

# Transport Statistics 2024

## West Scandinavia



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# Content

Partners 2024 .....	5
Trends .....	6
Key indicators West Scandinavia .....	9
International corridors.....	13
Roads .....	24
Ports .....	27
Airports .....	33
Rail .....	36
Developments in passenger transport work.....	38
Landings of fish .....	41
Data Sources .....	44
Explanation of words.....	46



# Partners 2024

Nordic Transportpolitical Network (NTN) is a regional transport policy cooperation that has existed since 1998. Partners in the network are regions/county councils with common interests in efficient and sustconnections between the regions and between the western Scandinavia and Central Europe. NTN is aiming to create the basis for transport policy decisions and qualifying regional planning of transport and infrastructure. The overall vision is developing transport and infrastructure in effective and sustainable way to create regional development. Participants in NTN are 3 Norwegian county councils and three Danish regions.

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# Trends

Transport statistics 2024 Western Scandinavia contains several key figures for the overall infrastructure as well as the development of passenger and freight transport. There is a particular focus on international transport and on the development of traffic in the international corridors.

The statistics contain figures for the most recent year where figures have been published, 2022 or 2023, as well as the development in traffic over a number of years. Where it has been possible, the development of the past 10 years has been highlighted.

Over the past 10 years, there has been growth in both passenger and freight transport in Western Scandinavia.

The development covers growth until 2020. The years with COVID-19 came to mean a "disruption" with unusually large fluctuations in traffic. From 2022, traffic is coming back to the level from before COVID-19. The development in recent years has been very different from region to region and between the different means of transport. This is elaborated below.

## *Passenger transport*

Car traffic across the borders by ferry, via bridge and by road increased in total by approx. 5% from 2014 to 2019, from 2019 to 2021 car traffic was almost halved, since 2021 traffic has increased again, total car traffic across the borders was in 2023 at the same level as in 2014.

Passenger traffic over the airports in the West Scandinavian focus area increased between approx. 6% in Norway and 18% Denmark from 2014 to 2019. COVID-19 had serious consequences for passenger traffic by plane, the number of passengers fell by almost 80%, the decline was of the same order of magnitude in all 4 countries for which the statistics contain data. Since 2021, the number of passengers via the airports has increased, in 2023 the number of passengers at the same level as in 2014.

Passenger transport work by train increased between 4 and 8% in Norway, Sweden and Germany from 2014 to 2019, in Denmark passenger transport work by train fell in the same period by approx. 2%. During COVID-19, transport work was halved. In 2023, the level was the same as in 2014.

That is overall, passenger traffic is at the same level in 2023 as in 2014.

## *Freight transport*

Lorry traffic across borders by train, via bridge and by road increased in total by approx. 15% from 2014 to 2019. There was a significant difference between the individual corridors. The increase was greatest on the road connections between Norway and Sweden, here truck traffic increased by 35%. On the ferry routes over the Fehmarnbelt truck traffic increased by 20%, across the Øresund by 20% and across the land border in Southern Jutland by 16%. On the ferry routes over the Skagerrak, truck traffic fell by approx. 10%.

During COVID-19, there was continued growth in overall lorry traffic, so that traffic in 2022 had increased by a total of 19% compared to 2014. From 2022 to 2023, there has been a decrease in lorry traffic across borders of approx. 4%. In 2023, total truck traffic across the borders was 13% greater than in 2014, which corresponds to approx. 830,000 trucks per year or approx. 2,300 per day 365 days a year.

Freight turnover with container ships has also been very different from country to country. In Germany, freight turnover via the Port of Hamburg is dominant in the statistics, here the turnover has been declining for the last 10 years. In Denmark, freight turnover with containers has increased approx. 40% from 2014 to 2023. In Sweden, freight turnover with containers over the Port of Gothenburg was at the same level in 2023 as in 2024.

The statistics on freight turnover via the region's airports cover significant differences between the various airports included in the statistics. Three airports: Gardemoen in Norway, Billund and Copenhagen in Denmark account for 90% of the total air cargo in the statistics. For all three airports, there has been overall growth in freight turnover from 2014 to 2023: Gardemoen: 40%, Billund 22% and Copenhagen Airport 13%.

There is a table in the statistics with the total freight turnover by rail in the 4 countries covered by the statistics. The total freight turnover by rail was in 2023 at the same level as in 2014. The development over the entire period, i.e. from 2024 to 2022 has been the same in all 4 countries.





# Key indicators West Scandinavia

Table 1. Area and population

	Area km <sup>2</sup>	Population Jan. 1 2024	inhabitants per km <sup>2</sup>
North Denmark Region	7.933	594.634	75
Central Denmark Region	13.124	1.358.879	104
Region of Southern Denmark	12.206	1.237.413	101
	33.264	3.190.926	96
Østfold	4.004	312.152	78
Akershus	5.895	728.803	124
Buskerud	14.694	269.819	18
Oslo	454	717.710	1.581
Vestfold	2.168	256.432	118
Telemark	15.298	177.093	12
Agder	16.434	319.850	19
Rogaland	9.377	499.417	53
Westland	33.871	651.299	19
Møre and Romsdal	14.356	270.624	19
Innlandet	52.072	376.304	7
	168.623	4.579.503	27
Västra Götaland region	23.956	1.773.015	74
Halland County	5.462	344.931	63
	29.418	2.117.946	72
Schleswig-Holstein	15.804	2.953.270	187
Hamburg	755	1.892.122	2.506
	16.559	4.845.392	293
<b>Total</b>	<b>247.864</b>	<b>14.733.767</b>	<b>59</b>

Table 2. Employment 2023. Number of employees

	Primary sector	Secondary sector	Tertiary sector	... of this Transport	Total
North Denmark Region	12.572	62.062	219.083	9.743	293.717
Central Denmark Region	20.574	141.684	545.931	27.660	708.189
Region of Southern Denmark	22.840	130.781	461.691	30.091	615.312
	<b>56.903</b>	<b>221.994</b>	<b>1.147.827</b>	<b>64.177</b>	<b>1.617.218</b>
Agder County	5.356	32.735	116.328	6.052	154.419
Innlandet County	8.907	37.930	137.299	7.277	184.136
Møre and Romsdal County	9.210	32.024	96.049	7.302	137.283
Oslo County	3.520	34.185	364.672	17.461	402.377
Rogaland County	31.981	48.061	179.258	11.178	259.300
Vestfold and Telemark County	6.175	44.490	158.374	9.136	209.039
Westland County	22.923	62.442	253.198	16.859	338.563
Viken County	12.194	114.057	535.052	34.360	661.303
	<b>100.266</b>	<b>405.924</b>	<b>1.840.230</b>	<b>109.625</b>	<b>2.346.420</b>
Västra Götaland region 1)	12.950	185.739	709.418	42.540	908.107
Halland County 1)	3.860	37.539	132.590	6.511	173.989
	<b>16.810</b>	<b>223.278</b>	<b>842.008</b>	<b>49.051</b>	<b>1.082.096</b>
Hamburg 2)	811	169.475	902.968		1.073.254
Schleswig-Holstein 2)	15.167	241.883	798.132		1.055.182
	<b>15.978</b>	<b>411.358</b>	<b>1.701.100</b>	-	<b>2.128.436</b>
	<b>189.957</b>	<b>1.262.554</b>	<b>5.531.165</b>		<b>7.174.170</b>

**Primary sector:** Agriculture, Agriculture, Fisheries

**Secondary sector:** Manufacturing Industry (textile and leather, wood, paper and printing industry - chemical industry and plastics industry - stone, clay and glass industry - Furniture industry and other industries), Construction, Energy and Water Supply

**Tertiary sector:** Finance and Insurance, Real estate and renting, Business, Public Administration, Wholesale, Retail trade and repair businesses

Notes:

1) Sweden: mining are included in the secondary sector

2) Figures for German regions includes: Sozialversicherungspflichtig Beschäftigte



Ferry routes servicing NTN's West Scandinavian focus area



# International corridors

Table 3. Key figures for the ferry routes in the corridor and passing the Oresund Bridge 2023

		Dist.	Sailing time	Trips	Passengers	Pass. cars and trucks	Trucks
		Km	hours	pr. year	1000/year		
Norway - Denmark	København-Oslo	504	17	700	665	52	3
	Frederikshavn-Oslo 1)	291	9	466	71	22	3
	Hirtshals-Larvik	163	4	1.222	746	266	62
	Hirtshals-Kristiansand 2)	131	3	2.432	1.282	475	38
	Hirtshals - Langesund 3)	154	5		1	0	0
	Hirtshals - Stavanger - Bergen	373 - 558	19		164	66	19
					2.929	880	125
Sweden - Denmark	Helsingør - Helsingborg 2)	5	0,3	48.486	6.352	1.423	410
	Øresundsbron				27.094	7.289	675
	Frederikshavn-Göteborg	93	3	2.914	981	307	138
	Grenå-Halmstad	115	4 1/2	1.062	108	58	32
	Rønne- Ystad	70	2	3.656	1.770	528	6
					36.305	9.605	1.261
Denmark - Germany	Gedser-Rostock	46	2	6.478	1.670	554	153
	Rødby-Puttgarden	19	1	32.308	4.722	1.792	548
					6.392	2.346	702
Denmark - Faroe Islands	Hirtshals - Torshavn	1100	30/38 4)	122	67	23	14
Sweden - Germany	Göteborg - Kiel	437	14	718	402	158	59
	Trelleborg - Rostock	157	6	3.858	819	556	332
	Trelleborg - Sassnitz	111	4	542	121	40	-
	Trelleborg - Travemünde	222	7	2.090	366	293	231
	Other ferry lines 5)	..	..	1.868	448	261	223
					2.156	1.307	845
Sweden - Norway	Strömstad - Sandefjord	67	2 1/2		1.292	414	14
Norway - Germany	Oslo - Kiel	657	19		1.076	112	32

notes:

The international ferry corridors in the statistics covers international transport connections over water served by ferry connections. On the Oresund, the international ferry connections is supplemented by the Oresund Bridge.

1) Stena Line's ferry route between Frederikshavn and Oslo is closed in spring 2020. From June 2020, the sailing on DFDS' ferry route between Oslo and Copenhagen has been changed, so that the ferry docks in Frederikshavn both ways. It is not possible to transport goods and travel as a passenger between Frederikshavn and Copenhagen on the route.

2) Data for the routes between Kristiansand-Hirtshals and Helsingør-Helsingborg contain data from all ferry companies' operation here

3) From 2023 Fjordline is sailing between Hirtshals and Kristiansand instead of Langesund

4) Sailing time summer or winter

5) Other ferry routes include Helsingborg – Travemünde and Malmö - Travemünde

International freight transport across borders excl. bulk transport. Mill. tonne  
 The black numbers refer to the table on page 15

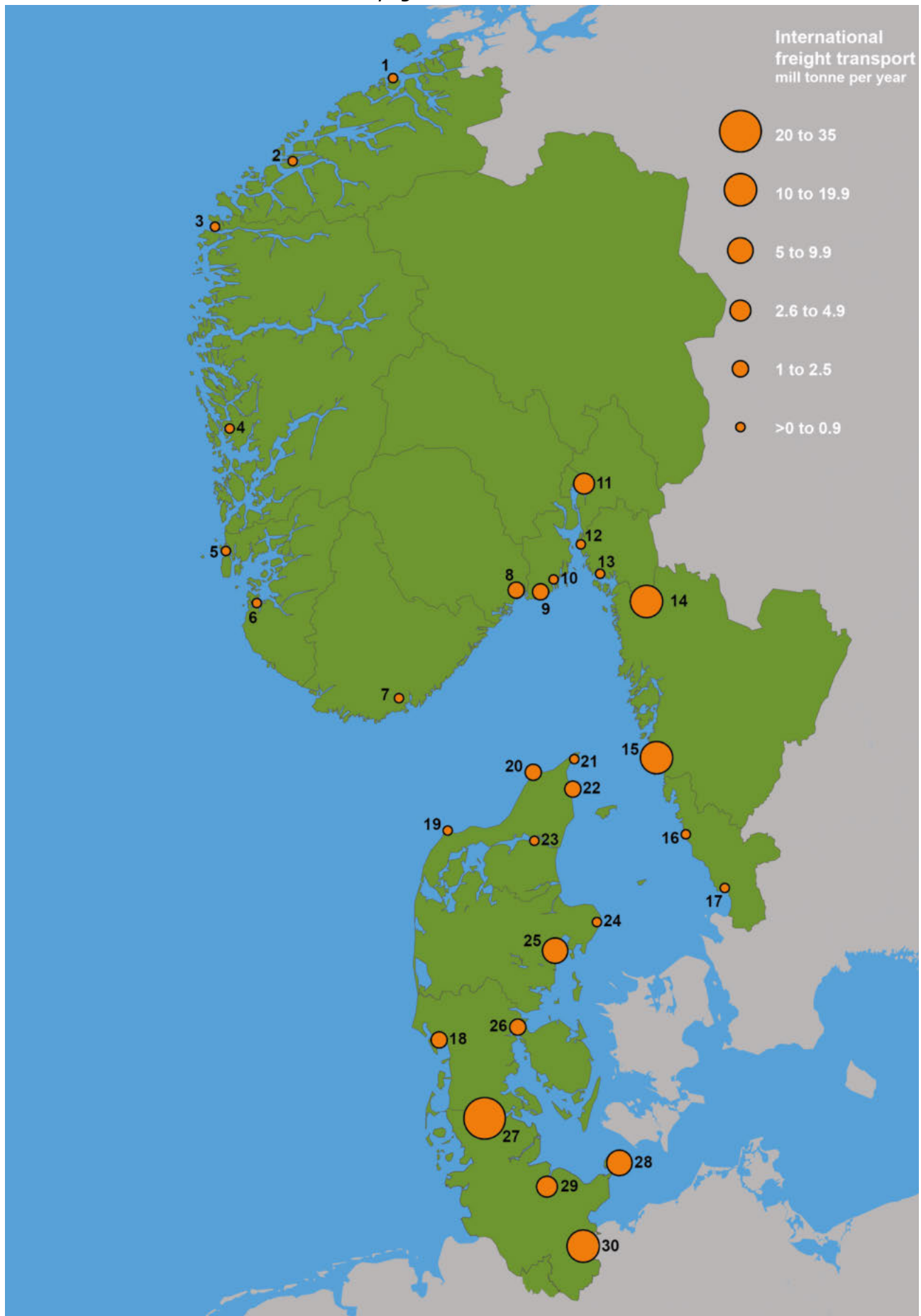


Table 4. Freight in international traffic passing the borders in NTN's Scandinavian focus area 2023. Includes transports by truck, train and trailers on ferry and containers on ship. The heavy bulk transports (eg. oil, coal, lumber, rock og feed) by ship are not included. Mill. tonne

Mill. tonne	Container on ship	Ferry and ro-ro	Truck on road	Rail	Total
<b>Norway</b>					
1	Kristiansund og Nordmøre Havn	0,1	-	-	0,1
2	Ålesundregionens Havnevesen	0,4	-	-	0,4
3	Nordfjord Havn	0,1	-	-	0,1
4	Bergen og Omland Havn	0,2	0,1	-	0,2
5	Karmsund Havn	0,3	0,3	-	0,5
6	Stavanger Havn	0,3	0,3	-	0,6
7	Kristiansand Havn	0,4	0,5	-	0,9
8	Grenland Havn	1,0	0,2	-	1,2
9	Larvik Havn	0,4	0,7	-	1,1
10	Sandefjord Havnevesen	-	0,1	-	0,1
11	Oslo Havn og Drammen Havnevesen	1,5	0,7	-	2,2
12	Moss Havn	0,3	-	-	0,3
13	Borg Havn	0,5	-	-	0,5
<b>Border Norway - Sweden (Road and Rail)</b>					
	<i>Svinesund</i>	-	-	8,3	-
	<i>Kornsjø/Eda</i>	-	-	-	2,8
	<i>Ørje</i>	-	-	2,8	-
	<i>Brandval</i>	-	-	1,6	-
14	I alt over land med bane og bil	-	-	12,7	2,8
<b>Sweden</b>					
15	Göteborg	7,9	8,6	-	16,5
16	Varberg	0,02	n.a.	-	0,0
17	Halmstad	0,3	0,6	-	0,9
<b>Denmark</b>					
18	Esbjerg Havn	0,1	1,4	-	1,5
19	Hanstholm Havn	-	-	-	-
20	Hirtshals Havn	-	1,6	-	1,6
21	Skagen Havn	0,04	-	-	0,04
22	Frederikshavn Havn	-	1,8	-	1,8
23	Aalborg Havn	0,1	-	-	0,1
24	Grenaa	-	0,5	-	0,5
25	Aarhus havn	5,0	0,3	-	5,3
26	Fredericia Havn	0,6	0,3	-	0,9
<b>Border Denmark - Germany (Road and Rail)</b>					
27	Padborg/Flensborg	-	-	24,6	6,8
<b>Germany</b>					
28	Puttgarden	-	n.a.	-	-
29	Kiel	0,9	2,8	-	3,8
30	Lübeck	0,3	12,0	-	12,3

Notes:

Data for Varberg and Puttgarden for 2023 have not been published yet

The calculation of freight volumes by truck across the border between Norway and Sweden has changed compared to previous statistics. Now the weight of goods is based on goods by truck calculated in the foreign trade statistics.

