

Table 6. Top 10 Swedish ports handling of ro-ro cargo in 2021-2023 [freight units and thousand tonnes]

	Freight units				Thousand tonnes			
	2021	2022	2023	Change 2023/2022	2021	2022	2023	Change 2023/2022
Trelleborg	905 369	884 371	838 074	-5.2%	13 603	12 975	12 241	-5.66%
Gothenburg	529 483	523 058	503 446	-3.7%	8 399	8 090	7 705	-4.76%
Ports of Stockholm*	508 847	497 044	419 253	-15.7%	6 985	6 729	5 616	-16.54%
Helsingborg	450 450	456 854	410 939	-10.1%	5 439	5 582	4 964	-11.07%
Malmö**	248 006	276 733	267 933	-3.2%	3 960	4 419	4 278	-3.19%
Ystad	283 201	256 066	219 887	-14.1%	3 328	3 016	2 568	-14.85%
Karlshamn	86 142	78 163	82 250	5.2%	1 715	1 491	1 707	14.49%
Ports of Gotland	46 277	43 279	36 034	-16.7%	703	660	560	-15.15%
Ports of Halland	35 784	33 787	32 891	-2.7%	572	530	486	-8.30%
Umeå	24 583	23 772	26 094	9.8%	500	476	506	6.30%
Oskarhamn	21 982	22 069	20 300	-8.0	374	375	354	-5.60%
Total	**3 140 124**	**3 095 196**	**2 857 101**	**-7.7%**	**45 578**	**44 343**	**40 985**	**-7,57%**

Source: Actia Forum based on Swedish Ports Organization
** Ports of Stockholm are Stockholm, Nynäshamn, Kapellskär and Norvik*
*** The data in tonnage is estimated by Actia Forum*
**** The tables do not include the Port of Karlskrona, where the ferry terminal is mainly owned (51%) by Port of Karlskrona*

Regular passenger traffic

In 2023 total passenger traffic in Sweden amounted to 21.6 million of passengers, which is a decrease by 1.7% compared to 2022. The most popular Swedish port in terms of regular ferry passenger traffic is the Ports of Stockholm. Last year Ports of Stockholm noticed a drop in the number of passengers by 5.7% to the level of almost 7 million passengers. Another popular port is the Port of Helsingborg, which in 2023 served 6.4 million passengers (+0.8% or +50.5 thousand more than in 2022).

Increases were observed in vast majority of Swedish ports. The situation is very similar to other Baltic ports, where after uncertain time for ferry voyages during pandemic, passengers started to choose ferry crossings. Also, in the aspect of the economic slowdown and higher rate of inflation, people will be more willing to choose short-haul trips than long and distant vacations, what may have an impact on increased demand for ferry transport in the near future.

In 2023 there was no available data of passenger traffic in the Port of Malmo, which is one of the Top 10 Swedish Ports. In years 2021-2022 to this port arrived 173.3 and 244.6 thousand passengers, respectively.

Table 7. Top 10 Swedish ports in regular passenger traffic in 2021-2023 [passengers]

No.		2021	2022	2023	Change 2023/2022
1.	**Port of Stockholm***	4 425 016	7 512 425	6 978 445	**-5.72%**
2.	**Helsingborg**	4 009 420	6 317 847	6 368 430	**0.80%**
3.	**Ystad**	2 372 528	2 581 072	2 424 513	**-6.07%**
4.	**Ports of Gotland**	1 726 533	1 808 121	1 705 480	**-5.68%**
5.	**Trelleborg**	1 409 725	1 594 114	1 704 408	**6.92%**
6.	**Gothenburg**	697 772	1 336 836	1 393 024	**4.60%**
7.	**Oskarshamn**	419 540	409 973	420 216	**2.50%**
8.	**Umeå**	107 530	249 776	273 768	**9.61%**
9.	**Karlshamn**	137 925	154 454	200 521	**29.83%**
10.	**Ports of Hallands**	58 689	96 551	107 927	**11.78%**
	Total	**15 364 678**	**21 945 907**	**21 576 732**	**-1.68%**

