



RAILPORT SCANDINAVIA™

BY THE PORT OF GOTHENBURG



GOTHENBURG

Oslo

Piteå

Bastuträsk

Umeå

Sundsvall

Insjön

Gävle

Borlänge

Frövi

Eskilstuna

Södertälje

Stockholm

Hallsberg

Norrköping

Falköping

Jönköping

Nässjö

Vaggeryd

Halmstad

Älmhult

Helsingborg

Malmö

Trelleborg



**PORT OF
GOTHENBURG**

TAKING YOU FURTHER

Port to the world

With a history of over 400 years, the Port of Gothenburg is much more than just a port. Not only is this the largest port in the Nordics, but our unique location also places the three Scandinavian capitals – Stockholm, Oslo, and Copenhagen – along with 70 percent of Scandinavia's population and industries within a 500 km radius.

Our mission is to ensure access to the world for Swedish industries and to bring the world closer to our domestic market. Additionally, we operate 24/7 year-round and are accessible by road, rail, and sea.

Most of Sweden's foreign trade is transported by sea, with the Port of Gothenburg handling over half of all containerised trade. Furthermore, the Port of Gothenburg is part of the Railport Scandinavia network, connecting the port to about 30 inland terminals to promote efficient and sustainable transportation all the way to the final destination.

40 million tonnes of goods travelled via the Port of Gothenburg in 2025

The Port of Gothenburg offers the largest number of liner services in the Swedish market. Global markets can be reached using numerous overseas and shortsea options, including container and/or RoRo vessels. The Port of Gothenburg plays a crucial role in Swedish imports and exports and ensures the industry's connection to the world.



Terminals and services for all needs

The Port of Gothenburg handles a wide variety of goods. Our terminals and operators specialise in various areas to meet the industry's needs. This includes everything from storage, preparation, and transshipment to unloading and loading, passenger traffic, and energy product management. Read more about the geographic location of freight hub operations on the next page.



40 million tonnes of goods per year
travel via the Port of Gothenburg

The Port of Gothenburg offers the largest number of liner services in the Swedish market. Global markets can be reached using numerous options of oversea and shortsea alternatives, be it container and/or RO/RO vessels. The Port of Gothenburg plays a crucial role in Swedish imports and exports and guarantees the access to the world for the industry.



Welcome to Railport Scandinavia

Railport Scandinavia is a highly efficient railway network connecting inland terminals across Sweden, Norway, and Finland with the Port of Gothenburg. Through close collaboration among the Port of Gothenburg, rail operators, and inland terminals, Railport Scandinavia ensures your transportation and cargo needs are managed with the highest professionalism.

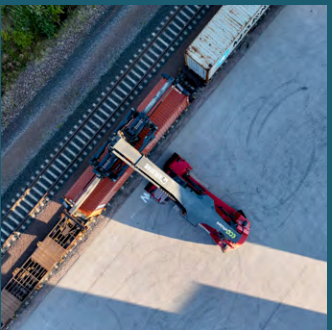
Simply put, when your cargo uses rail (container, trailer, or conventional trains) to or from the Port of Gothenburg, we can guarantee it will reach its final destination quickly and safely, no matter where that is in the world.

