



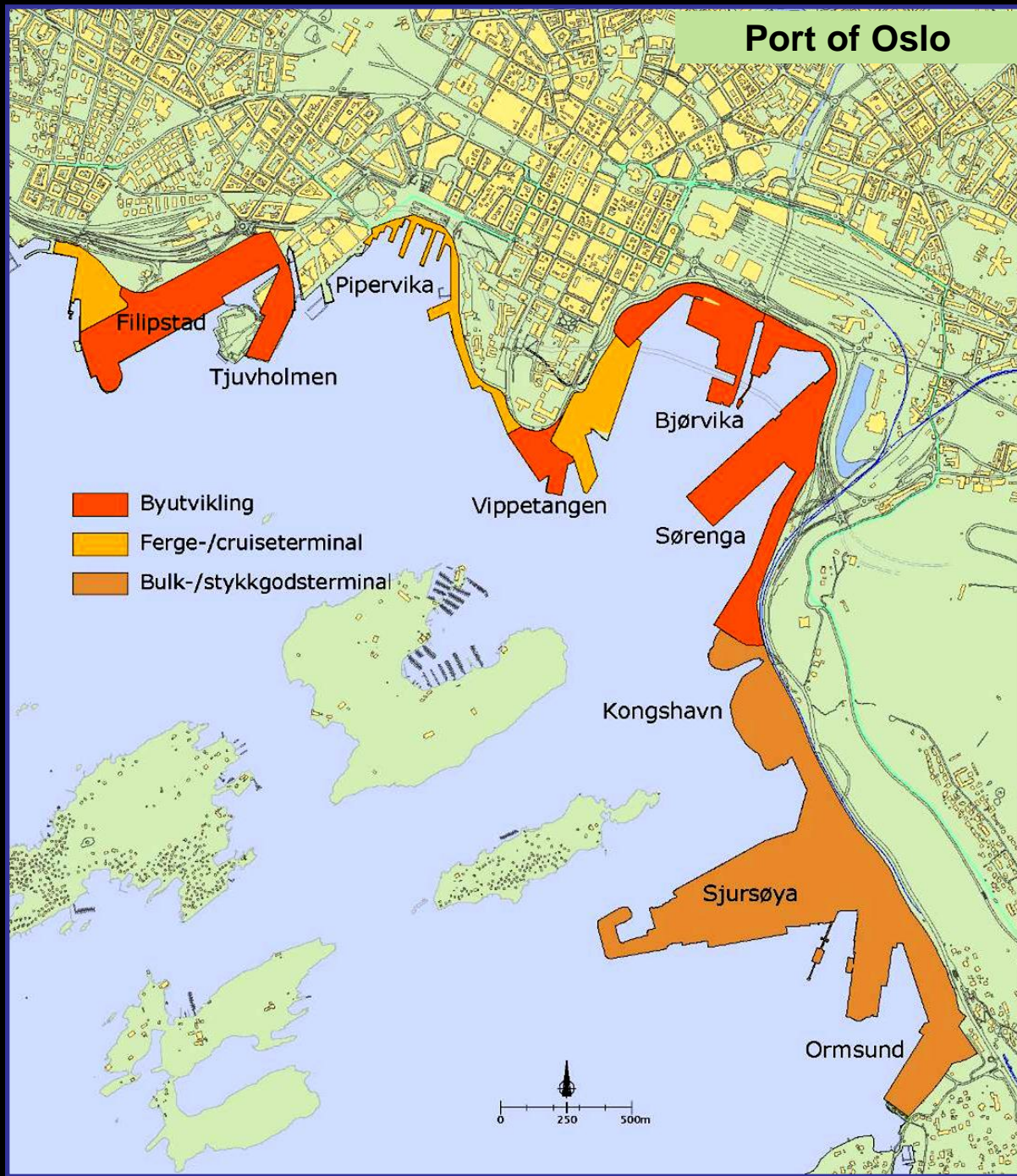
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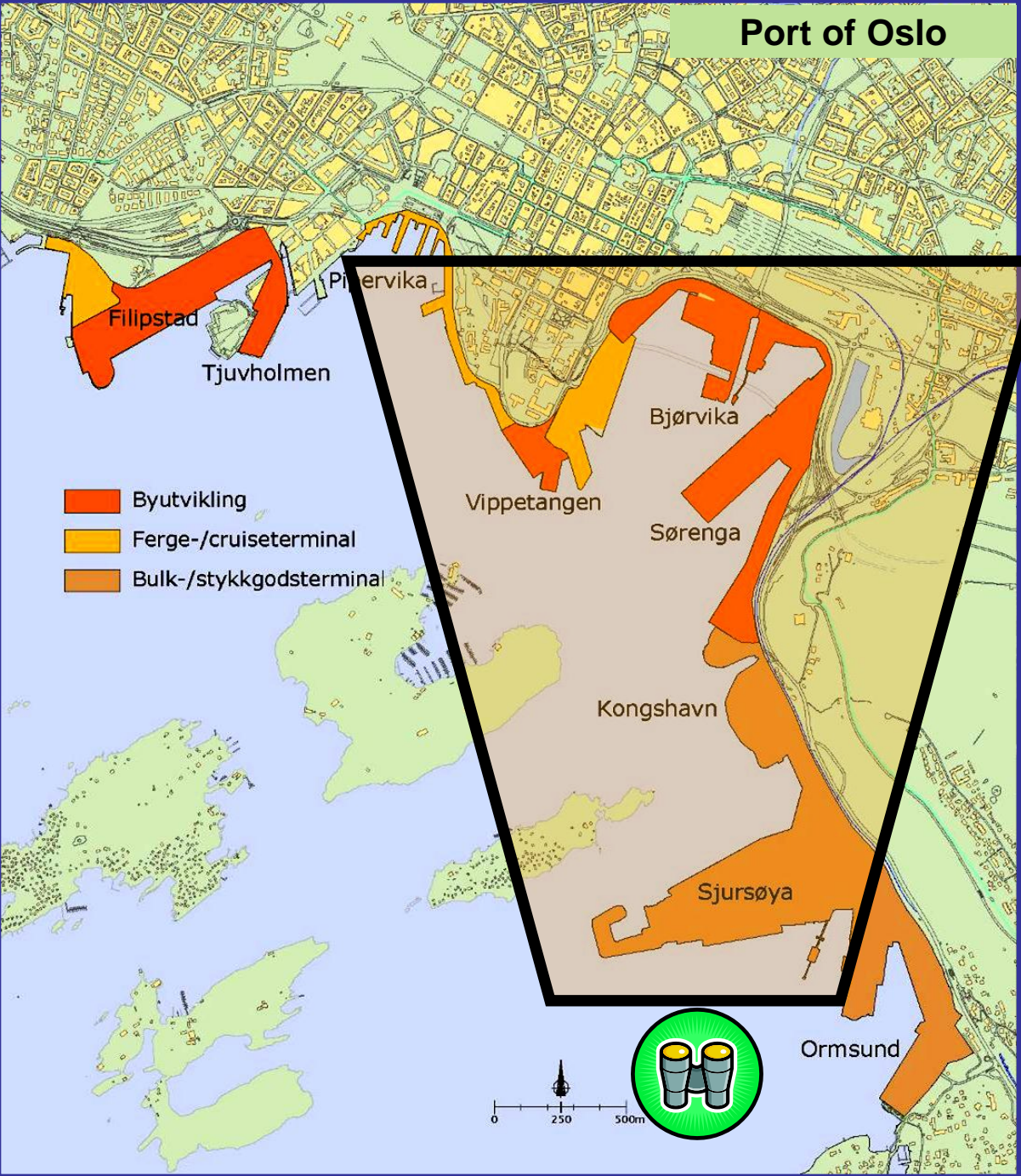
preparing for the future

