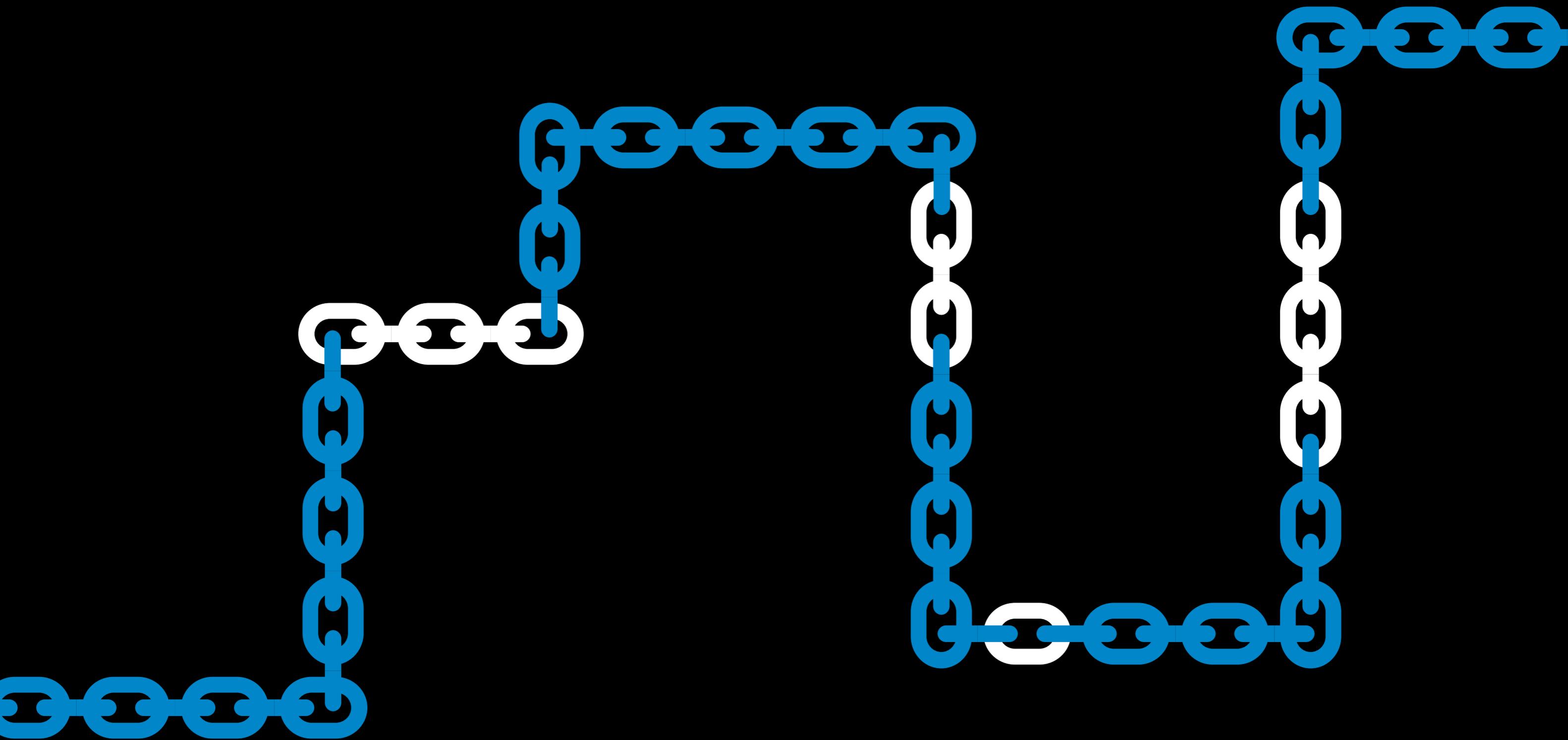


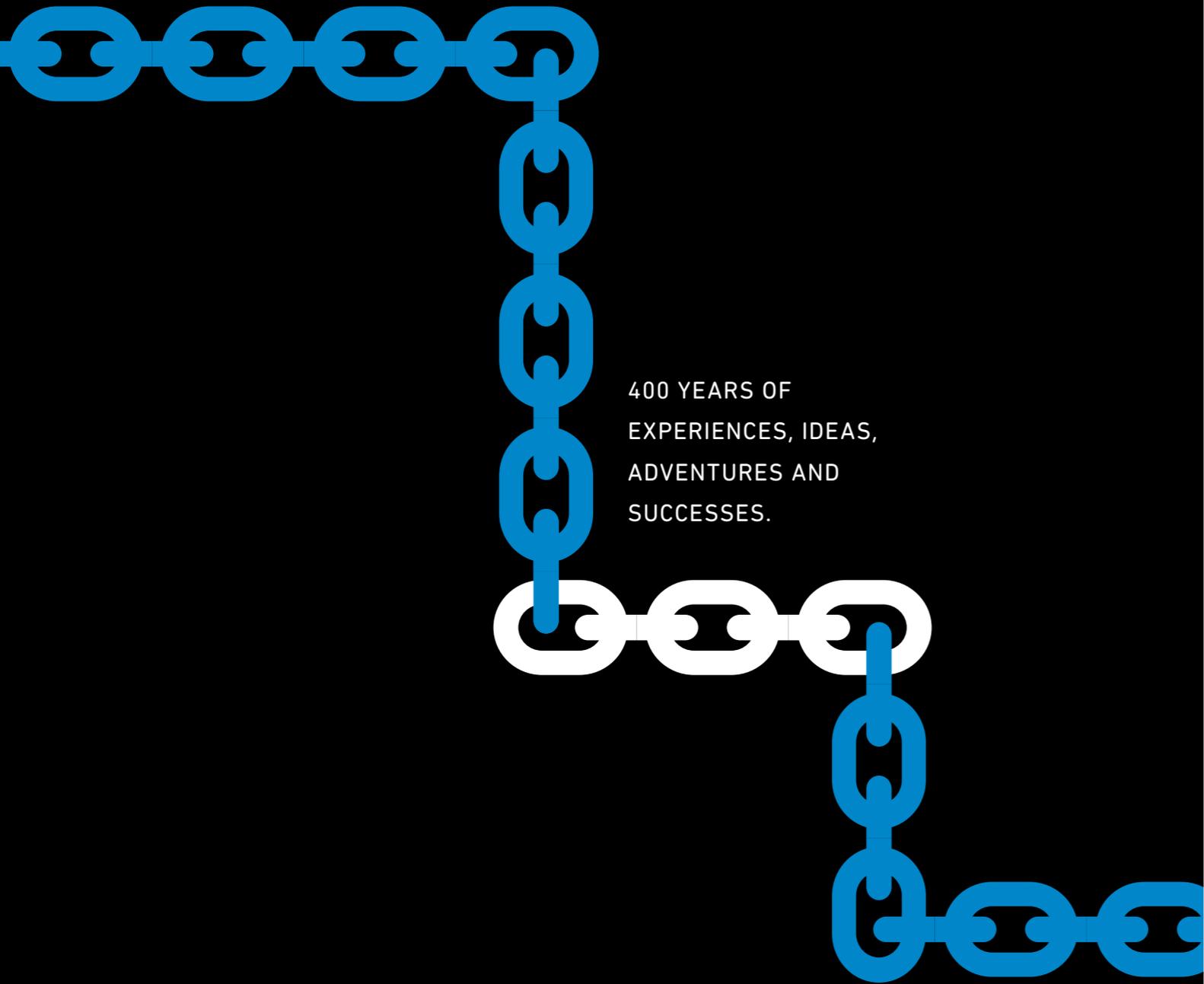


1620-2020

Port of
Gothenburg







400 YEARS OF
EXPERIENCES, IDEAS,
ADVENTURES AND
SUCCESSSES.



When work started on building the Stora Hamnkanalen canal at Brunnsparken in 1620 nobody could foresee that this was the start of what would be Scandinavia's largest port. Ever since then, the Port of Gothenburg has played a central role and served as the strong link in Sweden's contacts and trade with the rest of the world. It was from here that the Swedish East India Company through its voyages to Asia transformed Gothenburg into northern Europe's prime commercial centre in the 18th century. It was from here that hundreds of thousands of Swedes emigrated to the USA in the 19th century. And it was here that huge investments and vast expansion in the 20th century laid the foundation for what has made the Port of Gothenburg into today's top player among international ports. For 400 years the Port of Gothenburg has served as Sweden's gateway to the world. Now we're looking ahead with our sights firmly set on becoming the world's most competitive port – to guarantee Swedish trade and industry global access for at least the next 400 years.