Freight transport by truck, ferry, train, and containers and unaccompanied trailers by ship to and from Denmark 2023. Mill. tonne

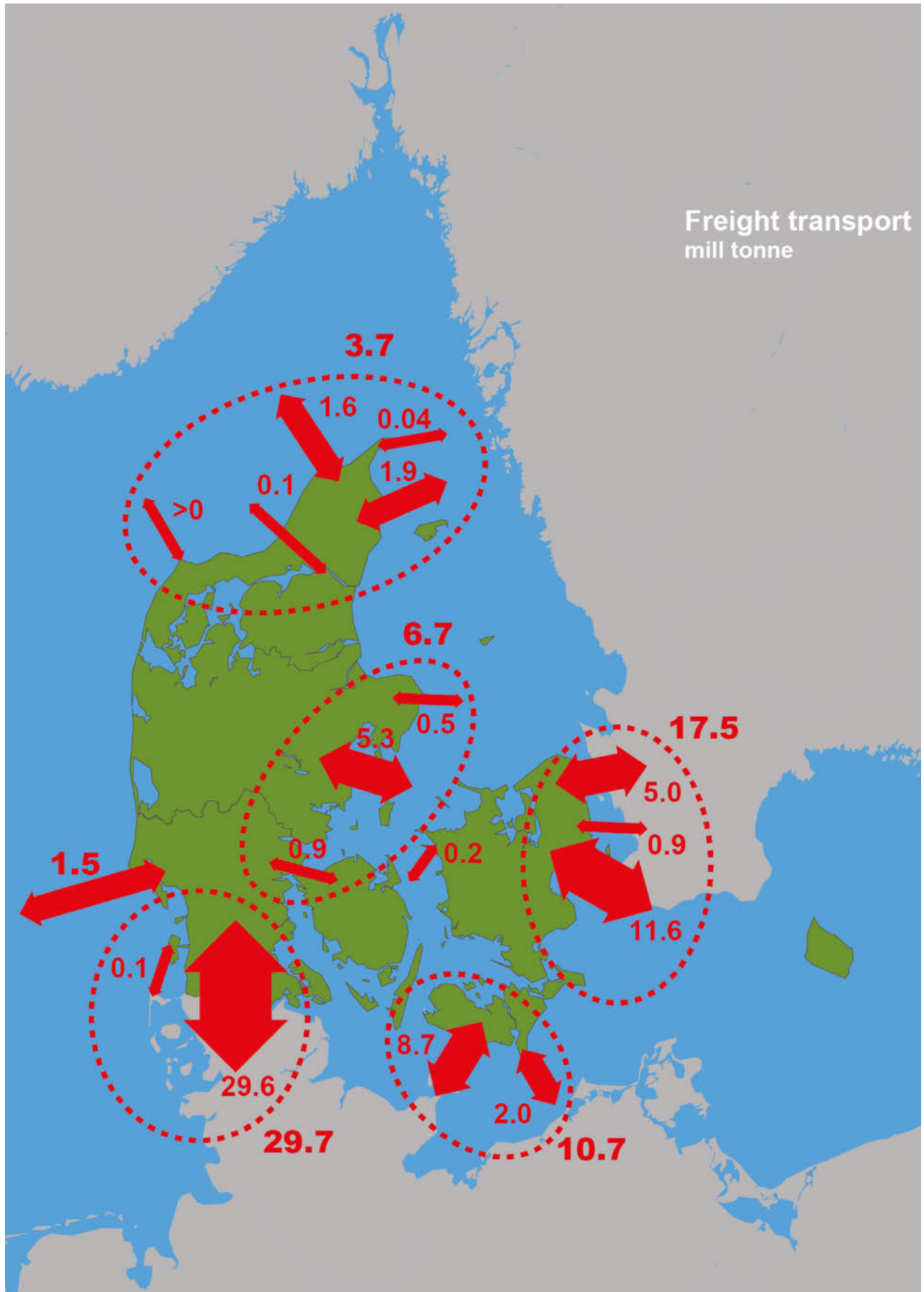




Table 5 Freight transport by truck, ferry, train, and containers and unaccompanied trailers by ship to and from Denmark 2023. Mill. tonne

Mill. tonne 2023	Truck	Ferry	Rail	Ship: cont.	Ship: ro-ro	Total
<i>Hanstholm</i>	-	-	-	-	-	-
<i>Hirtshals</i>	-	1,5	-	-	0,1	1,6
<i>Frederikshavn</i>	-	1,9	-	-	-	1,9
<i>Aalborg</i>	-	-	-	0,1	-	0,1
<i>Skagen</i>	-	-	-	0,04	-	0,04
<b>North Jutland total</b>	-	<b>3,4</b>	-	<b>0,1</b>	<b>0,1</b>	<b>3,7</b>
<i>Grenå</i>	-	0,5	-	-	-	0,5
<i>Århus</i>	-	-	-	5,0	0,3	5,3
<i>Fredericia</i>	-	-	-	0,6	0,3	0,9
<b>East Jutland total</b>	-	<b>0,5</b>	-	<b>5,6</b>	<b>0,6</b>	<b>6,7</b>
<b>Border DK - DE</b>	<b>23,7</b>	<b>0,10</b>	<b>5,9</b>	-	-	<b>29,7</b>
<b>Esbjerg (West Jutland))</b>	-	-	-	<b>0,1</b>	<b>1,4</b>	<b>1,5</b>
<i>Helsingør</i>	-	5,0	-	-	-	5,0
<i>Københavns Havn</i>	-	-	-	0,9	-	0,9
<i>Øresundsbroen</i>	6,7	-	4,9	-	-	11,6
<i>Køge Havn</i>	-	-	-	-	-	-
<b>Region of Oresund</b>	<b>6,7</b>	<b>5,0</b>	<b>4,9</b>	<b>0,9</b>	-	<b>17,5</b>
<i>Kalundborg</i>	-	-	-	0,2	-	0,2
<b>West Seeland</b>	-	-	-	<b>0,2</b>	-	<b>0,2</b>
<i>Rødby</i>	-	8,7	-	-	-	8,7
<i>Gedser</i>	-	2,0	-	-	-	2,0
<b>Femern Bælt total</b>	-	<b>10,7</b>	-	-	-	<b>10,7</b>
<b>West Denmark total</b>	<b>23,7</b>	<b>4,0</b>	<b>5,9</b>	<b>5,8</b>	<b>2,2</b>	<b>41,6</b>
<b>East Denmark total</b>	<b>6,7</b>	<b>15,7</b>	<b>4,9</b>	<b>1,1</b>	-	<b>28,4</b>
<b>Denmark total</b>	<b>30,4</b>	<b>19,7</b>	<b>10,8</b>	<b>6,9</b>	<b>2,2</b>	<b>70,0</b>

Passenger transport to and from Denmark by car, ferry and train 2023.  
 Thousand passengers per 24/7 (AADT, Annual Average Daily Traffic)

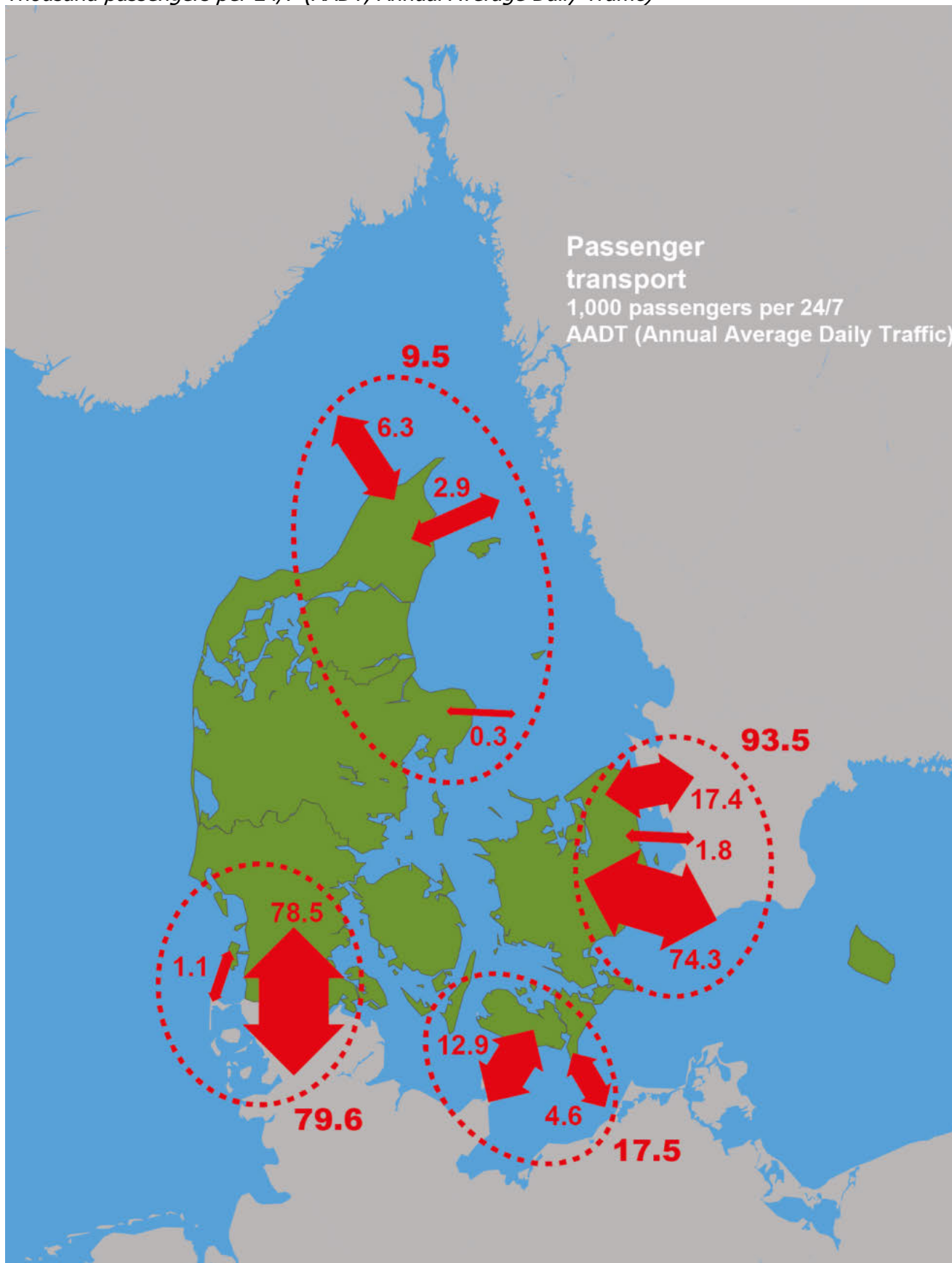


Table 6 Passenger transport to and from Denmark by car, ferry and train 2023. Thousand passengers per 24/7. (AADT, Annual Average Daily Traffic)

Traffic 2023 AADT x 1000	A. Passengers by ferry	B. Passagerer in trains on brigde and land border	C. Cars on brigde and passing land border	D. Passengers in cars (1.54 pass/car)	Total passengers 2023 (A+B+D)	Dev. 14 - 23		2014
<i>Hirtshals</i>	6,3	-	-	-	6,3			6,8
<i>Frederikshavn</i>	2,9	-	-	-	2,9			4,8
<i>Grenå</i>	0,3	-	-	-	0,3			0,4
<b>Jutland - Norway/Sweden</b>	<b>9,5</b>	-	-	-	<b>9,5</b>	5%	<b>-21%</b>	<b>12,0</b>
<i>Frøslev</i>			19,9	30,6	30,6			26,5
<i>Kruså</i>			13,1	20,2	20,2			22,3
<i>Sæd</i>			5,7	8,8	8,8			8,9
<i>Ferries Havneby</i>	1,1			-	1,1			0,9
<i>Train via border German-Jutland 2)</i>		2,9		-	2,9			1,3
<i>Other border corssings 1)</i>			10,4	16,0	16,0			20,5
<b>Jutland - Germany</b>	<b>1,1</b>	<b>2,9</b>	<b>49,1</b>	<b>75,6</b>	<b>79,6</b>	40%	<b>-1%</b>	<b>80,4</b>
<i>Esbjerg</i>	-	-	-	-	-			0,2
<b>Jutland - UK</b>	-	-	-	-	-	0%		<b>0,2</b>
<i>Helsingør</i>	17,4				17,4			20,9
<i>Oresund Brigde - road</i>			20,0	30,8	30,8			29,3
<i>Oresund Brigde - rail</i>		43,5			43,5			31,4
<i>Copenhagen - Norway</i>	1,8				1,8			2,0
<b>Oresund</b>	<b>19,2</b>	<b>43,5</b>	<b>20,0</b>	<b>30,8</b>	<b>93,5</b>	47%	<b>12%</b>	<b>83,6</b>
<i>Gedser</i>	4,6	-	-	-	4,6			3,7
<i>Rødby</i>	12,9	-	-	-	12,9			16,4
<b>Fehmarn Belt</b>	<b>17,5</b>	-	-	-	<b>17,5</b>	9%	<b>-13%</b>	<b>20,1</b>
<b>West Denmark total</b>	<b>10,6</b>	<b>2,9</b>	<b>49,1</b>	<b>75,6</b>	<b>89,1</b>	45%	<b>-4%</b>	<b>92,6</b>
<b>East Denmark total</b>	<b>36,7</b>	<b>43,5</b>	<b>20,0</b>	<b>30,8</b>	<b>111,0</b>	55%	<b>7%</b>	<b>103,7</b>
<b>Denmark total</b>	<b>47,3</b>	<b>46,4</b>	<b>69,1</b>	<b>106,4</b>	<b>200,1</b>	100%	<b>2%</b>	<b>196,3</b>

Note: The calculation assumes in average 1.54 persons per car in cross-border passenger traffic. The figure has not changed during the period the statistics have been compiled, i.e. since 2008. For the period 2012-2014, the Danish Transport Survey, TU, has calculated that the number of people per car on international trips was 1.67, while for national trips in East and West Denmark were calculated 1.26 and 1.29, respectively.