Tommy Svendsen
Senior Staff Analyst

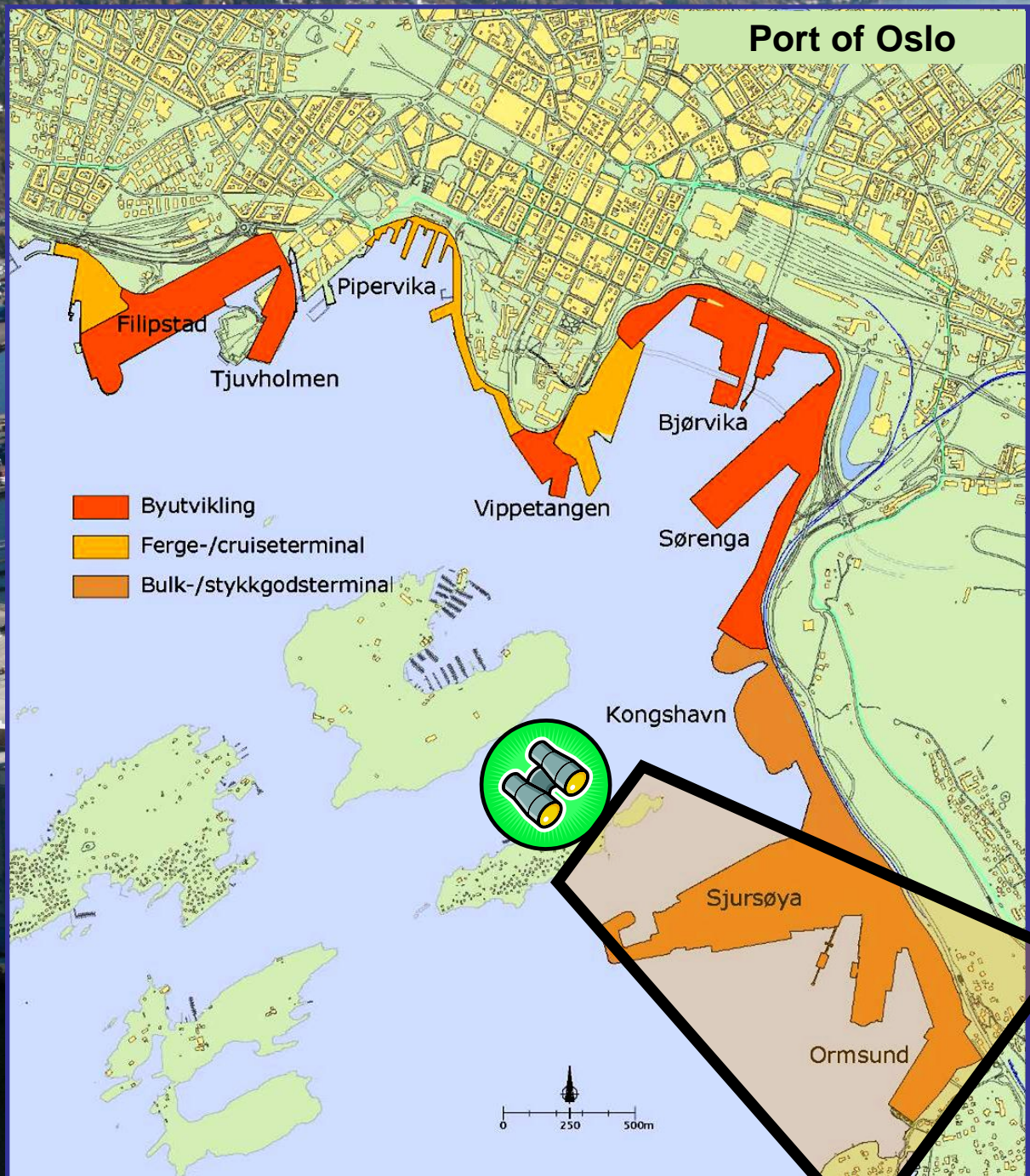
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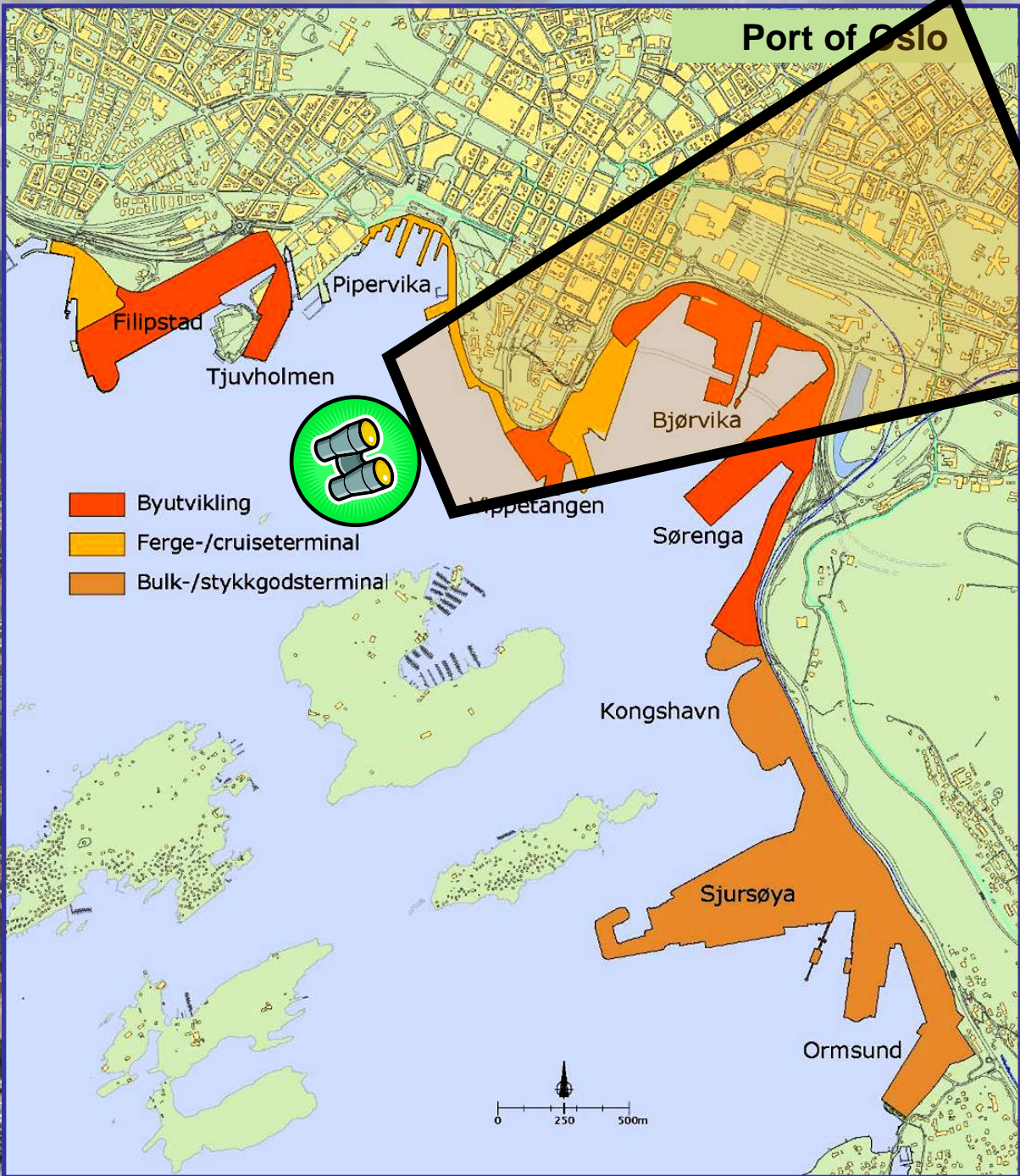