Elvir Dzanic, CEO, Gothenburg Port Authority



1619



GUSTAV II ADOLF

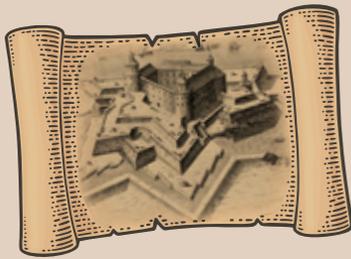
In October 1619 King Gustav II Adolf issued a decree regarding the first "order for construction assistance" for the port. It was the starting-point for the Port of Gothenburg.



1620

STORA HAMNKANALEN

Gothenburg's first purpose-built canal was Stora Hamnkanalen, built in the 1620s.



1643

NEW ÄLVSBOG FORTRESS

During the war with Denmark in 1643–1645 King Kristian IV built a stronghold on the island of Kyrkogårdsholmen at the mouth of the river. In the mid-1600s work started on construction of a fortress.



EXPORTS OF IRON AND TIMBER

In the 17th century the main exports from the Port of Gothenburg were iron and timber. Goods were transported on barges between the Stora Hamnkanalen canal and ships riding at anchor.

1600

THE PORT OF GOTHENBURG IS OLDER THAN THE CITY OF GOTHENBURG. THE CITY WAS FOUNDED IN 1621, ONE YEAR AFTER THE FIRST QUAYS WERE CONSTRUCTED. EVER SINCE THEN, THE PORT HAS MADE ITS MARK ON GOTHENBURG AND ITS DEVELOPMENT.



STONE QUAYS, BARGES AND BUOYS

Gothenburg's first artificial harbour was Stora Hamnkanalen, a canal excavated in the 1620s. Up to the middle of the 19th century, this was the only place with stone-built quays. However, there was no real port to speak of. It was so shallow that ships had to ride at anchor off Klippan or alongside The Old Shipyard (today's Stigberg Quay). Freight was offloaded onto barges, which delivered their cargoes to Stora Hamnkanalen, to storage depots in the city's Majorna district or to wharves further upriver. Exports consisted primarily of iron and timber.

The work was carried out by the Strömbåtgillet Riverworkers' Guild, which had a virtual monopoly on handling cargo to and from Åkerström (the waters between Lilla Edet and Trollhättan). The guild corresponds to today's dockers, stevedores and tugboat operators and in 1645 it was divided into two parts. The one which retained the Strömbåtgillet name handled freight into the hinterland while the other guild, Hemförare-Båtgillet, dealt with loading and unloading of the ships and transport within the port.

The many shallows in the harbour entrance were a major danger. In 1670 the river's maritime charts therefore also marked the local buoys and the following year the port authorities brought over

a dredger builder from Holland, since ships were having difficulty approaching the shores.

NEW ÄLVSBERG FORTRESS

During the 1643–1645 war with Denmark King Kristian IV tried to block the inlet to Gothenburg and constructed a stronghold on the island of Kyrkogårdsholmen at the mouth of the river. This convinced Sweden of the importance of the island and in the mid-1600s work started on construction of a fortress. New Älvsborg had its baptism of fire in 1717–1719, during the Great Northern War. The fortress was attacked several times by the Danish fleet but was never taken.

After Sweden made peace with Denmark in 1720, the fortress declined and up to 1869 was used as a prison. Following its conservation and restoration New Älvsborg is now perhaps the best-preserved old fort in Sweden.



NEW ÄLVSBERG FORTRESS

Thanks to comprehensive restoration, New Älvsborg is one of Sweden's best-preserved old fortresses.



THE FIRST STONE-BUILT QUAYS

For more than 200 years up to the middle of the 19th century, stone-built quays were only to be found along Stora Hamnkanalen canal.

CONTINUED CONFLICT WITH DENMARK

On May 3, 1717 Danish navy commander Tordenskjold's squadron passes New Ålvsborg on its way from Gothenburg. His attack on Nya Varvet (The New Shipyard) was beaten back after trading fire for five hours.

IN THE 18TH CENTURY GOTHENBURG DEVELOPED INTO AN IMPORTANT HUB IN NORTHERN EUROPE. THE SWEDISH EAST INDIA COMPANY WAS FOUNDED AND IN 1731 BECAME SWEDEN'S INTERNATIONAL TRADING COMPANY. A COUPLE OF DECADES LATER THE CITY HAD A POPULATION EXCEEDING 10,000. GOTHENBURG WAS NOW THE EUROPEAN CENTRE FOR TRADE WITH CHINA AND THE FAR EAST.

18th century

Fishing port

Abundant herring catches made Gothenburg Sweden's biggest fishing port.

East India Company

The Swedish East India Company undertook a total of 132 expeditions to China using 37 different ships.

TEA, SPICES, FINE CHINA AND SILK

The most important goods from China were tea, silk, fine china, lacquerware and spices.



TRADE WITH CHINA

During the 17th century there were a few unsuccessful attempts to form trading companies in Sweden. It was only well into the 18th century that trade with East Asia became significant. This was thanks to the Swedish East India Company, formed in 1731. Its royal charter gave it a monopoly on Swedish trade and shipping east of the Cape of Good Hope and specified that all voyages were to start and end in Gothenburg.

The most important cargoes the Company imported from China were tea, followed by silk, fine china, lacquerware and spices. Trade was initially very successful, but during the second half of the 1700s it declined and in 1813 the Company was dissolved.

All told, 132 expeditions were undertaken using 37 ships. The most well-known of these vessels is the Götheborg, a replica of which has since been built. The original ship was launched in 1738 and made three voyages to China. On its last return,

in September 1745, it ran aground at the entrance to Gothenburg. The ship capsized but all the crew were rescued. Over the next two years about a third of its cargo was salvaged.

In the mid-1980s divers from the Swedish Maritime Archaeology Society rediscovered the site of the shipwreck. The Gothenburg Maritime Museum was awarded excavation rights and the Eastindiaman Götheborg Foundation was created. In 1995 construction of a replica began and in 2003 the newly built vessel was launched. The Eastindiaman Götheborg is the world's largest ocean-classified wooden-hulled sailing ship and for 20 months from 2005 to 2007 she sailed the historic route to China and back. In summer 2010 she took part in the festivities marking Crown Princess Victoria's wedding and in 2013 she embarked on a new long voyage, this time in European waters. At her home port of Gothenburg she ties up at Pier Four in Eriksberg.



December 1984 saw the first dives down to the wreck of the Eastindiaman Götheborg. The divers found part of the hull and its cargo of fine china, tea, rattan, pepper and much more.



