

**Summary:**

# **PINGO – A model for prediction of regional and interregional freight transport in Norway**

Freight transport demand is strongly affected by economic growth, demographic changes and trade development. Transport planning and infrastructure investments should account for the accessibility and environmental consequences of freight transport on the industries, on the population and on society in general. To assist the Norwegian government in long-term planning of interurban freight transport, the National real network model for freight transport within Norway and between Norway and other countries has been developed (Hovi and Jean-Hansen, 2006; Vold 2006; de Jong, Baak and Ben-Akiva, 2006; Vold et al., 2002; Madslien, Steinsland and Vingan 2006).

This paper briefly describes the sub model PINGO for prediction of freight flow forecasts within and between zones and side-effects of changes in transport taxes and infrastructure and technological developments. PINGO is a regional economic SCGE (Spatial Computable General Equilibrium) model of the Norwegian economy. A general equilibrium model represents sector-commodity accounts, and determines solutions for the sector accounts based on Walras equilibria. PINGO input data are collected from official statistics of national accounts by county, from transport statistics, and from forecasts of population growth and certain socio-economic quantities.