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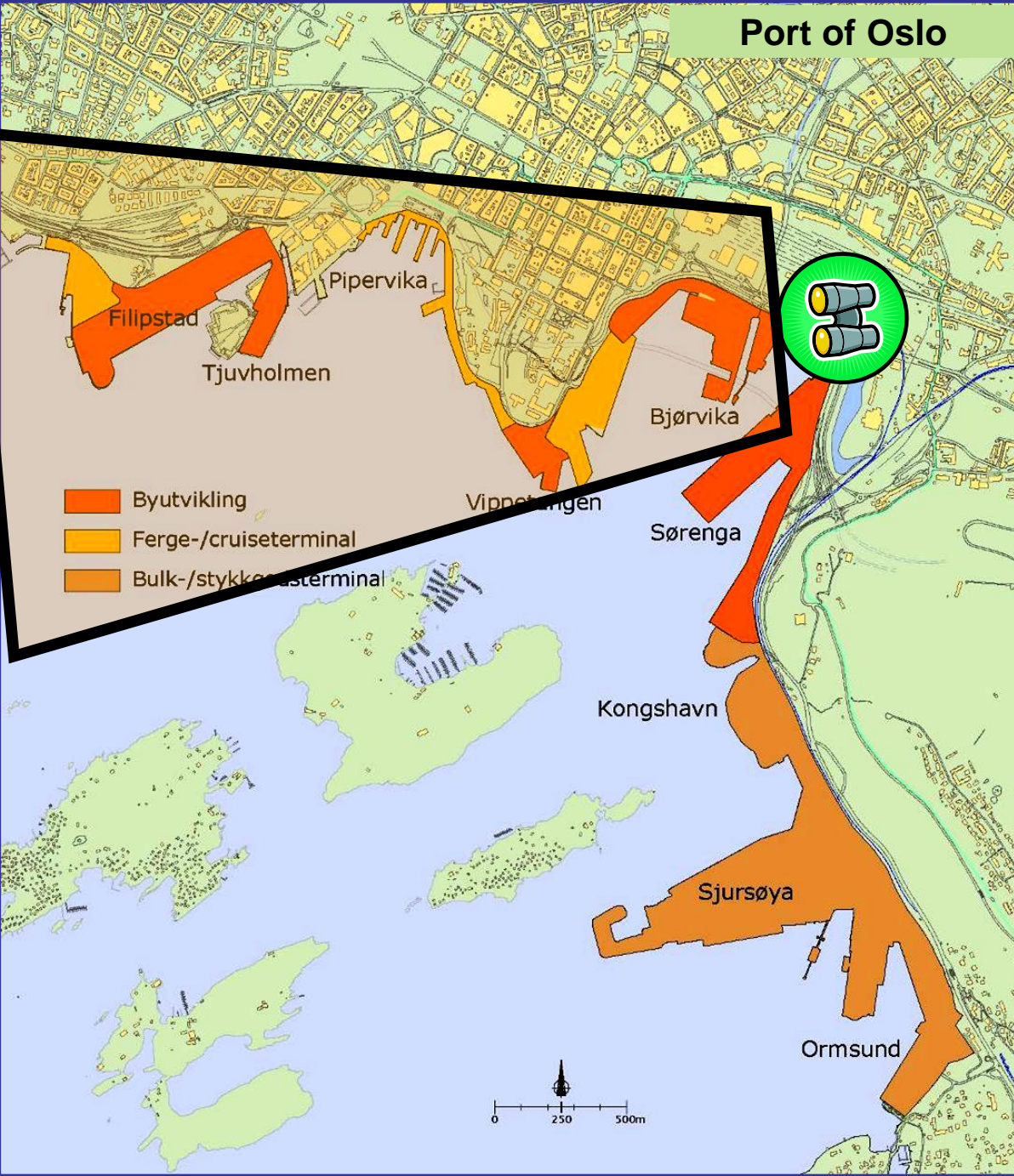
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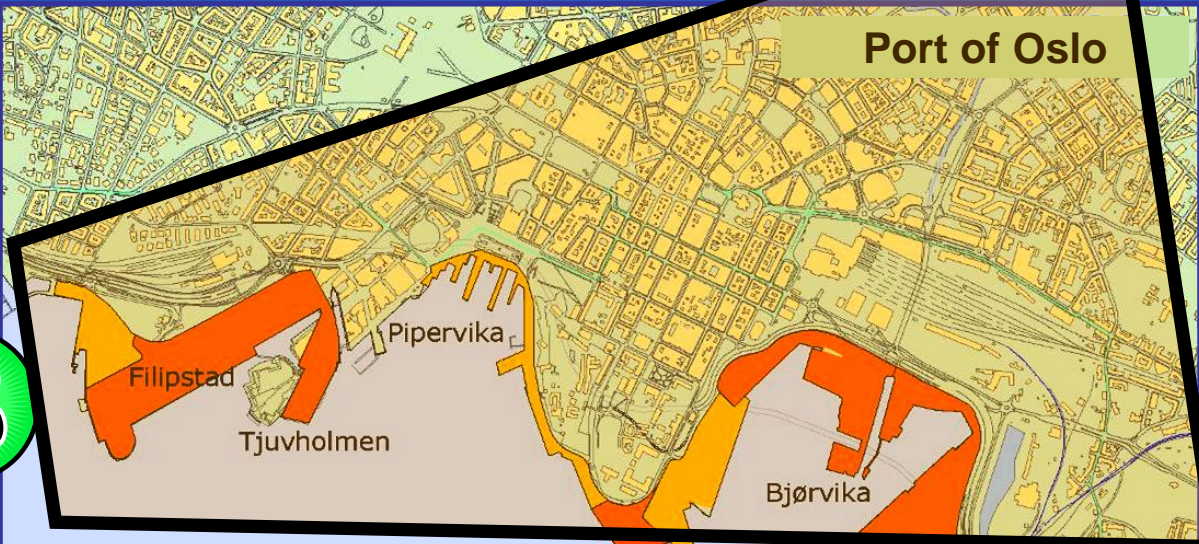