EASTINDIAMAN GÖTHEBORG

The Eastindiaman Götheborg is the world's largest wooden oceangoing sailing ship. Launched in 2003, it is a replica of the Götheborg which ran aground at the entrance to Gothenburg harbour in 1745.

OLD ÄLVSBERG FORTRESS

KLIPPAN CULTURE RESERVE

At the Klippan Culture Reserve near the southern abutment of Älvsborg Bridge, the pulse of history is very evident. This is the location of Old Älvsborg Fortress and in the early 1700s and for almost 80 years on, Sweden's eastindiamen tied up at the docks just below.

Barges transported the goods into the city. In the 19th century Scotsman David Carnegie established a porter brewery and built a Scottish-style village alongside. The last bottle of porter was brewed here in the 1960s. The historic building now houses the renowned Sjömagasinet seafood restaurant.

THE FIRST HARBOUR MASTER

June 1752 saw Gothenburg's first port charter adopted, "for the aggradation of the port and other necessary measures". The resources provided consisted of a harbour master and two labourers as well as a port and trade officer for the canals.

Between 1839 and 1897 the port authority operated under the Royal Directive for the Port of Gothenburg and River Authority. Its operations covered virtually all work in the Port of Gothenburg and its inner basin, and everything necessary for maritime operations.

In 1897 a special board known as the Port Board was established, taking over responsibility for the city's ports and canals.

PACKHUS SQUARE

The area around Packhus Quay – located on the southern bank of the river, just west of today's Gothenburg Opera House – has served as a mast-export hub, French free port and a vibrant trade and maritime centre. Gothenburg's main post office was located here and later, the city's shipping elite had their offices here. The area was often called the "French District" because there was a French free port located here at the end of the 18th century. From the Mast Harbour Swedish-made masts were transported the world over – a huge and highly profitable export during the sailing era.



The French District

The area around Packhus Quay, often called the "French District", has housed a variety of operations over the years, from mast production and French free port to busy trade and maritime centre.



1845 **GULLBERG QUAY**
Between 1845 and 1872 docks were built from Skeppsbro Quay in the west up to Gullberg Quay in the east.

MAIN HARBOUR
Main Harbour viewed from Brunnsparken in 1850.

1850

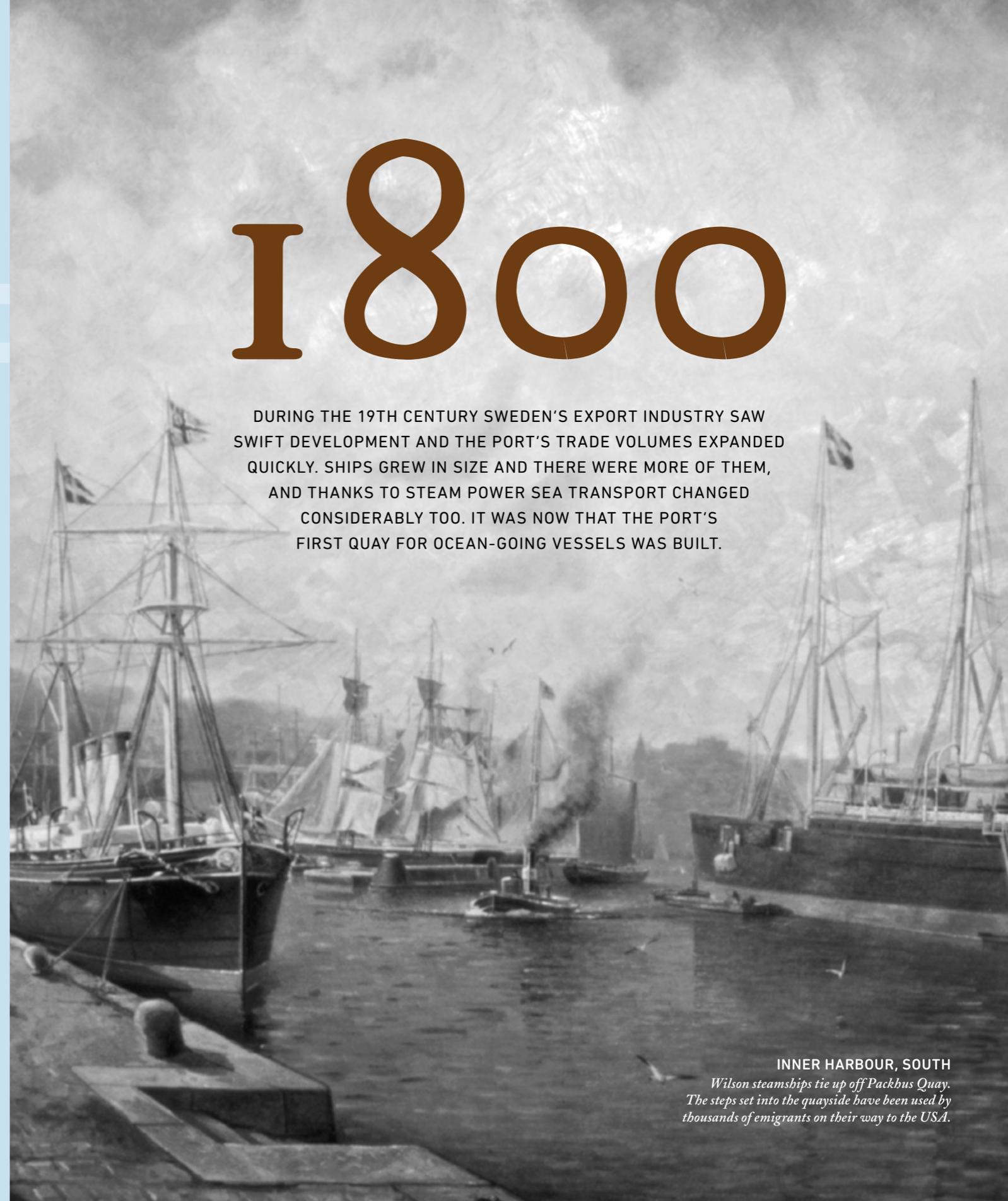


SHIPBUILDING INDUSTRY EXPANDS

The 19th century saw the establishment of several manufacturing industries in Gothenburg. Over the years they developed into some of Sweden's largest shipyards.

1800

DURING THE 19TH CENTURY SWEDEN'S EXPORT INDUSTRY SAW SWIFT DEVELOPMENT AND THE PORT'S TRADE VOLUMES EXPANDED QUICKLY. SHIPS GREW IN SIZE AND THERE WERE MORE OF THEM, AND THANKS TO STEAM POWER SEA TRANSPORT CHANGED CONSIDERABLY TOO. IT WAS NOW THAT THE PORT'S FIRST QUAY FOR OCEAN-GOING VESSELS WAS BUILT.



INNER HARBOUR, SOUTH
Wilson steamships tie up off Packbus Quay. The steps set into the quayside have been used by thousands of emigrants on their way to the USA.

FIRST RIVERSIDE QUAY AND FIRST SHIPYARD

By the mid-1800s ships were getting bigger and, thanks largely to steam power, were better able to make their way up Göta Älv River. It was therefore essential to build quays along the banks of the river. The first modern riverside quay was at Stenpiren Pier, which was ready for operation in 1845.

Skeppsbro Quay was built in 1864 and became a popular promenade. Here too was Badhuset, the country's foremost hot baths. It was built in 1830 and offered both freshwater and saltwater bathing. Every day, a steamship left for Käsö in Gothenburg's southern archipelago to fetch seaweed and clean seawater.

