

THE BATTLE OVER STOCKHOLM'S QUAYSIDES

CONCLUSIONS:

- Produce a coordinated regional maritime transport strategy for the Stockholm region.
- Improve the city's logistics and regional freight transport network to include shipping.
- Reserve the Masthamnen-Stadsgården area for shipping.
- The repair wharf on the island of Beckholmen must be given the right conditions to continue and develop its operations.

SUMMARY

AND CONCLUSIONS

Stockholm is a major maritime city, and its waterways are used to transport freight and passengers alike. A high proportion of the goods consumed in the region arrive by sea, and the waterways are used for public transport. Stockholm is a major destination for ferry traffic in the Baltic Sea, and is a growing tourist destination for the expanding international cruise liner traffic.

Shipping is invaluable for Stockholm's goods supply, tourist industry, and freight and passenger transport. However, the truth is that the total quayside space reserved for shipping in Stockholm has rapidly decreased as a result of urban expansion.

Available space along central Stockholm's quaysides is limited, and there is potential for conflict between the different stakeholders. As Stockholm expands, demand also increases for attractive locations on the waterfront. Residential properties, restaurants, cafes, bike lanes and pedestrian areas have to battle it out over the space close to the quayside. At the same time, Stockholm must remain a living and attractive maritime city with active boat traffic.

This is very unfortunate, as Stockholm's waterways are economical, environmentally friendly and have abundant capacity.

If Stockholm is to remain a maritime city worth its name, docks with the capacity to handle significantly more traffic than is currently the case will be required. This makes demands on space on land for port facilities, quayside mooring and effective links between waterborne and other public transport solutions.

The Stockholm Chamber of Commerce considers that the existing infrastructure is important for preserving Stockholm's maritime industry and for new capacity to be developed. A majority of remaining quaysides must be reserved for interchanges, repairs and docks.

In order to safeguard the potential inherent in Stockholm's waterways, and enable the maritime industry to progress, it is necessary to prioritise a coordinated regional maritime transport strategy. This will ensure a stronger and more effective maritime industry in the Stockholm region.