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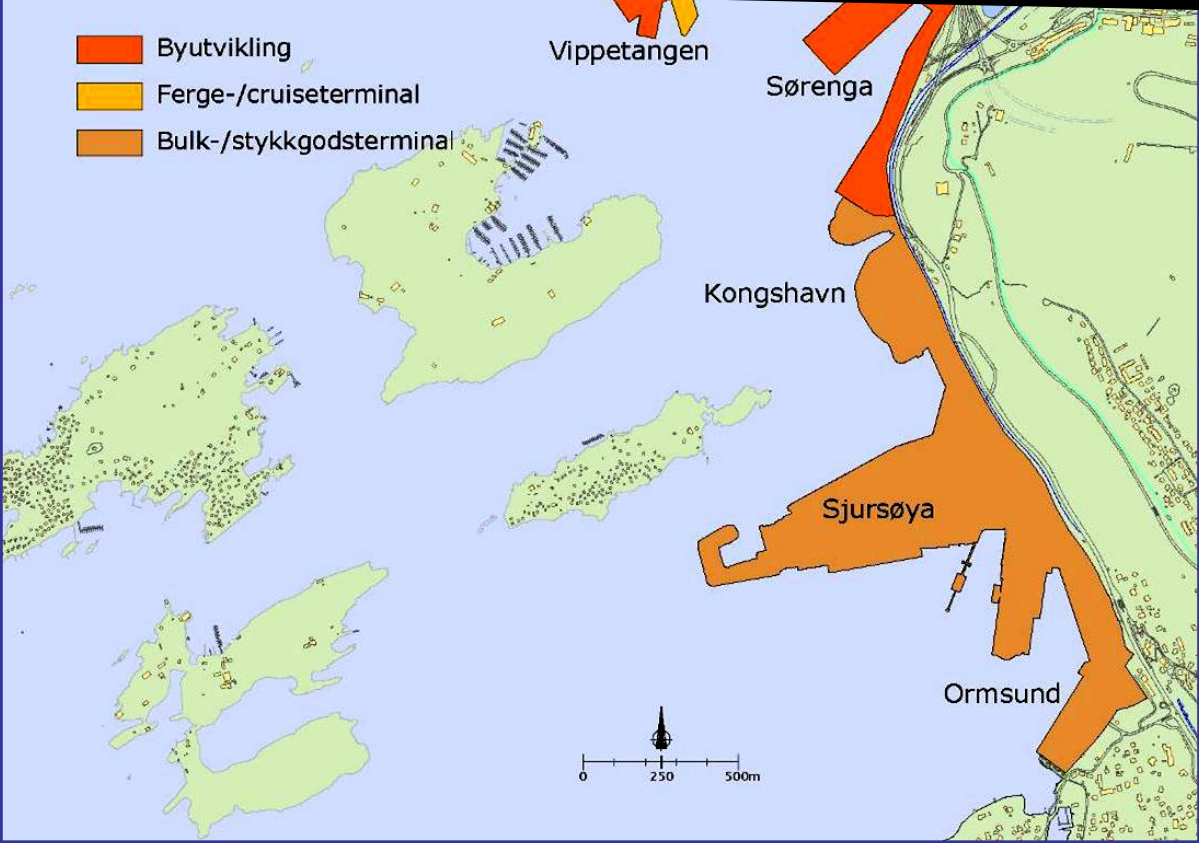
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- Byutvikling
- Ferge-/cruiseterminal
- Bulk-/stykkgodsterminal

