International Transport Forum

Response to questionnaire for:

Assessment of strategic plans and policy measures on Investment and Maintenance in Transport Infrastructure

Country:

Sweden

OECD

1 INTRODUCTION

Capacity deficiencies are evident in parts of the transport system. Through an increased demand for travel and transport services, deficiencies in capacity and efficiency may arise in new areas over the coming years.

The greatest capacity deficiencies at present are in the railway system and within and around metropolitan areas. Track capacity does not correspond to the demand for public transport in metropolitan areas.

In the Stockholm region, there are also capacity problems in the road and cycle path networks which are expected to worsen.

The travelling times and supply of long-distance train traffic on the stretches Stockholm–Göteborg and Stockholm–Malmö risk becoming worse as a result of increased freight and regional train traffic. The combination of traffic with different speeds entails in itself a limitation of capacity – a limitation which can be reduced with increased prioritization of traffic with the same speed or increased separation of traffic.

Arlanda airport's emissions ceiling and noise pollution requirements can lead to considerable limitations of the accessibility of air traffic to the airport and of the scope of air traffic.

There are, in general, long travelling times from the interior of Norrland to the County centre and central districts. There are also long travel times and difficulties with increasing commuting possibilities in the south-eastern parts of the country.

Road and railway capacity is insufficient for goods traffic to be able to manage the expected demand for ore transportation in Norrbotten and Bergslagen. The West Coast main line, south of Hallandsås, is a remaining bottleneck for goods traffic which makes it impossible to realise the full potential of a completed tunnel through Hallandsås. The capacity of the East Coast main line does not allow for the expected demand for goods traffic to be satisfied. There are also capacity deficiencies in the connections to certain nodes for goods transportation, for example, the shipping lanes in Trelleborg, Luleå and Hargshamn. The railway connection to Gävle harbour even lacks electrification. There are difficulties in meeting the demand on the Hallsberg–Göteborg and Hallsberg–Malmö stretches, and a lack of structure for traffic distribution in Stockholm.

At present, negotiations concerning guidelines for the trans-European transport network (TEN-T) are proceeding at the EU level. The Commission's fundamental requirements of the Swedish addition include, among other things, adaptation of the road and railway network to higher standard demands as well as for low-trafficked stretches, and construction of the North Bothnia Line.

1.1 Infrastructure

See attachement

1.2 Performance

Here are some of the key performance indicators.

Passenger tranport mileage (billion passenger kilometres)

	2007	2008	2009	2010	2011
Long distance					
Car	28,0	27,8	28,0	27,8	28,2
Bus	2,1	2,1	2,1	2,2	2,2
Railway	6,0	6,5	6,4	6,5	6,4
Shipping	0,3	0,3	0,3	0,3	0,3
Air	3,2	3,2	2,9	3,0	3,4
	39,6	39,9	39,7	39,8	40,5
Short distance					
Car	72,7	72,0	72,6	71,8	72,8
Taxi	0,8	0,8	0,8	0,8	0,8
MC	2,5	2,6	2,6	2,6	2,6
Bus	9,6	9,7	9,6	9,8	9,9
Tram/Metro	2,2	2,2	2,2	2,3	2,2
Railway	4,2	4,7	4,9	4,8	5,0
Moped	0,6	0,6	0,6	0,6	0,6
Cycle	2,1	2,1	2,1	2,1	2,1
Pedestrian	2,7	2,7	2,7	2,7	2,7
	97,4	97,4	98,1	97,5	98,7
Total	**137,0**	**137,3**	**137,8**	**137,3**	**139,2**

Goods transport mileage (billion tonne kilometres)

	2007	2008	2009	2010	2011
Long distance					
Rail	23,3	22,9	19,5	22,5	21,9
Domestic Shipping	7,8	8,2	6,4	7,8	7,4
International shipping	27,5	27,2	24,4	27,2	26,9
Road	35,0	36,5	30,4	32,2	33,3
	93,6	94,8	80,7	89,7	89,5
Short distance					
Road	8,4	8,6	7,5	7,5	7,4

Total	**102,0**	**103,4**	**88,2**	**97,2**	**96,9**

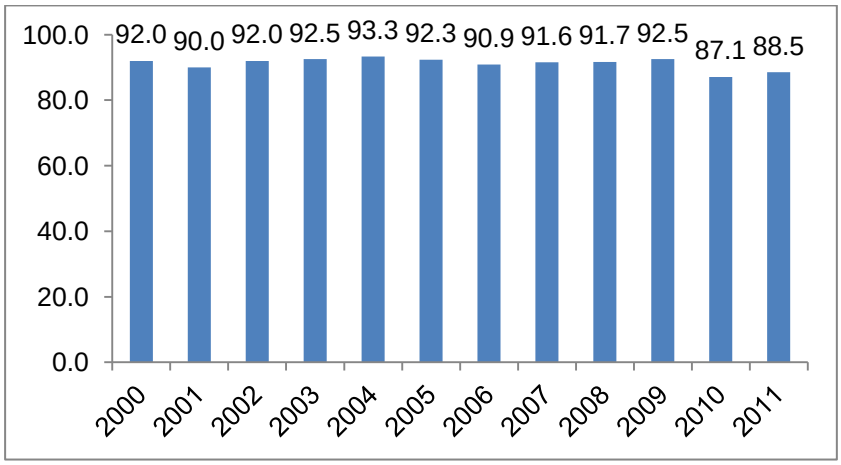
Congestion index (road) – Accessibility in terms of travel time

