

Transport Statistics 2025

West Scandinavia



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Map Drawing: North Denmark Region

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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 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 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% 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 Transport | 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

| | | Dist. | Sailing time | Trips | Passen- gers | Pass. cars and trucks | Trucks |
|-------------------------|--------------------------------|-----------|--------------|----------|-----------------|-----------------------------|--------|
| | Route | Km | hours | pr. year | 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 |
| Denmark - Germany | 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 |
| Sweden - Germany | Other ferry lines 4) | .. | .. | 1.930 | 464 | 274 | 233 |
| | | | | | 2.203 | 1.310 | 828 |
| Sweden - Norway | 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.

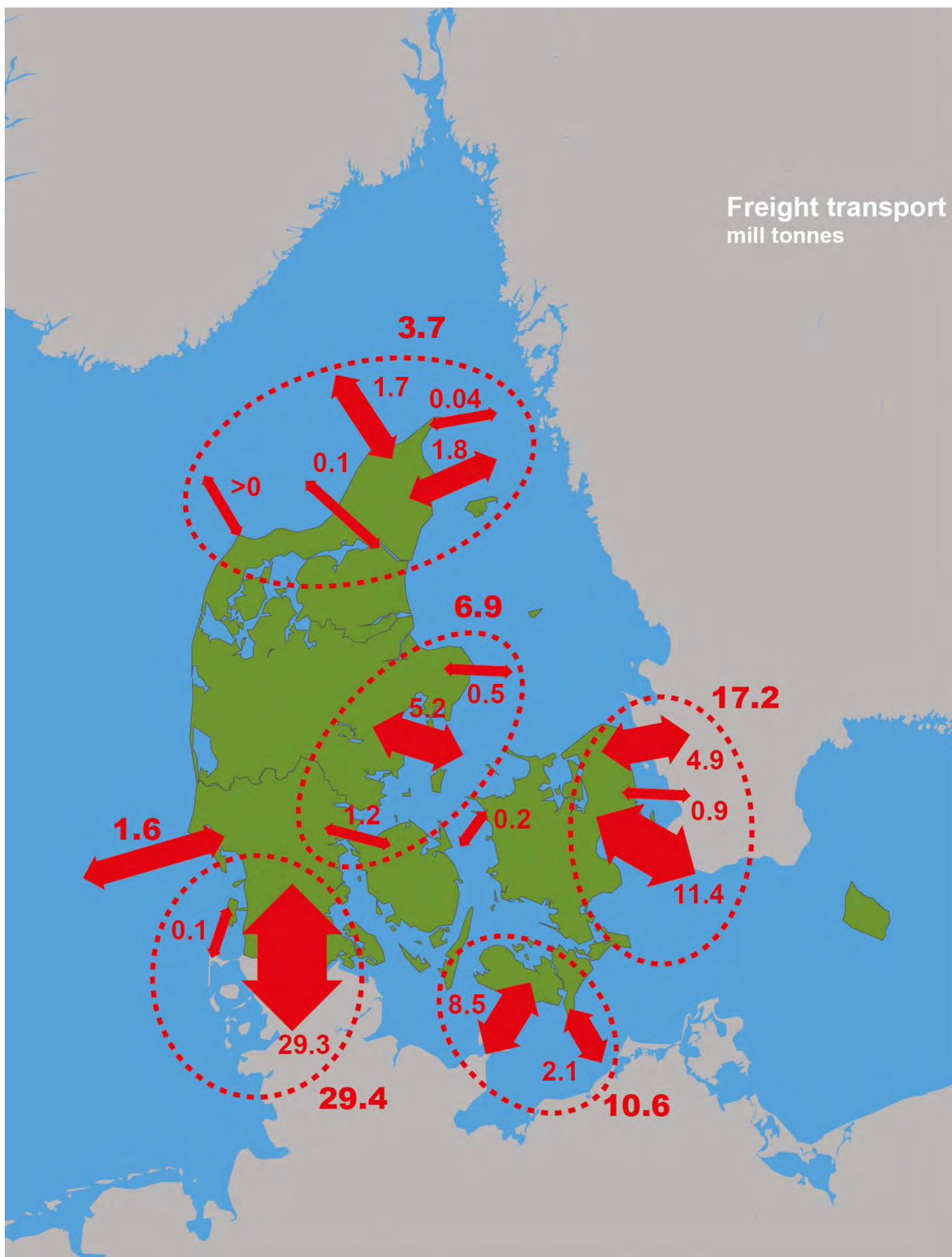


Table 5 Freight transport by truck, ferry, train, and containers and unaccompanied trailers by ship to and from Denmark 2024. Mill. tonnes

| Mill. tonnes 2024 | Truck | Ferry | Rail | Ship: cont. | Ship: ro-ro | Total |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Hanstholm | - | - | - | - | - | - |
| Hirtshals | - | 1,6 | - | - | 0,1 | 1,7 |
| Frederikshavn | - | 1,8 | - | - | - | 1,8 |
| Aalborg | - | - | - | 0,1 | - | 0,1 |
| Skagen | - | - | - | 0,04 | - | 0,04 |
| North Jutland total | - | 3,4 | - | 0,1 | 0,1 | 3,7 |
| Grenå | - | 0,5 | - | - | - | 0,5 |
| Århus | - | - | - | 4,9 | 0,3 | 5,2 |
| Fredericia | - | - | - | 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 |
| Helsingør | - | 4,9 | - | - | - | 4,9 |
| Københavns Havn | - | - | - | 0,9 | - | 0,9 |
| Øresundsbroen | 6,8 | - | 4,6 | - | - | 11,4 |
| Køge Havn | - | - | - | - | - | - |
| Region of Oresund | 6,8 | 4,9 | 4,6 | 0,9 | - | 17,2 |
| Kalundborg | - | - | - | 0,2 | - | 0,2 |
| West Seeland | - | - | - | 0,2 | - | 0,2 |
| Rødby | - | 8,5 | - | - | - | 8,5 |
| Gedser | - | 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)