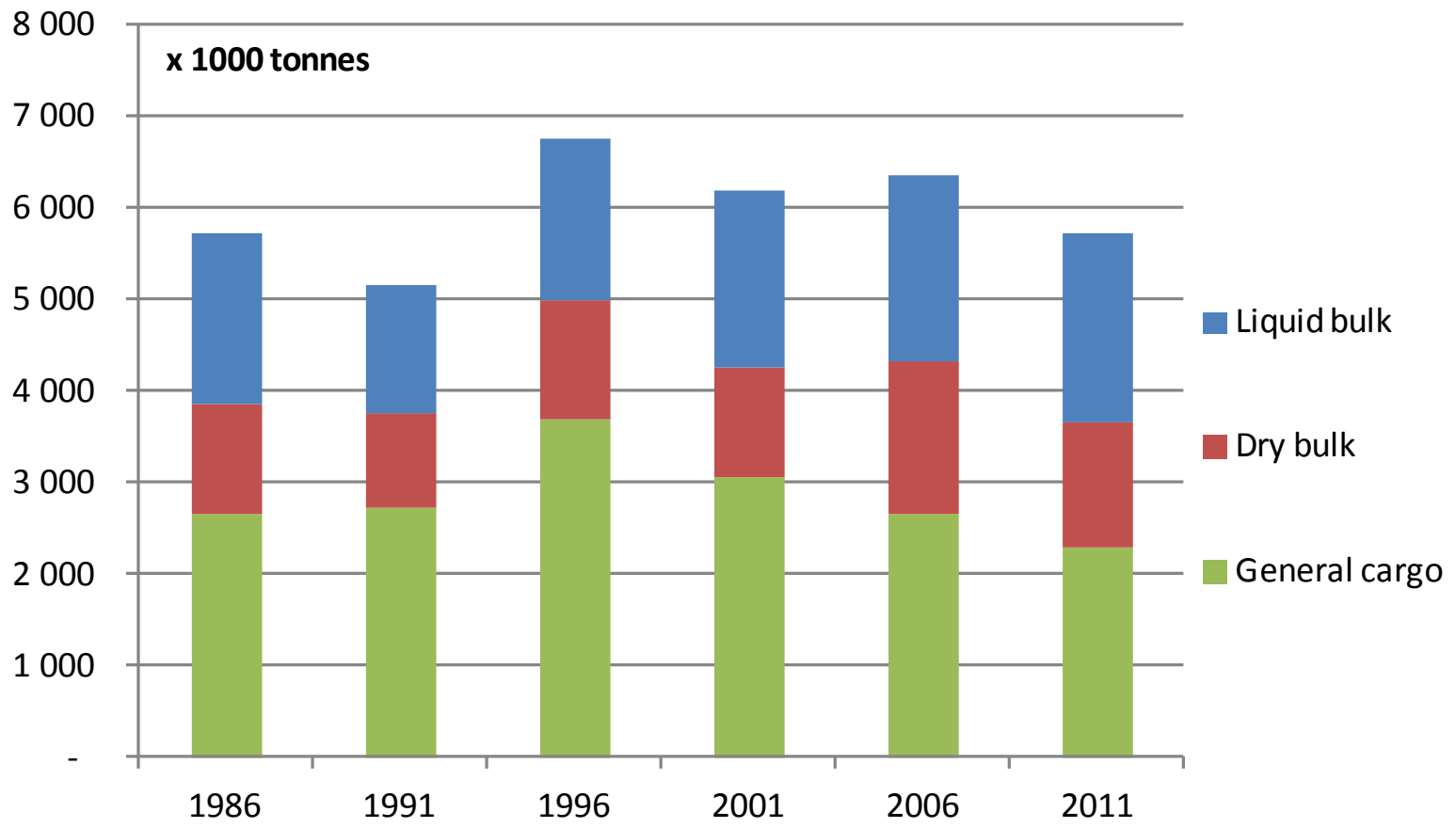






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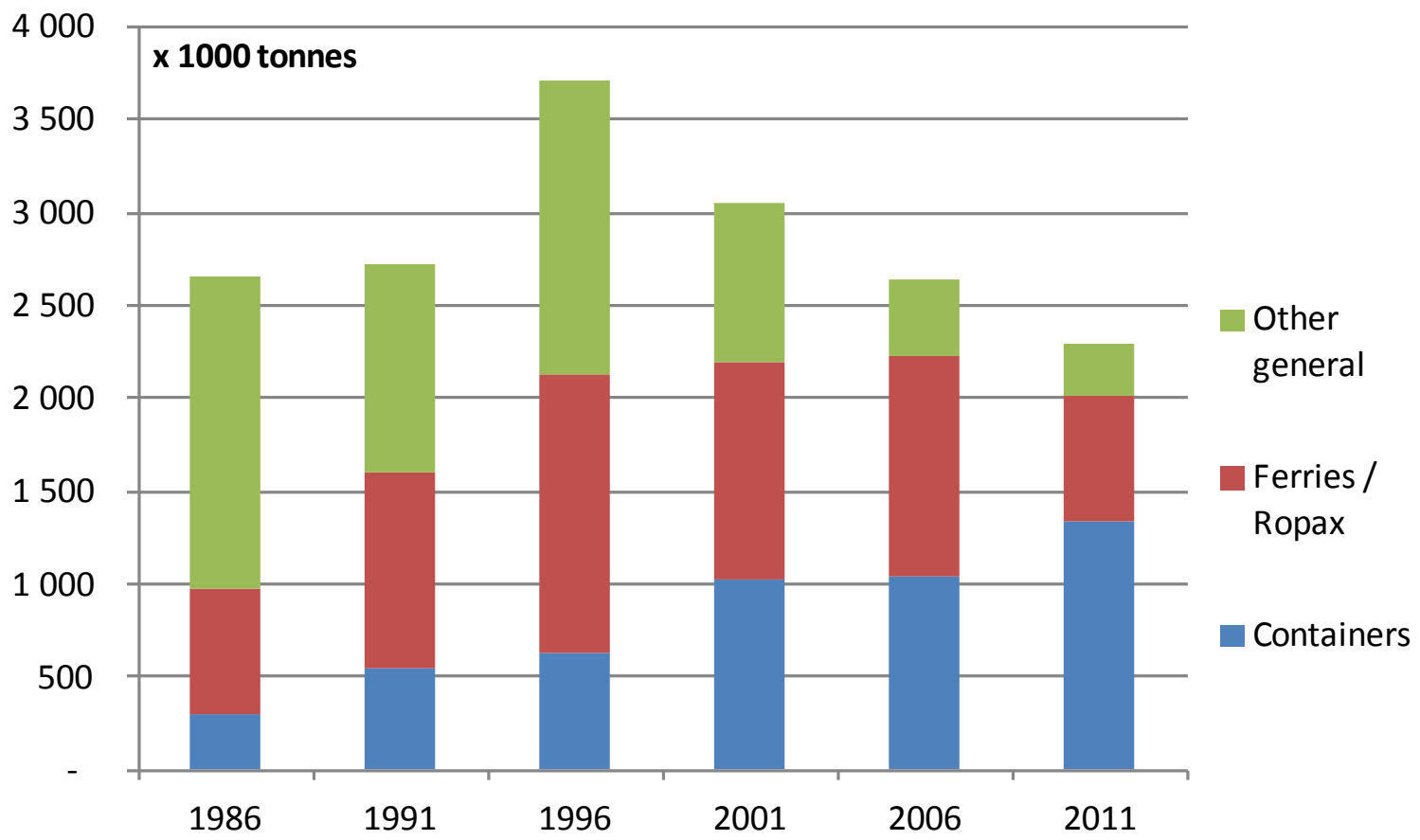
Throughput development *total cargo*