	2006	2007	2008	2009	2010	2011
Stockholm	100	112	100	105	121	118
Göteborg	100	102	98	95	103	106
Malmö	-	-	100	99	101	104

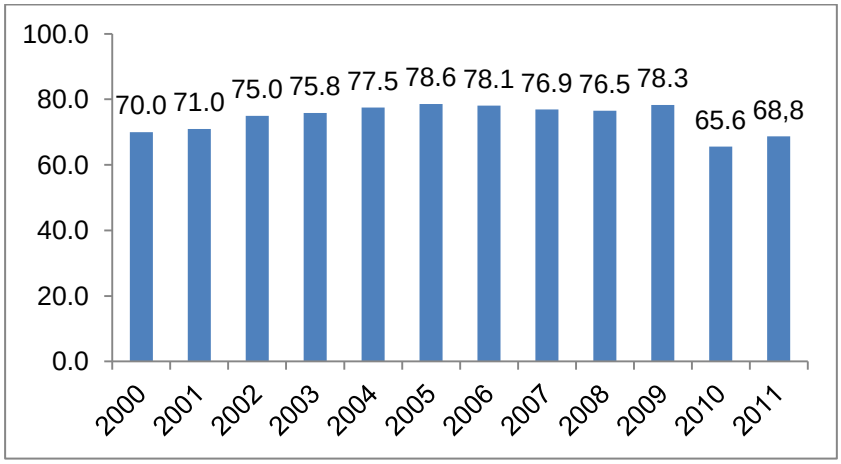
Total stoppages on the state road network in vehicle hours

2007	2008	2009	2010	2011
2 630 000	1 770 000	1 460 000	2 440 000	2 140 000

Punctuality for passenger trains that arrived at latest 5 minutes late, per cent



Punctuality for freight trains that arrived at latest 5 minutes late, per cent



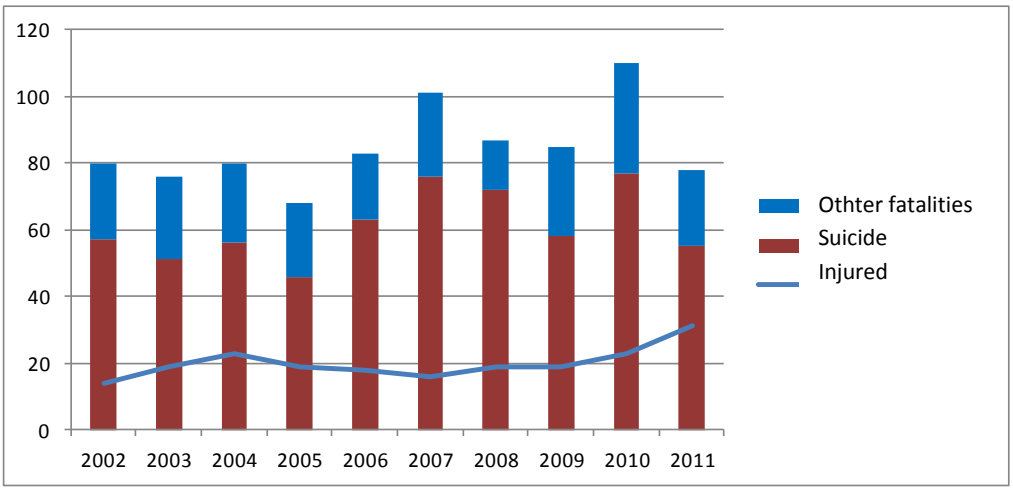
Carbon dioxide emissions in transport sector (million tonnes)

	2007	2008	2009	2010	2011
Road traffic	19.8	19.2	18.8	19.0	18.8
Rail traffic	0.06	0.07	0.06	0.06	0.06
Domestic shipping	0.4	0.4	0.5	0.7	
Domestic air traffic	0.6	0.6	0.5	0.5	

Number of fatalities in road accidents

2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
532	529	480	440	445	471	397	358	266	319
From 2010 exkluding suicide (15-20 yearly)									