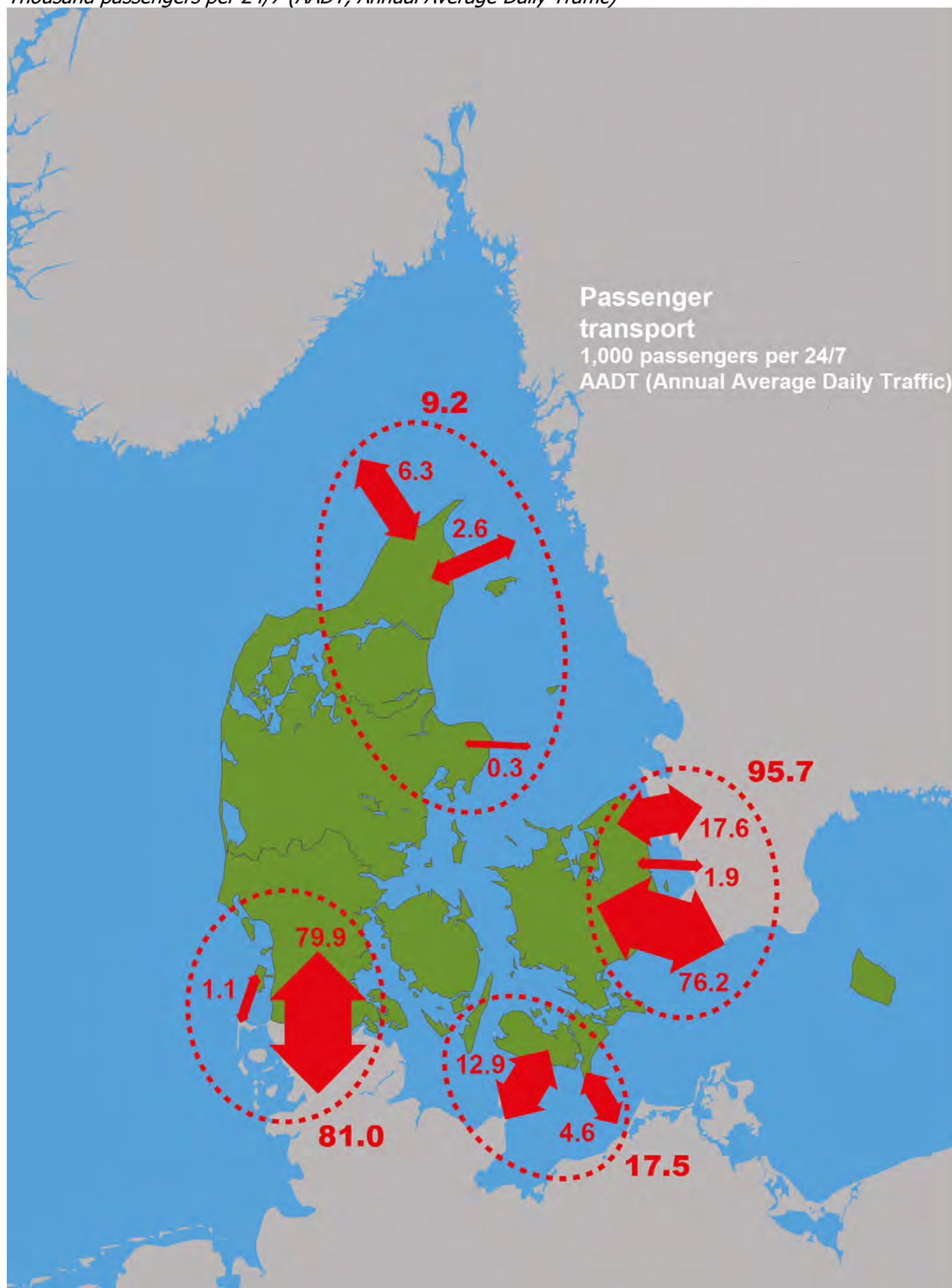


Table 6 Passenger transport to and from Denmark by car, ferry and train 2024. Thousand passengers per 24/7. (AADT, Annual Average Daily Traffic)

| Traffic 2024 AADT x 1000 | A. Passengers by ferry | B. Passengers in trains on bridge and land border | C. Cars on bridge and passing land border | D. Passengers in cars (1.54 pass/car) | Total passengers 2024 (A+B+D) | Dev. 15 - 24 | | 2015 |
|------------------------------------|---------------------------|--|--|---|----------------------------------|--------------|-------------|--------------|
| Hirtshals | 6,3 | - | - | - | 6,3 | | | 7,0 |
| Frederikshavn | 2,6 | - | - | - | 2,6 | | | 4,6 |
| Grenå | 0,3 | - | - | - | 0,3 | | | 0,5 |
| Jutland - Norway/Sweden | 9,2 | - | - | - | 9,2 | 5% | -24% | 12,1 |
| Frøslev | | | 18,9 | 29,1 | 29,1 | | | 28,6 |
| Kruså | | | 14,3 | 22,0 | 22,0 | | | 22,5 |
| Sæd | | | 5,9 | 9,1 | 9,1 | | | 9,4 |
| Ferries Havneby | 1,1 | | | - | 1,1 | | | 0,9 |
| Train via border German-Jutland 2) | | 3,2 | | - | 3,2 | | | 1,4 |
| Other border crossings 1) | | | 10,7 | 16,5 | 16,5 | | | 20,2 |
| Jutland - Germany | 1,1 | 3,2 | 49,8 | 76,7 | 81,0 | 40% | -2% | 83,0 |
| Esbjerg | - | - | - | - | - | | | - |
| Jutland - UK | - | - | - | - | - | 0% | | - |
| Helsingør | 17,6 | | | | 17,6 | | | 20,9 |
| Oresund Bridge - road | | | 20,7 | 31,9 | 31,9 | | | 29,7 |
| Oresund Bridge - rail | | 44,3 | | | 44,3 | | | 33,0 |
| Copenhagen - Norway | 1,9 | | | | 1,9 | | | 2,1 |
| Oresund | 19,5 | 44,3 | 20,7 | 31,9 | 95,7 | 47% | 12% | 85,7 |
| Gedser | 4,6 | - | - | - | 4,6 | | | 4,0 |
| Rødby | 12,9 | - | - | - | 12,9 | | | 16,8 |
| Fehmarn Belt | 17,5 | - | - | - | 17,5 | 9% | -16% | 20,8 |
| West Denmark total | 10,3 | 3,2 | 49,8 | 76,7 | 90,2 | 44% | -5% | 95,1 |
| East Denmark total | 37,0 | 44,3 | 20,7 | 31,9 | 113,2 | 56% | 6% | 106,5 |
| 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 (bridge 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> | | | | | | | | |
| Cars total | 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 |
| share of trucks | 14% | 48% | 12% | 30% | 12% | 21% | 63% | 17% |
| <i>2015, 1000 cars per year total</i> | | | | | | | | |
| Cars total | 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 |
| share of trucks | 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

