

Transport Statistics 2025

West Scandinavia



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Map Drawing: North Denmark Region

Content

Partners 2025	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.....	40
Data Sources	43
Explanation of words	45



Partners 2025

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 sustainable connections 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 2025 Western Scandinavia contains a number of key figures for the overall infrastructure and the development of passenger and freight transport. There is a particular focus on international transport and the development of traffic in the international corridors.

The statistics contain figures for the latest years where figures have been published, 2023 or 2024, as well as the development of traffic for a number of years. Where possible, the development of the last 10 years is highlighted.

The development covers growth up to 2020. The years with COVID-19 meant a "disruption" with unusually large fluctuations in traffic. From 2022, traffic is returning to the level from before COVID-19. The development in recent years has varied greatly from region to region and between the different means of transport. This is explained in more detail below.

Passenger transport

Car traffic across borders by ferry, via bridge and by road increased by a total of approx. 2% from 2015 to 2019, from 2019 to 2021 car traffic was almost halved, since 2021 traffic has increased again, total car traffic across borders was 1% lower in 2024 than in 2015.

Passenger traffic over airports in the Western Scandinavian focus area increased between approx. 7% in Norway and 14% in Denmark from 2015 to 2019. COVID-19 had serious consequences for passenger traffic by air, the number of passengers fell by almost 80%, the decrease was of the same magnitude in all 4 countries for which the statistics contain data. Since 2021 the number of passengers over airports has increased, in 2024 the number of passengers was at the same level as in 2015 in Norway and approx. 14% higher in Denmark compared to 2015.

Passenger transport work by train increased between 8 and 14% in Norway, Sweden and Germany from 2015 to 2019, in Denmark passenger transport work by train decreased during the same period by approx. 3%. During COVID-19, transport work was halved. In 2024, transport work by train was 5% higher in Sweden and Denmark and 9% higher in Norway compared to 2015, in Germany transport work in 2023 (latest year with data) was 14% higher than in 2015.

Freight transport

Truck traffic across borders by train, via bridge and by road increased by a total of approximately 11% from 2015 to 2019, with significant differences between the individual corridors:

- the increase was greatest on the road connections between Norway and Sweden, where truck traffic increased by 31%
- on the ferry routes across the Fehmarn Belt, truck traffic increased by 23%
- across the Oresund by 13%
- across the land border in Southern Jutland by 12%
- on the ferry routes across the Skagerrak between Jutland and Norway, truck traffic decreased by approximately 15%.

During COVID-19, there was continued growth in total truck traffic. In 2022 truck traffic had increased by 14% compared to 2015.

From 2022 to 2024, there has been a decrease in total truck traffic across borders of approximately 3%.

In 2024, however, total truck traffic across borders was 11% higher than in 2015, corresponding to approximately 770,000 trucks per year or approximately 2,050 per day 365 days a year.

International freight transport by ferry and RO-RO has developed very differently from country to country. In Norway, traffic has decreased by approximately 2% from 2015 to 2024, and there has been a shift in the period, so that freight turnover via the Port of Oslo has decreased, and turnover via a number of other ports along the coast has increased. Note that the statistics include both freight with combined passenger and freight ferries (RO-PAX) and pure freight ferries (RO-RO).

Freight turnover with container ships has also varied greatly from country to country:

- In Germany, freight turnover via the Port of Hamburg dominates the statistics, here turnover has decreased by approximately 17% the from 2015 to 2024.
- In Denmark, freight turnover with containers has increased by approx. 41% from 2015 to 2024.
- In Sweden, freight turnover with containers via the Port of Gothenburg has increased by 13% from 2015 to 2024.

The statistics on freight turnover via the region's airports cover significant differences between the different airports included in the statistics. Three airports: Gardermoen (Norway), Billund and Copenhagen (Denmark) account for 90% of the total air cargo in the statistics. For all three airports, there has been growth in freight turnover from 2015 to 2024:

- Gardermoen: 52%
- Billund 42%
- Copenhagen Airport 34%.

The statistics (page 36) contain a table with the total freight turnover by rail in the 4 countries covered by the statistics. The total freight turnover by rail in 2024 was approximately 7% lower than in 2015.



Key indicators West Scandinavia

Table 1. Area and population

	Area km ²	Population Jan. 1 2025	inhabitants per km ²
North Denmark Region	7.933	593.135	75
Central Denmark Region	13.124	1.365.688	104
Region of Southern Denmark	12.206	1.238.406	101
	33.264	3.197.229	96
Østfold County	4.004	314.407	79
Akershus County	5.895	740.680	126
Buskerud County	14.694	271.248	18
Oslo County	454	724.290	1.595
Vestfold County	2.168	258.071	119
Telemark County	15.298	177.863	12
Agder County	16.434	322.188	20
Rogaland County	9.377	504.496	54
Westland County	33.871	655.210	19
Møre and Romsdal County	14.356	272.413	19
Innlandet County	52.072	377.556	7
	168.623	4.618.422	27
Västra Götaland region	23.956	1.772.915	74
Halland County	5.462	345.080	63
	29.418	2.117.995	72
Schleswig-Holstein	15.804	2.959.517	187
Hamburg	755	1.862.565	2.467
	16.559	4.822.082	291
Total	247.864	14.755.728	60

Notes:

1) Data from Germany is for 2023

Table 2. Employment 2024. Number of employees

	Primary sector	Secondary sector	Tertiary sector	... of this	Total
North Denmark Region	12.566	63.172	219.254	9.646	294.992
Central Denmark Region	20.511	141.580	548.923	26.923	711.014
Region of Southern Denmark	22.782	131.984	463.459	29.442	618.225
	55.859	336.736	1.231.636	66.011	1.624.231
Østfold County	2.759	30.210	114.660	6.882	147.629
Akershus County	6.190	52.594	323.712	22.770	382.496
Buskerud County	3.273	30.380	102.504	5.465	136.157
Oslo County	3.679	33.594	366.966	17.705	404.239
Vestfold County	3.102	24.684	97.149	6.023	124.935
Telemark County	3.161	19.425	62.186	3.175	84.772
Agder County	5.676	32.416	117.613	6.076	155.705
Rogaland County	32.923	48.258	181.633	11.435	262.814
Westland County	23.374	62.855	255.179	17.364	341.408
Møre and Romsdal County	9.312	32.397	96.428	7.456	138.137
Innlandet County	8.939	37.480	137.749	7.281	184.168
	102.388	404.293	1.855.779	111.632	2.362.460
Västra Götaland region 1)	10.173	185.342	698.762	41.212	894.277
Halland County 1)	3.234	31.296	113.167	5.064	147.697
	13.407	216.638	811.929	46.276	1.041.974
Hamburg 2)	707	169.475	902.968		1.073.150
Schleswig-Holstein 2)	14.308	241.067	805.970		1.061.345
	15.015	410.542	1.708.938	-	2.134.495
Fokusområde i alt	186.669	1.368.209	5.608.282		7.163.160

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 2024

	Rute	Dist.	Sailing time	Trips	Passen-	Pass.	Trucks
		Km	hours	pr. year	gers	cars and trucks	1000/year
Norway - Denmark	København-Oslo	504	17	698	696	51	3
	Frederikshavn-Oslo 1)	291	9	352	48	15	3
	Hirtshals-Larvik	163	4	1.298	723	259	62
	Hirtshals-Kristiansand 2)	131	3	2.744	1.299	471	27
	Hirtshals - Stavanger - Bergen	373 - 558	19	282	238	99	25
Sweden - Denmark					3.004	896	119
	Helsingør - Helsingborg 2)	5	0,3	50.890	6.419	1.402	394
	Øresundsbron				27.847	7.573	684
	Frederikshavn-Göteborg	93	3	3.106	909	286	130
	Grenå-Halmstad		4 1/2	1.058	100	54	32
Denmark - Germany	Rønne- Ystad	70	2	3.552	1.780	523	7
					37.055	9.839	1.248
	Gedser-Rostock	46	2	6.356	1.665	559	161
	Rødby-Puttgarden	19	1	31.168	4.722	1.780	533
					6.387	2.339	694
Denmark - Faroe Islands	Hirtshals - Torshavn	1100	30/38 3)	132	71	25	14
Sweden - Germany	Göteborg - Kiel	437	14	744	431	156	49
	Trelleborg - Rostock	157	6	3.928	853	561	324
	Trelleborg - Sassnitz	111	4	510	117	36	-
	Trelleborg - Travemünde	222	7	2.068	338	283	222
	Other ferry lines 4)	1.930	464	274	233
Sweden - Norway					2.203	1.310	828
	Strömstad - Sandefjord	67	2 1/2		1.058	312	10
Norway - Germany	Oslo - Kiel	657	19		1.088	109	23

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) Sailing time summer or winter

4) 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 2024. 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. tonnes

Mill. Tonnes	Container on ship	Ferry and ro-ro	Truck on road	Rail	Total
Norway					
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	-	-	0,3
5 Kamsund Havn	0,3	0,2	-	-	0,5
6 Stavanger Havn	0,3	0,4	-	-	0,7
7 Kristiansand Havn	0,4	0,4	-	-	0,8
8 Grenland Havn	1,1	0,2	-	-	1,2
9 Larvik Havn	0,5	0,7	-	-	1,2
10 Sandefjord Havnevesen	-	0,1	-	-	0,1
11 Oslo Havn og Drammen Havnevesen	1,4	0,7	-	-	2,1
12 Moss Havn	0,3	-	-	-	0,3
13 Borg Havn	0,5	-	-	-	0,5
Border Norway - Sweden (Road and Rail)					
Svinesund	-	-	9,6	-	
Kornsjø/Eda	-	-	-	3,0	
Ørje	-	-	2,8	-	
Brandval	-	-	1,6	-	
14 Total cross border by truck and rail	-	-	13,9	3,0	16,9
Sweden					
15 Göteborg	8,2	8,7	-	-	16,9
16 Varberg	-	n.a.	-	-	-
17 Halmstad	0,2	0,6	-	-	0,8
Denmark					
18 Esbjerg Havn	-	1,6	-	-	1,6
19 Hanstholm Havn	-	-	-	-	>0
20 Hirtshals Havn	-	1,7	-	-	1,7
21 Skagen Havn	0,05	-	-	-	0,05
22 Frederikshavn Havn	-	1,8	-	-	1,8
23 Aalborg Havn	0,1	-	-	-	0,1
24 Grenaa	-	0,5	-	-	0,5
25 Aarhus havn	4,9	0,3	-	-	5,2
26 Fredericia Havn	0,9	0,3	-	-	1,1
Border Denmark - Germany (Road and Rail)					
27 Padborg/Flensburg	-	-	23,8	5,5	29,3
Germany					
28 Puttgarden	-	n.a.	-	-	-
29 Kiel	1,0	2,8	-	-	3,8
30 Lübeck	0,3	12,3	-	-	12,5

Notes:

Data for Varberg and Puttgarden for 2023 and 2024 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 (before 2023). 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 2024. Mill. tonnes

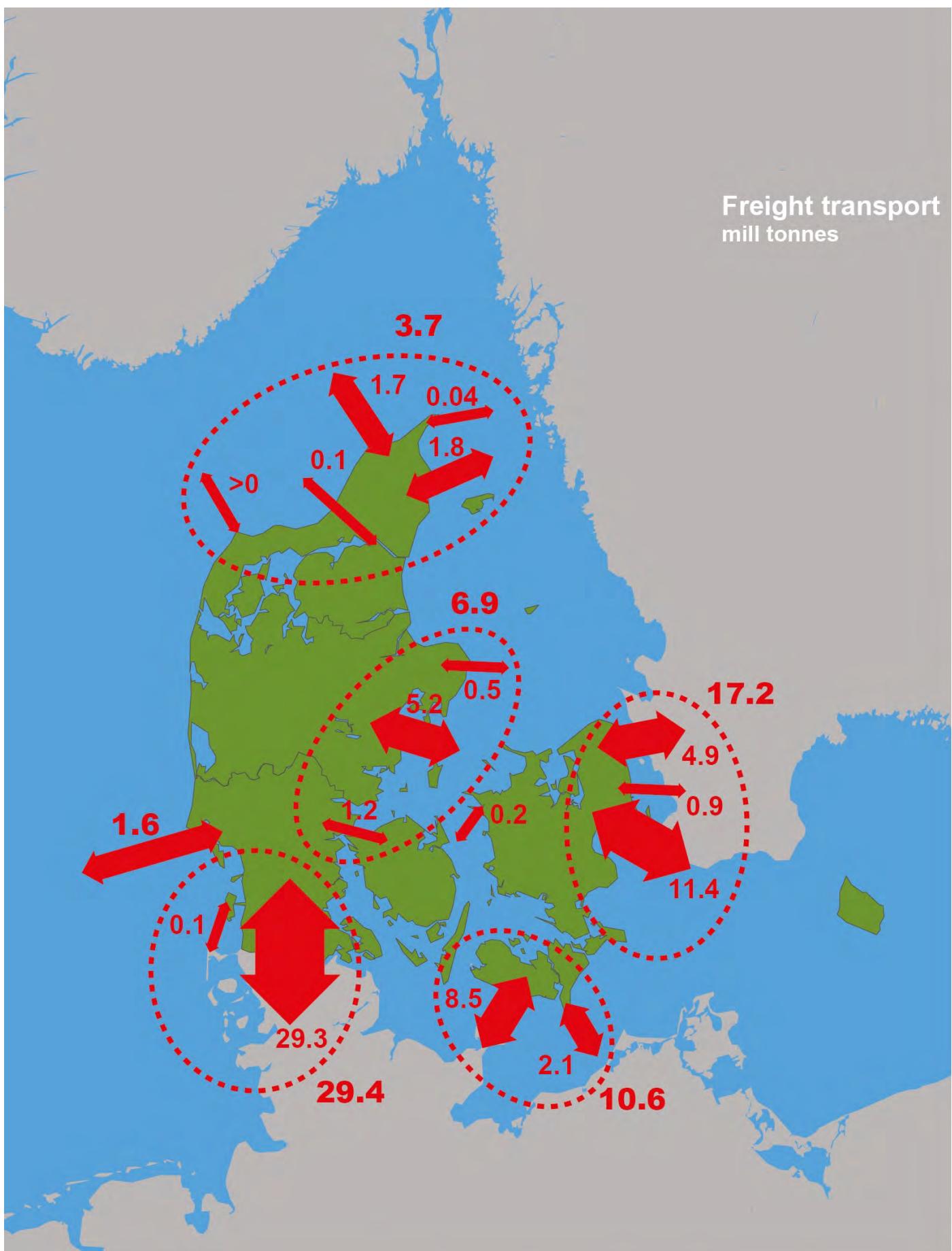


Table 5 Freight transport by truck, ferry, train, and containers and unaccompanied trailers by ship to and from Denmark 2024. Mill. tonnes