*Table 7. The international car traffic in 7 "border sections".*

*The development 2014 – 2023, index 2014 = 100.*

*Number of cars passing the border per years 2014 and 2023, as well as the proportion of which were trucks*

	Norway - Jutland (ferry)	Sweden - Jutland (ferry)	Oresund (bridge and ferry)	Fehmern Belt (ferry)	Jutland - Germany (road)	Norway - Sweden (road)	Sweden - Germany (ferry)	Total
<i>Development 2014 - 2023. Index 2014 = 100</i>								
2014	100	100	100	100	100	100	100	100
2015	103	100	102	103	103	103	96	102
2016	103	99	106	105	102	107	92	104
2017	101	100	107	108	103	102	100	104
2018	101	99	106	108	102	110	98	105
2019	102	99	105	104	102	110	101	105
2020	52	56	65	61	68	57	81	65
2021	48	60	69	72	71	44	100	64
2022	99	85	95	100	91	89	107	92
2023	97	85	100	100	97	101	100	99
<b>2023, cars per year total</b>								
Cars total	828.870	364.609	8.712.355	2.346.272	17.923.917	10.945.985	1.306.818	42.428.826
- passenger cars	706.892	194.702	7.627.559	1.644.498	15.673.400	8.711.820	462.218	35.021.089
- trucks	121.978	169.907	1.084.796	701.774	2.250.517	2.234.165	844.600	7.407.737
share of trucks	15%	47%	12%	30%	13%	20%	65%	17%
<b>2014, cars per year total</b>								
Cars total	853.192	430.117	8.676.574	2.345.339	18.556.600	10.870.795	1.302.000	43.034.617
- passenger cars	692.197	235.491	7.884.363	1.824.298	16.315.784	9.024.460	488.000	36.464.593
- trucks	160.995	194.626	792.211	521.041	2.240.816	1.846.335	814.000	6.570.024
share of trucks	19%	45%	9%	22%	12%	17%	63%	15%

*Table 8. The international truck traffic in 7 "border sections".  
The development 2014– 2023, index 2014 = 100.  
Number of trucks over the border 2023*

	Norway - Jutland (ferry)	Sweden - Jutland (ferry)	Oresund (bridge and ferry)	Fehmern Belt (ferry)	Jutland - Germany (road)	Norway - Sweden (road)	Sweden - Germany (ferry)	Total
<i>Development 2014- 2023. Index 2013 = 100</i>								
2014	100	100	100	100	100	100	100	100
2015	101	98	106	106	104	104	101	104
2016	105	95	111	116	108	123	98	111
2017	91	98	115	129	113	120	104	115
2018	89	99	120	136	118	127	103	114
2019	87	94	120	130	116	136	102	115
2020	83	95	116	123	116	123	99	110
2021	87	96	127	138	122	126	112	117
2022	85	94	133	144	118	132	109	119
2023	76	87	137	135	114	121	104	113
<i>Cross border passing trucks pr year</i>								
2023	121.978	169.907	1.084.796	701.774	2.250.517	2.234.165	844.600	7.407.737

Figure 1. The development: total cross-border car traffic in 7 "border sections"  
 Index 2014 = 100

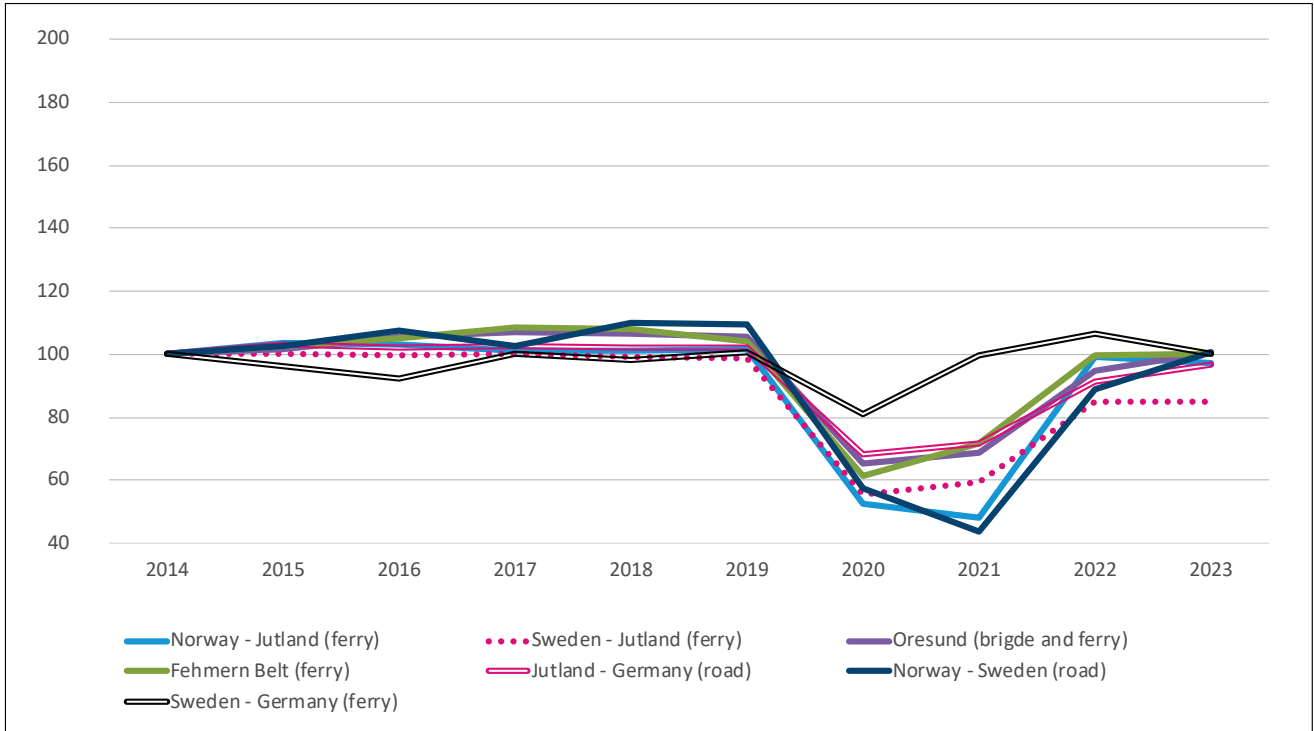
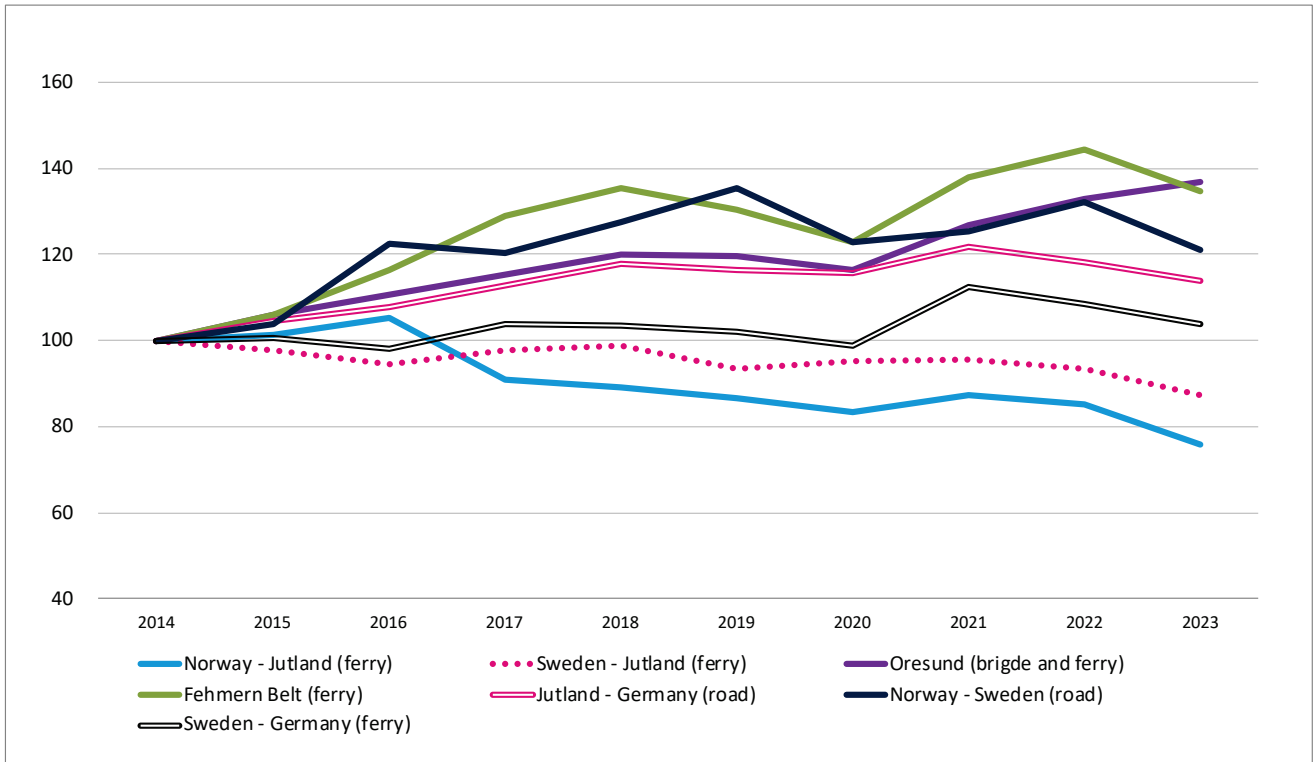


Figure 2. The development cross border lorry traffic in 7 "border sections"  
 Index 2014 = 100



Note: The time series for lorry traffic across the border between Norway and Sweden has been corrected (development 2015-16) based on the weight of goods by lorry in the Norwegian foreign trade statistics. This is a change compared to the statistics from 2022.

Figure 3. The total cross-border car traffic in 7 "border sections"  
 Number of cars 2014 and 2023. ADT

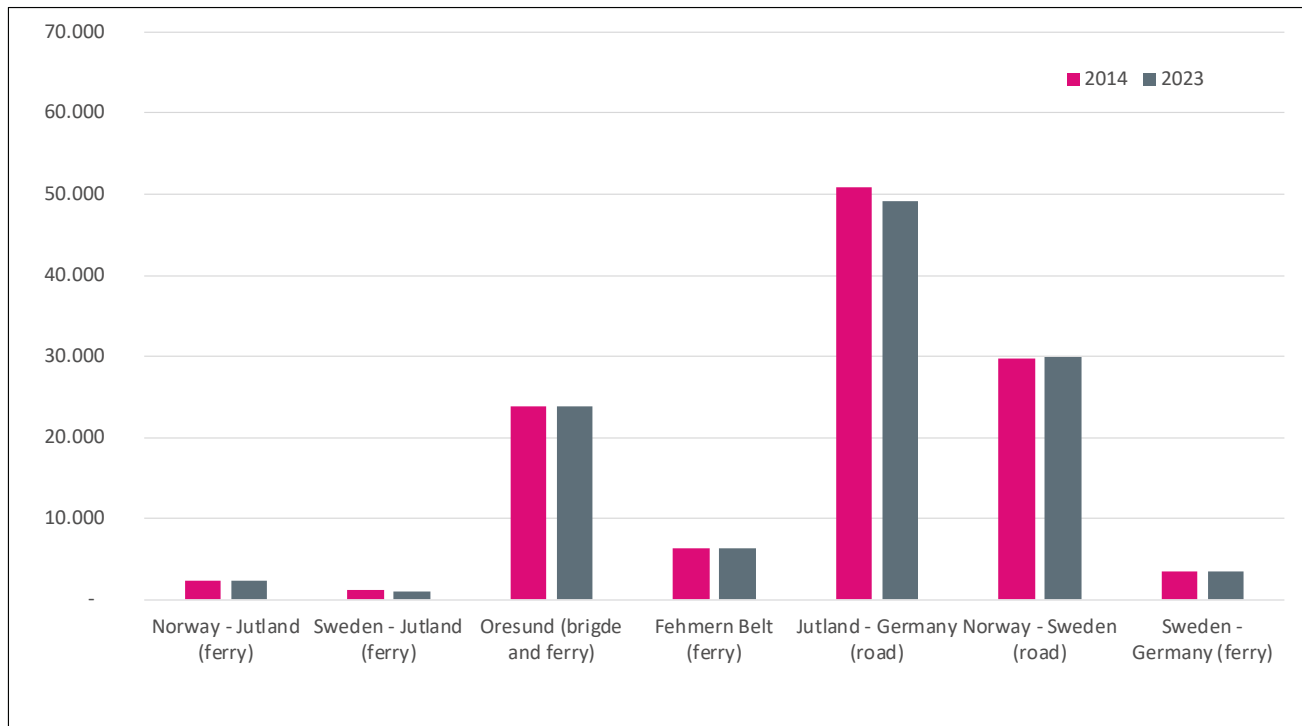
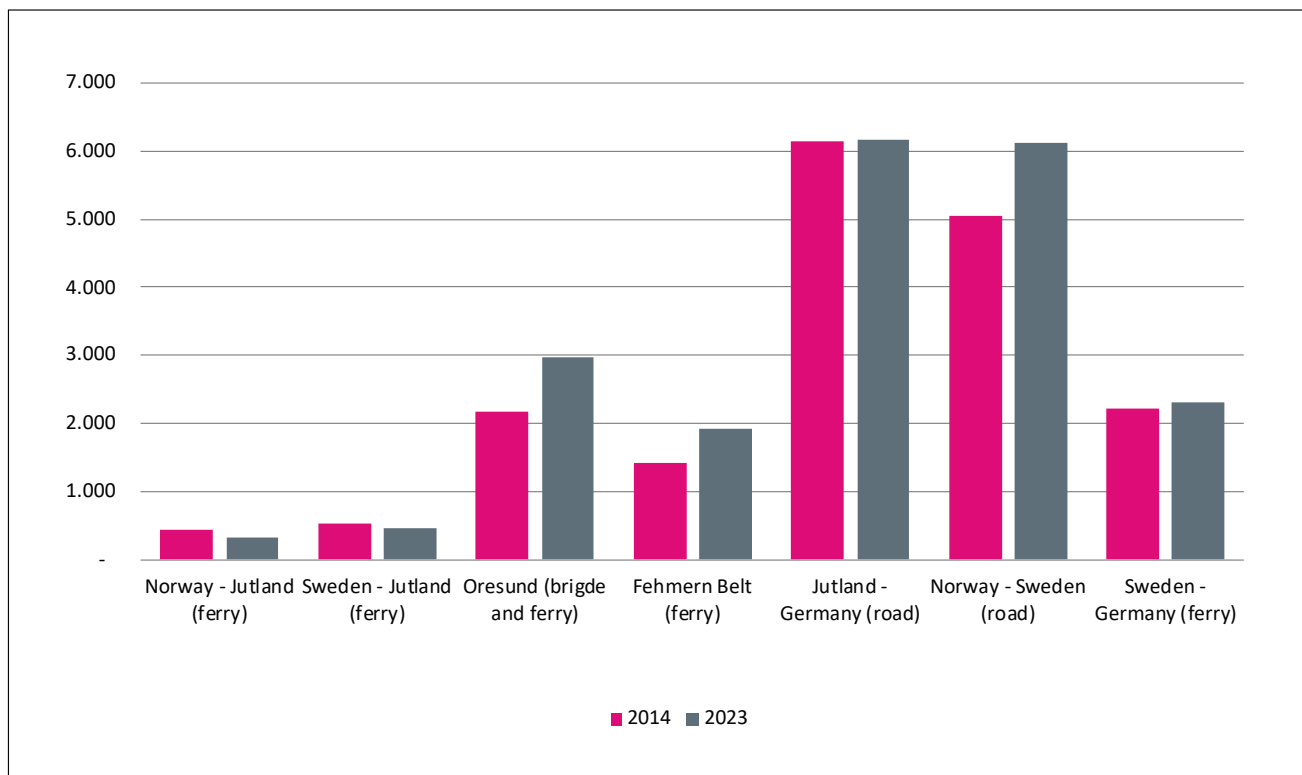


Figure 4. The cross-border lorry traffic in 7 "border sections"  
 Number of trucks 2014 and 2023.