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

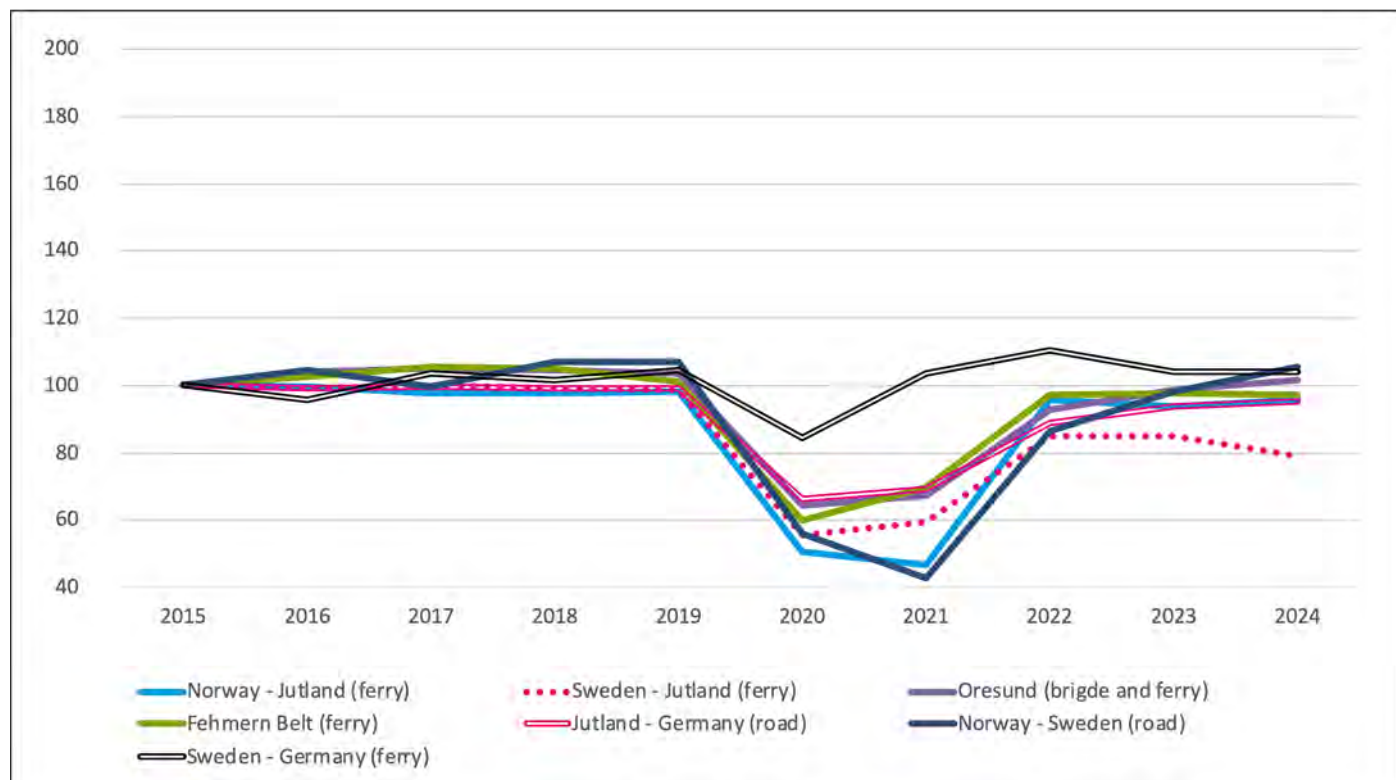
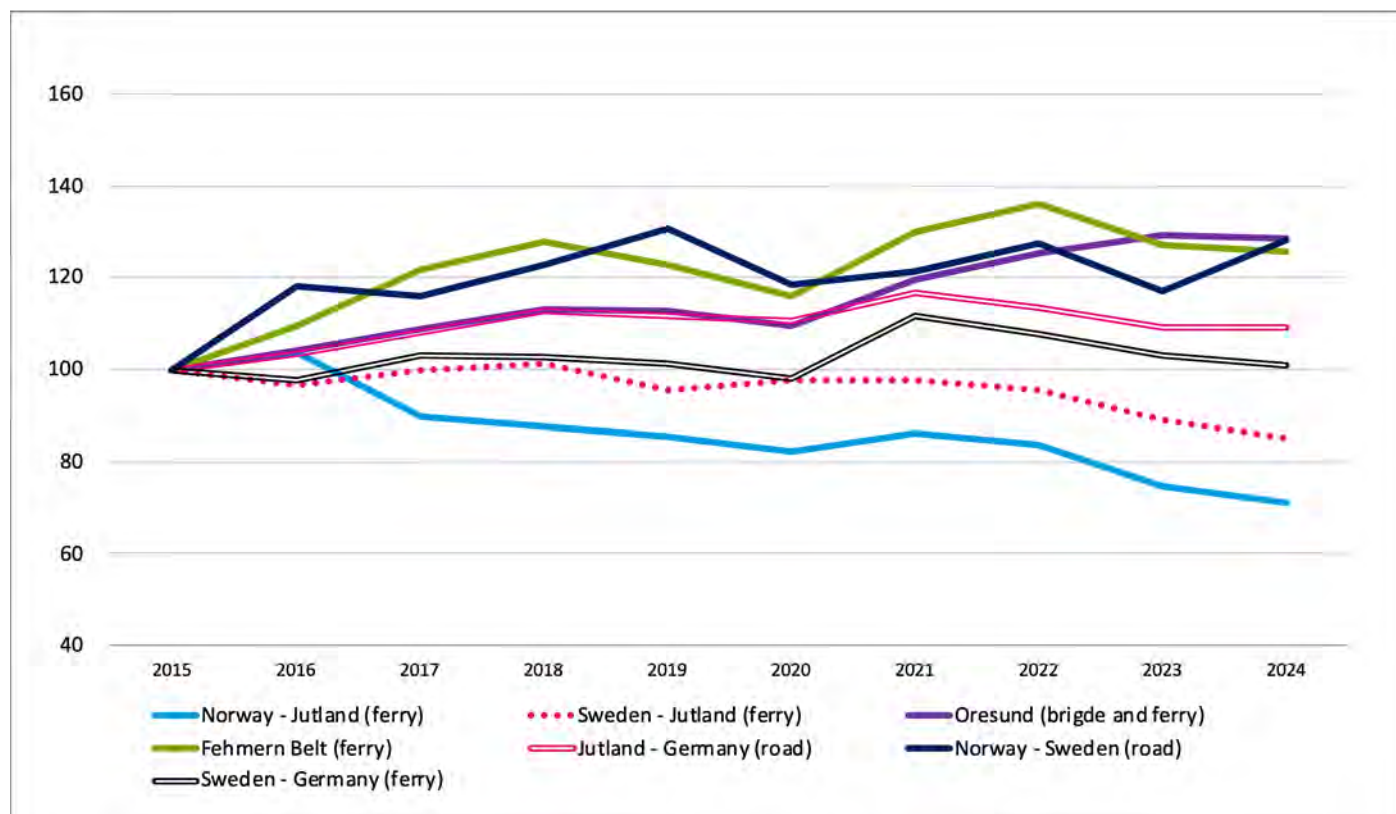


Figure 2. The development: cross-border lorry traffic in 7 "border sections".
Index 2015 = 100



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

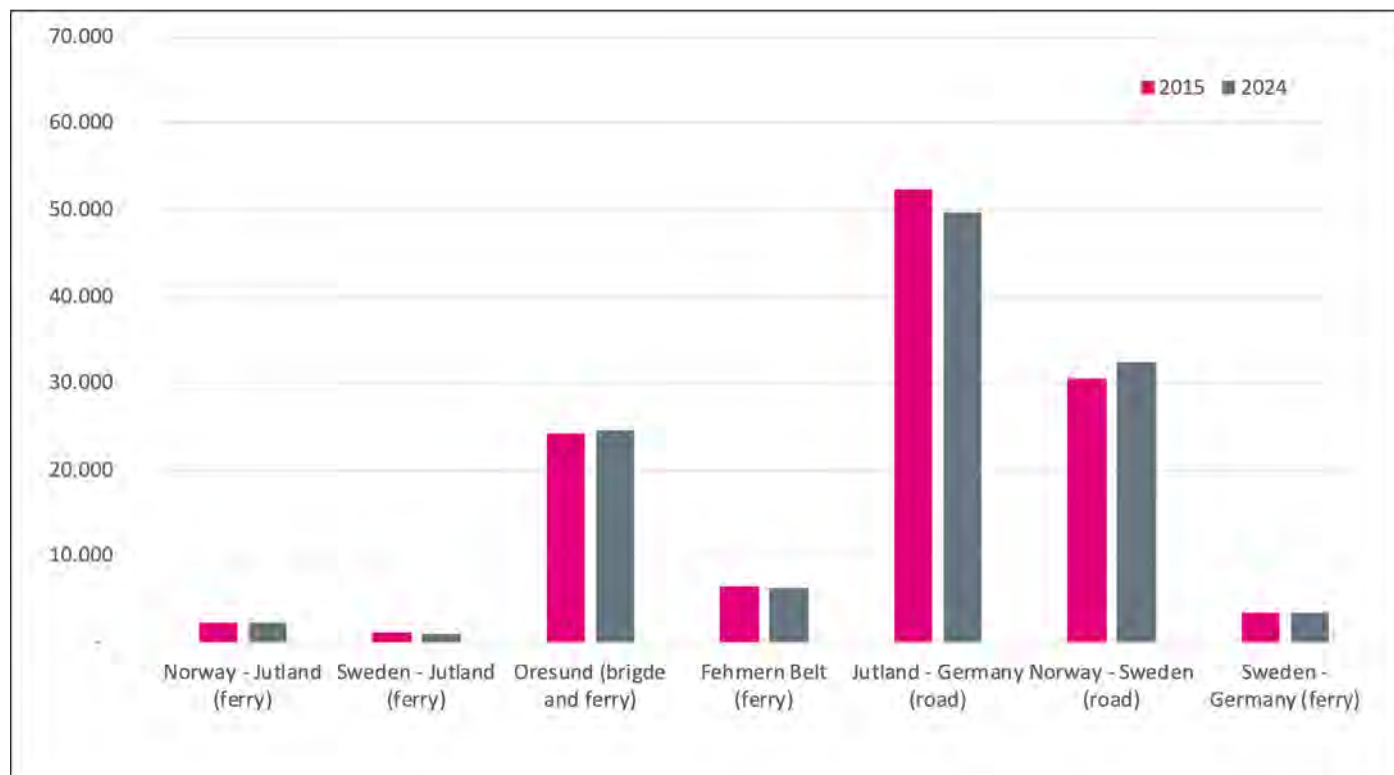
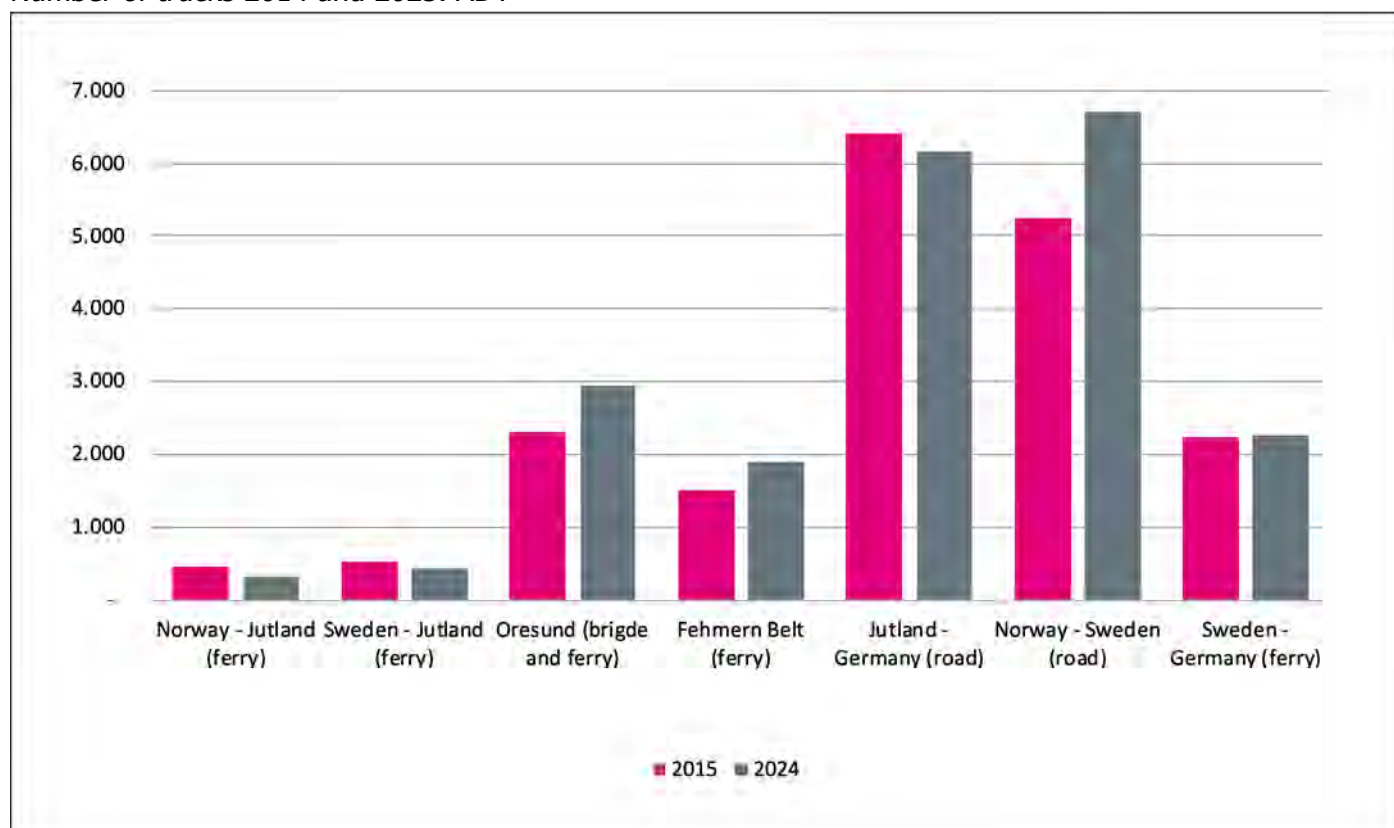