ERIKSBERG

One of the foremost Swedish shipbuilders took its first steps with various jobs involving galvanising metal. Eriksbergs Mekaniska Verkstads AB was formed in 1850 and in 1871 a shipyard was built beside the workshop. Until the 1910s this was the

smallest of Gothenburg's three shipbuilders. Production consisted primarily of passenger boats, steamships and tugboats for export to Denmark, Norway and Finland, and coastal passenger ferries carrying passengers plying the Stockholm archipelago. Eriksberg's development into a major shipyard started in 1915 when shipowner Dan Broström took over the majority shares in the company.

In the 1950s and '60s Eriksberg was the most profitable shipyard in the country, but by the end of the 'sixties competition from Japan's shipbuilding industry was becoming increasingly tough. The situation worsened during the shipbuilding crisis of the 1970s and in 1975 the shipyard was taken over by the state. Eriksberg became a subsidiary of the Götaverken shipyards prior to its closure in 1979.

Rezoning of the Norra Älvstranden riverfront district has transformed Eriksberg into a residential area. The large crane is a fitting landmark marking the area's shipbuilding history. Among the preserved historic buildings are the Juvel mill and Eriksbergshallen.

STENPIREN PIER AND SKEPPSBRO QUAY

Stenpiren Pier was completed in the mid-1800s and a few years later work commenced on Skeppsbro Quay, which became a popular promenade.



ROSENLUND CANAL

The Fish Church (a fish market built to resemble a church) was built on reclaimed land previously housing a fortress and was inaugurated on November 1, 1874. This photo is from about 1900.

FUTURE INTERNATIONAL PORT AND DREAMS OF AMERICA

INDUSTRIAL EPOCH AND THE PORT

Construction of the current port began in the 1840s, starting with dredging near Stora Bommen. Quays were built from 1845–1872 and later modernised, now stretching from Skeppsbro Quay in the west to Gullberg Quay in the east. It was primarily the increased traffic prompted by the entry of steamships and the building of Göta Canal (completed in 1832) which fed the demand for a larger and deeper port.

In the second half of the 1800s Sweden's export industries developed very swiftly, resulting in increased volumes passing through the port. Between 1888 and 1902 Masthugg Quay was built, the port's first quay for oceangoing ships. The approach was dredged to seven metres and the quays got rail tracks. The Port of Gothenburg started expanding into a major international port.

EMIGRANT ERA

The stream of Swedish emigrants to the USA was initially quite small. During the first half of the 19th century direct voyages with sailing ships played a major role, and Gothenburg was the most common point of departure. For instance, it was possible to sail to New York on board the brig Superb. At this time Sillgatan, later renamed Postgatan, was a lively street where emigrants could buy their passage and live in cheap but crowded accommodation while awaiting departure.

The number of emigrants increased in the early '50s when gold was discovered in California. From the end of the 1860s it was common to sail from Gothenburg via England: boat to Hull, train to Liverpool and then across the Atlantic. It was also possible to sail via Hamburg. The main line between Gothenburg and Hull was the Wilson Line. The shipping company had contracts with trans-Atlantic operators in England to coordinate emigrant passage from Scandinavia and in 1879 two specially built ships, the Orlando and Rollo, entered service. By now ships had started sailing to and from Packhus Square rather than Klippan.

Emigration reached its peak in the 1880s, which meant more and bigger boats. 1904 saw the launch of Calypso, the biggest passenger steamship operating on the North Sea. It sailed between Gothenburg and Hull.



EMIGRATION TO THE USA

During the first half of the 1800s, Gothenburg was the foremost point of embarkation for Swedish emigrants.



THE FIRST BANANAS

The first bananas arrived in Gothenburg back in 1909. Only a few of the fruit survived the voyage well enough to be sold.



MAIN HARBOUR

The customs house at Packhus Square in 1923. The steamship Bobuslän is now berthed at Stenpiren Pier.



Unit cargo vessels at the western quay in Sannegården Harbour, 1968.

1900

IN THE 1900S PLANS WERE UNDER WAY TO TRANSFORM GOTHENBURG INTO A MAJOR PORT. WORK STARTED ON CONSTRUCTION OF SANNEGÅRDEN HARBOUR AND GOTHENBURG DEVELOPED INTO SCANDINAVIA'S FOREMOST PORT FOR EXPORTS. SHIPPING COMPANIES GREW BIG AND THE INDUSTRIAL SKYLINE WAS DOMINATED BY SHIPBUILDERS.



SWEDISH AMERICA LINE

The Swedish America Line's ships Kungsholm and Gripsholm just after the end of World War Two.

EXPANSION ON HISINGEN AND A NEW FISHING PORT

The new century dawned with plans to transform Gothenburg into a major port. This required expansion on Hisingen too so Sannegården Harbour was built from 1908 to 1914. Work was hampered by a landslide with huge amounts of material slipping into the river during excavation. Sannegården Harbour, with its bow-shaped basin, soon became an important part of the port.

For many years it was the main port for coal and coke imports, and railway operator SJ's entire fuel supply for southern Sweden was stored here. Later Sannegården Harbour developed primarily as a storage facility for containers and salt. After World War Two oil and fuel bunkering became the main operation and Sannegården Harbour became the main port for conventional shipping to European destinations.

The area is now owned by the City of Gothenburg and the early 2000s saw housing built here, first on the eastern side of the basin and then on the western side, followed by the inner part of Sannegården Harbour.

FISH HARBOUR

In the second half of the 1800s fish was landed at Rosenlund Canal, first on a large moored barge and then at the Fish Church (built in 1874). In the early 1900s it became clear that Gothenburg needed a larger fishing port that also allowed packing as well as other facilities for processing and transport.

There was talk of placing the new port in Långe-drag but since that was outside the municipal boundaries the final choice was the south bank of the river. Fish Harbour, built west of Stigberg Quay, became operational in 1910 and was the biggest fishing port in the Nordic region. The port gradually grew and at the end of the 1940s the fish auction had about sixty employees. In 1970 the City of Gothenburg handed over the fishing port to Göteborgs Fiskauktionsförening, an association consisting of fishery organisations, the canning industry, fish wholesalers and fish retailers in Gothenburg. In the early 1990s some buildings were demolished and parts of the basin were filled in to create parking spaces and new buildings, necessary since fishermen now delivered their catches by truck and not boat.

The original auction hall dating from 1914 was torn down and replaced in 1993 with a new one. Today most visitors consist of school classes and other pre-booked guided tour groups. Gothenburg's fishing port is also a popular site for birdwatchers, particularly in the winter, as the site attracts unusual varieties of gulls.

Today fish and shellfish arrive at Fish Harbour by truck instead of by boat.



During the second half of the 1800s fish was landed at Rosenlund Canal, first on a large barge and then at the Fish Church which was built in 1874.



SKANDIA HARBOUR

Work on construction of Skandia Harbour started in the mid-1960s. Much of the building material came from demolition of the city's Haga district.

20TH CENTURY DIRECT LINE TO NEW YORK AND THE FIRST BANANA

SWEDISH AMERICA LINE

The breakthrough for direct traffic between Gothenburg and North America came with the Swedish America Line, the initiative of Wilhelm R Lundgren. His shipping line Transatlantic sailed to South Africa and Australia. However, Lundgren died before the America line was established. His idea was taken on by Gunnar Carlsson and shipowner Dan Broström, who became the first President of Swedish America Line.

The first ship to sail to New York, the SS Stockholm, left in 1915. Swedes no longer emigrated in large numbers but there was one last wave in 1923 – mostly Swedes visiting relatives in the USA. When that traffic died out, Swedish America Line became one of the world's leading cruise lines with a very exclusive clientele. Their ships departed from Stigberg Quay which was why The American Shed was built. Today it is the office of the Gothenburg Port Authority.

