

Programme area



## The Karlshamn Harbour Business Area

Programme outline for detailed planning and area regulations  
Summary





Orientation map with street names

Table of content:

**OBJECTIVES .....4**

**THE LOCATION OF THE HARBOUR BUSINESS AREA .....4**

**BACKGROUND.....5**

- National interests.....5
- Comprehensive Municipal Spatial Plan (CMSP) .....5
- Detailed plans, coastal zone, permits for quarries .....5
- Previous studies.....5

**PRESENT CONDITIONS OF THE HARBOUR BUSINESS AREA ....6**

- Existing businesses and structures.....6
- Landscape, land and vegetation.....6
- Geo-technique, polluted soil, radon .....6
- Cultural values, ancient remains .....6

**CRUCIAL ISSUES .....7**

- Harbour development .....7
- Railway .....7
- Marshalling yard, eastern railway track.....7
- Multi-purpose terminal.....7

**FUTURE DEVELOPMENT OF THE HARBOUR BUSINESS AREA .8**

- Type of businesses and other activities.....8
- Alternative directions for expansion .....8
- The quarry .....8
- Provision of technical infrastructure .....8

**PROGRAMME PROPOSAL .....9**

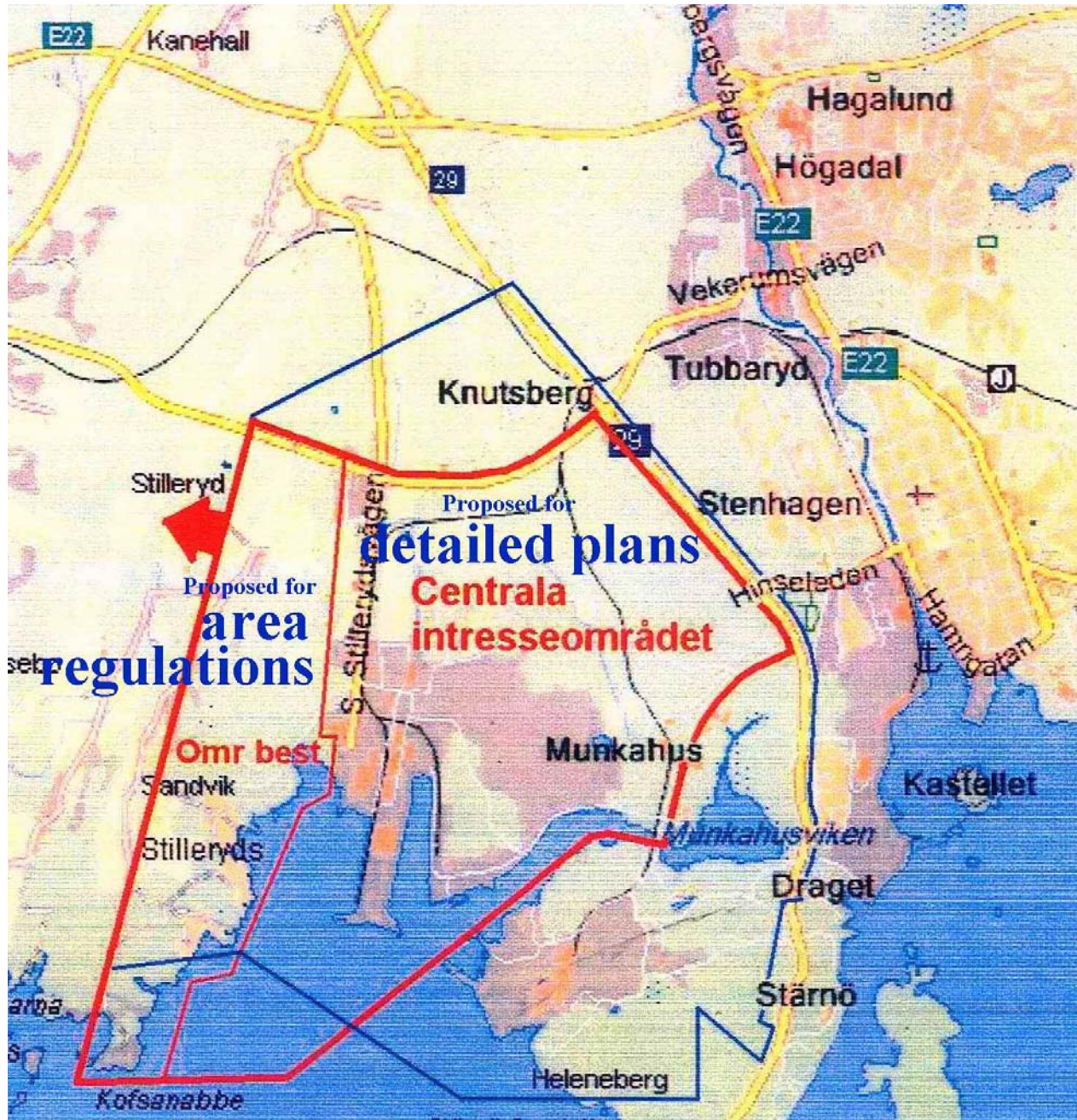
**ISSUES RELATED TO IMPLEMENTATION .....10**