Mill. tonnes 2024	Truck	Ferry	Rail	Ship: cont.	Ship: ro-ro	Total
<i>Hanstholm</i>	-	-	-	-	-	-
<i>Hirtshals</i>	-	1,6	-	-	0,1	1,7
<i>Frederikshavn</i>	-	1,8	-	-	-	1,8
<i>Aalborg</i>	-	-	-	0,1	-	0,1
<i>Skagen</i>	-	-	-	0,04	-	0,04
North Jutland total	-	3,4	-	0,1	0,1	3,7
<i>Grenå</i>	-	0,5	-	-	-	0,5
<i>Århus</i>	-	-	-	4,9	0,3	5,2
<i>Fredericia</i>	-	-	-	0,9	0,3	1,2
East Jutland total	-	0,5	-	5,8	0,6	6,9
Border DK - DE	23,8	0,1	5,5	-	-	29,4
Esbjerg (West Jutland))	-	-	-	-	1,6	1,6
<i>Helsingør</i>	-	4,9	-	-	-	4,9
<i>Københavns Havn</i>	-	-	-	0,9	-	0,9
<i>Øresundsbroen</i>	6,8	-	4,6	-	-	11,4
<i>Køge Havn</i>	-	-	-	-	-	-
Region of Oresund	6,8	4,9	4,6	0,9	-	17,2
<i>Kalundborg</i>	-	-	-	0,2	-	0,2
West Seeland	-	-	-	0,2	-	0,2
<i>Rødby</i>	-	8,5	-	-	-	8,5
<i>Gedser</i>	-	2,1	-	-	-	2,1
Femern Bælt total	-	10,6	-	-	-	10,6
West Denmark total	23,8	4,0	5,5	5,9	2,3	41,6
East Denmark total	6,8	15,5	4,6	1,1	-	28,0
Denmark total	30,6	19,5	10,1	7,0	2,3	69,6

Passenger transport to and from Denmark by car, ferry and train 2024.

Thousand passengers per 24/7 (AADT, Annual Average Daily Traffic)

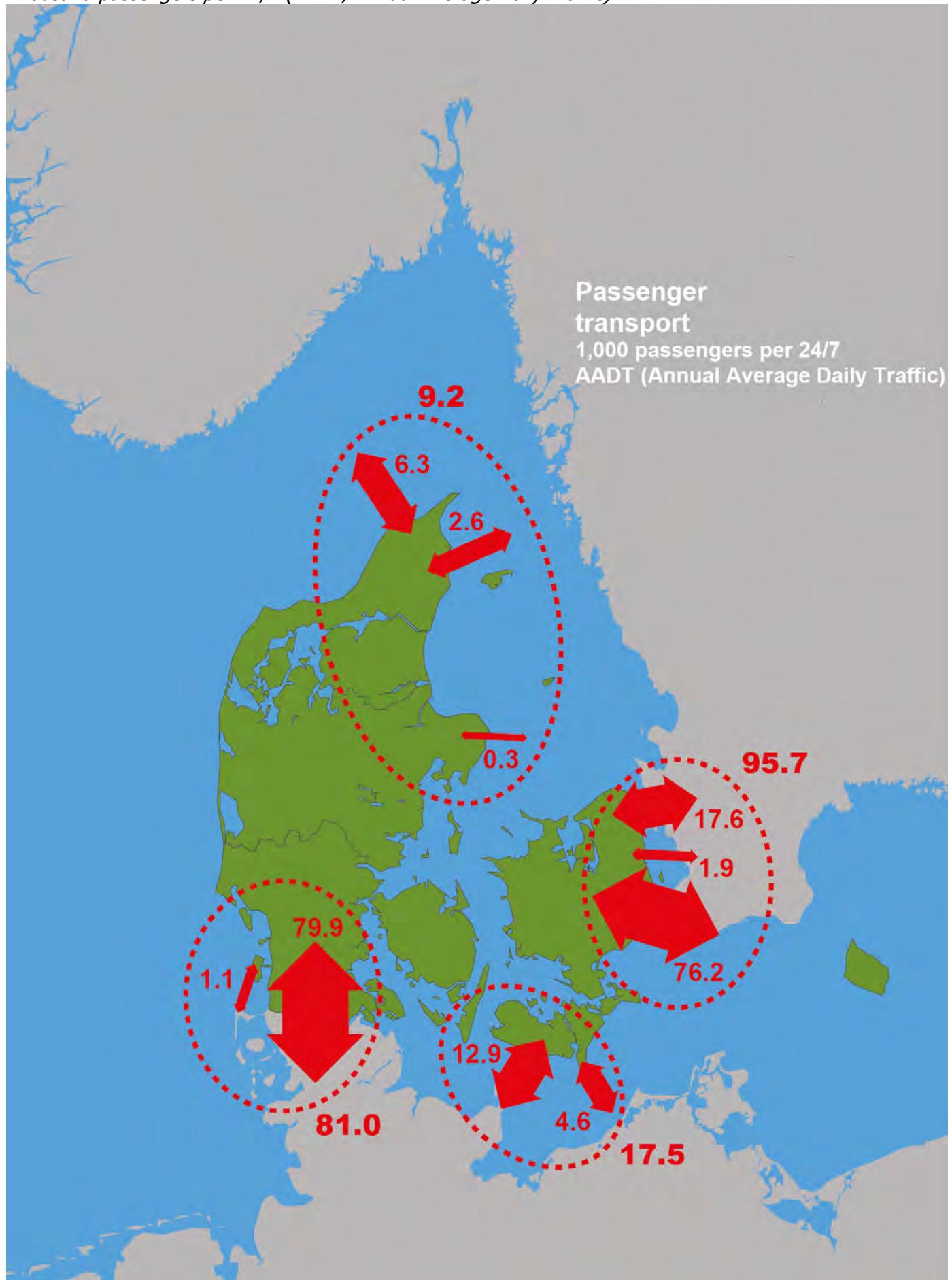


Table 6 Passenger transport to and from Denmark by car, ferry and train 2024. Thousand passengers per 24/7. (AADT, Annual Average Daily Traffic)

Traffic 2024 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 2024 (A+B+D)	Dev. 15 - 24	2015
<i>Hirtshals</i>	6,3	-	-	-	6,3		7,0
<i>Frederikshavn</i>	2,6	-	-	-	2,6		4,6
<i>Grenå</i>	0,3	-	-	-	0,3		0,5
Jutland - Norway/Sweden	9,2	-	-	-	9,2	5%	-24%
<i>Frøslev</i>			18,9	29,1	29,1		28,6
<i>Kruså</i>			14,3	22,0	22,0		22,5
<i>Sæd</i>			5,9	9,1	9,1		9,4
<i>Ferries Havneby</i>	1,1			-	1,1		0,9
<i>Train via border German-Jutland 2)</i>		3,2		-	3,2		1,4
<i>Other border corssings 1)</i>			10,7	16,5	16,5		20,2
Jutland - Germany	1,1	3,2	49,8	76,7	81,0	40%	-2%
<i>Esbjerg</i>	-	-	-	-	-		-
Jutland - UK	-	-	-	-	-	0%	-
<i>Helsingør</i>	17,6				17,6		20,9
<i>Oresund Brigde - road</i>			20,7	31,9	31,9		29,7
<i>Oresund Brigde - rail</i>		44,3			44,3		33,0
<i>Copenhagen - Norway</i>	1,9			-	1,9		2,1
Oresund	19,5	44,3	20,7	31,9	95,7	47%	12%
<i>Gedser</i>	4,6	-	-	-	4,6		4,0
<i>Rødby</i>	12,9	-	-	-	12,9		16,8
Fehmarn Belt	17,5	-	-	-	17,5	9%	-16%
West Denmark total	10,3	3,2	49,8	76,7	90,2	44%	-5%
East Denmark total	37,0	44,3	20,7	31,9	113,2	56%	6%
Denmark total	47,3	47,5	70,5	108,6	203,4	100%	1%
							201,6

Note: The calculation assumes in average 1.54 persons per car in cross-border passenger traffic. This prerequisite has not been 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 2015 – 2024, index 2015 = 100.

Number of cars (passenger cars and trucks) passing the border per years 2015 and 2024, as well as the proportion of which were trucks

	Norway - Jutland (ferry)	Sweden - Jutland (ferry)	Oresund (brigde and ferry)	Fehmern Belt (ferry)	Jutland - Germany (road)	Norway - Sweden (road)	Sweden - Germany (ferry)	Total
<i>Development 2015 - 2024. Index 2015 = 100</i>								
2015	100	100	100	100	100	100	100	100
2016	100	99	104	103	99	105	96	102
2017	98	100	105	106	100	100	104	101
2018	98	99	105	105	99	107	102	103
2019	98	99	104	101	99	107	104	102
2020	51	56	64	60	67	56	84	63
2021	47	60	67	70	69	43	104	63
2022	96	85	93	97	89	86	111	90
2023	94	85	99	98	94	98	104	96
2024	96	79	101	97	95	106	104	99
<i>2024, 1000 cars per year total</i>								
<i>Cars total</i>	845	340	8.975	2.339	18.211	11.825	1.310	43.847
- passenger cars	729	178	7.897	1.645	15.955	9.367	482	36.253
- trucks	116	162	1.079	694	2.257	2.458	828	7.593
<i>share of trucks</i>	14%	48%	12%	30%	12%	21%	63%	17%
<i>2015, 1000 cars per year total</i>								
<i>Cars total</i>	882	430	8.825	2.406	19.104	11.153	1.254	44.054
- passenger cars	719	240	7.985	1.853	16.763	9.236	434	37.230
- trucks	163	190	840	553	2.340	1.917	820	6.824
<i>share of trucks</i>	19%	44%	10%	23%	12%	17%	65%	15%

Table 8. The international truck traffic in 7 "border sections".

The development 2015 – 2024, index 2015 = 100.

Number of trucks crossing the border 2024

	Norway - Jutland (ferry)	Sweden - Jutland (ferry)	Oresund (brigde and ferry)	Fehmern Belt (ferry)	Jutland - Germany (road)	Norway - Sweden (road)	Sweden - Germany (ferry)	Total
Development 2015 - 2024. Index 2015 = 100								
2015	100	100	100	100	100	100	100	100
2016	104	97	104	110	103	118	98	107
2017	90	100	109	122	108	116	103	110
2018	88	101	113	128	113	123	103	110
2019	85	96	113	123	112	131	101	111
2020	82	98	110	116	111	119	98	106
2021	86	98	119	130	117	121	112	113
2022	84	96	125	136	113	128	108	114
2023	75	89	129	127	109	117	103	109
2024	71	85	128	126	109	128	101	111
2024, 1000 trucks crossing the border per year total								
2024	116	162	1.079	694	2.257	2.458	828	7.593

Figure 1. The development: total cross-border car traffic (passenger cars and trucks) in 7 "border sections"
Index 2015 = 100