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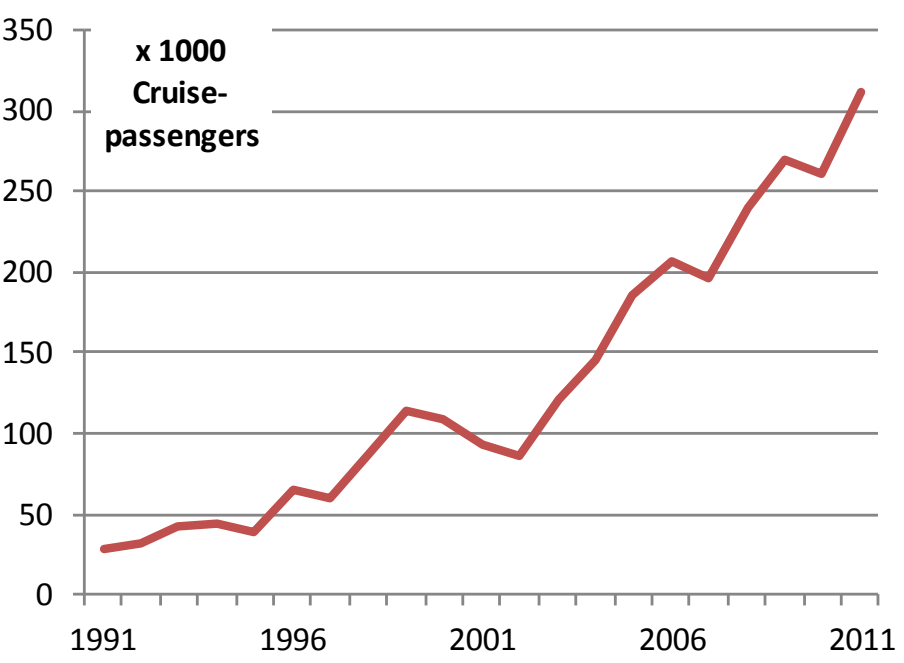
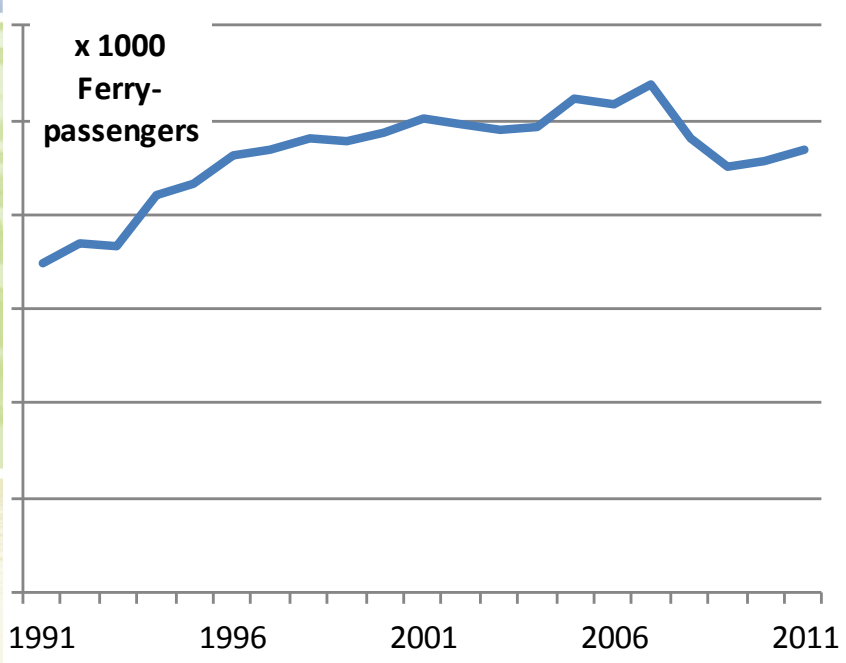
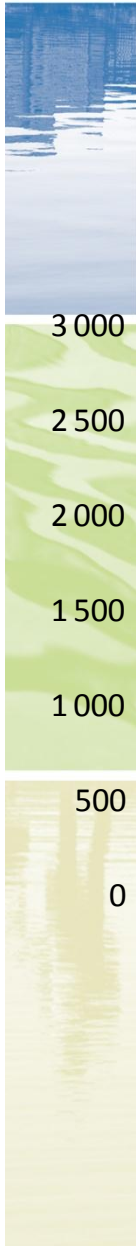
Throughput development *general cargo*