- Linkages.....10
- Phasing and timing .....10
- Costs.....10
- Planning requirements and permits .....10
- Outline of area-specific regulations .....10

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Programme area

## OBJECTIVES

The over-arching objectives of the plan are:

- To secure the development of the harbour as a national interest;
- To provide for improved infrastructure;
- To reserve areas for Baltic Logistic Centre and other harbour related activities, and;
- To link the harbour area to the city centre.

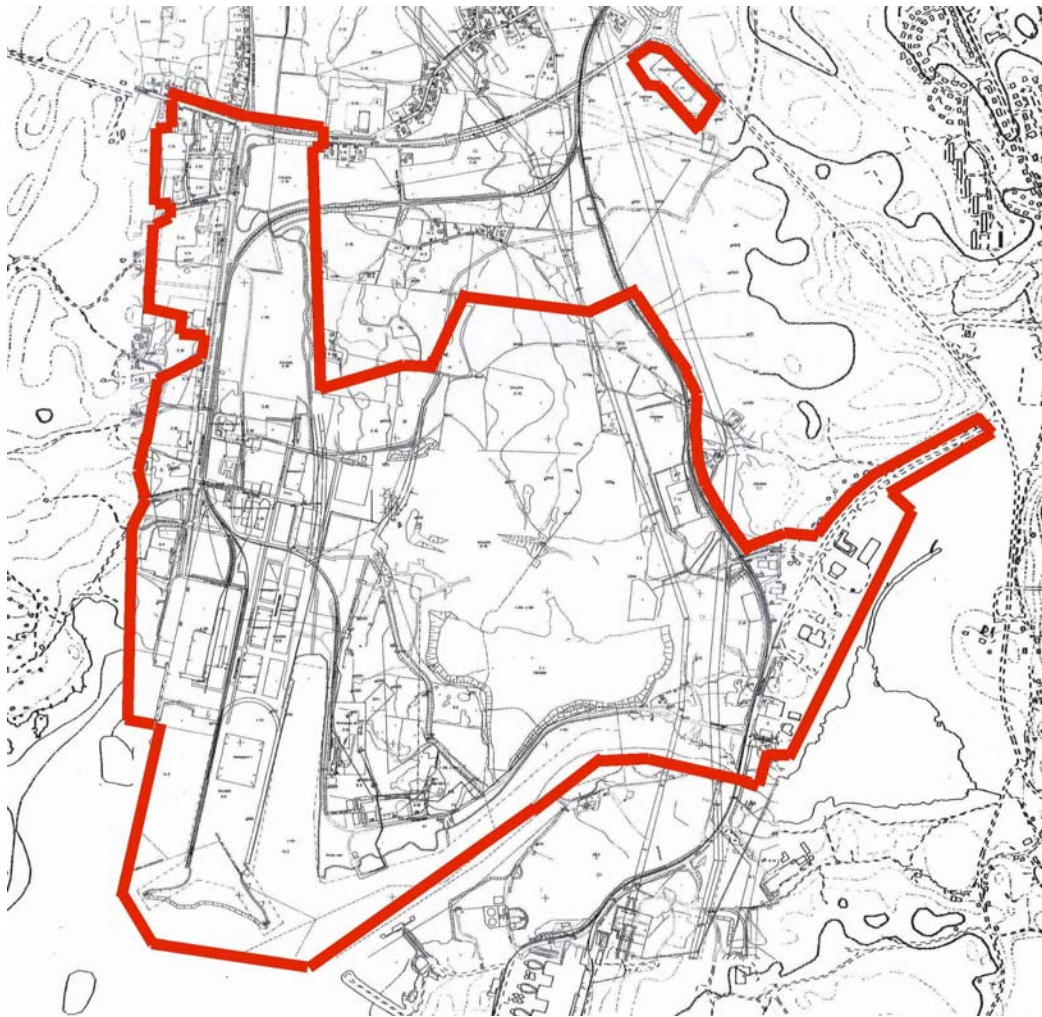
## THE LOCATION OF THE HARBOUR BUSINESS AREA

The boundaries of the programme area is indicated with a red line on the map.

Boundaries of previous masterplan is indicated with a thin blue line in cases where it does not coincide with the programme area.

The programme area is well connected to the city centre

The major part of the programme area is owned by the Municipality of Karlshamn.



*Areas with detailed plans*

## BACKGROUND

### National interests

The following subjects are classified as being of national interests:

- The channel and deep harbour of Karlshamn;
- Oil- and gas storage;
- National Road 29;
- Blekinge coastal railway with sidings;
- Land reserve for energy production;
- The South-East Railway Link, and;
- Infrastructure provision for the harbour area;

The programme area is part of the Coastal Zone of Blekinge, declared as an area of national interest.

### Comprehensive Municipal Spatial Plan (CMSP)

Present CMSP identifies the programme area as a development area for industry and shipping and as a land reserve for a new railway terminal.

A revised CMSP is presently the subject of public validation, expected to be approved during 2007. In this plan the programme area is reserved for harbour activities. The plan also emphasises the need for extension westwards.

### Detailed plans, coastal zone, permits for quarries

Present detailed plans are indicated on the map (to the left).

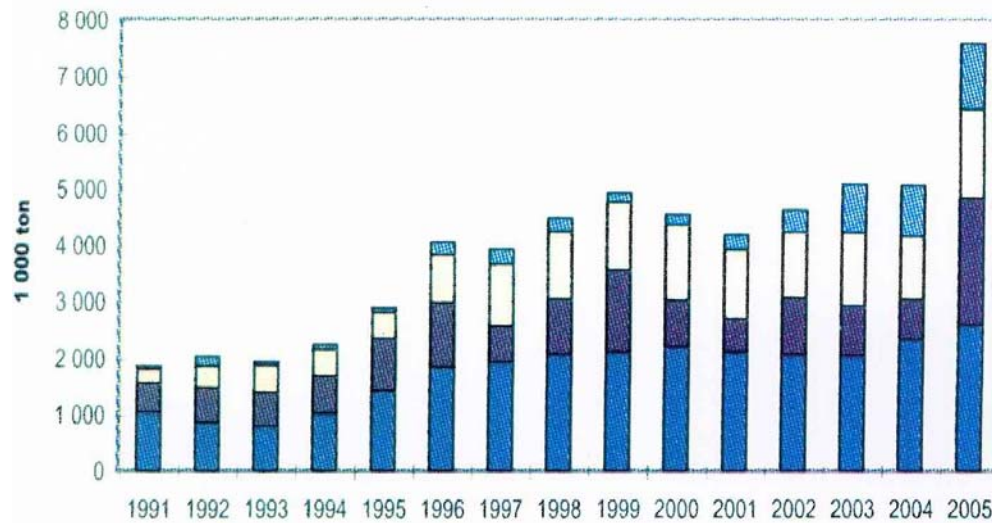
Quarry operations in the area will be completed dec 31 2008. Protected Coastal Zone - 100 metres on each side of the shore line - is in force with the exception of zones within the detailed planned areas.