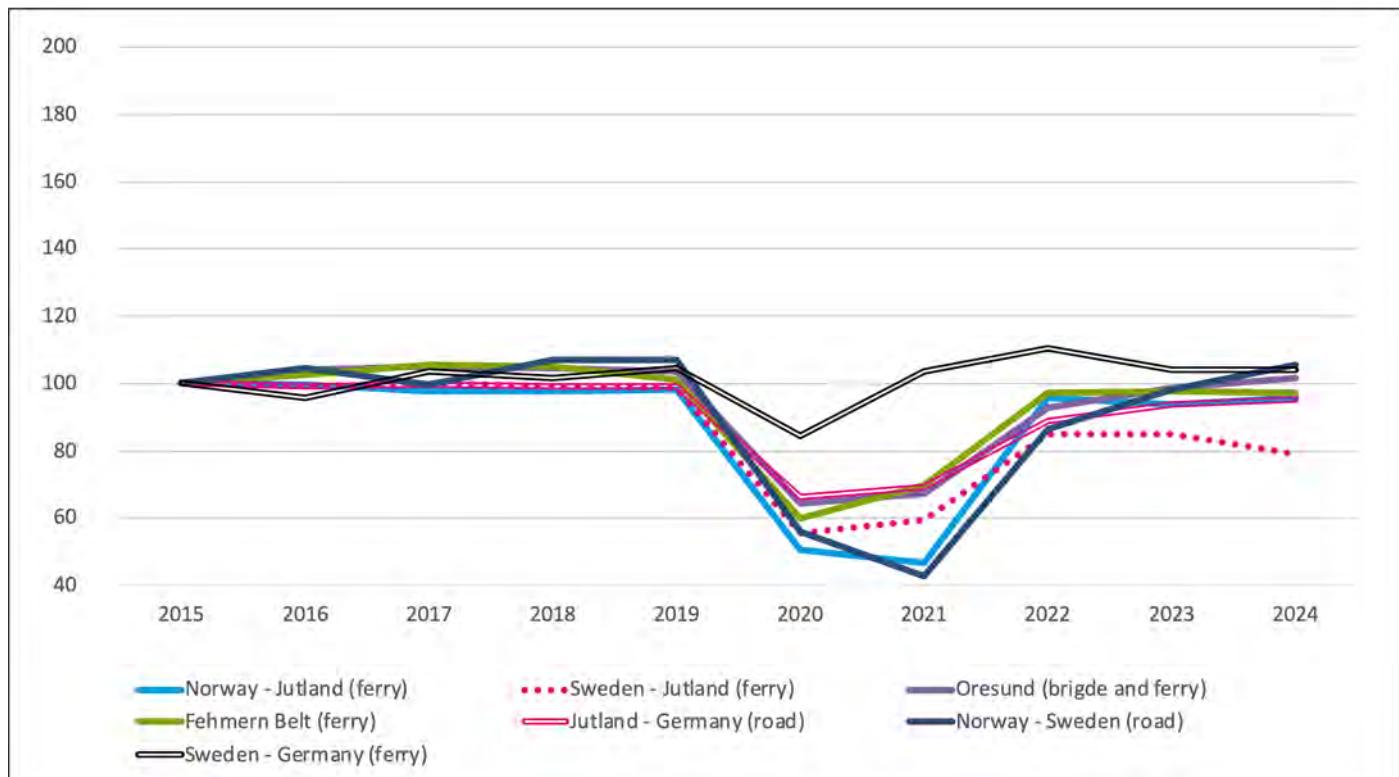
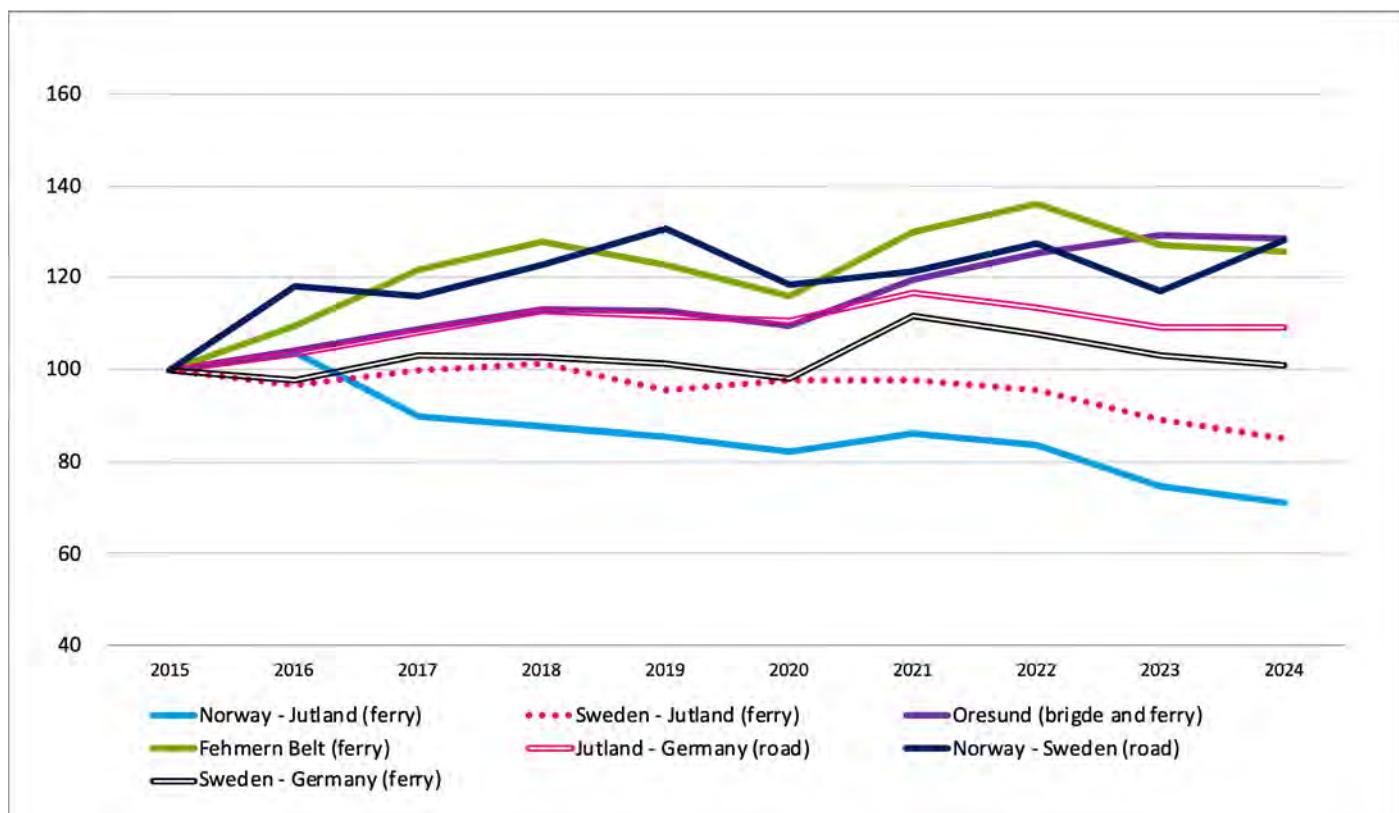


Figure 2. The development: cross-border lorry traffic in 7 "border sections".
Index 2015 = 100



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 (passenger cars and trucks) in 7 "border sections"
Number of cars 2015 and 2024. ADT

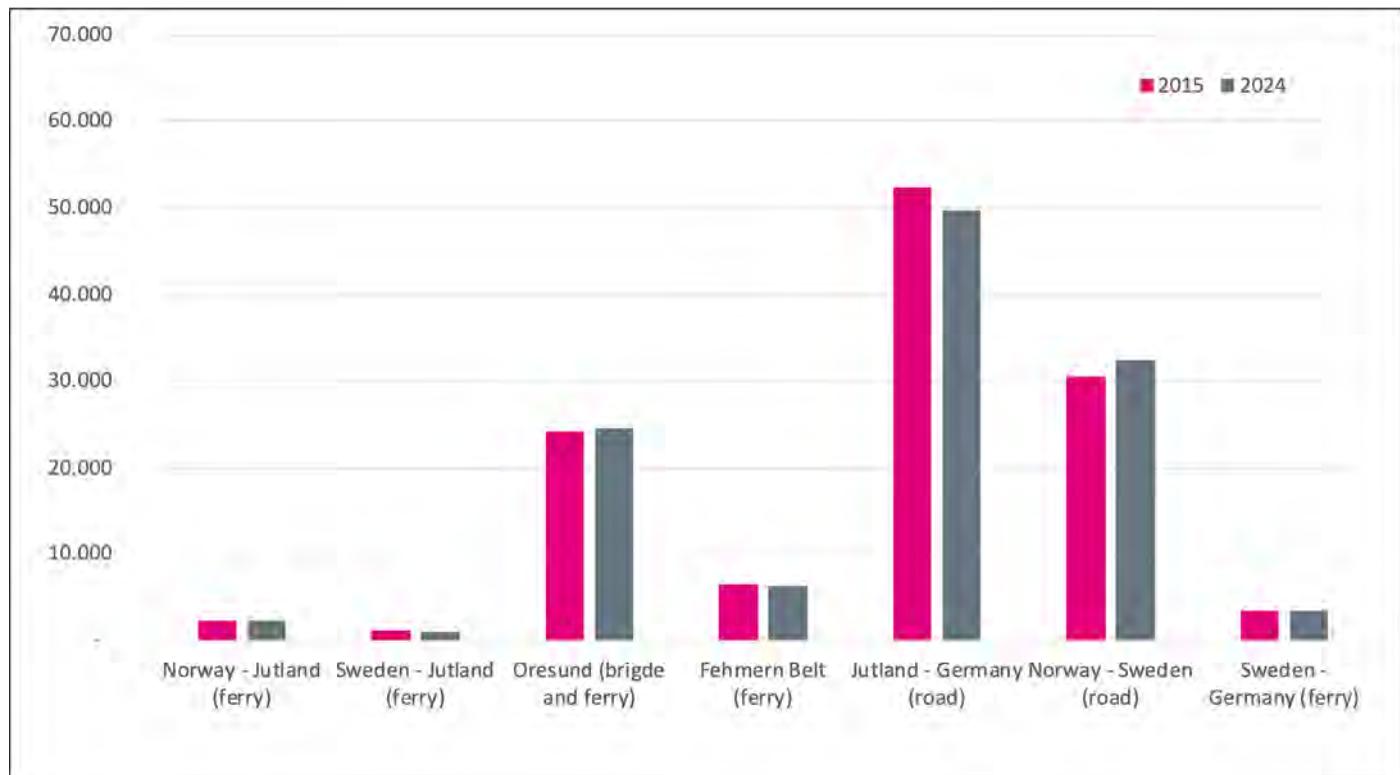
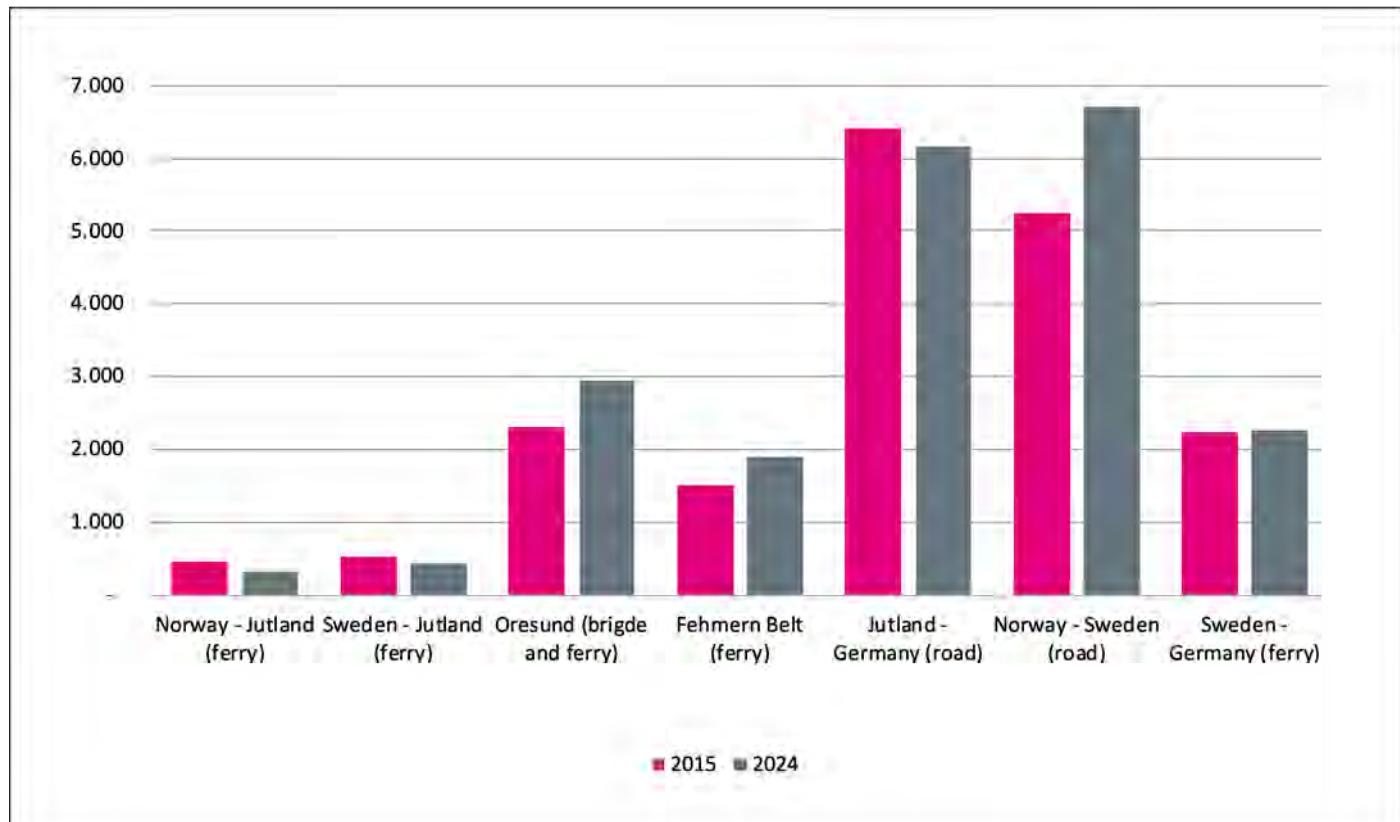


Figure 4. The cross-border lorry traffic in 7 "border sections"
Number of trucks 2014 and 2023. ADT



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

Roads

Table 9. Road network 2024. Kilometres of road

Kilometer roads	Denmark				Total
	State roads		Municipality roads	Other roads ³⁾	
	Highways	Other roads			
North Denmark Region	184	441	11.585	-	12.210
Central Denmark Region	332	895	19.731	-	20.958
Region of Southern Denmark	376	651	21.582	10	22.619
	892	1.987	52.898		55.787
Norway					
	State Roads	Regional roads	Municipality roads	Private roads	
Østfold County	281	1.663	1.855	4.316	8.115
Akershus County	501	2.083	2.969	5.780	11.333
Oslo County	176	-	1.155	2.099	3.430
Innlandet County	1.414	6.792	3.911	21.781	33.898
Buskerud County	541	1.751	1.689	7.557	11.538
Vestfold County	151	1.153	1.399	2.967	5.670
Telemark County	443	1.906	1.826	4.355	8.530
Agder County	642	3.693	2.871	6.567	13.773
Rogaland County	496	2.554	3.351	5.598	11.999
Westland County	1464	5506	5232	12387	24589
Møre and Romsdal County	516	3.003	3.020	5.138	11.677
	6.625	30.104	29.278	78.545	144.552
Sweden					
	State Roads	Regional roads	Other roads	Total	
Västra Götaland region ¹⁾	2.238	10.410	49.437	62.085	
Halland County ¹⁾	551	2.636	13.773	16.960	
	2.789	13.046	63.210	79.045	
Germany					
	State roads Highways	Other state roads ²⁾	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	3.672	4.124	10.069
West Sandinavia focus area total					289.453