Figure 4. The cross-border lorry traffic in 7 "border sections"
Number of trucks 2014 and 2023. ADT



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 | | | | | |
|---|--------------------------|----------------------|--------------------------|--------------------------------|----------------|
| | State roads | | Municipality roads | Other roads ³⁾ | Total |
| | 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 |
| | 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 |
| | 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 |
| | State roads High ways | 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 |
| Denmark | 2017 | 2023 | 2024 | 2017 | 2023 | 2024 | 2017-24 | |
| 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, Vejle fjord 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 Highway, 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 | 2017 | 2023 | 2024 | 2017 | 2023 | 2025 | 2017-24 | |
| <i>Viken County (border crossings)</i> | | | | | | | | |
| NO1 E6 New Svinesund bridge | 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 Ranneklev | 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 | 2017 | 2023 | 2024 | 2017 | 2023 | 2024 | 2017-22 | |
| DE1 Hamburg Northwest S (A7) | : | : | : | : | : | : | : | |
| DE2 Besdorf (A23) | 1.535 | : | : | 20.989 | : | : | 2% | -4% |
| DE3 Rendsborg N (A7) | 8.026 | 8.510 | : | 52.609 | 53.091 | : | 9% | 1% |
| DE4 Fehmarnsund Bridge (B207) | 1.787 | : | : | 14.649 | : | : | | |
| DE5 Bredsted (B5) | 694 | : | : | 12.020 | : | : | 2% | -9% |
| DE6 Schuby (A7) | 6.746 | 7.201 | : | 39.007 | 41.800 | : | 11% | 4% |

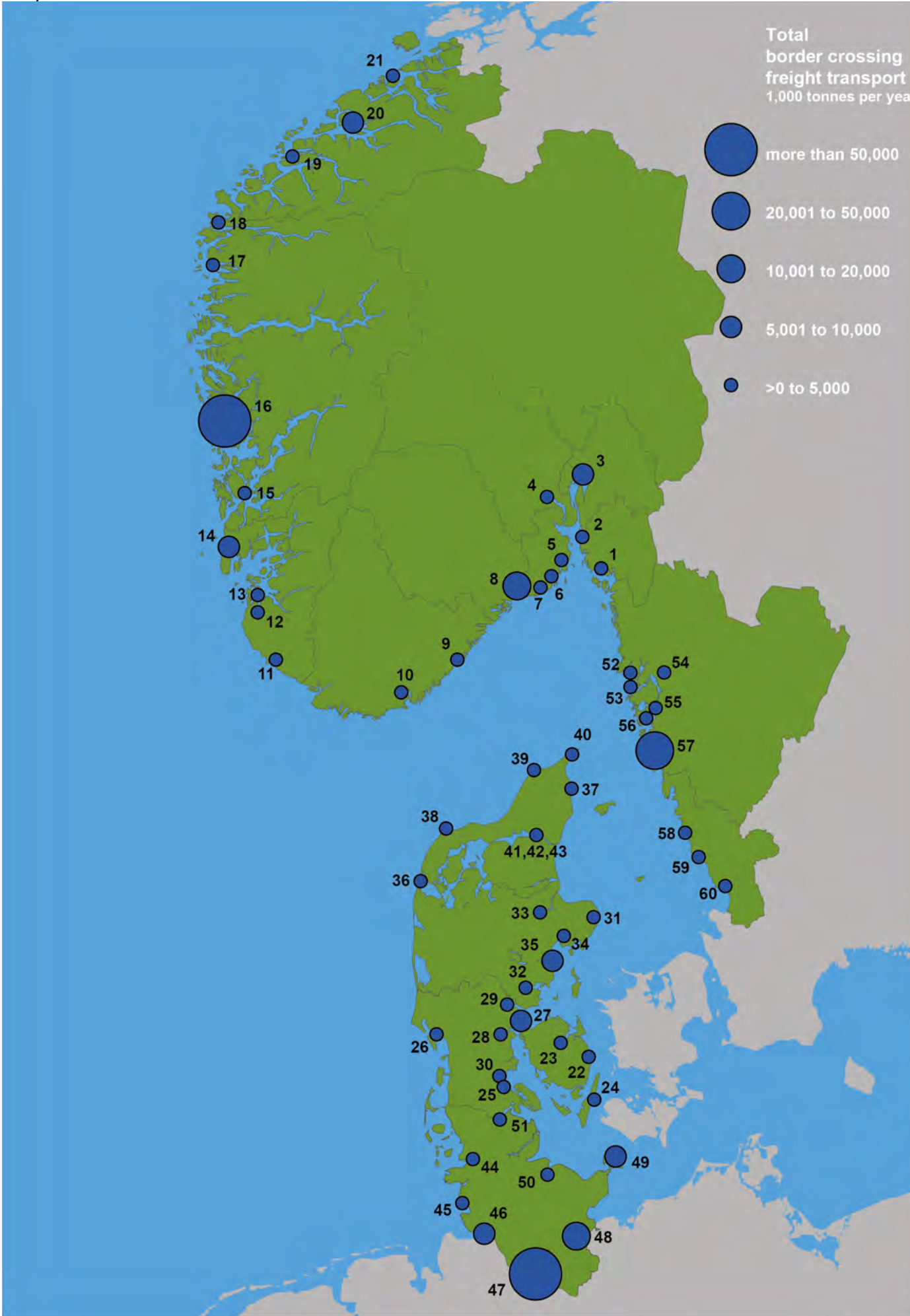
Notes:

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 Hamn | | 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 Hamn 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 | Enstedværkets 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 | Studsstrupværkets 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 | Uddevalå | 1.035 | 1.012 | 1.002 | 1.391 | 1.227 | 1.197 | 16% |
| 55 | Stenungsundshamn | 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 Hamn 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.