NB: there is not the same scale in the two figures (the difference is a factor of 10)

# Roads

Table 9. Road network 2023. Kilometers of road

<i>Kilometer roads</i>					
	State roads		Municipality roads	Other roads <sup>3)</sup>	Total
	<i>Highways</i>	<i>Other roads</i>			
North Denmark Region	184	441	11.596		12.221
Central Denmark Region	332	895	19.615		20.842
Region of Southern Denmark	376	651	21.522	10	22.559
	892	1.987	52.733	10	55.622
	State Roads	Regional roads	Municipality roads	Private roads	Total
Agder County	646	3.694	2.848	6.529	13.717
Innlandet County	1.410	6.790	3.902	21.690	33.792
Møre and Romsdal County	505	2.998	3.010	5.116	11.629
Oslo County	176	-	1.155	2.090	3.421
Rogaland County	498	2.554	3.340	5.547	11.939
Vestfold and Telemark County	628	3.003	3.133	7.161	13.925
Westland County	1.467	5.503	5.201	12.280	24.451
Viken County	1.326	5.405	6.391	17.398	30.520
	6.656	29.947	28.980	77.811	143.394
	State Roads	Regional roads	Other roads	Total	
Västra Götaland region <sup>1)</sup>	2.238	10.410	49.437	62.085	
Halland County <sup>1)</sup>	551	2.636	13.773	16.960	
	2.789	13.046	63.210	79.045	
	State roads High ways	Other state roads <sup>2)</sup>	Regional roads (Bund)	Municipality roads (Kreise)	Total
Hamburg	74	120	-	-	194
Schleswig-Holstein	546	1.533	3.672	4.124	9.875
	620	1.653	3672	4124	10.069
<b>West Sandinavia focus area total</b>					<b>288.130</b>

Notes:

Due to different administrative divisions, the statistics are not comparable from country to country.

1) Data for Sweden are from 2010

2) Data for Germany includes roads outside cities. Motorways include the "Bundesautobahnen"

3) Other roads in Denmark include the road construction on the Storebæltsbroen



Table 10. Road traffic on selected sections, AADT

	AADT (Annual Average Daily Traffic)				AADT (Annual Average Daily Traffic)				Development	
	Trucks				Total				Trucks	Total
<b>Denmark</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012 - 23</b>	
DK1 E45 South Jutland Highway, near Frøslev	5.877	6.684	6.995	6.771	16.757	15.414	19.234	19.906	15%	19%
DK2 E45 South Jutland Highway, north of Kolding	11.750	18.448	18.623	18.637	66.300	80.582	85.567	85.644	59%	29%
DK3 E45 East Jutland Motorway, Vejle fjord Bridge	11.580	15.570	17.130	16.623	66.212	86.167	89.920	90.885	44%	37%
DK4 18 Central Jutland Highway, sf.<15>, Heming	2.897	4.271	4.292	4.155	19.209	26.500	27.410	27.374	43%	43%
DK5 E45 Eastern Jutland Highway, Stilling	9.117	12.814	13.384	12.150	51.193	64.221	68.424	68.964	33%	35%
DK6 E45 The Limfjord tunnel	6.950	9.193	10.455	9.771	64.300	73.862	78.687	77.196	41%	20%
DK7 E45 Fredenikshavn Highway., n.e. Hjallerup	1.363	2.099	1.910	1.801	10.912	12.136	12.332	12.186	32%	12%
DK8 E39 Hirtshals Hithwayj, between <7> og <8>	1.780	2.465	2.384	2.207	19.832	22.800	24.700	24.527	24%	24%
DK9 E20 Funen Highway, New Lillebælt bridge	8.639	14.555	14.816	14.315	61.345	75.000	76.757	77.869	66%	27%
DK10 E20 The Great Belt Bridge	3.232	4.535	4.656	4.526	29.765	34.071	36.293	37.346	40%	25%
<b>Norway</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012 - 23</b>	
<i>Viken County (border crossings)</i>										
NO1 E6 New Svinesund brigde	2.203	3.391	3.647	3.797	14.066	6.742	13.216	13.232	72%	-6%
NO2 Rv 118 Old Svinesund	144	70	178	190	6.112	2.000	6.998	8.244	32%	35%
NO3 Ev 18 Ørje	834	1.390	1.465	1.218	5.939	2.923	5.393	5.749	46%	-3%
<i>Vestfold and Telemark County</i>										
NO4 Ev 18 Lanner	2.737	4.655	4.803		16.208	19.367	21.607			
<i>Agder County</i>										
NO5 Ev 18 New Rannekleiv	2.182	3.762	3.904	3.668	16.376	19.893	20.608	20.434	68%	25%
NO6 Rv 9 Grim	1.230	1.966	1.757	1.716	11.804	11.830	11.039	11.523	40%	-2%
<i>Rogaland County</i>										
NO7 EV 39 Auglendhøyden	3.808	4.883	5.936	5.940	63.478	52.518	65.160	66.091	56%	4%
NO8 Rv 13 Austråttunnelen	1.194	1.744	1.813	1.866	12.656	16.579	16.409	16.637	56%	31%
<i>Westland County</i>										
NO9 Nesttund, Hopstunnelen	2.065	2.021	2.064	1.642	21.839	19.490	19.615	18.060	-20%	-17%
<i>Møre and Romsdal County</i>										
NO10 EV 39 Blindheimtunnelen	1.733	2.617	2.558	2.358	19.860	21.841	21.838	21.460	36%	8%
<b>Germany</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2012 - 22</b>	
DE1 Hamburg Nordwest S (A7)	:	:	:		:	:	:	:	:	
DE2 Besdorf (A23)	1.408	1.534	1.564		16.190	19.525	20.075		11%	24%
DE3 Rendsborg N (A7)		8.835	8.765			49.152	52.981			
DE4 Fehmamsund Brigde (B207)	1.471	:	:		13.333	:	:			
DE5 Bredsted (B5)	564	671	707		10.900	10.884	10.880		25%	0%
DE6 Schuby (A7)	6.116	7.542	7.483		33.401	35.773	40.468		22%	21%

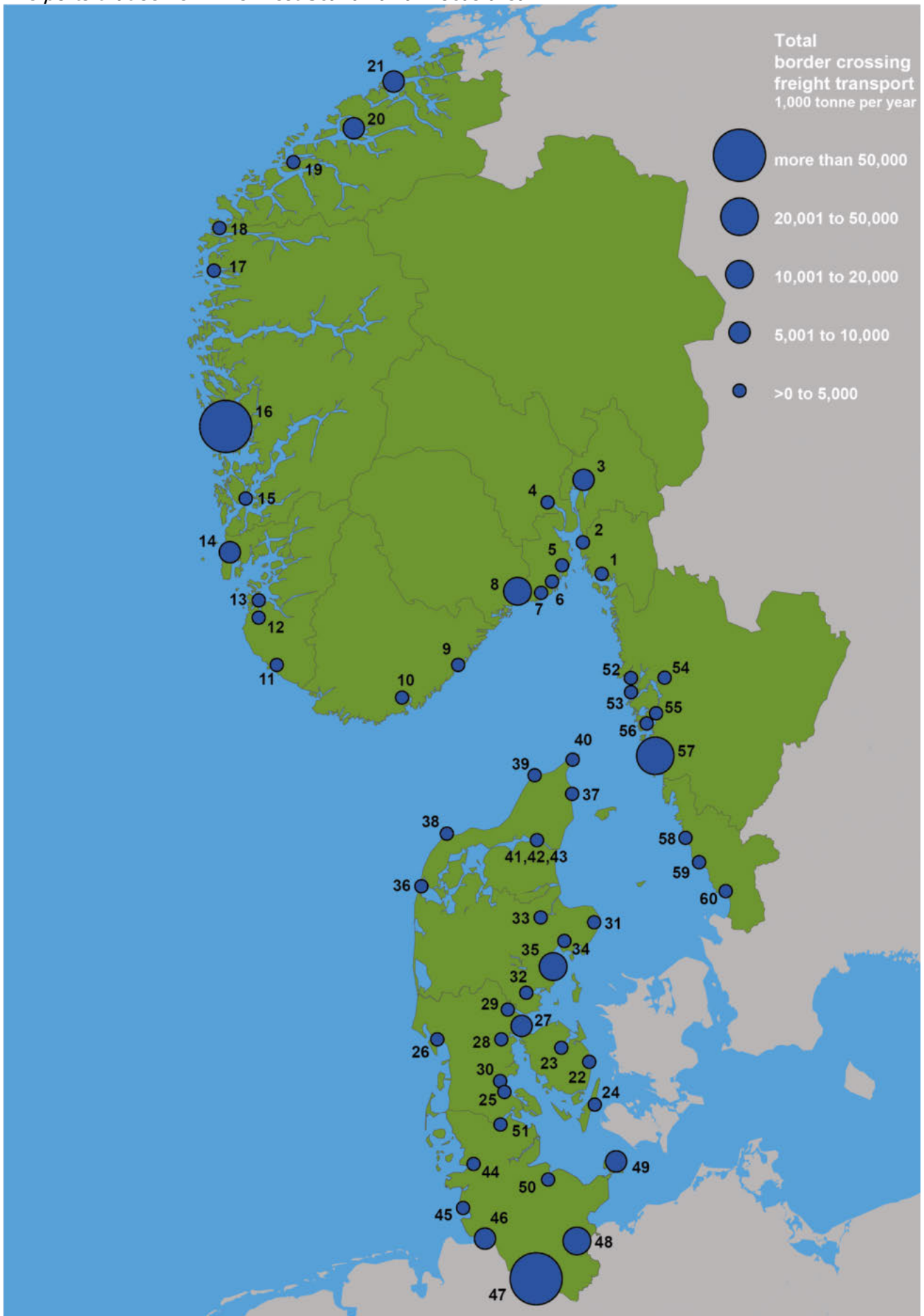
Notes:

Trucks on the road network in Denmark are classified as vehicles over 5.8 metres

NB the time series has been updated in 2020, so that the truck category is now consistently calculated as cars over 5.8 metres.

On the border in Southern Jutland, the Road Directorate has from 2017 calculated the number of trucks on the basis of pattern recognition, this has meant approx. 10% fewer trucks in the counts, therefore the figures for the number of trucks here cannot be compared with previous years.

The ports that serve NTN's West Scandinavian focus area



# Ports

Table 11. The total freight turnover in the ports, 1000 tonne

Norway		2012	2018	2019	2020	2021	2022	dev. 12-22
1	Borg	2.807	3.618	3.318	3.356	3.662	3.428	22%
2	Moss Havn KF	414	341	344	373	385	367	-11%
3	Oslo Havn KF	5.641	6.106	6.040	5.468	5.332	5.898	5%
4	Drammenregionens Interkommunale Havnevesen	3.042	3.007	4.609	3.204	2.571	2.664	-12%
5	Tønsberg Havnevesen	9.129	9.720	10.709	10.151	6.978	4.564	-50%
6	Sandefjord Havnevesen	168	163	231	131	45	102	-40%
7	Larvik Havn KF	2.016	2.339	1.873	1.947	1.866	1.777	-12%
8	Grenland Havn IKS	10.312	12.421	11.864	12.053	12.883	11.773	14%
9	Arendal Havnevesen KF	192	510	669	730	865	762	297%
10	Kristiansand Havn KF	1.817	1.740	1.780	1.865	3.473	3.388	86%
11	Eigersund Havnevesen KF	600	611	605	611	626	555	-8%
12	Sandnes Havn KF	263	199	125	145	238	684	160%
13	Stavanger Interkommunale Havn IKS	5.417	2.671	2.264	2.425	2.501	3.267	-40%
14	Karmsund Interkommunale Havnevesen IKS	11.937	10.668	10.137	9.597	8.285	7.552	-37%
15	Stord Hamn	89	381	26	17	26	14	-85%
16	Bergen og Omland Havnevesen	54.626	44.314	44.173	58.875	67.231	58.635	7%
17	Flora Hamn KF	1.962	2.387	2.443	2.943	2.682	2.073	6%
18	Nordfjord Havn IKS	339	378	339	394	330	300	-12%
19	Ålesundregionens Havnevesen	1.835	1.839	1.678	1.490	1.688	1.815	-1%
20	Molde og Romsdal Havn IKS	7.202	5.941	5.374	4.274	4.913	4.590	-36%
21	Kristiansund og Nordmøre Havn IKS	6.151	6.011	6.529	6.106	5.688	5.279	-14%
Total		125.960	115.363	115.129	126.155	132.269	119.487	-5%
Denmark		2012	2018	2019	2020	2021	2022	dev. 12-22
22	Nyborg Havn	743	665	695	781	862	666	-10%
23	Odense Havn	2.076	2.348	1.797	1.879	1.997	3.051	47%
24	Spødsbjerg Havn	335	359	392	328	460	475	42%
25	Enstedværkets Havn	5.017	3.344	4.370	2.316	1.565	1.650	-67%
26	Esbjerg Havn	4.482	4.430	4.314	4.297	4.139	4.187	-7%
27	Fredericia Havn	10.798	6.897	6.872	5.542	6.227	6.995	-35%
28	Kolding Havn	1.205	1.249	1.131	1.277	1.184	1.268	5%
29	Vejle Havn	766	833	767	744	773	662	-14%
30	Aabenraa Havn	1.064	1.604	1.413	1.683	1.921	1.678	58%
31	Grenaa Havn	1.369	1.507	1.290	1.339	1.380	1.515	11%
32	Horsens Havn	696	797	719	833	724	829	19%
33	Randers Havn	1.048	1.280	1.169	1.119	1.470	1.308	25%
34	Studstrupværkets Havn	939	914	738	794	982	868	-8%
35	Aarhus Havn	8.268	8.496	8.618	8.895	9.721	10.571	28%
36	Thyborøn Havn	1.082	1.646	1.530	1.835	1.805	1.830	69%
37	Frederikshavn Havn	2.563	2.554	2.567	2.481	2.436	2.296	-10%
38	Hanstholm Havn	292	920	509	330	453	364	25%
39	Hirtshals Havn	1.505	1.896	1.945	1.926	2.083	1.985	32%
40	Skagen Havn	241	350	313	364	310	290	20%
41	Nordjyllandsværkets Havn	462	-	-	-	-	-	-100%
42	Aalborg Havn	2.506	2.715	2.995	3.046	2.832	2.392	-5%
43	Aalborg Portland Havn	1.908	2.283	2.385	2.325	2.122	1.664	-13%
Total		49.365	47.087	46.529	44.134	45.446	46.544	-6%
Germany		2012	2018	2019	2020	2021	2022	dev. 12-22
44	Husum	351	300	278	276	203	284	-19%
45	Büsum	99	171	166	151	173	143	44%
46	Brunsbüttel	8.780	9.312	10.132	8.655	8.355	9.512	8%
47	Hamburg	131.269	135.100	136.600	126.300	128.700	103.353	-21%
48	Lübeck	17.170	16.476	16.026	15.291	17.550	16.413	-4%
49	Puttgarden	4.639	5.502	5.375	4.998	5.611		
50	Kiel	4.221	3.927	4.821	4.774	5.364	4.887	16%
51	Flensburg	451	262	281	232	273	286	-37%
Total		166.980	171.050	173.679	160.677	166.229		-100%
Sweden		2012	2018	2019	2020	2021	2022	dev. 12-22
52	Brofjorden,Scanraff	:	:	:	:	:	:	
53	Lysekil	:	119	95	84	:	:	
54	Uddevalla	846	1.100	1.070	1.012	1.002	1.391	64%
55	Stenungsundshamn	3.021	3.489	3.610	3.403	:	:	
56	Wallhamn							
57	Göteborg	41.148	40.635	38.887	38.455	36.836	39.956	-3%
58	Varberg	1.698	2.334	2.138	1.527	:	:	
59	Falkenberg	:	538	562	450	:	:	
60	Halmstad	2.446	1.895	1.903	2.328	:	:	
Total		49.159	50.110	48.265	47.259	37.838	41.347	
Total excl Brofjorden og Wallhamn		49.159	50.110	48.265	47.259	37.838	41.347	