Railport system



RAILPORT INTERMODAL

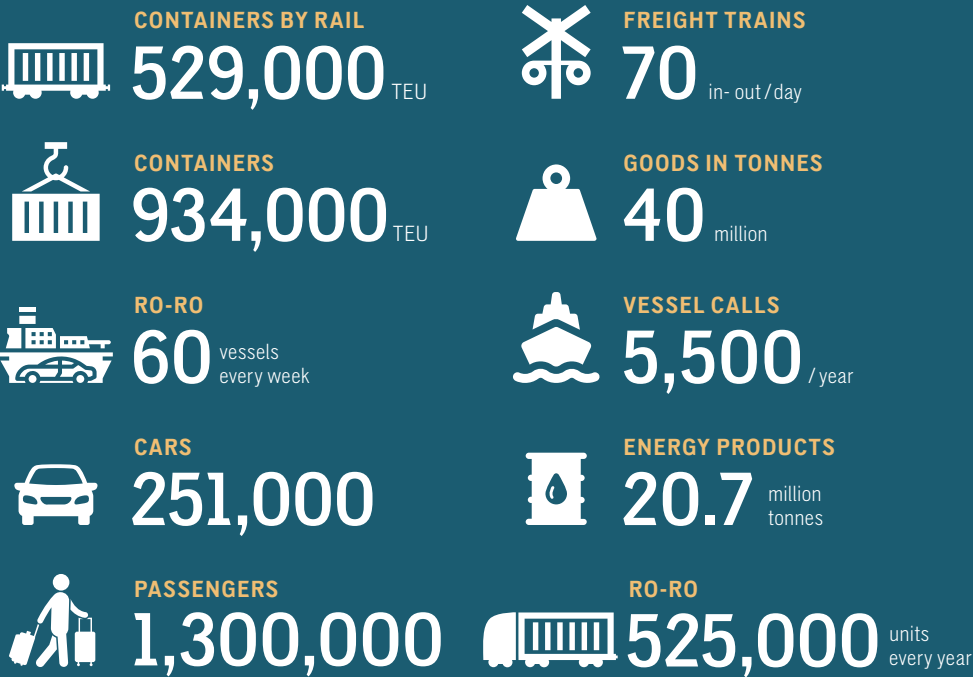
Over the past 20 years, we have built an effective system of daily container and rail shuttles between the port and inland terminals across Sweden, Norway, and Finland. These rail shuttles are sustainable, cost-effective, long-term solutions that ensure large volumes of cargo can reach end customers quickly and efficiently.



RAILPORT TERMINAL

Around 30 inland terminals are connected to the Port of Gothenburg. These terminals provide a wide range of services, including customs, storage, and empty depot, all customised to meet customer needs. Remember to choose an eco-friendly option for your first and last mile!