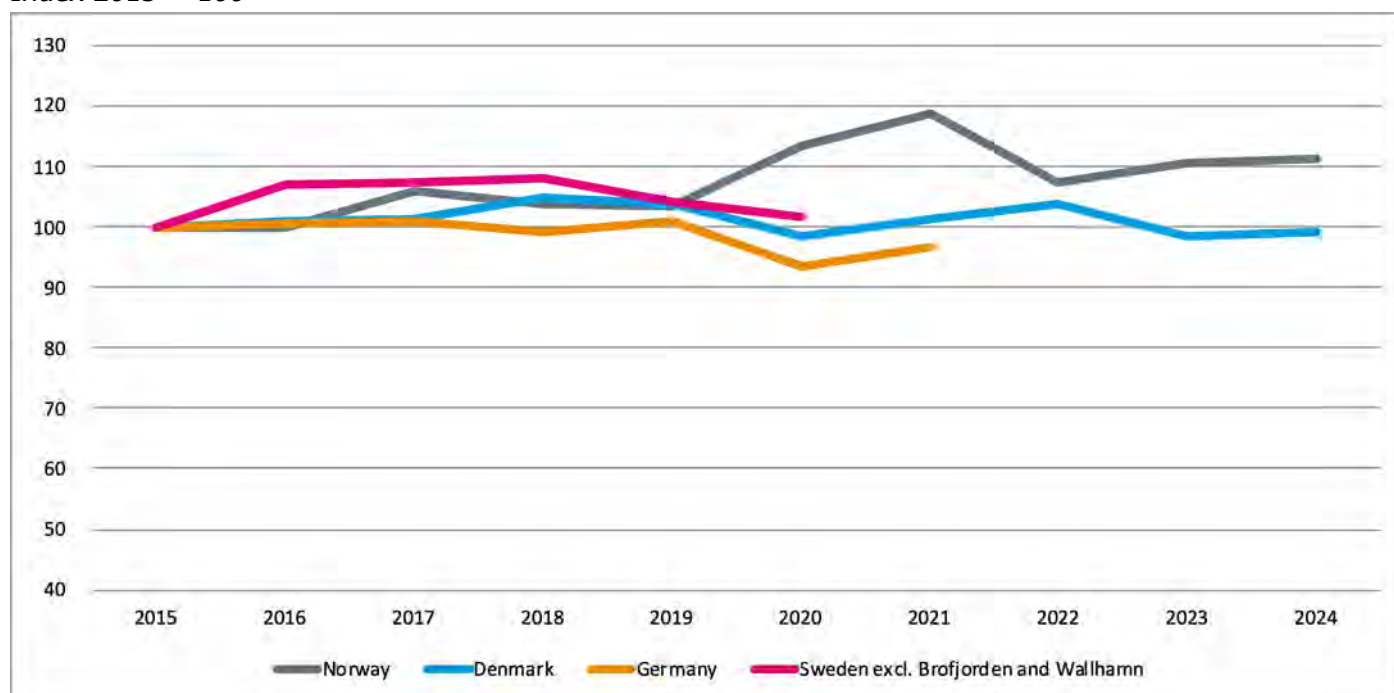
Table 13. International freight turnover in the ports with containers, 1000 tonnes

| | | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| 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 Hamn 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 | <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.

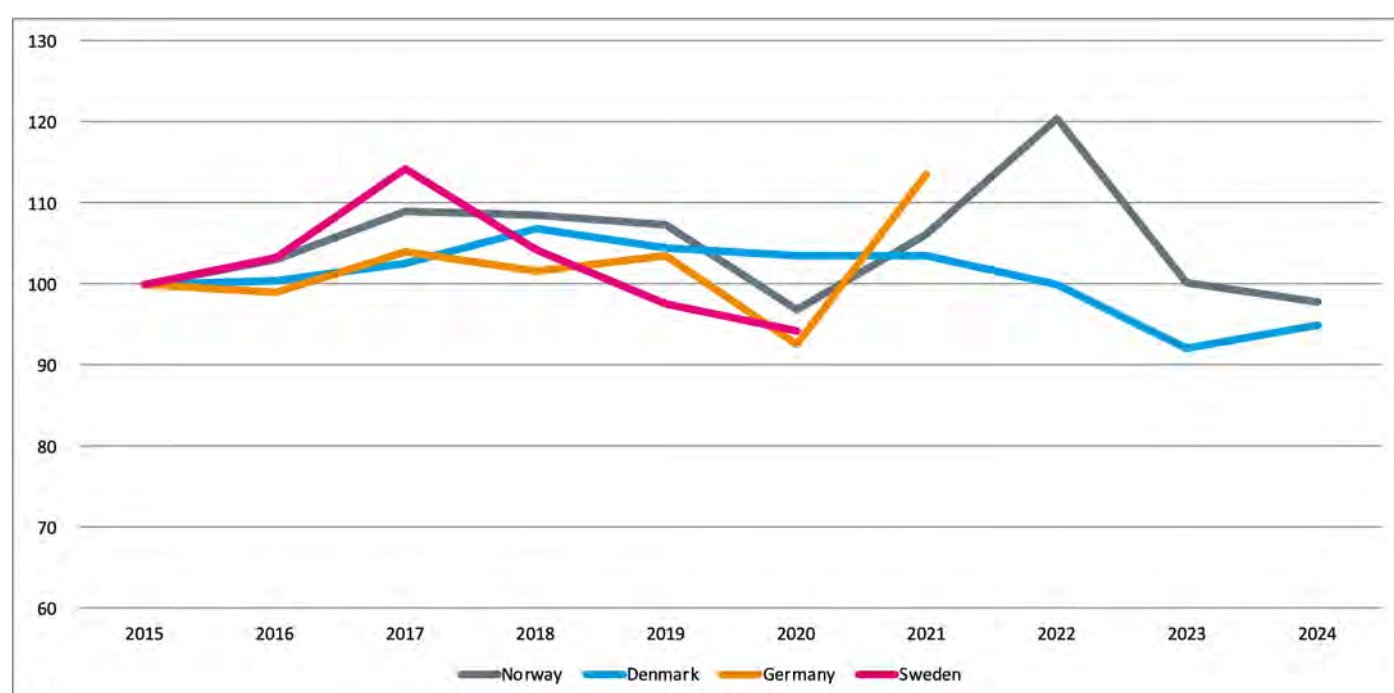
Index 2015 = 100



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.