Fatalities and serious injuries on railways



2 MAJOR PROJECTS AND FUNDING

Ongoing major investment projects

Project	Road/ Line	Construction start	Opens for traffic	Forecast, price level 2009 (SEK mn)
City Line	L	2009	2017	18 586
Tomteboda-Kalhäll, capacity increase (Mälarline)	L	2011	2016	10 708
E20 North Link	R	2006	2015	10 002
E4 Tomteboda-Haga	R	2010	2018	
E18 Hjulsta-Kista	R	2009	2015	3 760
Kiruna Project	L	2009	2012	1 112
Bana Väg Motala-Mjölby	R	2010	2013	1 600
Bana Väg Motala-Mjölby	L	2006	2012	2 446
Hallandsås	R	2003	2015	11 404
E4 Sundsvall	R	2011	2015	4 093
Ådalen Line	L	2004	2012	7 178
Bana väg West	R	2004	2012	5 981
Bana väg West	L	2004	2012	7 594

Financial source for funding infrastructure in Sweden is mainly by the state budget. All taxes in the field of transport e.g. road tax, vehicle tax, gasoline tax, tax on train tickets etc. goes to the state budget. In the 4-5 last years the funding of state infrastructure, in cooperation with regions, municipalities and in a few cased private companies has been approved by the Government, but is still in a smaller scale.

Funding of the road maintenance is more or less by the state budget. The Government appointed a certain amount of money in the Master Plan 2010-2021, reviewed and adjusted in the 3-years rolling budget.

The railway maintenance is funded by a special fee paid by the private railway companies. The railway companies operating on the state own railway have to pay a fee for using the railway. This fee is used for the maintenance of the railway. There is

also a special fee for railway companies who stop at the Arlanda station. They have to pay a fee to the private company "A-train".

Sweden is not using private-public partnership for funding the infrastructure.

Sweden have not changed the policy/funding structure due to the crisis.

3 STRATEGIC PLANS

The objective of transport policy is to ensure the economically effi cient and sustainable provision of transport services for people and businesses throughout the country.

FUNCTIONAL OBJECTIVE - Accessibility
The design, function and use of the transport system will contribute to provide everyone with basic accessibility of good quality and functionality and to development capacity throughout the country. The transport system will be gender equal, meeting the transport needs of both women and men equally.

To achieve the functional objective the following is proposed:

- Travel for people will be improved through increased reliability, security and convenience.
- Transport quality for the business sector will be improved and will strengthen international competitiveness.
- Accessibility will be improved inside and between regions as well as between Sweden and other countries.
- The working methods, implementation and outcomes of transport policy will contribute to a gender-equal society.
- The transport system will be designed to be accessible for people with disabilities.
- Opportunities for children to travel independently and safely using the transport system, and be present in traffi c environments, will be enhanced.
- Public transport, pedestrian and cycling options will be easier to choose.

IMPACT OBJECTIVE - Health, safety and environment
The design, function and use of the transport system will be adapted to eliminate fatal and serious accidents. It will also contribute to the achievement of the environmental quality objectives and better health conditions.

To achieve the impact objective the following is proposed:

- The number of road fatalities will be halved and the number of serious injuries will be reduced by a quarter between 2007 and 2020.
- The number of commercial shipping and pleasure boat fatalities will be reduced continuously and the number of serious injuries will be halved between 2007 and 2020.

- The number of rail and air fatalities and serious injuries will be reduced continuously.
- The transport sector will contribute to the achievement of the environmental quality objective,
- Reduced climate impact, by gradually increasing energy effi ciency in the transport system and decoupling from dependence on fossil fuels. By 2030, Sweden should have a vehicle fleet that is independent of fossil fuels.
- The transport sector will contribute to the achievement of other environmental quality
- objectives and lower levels of ill health. Priority is given to the targets of environment policy where the development of the transport system plays an important role in the achievement of the set objectives.

An energy-efficient transportation system

One of the biggest challenges we face is adapting the transportation system to a future of limited and somewhat uncertain energy resources, as well as demands that emissions of carbon dioxide and other greenhouse gases be radically reduced. Building an energy-efficient, accessible transportation system requires brand new solutions. Meanwhile, all options for making the present system more efficient must be exploited. Individual trips account for the largest percentage of energy consumption, but transport of goods accounts for the fastest increase. The potential for developing energyefficient transport solutions is significant. Construction, operation and maintenance of infrastructure also hold out major potential for reducing energy consumption.

Well-functioning individual travel and transport of goods in the metropolitan areas

Our metropolitan areas continue to grow and serve as vital engines of development throughout the country. Prudent design of their transportation systems, combined with a well-considered development structure and location pattern, is a decisive factor in promoting sustainable development. Energy-efficient metropolitan areas are also integral to achieving climate goals. Both businesses and individual citizens in the metropolitan areas currently suffer from insufficient access to transportation systems. Congestion leads to long travel times and environmental degradation. Planning cities so that individual travel and transport of goods work well while the urban environment becomes more attractive poses a major challenge.

Efficient transport chains for the private sector

In order to remain competitive, the private sector needs well-functioning transport of goods in a robust infrastructure network, supported by regulations that are harmonized and suitable. Because transport of goods is highly global in nature, properly functioning international connections are vital.