### Previous studies

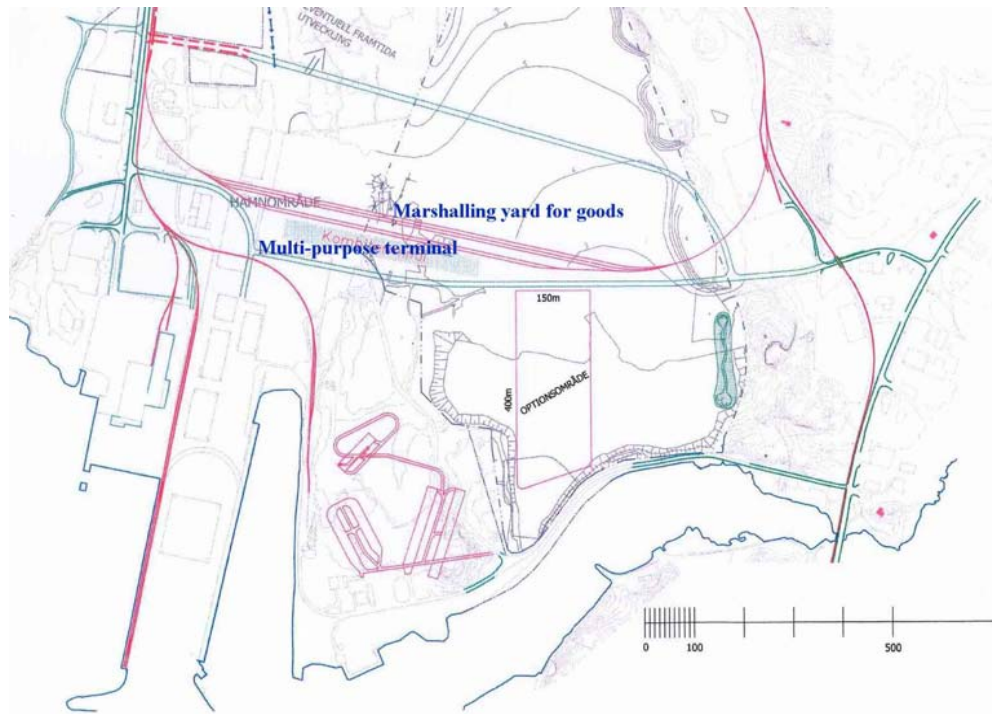
Several studies have been carried out in the past, focusing on;

- Alternative locations and alignments of roads, railways and terminals;
- Analysis of future volumes of good transportation on railway;
- Environmental impact assessments;
- Alternative location of marshalling stations;
- Technical data on Östersjövägen;
- Studies on changes of lay-outs and land uses within the present harbour area, and;
- Proposal on a new harbour basin.





Goods turn-over at Karlshamn Harbour



## CRUCIAL ISSUES

### Harbour development

The harbour has increased its turn-over with about 10% per annum since 1991 (ref. to the graf to the left). A continued significant increase is expected.

Studies of Swedish international trade reveal that the trade with the countries in eastern Europe presently using the harbour of Karlshamn has increased faster than any other trading. The development potential in this regard is enormous.

Important trends related to the harbour of Karlshamn are:

- Transportation of goods at Swedish harbours is on the increase;
- The portion of goods transported on railway is on the increase;
- The trade with eastern European countries has a significant potential, and;
- The volume of goods at the harbour of Karlshamn may in a longer perspective be doubled compared with the to-day situation.

### Railway

Important conditions for the future development of the harbour is that:

- the triangular railway track is implemented;
- the South-East Link be declared as a national interest, providing easy connection to IKEA in Älmhult and Volvo in Olofström, and;
- the Coastal Railway as a “strategic transportation corridor”.