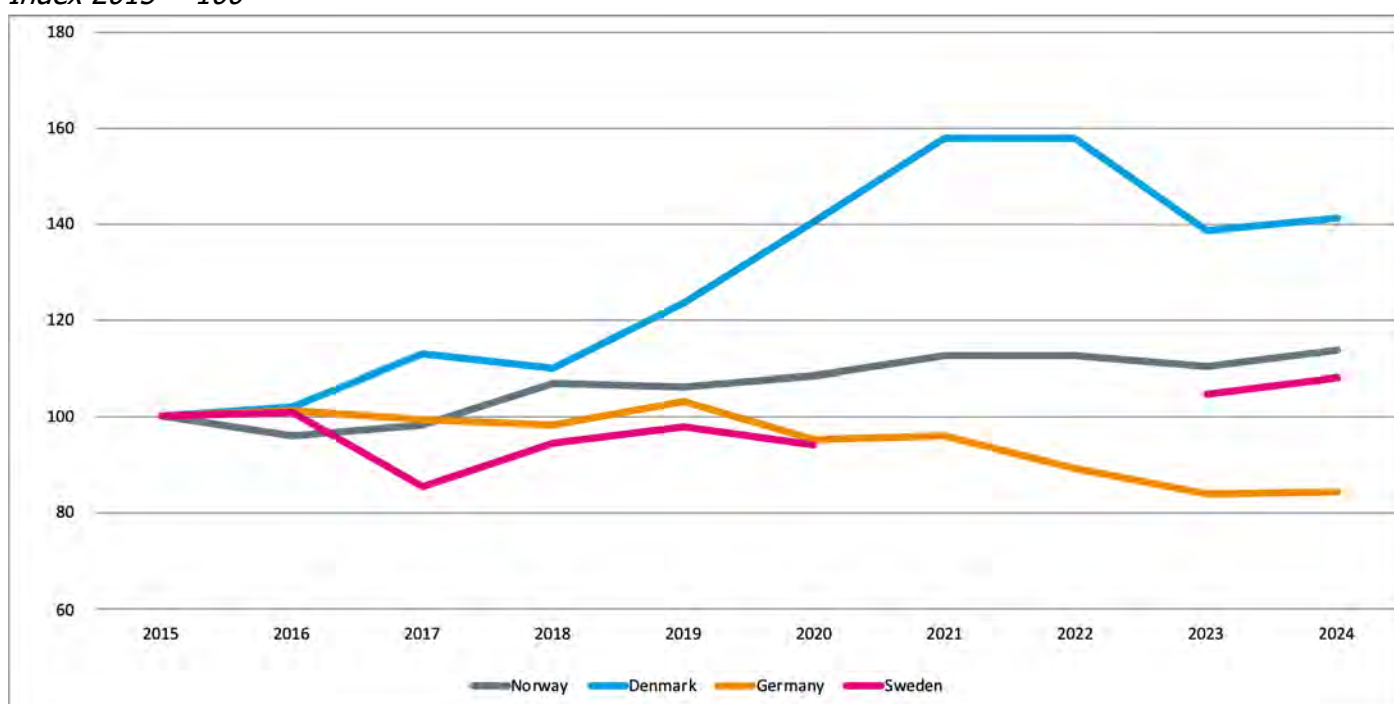
Index 2015 = 100



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

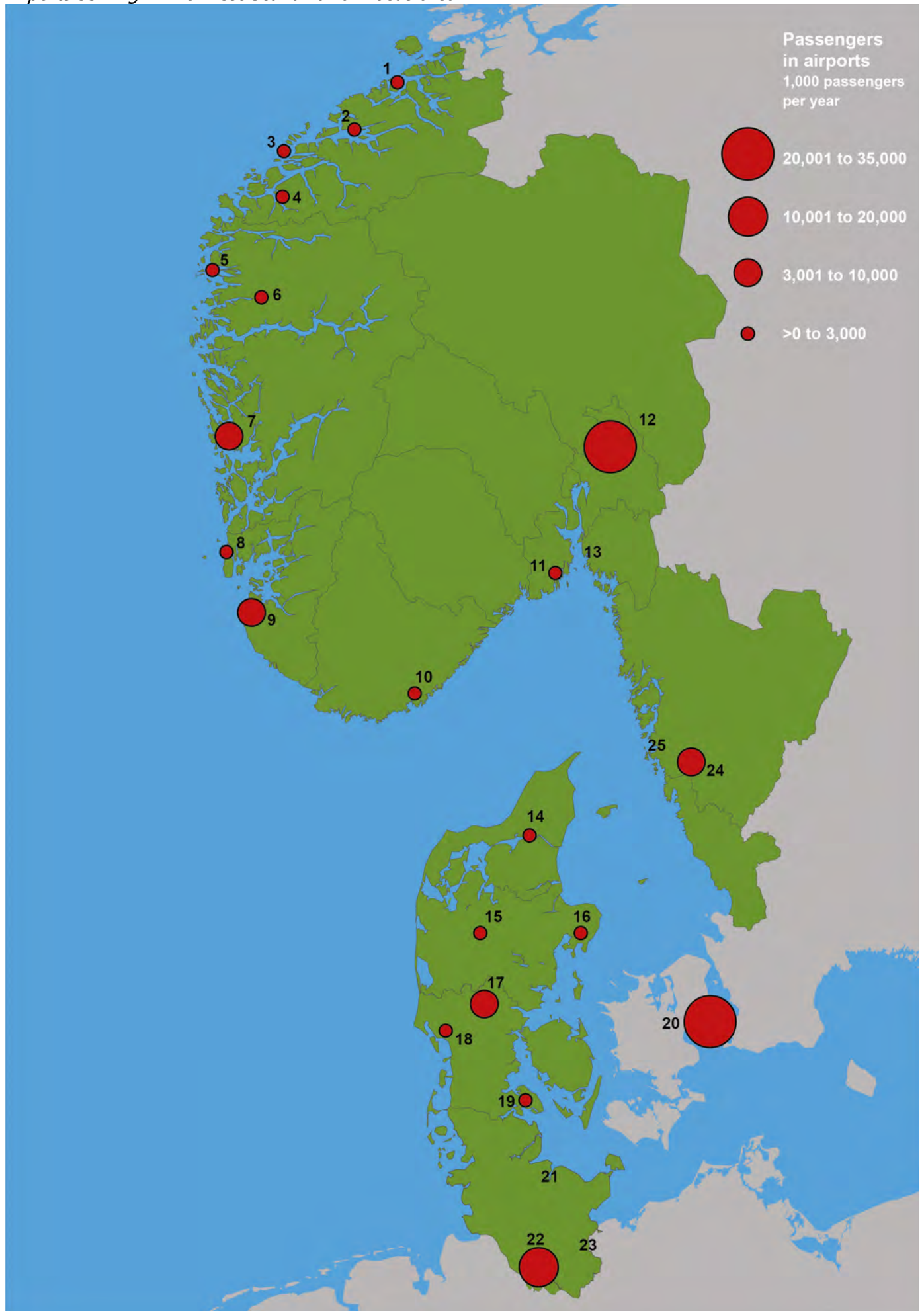


Figure 7. The development in international freight turnover in containers over the ports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.
Index 2015 = 100



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 (Gardemoen) | 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 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 2015 = 100