The tourist industry is growing rapidly and is dependent on convenient, sustainable travel options to various destinations.

Robust and reliable infrastructure

A robust and reliable infrastructure is the foundation for ensuring that the transportation system can satisfy the need for efficient transport in a safe, energy-

efficient and environmentally sustainable manner. This requires the proper interplay of infrastructure, vehicles and traffic control. The infrastructure must be able to handle both expected and unexpected events. This requires effective, structured preventive and remedial maintenance.

3.1 Long Term

The work to perform a new Master Plan for the Swedish infrastructure covering the years 2014-2025 is ongoing at present. In the Master Plan 2010-2021 the following major projects are planned to be carried on beyond 5 years:

- By pass Stockholm on road E4.
  A 21 km motorway which of 17 km in tunnels.

- City-tunnel in Stockholm.
  A 6 km double track tunnel including two new stations in the central part of Stockholm.

- Four tracks Arlöv-Flackarp
  An 8 km new double track along the existing line between Malmoe and Lund.

- Double track in tunnel through Varberg
  A 7,5 km double track tunnel including 3 km in tunnel, along the West coastline between Gothenburg and Malmoe.

3.2 Mid Term

The following major projects will be finalised within 5 years and are ongoing at present:

- Finalising the road E6 between Gothenburg and the Norwegian border.

- The northern link at E20 in Stockholm. Connection between E4 and the harbour in Stockholm. 6 km motorway in a tunnel.

- A new motorway on E18 in Stockholm.

- 20 km new motorway south of Sundsvall including a 2100 meter long bridge.

- Several motorway stretches on E22 in south of Sweden.

- The Norway/Vänern rail route is being expanded to a two-track railway dimensioned for speeds of up to 250 km/hr between Gothenburg and Trollhättan

- Two 8.7-kilometres, parallel railway tunnels through "Hallandsås" along the West coastline between Gothenburg and Malmoe.

- The railway between Orebro and Mjölby is being expanded to a two-track railway between Motala and Mjölby.

- The Mälarline is being expanded to a 15 km four-track railway between Kallhäll and Tomteboda. The first part between Kallhäl and Barkarby will be finished within 5 years.

4 ASSESSMENT METHODOLOGY

❖ *Are decisions for investment projects based on assessment methodology?*

Yes

The assessment methodology in use consists of three parts; cost-benefit analysis, distribution analysis and fulfillment of transport policy goals. The results from these three parts are then presented in an overall impact assessment document (Samlad Effektbedömning).

The distribution analysis consists of a presentation of benefits and costs for different groups in society. Categories used in this analysis are gender; age; regions and municipalties; passengers and freight transports; trade and industry; and modes of traffic.

The analysis regarding **fulfillment of transport policy goals** consists of three parts; impacts related to the functioning of the transportsystem (mainly accessibility issues); impacts on safety, the environment and health; and impacts on long-term sustainability (social, economic and ecological).

The **cost benefit analysis** is based on economic theory.
For large projects/measures transport demand is modelled for all modes of transport (road, rail, sea and air) at the same time, i.e. system analysis. There is one model for passenger transport (SAMPERS-SAMKALK) and one model for freight transport (SAMGODS).
For smaller projects/measures transport demand is modelled for each mode of transport separately using demand elasticities. There is one model for rail transport (BANSEK) and one model for road transport (EVA). For sea and air transport there is currently no specific model in use but our aim is to develop methods for cost benefit analysis in these fields as well.
The net benefits (benefits minus costs) associated with the project/measure are divided by the investment costs resulting in a benefit-cost ratio (NNK, nettonuvärdeskvot) used for ranking different projects/measures in the assessment process.

There has been som recent changes in assessment methodologies. A new overall impact assessment document has been developed (Samlad effektbedömning). The document provides comprehensive background material on a project/measure in order to provide support for planning and decision-making.

There is also ongoing work to develop and improve methods concerning impacts, for example in order to improve analysis of optimal levels of infrastructure operation and maintenance measures.

Recent changes in CBA methodology has also been made and will take effect from September 2012. The most important changes are the introduction of adjustment of values based on willingness-to-pay due to growth in real GDP and the introduction of new values of travel time.

A principle regarding growth in values in future time periods due to growth in real GDP has been introduced. This applies to values based on willingness to pay studies such as value of noise, air pollution, travel time savings etc.

Value of travel time savings. Due to new studies (one Swedish and one Norwegian) on value of travel time savings new differentiated values are being introduced. The values are differentiated by mode of transport (car, train, bus, ferry and airplane).

Assessment of high-speed lines in Sweden

Recently results from an assessment project regarding high-speed trains in Sweden has been reached. The analysis includes evaluation of a set of four alternatives; three alternatives include the construction of high-speed rail lines (Stockholm-Gothenburg and Stockholm-Malmoe) and one alternative includes an upgrade of the existing rail lines. The following is a more detailed description of each alternative.