Table 12. International freight turnover in the ports by ferries and ro-ro, 1000 tonne

<b>Norway</b>	<b>2014</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<i>udv. 14-23</i>
Borg	-	60	90	84	89	74	
Oslo Havn KF	725	674	516	504	592	487	-33%
Drammenregionens Interkommunale Havnevesen	150	171	174	238	237	207	38%
Sandefjord Havnevesen	195	154	39	45	102	86	-56%
Larvik Havn KF	559	638	786	836	747	675	21%
Grenland Havn IKS	319	358	257	272	305	188	-41%
Kristiansand Havn KF	440	380	419	435	413	501	14%
Eigersund Havnevesen KF	-	3	0	3	7	4	
Stavanger Interkommunale Havn IKS	151	362	262	238	397	288	91%
Karmsund Interkommunale Havnevesen IKS	65	109	110	261	415	252	287%
Bergen og Omland Havnevesen	116	130	86	90	106	77	-33%
	2.720	3.039	2.739	3.008	3.410	2.838	4%
<b>Denmark</b>	<b>2014</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<i>udv. 14-23</i>
Esbjerg Havn	1.607	1.614	1.529	1.410	1.436	1.446	-10%
Hanstholm Havn	-	-	-	-	-	-	
Hirtshals Havn	1.444	1.840	1.787	1.892	1.814	1.619	12%
Frederikshavn Havn	2.219	2.105	2.063	2.096	1.982	1.845	-17%
Aalborg Havn	-	-	-	-	-	-	
Grenaa	592	564	658	591	530	484	-18%
Aarhus havn	294	297	292	323	359	297	1%
Fredericia Havn	286	327	352	369	343	259	-9%
Aabenraa Havn	-	-	-	-	-	-	
	6.442	6.747	6.681	6.681	6.464	5.950	-8%
<b>Germany</b>	<b>2014</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<i>udv. 14-23</i>
Hamburg	612	468	413	437	425	423	-31%
Lübeck	13.836	12.701	10.655	13.908	12.799	11.960	-14%
Puttgarden	4.542	5.375	4.998	5.611	:	:	
Kiel	2.481	2.713	2.975	3.355	2.915	2.837	14%
	21.471	21.257	19.041	23.311	16.139	15.220	-29%
<b>Sweden</b>	<b>2014</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<i>udv. 14-23</i>
Göteborg	9.288	8.988	8.594	9.212	8.921	8.626	-7%
Varberg	592	556	51	:	:	:	
Halmstad	104	118	684	:	:	618	494%
	9.984	9.662	9.329	9.212	8.921	9.244	

Table 13. International freight turnover in the ports with containers, 1000 tonne

Norway	2014	2019	2020	2021	2022	2023	udv. 14-23
Borg	470	527	452	475	484	455	-3%
Moss Havn KF	330	268	276	292	315	328	0%
Oslo Havn KF	1.352	1.497	1.558	1.580	1.650	1.425	5%
Drammenregionens Interkommunale Havnevesen	140	175	127	65	58	51	-63%
Larvik Havn KF	638	530	668	458	422	410	-36%
Grenland Havn IKS	418	413	453	788	768	985	136%
Kristiansand Havn KF	448	471	456	503	476	406	-9%
Eigersund Havnevesen KF	32	26	37	61	38	43	36%
Sandnes Havn KF	1	-	-	0	-	1	
Stavanger Interkommunale Havn IKS	244	146	176	183	232	267	9%
Karmsund Interkommunale Havnevesen IKS	96	244	214	189	209	273	184%
Bergen og Omland Havnevesen	189	218	211	188	185	156	-17%
Flora Hamn KF	45	67	50	25	12	7	-85%
Nordfjord Havn IKS	120	109	120	139	112	97	-19%
Ålesundregionens Havnevesen	359	326	324	423	426	370	3%
Kristiansund og Nordmøre Havn IKS	199	175	177	136	124	126	-37%
	5.081	5.191	5.299	5.505	5.512	5.401	6%
Denmark	2.014	2.019	2.020	2.021	2.022	2.023	udv. 14-23
Esbjerg Havn	220	204	211	206	196	82	-63%
Fredericia Havn	833	695	756	963	955	617	-26%
Grenaa Havn	-	-	12	-	-	-	
Aarhus Havn	2.839	3.809	4.484	5.021	5.281	4.968	75%
Hanstholm Havn	-	-	-	>0	-	-	
Hirtshals Havn	-	-	-	-	-	-	
Skagen Havn	-	118	70	47	35	38	
Aalborg Havn	355	321	309	274	105	61	-83%
	4.247	5.147	5.842	6.566	6.572	5.766	36%
Germany	2.014	2.019	2.020	2.021	2.022	2.023	udv. 14-23
Hamburg	80.888	74.895	69.430	70.066	65.290	61.408	-24%
Lübeck	1.833	371	350	460	354	331	-82%
Kiel	361	1.819	1.360	1.359	1.081	949	163%
	83.082	77.085	71.140	71.885	66.725	62.688	-25%
Sweden	2.014	2.019	2.020	2.021	2.022	2.023	udv. 14-23
Göteborg	7.904	7.109	6.944	7.604	8.022	7.857	-1%
Varberg	56	66	60	-	-	20	
Halmstad	377	428	301	-	-	259	-31,3%
	8.337	7.603	7.305	7.604	8.022	8.136	

Figure 5. The development in the total freight turnover of the ports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.  
Index 2014 = 100

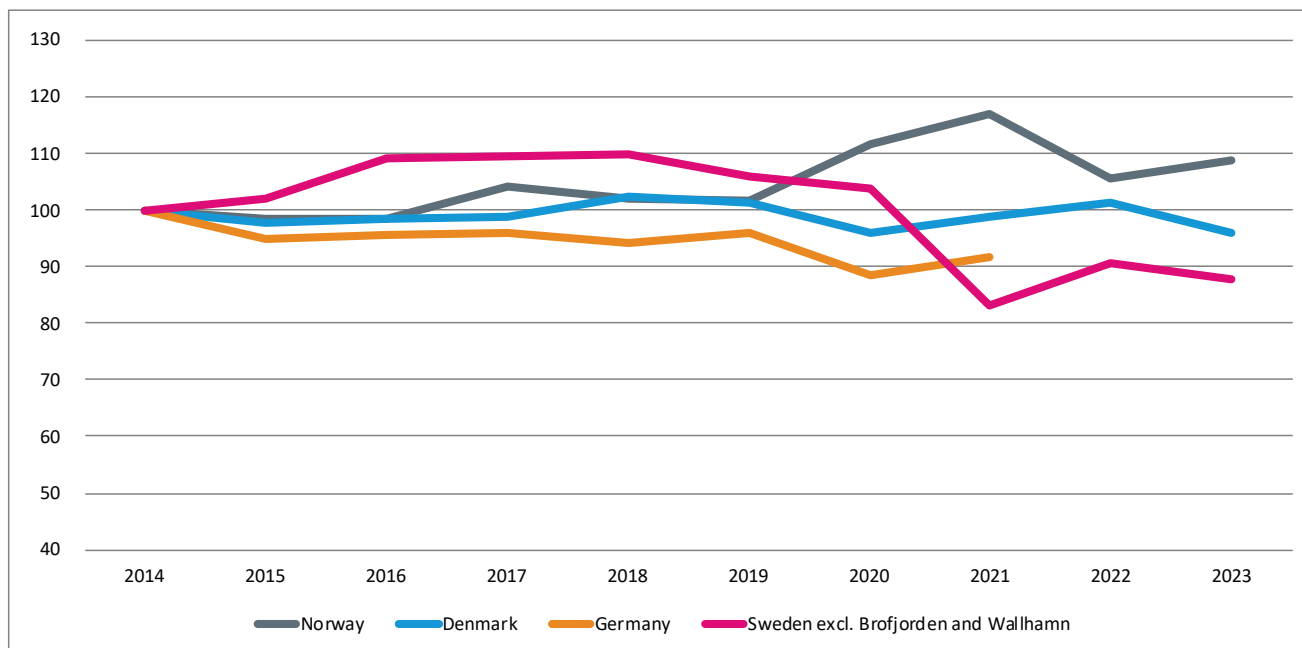


Figure 6. The development in international freight turnover by ferries and RO-RO over the ports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.  
Index 2014 = 100

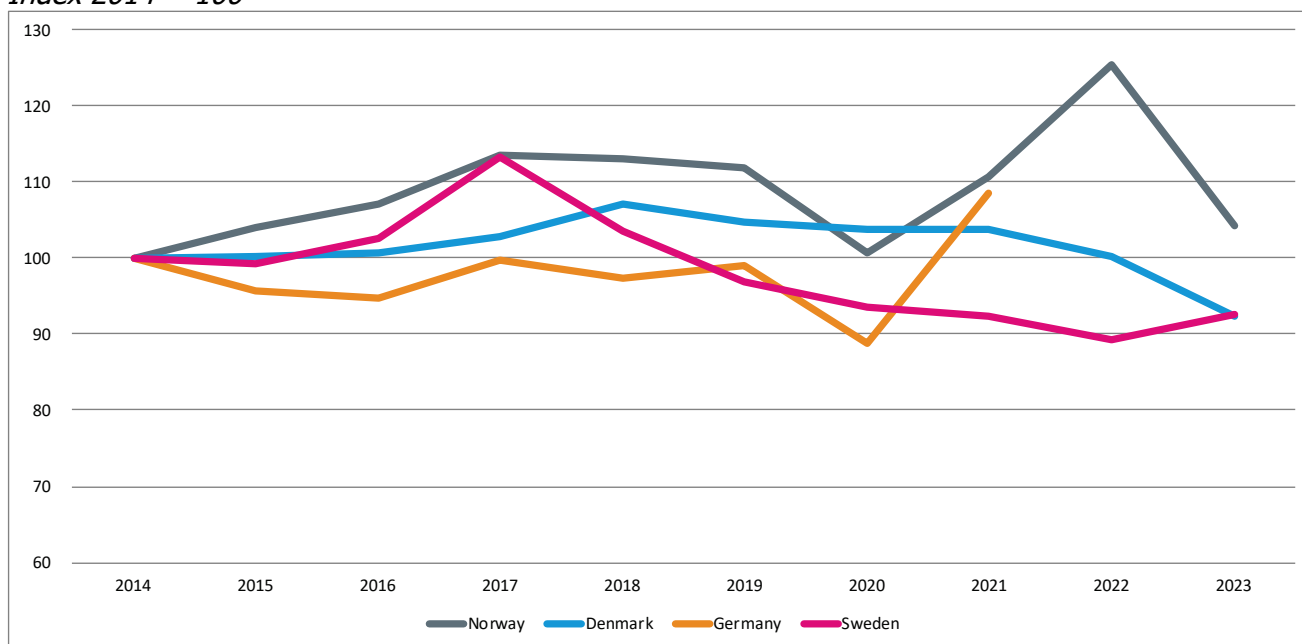
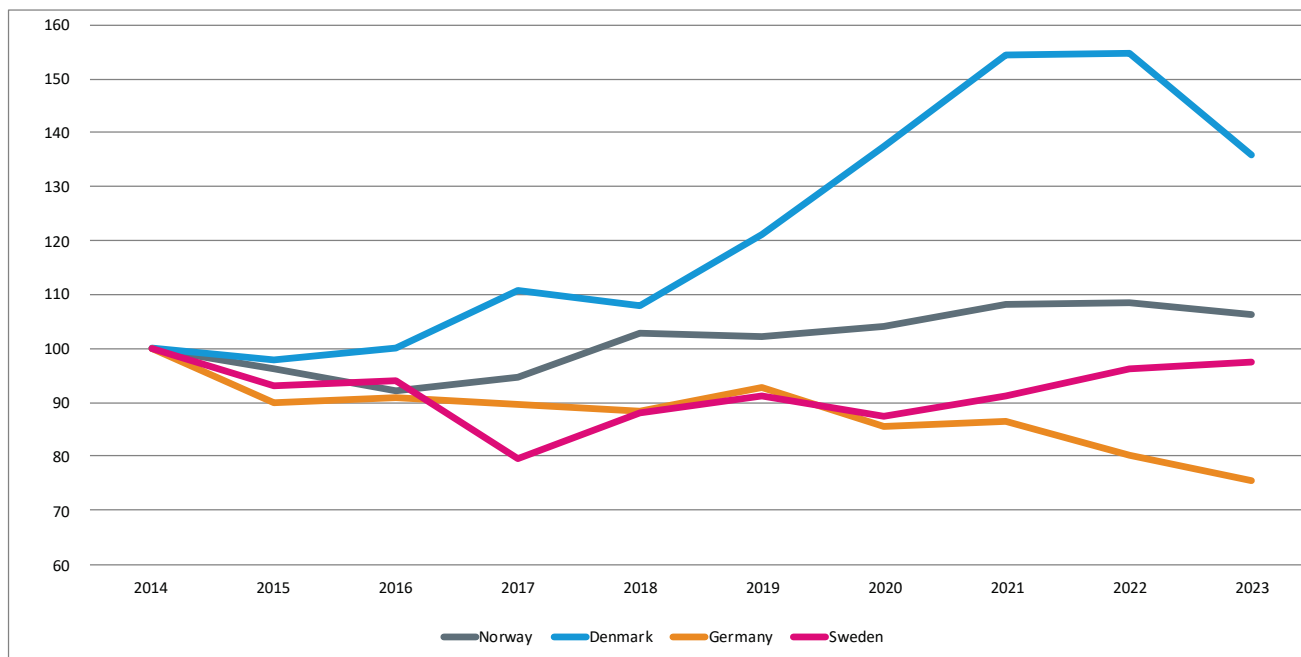
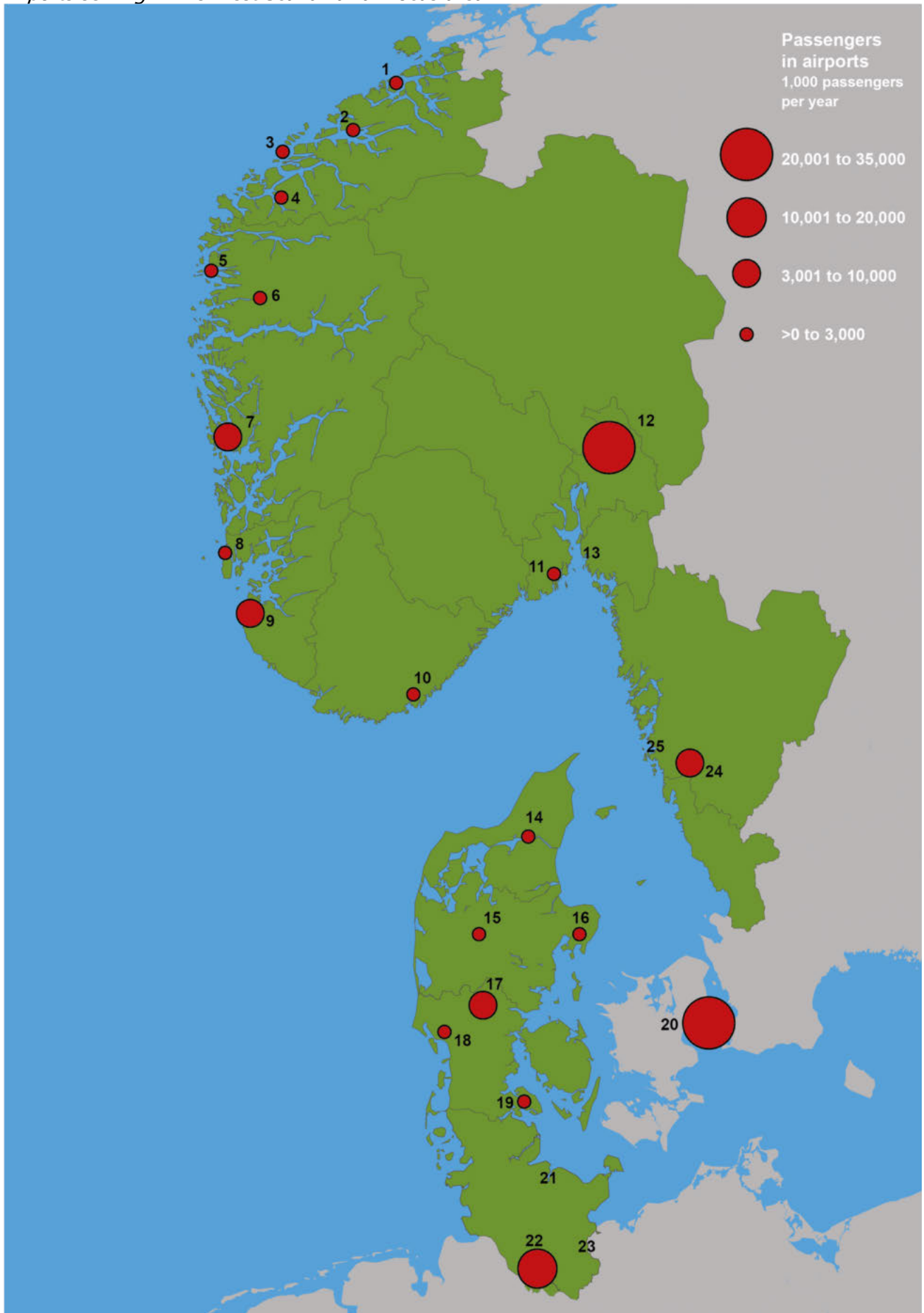