A HUNDRED YEARS OF BANANAS

Sweden is one of the world's biggest banana consumers at 17 kg per person per year. Bananas have been imported via the Port of Gothenburg for more than a century. March 1909 saw the establishment of The Banana Company AB, later AB Banan-Kompaniet. Its first cargo suffered frost damage and only a few of the fruit could be sold. Thanks to fresh deliveries, interest in the exotic fruit increased and by 1930 annual sales reached 10,418 tonnes.

Over the years the handling of bananas in the Port of Gothenburg changed dramatically. Initially, the banana clusters were carried ashore by hand. The first refrigerated vessels started carrying bananas in 1945. With faster and safer ships,

it was possible after World War Two to transport the golden fruit directly from plantations in the West Indies to AB Banan-Kompaniet's own terminal at Freeport in Gothenburg.

For a while the banana boxes exited the ship on conveyor belts through openings in the hull. At the start of the new millennium the company transported bananas in refrigerated containers stored on deck and on pallets in the ship's refrigerated hold. These ships tied up at Skandia Harbour, an outer harbour for container traffic with the containers and pallets were lifted off using cranes.

2014 saw the last banana boat docking in the Port of Gothenburg. The fruit came from Central America (Panama and Costa Rica) and the voyage took about twelve days. The ships were painted white to shield the cargo from the tropical sun, and the vessels featured special refrigerated storage chambers where the temperature was a steady 14 degrees Celsius. This delayed the ripening process.

The banana boat was a symbol of the port and of international trade. Many locals have personal memories of the banana boat from way back when it tied up at the pier in Freeport and was a visible part of the urban scene. In the past a lot of people were required to unload the cargo and many took extra jobs on board when the ship docked in Gothenburg.

The banana boat sailed directly from a different continent to Sweden. The Port of Gothenburg is the only Swedish port that has direct lines for container traffic to other continents – and direct routes are important to Swedish industry.



The American Shed seen from the Gripsholm as it arrives in Gothenburg from America.



FREEPORT IS INAUGURATED AND THE ENERGY PORT IS BORN

Freeport got its name because historically it was possible to bring goods ashore "free", without paying customs duties or VAT until the importer transported the goods out through the free port's gates.

The need for a free port arose with the modern infrastructure that had emerged. The breakthrough for steamships brought entirely new preconditions for shipping lines, which required greater port capacity and better infrastructure. In addition, both the railways and canals had expanded.

The first proposal for a free port was submitted at the end of the 19th century, prompting lively debate for many years. Both its size and location were discussed. Finally the city fathers decided to extend the central port and in 1922 Freeport was inaugurated.

It is located on Hisingen island, just west of where the Göta Älv river has its northern abutment, and it consists of three piers: South Freeport Pier (the Banana Pier), North Freeport Pier and Kville Pier.

Freeport's oldest parts date from the 1920s but many of its sheds and warehouses are far newer. For many years bananas were unloaded here.

RYA FOREST AND RYA HARBOUR

Rya Forest is an ancient virgin forest with a large stand of oak trees. It is located between Gryaab and the Energy Port just west of Älvsborg Bridge's northern abutment. Around 1900 the area fronting the river was a popular site with the local population, not least for bathing. When Gothenburg started expanding to the west, there was a risk of the area being deforested. However, the Swedish Society for Nature Conservation fought to have it declared the county's first nature reserve, which happened in 1928. When Gothenburg's sewage treatment plant planned its expansion in the early 1990s the authorities demanded, following considerable protests, that it be contained within the facility's existing perimeters. New technology meant it was possible to build vertically.

The early 1930s saw the construction of Rya Harbour, sowing the seeds for today's energy port. Here the major oil companies quickly expanded their tank facilities.

One recent project in Rya Harbour is Rya CHP (Combined Heat and Power plant), which was inaugurated in autumn 2006. It is operated by Göteborg Energi and harnesses the heat generated when producing electricity. The CHP plant is fuelled by natural gas and utilises the maximum energy content of the fuel.



FREEPORT
*BMC's 1100/1300 Series
cars imported into Sweden
via Pier 114 in Freeport.
Late 1960s.*



The Port of Gothenburg has an amazing history and has been of immense significance to Sweden. Thanks to the port we have developed into the strong trading nation that we are today.

ELVIR DZANIC, CEO GOTHENBURG PORT AUTHORITY

LINDHOLMEN DEVELOPS AND THE MARITIME MUSEUM IS INAUGURATED

Lindholmen lies between Sannegården Harbour and Freeport and was the first part of Hisingen to be industrialised. Already in the middle of the 1850s a shipyard was built here to make iron-hulled vessels and it was soon expanded with a mechanical engineering workshop for steamships.

The shipyard was taken over by Motala Verkstad and grew into one of Sweden's biggest shipbuilders. The parent company found itself in financial difficulty and went bankrupt in 1891. At that time it was Gothenburg's biggest employer.

However, the company continued operating under new owners and was restructured a number of times over the next few decades. The shipyard stayed with steam power for a long time, but in 1936 it switched to diesel-electric power. This coincided with its reorganisation as Aktiebolaget Lindholmens Varv. The company now focused on diesel engines as well as the building of special dry-cargo ships and steam boilers. During the war years of 1939–1945, 23 ships were launched at Lindholmen and by 1960 the shipyard had 1800 employees, of whom 1400 blue-collar staff.

At the end of the 'sixties things started going wrong when Lindholmen lost a lot of money on a new type of ship for the UK route. In 1971 the company was sold to Eriksbergs Mekaniska Verkstad, which transferred many skilled staff to Eriksberg. In 1974 the last ship was built at Lindholmen. What remained was the repair operation, which Eriksberg sold to Götaverken, but in 1985 that too closed down.

In recent years Lindholmen has been transformed into a knowhow centre and vibrant training hub specialising in innovation and research. For instance, it is home to Lindholmen Science Park and the Gothenburg Film Studios film cluster, as well as advanced vehicle development hubs.

MARITIME MUSEUM AND SAILOR'S TOWER

Near Stigberg Square, on the cliff above The American Shed, lies the Maritime Museum Aquarium. It opened in 1933 and was financed with a donation from the Broström family firm, Ångfartygs-AB Tirfing. After World War One a decision was taken to build a memorial beside the Maritime Museum in honour of sailors who had perished at sea during the war. The "Sailor's Tower" reaches 62 metres into the sky. An elevator ride to the top provides a magnificent view of the harbour and the city's Majorna district. At the top of the monument is a five metre tall statue, the "Woman by the Sea" who keeps watch across the waters.



Lindholmen was also the site of Lindholmen Harbour, which became operational in 1938. During the war years it was expanded with large quayside warehouses and for almost fifty years it was the ocean port for unit cargo vessels and cars.



THE SAILOR'S WIFE ON LOOKOUT
At the very top of the Sailor's Tower stands a sculpture called "The Woman by the Sea", often referred to by locals as "The Sailor's Wife".

THE PORT IS BLOCKADED DURING WORLD WAR TWO

THE PORT DURING THE SECOND WORLD WAR

The war years meant both more and less work in the port city of Gothenburg. Industries and ship-builders worked flat out, while trade declined.