Alternative 1 consists of high-speed rail lines that are very well integrated with the regular rail network. Built for maximum speed limits of 300-320 km/h. There are many access points and a possibility to reach the end markets without changing trains from about 40 locations in southern Sweden.
Alternative 2 is similar to alternative 1 but the high-speed rail lines are more separated from the regular rail network. There are fewer access points and a lower number of trains.
Alternative 3 consists of high-speed rail lines designed to contribute to regional expansion; trains are slower (maximum speed limit 280 km/h) and has a more regional focus. There are many access points and the high-speed lines are very well integrated with the regular network.
Alternative 4 consists of an upgrade of the existing rail network to maximum speed limits of 250km/h. Passenger as well as freight traffic are allowed on the routes. No separate high-speed lines are constructed.

To measure net benefits for passenger traffic the above mentioned SAMPERS/SAMKALK was used. Net benefits for freight traffic (derived from increased capacity on the regular rail network) was not modeled in this project. Instead results from an earlier government report on high-speed rail lines was used (Report no SOU 2009:74). The CBA also includes separate estimations on costs and benefits that were difficult to model such as travel demand from previous air passengers and benefits from reductions in train delays. Further, wider economic benefits was estimated using results from a previous project.

The comprehensive cost benefit analysis shows that none of the above mentioned alternatives results in a positive benefit-cost ratio. Although one alternative, number 2, has a ratio that equals 0.

The assessment is that some stretches of the high-speed rail lines (Järna-Linköping and Mölnlycke-Bollebygd in particular) have potential to reduce current and future capacity and efficiency problems. Both these stretches have already been subject of earlier planning and assessment projects. The Swedish Transport Administration recommends therefore that planning for these stretches should continue with an aim to start construction by 2025. Further, these stretches could eventually become part of a possible future high-speed rail network, but the recommendation is that such a continuous high-speed network along with the alternative consisting of an upgrade of the existing rail network needs further in-depth investigations.

Annex

Statistical Tables

Road Network

End of 2010	info	ROAD NETWORK : ROAD LENGTH, CATEGORIES AND CONDITION						
TOTAL LENGTH OF ROAD NETWORK		TOTAL LENGTH OF ROAD NETWORK / CATEGORIES			ROAD CONDITION / CATEGORIES			
					"Good"	"Fair"	"Poor"	
		1.1 Motorways	1,927	Km	→			Km
		1.1.1 Public	1,927	Km				
		1.1.2 Private		Km				
					"Good"	"Fair"	"Poor"	
		1.2 Highways, Main or National Roads	13,507	Km	→			Km
		1.2.1 Paved	13,507	Km				
		1.2.2 Unpaved		Km				
					"Good"	"Fair"	"Poor"	
1. TOTAL	578,274 Km	**1.3 Secondary or Regional Roads**	83,031	Km	→			Km
		1.3.1 Paved	63,934	Km				
		1.3.2 Unpaved	19,097	Km				
					"Good"	"Fair"	"Poor"	
		1.4 Other Roads	479,809	Km	→			Km
		1.4.1 Paved	55,746	Km	NOTES			
		1.4.1.1 Urban	41,505	Km				
		1.4.1.2 Rural	14,241	Km				
		1.4.1.3 Combined		Km				
		1.4.2 Unpaved	424,063	Km				
		1.4.2.1 Urban		Km				
		1.4.2.2 Rural	61,702	Km				
		1.4.2.3 Combined	362,361	Km				

Source: Swedish Transport Administration

Rail Network

	2010	2011
Length of lines at the end of the year (km)		
Lines not electrified		
single track	2,104	1,996
double track or more	0	0
Electrified lines		
single track	6,033	6,166
double track or more	1,831	1,852

There are no separate high speed lines in the Swedish rail network.

Source: Swedish Transport Administration

Ports – Passenger

De största svenska hamnarna efter antal passagerare 2011

The largest Swedish ports by number of passengers 2011

Hamn *Port*	Antal passagerare 1 000-tal *Number of passengers in 1,000*
Stockholm	9,184
Helsingborg	8,339
Ystad	1,913
Göteborg	1,637
Visby	1,598
Trelleborg	1,564
Nynäshamns hamn	1,398
Strömstad	1,202
Kapellskär	924
Grisslehamn	916
Övriga hamnar	1,421
Totalt 2011 – *Total 2011*	**30,094**
Totalt 2010 – *Total 2010*	**30,185**

Sveriges officiella statistik

Anmärkning: Besökande kryssningspassagerare ingår ej. – *Cruise passengers on excursion are excluded.*