Figure 7. The development in international freight turnover in containers over the ports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.  
Index 2014 = 100



Airports serving NTN's West Scandinavian focus area





# Airports

Table 14. Airports - total number of passengers to/from the airports incl. transit

	<i>1000 passengers/year</i>	2014	2019	2020	2021	2022	2023	<i>udv. 14-23</i>
<b>Norway</b>								
1	Kristiansund (Kvenberget)	389	330	213	204	281	290	-26%
2	Molde (Årø)	485	434	188	193	353	397	-18%
3	Vigra (Ålesund)	1.131	1.155	458	508	930	1.054	-7%
4	Hovden (Østra/Volda)	126	111	61	75	107	100	-21%
5	Florø	212	159	115	119	151	158	-26%
6	Førde	90	86	34	40	64	69	-24%
7	Bergen (Flesland)	6.334	6.559	2.765	3.331	6.057	6.445	2%
8	Haugesund (Karmøy)	694	620	236	296	506	616	-11%
9	Stavanger (Sola)	4.711	4.302	1.677	1.816	3.570	3.945	-16%
10	Kristiansand (Kjevik)	1.069	1.063	385	397	740	820	-23%
11	Sandefjord (Torp)	1.746	2.057	626	692	1.725	1.921	10%
12	Oslo (Gardemoen)	24.157	28.477	8.990	9.372	22.391	25.060	4%
13	Moss (Rygge)	1.807	-	-	-	-	-	
		42.950	45.354	15.748	17.043	36.876	40.874	-5%
<b>Denmark</b>								
14	Aalborg	1.396	1.446	514	765	1.342	1.411	1%
15	Karup	126	114	29	21	36	13	-90%
16	Aarhus	422	500	120	134	421	543	29%
17	Billund	2.825	3.718	926	1.358	3.704	3.968	40%
18	Esbjerg	121	84	46	46	78	97	-20%
19	Sønderborg	58	74	22	28	47	49	-16%
20	København	25.588	30.197	7.512	9.167	22.110	26.671	4%
		30.536	36.133	9.169	11.519	27.738	32.752	7%
<b>Germany</b>								
21	Kiel							
22	Hamburg	14.741	17.275	4.557	5.316	11.091	13.556	-8%
23	Lübeck	169	-	-				
		14.909	17.275	4.557	5.316	11.091	13.556	-9%
<b>Sweden</b>								
24	Göteborg (Landvetter)	5.208	6.672	1.577	1.912	4.446	5.191	0%
25	Göteborg City Airport	758	-	-	-			
		5.965	6.672	1.577	1.912	4.446	5.191	-13%

Table 15. Airports - freight turnover

Freight, tonne	2014	2019	2020	2021	2022	2023	udv. 14-23
<b>Norway</b>							
Kristiansund (Kvenberget)	112	96	86	82	86	79	-29%
Molde (Årø)	2.621	226	181	218	240	209	-92%
Vigra (Ålesund)	445	1.028	987	1.079	976	1.018	129%
Hovden (Østra/Volda)	2	32	27	25	27	24	
Florø	4	78	193	280	138	245	
Førde	3	110	80	101	100	93	
Bergen (Flesland)	8.458	4.796	5.900	6.562	5.981	6.147	-27%
Haugesund (Karmøy)	234	181	129	129	120	130	-44%
Stavanger (Sola)	6.906	14.510	12.794	11.809	9.852	10.425	51%
Kristiansand (Kjevik)	949	1.045	987	1.037	805	1.017	7%
Sandefjord (Torp)	-	85	60	79	71	145	
Oslo (Gardemoen)	119.504	178.249	165.614	179.378	164.484	167.596	40%
	139.238	200.436	187.038	200.779	182.880	187.128	34%
<b>Denmark</b>							
Aalborg	-	-	-	-	-	-	
Karup (Midtjyllands Lufthavn)	-	-	-	-	-	-	
Aarhus	-	-	-	-	-	-	
Billund	62.608	74.064	67.149	77.150	76.874	76.363	22%
Esbjerg	100	-	100	-	-	-	
Sønderborg	-	-	-	-	-	-	
København	200.200	250.800	171.600	223.100	241.500	227.100	13%
	262.908	324.864	238.849	300.250	318.374	303.463	15%
<b>Germany</b>							
Hamburg	28.952	27.380	9.995	21.932	21.188	17.915	-38%
<b>Sweden</b>							
Göteborg (Landvetter)	15.404	17.912	19.685	18.260	16.175	13.931	-10%

Note:

Freight transport via Billund Airport is calculated here on the basis of the statistics that the airport publishes on their website. The statistics include goods that are classified as air cargo at the airport.

For the other airports, the calculation is based on the national statistics administrations, in Denmark, for example, Statistics Denmark.

Figure 8. The development in the number of passengers at the airports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.  
Index 2014 = 100

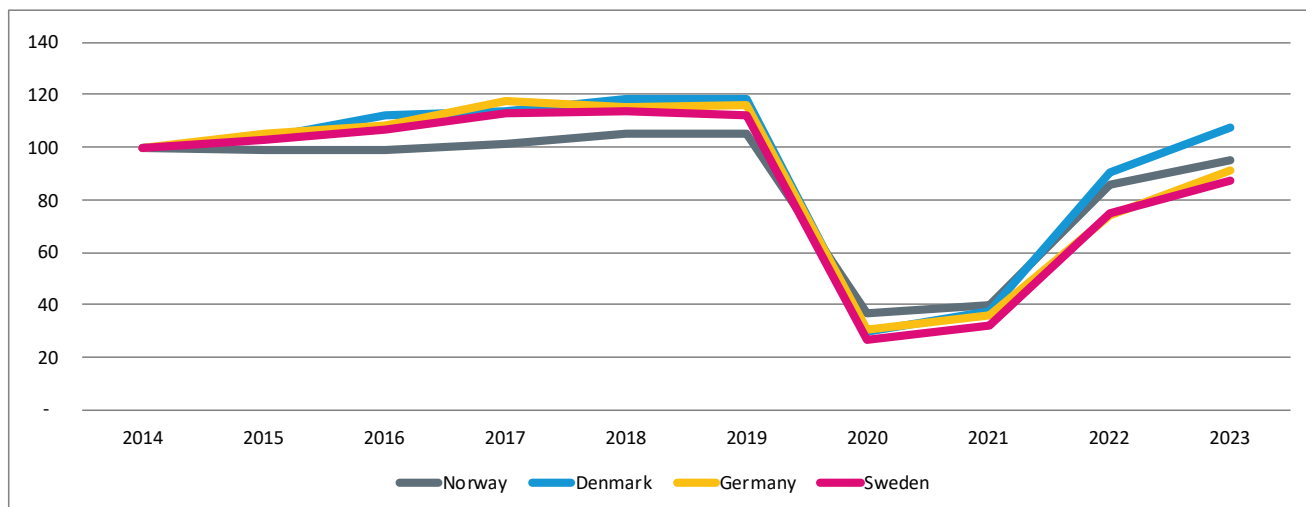
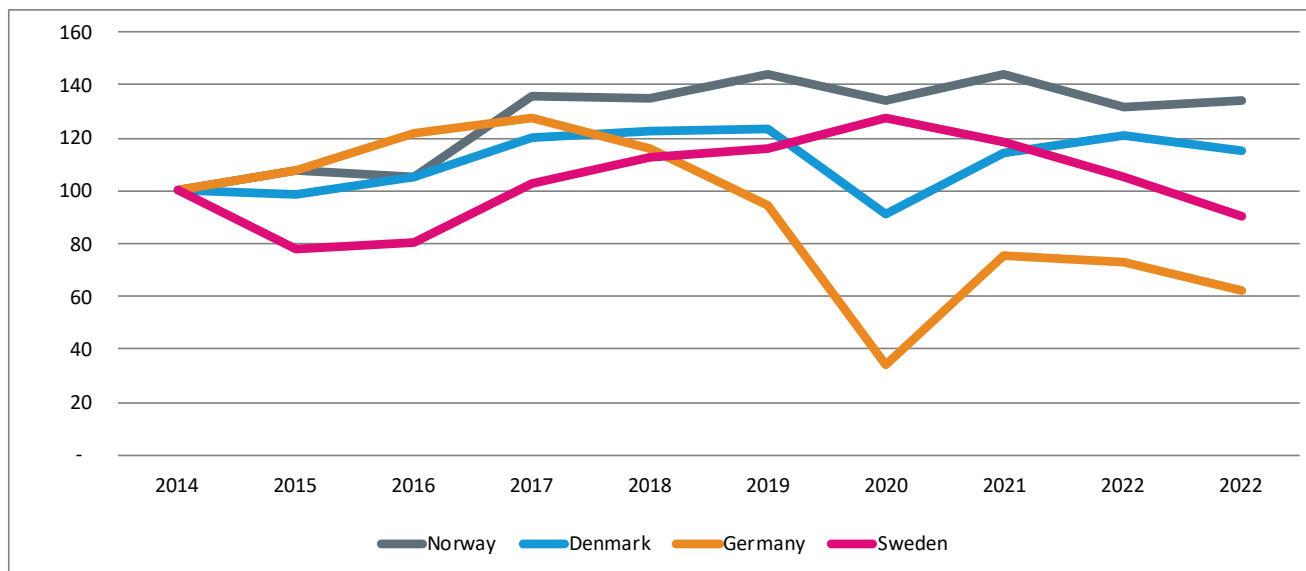


Figure 9. The development in freight turnover at the airports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.  
Index 2014 = 100



# Rail

Table 16. Freight transport by rail in Denmark, Norway, Sweden and Northern Germany