Source: Actia Forum based on Swedish Ports Organization

** Ports of Stockholm are Stockholm, Nynäshamn, Kapellskär and Norvik*

*** The tables do not include the Port of Karlskrona, where the ferry terminal is mainly owned (51%) by Port of Karlskrona*

Cruise traffic

In general Baltic cruise market experienced changes during 2022 and 2023 caused by the war in Ukraine. Many cruise lines have suspended voyages to the one of the biggest cruise ports – Port of St. Petersburg and tend to avoid calling the ports which are in the closest vicinity to the conflict. The cruise operators decided to call ports located in Sweden, Denmark or Poland instead of calling the Port of Helsinki or the Port of Tallinn, which are located near Russia.

According to the data from CruiseBaltic, 338 vessels called at the Swedish ports in 2023 (129 fewer than in 2022) with a total number of passengers of 553 710 (+7% more).

The biggest cruise port in Sweden, and also one of the biggest in the Baltic, the **Ports of Stockholm** has experienced a drop in number of vessels calls in 2023. That year to this port came 128 cruise ships, which was 77 fewer than a year before, but there were 1.6% more passengers on the board (256 thousand). According to the CruiseBaltic's estimations, these numbers are about to remain on this level in the 2024.

Another important port in terms of number of calls and passengers is the **Port of Gothenburg**. In 2023 at this port called 81 vessels (repeating the last year's record since 2014) with 118 084 passengers on the board (+45.8%). This was a record number of the cruise passengers visited the port ever. To the port mostly coming people from UK, Germany and the USA. The cruise season has started earlier this year, as the first cruise was welcomed in the port in March 2024.

The second most visited cruise port in Sweden is the **Port of Visby**. In 2023 at this port called 102 cruise vessels (-60 vessels) with 168 094 passengers on the board (180 000 in 2022, -6.6%).

In 2023 to the association Cruise Baltic has joined the authority of the port of Ystad, hence its first appearance in the ranking. This port reported 3 cruise vessels calls with 5 500 people on the board in 2023.

Table 8. Cruise traffic in Swedish ports in 2021-2023 [calls and passengers number]

	Calls				Tourists			
	2021	2022	2023	Change 2023/2022 [number of calls]	2021	2022	2023	Change 2023/2022 [passengers]
Ports of Stockholm*	96	205	128	-77	231 722	252 037	256 000	1.57%
Visby	116	162	102	-60	135 000	180 000	168 094	-6.61%
Gothenburg	66	81	81	0	67 883	81 000	118 084	45.78%
Lysekil	0	3	9	6	0	791	6 300	696.46%
Kalmar	0	5	6	1	-	530	1273	140.19%
Malmö	4	6	5	-1	3 000	1 280	3 065	139.45%
Helsingborg	1	5	4	-1	14	1 750	894	-48.91%
Ystad	0	0	3	3	0	0	5 500	
Total	**283**	**467**	**338**	**-129**	**437 619**	**517 388**	**553 710**	**7.02%**

Source: Actia Forum based on Cruise Baltic

** Ports of Stockholm are Stockholm, Nynäshamn, Kapellskär and Norvik*

Summary

- Along the coast, Sweden has more than 50 ports and the ports' total throughput amounted to 162 526 thousand tonnes in 2023, which was 3.4% less than in 2022. The biggest drop was noticed in the handling of roro (-6.9%), then dry bulk (-5.3%), containers (-4%), other cargo (-2.1%) and a small increase of 0.3% was noted in the handling of liquid bulk.

- The 10 busiest ports contributed with 68% of the total volume.

- All groups of cargo experienced a drop in the turnover taking into the account the Top 10 ports in each category.

- The number of cruise and ferry passengers served in Swedish ports increased in 2023 (+11.2% and +3% respectively), while number of cruise vessels decreased by 34%. Due to Russian aggression, many cruise operators were avoiding the ports closer to the East Baltic, in favour of other Baltic ports, including Swedish ports.