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Passenger traffic





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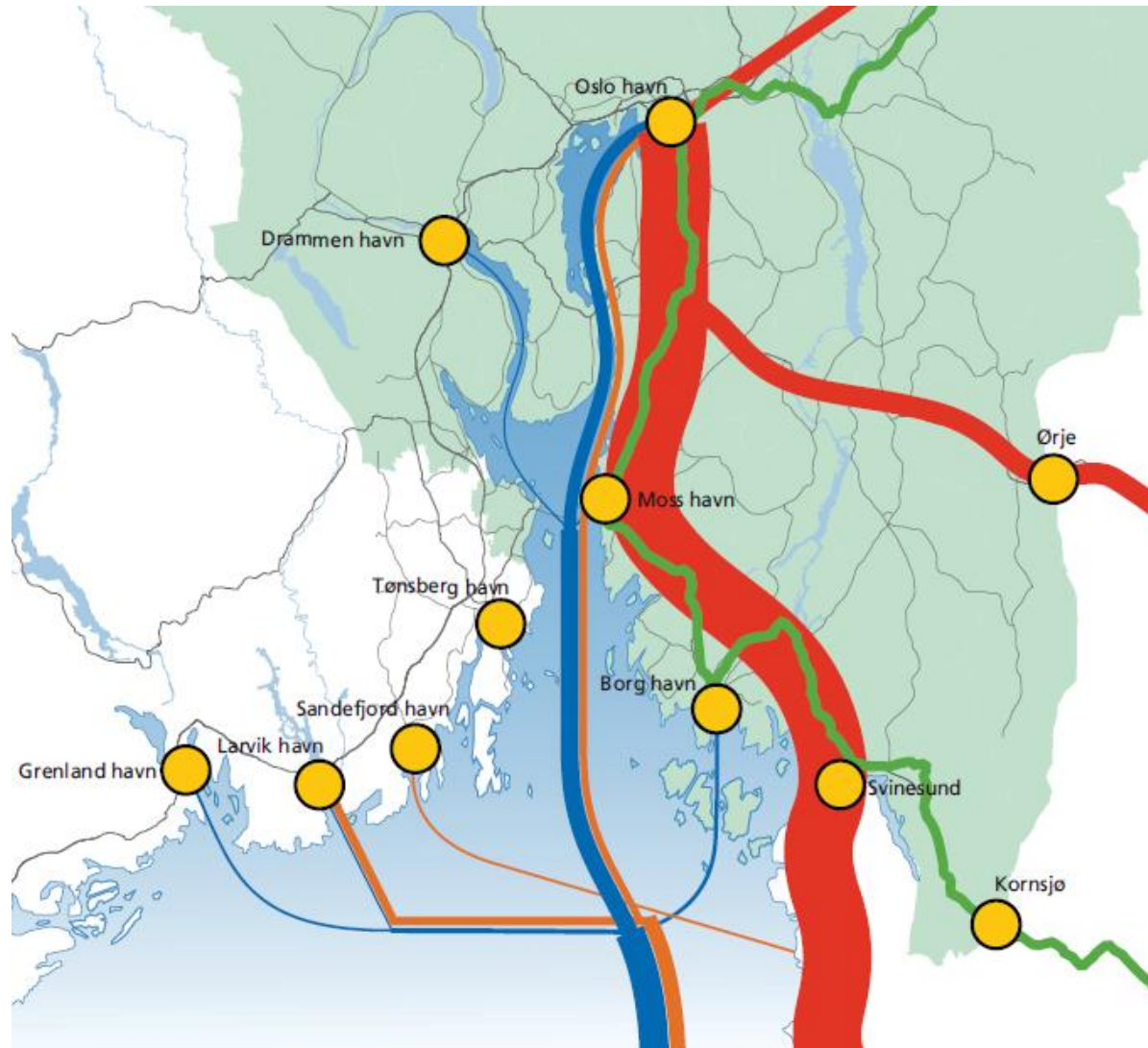
Why has it been so poor?

- Direct competition from road traffic
- Fierce competition from other ports in the area
- Deteriorating load factor
- Long and costly approach channel
- Invasive restructuring of the port



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The location of the port





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Long term throughput forecasting *some methodology considerations*

- Can traditional forecasting methods be used in the current situation, where the international economy and trade patterns are in a state of flux?
- Do seaports have a propensity to skew their forecasts towards increased growth?