Ports – Cargo

Antal lossade containrar med last och utan last 2011

Number of unloaded containers with cargo and without cargo 2011

Containrar[1] Geografiskt område *Containers [1] Geographical areas*	TEU[2] lossade med last *unloaded with cargo*	TEU[2] utan last *without cargo*	Godsmängd i ton *Shipping goods in tonnes*
Haparanda–Skellefteå	253	–	4,682
Umeå–Sundsvall	1 044	11 649	16,956
Hudiksvall–Gävle	15 173	48 859	244,421
Norrtälje–Nynäshamn	15 656	1 745	136,368
Uppsala–Eskilstuna	10 241	1 808	108,230
Södra ostkusten	46 857	13 839	476,858
Karlskrona–Trelleborg	5 283	4 740	44,561
Malmö–Helsingborg	88 739	14 391	909,523
Halmstad–Varberg	14 059	4 631	117,564
Göteborg	340 129	119 165	3,679,385
Stenungsund–Strömstad	2 247	2 023	28,494
Trollhättan–Kristinehamn	–	–	–
Totalt 2011 – *Total 2011*	**539 679**	**222 849**	**5,767,042**
Totalt 2010 – *Total 2010*	**493 796**	**212 061**	**5,270,594**

Sveriges officiella statistik

1) Containrar som är lastade på fordon eller järnvägsvagnar ingår ej. – *Containers which are loaded on vehicles or on railway wagons are not included.*

2) TEU=20-foot equivalent unit. Motsvarande enheter på 20 fot. – *Corresponding to 20-foot-equivalent units.*

Antal lastade containrar med last och utan last 2011

Number loaded containers with cargo and without cargo 2011

Containrar[1] Geografiskt område *Containers [1] Geographical areas*	TEU[2] lastade med last *loaded with cargo*	TEU[2] utan last *without cargo*	Godsmängd i ton *Shipping goods in tonnes*
Haparanda–Skellefteå	222	3	494
Umeå–Sundsvall	18 070	8 153	238,924
Hudiksvall–Gävle	60 678	4 235	792,170
Norrtälje–Nynäshamn	3 317	7 820	23,212
Uppsala–Eskilstuna	10 558	2 090	117,307
Södra ostkusten	40 083	14 967	482,558
Karlskrona–Trelleborg	11 076	1 460	138,595
Malmö–Helsingborg	79 470	22 223	1,022,216
Halmstad–Varberg	12 035	3 611	151,092
Göteborg	385 130	69 461	5,155,825
Stenungsund–Strömstad	4 769	34	71,308
Trollhättan–Kristinehamn	–	–	–
Totalt 2011 – *Total 2011*	**625 408**	**134 057**	**8,193,701**
Totalt 2010 – *Total 2010*	**577 442**	**125 145**	**7,671,528**

Airports - Landings and Passengers

Antal landningar och passagerare på svenska flygplatser med linjefart och chartertrafik 1971-2011[1]

Number of landings and passengers at Swedish airports with scheduled and non-scheduled traffic 1971-2011[1]