2025 The port in figures

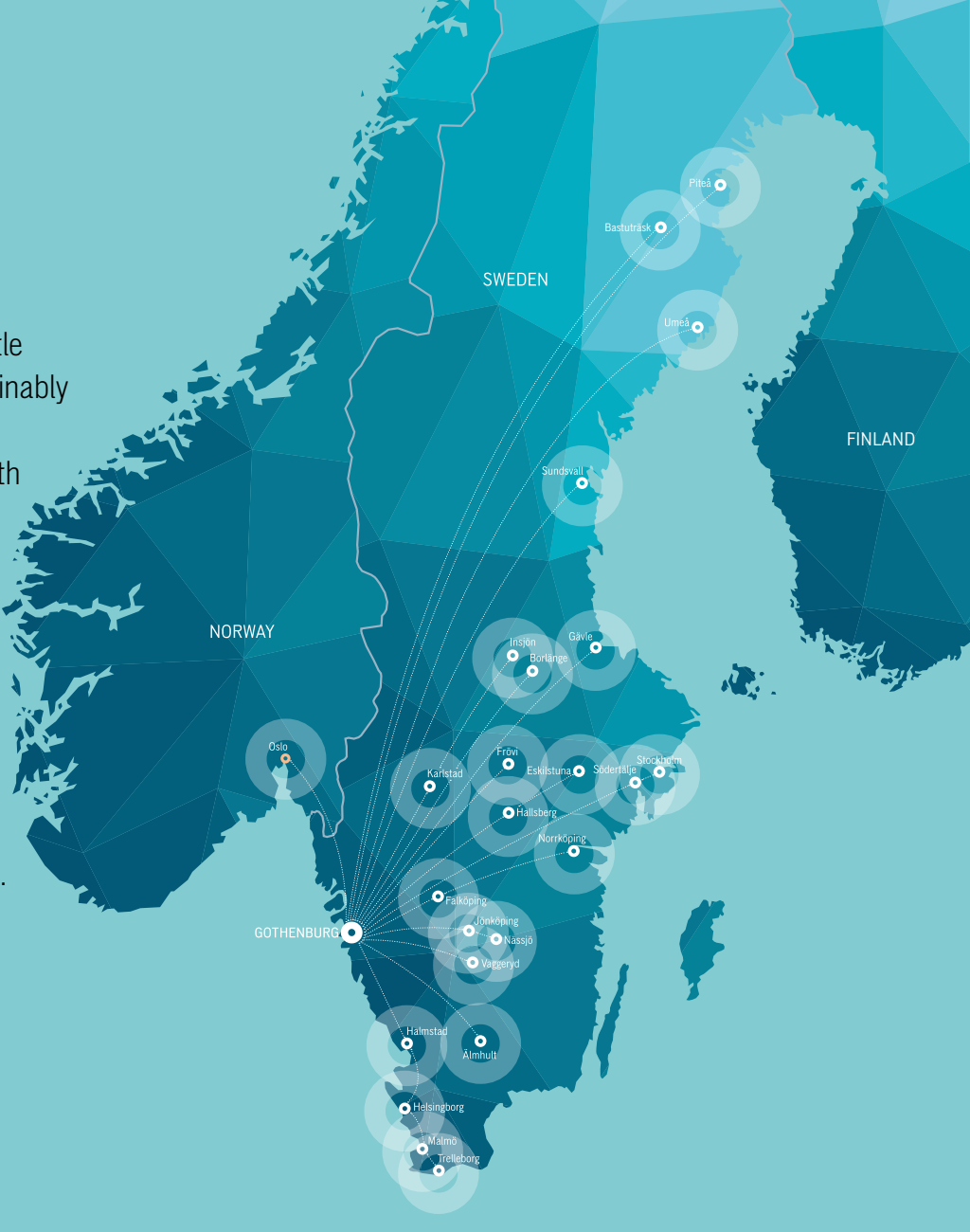


Railport intermodal

Railport Intermodal is a rail shuttle system that efficiently and sustainably connects sea and land logistics. It offers an open train system with both container and trailer trains.

The rail shuttles go directly into the port, allowing cargo to be quickly loaded onto ships for export to various global destinations or transferred from ships onto railcars, which are then transported directly to their designated inland terminals.

- Port of Gothenburg
- Railport Intermodal
- Destinations 50 km radius



Rail Operator	Destination	UN/LO Code	Port Terminal	CO ₂ Emission per TEU (kg)	
				Train	Truck
Ancotrans	Nässjö	SE NSJ	APM Terminals	0.006	77
TELEPHONE +46(0)31 64 62 80 • got.rail@ancotrans.se / dka@ancotrans.se					
APM Terminals	Helsingborg	SE HEL	APM Terminals	0.007	89
TELEPHONE +46 10-1222700 • service.gothenburg@apmterminals.com					
Dania Connect	Eskilstuna	SE EKT	APM Terminals	0.011	151
Dania Connect	Hallsberg	SE HSG	APM Terminals	0.008	108
Dania Connect	Jönköping	SE JKG	APM Terminals	0.005	61
TELEPHONE +46 (0)31 375 77 05 • sales@daniacconnect.se					
Green Cargo AB	Oslo	NO ALN	APM Terminals	0.010	122
Green Cargo AB	Borlänge	SE BLE	APM Terminals	0.013	180
Green Cargo AB	Gävle	SE GVX	APM Terminals	0.015	225