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 The Great Belt Bridge

Table 10. Road traffic on selected sections, AADT

	AADT (Annual Average Daily Traffic)						Development	
	Trucks			Total (passenger cars and trucks)			Trucks	Total
	2017	2023	2024	2017	2023	2024	2017-24	2017-24
Denmark								
DK1 E45 South Jutland Highway, near Frøslev	6.478	6.771	6.684	18.949	19.851	19.339	3%	2%
DK2 E45 South Jutland Highway, north of Kolding	14.784	18.637	17.805	83.776	85.644	85.633	20%	2%
DK3 E45 East Jutland Motorway, Vejlefjord Bridge	14.199	16.623	16.237	85.852	90.885	90.639	14%	6%
DK4 18 Central Jutland Highway, sf.<15>, Herning	3.240	4.155	4.259	23.679	27.374	27.741	31%	17%
DK5 E45 Eastern Jutland Highway, Stilling	9.238	12.150	12.180	66.185	68.113	65.239	32%	-1%
DK6 E45 The Limfjord tunnel	7.998	9.771	9.589	75.171	77.196	77.460	20%	3%
DK7 E45 Frederikshavn Highway., n.e. Hjallerup	1.367	1.801	1.757	12.987	12.186	12.140	29%	-7%
DK8 E39 Hirtshals Hithwayj, between <7> og <8>	2.713	2.207	2.330	23.837	24.527	25.287	-14%	6%
DK9 E20 Funen Highway, New Lillebælt bridge	9.954	14.315	14.593	74.498	77.869	78.156	47%	5%
DK10 E20 The Great Belt Bridge	3.917	4.526	4.662	35.013	37.343	37.376	19%	7%
Norway								
<i>Viken County (border crossings)</i>	2017	2023	2024	2017	2023	2025	2017-24	
NO1 E6 New Svinesund brigde	4.366	3.797	4.436	15.444	13.232	14.880	2%	-4%
NO2 Rv 118 Old Svinesund	192	190	194	7.144	8.244	8.634	1%	21%
NO3 Ev 18 Ørje	999	1.218	1.330	6.385	5.749	5.979	33%	-6%
<i>Vestfold and Telemark County</i>								
NO4 Ev 18 Lanner	3.139	:	:	18.535	:	:		
<i>Agder County</i>								
NO5 Ev 18 New Rannekleiv	2.445	3.668	3.749	18.911	20.434	20.954	53%	11%
NO6 Rv 9 Grim	1.323	1.716	1.746	10.616	11.523	10.761	32%	1%
<i>Rogaland County</i>								
NO7 EV 39 Auglendhøyden	4.554	5.940	5.906	62.803	66.091	66.286	30%	6%
NO8 Rv 13 Austråttunnelen	1.453	1.866	1.769	13.455	16.637	16.765	22%	25%
<i>Westland County</i>								
NO9 Nesttund, Hopstunnelen	1.848	1.642	1.703	19.962	18.060	18.781	-8%	-6%
<i>Møre and Romsdal County</i>								
NO10 EV 39 Blindheimtunnelen	1.569	2.358	2.452	20.054	21.460	21.872	56%	9%
Germany								
DE1 Hamburg Nordwest S (A7)	2017	2023	2024	2017	2023	2024	2017-22	
DE2 Besdorf (A23)	:	:	:	:	:	:	:	
DE3 Rendsborg N (A7)	1.535	:	:	20.989	:	:	2%	-4%
DE4 Fehmarnsund Brigde (B207)	8.026	8.510	:	52.609	53.091	:	9%	1%
DE5 Bredsted (B5)	1.787	:	:	14.649	:	:		
DE6 Schuby (A7)	694	:	:	12.020	:	:	2%	-9%
	6.746	7.201	:	39.007	41.800	:	11%	4%

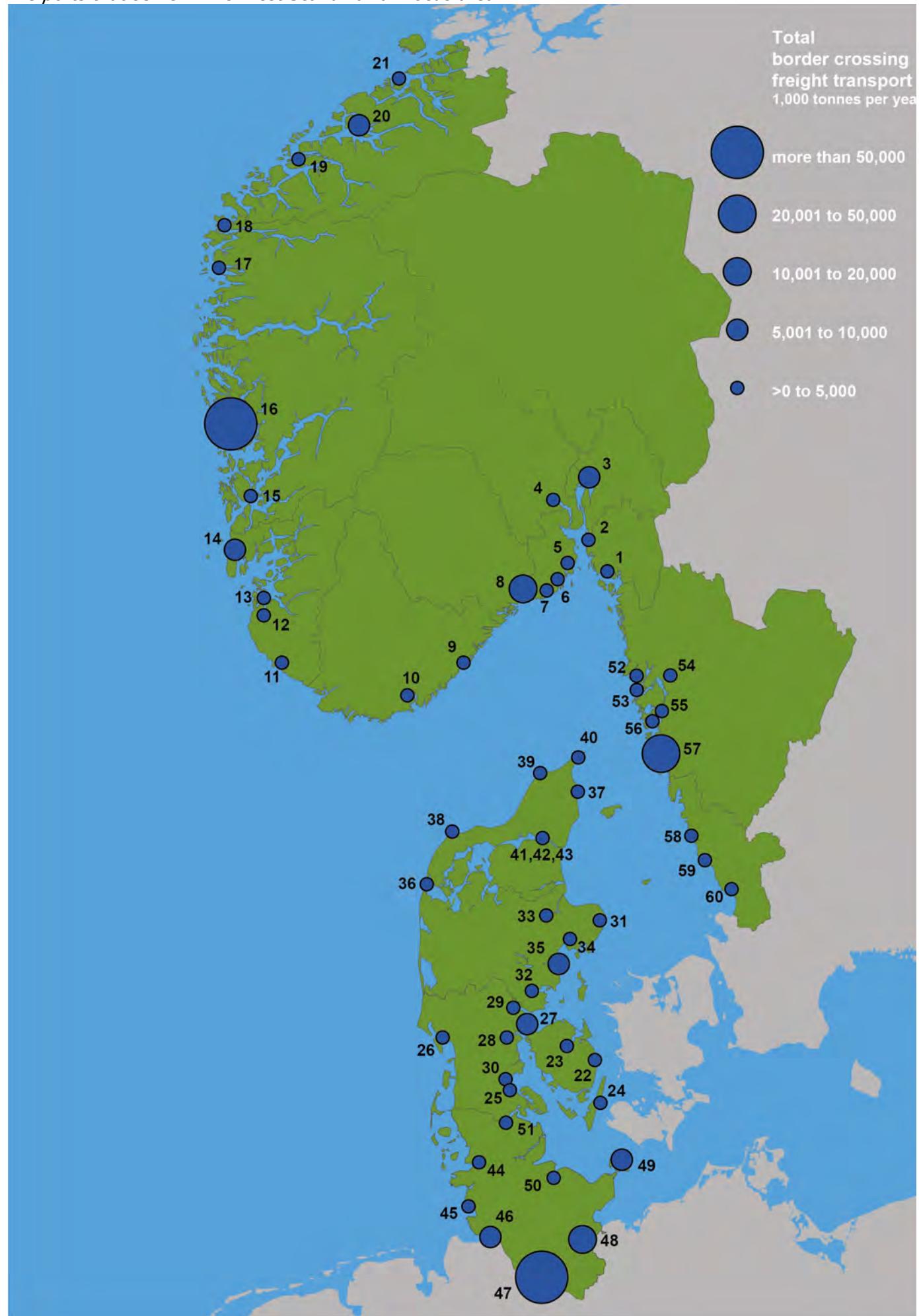
Notes:

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

Tab 11. The total freight turnover in the ports, 1000 tonnes

Norway		2015	2020	2021	2022	2023	2024	dev. 15-24
1	Borg	2.801	3.356	3.662	3.428	3.066	3.189	14%
2	Moss Havn KF	524	373	385	367	445	420	-20%
3	Oslo Havn KF	5.768	5.468	5.332	5.898	5.264	5.367	-7%
4	Drammenregionens Interkommunale Havnevesen	2.228	3.204	2.571	2.664	2.352	2.266	2%
5	Tønsberg Havnevesen	9.560	10.151	6.978	4.564	4.756	4.015	-58%
6	Sandefjord Havnevesen	230	131	45	102	86	51	-78%
7	Larvik Havn KF	2.086	1.947	1.866	1.777	1.396	1.488	-29%
8	Grenland Havn IKS	11.817	12.053	12.883	11.773	11.778	12.508	6%
9	Arendal Havnevesen KF		730	865	762	922	500	
10	Kristiansand Havn KF	1.746	1.865	3.473	3.388	3.004	3.442	97%
11	Eigersund Havnevesen KF	729	611	626	555	725	752	3%
12	Sandnes Havn KF		145	238	684	648	746	
13	Stavanger Interkommunale Havn IKS	2.517	2.425	2.501	3.267	3.163	3.251	29%
14	Karmsund Interkommunale Havnevesen IKS	11.659	9.597	8.285	7.552	7.790	7.504	-36%
15	Stord Havn		17	26	14	47	22	
16	Bergen og Omland Havnevesen	43.591	58.875	67.231	58.635	66.077	66.836	53%
17	Flora Havn KF	2.682	2.943	2.682	2.073	1.548	2.091	-22%
18	Nordfjord Havn IKS		394	330	300	247	270	
19	Ålesundregionens Havnevesen	1.538	1.490	1.688	1.815	1.510	906	-41%
20	Molde og Romsdal Havn IKS	4.738	4.274	4.913	4.590	3.148	3.545	-25%
21	Kristiansund og Nordmøre Havn IKS	7.072	6.106	5.688	5.279	4.961	4.436	-37%
Total		111.287	126.155	132.269	119.487	122.934	123.605	11%
Denmark		2015	2020	2021	2022	2023	2024	udv. 15-24
22	Nyborg Havn	668	781	862	666	824	950	42%
23	Odense Havn	2.354	1.879	1.997	3.051	2.289	2.676	14%
24	Spodsbjerg Havn	380	328	460	475	475	535	41%
25	Enstedværket Havn	2.582	2.316	1.565	1.650	1.350	553	-79%
26	Esbjerg Havn	4.238	4.297	4.139	4.187	3.882	3.764	-11%
27	Fredericia Havn	8.630	5.542	6.227	6.995	6.960	7.208	-16%
28	Kolding Havn	1.106	1.277	1.184	1.268	974	1.289	17%
29	Vejle Havn	889	744	773	662	668	609	-31%
30	Aabenraa Havn	1.564	1.683	1.921	1.678	2.165	1.785	14%
31	Grenaa Havn	1.282	1.339	1.380	1.515	1.482	1.680	31%
32	Horsens Havn	798	833	724	828	618	557	-30%
33	Randers Havn	1.138	1.119	1.470	1.308	1.566	897	-21%
34	Studstrupværkets Havn	662	794	982	868	740	826	25%
35	Aarhus Havn	7.707	8.895	9.721	10.572	9.767	9.599	25%
36	Thyborøn Havn	908	1.835	1.805	1.830	2.010	1.708	88%
37	Frederikshavn Havn	2.351	2.481	2.436	2.296	2.163	3.200	36%
38	Hanstholm Havn	189	330	453	364	297	259	37%
39	Hirtshals Havn	1.769	1.926	2.083	1.996	1.764	1.848	4%
40	Skagen Havn	162	364	310	290	441	367	127%
41	Nordjyllandsværkets Havn	460	-	-	-	-	-	
42	Aalborg Havn	2.948	3.046	2.832	2.392	2.081	2.474	-16%
43	Aalborg Portland Havn	2.128	2.325	2.122	1.664	1.612	1.760	-17%
Total		44.913	44.134	45.446	46.555	44.128	44.544	-1%
Germany		2015	2020	2021	2022	2023	2024	udv. 15-24
44	Husum	374	276	203	284	221	197	-47%
45	Büsum	84	151	173	143	171	215	156%
46	Brunsbüttel	8.273	8.655	8.355	9.512	9.535	10.610	28%
47	Hamburg	138.311	126.300	128.700	103.353	114.300	114.300	-17%
48	Lübeck	16.304	15.291	17.550	16.413	15.509	15.876	-3%
49	Puttgarden	4.733	4.998	5.611	-	-	-	
50	Kiel	3.848	4.774	5.364	4.887	5.027	4.834	26%
51	Flensburg	356	232	273	286	241	144	-60%
Total		172.283	160.677	166.229				
Sweden		2015	2020	2021	2022	2023	2024	udv. 15-24
52	Brofjorden, Scanraff	-	-	-	-	-	-	
53	Lysekil	133	84	-	-	-	-	
54	Uddevalla	1.035	1.012	1.002	1.391	1.227	1.197	16%
55	Stenungsundshamnar	3.310	3.403	-	-	-	-	
56	Wallhamn	-	-	-	-	-	-	
57	Göteborg	37.815	38.455	36.836	39.956	34.979	38.524	2%
58	Varberg	1.793	1.527	-	-	1.540	1.635	-9%
59	Falkenberg	421	450	-	-	-	-	
60	Halmstad	1.920	2.328	-	-	2.255	2.342	22%
Total		46.427	47.259					
Total excl Brofjorden og Wallhamn		46.427	47.259					

NB: Data on ports in Germany and Sweden is missing for recent years, therefore total traffic cannot be calculated for those years.

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

Norway	2015	2020	2021	2022	2023	2024	dev. 15-24
Borg	379	452	475	484	455	469	24%
Moss Havn KF	330	276	292	315	328	341	3%
Oslo Havn KF	1.267	1.558	1.580	1.650	1.425	1.397	10%
Drammenregionens Interkommunale Havnevesen	263	127	65	58	51	47	-82%
Larvik Havn KF	622	668	458	422	410	465	-25%
Grenland Havn IKS	464	453	788	768	985	1.054	127%
Kristiansand Havn KF	489	456	503	476	406	388	-21%
Eigersund Havnevesen KF	30	37	61	38	43	23	-25%
Sandnes Havn KF	2	-	0	-	1	2	
Stavanger Interkommunale Havn IKS	186	176	183	232	267	271	45%
Karmsund Interkommunale Havnevesen IKS	127	214	189	209	273	327	159%
Bergen og Omland Havnevesen	177	211	188	185	156	163	-8%
Flora Havn KF	40	50	25	12	7	5	-88%
Nordfjord Havn IKS	111	120	139	112	97	105	-6%
Ålesundregionens Havnevesen	192	324	423	426	370	392	104%
Kristiansund og Nordmøre Havn IKS	214	177	136	124	126	127	-41%
	4.895	5.299	5.505	5.512	5.401	5.574	14%
Denmark	2015	2020	2021	2022	2023	2024	udv. 15-24
Esbjerg Havn	204	211	206	196	82	-	
Fredericia Havn	719	756	963	955	617	867	21%
Grenaa Havn	-	12	-	-	-	-	
Aarhus Havn	2.895	4.484	5.021	5.281	4.968	4.873	68%
Hanstholm Havn	-	-	>0	-	-	-	
Hirtshals Havn	-	-	-	-	-	-	
Skagen Havn	-	70	47	35	38	49	
Aalborg Havn	344	309	274	105	61	89	-74%
	4.162	5.842	6.566	6.572	5.766	5.878	41%
Germany	2015	2020	2021	2022	2023	2024	udv. 15-24
Hamburg	72.589	69.430	70.066	65.290	61.408	61.807	-15%
Lübeck	1.822	350	460	354	331	292	-84%
Kiel	335	1.360	1.359	1.081	949	1.014	203%
	74.746	71.140	71.885	66.725	62.688	63.113	-16%
Sweden	2015	2020	2021	2022	2023	2024	udv. 15-24
Göteborg	7.267	6.944	7.604	8.022	7.857	8.183	13%
Varberg	55	60	-	-	20	-	
Halmstad	442	301	-	-	259	217	-51%
	7.764	7.305					

NB: Data on ports in Germany and Sweden is missing for recent years; therefore, total traffic cannot be calculated for those years.