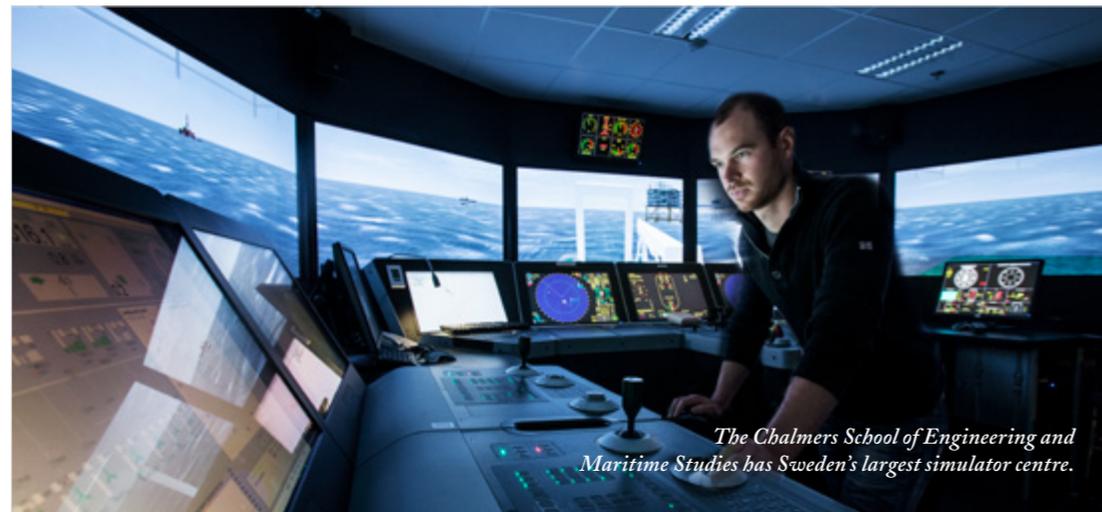
The Port of Gothenburg was of strategic importance and bearing in mind that it could be utilised by the German war effort, plans were proposed in spring 1944 to both blow up Göta Älv Bridge and scuttle ships at the entry to the port. Three ships were involved in "Operation Blockade" and on the morning of May 1 two large tankers were scuttled across the river and one of two smaller freight vessels was readied for demolition.

During the war Freeport was the scene for two prisoner exchanges, one on board the S/S Drottningholm and the other on the M/S Gripsholm. From 1942 to the end of the war the ships were chartered by the US government and Red Cross and served

as neutral sites for exchanging prisoners of war, diplomats and other civilian internees. The ships had free passage and sailed the seas fully illuminated.

LUNDBY HARBOUR

For the Port of Gothenburg, the post-war period was characterised by expansion on Hisingen. The first of the new port areas was Lundby Harbour, inaugurated in 1951. It was a modern dry-cargo harbour with outside extensions on the warehouses for loading cargo straight at the correct level, and large, unobstructed quay surfaces for cargo handling. The docks were closed to conventional traffic in 1989 and today it houses residential units, educational facilities and high-tech companies as well as conference centres. However, its maritime heritage lives on – the Chalmers School of Engineering and Maritime Studies has moved here from Kvarnberget.



The Chalmers School of Engineering and Maritime Studies has Sweden's largest simulator centre.

View across Stenpiren Pier and Packhus Square in the early 1940s. In the background is Freeport, which played host to two prisoner exchanges during World War Two.





Considerable investment and immense expansion during the 1900s laid the foundation for transforming the Port of Gothenburg into today's international maritime hub.

ARVID GUTHED, VICE PRESIDENT PORT DEVELOPMENT, GOTHENBURG PORT AUTHORITY

MORE OIL, CARS AND THE FIRST CONTAINERS

NEW ENERGY PORTS

As imports of crude oil increased, the Rya Harbour facilities were no longer sufficient. In the early 1950s work started on a new energy port, Skarvik Harbour. It was completed in 1957 and originally had two quays. In 1965 a third quay was built.

Two years later Tor Harbour was added, extending the Port of Gothenburg further west. It was built at Hjärtholmen, in Rivö Fjord ahead of the harbour entrance and initially handled ships of 90,000 tonnes. After the approach channel was deepened in 1968–1969 it was able to accept ships of up to 225,000 tonnes.

SKANDIA HARBOUR

Sweden's economy was running at high speed in the decades following World War Two. Both exports and imports increased, ships grew in size and containers made their mark as important freight carriers. This required new and bigger quays in the Port of Gothenburg and in 1966 Skandia Terminal opened, located on the Hisingen side facing Käringberget. It was a large container terminal with robust cranes and the asphalted surfaces needed for fork-lift trucks. It was created by filling in 1,300,000 square metres of Älvsborg Fjord. Skandia Harbour had been planned for a long time and was adapted at the last moment for container traffic. Expansion of the port continued until 1973 and it was the hub for regular routes between Gothenburg and England. In the early 2000s passenger operations for England were moved to Freeport Pier but these have now ceased.

Today container traffic dominates and Skandia is the largest harbour of its kind in the Nordic region.

The terminal handles 60 per cent of the Swedish container market. The import and export of cars is another significant operation, and the really big car transporters can carry more than 8000 cars. The car terminal is operated by logistics company Logent. The container terminal is run by APM Terminals, one of the world's leading terminal operators. APM has invested heavily in further improving efficiency.

Container operations require large cranes and new replacements arrived in 2015. With their 127 metre peak height they are the tallest container cranes in Scandinavia. All told there are now ten container cranes in the terminal, of which five Super-Post-Panamax units.

Today more than half of all containers to and from the Port of Gothenburg are transported by rail. The investment in train shuttles and the Railport concept – with direct lines to and from 25 inland terminals in Sweden and Norway – has been a major success, saving time and cutting carbon dioxide emissions. In order to increase rail capacity, a new rail freight shuttle was inaugurated in 2011.



The energy port in Gothenburg is Sweden's largest general energy port and vital to the country's energy supplies.





THE PORT GROWS

West of the container terminal, Älvsborg Harbour was built for ro-ro traffic in 1978.



CRUISING

Gothenburg has become a popular destination for cruise liners.



ÄLVSNABBEN

If you want to take a boat across Göta Älv River you can catch the Älvsnabben ferry, which carries passengers between the mainland and the island of Hisingen.



1970

AND ONWARD

AFTER MANY GOOD YEARS, THE SHIPBUILDING INDUSTRY STARTED LOSING ITS COMPETITIVE EDGE AT THE END OF THE 1960S. THE FOCUS ON HEAVY ENGINEERING INDUSTRIES MEANT GOTHENBURG WAS HIT PARTICULARLY HARD IN THE SHIPYARD CRISIS OF THE 1970S. THE BIG SHIPBUILDERS – GÖTAVERKEN, LINDHOLMEN AND ERIKSBERG – DISAPPEARED ALMOST ENTIRELY FROM THE CITY'S BUSINESS HORIZON.

FROM SHIPBUILDING CRISIS TO GROWING PORT

SHIPBUILDING CRISIS

Sweden developed during the 1900s into one of the world's leading shipbuilding nations. The years during and just after World War Two generated major profits and development accelerated during the 1950s and '60s. In Gothenburg all three major shipbuilders – Götaverken, Eriksberg and Lindholmen – invested and increased their capacity.

After many good years, things started to decline at the end of the 1960s. Several factors contributed to the shipyards' loss of competitiveness: costs escalated, countries like Japan and South Korea took market shares, and the oil crisis led to fewer orders. Instead of cutting back capacity, however, the shipyards continued expanding.

In the mid-seventies this led to an acute crisis and the Swedish government stepped in. 1977 saw the formation of Svenska Varv AB (later Celsius AB) as an attempt to solve the shipbuilding industry's problems, and the large Swedish builders were gradually taken over by the state. By then the Lindholmen shipyard had already stopped production, but Götaverken and Eriksberg were taken over in 1978.