Outlook for 2024

The Swedish economy has been in recession since 2023, but it is going to improve in the next few years. It is expected that the Swedish economy will slightly recover in 2024 with the expansion gathering pace in 2025. In 2023 the GDP growth went down by -0.2%, but it is expected to go up in the next two years. In the past few months, the currency value has improved its importance, with a drop in the end of 2023 and beginning of 2023.

The inflation is expected to drop to the level below 2% in 2025, while the inflation rate for April 2024 was noted on the level of 2.4%, dropping from the January's rate of 3.4%. The forecast says that lower inflation and increasing wages may impact on improving the economic situation for households in 2024.

The export of sawn timber remains strong and may stay the same in 2024, as the market is still growing in other countries (USA and Europe).

The market of mineral oils and other liquid bulk is expected to grow. The beginning of 2024 showed a decrease in the prices of fuels, even by few per cent, compared to the prices a year ago. However, the prices are still going to increase, according to the forecast. The reason of growing prices is still unsure geopolitical situation in the world, including conflicts in the Middle East and the extended oil supply cuts. With the limitation of the supply and steady demand, the oil prices will rise in the following months.

Another way to analyse the economic situation is index PMI, presented on the Figure 4. The PMI Index for the Eurozone presents that the economic sentiments still are staying below neutral level of 50 points (45.7 in April 2024). The values of index for the Sweden are more optimistic. The drop in the PMI Index was observed after Russia attacked Ukraine, along with the worsening the economic situation in the whole Europe. Despite, the situation for Sweden may see a good prospective – the index is on the level above neutral 50 for a few months now (50.4 for March, 51.4 for April, 54.1 for May and 53.6 for June 2024). The Global PMI Index started this year with a neutral 50 points and continue to slowly grow.

New sea connections are started between Sweden and Poland which may impact on higher volume in cargo turnover and more possibilities to expand the trade between countries.

Sweden also is investing in offshore wind farms. There are 129 projects of the wind farms. The largest offshore wind farm in Sweden is located in Lillgrund, which has been operational since 2007. New projects include Markbydgen Wind Farm, Södra Midsjöbanken Offshore Wind Farm, Storgrundet Offshore Wind Farm, Kriegsmarinestationen Offshore Wind Farm and Faludden Offshore Wind Farm.

Another aspect is the Chinese market. If their economy improves, the oil price will probably remain on a fairly high level. The container freight levels between China and Europe went back on the same levels as before the pandemic. It will show if increased activity in China will cause the rates to grow again. On the other hand, a recession in Sweden and Europe followed by a slowdown in E-commerce will cause lower demand.

The disturbances in deliveries from China during the last years, the war in Ukraine and environmental aspects might force buyers of Chinese goods in Europe source more in the geographical neighbourhood. Importers in Sweden already confirm they find suppliers for example in East Europe instead. This will result in changes in the logistics chains.

