

The North European Transport Corridor

The link between Western and Northern Europe

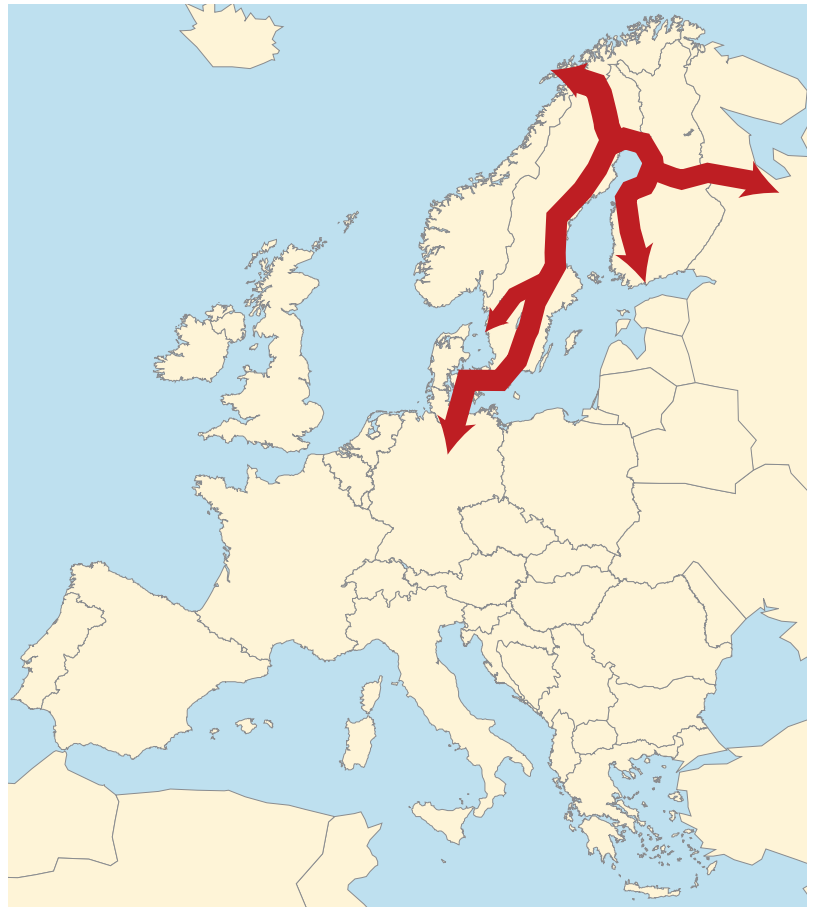
The North European Transport Corridor is already today of significant international importance and thus important to the European integration. Considering the European Union's east enlargement, this importance will increase further. This link between Western Europe and Northern Europe carries the heaviest flows of goods on railway of the Nordic countries. The North European Transport Corridor is an important basic structure in the system from raw material via processing to the market. Its importance for the goods flows makes it a system complement to the Nordic Triangle.

Importance to national economies and European supply of goods

An efficient and optimal railway corridor is of great importance to concerned national economies. Current transports in the corridor are mainly carried out by the export-intensive Swedish base industry. The industry in northern Sweden produces a value of EUR 20,000 millions per year. From this region comes 20 percent of Sweden's total net export, nearly twice the national average per capita.

The aim is efficient goods transport

The function of the transport corridor is currently hampered by shortcomings of capacity and infrastructure standard as well as missing links. The cross-border shortcomings have started to be solved, but they are still significant. The aim is therefore to make concentrated, long-term efforts to create conditions for efficient, competitive and sustainable goods transports. The last decade's ongoing infrastructure development needs to be completed.



The North European Transport Corridor on railway – an important international main route

Important also for passenger transport

The concentration of population along the transport corridor is favourable to passenger train traffic. Journey times are often too long to commute by car or bus. Halved journey times by train makes a system change as municipalities are integrated to large regions with effective labour and education markets.

Important inter-regional and cross-border travel flows are also facilitated by a developed railway network.

The corridor makes a number of regions interact

The corridor makes a number of important regions interact with diverse functions:

- Northern Norway: ice-free ports, food industry and oil industry
- Northwest Russia: raw materials and industry with low value added
- Northern Sweden and Finland: raw material and industry with higher value added
- Middle and southern Sweden and Finland: industry with high value added
- Denmark, Germany and the rest of Western Europe: industry with high value added and important markets



THE EUROPEAN UNION
The European Regional Development Fund

A base for Europe's supply of goods

Currently, the flow of goods comes primarily from the Swedish basic industry, followed by the Finnish and Norwegian. The transport corridor connects regions of raw material and processing industries with important markets. Sweden stands for the dominant part of EU's iron ore production and significant parts of copper, zinc, gold, silver, etc.