Rail Operator	Destination	UN/LO Code	Port Terminal	CO ₂ Emission per TEU (kg)	
				Train	Truck
Green Cargo AB	Hallsberg	SE HSG	APM Terminals	0.008	108
Green Cargo AB	Halmstad	SE HAD	APM Terminals	0.004	111
Green Cargo AB	Helsingborg	SE AGH	APM Terminals	0.007	89
Green Cargo AB	Helsingborg	SE HEL	APM Terminals	0.007	89
Green Cargo AB	Frövi	SE FRO	APM Terminals		
Green Cargo AB	Norrköping	SE NRK	APM Terminals	0.011	127
Green Cargo AB	Malmö	SE MMA	APM Terminals	0.009	111
Green Cargo AB	Piteå	SE PIT	APM Terminals	0.039	496
Green Cargo AB	Stockholm	SE ARS	APM Terminals	0.013	187
Green Cargo AB	Sundsvall	SE SDL	APM Terminals	0.021	306
Green Cargo AB	Södertälje	SE SOE	APM Terminals	0.012	177
Green Cargo AB	Trelleborg	SE TRG	APM Terminals	0.009	124
Green Cargo AB	Umeå	SE UME	APM Terminals	0.029	412
Green Cargo AB	Älmhult	SE ALM	APM Terminals	0.008	97
TELEPHONE +46 10 455 40 00 • kund@greencargo.com					
Jula	Falköping	SE FKG	APM Terminals	0.003	52
TELEPHONE +46 702 45 37 45 • lennart.karlsson@jula.se / skaraborgecoshuttle@dbschenker.com					
PGF Terminal AB	Vaggeryd	SE VGD	APM Terminals	7.846	73
TELEPHONE +46 703 01 69 89 • bokning@pgf.se					
Realrail	Sundsvall	SE GNA	GRT Intermodal	0.021	306
Realrail	Umeå	SE UME	GRT Intermodal	0.029	412
TELEPHONE +46 370 51 67 00 • booking@sandahls.com					
TFK Logistics	Bastuträsk	SE BTS	APM Terminals	0.035	450
TFK Logistics	Piteå	SE PIT	APM Terminals	0.039	496
TELEPHONE +46 734 476384 / +46 733 459387 • rail@tfklogistics.com					
TX Logistik AB	Eskilstuna	SE EKT	GRT Intermodal	0.011	151
TX Logistik AB	Umeå	SE UME	GRT Intermodal	0.029	412
TELEPHONE +46 73 086 30 19 • f.abrahamsson@txlogistik.eu					
Vänorexpressen	Insjön	SE INS	APM Terminals	0.014	193
Vänorexpressen	Karlstad	SE KSD	APM Terminals	0.814	102
TELEPHONE +46 54 18 07 95 • per.kristiansson@vanerexpressen.com					
VÄTE Rail AB	Sundsvall	SE SDL	GRT Intermodal	0.021	306
TELEPHONE +46 767 97 00 47 • booking.vaterail.se/daniel.liija@vaterail.se					