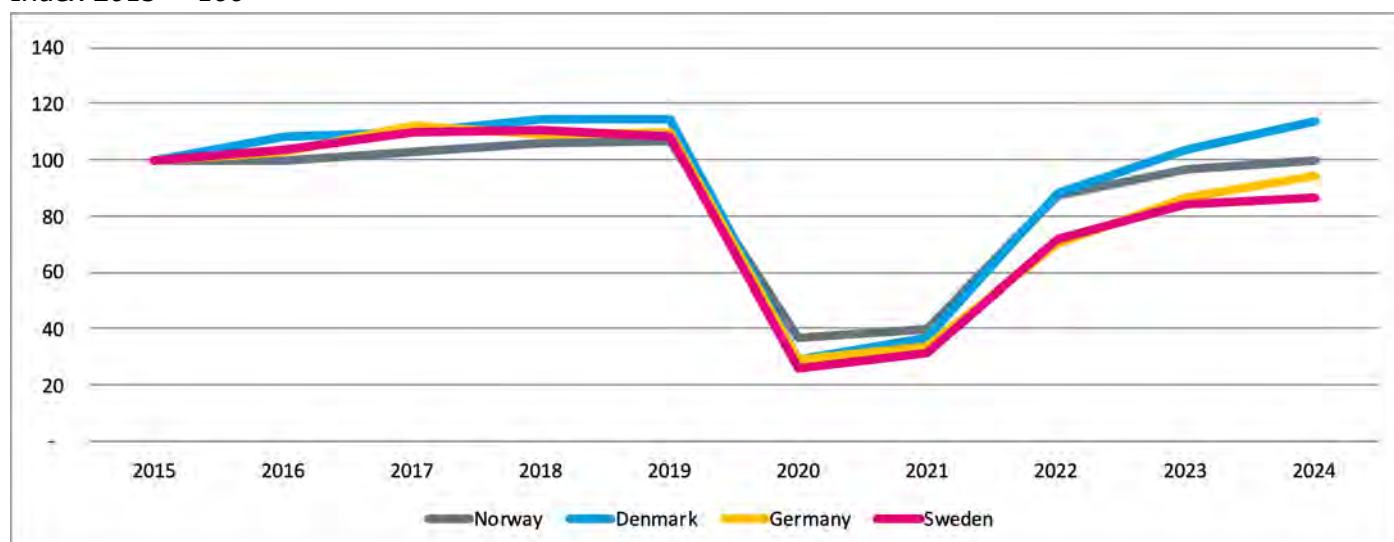
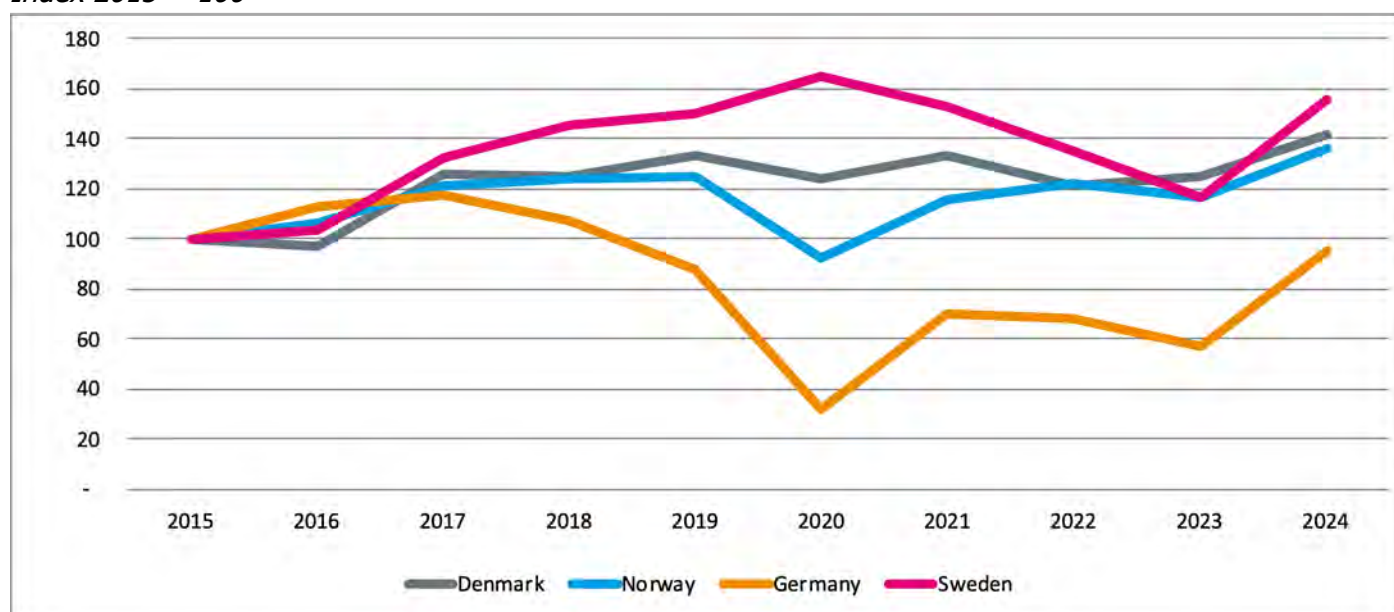


Figure 9. The development in freight turnover at the airports in NTN's West Scandinavian focus area in Norway, Denmark, Sweden and Germany.

Index 2015 = 100



Rail

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 trafik | 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% |
| Freight intern, to and from german bundesländer | | | | | | | | | | |
| | 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 | | | |
| Norway | | | | | | | | | | |
| mill. tonnes | 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 international freight transport | 20,9 | 23,7 | 22,8 | 21,5 | 23,7 | 25,8 | 21,8 | 20,9 | 18,5 | -1,3% |
| Total international excl. mining products | 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% |
| Denmark | | | | | | | | | | |
| mill. tonnes | 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 trafik | 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% |
| Sweden | | | | | | | | | | |
| mill. tonnes | 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: Malmabanen | 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% |
| Malmabanen | 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 Malmabanen 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

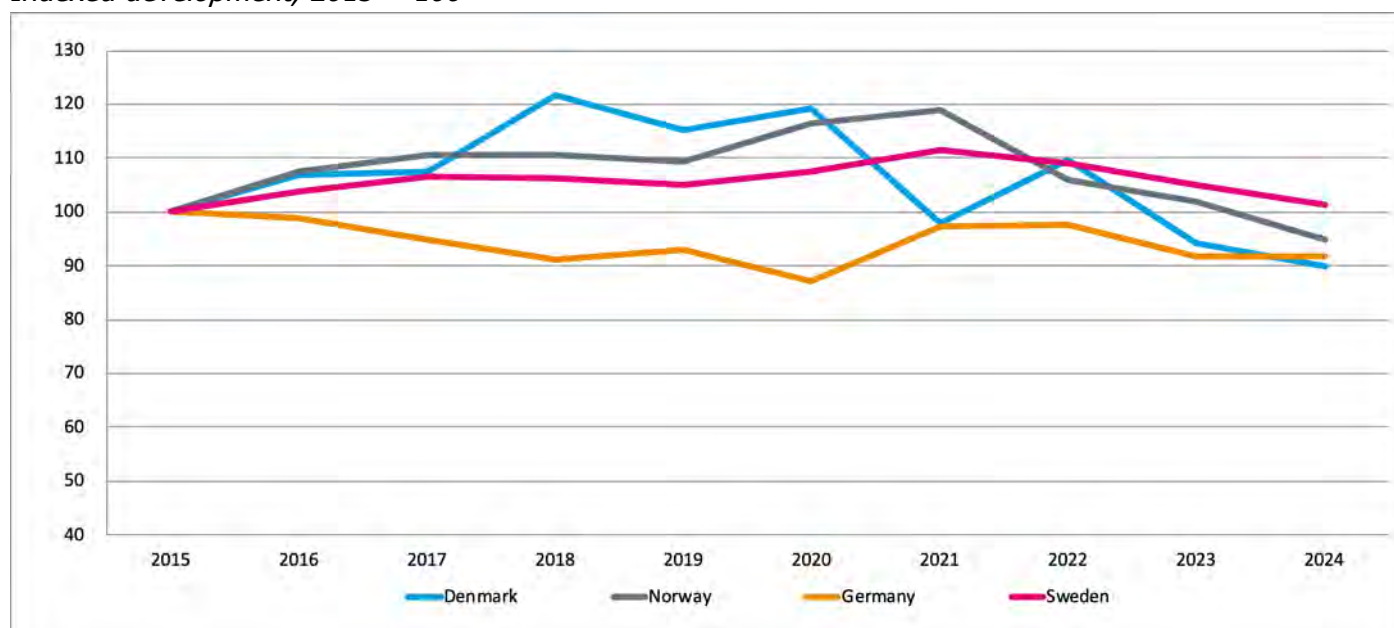
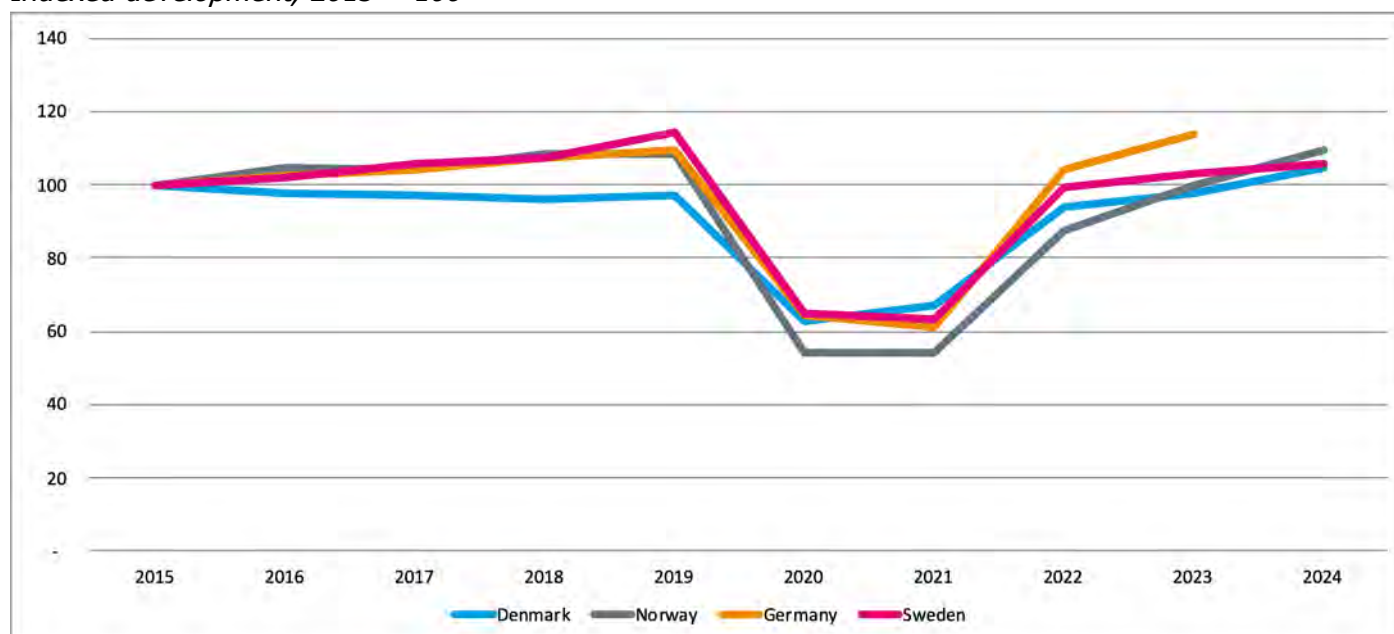