The dominant goods flows are generated from ore-based industry, forest industry and manufacturing industry. Some of the largest companies using the transport corridor are: SSAB, LKAB, Volvo, Boliden, Avesta Polarit, Kappa Kraftliner, SCA, etc.

In the short-term perspective, the largest potential is from/to northern Finland's

heavy base industry, which increasingly is part of the same multinational companies as the Swedish industry. The supply of Russian raw materials is currently much higher to Finland than to Sweden.

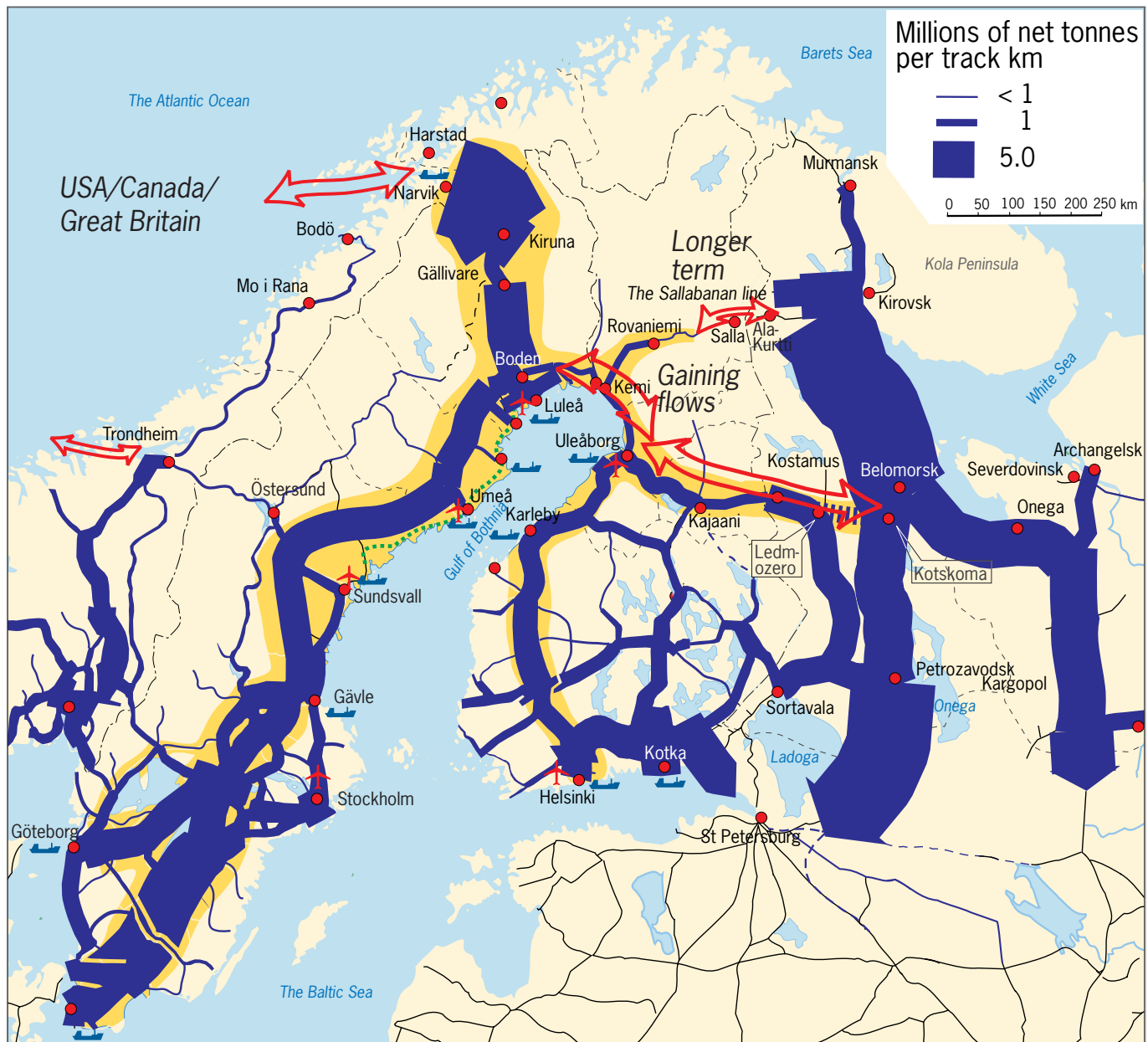
The largest potential in the long term concerns the flows from/to northwest Russia, which is one of the richest natural resource areas in the world, with ores, minerals and natural gas.