Railport Terminal Contacts

Destination	Mail	Telephone
Alnabru / Oslo	kund@greencargo.com	+46 10 455 40 00
Bastuträsk	rail@tfklogistics.com	Booking: +46 734 47 63 84 / +46 733 45 93 87 Rate request: +46 730 65 21 33
Borlänge	kund@greencargo.com	+46 10 455 40 00
Eskilstuna	Robin.Hjelting@m4.se	+4616 16 19 25
Falköping	lennart.karlsson@jula.se skaraborgcoshuttle@dbschenker.com	+46 70 245 37 45 +46 70 237 83 83
Gothenburg, Container Terminal, APM	emil.seferaj@apmterminals.com	+46 10 122 25 37
Gothenburg, Container Terminal, LCS	johannes.helm@lcs.se	+46 72 071 90 30
Gothenburg, Intermodal Terminal	roroid@gotroro.com	+46 31 65 07 00
Gävle	kund@greencargo.com	+46 10 455 40 00
Frövi	kund@greencargo.com	+46 10 455 40 00
Hallsberg	henrik.edfelt@logent.se	+46 76-844 95 84
Hallsberg	kund@greencargo.com	+46 10 455 40 00
Halmstad	kund@greencargo.com	+46 10 455 40 00
Helsingborg	kund@greencargo.com	+46 10 455 40 00
Helsingborg	sales@daniacconnect.se gga@daniacconnect.se	+46 42-600 22 27 / +46 42 600 22 42 / +46 73 144 65 42
Insjön	per.kristiansson@vanerexpressen.com	+46 54 18 07 95
Jönköping	mattias.ostergren@transab.se	+46 54 18 07 95
Karlstad	per.kristiansson@vanerexpressen.com	+46 54 18 07 95
Malmö	kund@greencargo.com	+46 10 455 40 00
Norrköping	kund@greencargo.com	+46 10 455 40 00
Nässjö	mattias.ostergren@transab.se	+46 54 18 07 95
Piteå	rail@tfklogistics.com	Bokning: +46 734 476384 / +46 733 459387
Stockholm / Årsta	kund@greencargo.com	+46 10 455 40 00
Sundsvall	kund@greencargo.com Mats.bergsten@vate.se booking@sandahls.com	+46 10 455 40 00 +46 70 856 16 64 +46 73 373 61 00
Trelleborg	kund@greencargo.com	+46 10 455 40 00
Umeå	booking@sandahls.com kund@greencargo.com	+46 370 51 67 00 +46 10 455 40 00
Vaggeryd	bokning@pgf.se	+46 703 01 69 89
Älmhult	kund@greencargo.com	+46 10 455 40 00

The Railport terminals provide a variety of services. Contact each terminal to find out about the specific services it offers.

Services may include:

- Cleaning

Inspection

Repairs

Reefer plugs

Hazardous goods

Strip & stuff

Customs warehouse
- Trailer lift

Empty depot

Safe parking

Storage

Online booking

Distribution





Sending a truck from Gothenburg to Tibro costs much more than running a train with multiple containers to Falköping.

Sven Wilkens
Logistics Expert, Mio

Mio sits comfortably thanks to forward-leaning logistics

Swedish furniture giant Mio considers its proximity to the inland terminal in Falköping crucial for smooth logistics.

– When our containers arrive at the Port of Gothenburg, they are loaded directly onto a train and shipped to Falköping. Once there, they are transferred to trucks and distributed to one of our three warehouses upon order, says Sven Wilkens, Logistics Expert at Mio.

With daily transports from Skaraborg Logistics Center in Falköping to Mio in Tibro, there is ongoing communication to fine-tune the last mile. Much of the transport involves diesel trucks, but the goal is to switch to electric vehicles and utilise the charging infrastructure in Skaraborg County. That said, Sven Wilkes points to another sustainability aspect in the logistics chain:

– We focus a lot on fill rates. When we ship a container from Asia, we fill it. We don't want to transport air and work tirelessly with our suppliers and forwarders to ensure that every container is filled to capacity.

Shipping the containers by rail from Gothenburg is a given, as trains have two advantages over trucks.

– First and foremost, it's about the environmental aspect. Train emissions are significantly lower. Second, there's a cost-benefit: sending a truck from Gothenburg to Tibro costs much more than running a train with multiple containers to Falköping.

Sven Wilkens states that the railway's reliability is high and that disruptions can be managed through effective planning. Additionally, the option to send a container directly from the Port of Gothenburg to Falköping is highly beneficial.

– Falköping is close to Tibro. That means we can quickly get a container here when we need it, which is much more flexible than putting our containers on trucks in Gothenburg. To me, it's important that we can decide today what we need tomorrow and have it arrive early in the morning.

Sven Wilkens praises Skaraborg's business mindset. There is a will to find common and mutually beneficial ground. And the quick growth of the Falköping terminal and its role in Railport Scandinavia help local businesses thrive.

– The dialogue is great. We all want to ship goods in smart, effective, and sustainable ways, he says, and sees the same openness from the Port of Gothenburg.