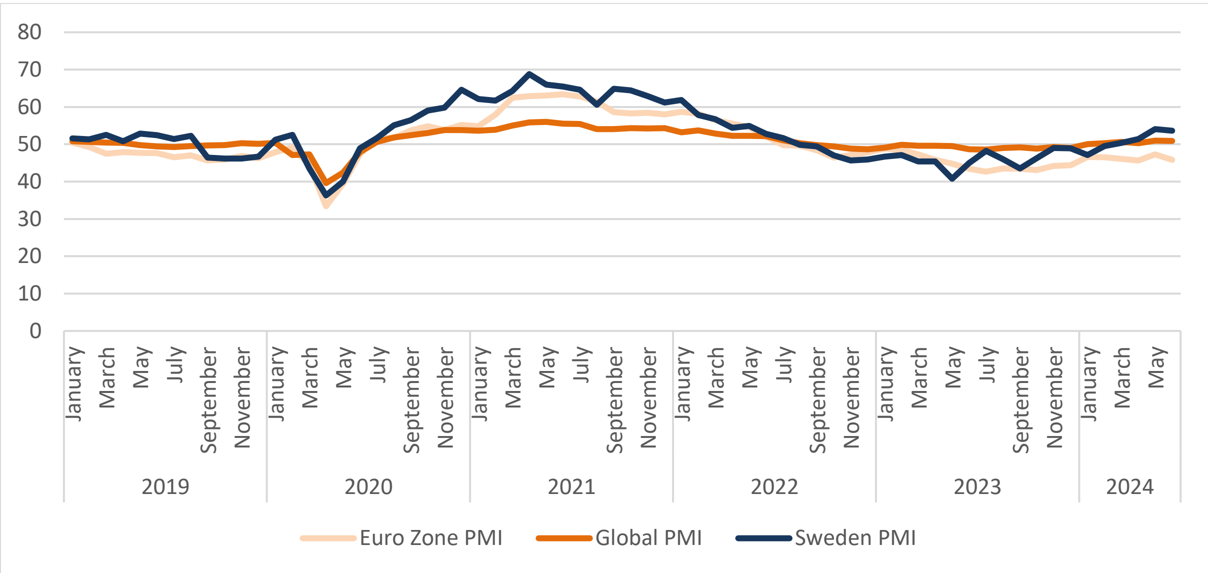

Figure 4. Manufacturing PMI index in Sweden, Eurozone and World in 2019-2024

Source: Actia Forum based on IHS Markit data, July 2024

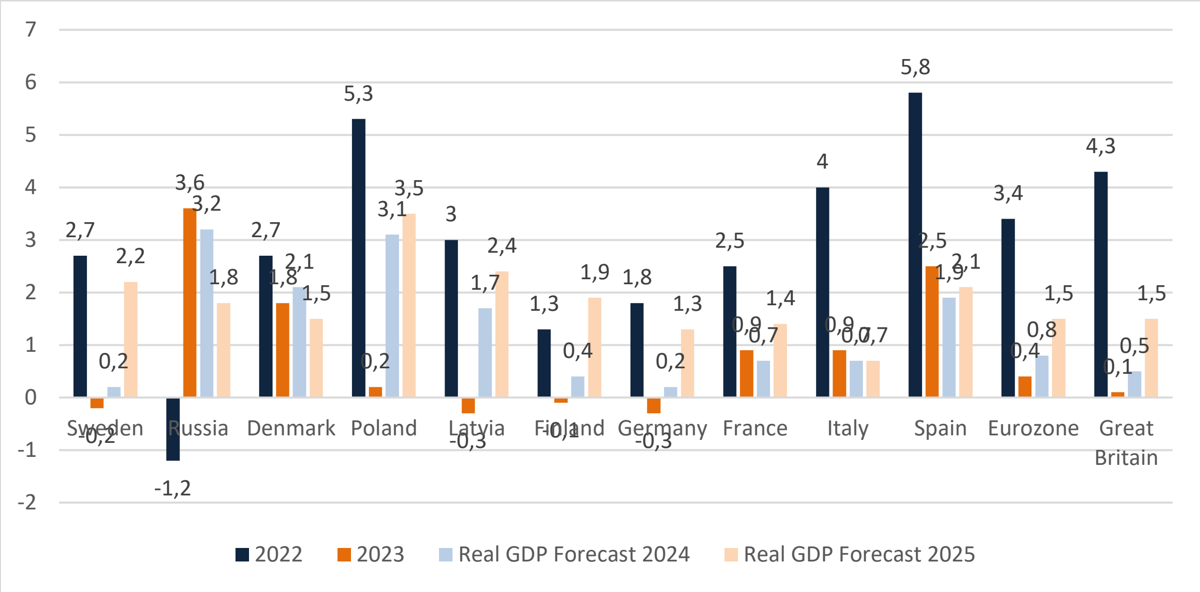

Figure 5. GDP growth forecasts for 2024 and 2025 in Sweden and selected Eurozone countries, Poland, Russia and the UK

Source: Actia Forum based on World Economic Outlook, April 2024

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