

**Summary:**

# **The importance of Oslo airport for Norway**

Oslo Airport (OSL) is an important hub in Norwegian air transport. Almost 70 % of all international trips to and from Norway and 70 % of domestic air traffic start or end in Oslo. The volume of transfer traffic at Oslo airport is increasing faster than air traffic in general. It is particularly the Western and Northern Norway that is dependent on Oslo airport as a hub. More than 90 % of travellers from these regions use OSL when hubbing. OSL is also a hub for air cargo.

Due to the hub function, OSL has a large route network which is important for the region in attracting international offices / firms.

As air traffic increases, there is a need for more capacity. Two scenarios for the year 2030 are developed – one allowing for increased capacity and one without increased capacity. Without restricted capacity the traffic is expected to grow to 33 million passengers. If Oslo airport is not allowed to increase its capacity beyond the current capacity of 23 million passengers the following is likely to happen:

- Air fares would increase by 30 %. The growth of low cost carriers (LCC) would be hampered and the incumbent major networks would hang on to their slots.
- Traffic would be squeezed out to secondary airports south of Oslo (Torp and Rygge). The result would be long access drives by car or a surface transfer in order to take full advantage of LCC discount tickets.
- Bergen and Stavanger would strengthen their role as secondary hubs. However, as the number of routes and frequency is much lower than at OSL the transfer times for travellers would increase considerably.
- As the bulk of international air traffic goes to or from the Oslo region, Oslo is the only realistic Norwegian hub for international traffic. The alternative would be a decentralized distribution via Stavanger, Trondheim, Bergen etc. to large hubs abroad and further distribution from there. Amsterdam, Frankfurt and Copenhagen would take over part of the hub function for international travel that OSL has today.
- The industries in the cities of Ålesund and Tromsø describe the route to Oslo as their lifeline. Capacity restriction on OSL would impose an extra burden in terms of extra travel cost and travel time.
- Avinor, the state owned company that runs most airports in Norway, would experience reduced ability to cross-subsidy small and regional airports. In addition restricted capacity would lead to reduced efficiency, lower service levels and increased break-down occurrence as the airport operates on the limit of its capacity.