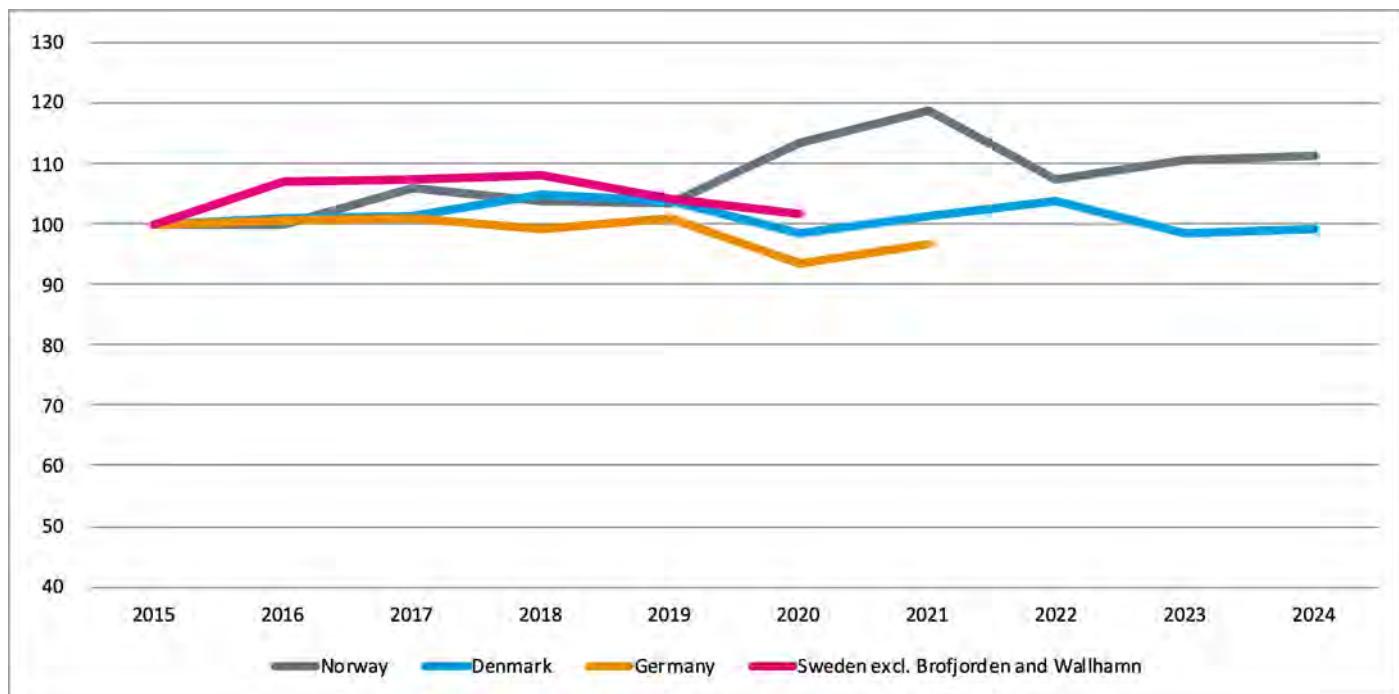
Table 13. International freight turnover in the ports with containers, 1000 tonnes

Borg	379	452	475	484	455	469	24%
Moss Havn KF	330	276	292	315	328	341	3%
Oslo Havn KF	1.267	1.558	1.580	1.650	1.425	1.397	10%
Drammenregionens Interkommunale Havnevesen	263	127	65	58	51	47	-82%
Larvik Havn KF	622	668	458	422	410	465	-25%
Grenland Havn IKS	464	453	788	768	985	1.054	127%
Kristiansand Havn KF	489	456	503	476	406	388	-21%
Eigersund Havnevesen KF	30	37	61	38	43	23	-25%
Sandnes Havn KF	2	-	0	-	1	2	
Stavanger Interkommunale Havn IKS	186	176	183	232	267	271	45%
Karmsund Interkommunale Havnevesen IKS	127	214	189	209	273	327	159%
Bergen og Omland Havnevesen	177	211	188	185	156	163	-8%
Flora Havn KF	40	50	25	12	7	5	-88%
Nordfjord Havn IKS	111	120	139	112	97	105	-6%
Alesundregionens Havnevesen	192	324	423	426	370	392	104%
Kristiansund og Nordmøre Havn IKS	214	177	136	124	126	127	-41%
	4.895	5.299	5.505	5.512	5.401	5.574	14%
Denmark	2015	2020	2021	2022	2023	2024	<i>udv. 15-24</i>
Esbjerg Havn	204	211	206	196	82	-	
Fredericia Havn	719	756	963	955	617	867	21%
Grenaa Havn	-	12	-	-	-	-	
Aarhus Havn	2.895	4.484	5.021	5.281	4.968	4.873	68%
Hanstholm Havn	-	-	>0	-	-	-	
Hirtshals Havn	-	-	-	-	-	-	
Skagen Havn	-	70	47	35	38	49	
Aalborg Havn	344	309	274	105	61	89	-74%
	4.162	5.842	6.566	6.572	5.766	5.878	41%
Germany	2015	2020	2021	2022	2023	2024	<i>udv. 15-24</i>
Hamburg	72.589	69.430	70.066	65.290	61.408	61.807	-15%
Lübeck	1.822	350	460	354	331	292	-84%
Kiel	335	1.360	1.359	1.081	949	1.014	203%
	74.746	71.140	71.885	66.725	62.688	63.113	-16%
Sweden	2015	2020	2021	2022	2023	2024	<i>udv. 15-24</i>
Göteborg	7.267	6.944	7.604	8.022	7.857	8.183	13%
Varberg	55	60	-	-	20	-	
Halmstad	442	301	-	-	259	217	-51%
	7.764	7.305					

NB: Data on ports in Germany and Sweden is missing for recent years; therefore, total traffic cannot be calculated for those years.

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.

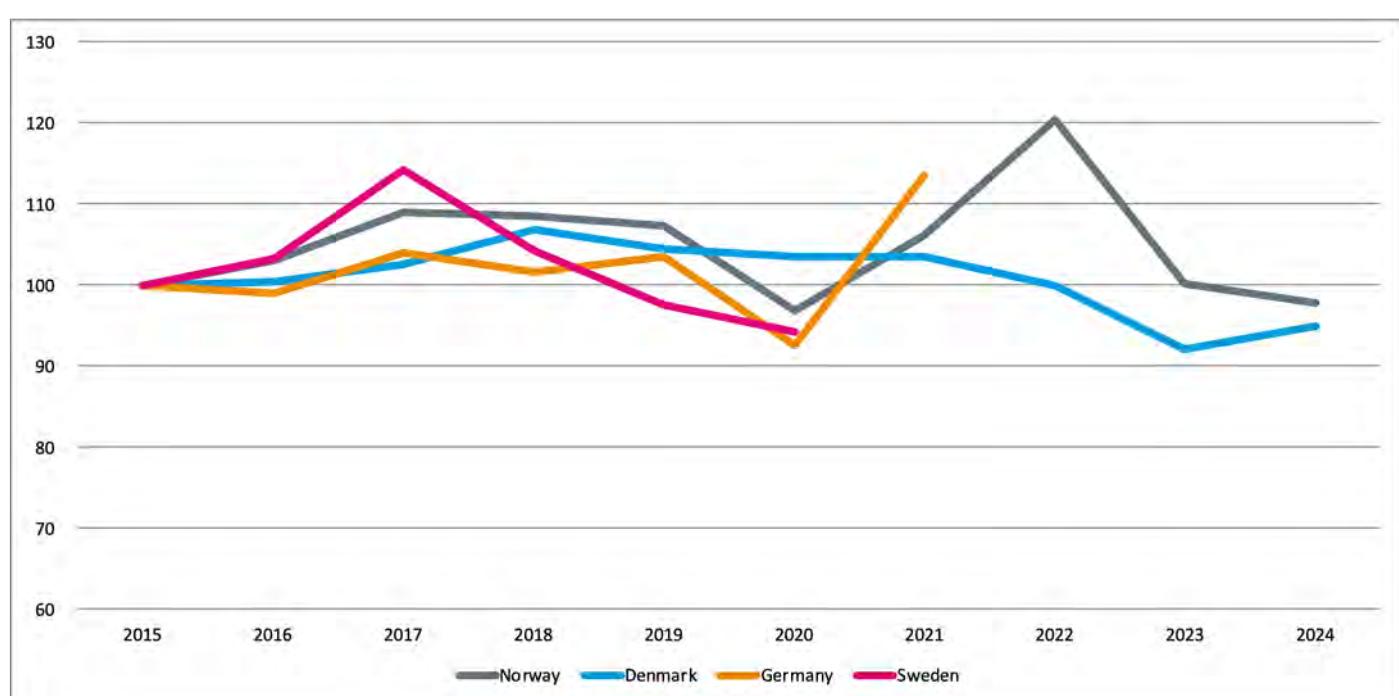
Index 2015 = 100



NB: Data on ports in Germany and Sweden is missing for recent years; therefore, total traffic cannot be calculated for those years.

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 2015 = 100

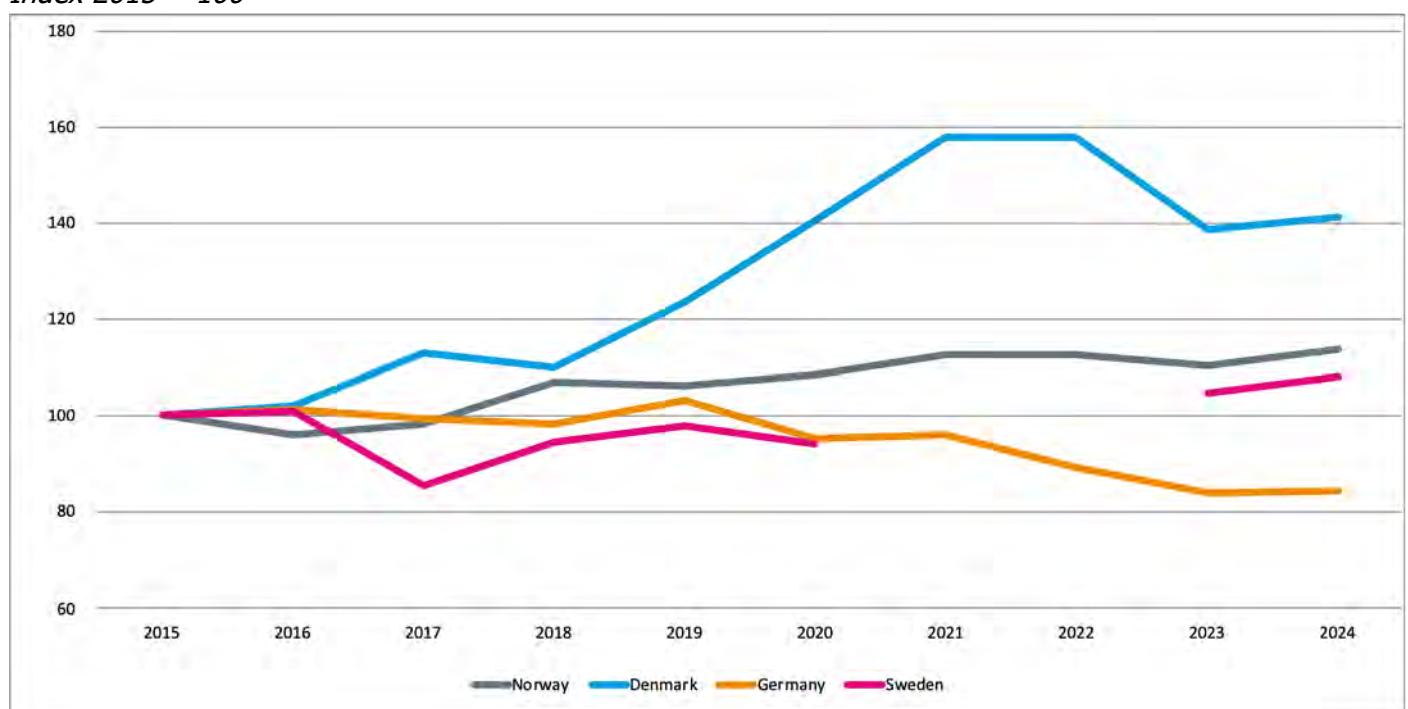


NB: Data on ports in Germany and Sweden is missing for recent years; therefore, total traffic cannot be calculated for those years.