We have a very good relationship and can express our views when necessary. We visited the port last year, which was very helpful for the colleagues to see what happens in real life and not just look at things in Excel.



Sven Wilkens
Logistics Expert,
Mio

The train is a perfect match for Swedish Match

The Solstickan boy is one of the most iconic Swedish brands. However, it might seem like tiny matches wouldn't require train transportation. When you visit Swedish Match in Tidaholm, you'll see things differently. Here, carefully chosen aspen trees from forests in Småland are turned into matches, and the company produces a total of 330 million boxes annually. With about 50 matches in each pack, it's clear that this results in large volumes.

– We use rail transport for about half of our outloading, which amounts to roughly 275 TEUs annually, says Kristher Svensson, Logistics & Procurement Manager at Swedish Match.

To reduce the number of trucks between Tidaholm and Falköping, they aim to use 40-foot containers whenever possible. Additionally, choosing trucks that run on HVO100 or electric vehicles when available emphasises their eco-friendly approach.

It works great with the team in Gothenburg. Whenever I have questions or need to reach out, they're there for me.

– Transport sustainability is always under scrutiny. Customers inquire about our efforts, and we gather information from our freight partners to ensure those we work with share our goals. It's crucial to demonstrate that we do what we can, says Kristher Svensson.

He describes the reliability of rail transport as nearly perfect. Their shipments are booked 4–6 weeks in advance, and the container always arrives on the scheduled day. The driver waits while Swedish Match staff loads the container, then the truck heads to Falköping, loads the container onto a train, and proceeds directly to a waiting vessel at the Port of Gothenburg.

He highlights how direct transport to the Port of Gothenburg, offers several benefits, including lower costs. Shipping goods directly into the port also eliminates the risk of trucks ending up in queues on congested roads. In short, the goods end up on the designated ship and arrive at the final destination on time.

And even though they don't speak every week, he treasures the relationship with the Port of Gothenburg.

– It works great with the team there. Whenever I have



Kristher Svensson Logistics & Procurement Manager
Swedish Match

questions or need to reach out, they're there for me.

Looking into the future, Kristher Svensson sees only limited market growth for matches. The main growth area is brown cubes used for fireplaces and charcoal grills. Many of these are shipped by container from Gothenburg to a barbecue-crazy Australia. There are also some shipments to Japan, and he sees great potential there.

With long lead times, Swedish Match can choose sustainable and cost-effective transport to European customers, too, and ship trailers through the Port of Gothenburg to reach customers in Portugal, Ireland, and other locations.

In an ideal world, there would be rail tracks all the way to Tidaholm, but Kristher Svensson still considers Swedish Match fortunate. Having Falköping nearby, with many departures to the Port of Gothenburg, makes business and his workdays much easier.



Henrik Karlsson
Sales Manager,
Waggenerys Cell

Waggenerys Cell is truly sustainable – not just on paper

Waggenerys Cell produces a mechanical paper pulp used mainly as the central layer in products like juice and milk cartons.

– Currently, we produce 200,000 tonnes annually, with a permit for 225,000 tonnes. We are continually working to optimise our process to reach that goal, says Henrik Karlsson, Sales Manager.

About half of this, or 100,000 tonnes, is shipped by rail. The containers are sealed and loaded in Waggenerys and are only opened when they reach the end customer.

– Switching from road to rail transport has reduced the number of trucks by 4,000. And we were awarded for that, says Henrik Karlsson.

This move has benefited their sustainability efforts, and logistics are much easier now, with all exports to Asia traveling only 3 kilometres by truck before the containers are shipped directly by train to Gothenburg and then onto a cargo ship.

Henrik Karlsson states that Waggenerys Cell's efforts in process improvements, optimisation, and effectiveness enhancements yield additional sustainability gains. One example is their recent connection to the local district heating system, which ensures their residual heat is put to good use for the community.