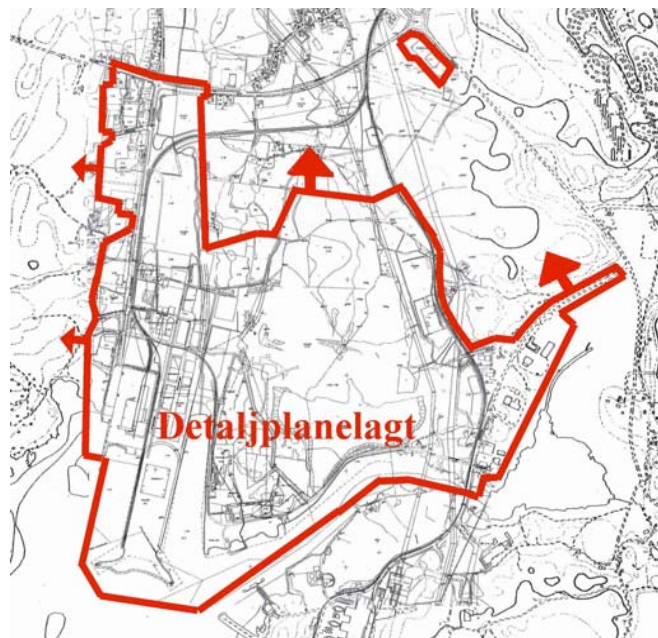
### Marshalling yard, eastern railway track

The location of existing marshalling yard in central Karlshamn is unsuitable for several reasons. Consequently, a new marshalling yard with three tracks of at least 700 metres length is proposed to be located in the programme area. The marshalling yard requires a fly-over junction of the entrance road from the east. The map (to the left) indicates the proposed location. The financing of the yard is not yet decided on.

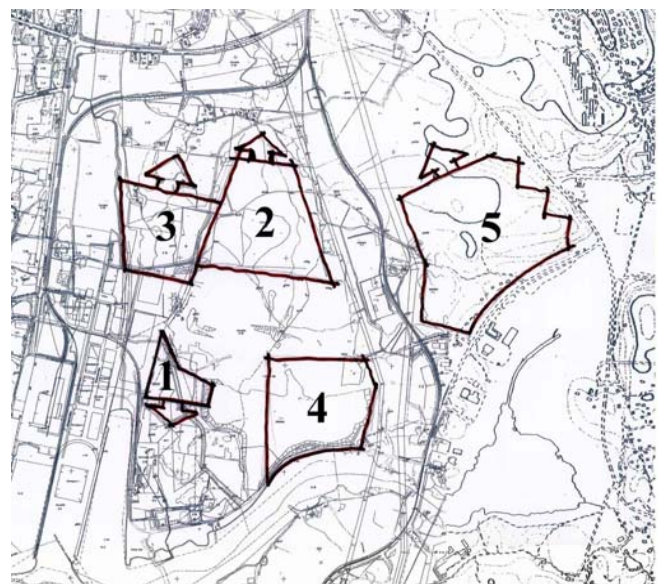
### Multi-purpose terminal

Comprehensive studies have identified the harbour of Karlshamn as an important node for handling of goods. The existing multi-purpose terminal can not on its own manage the expected increase in goods handling. A new multi-purpose terminal should be located south of the marshalling yard in order to be reached by trucks not crossing streets used by the public. The terminal should include two tracks, at least 400 metres long, and should have a width of at least 40 metres. The terminal could be expanded independently of the marshalling yard.

# FUTURE DEVELOPMENT OF THE HARBOUR BUSINESS AREA



*Suitable directions of expansion*



*Extension quarry areas under consideration*

## Type of businesses and other activities

The development plan should indicate expansion areas for the harbour and related service infrastructure and for “Baltic Logistic Centre” including logistic activities, storage, research, training, education and administration. The plan should also make provision for activities related production of energy, re-use and services.

The Municipality needs a defined area for trading of capital goods, which should be considered in the plan.

## Alternative directions for expansion

The present detailed plans could be expanded in a northern, eastern and western direction.

Areas for business and industry could be expanded towards north, in a first phase up to the railway. Also the area between the railway and Vekerumsvägen could be used for the same purposes.

