



## News from Port of Gävle

### Traffic and goods flow

2020 was a very tough year for the shipping industry and has been strongly marked by the covid-19 pandemic. Above all, the pandemic hit the passenger traffic, which is not a segment that is included at Port of Gävle. Port of Gävle has not been so much negatively affected by the pandemic to today's date. The total number of port calls has decreased by almost 4 % in 2020 compared to the previous year, from 839 port calls to 808, but at the same time the total gross tonnage has increased by almost 3 % and the total goods turnover in the port hit a record by almost 6.3 million tonnes. This means that goods turnover increased by almost 12 % compared with 2019.

The container and dry bulk/breakbulk segments may not have had their best year in 2020, but it has not been a year with normal conditions either. The forecast for 2021 is an upward trend.

When it comes to the handling of liquid bulk products (tank), it is very clear that the volume of jet fuel has decreased considerably in 2020 due to the consequences of the covid-19 pandemic. With the vaccine gradually rolling in during the spring of 2021, it is believed that there will be a modest increase in air traffic during the summer / autumn of 2021, but it will take many years (if ever) before we will see the same volumes as in 2019. At the same time, storage of oil into Port of Gävle's and Karskär's underground caverns compensated for the decline in jet fuel volumes by far. From Karskär, they have also already shipped out most of the oil they stored in the spring of 2020.

The number of railway wagons has decreased by as much as 17 % from 2019 to 2020 and the explanation for the large decline lies in a reduced unloading of jet fuel on trains. A source of joy when it comes to rail transport is that the train commuter between Gävle Container Terminal and the combi terminal at Rosersberg is making strong progress and the number of TEUs transported increased by about 70 % from 2019 to 2020. There is thus no doubt that Port of Gävle has established itself as Stockholm's northern import port.



### A transfer of goods from land to shipping

The three main means of transport today are road, railway and sea and through a transfer between them we can contribute to a better environment. Of these three, shipping is the most energy efficient and it is also the mode of transport that emits the lowest amount of CO2 per tonne-kilometre. A ship can carry a load equivalent to 500 trucks.

Last year the government presented a national strategy plan for efficient, high-capacity and sustainable freight transport. The strategy aims to make freight transports efficient and smart and use the full potential of the railway system as well as use a larger part of the shipping capacity. Port of Gävle continues to work for the development towards sustainable freight transports.

The government's maritime strategy states that "a transfer of goods from land to sea transport contributes to reducing both the overall environment impact from the transport sector and the congestion problems on land". Along with others in the shipping industry, The Port of Gävle's view is that the different modes of transport in Sweden do not compete on the same terms to accomplish a transfer from land to sea. A general perception as to why such transfer does not already take place to a sufficient extent is that the cost of transports on land are lower. The reason that the conditions are different is due, among other things, to government subsidies where the consequences are generally higher fee for shipping, which leads to an imbalance between the types of transports.

Port of Gävle will continue to strive towards the development of a more sustainable flow of goods.



### Terminals and tug boats operate fossil-free

Port of Gävle's tug boats have been operating fossil-free since the summer of 2020. All vehicles in the port are now run by electricity, HVO or gas. Within the port area in Gävle, there are several operators that completely or partially uses fossil-free fuels or electricity. Yilports container terminal has exclusively HVO or electricity in their machine park. Terminal Bulk run cranes on HVO. Since the end of 2020, the terminal has now also converted its trucks to HVO, thanks to having access to a HVO-tank within the port area.



### Port Activity App – ship calls and charts in your hand!

The Port of Gävle's world-unique platform for compiling and sharing ship call information in real time is now fully implemented in the port. The app is primarily introduced to those port operators who are directly involved in ship calls, but are open to be used by anyone interested in the maritime traffic. In order to get the full potential of the tool it is important that as many people as possible use the app in their daily work. In that way everyone would get the same information at the same time from the same sources – and thus everyone's planning conditions are optimized! The app is continuously improved and the latest update is a chart function where you can see and follow all ship calls.

To secure the future development of the platform, Port of Gävle has signed a letter of intent with Finnish Unike, which participated in the creation of the app and which collaborates with the Finnish Transport Agency to offer a similar solution for all the Finnish ports. Port Of Gävle and Unike will work together to develop and adapt the app to the port operators needs. Do not hesitate to contact us with suggestions for improvement!

Download the app for free (iPhone and Android)  
Search for the app "Port Activity Gävle". Select "Register without code". Four characters are enough as a password if you are a "user". User means "viewing function" and is for everyone who wants to access the app to follow ship traffic. There is also a website that mirrors the information in the app: [www.portactivity.se](http://www.portactivity.se)

### RTG cranes arrive at The Port of Gävle

The new container terminal has received RTG cranes (rubber tyred gantry cranes) that will not only contribute to less carbon dioxide emissions and noise levels, but they will also at the same time increase productivity at the terminals. As the cranes stack six containers in height, they contribute to more efficient container handling. The cranes will be remotely controlled from the office desk and to some extent automated.

The gantry cranes will be a complement to the quay cranes that will come later this spring. With their high stacking capacity and excellent manoeuvrability, RTGs are the smartest possible combination with the upcoming cranes.



### Bigger Projects in Port of Gävle 2021

The Port of Gävle has some major projects that are ongoing or will begin in 2021.  
Container quay / Container terminal  
The container quay was finalized and approved at the end of 2020. What now remains is that the port operator Yilport Nordic prepares the terminal layout and puts STS cranes and RTGs into operation. The delivery of the six RTGs will take place during February and the three STS cranes will take place during April/May, followed by a few months of tuning the terminal, before it can open for handling.

Quay 1  
In 2020, a new quay for floating bulk, quay 1, was planned and procured. The quay will be built adjacent to the existing quay and while the existing quay is in operation, which places high demands on the coordination between the various operators involved. When the new quay is put into operation, the current restriction on draft can be removed, meaning that we can return to maximum draft of 9.0 meters. The quay fire protection will be upgraded and meet the requirements set by ISGOTT. The quay is also being prepared for future usage of land electricity.

Quay 9/10  
The existing quay 9/10 is in poor condition and will be strengthened in 2021. The reinforcement of the quay is carried out to secure the construction and enable the Port operators current and future mobile cranes to operate on the quay without restrictions. The reinforcement measures are expected to last until the summer and the new quay will be able to be reopened in August/September.