Important interaction with road system, ports and airports

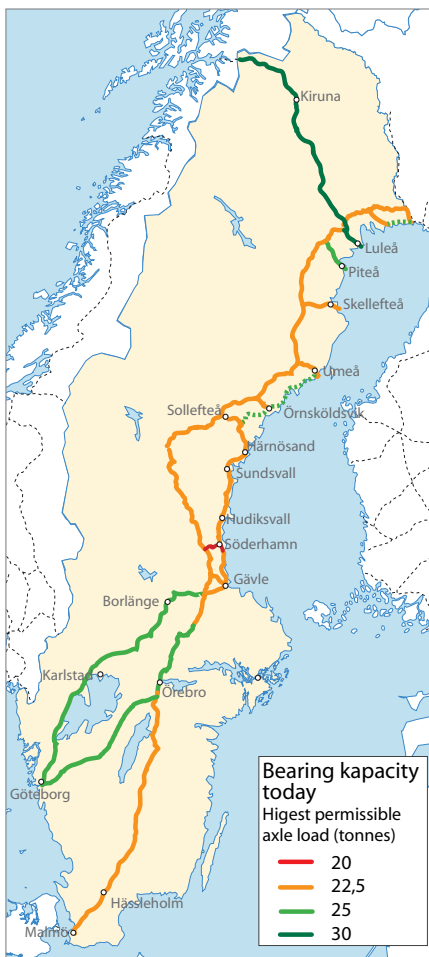
Many of northern Europe's largest ports, airports and road routes for international goods transports are in direct connection to the North European Transport Corridor. Specially the harbours and the road system are important to the intermodality concerning railway cargo.



Main road routes in the corridor and feeding road infrastructure



Very heavy flows are carried in the Northern European Transport Corridor today. Improved connections in the north will increase the cross-border flows significantly.



The bearing capacity is presently insufficient on most parts of the north Sweden part of the Northern European Transport Corridor. The problems are aggravated by the fact that this region is generating a major part of the heaviest goods transports.

Large investments are made and new are planned

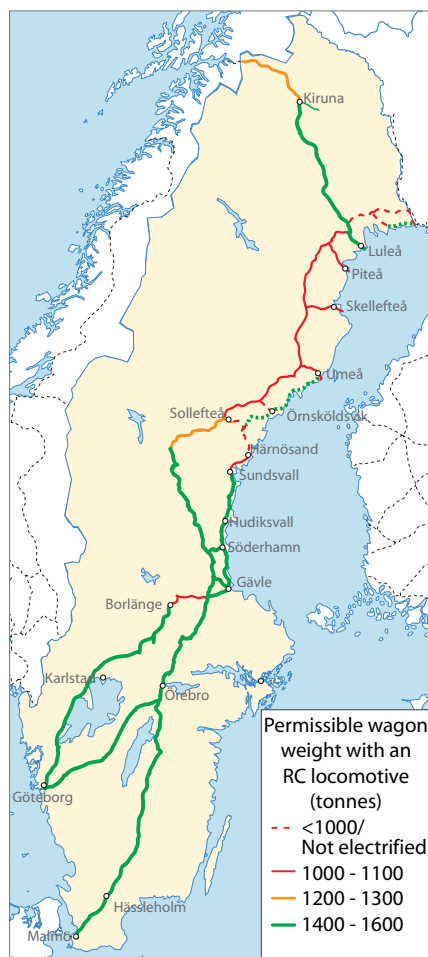
The North European Transport Corridor still has significant investment needs, mainly in form of low capacity and “missing links”. Strategic system shortcomings are limiting the international connections between the countries and the regions.

Improved rail standard will have great significance for the transport economy of concerned industries and markets.

Important railways and objects in the North European Transport Corridor:

Malmbanan line/Ofotenbanan line, connecting to the Norwegian port Narvik and to Luleå, has for decades been of great importance, but needs capacity and train weight improvements.

Norrbottenbanan line – a new railway along the northern coast of Norrland – is included in the Government’s agreement with its parliamentary base after the election of 2002. When this link is built, the Main line and the new coastal railway will form a functional double track.