The area close to Kölöbanan rail-way could be used for railway related activities as well as other types of activities.

The large area between Kölöbanan and Oljehamnsvägen could be used for commerce and services that would not disturb nearby housing areas. The quarry might continue its operation, provided that the disturbance will be limited to an acceptable level.

In the future, additional activities could be located to the west of the existing and future enterprises along the S Stillerydsvägen.

In a longer perspective the harbour might need additional expansion areas in the south, for example for increased Ro/Ro traffic.

## The quarry

An assessment has been carried out regarding the expansion of the quarry (ref. map to the down left). One of the reasons for such an expansion would be to create suitable levelled land for future businesses.

## Provision of technical infrastructure

Bulk water supply is available both in the eastern and western part of the area. Municipal sewage treatment plant with sufficient capacity is located south-east of the programme area. Existing sewage pipe system inside the area might need some adjustment. For sewage that cannot be treated by the treatment plant, separate treatment will be required.

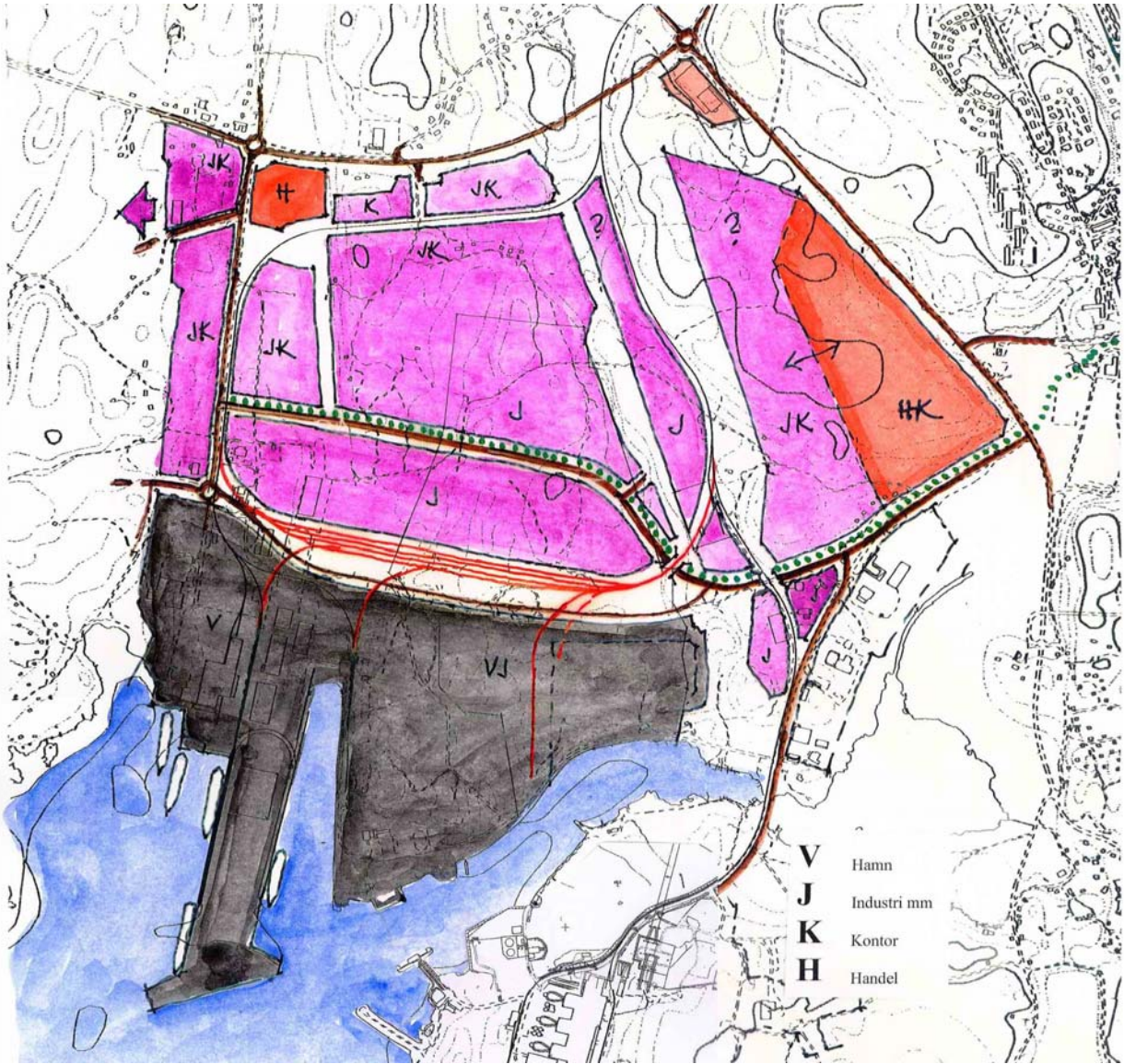
The proposed surface water system includes two retention dams.