<b>Germany</b>										
mill. tonne	2014	2016	2017	2018	2019	2020	2021	2022	2023	udv. 14-23 % p.a.
<i>National freight transport</i>										
<b>Total national freight transport</b>	<b>238,7</b>	<b>234,8</b>	<b>226,1</b>	<b>222,0</b>	<b>232,2</b>	<b>208,3</b>	<b>232,0</b>	<b>231,9</b>	<b>218,9</b>	-0,9%
<i>International freight transport</i>										
Export	45,9	49,2	46,8	43,3	44,6	42,8	48,9	48,1	44,9	-0,2%
Import	61,9	57,9	55,0	50,6	50,3	50,9	57,5	56,8	52,0	-1,9%
Transit trafik	18,5	21,6	20,7	18,7	14,7	18,1	19,2	22,1	21,3	2,0%
<b>Total interational freight transport</b>	<b>126,3</b>	<b>128,7</b>	<b>122,4</b>	<b>112,6</b>	<b>109,7</b>	<b>111,8</b>	<b>125,6</b>	<b>127,0</b>	<b>118,2</b>	-0,8%
<b>Total national and international transport</b>	<b>365,0</b>	<b>363,5</b>	<b>348,6</b>	<b>334,6</b>	<b>341,9</b>	<b>320,1</b>	<b>357,6</b>	<b>358,9</b>	<b>337,1</b>	-0,8%
<b>Freight intern, to and from german bundesländer</b>										
	2014	2016	2017	2018	2019	2020	2021	2022	2023	udv. 14-23 % p.a.
<b>Schleswig-Holstein</b>	7,6	6,6	7,1		6,5	6,6	7,8	8,7		
<b>Hamborg</b>	45,0	49,4	46,3		51,4	49,3	53,7	53,2		
<b>Norway</b>										
mill. tonne	2014	2016	2017	2018	2019	2020	2021	2022	2023	udv. 14-23 % p.a.
<i>National freight transport</i>										
<b>Total national freight transport</b>	<b>9,5</b>	<b>10,7</b>	<b>11,3</b>	<b>12,2</b>	<b>13,0</b>	<b>13,1</b>	<b>11,8</b>	<b>11,7</b>	<b>11,4</b>	2,2%
- of which iron ore and other mining products	4,1	5,0	5,1	5,6	6,7	7,1	6,1	5,8	5,7	4,8%
<i>International freight transport</i>										
Import	20,4	20,6	20,8	20,2	18,5	20,8	22,1	18,6	17,5	-1,7%
- of which iron ore and other mining products	19,8	20,0	20,2	19,5	17,9	20,1	21,4	17,9	16,9	-1,8%
Eksport	3,5	2,7	2,9	2,6	3,0	2,9	3,7	3,2	3,4	-0,6%
- of which iron ore and other mining products	0,6	0,4	0,5	0,5	0,6	0,5	0,5	0,5	0,5	-1,8%
<b>Total interational freight transport</b>	<b>23,9</b>	<b>23,3</b>	<b>23,7</b>	<b>22,8</b>	<b>21,5</b>	<b>23,7</b>	<b>25,8</b>	<b>21,8</b>	<b>20,9</b>	-1,6%
<i>Total international excl. mining products</i>	3,5	2,8	2,9	2,8	3,0	3,1	3,8	3,3	3,5	0,1%
<b>Total national and international transport</b>	<b>33,4</b>	<b>34,0</b>	<b>35,0</b>	<b>35,0</b>	<b>34,6</b>	<b>36,8</b>	<b>37,6</b>	<b>33,5</b>	<b>32,2</b>	-0,4%
Total excl. iron ore and other mining products	8,9	8,5	9,1	9,4	9,4	9,1	9,5	9,2	9,2	0,4%
<b>Denmark</b>										
mill. tonne	2014	2016	2017	2018	2019	2020	2021	2022	2023	udv. 14-23 % p.a.
<i>National freight transport</i>										
<b>Total national freight transport</b>	<b>0,9</b>	<b>1,0</b>	<b>0,9</b>	<b>1,0</b>	<b>0,8</b>	<b>1,0</b>	<b>0,6</b>	<b>0,7</b>	<b>0,7</b>	-3,5%
<i>International freight transport</i>										
Import	0,9	1,1	1,1	1,0	1,1	1,2	1,2	1,3	1,0	0,8%
Export	0,3	0,5	0,4	0,4	0,4	0,5	0,4	0,5	0,4	4,3%
Transit trafik	5,9	6,7	6,9	6,7	6,2	5,9	4,9	5,3	4,6	-2,3%
<b>Total interational freight transport</b>	<b>7,2</b>	<b>8,2</b>	<b>8,4</b>	<b>9,6</b>	<b>9,1</b>	<b>9,3</b>	<b>7,9</b>	<b>8,7</b>	<b>7,5</b>	0,5%
<b>Total national and international transport</b>	<b>8,1</b>	<b>9,3</b>	<b>9,3</b>	<b>10,5</b>	<b>10,0</b>	<b>10,3</b>	<b>8,5</b>	<b>9,5</b>	<b>8,2</b>	0,1%
<b>Sweden</b>										
mill. tonne	2012	2015	2016	2017	2018	2019	2020	2021	2022	udv. 12-22 % p.a.
<i>National freight transport</i>										
<b>Total national freight transport</b>	<b>37,1</b>	<b>36,3</b>	<b>36,3</b>	<b>37,6</b>	<b>36,0</b>	<b>35,4</b>	<b>36,2</b>	<b>37,2</b>	<b>37,7</b>	0,2%
<i>Of which: malmbanen</i>	10,2	9,7	10,3	12,1	7,5	7,1	8,6	8,1	7,9	-2,2%
<i>International freight transport</i>										
Wagen loads	5,4	7,0	7,2	7,5	8,0	7,9	10,5	9,9	9,6	7,7%
Malmbanen	18,9	17,7	19,7	19,9	20,5	20,5	19,8	21,7	20,6	0,9%
Combitransport	4,4	4,0	4,2	4,3	4,6	4,5	3,2	3,6	3,0	-3,1%
<b>Total interational freight transport</b>	<b>28,7</b>	<b>28,7</b>	<b>31,2</b>	<b>31,7</b>	<b>33,1</b>	<b>32,9</b>	<b>33,6</b>	<b>35,2</b>	<b>33,2</b>	1,6%
<b>Total national and international transport</b>	<b>65,8</b>	<b>65,0</b>	<b>67,5</b>	<b>69,4</b>	<b>69,1</b>	<b>68,2</b>	<b>69,8</b>	<b>72,5</b>	<b>70,9</b>	0,8%
	36,7	37,6	37,5	37,4	41,1	40,6	41,4	42,7	42,4	1,5%

Note:

Note that ore transport is included in both the Swedish and Norwegian statistics. However, they are handled differently in the two statistics:

- In Norway, transport with ore and other products extracted by mining is calculated as an independent product group
- In Sweden, transport on the Swedish part of the Malmbanen is calculated separately

Therefore, the two statistics cannot be 100% compared. However, they both give a picture of the importance of transporting raw materials from mining in the two countries.

Figure 10. The development in national and international freight turnover with rail in Norway, Denmark, Germany and Sweden from 2014 to 2023  
Indexed development, 2014 = 100

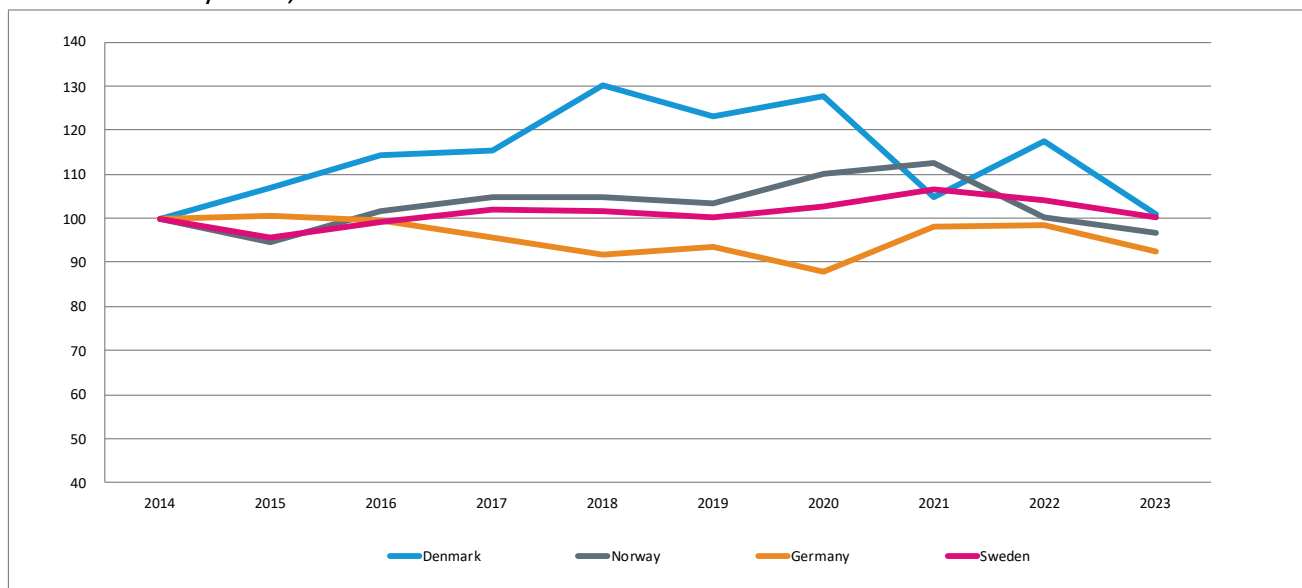
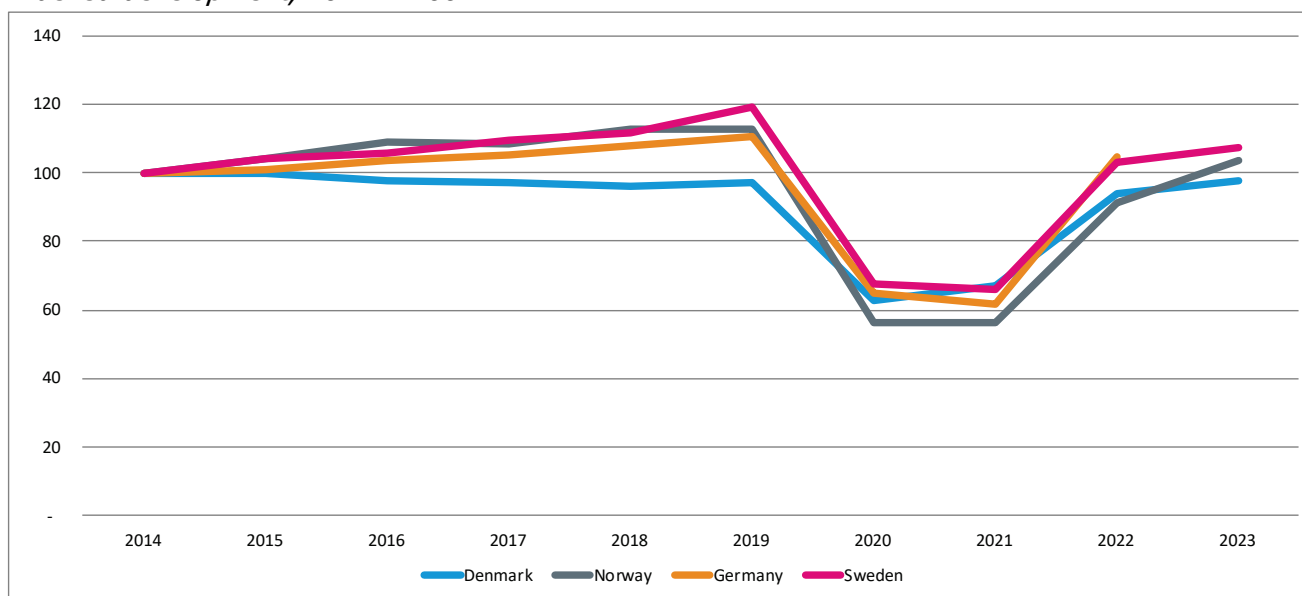


Figure 11. The development of passenger transport work by rail in Norway, Denmark, Germany and Sweden from 2014 to 2023 (NB national level).  
Indexed development, 2014 = 100



# Developments in passenger transport work

Table 17. Developments in passenger transport work 2014 – 2023 in Denmark, Norway, Germany and Sweden

Mia. passenger km NB: the table includes passenger traffic at national level for the four countries.

Denmark:	2014	2019	2020	2021	2022	2023	fordeling 23	udv. 14-23 p.a.
Ship	0,3	0,3	0,3	0,3	0,3	0,3	0,4%	3,0%
Car	61,0	69,2	64,0	66,5	67,9	69,0	78,9%	1,4%
Bus	6,6	7,0	4,5	4,8	8,2	7,8	8,9%	2,1%
Rail	6,8	6,6	4,3	4,6	6,4	6,7	7,6%	-0,2%
Plane	0,4	0,3	0,1	0,2	0,3	0,3	0,3%	-3,2%
Motorcycles, mopeds and bicycles	3,8	3,4	3,4	3,4	3,6	3,4	3,9%	-1,2%
Total	78,8	86,9	76,6	79,7	86,7	87,4	100,0%	1,2%

Norway:	2014	2019	2020	2021	2022	2023	fordeling 23	udv. 14-23 p.a.
Ship	1,0	1,1	0,5	0,7	1,1	1,3	1,7%	2,9%
Car	63,0	58,1	54,1	56,3	59,1	59,4	78,7%	-0,6%
Bus	3,8	4,6	2,8	2,9	3,3	3,8	5,0%	0,0%
Rail	4,1	4,7	2,3	2,3	3,8	4,3	5,7%	0,4%
Plane	5,9	5,8	2,9	3,4	5,2	5,4	7,1%	-1,0%
Motorcycles and mopeds	1,5	1,5	1,6	1,6	1,5	1,4	1,8%	-1,0%
Total	79,4	75,8	64,3	67,2	74,0	75,5	100,0%	-0,5%

Sweden:	2014	2019	2020	2021	2022	2023	fordeling 23	udv. 14-23 p.a.
Ship	0,8	1,7	0,7	0,9	1,5	1,4	1,0%	8,8%
Car	110,3	95,6	90,2	89,5	94,8	102,7	71,1%	-0,8%
Bus	9,7	10,1	9,0	8,9	9,4	9,6	6,7%	-0,1%
Rail	14,6	17,3	9,8	9,6	15,0	15,6	10,8%	0,8%
Plane	3,6	13,1	3,5	3,9	8,8	10,3	7,1%	20,8%
Motorcycles, mopeds and bicycles	6,2	5,2	5,5	4,6	4,7	4,9	3,4%	-2,5%
Total	145,2	142,9	118,7	117,5	134,1	144,4	100,0%	-0,1%

Germany:	2014	2019	2020	2021	2022	2023	fordeling 22	udv. 14-22 p.a.
Motorized individual transport	935,0	917,0	798,7	804,3	862,6		80,9%	-1,0%
Bus and trams	78,8	79,5	45,7	42,4	59,9		5,6%	-3,0%
Rail	91,0	100,4	58,8	56,2	95,2		8,9%	0,6%
Plane	58,8	71,8	18,7	23,4	48,3		4,5%	-2,2%
- domestic flights	10,0	10,1	2,6	2,1	4,1		0,4%	-7,4%
Total	1.163,5	1.168,7	921,9	926,2	1.066,0		100,0%	-1,0%

Note: In Sweden, there is a data breach from 2017 to 2018 due to changed methods for calculating passenger transport work by car and bicycle/walking. For the transport work by car, the change has meant that the calculation of the passenger transport work has been adjusted down by approx. 17%. International trips by plane to and from Swedish airports are included in the national passenger transport work from 2018.

Figure 12. The development in passenger transport work per person per year in Norway, Denmark, Germany and Sweden from 2014 to 2023 (NB national level).