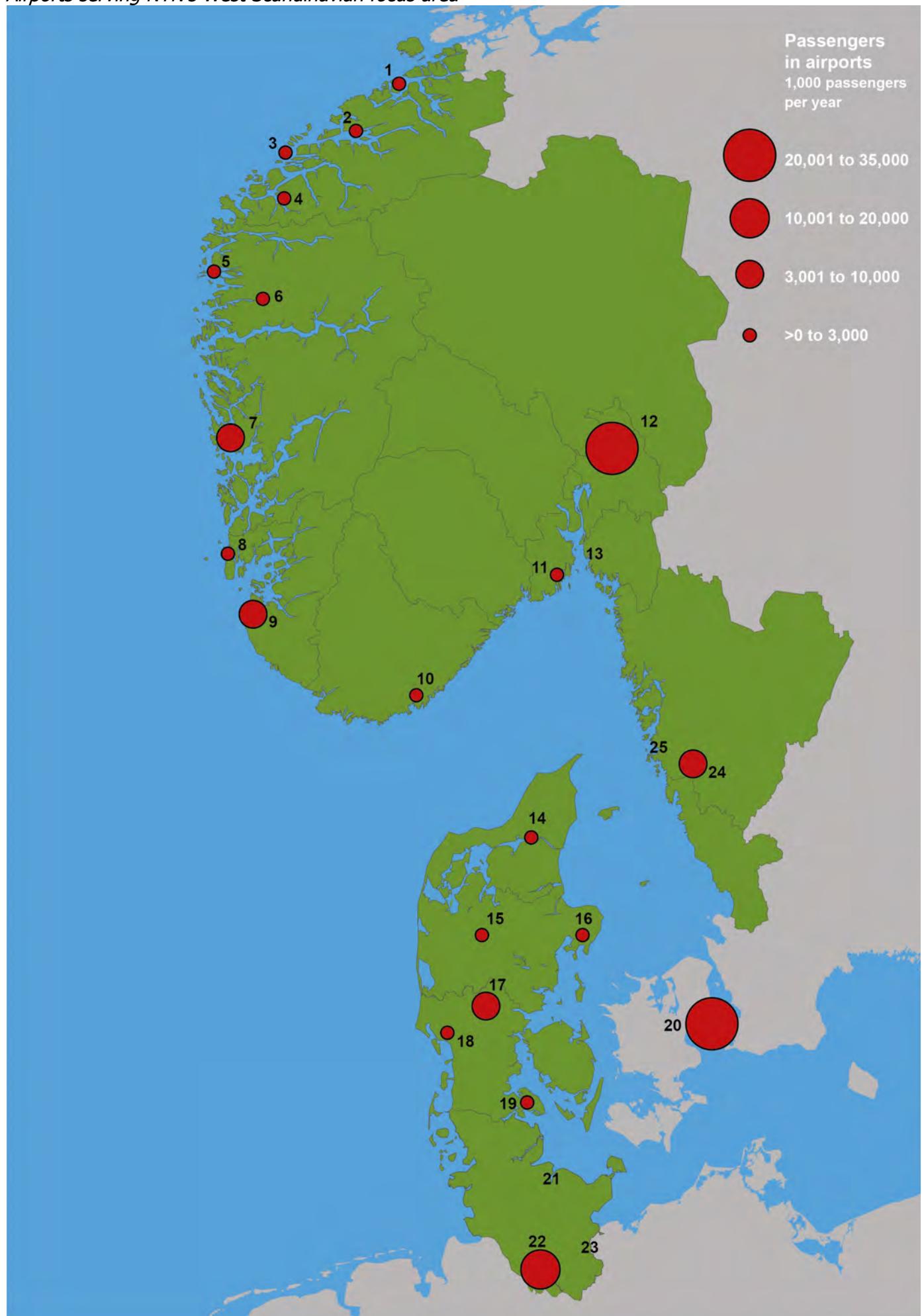
Figure 7. The development in international freight turnover in containers over the ports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.

Index 2015 = 100



NB: Data on ports in Germany and Sweden is missing for recent years; therefore, total traffic cannot be calculated for those years.

Airports serving NTN's West Scandinavian focus area



Airports

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

	1000 passengers/year	2015	2020	2021	2022	2023	2024	dev. 15-24
Norway								
1	Kristiansund (Kvenberget)	367	213	204	281	290	327	-11%
2	Molde (Årø)	520	188	193	353	397	348	-33%
3	Vigra (Ålesund)	1.079	458	508	930	1.054	1.011	-6%
4	Hovden (Østra/Volda)	118	61	75	107	100	143	21%
5	Florø	184	115	119	151	158	143	-22%
6	Førde	86	34	40	64	69	76	-12%
7	Bergen (Flesland)	6.072	2.765	3.331	6.057	6.445	6.547	8%
8	Haugesund (Karmøy)	659	236	296	506	616	592	-10%
9	Stavanger (Sola)	4.494	1.677	1.816	3.570	3.945	3.961	-12%
10	Kristiansand (Kjevik)	1.058	385	397	740	820	797	-25%
11	Sandefjord (Torp)	1.528	626	692	1.725	1.921	1.849	21%
12	Oslo (Gardermoen)	24.560	8.990	9.372	22.391	25.060	26.328	7%
13	Moss (Rygge)	1.641	-	-	-	-	-	-
		42.366	15.748	17.043	36.876	40.874	42.121	-1%
Denmark								
14	Aalborg	1.440	514	765	1.342	1.411	1.436	0%
15	Karup	136	29	21	36	13	9	-93%
16	Aarhus	365	120	134	421	543	510	40%
17	Billund	2.885	926	1.358	3.704	3.968	3.904	35%
18	Esbjerg	129	46	46	78	97	79	-39%
19	Sønderborg	56	22	28	47	49	58	4%
20	København	26.577	7.512	9.167	22.110	26.671	29.866	12%
		31.588	9.169	11.519	27.738	32.752	35.862	14%
Germany								
21	Kiel							
22	Hamburg	15.584	4.557	5.316	11.091	13.556	14.829	-5%
23	Lübeck	127	-					
		15.710	4.557	5.316	11.091	13.556	14.829	-6%
Sweden								
24	Göteborg (Landvetter)	6.158	1.577	1.912	4.446	5.191	5.336	-13%
25	Göteborg City Airport	2	-	-				
		6.160	1.577	1.912	4.446	5.191	5.336	-13%

Table 15. Airports - freight turnover

Freight, tonnes	2015	2020	2021	2022	2023	2024	dev. 15-24
Norway							
Kristiansund (Kvenberget)	124	86	82	86	79	78	-37%
Molde (Årø)	2.813	181	218	240	209	170	-94%
Vigra (Ålesund)	335	987	1.079	976	1.018	983	193%
Hovden (Østra/Volda)	22	27	25	27	24	23	5%
Florø	40	193	280	138	245	346	765%
Førde	38	80	101	100	93	87	129%
Bergen (Flesland)	7.615	5.900	6.562	5.981	6.147	5.867	-23%
Haugesund (Karmøy)	234	129	129	120	130	152	-35%
Stavanger (Sola)	11.409	12.794	11.809	9.852	10.425	10.851	-5%
Kristiansand (Kjevik)	1.007	987	1.037	805	1.017	1.004	0%
Sandefjord (Torp)	71	60	79	71	145	136	92%
Oslo (Gardermoen)	126.644	165.614	179.378	164.484	167.596	193.075	52%
	150.352	187.038	200.779	182.880	187.128	212.772	42%
Denmark							
Aalborg	-	-	-	-	-	-	
Karup (Midtjyllands Lufthavn)	-	-	-	-	-	-	
Aarhus	-	-	-	-	-	-	
Billund	63.023	67.149	77.150	76.874	76.363	89.589	42%
Esbjerg	100	100	-	-	-	200	100%
Sønderborg	-	-	-	-	-	-	
København	196.700	171.600	223.100	241.500	227.100	263.500	34%
	259.823	238.849	300.250	318.374	303.463	353.289	36%
Germany							
Hamburg	31.286	9.995	21.932	21.188	17.915	29.857	-5%
Sweden							
Göteborg (Landvetter)	11.970	19.685	18.260	16.175	13.931	18.632	56%

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 aircargo 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 2015 = 100

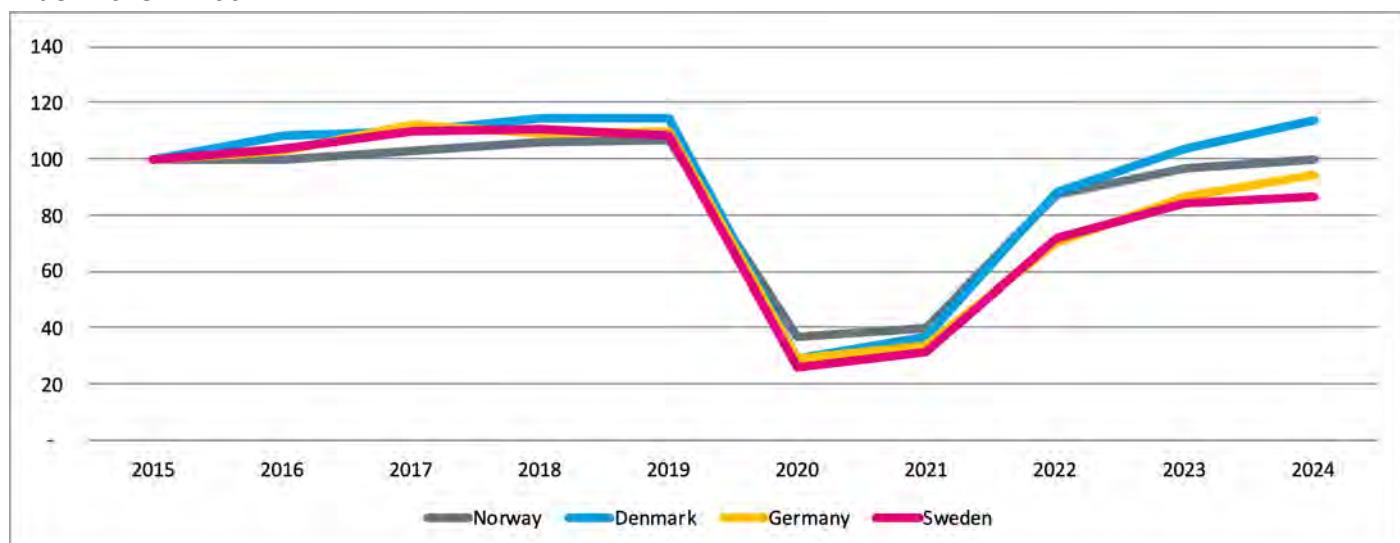


Figure 9. The development in freight turnover at the airports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.

Index 2015 = 100

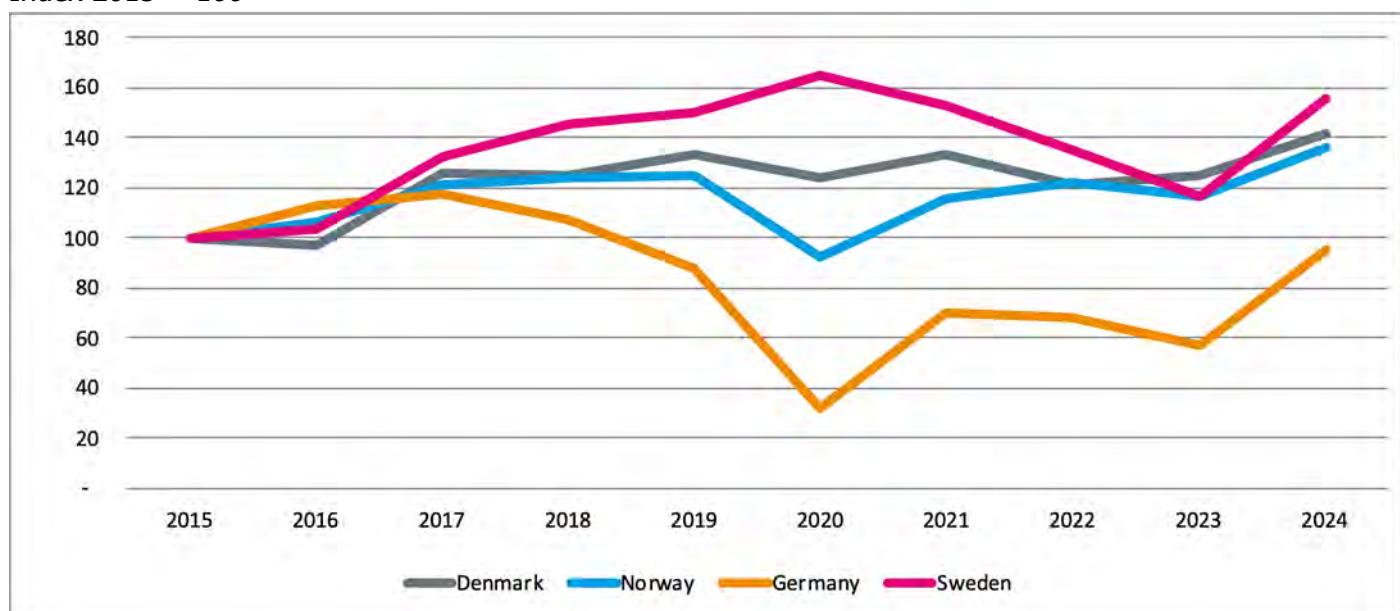


Table 16. Freight transport by rail in Denmark, Norway, Sweden and Northern Germany

