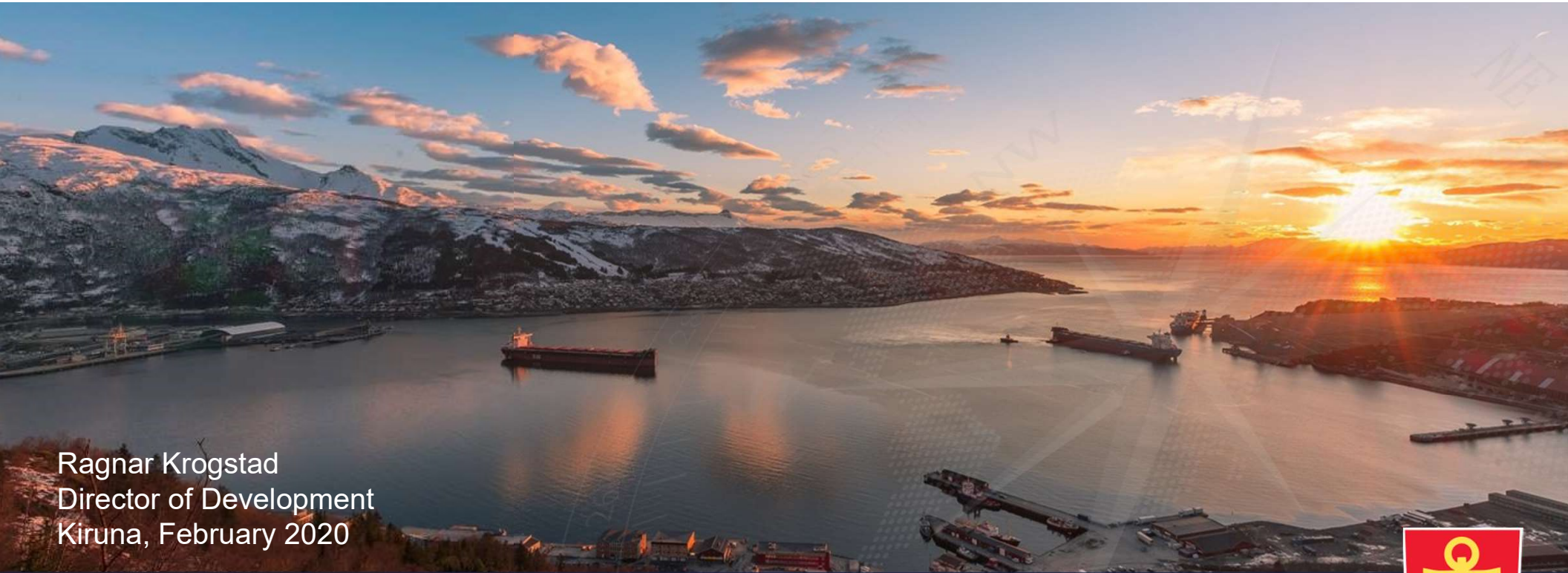




The port of Narvik – the Arctic hub

Ragnar Krogstad
Business Development Manager
Port of Narvik

Port of Narvik



Ragnar Krogstad
Director of Development
Kiruna, February 2020

NARVIK HAVN KF

Rail | Road | Sea | Air



Port of Narvik - The gateway to the Atlantic



Rail- & container terminal

Kaunis Iron

A wide and deep gateway to the Atlantic

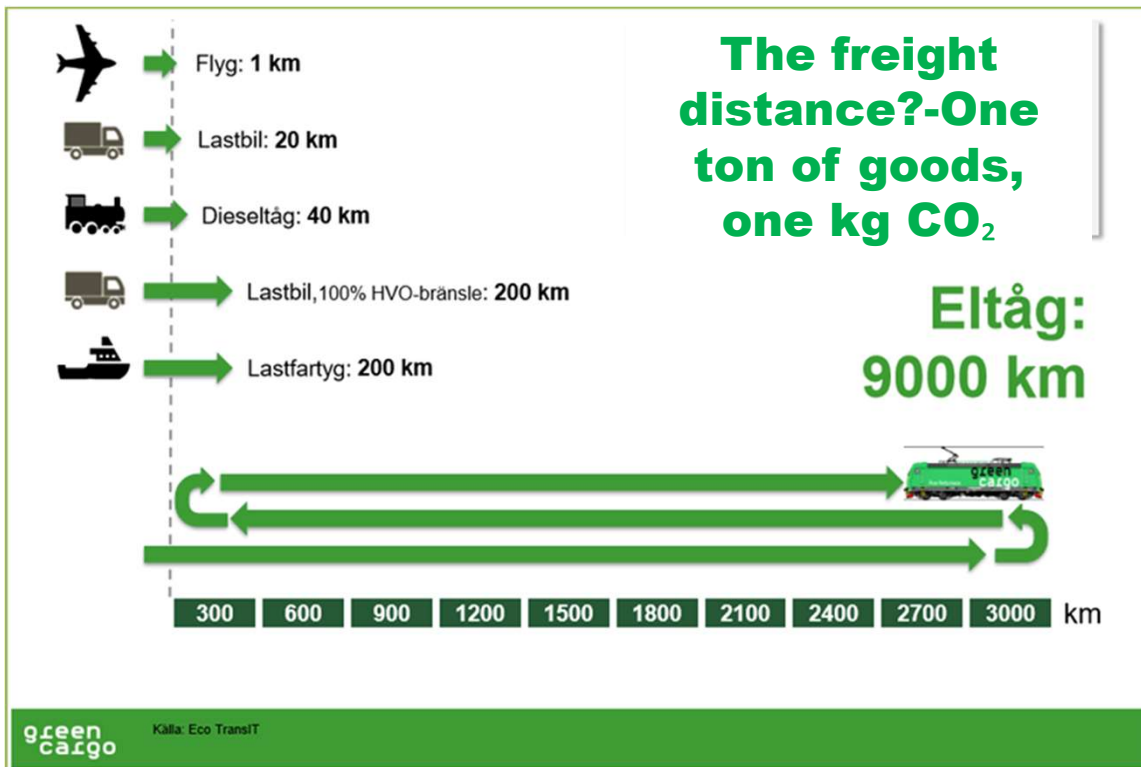
LKAB

Deep-water quay

New cruise quay

Terminal North Under planning

Sustainable transports via Port of Narvik



Port of Narvik offers

Cost-effective and sustainable transport solutions:

- Electric-, heavy haul and up to date railway - powered by nature
- Natural harbour, sheltered, ice-free with deep water quays
- On-dock rail