År Year	Landningar Landings				Passagerare[2] Passengers[2]		
	Linjefart och chartertrafik Scheduled and non-scheduled traffic		Taxi- och övrig flygverksamhet Taxi- and other flying activity	Summa Total	Linjefart och chartertrafik Scheduled and non-scheduled traffic		Summa Total
	Utrikes International	Inrikes Domestic			Utrikes International	Inrikes Domestic	
1971	38,960	63,922	185,569	288,451	3,302,038	1,599,679	4,901,717
1972	41,439	72,022	186,664	300,125	3,716,236	1,660,141	5,376,377
1973	39,416	70,707	173,408	283,531	3,791,808	1,740,957	5,532,765
1974	37,752	71,987	174,111	283,850	3,732,073	1,847,873	5,579,946
1975	39,427	67,584	198,355	305,366	4,008,056	1,852,386	5,860,442
1976	40,099	79,530	223,360	342,989	4,316,060	2,175,066	6,491,126
1977	40,719	80,900	211,718	333,337	4,703,185	2,056,680	6,759,865
1978	42,400	81,741	197,438	321,579	5,195,205	2,449,667	7,644,872
1979	43,722	96,187	203,717	343,626	5,324,076	3,154,144	8,478,220
1980	40,504	99,226	196,092	335,822	4,718,489	3,240,481	7,958,970
1981	41,811	109,994	199,008	350,813	4,986,899	3,729,093	8,715,992
1982	41,603	119,606	194,605	355,814	5,148,718	4,230,747	9,379,465
1983	43,443	125,912	187,337	356,692	4,854,640	4,707,323	9,561,963
1984	44,470	143,937	203,141	391,548	5,283,554	5,389,320	10,672,874
1985	44,414	151,204	214,908	410,526	5,356,072	5,644,831	11,000,903
1986	50,442	172,030	199,787	422,259	6,164,969	6,553,411	12,718,380
1987	58,213	181,188	213,563	452,964	7,086,721	7,223,800	14,310,521
1988	63,894	199,288	228,885	492,067	7,810,819	8,023,202	15,834,021
1989	72,275	203,704	243,714	519,693	8,433,734	8,397,214	16,830,948
1990	77,340	206,321	254,302	537,963	9,004,496	8,719,482	17,723,978
1991	74,563	174,482	240,105	489,150	8,236,471	7,208,714	15,445,185
1992	78,360	173,397	239,112	490,869	8,902,294	7,112,407	16,014,701
1993	78,063	172,958	209,000	460,021	8,775,201	6,887,358	15,662,559
1994	82,084	166,128	198,737	446,949	9,801,473	7,014,104	16,815,577
1995	87,289	160,144	194,643	442,076	10,837,258	6,578,825	17,416,083
1996	94,635	167,781	189,808	452,224	11,907,831	6,578,384	18,486,215
1997	104,669	177,628	182,782	465,079	13,308,231	6,793,924	20,102,155
1998	113,634	181,611	173,394	468,639	14,493,805	7,229,241	21,723,046
1999	123,954	182,747	188,017	494,718	15,344,808	7,613,339	22,958,147
2000	129,604	177,579	187,681	494,864	16,547,479	7,943,258	24,490,737
2001	127,281	170,342	195,777	493,400	16,441,267	7,846,138	24,287,405
2002	112,819	158,440	187,277	458,536	15,263,430	7,198,525	22,461,955
2003	107,354	150,486	170,673	428,513	15,015,982	6,685,968	21,701,950
2004	114,743	152,011	174,667	441,421	16,617,472	6,851,650	23,469,122
2005	112,879	145,438	162,238	420,555	17,846,436	7,080,769	24,927,205
2006	113,623	140,419	136,895	390,937	18,857,289	7,026,669	25,883,958
2007	115,264	136,173	140,999	392,436	20,251,555	6,913,804	27,165,359
2008	121,680	134,924	136,306	392,910	21,312,346	6,763,626	28,075,972
2009	107,567	127,524	137,295	372,386	19,462,170	5,993,085	25,455,255
2010	112,081	125,341	132,451	369,873	20,780,208	6,146,819	26,927,027
2011	122,391	136,149	126,591	385,131	23,084,203	6,974,472	30,058,675

[1] För 1971 avser antalet landningar och passagerare endast statliga flygplatser med linjefart och chartertrafik.
For 1971 the number of landings and passengers refers to state owned airports with scheduled and non scheduled traffic.

[2] Antal ankommande och avresande passagerare i utrikes trafik samt antal avresande passagerare i inrikes trafik.
Number of arriving and departing passengers in international traffic and number of departing passengers in domestic traffic.

Airports – Freight

Ankommande och avgående frakt på svenska flygplatser med linjefart och chartertrafik 2010-2011 [1]. Ton.
Freight loaded and unloaded at Swedish airports with scheduled and non-scheduled traffic 2010-2011 [1]. Tonnes.

Flygplats Airport	Totalt Total	Totalt Total	Utrikes trafik International traffic			Inrikes trafik Domestic traffic		
			Ank Unloaded	Avg Loaded	Summa Total	Ank[2] Unloaded[2]	Avg[2] Loaded[2]	Summa Total
	2010	2011	2011	2011	2011	2011	2011	2011
Arvidsjaur	1	1	-	-	-	1	-	1
Borlänge	-	-	-	-	-	-	-	-
Gällivare	18	23	2	-	2	18	3	21
Göteborg/Landvetter	47,857	41,777	17,470	23,911	41,381	125	271	396
Göteborg/Säve	14	27	27	-	27	-	-	-
Hagfors	-	-	-	-	-	-	-	-
Halmstad	14	12	-	-	-	5	7	12
Hemavan	-	-	-	-	-	-	-	-
Jönköping	1,346	1,848	657	1,162	1,819	16	13	29
Kalmar	5	-	-	-	-	-	-	-
Karlstad	9	1	-	-	-	-	1	1
Kiruna	58	112	-	-	-	106	6	112
Kramfors-Sollefteå	2	4	-	-	-	3	1	4
Kristianstad	-	-	-	-	-	-	-	-
Linköping/Saab	-	-	-	-	-	-	-	-
Luleå/Kallax	298	415	33	9	42	322	51	373
Lycksele	5	7	-	-	-	7	-	7
Malmö	30,037	30,830	14,309	15,977	30,286	86	458	544
Mora/Siljan	2	2	-	-	-	1	1	2
Norrköping/Kungsängen	149	90	85	5	90	-	-	-
Oskarshamn	10	9	-	-	-	6	3	9
Pajala-Ylläs	-	-	-	-	-	-	-	-
Ronneby	10	10	-	-	-	4	6	10
Skellefteå	27	-	-	-	-	-	-	-
Stockholm/Arlanda	83,488	67,164	30,029	35,313	65,342	682	1,140	1,822
Stockholm/Bromma	251	432	49	22	71	217	144	361
Stockholm/Skavsta	17	5	3	2	5	-	-	-
Stockholm/Västerås	5,290	5,734	2,813	2,890	5,703	4	27	31
Storuman	3	-	-	-	-	-	-	-
Sundsvall-Härnösand	85	86	2	-	2	68	16	84
Sveg	-	-	-	-	-	-	-	-
Torsby	-	-	-	-	-	-	-	-
Trollhättan/Vänersborg	2	-	-	-	-	-	-	-
Umeå	132	248	1	-	1	163	84	247
Vilhelmina	-	-	-	-	-	-	-	-
Visby	77	87	1	-	1	66	20	86
Växjö-Kronoberg	3	4	-	-	-	1	3	4
Åre Östersund	77	75	-	-	-	68	7	75
Ängelholm	18	7	-	-	-	2	5	7
Örebro	6,309	5,901	1,845	3,858	5,703		198	198
Örnsköldsvik	-	51	-	-	-	48	3	51
Totalt Grand total			67,326	83,149	150,475	2,019	2,468	