Hot water is supplied by a special plant, located close to S Stillerydsvägen. The central heating system in the area could be expanded if so required and would also be capable to handle any heat oversupply.

# PROGRAMME PROPOSAL

The following interventions (some of them are indicated on the map of page 9) are proposed:

- Existing harbour pier be extended southwards (2a);
- A new street, Östersjövägen, be constructed between Munkahusvägen and Stillerydsvägen (4a);
- North-east of the central harbour area, a new multi-purpose terminal be constructed in an east-west direction together with a marshalling yard. The terminals be accessible by railway from both sides. The multi-purpose terminal be accessible from south by trucks via an internal road (4b);
- Expansion areas for harbour related activities be provided eastwards (2b, 3, 4a);
- The entire area between the marshalling yard and Vekerumsvägen, to the west of Kölöjärnvägen be reserved for businesses and other activities. Part of the area be levelled, if possible through the quarry operation (8, 9);
- Proposed expansions is assessed to be more than 100 ha, which would provide for 1 500 new jobs. This figure might even be doubled, depending on what activities will be established;
- Area regulations with the objective to limit investments be applied for the area to the west of S Stillerydsvägen in order not to limit future expansion of harbour and businesses in this direction (12);
- Similar area regulations for the recreation area with cottages between the harbour and Kofs nabbe in order to avoid new or complementing housing to be disturbed by harbour activities (13);
- An inter-active co-operation between the expansion of the harbour development and the establishment of enterprises in the field of logistics, energy and re-use of waste will promote job creation with a positive impact on the image of the Municipality, and;
- An design programme be jointly developed.



Proposed programme map  
Legend

## ISSUES RELATED TO IMPLEMENTATION

### Linkages

A number of conditions, such as current development trends and strategic decisions, will promote the development of the Harbour of Karlshamn. A positive development will function as a magnet, attracting further establishment of business and other activities. The more of business activities, the more of infrastructure services, which in turn will attract additional establishments.

The expansion of the area requires a close co-operation between the quarry operation, the exploitation for business and industry and the expansion of the marshalling yards.

### Phasing and timing

The expansion of the area is proposed to continue along S Stillerydsvägen and thereafter to the east of existing harbour area and later-on to the north and east. In case of a rapid expansion, these areas might be in use already in 2015. A further expansion could then take place westwards.

### Costs

Tentative cost assessments are pointing towards about MSEK 550 for the harbour and about MSEK 150 for the two marshalling yards. The cost for removing of rocks and levelling as well as exploitation costs is assumed to balance expected incomes.