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Long term throughput forecasting *some methodology considerations*

Port	Traffic 2007 (mill. TEU)	CAG (1998-2007)	Linear Regression R^2	Traffic 2020 (CAG 1998-2007 Scenario)	Traffic 2020 (Linear Scenario)
New York	5,3	7,9 %	0,996	14,2	9,6
Savannah	2,6	13,5 %	0,968	13,6	4,9
Los Angeles	8,3	9,5 %	0,966	27,1	16,6
Antwerp	8,2	9,6 %	0,974	26,9	14,5
Algeciras	3,4	6,5 %	0,961	7,7	6,0
Busan	13,3	8,4 %	0,983	38,1	24,3
Shanghai	26,1	23,9 %	0,948	423,8	56,5
Montreal	1,4	3,8 %	0,944	2,2	1,9
Oslo	0,196	5,64 %	0,938	0,400	0,291

Source: Integrating Seaports and Trade Corridors, Peter Hall *et al.* (2011)



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Long term throughput forecasting *rediscovering reality*

“The unprecedented economic downturn is fundamentally challenging the direction of future trade relations and their corresponding physical flows. From this paradigm shift in globalization lessons can thus be drawn with respect to traffic and throughput forecasting. First it would suit all those that try to develop prognoses of future activity to be extremely modest.”

Peter Hall et al. (2011)



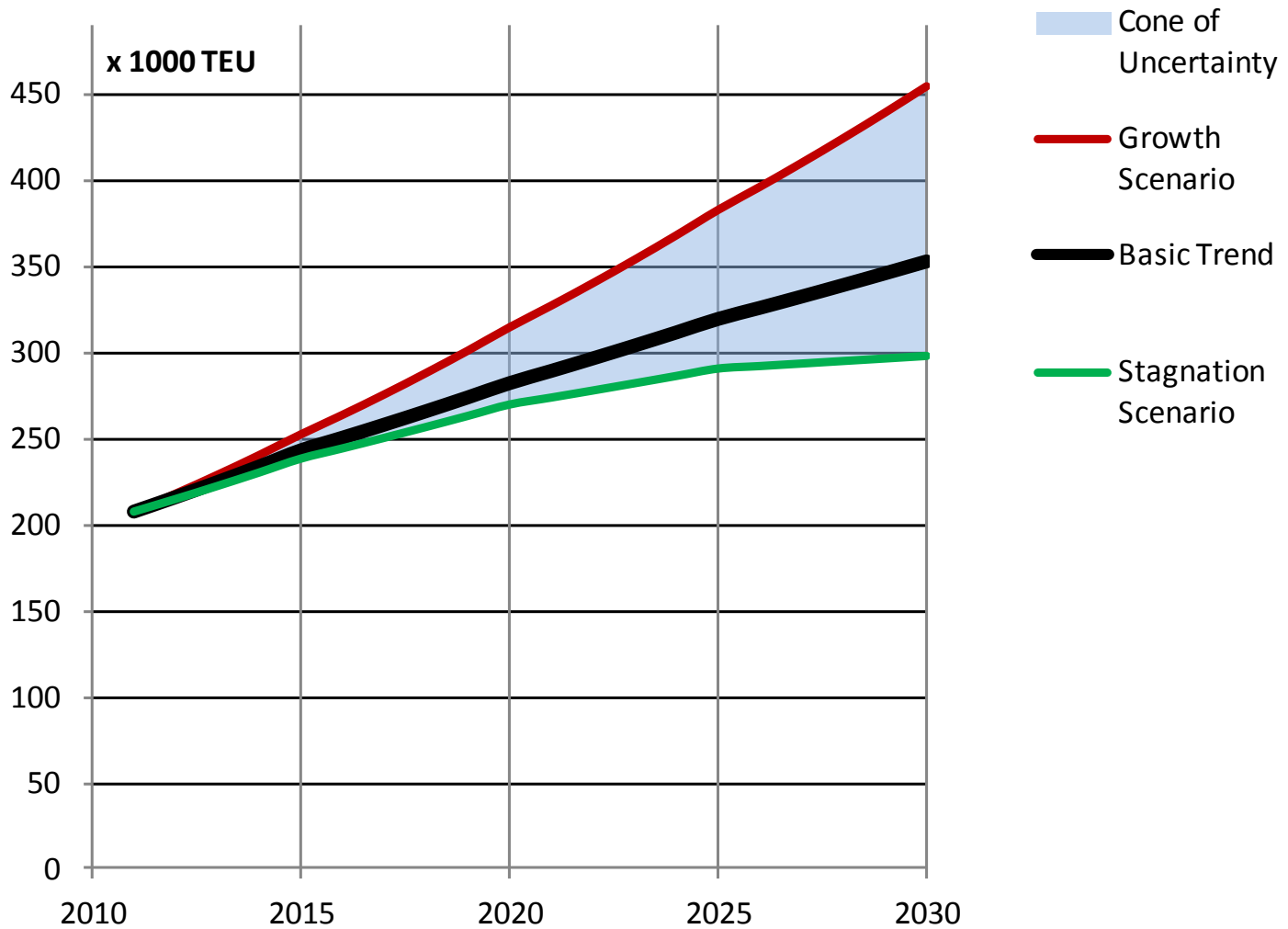
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Scenarios for 2020 - 2030

Growth	Stagnation
International economy and trade	
←	→
Norwegian economy	
←	→
Environment / climate / energy	
←	→
Transport sector	
←	→
Port of Oslo	
←	→



Container volume forecast





Main development potentials

- Containers Lo/Lo

Continue to develop capabilities as an effective regional and feeder port.

- Specialized Ro/Ro

Seek to re-establish dedicated short sea Ro/Ro to meet competition from road traffic.

- Cruise

Aim to exploit the growing attractiveness of Oslo as a cruise destination, and expand the cruise season.



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Thank You