[1] Avser flugen frakt
Only flown freight

[2] Skillnaden mellan antalet ankommande och avgående fraktton beror på en större noggrannhet i rapporteringen av avgående fraktton.
The difference between the number of loaded and unloaded freight-tons depends on a more accurate report of departing freight-tons.

Airports – Mail

Ankommande och avgående post på svenska flygplatser med linjefart och chartertrafik 2010-2011 [1]. Ton.
Mail loaded and unloaded at Swedish airports with scheduled and non-scheduled traffic 2010-2011 [1]. Tonnes.

Flygplats Airport	Totalt Total	Totalt Total	Utrikes trafik International traffic			Inrikes trafik Domestic traffic		
			Ank Unloaded	Avg Loaded	Summa Total	Ank[2] Unloaded[2]	Avg[2] Loaded[2]	Summa Total
	2010	2011	2011	2011	2011	2011	2011	2011
Arvidsjaur	-	-	-	-	-	-	-	-
Borlänge	-	-	-	-	-	-	-	-
Gällivare	516	512	-	-	-	235	277	512
Göteborg/Landvetter	1,598	1,864	61	5	66	969	829	1,798
Göteborg/Säve	-	-	-	-	-	-	-	-
Hagfors	-	-	-	-	-	-	-	-
Halmstad	-	-	-	-	-	-	-	-
Hemavan	-	-	-	-	-	-	-	-
Jönköping	3,302	3,607	2		2	1,564	2,041	3,605
Kalmar	-	-	-	-	-	-	-	-
Karlstad	776	799	-	-	-	391	408	799
Kiruna	397	476	-	-	-	309	167	476
Kramfors-Sollefteå	-	-	-	-	-	-	-	-
Kristianstad	-	-	-	-	-	-	-	-
Linköping/Saab	-	-	-	-	-	-	-	-
Luleå/Kallax	994	1,039	-	-	-	566	473	1,039
Lycksele	-	-	-	-	-	-	-	-
Malmö	2,590	2,357	3	1	4	1,038	1,315	2,353
Mora/Siljan	-	-	-	-	-	-	-	-
Norrköping/Kungsängen	-	-	-	-	-	-	-	-
Oskarshamn	-	-	-	-	-	-	-	-
Pajala-Ylläs	-	-	-	-	-	-	-	-
Ronneby	-	-	-	-	-	-	-	-
Skellefteå	-	-	-	-	-	-	-	-
Stockholm/Arlanda	17,779	17,674	5,059	3,210	8,269	3,951	5,454	9,405
Stockholm/Bromma	8	5	-	-	-	4	1	5
Stockholm/Skavsta	-	-	-	-	-	-	-	-
Stockholm/Västerås	-	-	-	-	-	-	-	-
Storuman	-	-	-	-	-	-	-	-
Sundsvall-Härnösand	2,080	2,083	-	-	-	1,238	845	2,083
Sveg	-	-	-	-	-	-	-	-
Torsby	-	-	-	-	-	-	-	-
Trollhättan/Vänersborg	-	-	-	-	-	-	-	-
Umeå	4,684	4,494	-	-	-	2,497	1,997	4,494
Vilhelmina	-	-	-	-	-	-	-	-
Visby	792	729	-	-	-	476	253	729
Växjö/Kronoberg	772	139	-	-	-	72	67	139
Åre Östersund		-	-	-	-	-	-	-
Ängelholm	-	-	-	-	-	-	-	-
Örebro	-	14	-	14	14	-	-	-
Örnsköldsvik	133	126	-	-	-	124	2	126
Totalt Grand total			5,125	3,230	8,355	13,434	14,129	

[1] Avser flugen post
Only flown mail

[2] Skillnaden mellan antalet ankommande och avgående postton beror på en större noggrannhet i rapporteringen av avgående postton.
The difference between the number of loaded and unloaded mail-tons depends on a more accurate report of departing mail-tons.