Now, there might be heat curves and autumn leaves on the track, but rail transport remains a reliable choice for Waggenerys Cell. In fact, Henrik Karlsson's main wish is to expand the use of railroads to replace mostly truck-based domestic transport. However, he is most pleased with how exports are heading directly to Gothenburg.

– Rail is an outstanding and stable product. Having the Båråmo inland terminal just three kilometers away is also

key to our flexibility. We handle large daily volumes that need to reach the world on time. The direct trains to the Port of Gothenburg ensure a quick flow that's also

The direct trains to the Port of Gothenburg ensure a quick flow that's also cost-efficient and has a smaller footprint than regular road transport.

cost-efficient and has a smaller footprint than regular road transport, he says, and continues:

– Direct trains are essential, especially since our customers want their products as quickly as possible. Additionally, avoiding transfers from trucks at the Port of Gothenburg lowers the risk of damage to the goods.

The same advantages apply when he talks about the importance of direct traffic from the Port of Gothenburg to Asia in maintaining a smooth logistics chain.

– The sea is the only route to Asia. Since the customer wants their paper pulp immediately, we save time by shipping directly to Asia. At the same time, our handling is easier because there are no stops at other ports, which reduces the risk of delays or other issues, Henrik Karlsson concludes.

When talking logistics, Gothenburg is the Swedish capital

Pär Svensson, Logistics Developer at Eskilstuna Logistics and Establishment, has reason to be optimistic.

– When customers look to establish, it's all about three things: location, location, and location. And we have a fantastic one with more than four million consumers within an hour, which means a large influx of products. And with the industrial complexes in Mälaren Valley and Bergslagen nearby, we attract strong exporters in the other direction.

He notes that Eskilstuna doesn't need to relocate, as the constantly expanding Stockholm area results in a steady flow of new businesses. Still, despite having the capital close, Sweden's second-largest city is closer to his heart.

– It all started when H&M decided to open shop here and said they needed a direct connection to Gothenburg. That's when we made the decision: we're betting on Gothenburg. That's where the big flows are – and it's the biggest port in the Nordics.

His wish list includes that the Port of Gothenburg recognises how large and impressive they are in RoRo, and how their strength in Ropax is about to grow significantly. After all, not everything transported is a container, and Pär Svensson wants the Port of Gothenburg to communicate this more clearly and powerfully.

– Gothenburg needs to help us in other parts of the country by saying that Gothenburg is best from a logistics point-of-view.

He is often asked about reliability. Goods travel at night when people sleep, he explains, and continues:

– The reliability is high. Sure, there is maintenance and things happen, but when we know about them in time, we can reroute the traffic. There is also redundancy here, as trains can travel different routes to and from Eskilstuna. We are clear about that with our customers. Put simply, there's available space on the tracks, and the goods will arrive on time.

Trains heading west instead of toward East Coast ports is a given, according to Pär Svensson.

– The nearest port isn't always the best port. You need to consider flows, which is one of Gothenburg's major strengths.

If a customer wants to, they can operate with green transportation options throughout.

– From the Port of Gothenburg, it's all electricity, and we can deliver whatever the customer wants when it comes to the last mile. Right now, it's a bit more expensive, but that will even out, says Pär Svensson, and finishes:

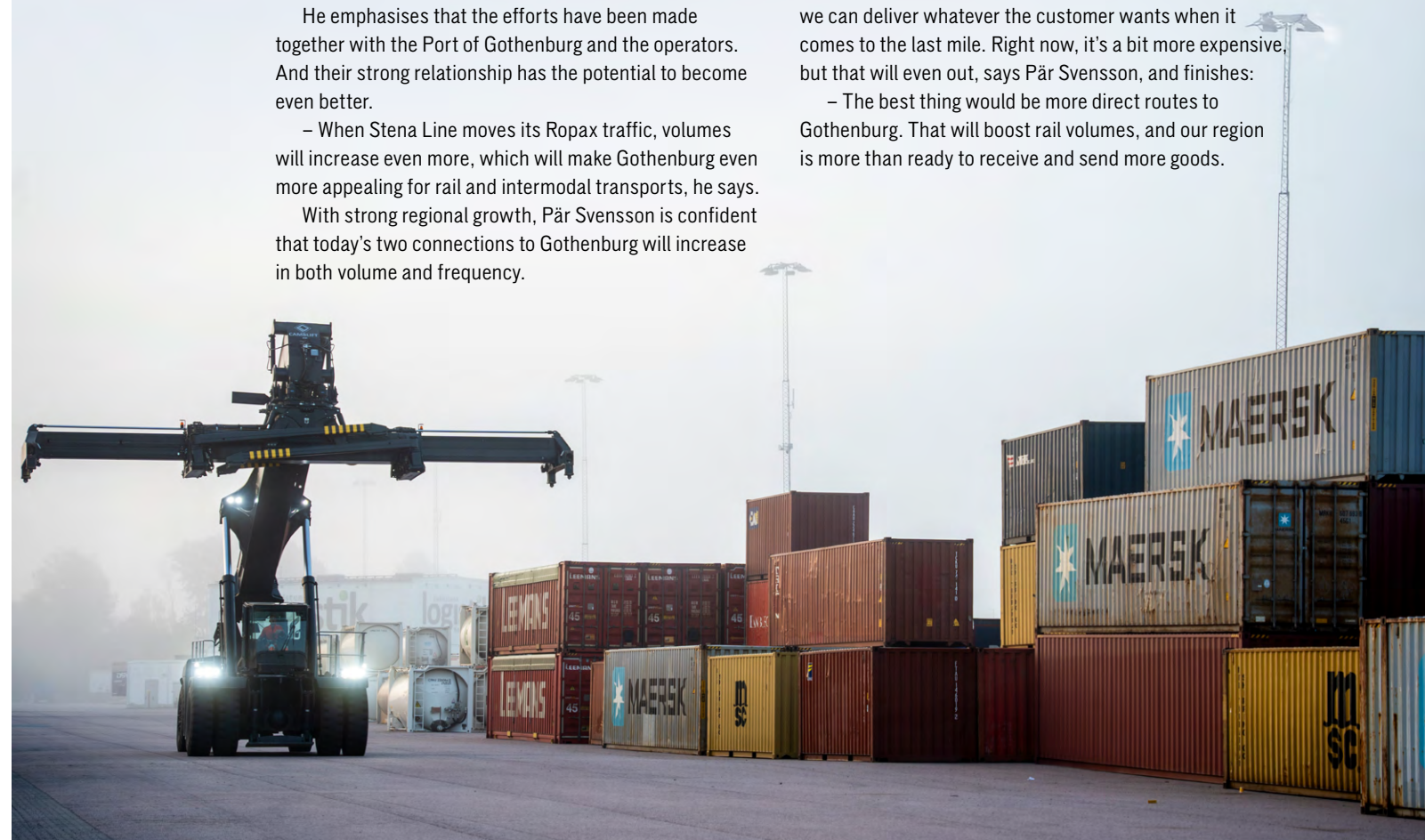
– The best thing would be more direct routes to Gothenburg. That will boost rail volumes, and our region is more than ready to receive and send more goods.

The nearest port isn't always the best port. You need to consider flows, which is one of Gothenburg's major strengths.

He emphasises that the efforts have been made together with the Port of Gothenburg and the operators. And their strong relationship has the potential to become even better.

– When Stena Line moves its Ropax traffic, volumes will increase even more, which will make Gothenburg even more appealing for rail and intermodal transports, he says.

With strong regional growth, Pär Svensson is confident that today's two connections to Gothenburg will increase in both volume and frequency.





RAIL FACILITIES at the Port of Gothenburg

Container / Trailer

Automotives

Dedicated Customers Services

Electrified Port Railway Line

Intermodal Terminals

Rail-Connected Container Freight Station



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