Svenska Varv could not reverse the decline and the shipyards continued collapsing. Eriksberg stopped building new vessels in 1979, while Götaverken Cityvarvet remained open but on a backburner during the 1980s, reopening for business in 1993.

The company was owned up to end 2015 by Damen Shipyards Group and carried out repairs, maintenance work and rebuilding of various vessels. In 2015 Damen Shipyards Group filed for bankruptcy and shipbuilding operations ceased.

ÄLVSBERG HARBOUR

The next big expansion of the Port of Gothenburg took place at the end of the 1970s. Just west of the container terminal – and within New Älvsborg – Älvsborg Harbour started operating in 1978. It was designed for roro traffic, which means there are no cranes and all freight is either driven or towed on board (for instance on trailers). From here Stora Enso ships out newsprint and other types of paper all over the world. Steel and cars are other important cargoes that pass through Älvsborg Harbour. Älvsborg Harbour, now a roro terminal, is operated by DFDS and Cobelfret, two major players on the European roro market.

ÄLVSNABBEN FERRY

Passenger traffic across Göta Älv River restarted in the early 1990s. Älvsnabben, which is operated by Styröbolaget on behalf of Västtrafik, links the mainland with Hisingen by zig-zagging between the two bridges, Göta Älv Bridge and Älvsborg Bridge. There are stops at Lilla Bommen, Stenpiren Pier, Lindholmen Pier, Slottsberget, Eriksberg and Klippan. Each ferry carries about 450 foot passengers as well as bicycles.



RORO TERMINAL

Älvsborg Harbour was built for roro traffic, which means that freight is driven or towed on board.

THE PORT GROWS FOR THE FUTURE

PASSENGER TRAFFIC

Freight handling is the natural mainstay of the Port of Gothenburg, but Gothenburg has also become an increasingly popular destination for cruise passengers. The first passenger line between Gothenburg and Skagen in Denmark opened as early as 1962. The brains behind this move was Sten A. Olsson and over the years his company Stena Line has grown into an international corporate empire.

Tourists appreciate the city's cosy atmosphere, its many cafés and restaurants, and the fact that just about everything is within walking distance. The shopping also rates highly, as do the green parks and the archipelago. The Liseberg amusement park is a popular destination that attracts many cruise and ferry passengers.

The increase in the number of cruise ship arrivals is largely a result of focused cooperation between the Port of Gothenburg and Göteborg & Co, the city's marketing and events company. Most cruise ships dock at the centrally located American Terminal, but the biggest vessels tie up in Arendal, beside the Volvo museum.

THE PORT OF GOTHENBURG BECOMES A LIMITED COMPANY

For many years port operations were run by two municipal principals: the Port of Gothenburg Authority and Gothenburg Stevedoring. Between 1967 and 1977 the stevedore sector in Gothenburg was restructured, from about ten stevedoring units to one – Göteborgs Stuveri AB. This also encompassed the Port Workers' Association, a labour pool. The drive to create one single port organisation was completed in 1985 when the port administration and stevedore operation were fused within the municipal company Gothenburg Port Authority. This meant that planning, building, production and marketing were all gathered into one single organisation.



Stena Line is one of the world's largest ferry operators. All Stena Lines ferries shut off their engines and hook up to mains electricity at quayside in the Port of Gothenburg.





The Port of Gothenburg is the only port in Sweden with the capacity to receive the world's largest container ships. They are 400 metres long and can carry 20,000 containers.

ARVID GUTHED, VICE PRESIDENT PORT DEVELOPMENT, GOTHENBURG PORT AUTHORITY

2000



AND ONWARD

AS WE ENTERED THE 21ST CENTURY, THE PORT OF GOTHENBURG UNDERWENT SIGNIFICANT CHANGES. THE OPERATION WAS DIVIDED INTO A MUNICIPAL COMPANY – THE GOTHENBURG PORT AUTHORITY – AND FOUR SEPARATE TERMINAL COMPANIES. QUAYS, REAL ESTATE AND INFRASTRUCTURE ARE OWNED BY THE CITY, WHILE PRIVATE COMPANIES MANAGE EVERYDAY OPERATIONS. THE PORT OF GOTHENBURG THUS GAINED THE SAME OPERATIONAL STRUCTURE AS MOST OF THE WORLD'S MAJOR PORTS. THIS MOVE ALSO CHARTED THE COURSE FOR THE PORT OF GOTHENBURG'S FUTURE DIRECTION.

THE PORT GROWS FOR THE FUTURE

After the restructure into a municipal company and separate terminal operators, in 2011 the Gothenburg Port Authority moved its head office from Sveas Kulle on the island of Hisingen to The American Shed near Stigberg Quay.

During the 21st century the port has grown in several areas. Gothenburg is a popular tourist destination and the increased number of cruise-ship arrivals leads to the construction of a new cruise terminal in Arendal and the new American Terminal beside the Port Authority's head office – an historic location from which the renowned Swedish America Line's oceangoing liners departed for New York well into the 1970s.

Gothenburg is Sweden's foremost logistics centre, and on Hisingen close to the port one of the country's biggest logistics parks is being established – the Port of Gothenburg Logistics Park. In parallel the Port of Gothenburg continues its investments in efficient train links, resulting in one of the world's foremost rail solutions, Railport Scandinavia, which guarantees reliable transport between the port and terminals throughout Sweden.

To cater for increased freight handling, new terminals are also being built, such as the rail-linked Arken intermodal terminal where containers and trailers are reloaded between train and truck and vice versa. Svea Terminal is being built to feature one of the world's biggest warehousing tents for weather-protected reloading, primarily of forestry products. At the same time, construction is well under way on an all-new port terminal in Arendal. This is the Port of Gothenburg's biggest port development project in 40 years.

THE AMERICAN SHED

The Gothenburg Port Authority's head office is in the historic American Shed. From its quay Swedish emigrants sailed to the USA from Gothenburg back in the 1800s.



FIRM FOCUS ON THE ENVIRONMENT AND SUSTAINABLE TRANSPORT

The Port of Gothenburg is considered one of the world's leading ports as regards environmental suitability. Climate-efficient rail transport, mains electric hook-ups for ships at quayside, environmental discounts for vessels running on suitable fuels and the possibility of bunkering liquefied natural gas are just some examples of the Port's drive to reduce its environmental footprint.

The Port of Gothenburg is also the only Swedish port that can accommodate the world's largest oceangoing cargo vessels with direct routes to vital markets across the globe. As ships get bigger, there is a need for the port's waterways to be deepened. The gigantic Skandia Gate project has been started with the aim of deepening a five kilometre long stretch of the port area. This will allow the Port of Gothenburg to continue receiving the largest ships even in the future, offering industry sustainable logistics chains with efficient direct routes throughout the world.





LOOKING AHEAD TO THE NEXT 400 YEARS

In 2020 the port turns 400 years old and is now charting its future course. Focusing on sustainability, innovation and digitalisation the port will continue growing, spotlighting climate-efficient cargo flow and future-proof trade routes. The Port of Gothenburg is Scandinavia's largest port. Our sights are set on becoming the world's most competitive port – to guarantee Swedish industry and commerce global access and to be a natural part of the logistics chain. For at least another 400 years.