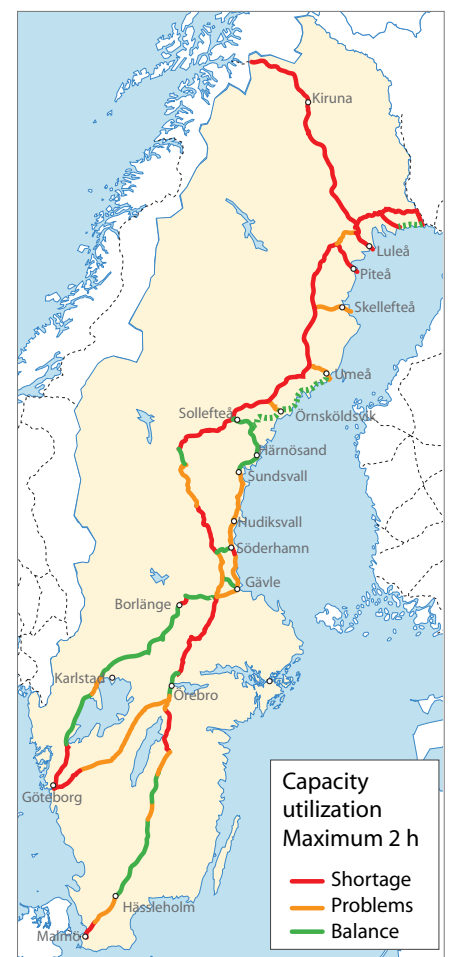
Insufficient train weights are possible north of Sundsvall. The Bothnia Line along with the upgraded Ådalsbanan Line will allow sufficient train weights to Umeå. North of Umeå and east of Borlänge further measures are needed.

Haparandabanan line, the Norrbottenbanan line’s first stage, improves the connection to Finland and Russia and is estimated to have a very high importance in a long-term international perspective. The Future Plan of the Swedish National Rail Administration’s (Banverket) includes upgrading Boden-Kalix and new route location Kalix-Haparanda. The development of the track gauge shifting facility between Sweden-Finland will continue.

Ledmozero-Kotkoma is newly opened link that reaches the Murmansk line, see figure 2. Hence an important connection has been opened for the east-enlargement to the rich natural resources of the Kola Peninsula, Archangelsk Oblast, Republic of Karelia, etc.

The Sallabanan line, see figure 2, is a discussed extension in the long term. This “missing link” Salla-Alakurtti towards Kandalakscha makes a shorter route from/to the rich of ores and minerals, Kola Peninsula.

The Bothnia Line and a strong upgrade of the **Ådalsbanan line** will be completed in 2009, resulting in obvious improvements of



The capacity problems are severe on the Main line, the Haparandabanan line and the Malmbanan line. The Bothnia line and the new Haparandabanan line will improve the situation. Further measures are needed between Umeå - Luleå, Sundsvall - Gävle and Hallsberg - Mjölby.

the system. In addition to the Future Plan, supplementary investments on the Ådalsbanan line are needed.

The Ostkustbanan line, the Main line through upper Norrland and the North Main line will need continuous strengthening of flow and bearing capacity and exchange of tracks.

The route for goods through Bergslagen, the part Hallsberg-Mjölby, will in the Future Plan entirely be developed into double tracks.

The South Main line is part of the Nordic triangle, is carrying a heavy load of goods and passenger traffic and needs increased bearing capacity and flow capacity.

The Western Main line and the Bergslagsbanan line are important links towards the ports in the region of Gothenburg for further sea transport. In order to reduce conflicts with passenger transport on the Västra Stambanan main line, the flows of goods are successively moved to the Bergslagsbanan line.

Sweden invests 3,600 million euro in the North European Transport Corridor

Since a decade, Sweden makes substantial investments in modernising the neglected transport-intense railway network in Norrland. Billions of Euro have been invested on the Norra Stambanan main line, the Ostkustbanan line and now on the Bothnia Line to improve flow and bearing capacity and rail standard. Substantial sums are invested to increase capacity and technical standard to international levels. This investment must be completed in order to secure and strengthen the North-European economy and growth.

The large investment of the Bothnia Line will be completed in 2009. A political agreement exists to build the finishing part of the coastal railway, the Norrbotten Line. The proposal in the Swedish National Rail Administration's (Banverket) Future Plan contains totally EUR 3,600 million investments in the goods route in 2004-2015, the Norrbotten Line not included. This means that Sweden objective is clear to give priority to the North European Transport Corridor.



Exchange rate: 9.15 SEK/€

Norrtåg Contacts

Norrtåg/Kommunförbundet Gävleborg, 827 80 Ljusdal
Phone and fax + 46 26-255100, www.norrtag.nu

Chairman Ewa Zakrisson-Pärssinen +46 70-642 35 66 ewa.zakrisson-parssinen@norrtag.nu
Vice chairman Leif Hjalmarsson +46 70-513 02 98 leif.hjalmarsson@norrtag.nu
Project manager Olle Tiderman + 46 70-345 09 72 olle.tiderman@norrtag.nu