Figure 11. The development of passenger transport work by rail in Norway, Denmark, Germany and Sweden from 2015 to 2024 (NB national level).

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

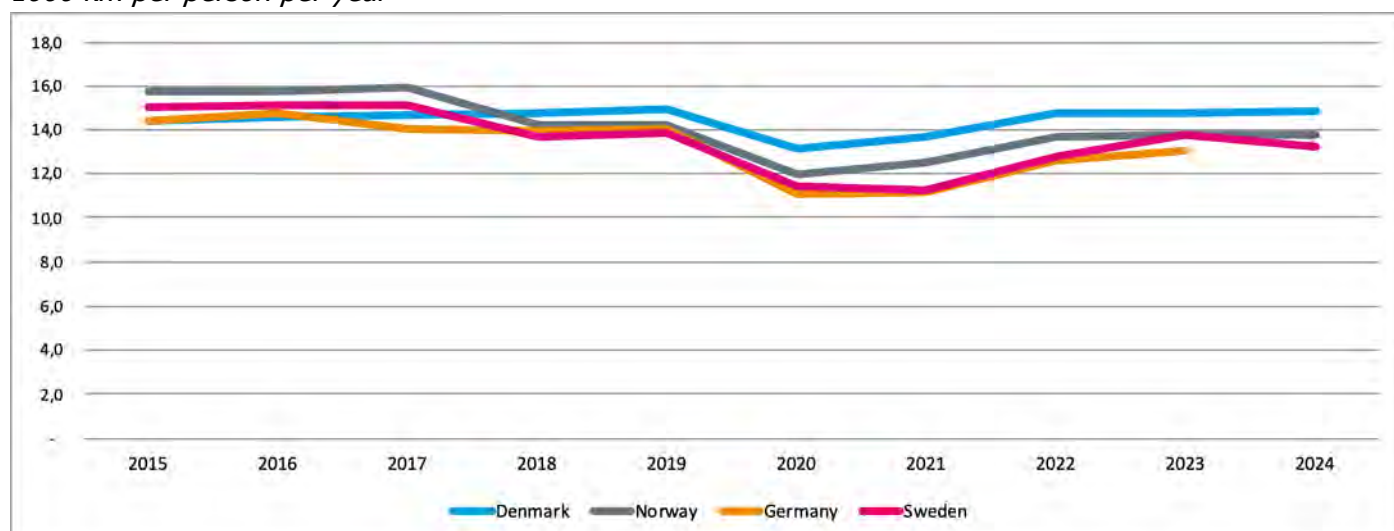
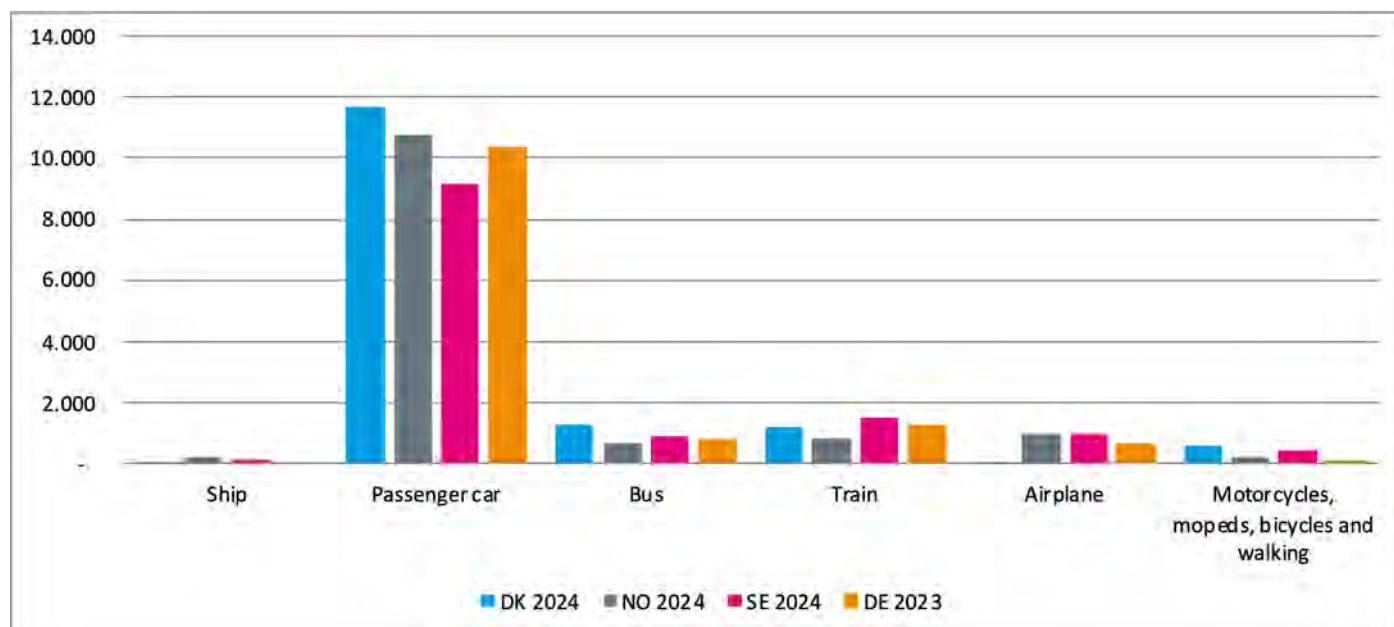


Figure 13. Passenger kilometres per inhabitant distributed by means of transport in Norway, Denmark, Germany and Sweden (NB national level - NB latest year with data).

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 aquacu | 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 aquacu | 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 | | | | | | | |
| Ørøde | 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 statistikkbanken (Norway)
- Ferries Sweden - Germany: Trafikanalys
- Ferries Norway - Germany / Norway - Sweden: SSB statistikkbanken (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 statistikkbanken
- 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)