GOTHENBURG PORT AUTHORITY 2020

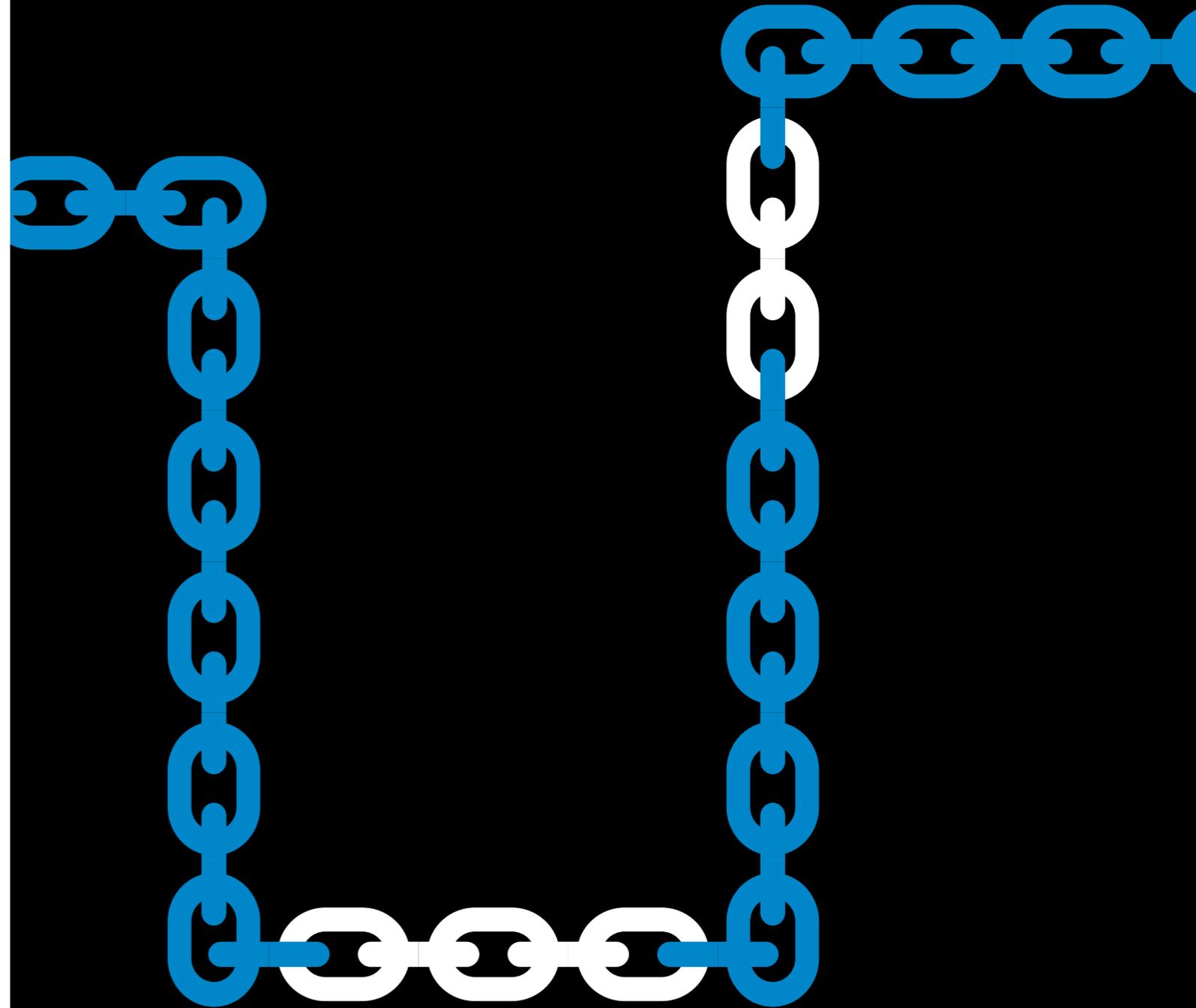
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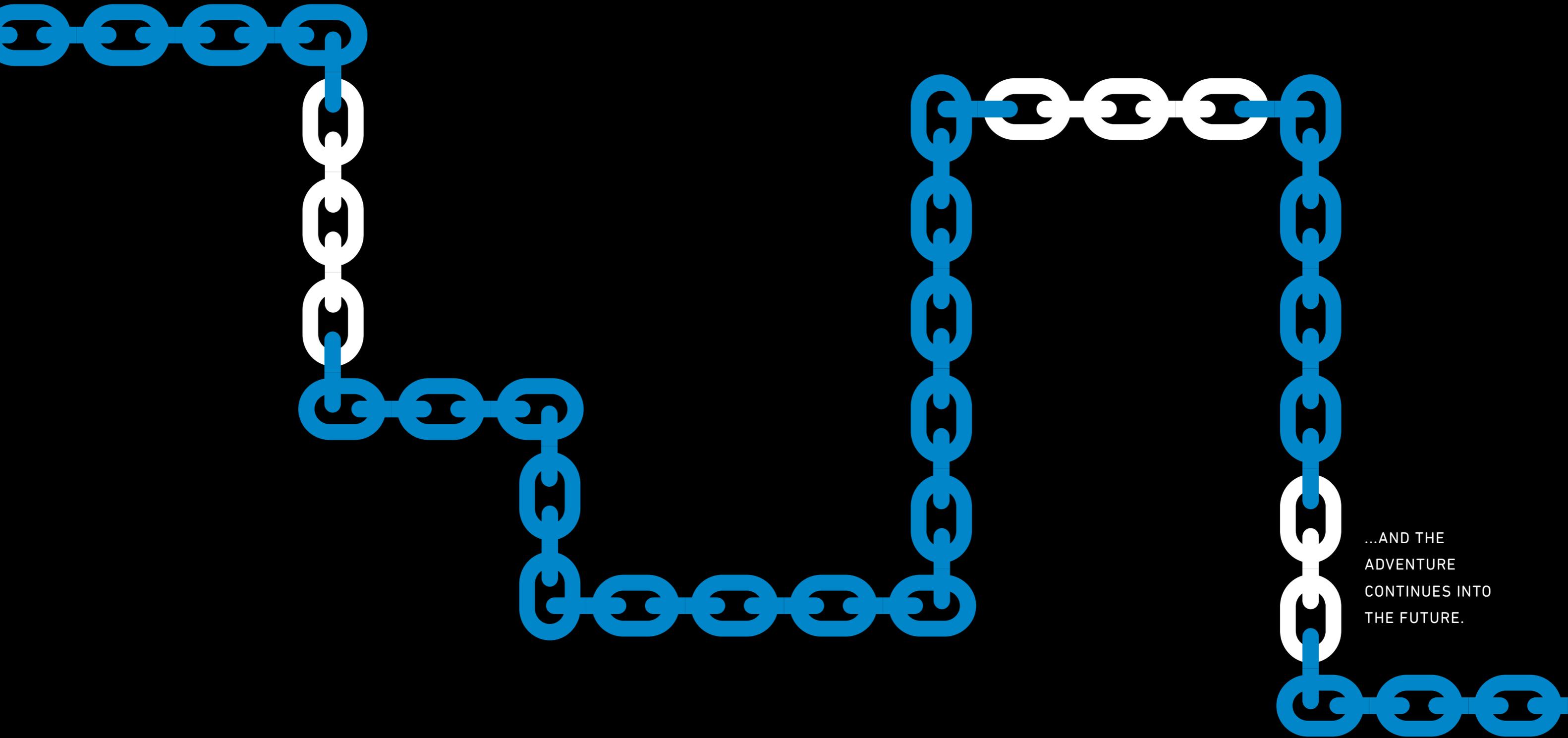
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MUNICIPAL COMPANY, CITY OF GOTHENBURG





...AND THE
ADVENTURE
CONTINUES INTO
THE FUTURE.

