



News from Port of Gävle

2020 was a very tough year for the shipping industry and has been strongly marked by the

Traffic and goods flow

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.

covid-19 pandemic. Above all, the pandemic hit the passenger traffic, which is not a segment

When it comes to the handling of liquid bulk products (tank), it is vey 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

goods.

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.



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 governments 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

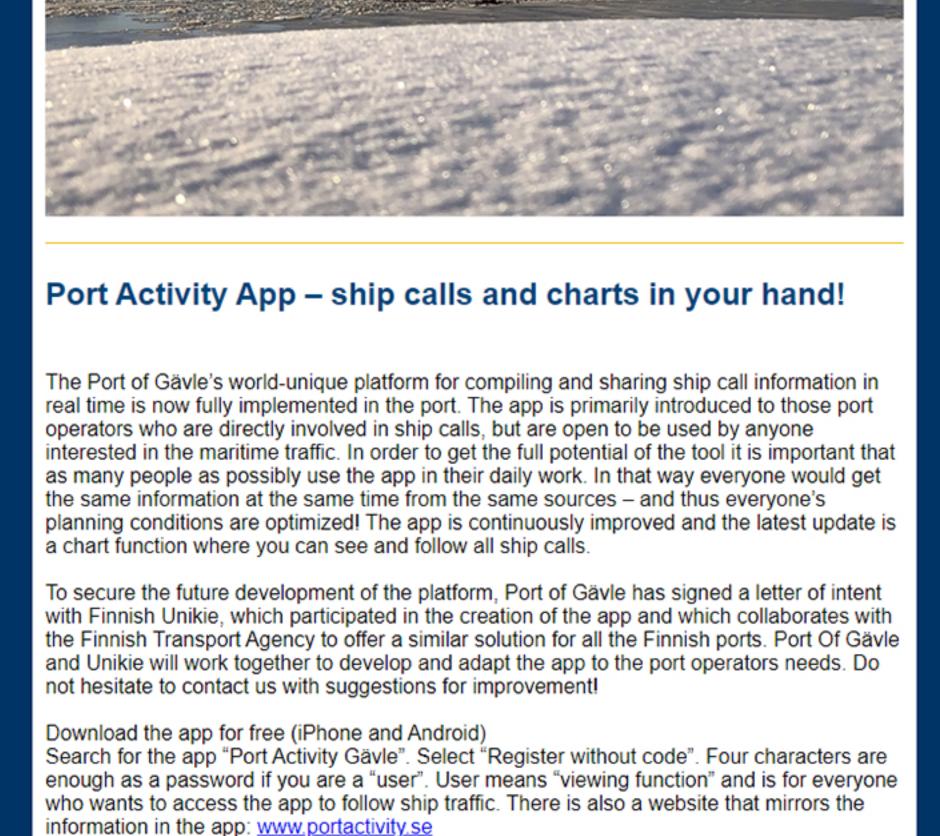
The three main means of transport today are road, railway and sea and through a transfer

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

congestion problems on land". Along with others in the shipping industry, The Port of Gävles 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





The new container terminal has recieved 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

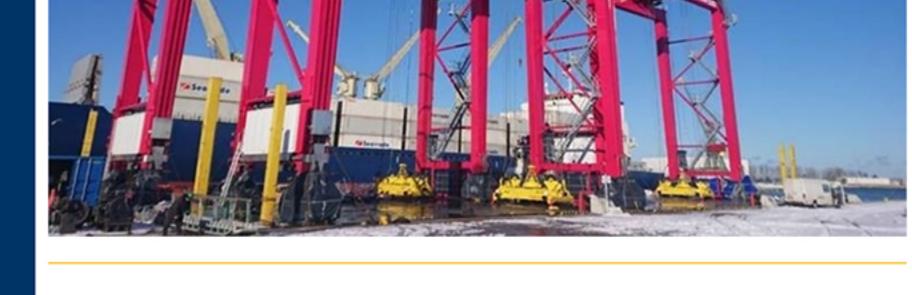
The gantry cranes will be a complement to the guay cranes that will come later this spring.

With their high stacking capacity and excellent manoeuvrability, RTGs are the smartest

RTG cranes arrive at The Port of Gävle

from the office desk and to some extent automated.

possible combination with the upcoming cranes.



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 surface 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

The Port of Gävle has some major projects that are ongoing or will begin in 2021.

Bigger Projects in Port of Gävle 2021

Container quay / Container terminal

to be reopened in August/September.

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 guay 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 guay without restrictions. The

reinforcement measures are expected to last until the summer and the new quay will be able

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