Germany	mill. tonnes	2015	2017	2018	2019	2020	2021	2022	2023	2024	dev. 14-23 % p.a.
<i>National freight transport</i>											
Total national freight transport	241,7	226,1	222,0	232,2	208,3	232,0	231,9	218,9	220,5	-1,0%	
<i>International freight transport</i>											
Export	47,5	46,8	43,3	44,6	42,8	48,9	48,1	44,9	46,5	-0,2%	
Import	58,0	55,0	50,6	50,3	50,9	57,5	56,8	52,0	49,9	-1,5%	
Transit traffik	20,2	20,7	18,7	14,7	18,1	19,2	22,1	21,3	20,5	0,2%	
Total interational freight transport	125,6	122,4	112,6	109,7	111,8	125,6	127,0	118,2	117,0	-0,8%	
Total national and international transport	367,3	348,6	334,6	341,9	320,1	357,6	358,9	337,1	337,5	-0,9%	
<i>Freight intern, to and from german bundesländer</i>											
	2015	2017	2018	2019	2020	2021	2022	2023	2024	udv. 14-23 % p.a.	
Schleswig-Holstein	7,7	7,1		6,5	6,6	7,8	8,7				
Hamburg	48,1	46,3		51,4	49,3	53,7	53,2				
<i>Norway</i>											
	2015	2017	2018	2019	2020	2021	2022	2023	2024	udv. 14-23 % p.a.	
<i>National freight transport</i>											
Total national freight transport	10,7	11,3	12,2	13,0	13,1	11,8	11,7	11,4	11,4	0,7%	
- of which iron ore and other mining products	5,2	5,1	5,6	6,7	7,1	6,1	5,8	5,7	5,3	0,1%	
<i>International freight transport</i>											
Import	17,8	20,8	20,2	18,5	20,8	22,1	18,6	17,5	15,1	-1,7%	
- of which iron ore and other mining products	17,3	20,2	19,5	17,9	20,1	21,4	17,9	16,9	14,4	-1,8%	
Eksport	3,1	2,9	2,6	3,0	2,9	3,7	3,2	3,4	3,5	1,4%	
- of which iron ore and other mining products	0,5	0,5	0,5	0,6	0,5	0,5	0,5	0,5	0,5	-0,4%	
Total interational freight transport	20,9	23,7	22,8	21,5	23,7	25,8	21,8	20,9	18,5	-1,3%	
<i>Total international excl. mining products</i>	3,1	2,9	2,8	3,0	3,1	3,8	3,3	3,5	3,6	1,7%	
Total national and international transport	31,6	35,0	35,0	34,6	36,8	37,6	33,5	32,2	29,9	-0,6%	
Total excl. iron ore and other mining products	8,6	9,1	9,4	9,4	9,1	9,5	9,2	9,2	9,7	1,5%	
<i>Denmark</i>											
	2015	2017	2018	2019	2020	2021	2022	2023	2024	udv. 14-23 % p.a.	
<i>National freight transport</i>											
Total national freight transport	1,1	0,9	1,0	0,8	1,0	0,6	0,7	0,7	0,7	-4,4%	
<i>International freight transport</i>											
Import	1,0	1,1	1,0	1,1	1,2	1,2	1,3	1,0	1,1	1,6%	
Export	0,4	0,4	0,4	0,4	0,5	0,4	0,5	0,4	0,3	-3,1%	
Transit traffik	6,2	6,9	6,7	6,2	5,9	4,9	5,3	4,6	4,3	-3,3%	
Total interational freight transport	7,5	8,4	9,6	9,1	9,3	7,9	8,7	7,5	7,1	-0,6%	
Total national and international transport	8,7	9,3	10,5	10,0	10,3	8,5	9,5	8,2	7,8	-1,1%	
<i>Sweden</i>											
	2015	2017	2018	2019	2020	2021	2022	2023	2024	udv. 14-23 % p.a.	
<i>National freight transport</i>											
Total national freight transport	36,3	37,6	36,0	35,4	36,2	37,2	37,7	36,9	37,7	0,4%	
Of which: Malmbanen	9,7	12,1	7,5	7,1	8,6	8,1	7,9	8,1	7,7	-2,3%	
<i>International freight transport</i>											
Wagen loads	7,0	7,5	8,0	7,9	10,5	9,9	9,6	11,1	10,6	5,7%	
Malmbanen	17,7	19,9	20,5	20,5	19,8	21,7	20,6	17,6	14,9	-1,7%	
Combitransport	4,0	4,3	4,6	4,5	3,2	3,6	3,0	2,7	2,7	-3,7%	
Total interational freight transport	28,7	31,7	33,1	32,9	33,6	35,2	33,2	31,4	28,2	-0,2%	
Total national and international transport	65,0	69,4	69,1	68,2	69,8	72,5	70,9	68,3	65,9	0,2%	
	37,6	37,4	41,1	40,6	41,4	42,7	42,4	42,6	43,3	1,7%	

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 2015 to 2024

Indexed development, 2015 = 100

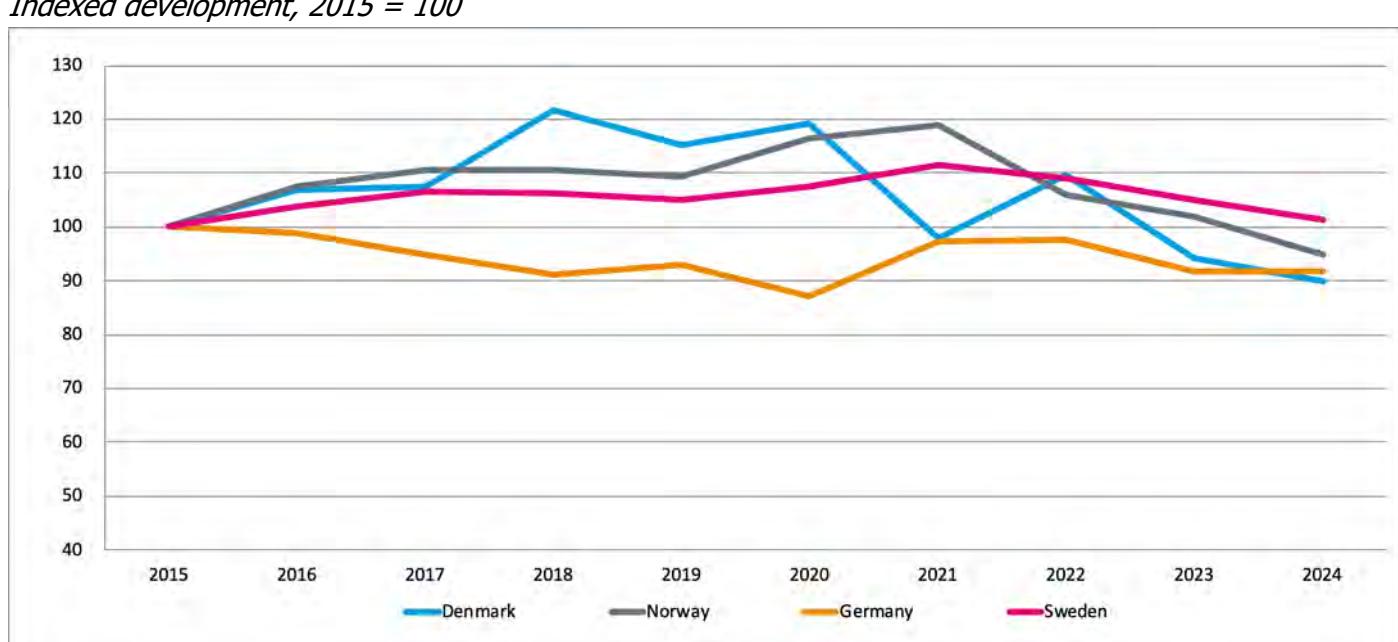
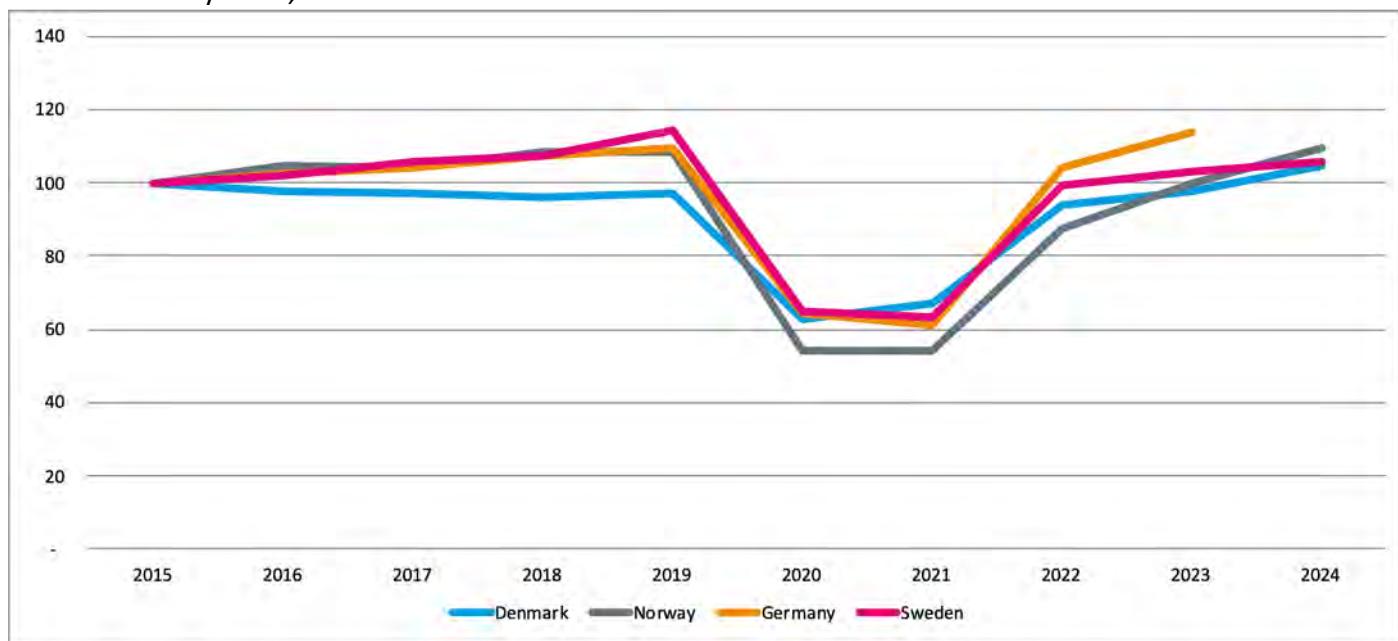


Figure 11. The development of passenger transport work by rail in Norway, Denmark, Germany and Sweden from 2015 to 2024 (NB national level).

Indexed development, 2015 = 100



The source for this figure is the table on page 38. As can be seen, there are no data for 2024 for Germany.

Developments in passenger transport work

Table 17. Developments in passenger transport work 2015 – 2024 in Denmark, Norway, Germany and Sweden

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

Denmark:	2015	2020	2021	2022	2023	2024	share 24	dev. 15-24 p.a.
Ship	0,3	0,3	0,3	0,3	0,3	0,3	0,4%	2,3%
Car	63,4	64,0	66,5	67,9	69,0	69,8	78,8%	1,1%
Bus	6,9	4,5	4,8	8,2	7,8	7,7	8,7%	1,4%
Rail	6,8	4,3	4,6	6,4	6,7	7,1	8,1%	0,5%
Plane	0,4	0,1	0,2	0,3	0,3	0,2	0,3%	-3,6%
Motorcycles, mopeds and bicycles	3,6	3,4	3,4	3,6	3,4	3,4	3,8%	-0,7%
Total	81,3	76,6	79,7	86,7	87,4	88,6	100,0%	1,0%

Norway:	2015	2020	2021	2022	2023	2024	share 24	dev. 15-24 p.a.
Ship	1,0	0,5	0,7	1,1	1,3	1,4	1,8%	4,5%
Car	64,7	54,1	56,3	59,1	59,4	59,7	78,2%	-0,9%
Bus	4,1	2,8	2,9	3,3	3,8	3,8	5,0%	-0,7%
Rail	4,3	2,3	2,3	3,8	4,3	4,7	6,2%	1,0%
Plane	5,8	2,9	3,4	5,2	5,4	5,4	7,1%	-0,7%
Motorcycles and mopeds	1,6	1,6	1,6	1,5	1,4	1,3	1,7%	-1,6%
I alt	81,4	64,3	67,2	74,0	75,5	76,4	100,0%	-0,7%

Sweden:	2015	2020	2021	2022	2023	2024	share 24	dev. 15-24 p.a.
Ship	0,8	0,7	0,9	1,5	1,5	1,5	1,1%	9,6%
Car	111,9	90,2	89,5	94,8	103,4	97,2	69,5%	-1,5%
Bus	9,8	9,0	8,9	9,4	9,6	9,7	6,9%	-0,2%
Rail	15,1	9,8	9,6	15,0	15,6	16,0	11,4%	0,6%
Plane	3,6	3,5	3,9	8,8	10,3	10,4	7,4%	20,8%
Motorcycles, mopeds and bicycles	6,3	5,5	4,6	4,7	4,7	5,0	3,6%	-2,3%
I alt	147,7	118,7	117,5	134,1	145,1	139,8	100,0%	-0,6%

Germany:	2015	2020	2021	2022	2023	share 23	dev. 15-23 p.a.
Motorized individual transport	945,7	798,7	804,3	862,6	877,2	79,4%	-0,9%
Bus and trams	81,8	45,7	42,4	59,9	66,6	6,0%	-2,3%
Rail	91,6	58,8	56,2	95,2	104,2	9,4%	1,7%
Plane	61,5	18,7	23,4	48,3	57,3	5,2%	-0,9%
-domestic flights	10,1	2,6	2,1	4,1	4,9	0,4%	-6,5%
I alt	1.180,6	921,9	926,2	1.066,0	1.105,4	100,0%	-0,8%

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 2015 to 2024 (NB national level).