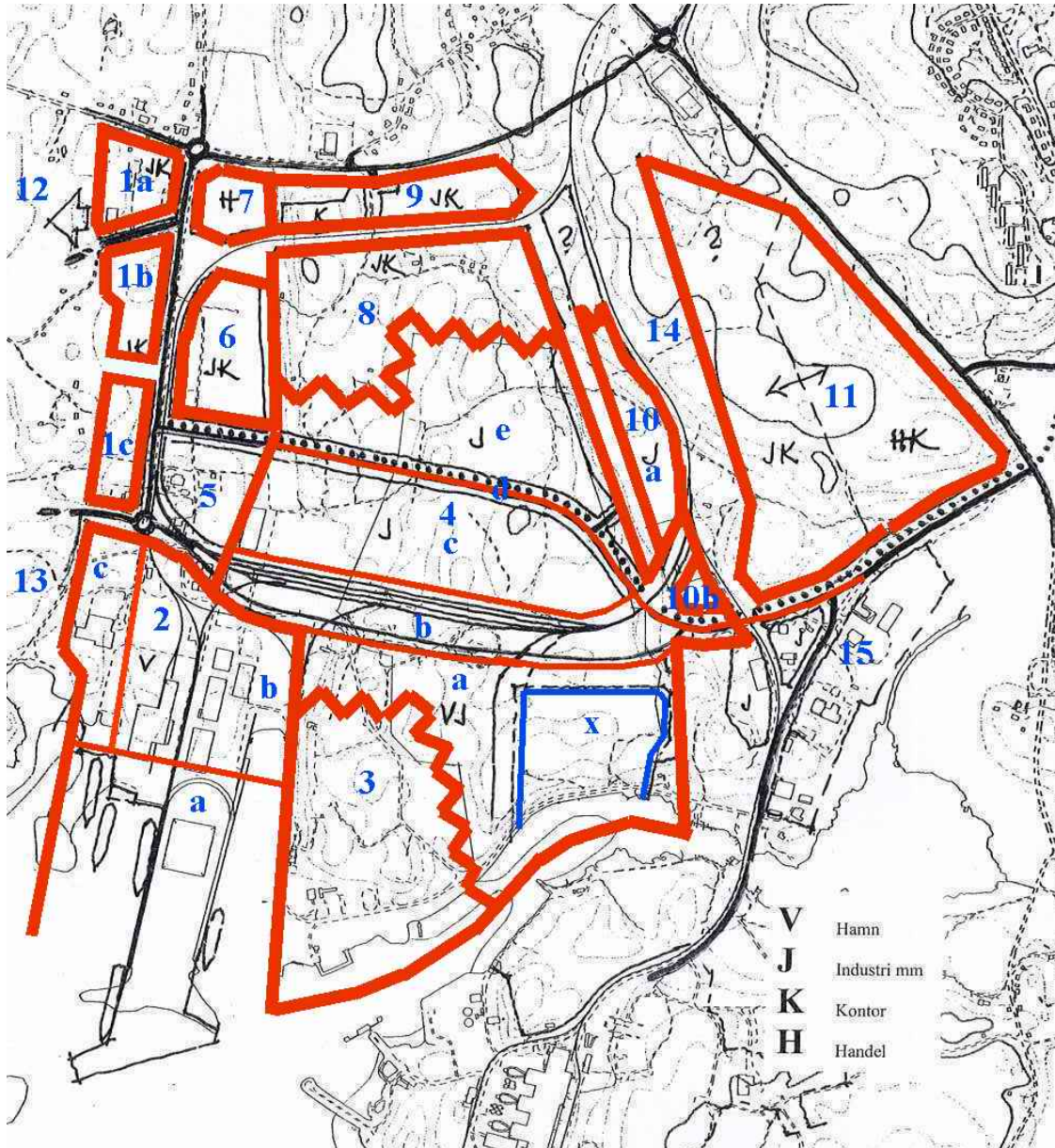
### Planning requirements and permits

- Interventions taking place in the marine part of the programme area requires approval by relevant authority. An EIA is required;
- Larger quarry operations require work plans including an EIA. Smaller operations, similar to adjustments of plots, may be possible to handle as part of the detailed planning process;
- Railways and marshalling yards should be possible to handle as part of the detailed plan. A railway plan might be required, as well as an EIA, and;
- Detailed plans for business and industrial activities usually require an EIA. The environmental assessment process is usually co-ordinated with the detailed planning process.

A more comprehensive presentation of planning requirements and permits will be available in the original report in Swedish.

### Outline of area-specific regulations

For guiding the continued planning process, the Swedish version of this report includes an out-line of area-specific regulations.



Sub-areas for which specific regulations are proposed