1000 km per person per year

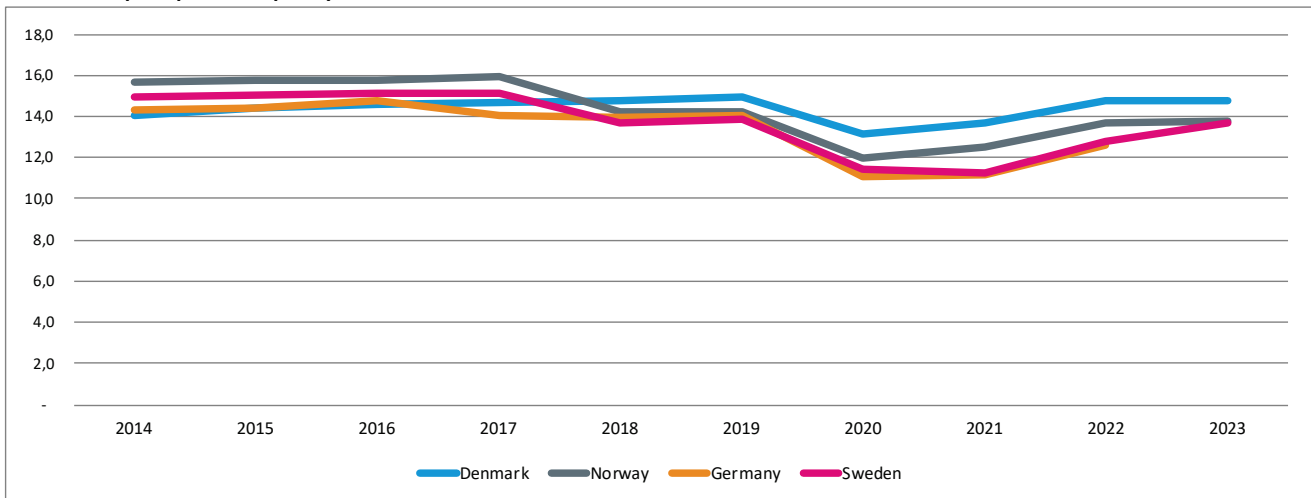
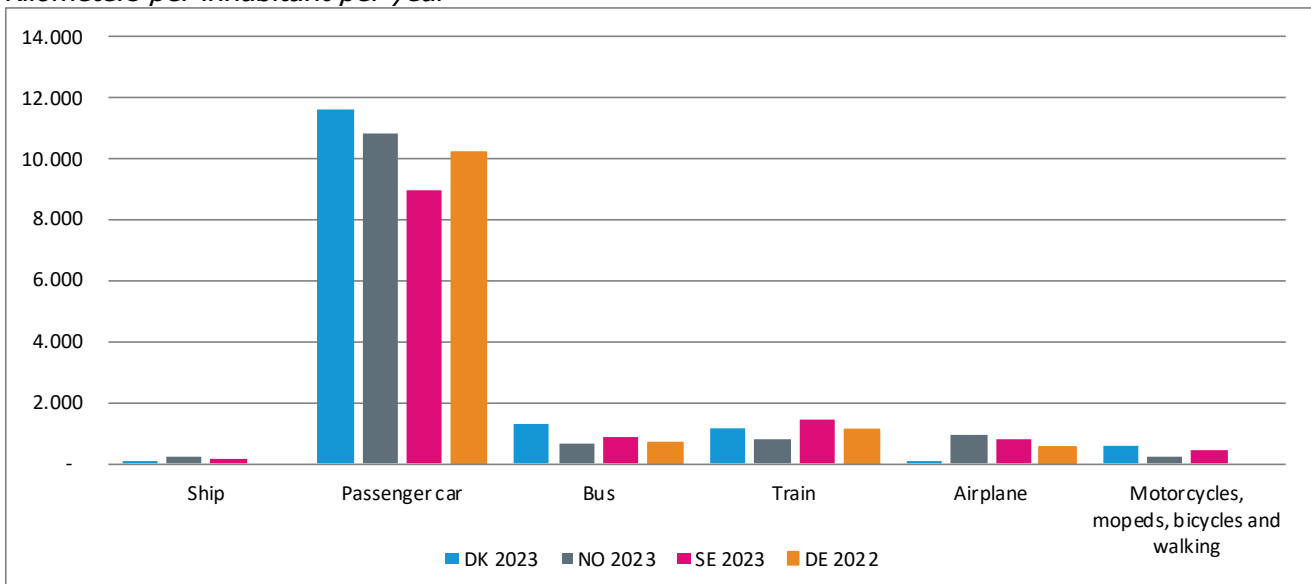


Figure 13. Passenger kilometers per inhabitant distributed by means of transport in Norway, Denmark, Germany and Sweden (NB national level - NB latest year with data).

Kilometers per inhabitant per year



Note:

There is a difference in which means of transport are included in the calculation of passenger transport work from country to country. In Sweden, passenger transport work is calculated by walking, cycling, moped and motorbike. In Denmark, the calculation does not include passenger transport work on foot. In Norway, passenger transport work such as walking and cycling is not included in the calculation. In Germany, passenger transport work with motorbikes and mopeds is included under "passenger car", and passenger transport work by bus here includes all local public transport (ÖPNV) as well as on-demand driving by bus.





# Landings of fish

*Table 18. Total caught fish landings in Denmark, Norway, Sweden and Germany  
For Norway, the table is supplemented with the weight of slaughtered fish from aquaculture (sea farming). Thousand tonne*

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Denmark</b>										
Caught fish landings	994	1.159	897	1.201	1.144	943	946	711	641	749
<b>Norway</b>										
Caught fish landings	2.468	2.482	2.235	2.588	2.665	2.484	2.623	2.592	2.618	2.544
Slaughtered fish from aquaculture	1.330	1.378	1.324	1.306	1.353	1.451	1.488	1.663	1.659	1.648
<b>Sweden</b>										
Caught fish landings	102	88	93	91	94	60	64	36	44	35
<b>Germany</b>										
Caught fish landings	106	107	119	163	106	83	87	64	37	39
<b>Total</b>										
Caught fish landings	3.669	3.837	3.344	4.043	4.009	3.569	3.720	3.403	3.340	3.367
Slaughtered fish from aquaculture	1.330	1.378	1.324	1.306	1.353	1.451	1.488	1.663	1.659	1.648

*Table 19. Total catch in Denmark and Norway, divided by region  
For Norway, the table is supplemented with the weight of slaughtered fish from aquaculture (sea farming).*

*Thousand tonne*

<b>Denmark</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Caught fish landings</b>										
North Denmark Region	563	639	509	710	632	543	539	443	427	502
Central Denmark Region	369	446	332	426	429	343	371	247	186	227
Region of Southern Denmark	18	25	17	11	23	18	13	5	3	3
	951	1.109	858	1.148	1.083	904	924	695	617	732
<b>Denmark total</b>	<b>994</b>	<b>1.159</b>	<b>897</b>	<b>1.201</b>	<b>1.144</b>	<b>943</b>	<b>946</b>	<b>711</b>	<b>641</b>	<b>749</b>
<b>Norway</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Caught fish landings</b>										
Agder County							450	454	460	434
Innlandet County							292	238	226	220
Møre and Romsdal County							595	421	402	466
Oslo							4	3	4	4
Rogaland County							1	1	1	1
Vestfold and Telemark County							1	1	1	1
Westland County										
Viken County							0	0	0	0
							1.343	1.117	1.094	1.125
<b>Slaughtered fish from aquaculture</b>										
Møre and Romsdal	134	180	105	172	90	200	95	222	122	223
Rogaland	62	84	76	80	65	93	87	94	106	108
Westland	322	320	345	308	304	321	362	344	376	345
	517	583	527	559	459	614	544	660	604	675
<b>Norge total</b>										
Caught fish landings	2.468	2.482	2.235	2.588	2.665	2.484	2.623	2.592	2.618	2.544
Slaughtered fish from aquaculture	1.330	1.378	1.324	1.306	1.353	1.451	1.488	1.663	1.659	1.648
	3.731	3.767	3.600	3.807	3.821	3.819	4.111	4.254	4.277	4.191

Table 20. Caught fish landings in the largest fishing ports in Denmark and Norway. Thousand tonne

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>North Denmark Region</b>										
Ørødde	n.a.	n.a.	n.a.	16,6	16,5	21,7	12,8	23,5	24,1	15,3
Hanstholm	140,7	196,9	158,0	240,7	176,6	145,0	204,0	115,8	62,9	59,2
Hirtshals	64,0	53,8	53,1	53,2	49,9	35,0	29,0	19,3	28,4	17,4
Skagen	317,7	347,5	269,0	393,0	384,1	341,0	290,0	285,8	313,0	412,6
Strandby (Nordjylland)	13,5	14,1	7,6	2,9	4,1	3,0	6,0	0,7	1,0	0,9
SUM	535,9	612,3	487,7	706,4	631,2	545,7	541,8	445,0	429,3	505,4
<b>Central Denmark Region</b>										
Grenå	30,9	30,6	35,7	43,7	37,4	55,0	37,0	27,7	40,5	31,3
Hvide sande	74,0	86,8	42,6	51,7	49,0	30,0	55,0	31,1	30,0	40,6
Thyborøn	251,0	309,6	223,5	301,5	324,4	243,0	270,0	180,2	109,8	150,9
Thorsminde	1,6	1,3	1,3	1,3	1,4	1,0	1,0	1,3	1,1	n.a.
	357,4	428,3	303,1	398,1	412,2	329,0	363,0	240,2	181,4	222,8
<b>Møre and Romsdal County</b>										
ÅLESUND	30,8	16,4	14,9	6,0	26,2	19,9	-	-	-	-
FRÆNA	32,6	34,8	39,0	51,9	50,8	49,1	-	-	-	-
HERØY i Møre og Romsdal	4,7	4,5	4,7	8,0	7,1	6,6	-	-	-	-
HAREID	29,2	18,7	21,3	27,6	35,1	26,0	33,6	36,6	37,5	33,3
EIDE	30,5	29,2	35,2	35,9	38,3	32,1	39,3	46,8	42,8	48,6
SULA	-	-	-	-	-	-	66,4	75,3	71,2	60,3
SMØLA	3,8	1,7	16,3	10,3	6,3	3,6	0,6	0,2	0,0	0,1
ØRSTA	3,2	2,7	3,3	3,6	3,7	3,2	8,5	2,8	2,6	2,2
HARAM	18,2	16,1	16,2	17,6	15,3	13,0	11,4	10,2	10,0	9,2
KRISTIANSUND	87,0	18,5	18,9	18,5	19,7	15,4	20,3	27,3	25,5	26,3
SANDE i Møre og Romsdal	7,1	6,5	0,5	8,8	6,7	7,3	9,3	10,6	7,7	8,2
AVERØY	209,8	275,8	237,5	287,3	262,7	261,7	253,8	239,9	259,1	242,0
	471,9	441,9	417,2	481,8	479,6	442,6	450,5	453,7	459,8	433,7
<b>Rogaland County</b>										
KARMØY	-	-	-	-	-	-	0,7	0,6	0,4	0,5
EIGERSUND	-	-	-	-	-	-	30,1	30,8	28,0	30,9
HÅ	-	-	-	-	-	-	206,3	170,1	166,5	165,3
HAUGESUND	-	-	-	-	-	-	19,4	22,7	22,0	17,8
	-	-	-	-	-	-	291,9	237,9	226,1	219,5
<b>Westland County1)</b>										
KINN	170,5	190,4	162,2	194,8	164,1	220,9	281,8	216,6	204,2	202,9
STAD	157,6	173,5	156,6	193,8	249,8	264,8	304,0	180,5	189,2	259,1
BREMANGER	350,1	379,6	334,2	407,2	427,0	502,8	595,0	420,9	402,0	465,6
AUSTEVOLL	24,5	16,3	15,0	14,1	17,2	15,2	11,6	0,1	0,1	
BERGEN	8,3	6,7	7,0	4,8	4,3	4,1	7,5	7,1	4,1	
SOLUND	14,2	10,3	7,7	9,2	7,6	2,8	5,4	2,1	0,1	
ASKVOLL	3,9	4,4	3,3	3,1	3,9	3,4	3,7	2,9	3,3	
BJØRNAFJORDEN	-	-	-	-	-	-	2,6	0,0	0,0	
SVEIO	1,7	1,6	2,1	2,2	2,6	2,1	2,6	0,0	0,1	
BØMLO	0,4	0,9	1,0	1,0	0,7	1,4	1,4	1,2	1,1	
ALVER	-	-	-	-	-	-	0,7	0,6	0,4	
	55,2	42,5	38,3	59,0	59,9	58,2	291,3	237,4	225,7	

Note:

- 1) The statistics have changed from 2020, for Vestland this has also meant a changed division into municipalities. Therefore, the statistics are not comparable with previous years for Western Norway
- 2) In Norway, the statistics show the distribution of the country's catch by municipalities

# Data Sources

## Area, population and employment

- Denmark: Danmarks Statistik, Statistikbanken [www.dst.dk](http://www.dst.dk)
- Norway: SSB Statistikkbanken [www.ssb.no](http://www.ssb.no)
- Sweden: Statistikdatabasen [www.scb.se](http://www.scb.se)
- Germany: Statistikportal.de [www.statistik-portal.de](http://www.statistik-portal.de)

## Key figures for ferry corridors

- Ferries from Denmark:: Danmarks Statistik, Statistikbanken samt SSB statistikkbanken (Norge)
- Ferries Sweden - Germany: Trafikanalys
- Ferries Norway - Germany / Norway - Sweden: SSB statistikkbanken (Norge)

## Road network

- Denmark: Danmarks Statistik, Statistikbanken
- Norway: Statens Vegvesen [www.vegvesen.no](http://www.vegvesen.no)
- Sweden: Statistikdatabasen
- Germany: Statistikportal.de

## International lorry traffic

- The Road Directorate
- Statens Vegvesen, Norway
- Danmarks Statistik, statistikbanken
- Øresundsbroen, [www.oresundsbron.com](http://www.oresundsbron.com)

## Roadtraffic

- Denmark: Vejdirektoratet
- Norway: Statens Vegvesen
- Germany: Bundesanstalt für Straßenwesen, [Bast.de](http://Bast.de)

## Freight turnover in ports

- Denmark: Danmarks Statistik, Statistikbanken
- Norway: SSB statistikkbanken
- Sweden: Eurostat
- Germany: Eurostat

#### Passenger traffic at airports

- Denmark: Danmarks Statistik, Statistikbanken
- Norway: SSB statistikkbanken
- Sweden: Trafikanalys. [www.Trafa.se](http://www.Trafa.se)
- Germany: Genesis Online [www-genesis.destatis.de](http://www-genesis.destatis.de)

#### Freight transport in airports:

- Billund airport: Lufthavnens hjemmeside [www.billund-airport.dk/](http://www.billund-airport.dk/)
- Denmark: Danmarks Statistik, Statistikbanken
- Norway: SSB statistikkbanken
- Sweden: Trafikanalys. [www.Trafa.se](http://www.Trafa.se)
- Germany: Genesis Online [www-genesis.destatis.de](http://www-genesis.destatis.de)

#### Freight transport by rail

- Denmark: Danmarks Statistik, Statistikbanken
- Sweden: Trafikanalys
- Norway: SSB Statistikkbanken
- Germany: Genesis Online [www-genesis.destatis.de](http://www-genesis.destatis.de)

#### Passenger transport works:

- Denmark: Danmarks Statistik, Statistikbanken
- Sweden: Trafikanalys [www.trafa.se](http://www.trafa.se)
- Norway: SSB Statistikkbanken
- Germany: Verkehr in Zahlen. [www.bmvi.de](http://www.bmvi.de)

#### Landed catch of fish:

- Denmark: Danmarks Statistik, Statistikbanken, og Fiskeristyrelsen
- Sweden: Eurostat
- Norway: SSB Statistikkbanken og Fiskeridirektoratet
- Germany: Eurostat

# Explanation of words

## *Passenger transport work*

Passenger transport work is the measure of the travel activity carried out by people in a region over a period of time.

Passenger transport work is measured as the total journey length of all persons in the region during the period.

Passenger transport work is calculated as passenger-kilometers.

## *Passenger kilometers*

1 passenger kilometer is the transport work a person has completed when a kilometer has been traveled.

## *AADT (Annual Average Daily Traffic)*

Average daily traffic on a roadway link for all days of the week during a period of one year, expressed in vpd (vehicles per day).

## *RO-RO traffic*

RoRo (English acronym: roll on – roll off) is a term for a type of ship that has a design where rolling cargo can be driven from the quay and directly on board and out of the ship again. When it comes to freight transport, Ro-Ro covers goods on loose trailers that are pulled on and off the ferry, and goods on trucks, where the driver also drives on board.

## *Bulk transport*

Bulk transports include those transports of goods by ship that are not handled in "unit load carriers" but are loaded and loaded directly onto the ship (e.g. oil, coal, timber, stone and feed)