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Summary

In 1996, the Swedish parliament decided to provide state financial aid to the Swedish shipping sector by means of a tax rebate for salaries of employees aboard Swedish ships. This report analyses the effects of this aid on the shipping companies that received it in 2013.

One purpose of the aid system has been to maintain the number of ships in the Swedish register and the number of Swedish employees aboard these ships. However, in recent decades, both the number of ships in the Swedish register and the number of Swedish employees aboard these ships have declined.

In 2013, aid to the Swedish shipping sector totaled SEK 1.48 billion, the lowest amount since 2001. Thirty-seven companies received this aid, which constituted an average of 3.4 per cent of the net turnover. The financial situation of the shipping companies continued to improve over the year. However, compared with other transport sectors, the profitability of the shipping sector is low.

In general, Swedish shipping companies are highly dependent on state aid. Of the various segments of shipping companies, the largest shipping companies are the least dependent on state aid, while management companies specialized in manning ships are completely dependent on it. Apart from the management companies, the ferry segment seems to be the most aid-dependent segment.



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.