1000 km per person per year

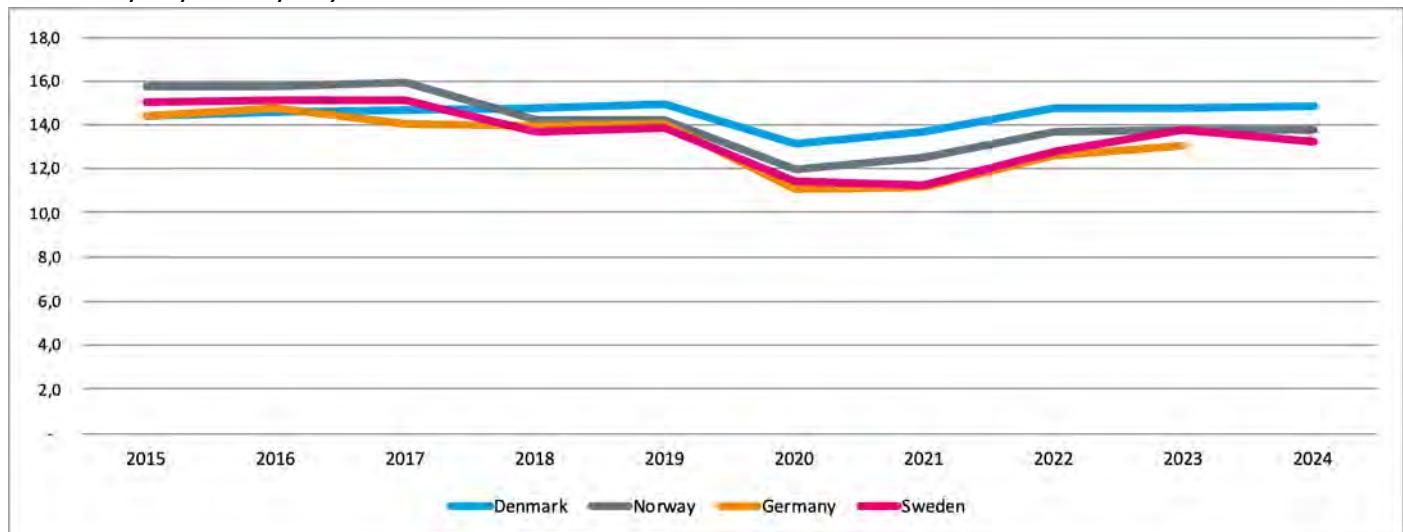
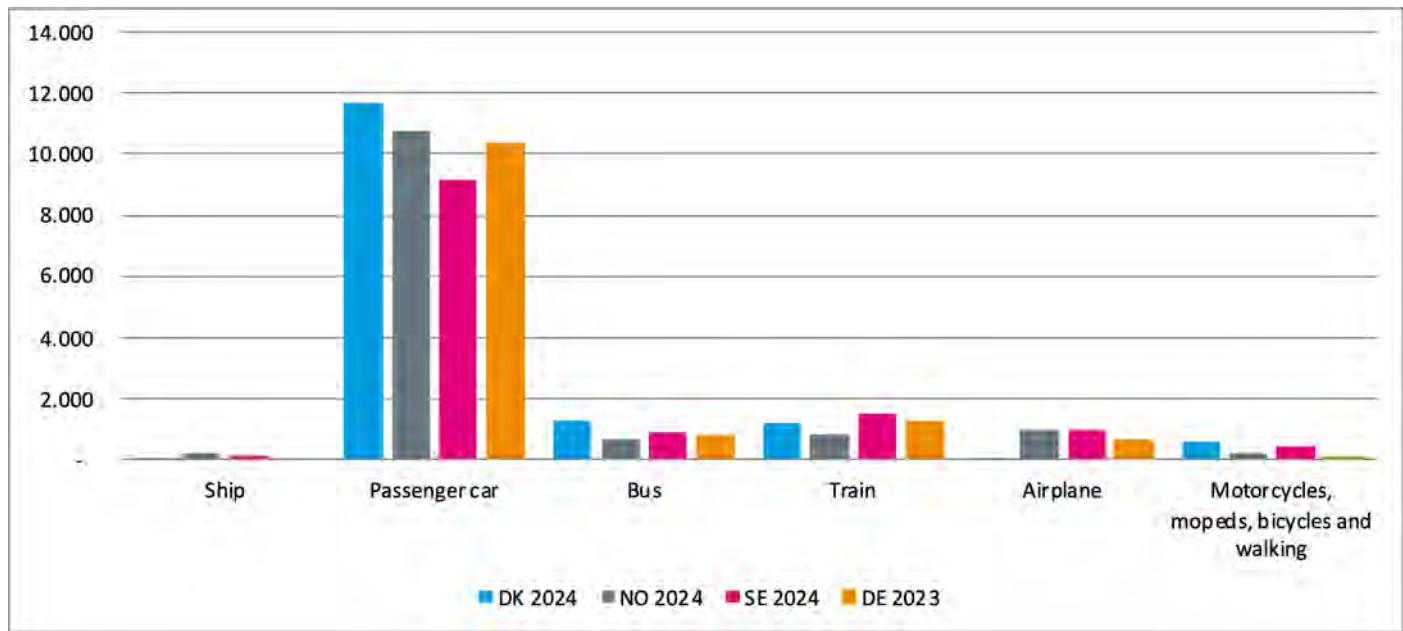


Figure 13. Passenger kilometres per inhabitant distributed by means of transport in Norway, Denmark, Germany and Sweden (NB national level - NB latest year with data).

Kilometres 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 tonnes

	2015	2019	2020	2021	2022	2023	2024
Denmark							
Caught fish landings	1.159	943	946	711	641	749	696
Norway							
Caught fish landings	2.857	2.762	2.926	2.899	2.912	2.912	2.707
Slaughtered fish from aquac.	1.378	1.451	1.488	1.663	1.659	1.648	1.665
Sweden							
Caught fish landings	88	60	64	36	44	35	
Germany							
Caught fish landings	107	83	87	64	37	39	
Total							
Caught fish landings	4.211	3.848	4.023	3.711	3.634	3.735	
Slaughtered fish from aquac.	1.378	1.451	1.488	1.663	1.659	1.648	

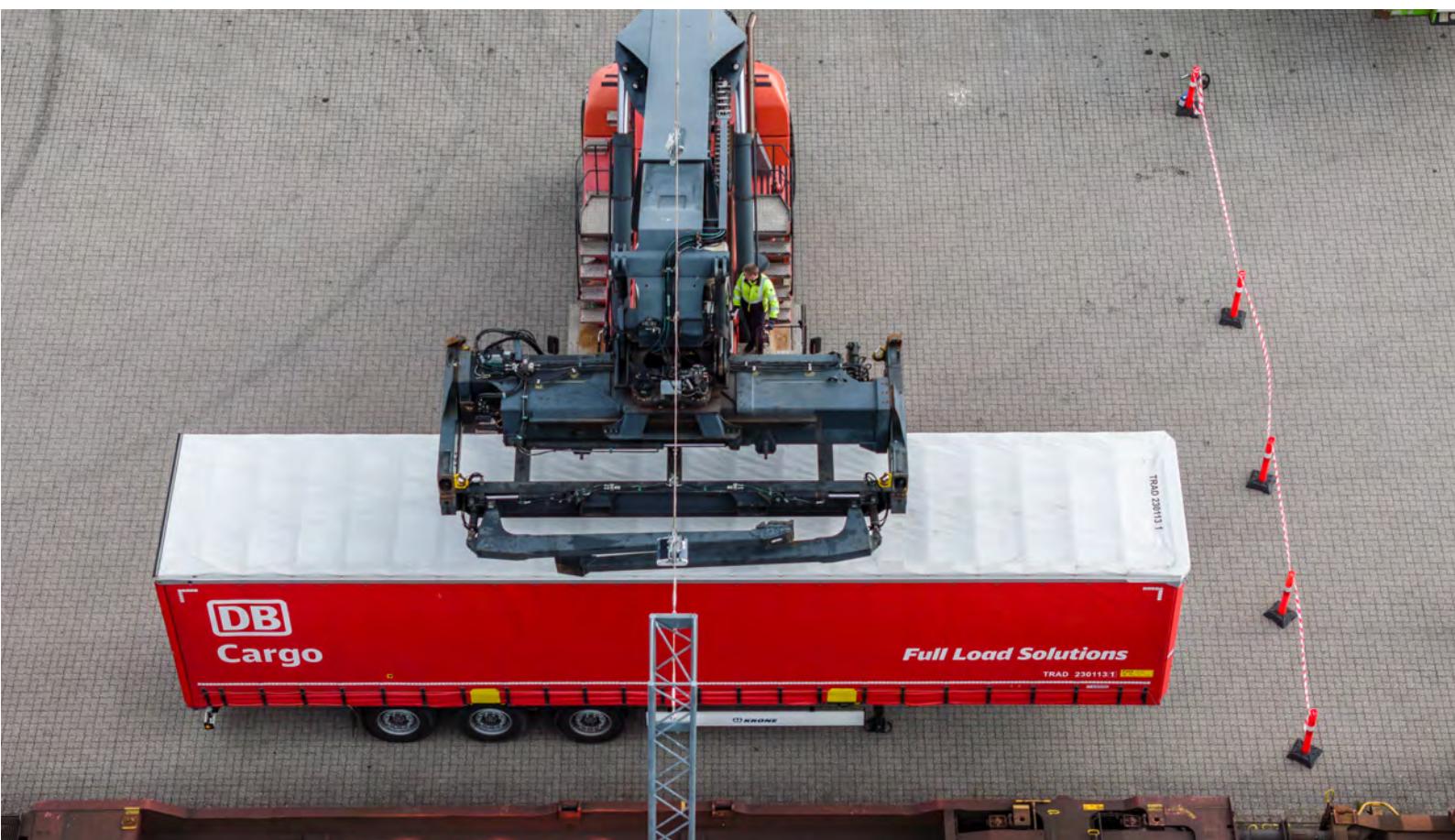


Table 19. Total catch in Denmark and Norway, divided by region

For Norway, the table is supplemented with the weight of slaughtered fish from aquaculture (sea farming).

Thousand tonnes

Denmark	2014	2019	2020	2021	2022	2023	2024
Caught fish landings							
North Denmark Region	563	543	539	443	427	502	494
Central Denmark Region	369	343	371	247	186	227	185
Region of Southern Denmark	18	18	13	5	3	3	3
	951	904	924	695	617	732	682
Denmark total	994	943	946	711	641	749	696
Norway	2014	2019	2020	2021	2022	2023	2024
Caught fish landings							
Møre and Romsdal County			514	517	523	510	503
Westland County			340	287	282	283	251
Rogaland County			647	478	451	574	558
			1.502	1.282	1.256	1.367	1.313
Slaughtered fish from aquaculture							
Møre and Romsdal	134	200	95	222	122	223	130
Rogaland	62	93	87	94	106	108	101
Westland	322	321	362	344	376	345	389
	517	614	544	660	604	675	620
Norge total							
Caught fish landings	2.838	2.762	2.926	2.899	2.912	2.912	2.707
Slaughtered fish from aquaculture	1.330	1.451	1.488	1.663	1.659	1.648	1.665
	4.169	4.213	4.414	4.562	4.571	4.559	4.372

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

	2015	2019	2020	2021	2022	2023	2024
North Denmark Region							
Ørødder	n.a.	22	13	23	24	15	9
Hanstholm	197	145	204	116	63	59	47
Hirtshals	54	35	29	19	28	17	25
Skagen	348	341	290	286	313	413	416
Strandby (Nordjylland)	14	3	6	1	1	1	1
SUM	612	546	542	445	429	505	498
Central Denmark Region							
Grenå	31	55	37	28	41	31	28
Hvide sande	87	30	55	31	30	41	47
Thyborøn	310	243	270	180	110	151	108
Thorsminde	1	1	1	1	1	n.a.	n.a.
SUM	428	329	363	240	181	223	182
	2015	2019	2020	2021	2022	2023	2024
Møre and Romsdal County							
HARAM	4	7	-	-	-	-	8
HAREID	25	29	38	41	44	41	41
HERØY i Møre og Romsdal	33	33	40	47	46	51	37
HUSTADVIKA	-	-	78	84	86	72	81
KRISTIANSUND	6	6	1	0	0	0	0
SANDE i Møre og Romsdal	3	3	8	3	3	2	1
SMØLA	17	13	12	10	10	9	5
SULA	31	27	34	39	36	34	34
ØRSTA	6	7	9	11	8	8	0
ÅLESUND	314	296	286	279	287	289	292
Hele fylket	513	503	514	517	523	510	503
Westland County¹⁾							
ALVER	-	-	0,7	0,6	0,4	0,5	0,5
BREMANGER	-	-	30,1	32,2	28,8	32,4	20,9
KINN	-	-	241	204	212	213	191
STAD	-	-	33	36	31	32	35
Hele fylket	-	-	340	287	282	283	251
Rogaland County							
EIGERSUND	242	248	327	266	249	279	266
KARMØY	191	272	309	188	194	291	252
Hele fylket	448	538	647	478	451	574	558

Note:

1) The statistics have changed from 2020, for Westland County 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
- Norway: SSB Statistikkbanken www.ssb.no
- Sweden: Statistikdatabasen www.scb.se
- Germany: Statistikportal.de www.statistik-portal.de

Key figures for ferry corridors

- Ferries from Denmark: Danmarks Statistik, Statistikbanken and SSB statistikbanken (Norway)
- Ferries Sweden - Germany: Trafikanalys
- Ferries Norway - Germany / Norway - Sweden: SSB statistikbanken (Norway)

Road network

- Denmark: Danmarks Statistik, Statistikbanken
- Norway: Statens Vegvesen www.vegvesen.no
- Sweden: Statistikdatabasen
- Germany: Statistikportal.de

International lorry traffic

- The Road Directorate
- Statens Vegvesen, Norway
- Danmarks Statistik, statistikbanken
- Øresundsbroen, www.oresundsbron.com

Roadtraffic

- Denmark: Vejdirektoratet
- Norway: Statens Vegvesen
- Germany: Bundesanstalt für Straßenwesen, Bast.de

Freight turnover in ports

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

Passenger traffic at airports

- Denmark: Danmarks Statistik, Statistikbanken
- Norway: SSB statistikkbanken
- Sweden: Trafikanalys. www.Trafa.se
- Germany: Genesis Online www-genesis.destatis.de

Freight transport in airports:

- Billund airport: Homepage of the airport www.billund-airport.dk/
- Denmark: Danmarks Statistik, Statistikbanken
- Norway: SSB statistikkbanken
- Sweden: Trafikanalys. www.Trafa.se
- Germany: Genesis Online www-genesis.destatis.de

Freight transport by rail

- Denmark: Danmarks Statistik, Statistikbanken
- Sweden: Trafikanalys
- Norway: SSB Statistikkbanken
- Germany: Genesis Online www-genesis.destatis.de

Passenger transport works:

- Denmark: Danmarks Statistik, Statistikbanken
- Sweden: Trafikanalys www.trafa.se
- Norway: SSB Statistikkbanken
- Germany: Verkehr in Zahlen. www.bmvi.de

Landed catch of fish:

- Denmark: Danmarks Statistik, Statistikbanken, and Danmarks Fiskeriforening
- 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)