International Transportation corridors

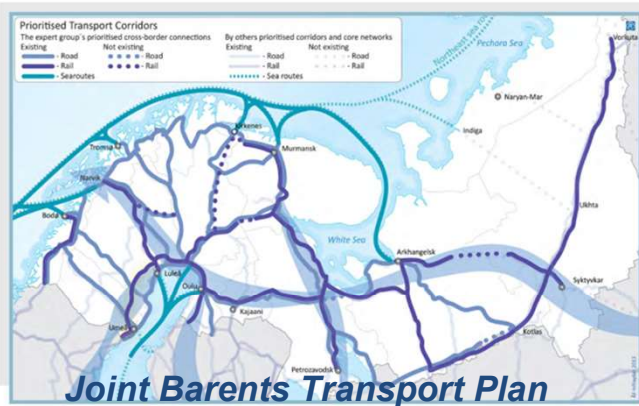


Figure 1: BEATA's Expert Group's prioritized transport network

TEN -T (Trans European Network Transport), Core Network

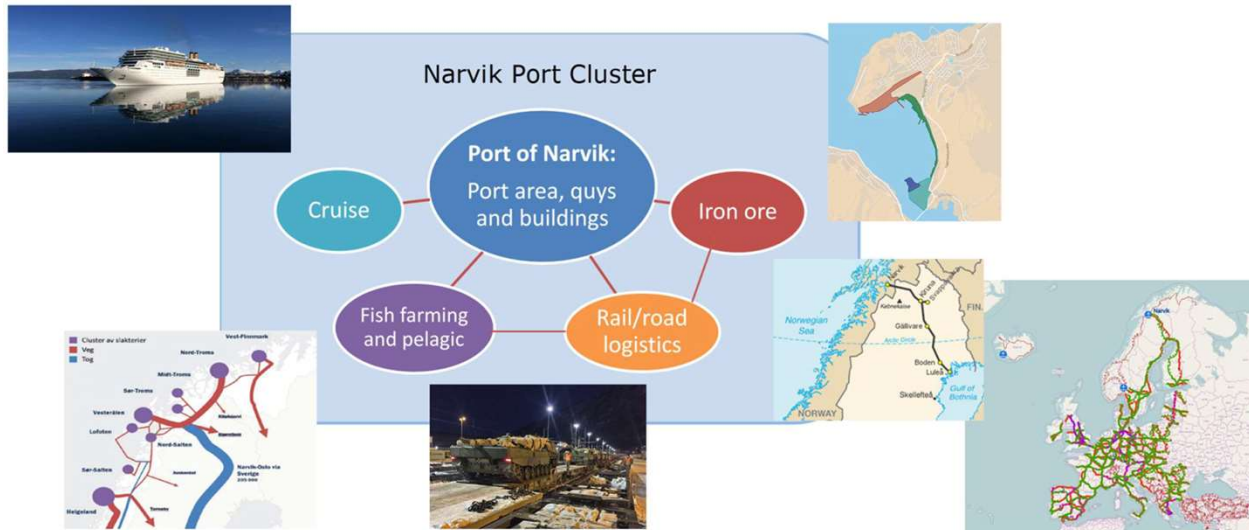
Joint Barents Transport Plan (2013)

Extension ScanMed

- The proposed extension of the Scandinavian-Mediterranean Corridor will connect with the Swedish core ports of Luleå in Sweden and Narvik in Norway
- The extension will include the Bothnian Corridor in its entirety
- Proposed extension anticipates growing importance of the Arctic policy



Development plans



Port of Narvik:

- Terminal areas
- Ro-ro ramp

Rail

Lobbying by Port of Narvik:

- Narvik Rail Terminal
- Double tracks Narvik – Kiruna - Luleå
 - Ofoten Line
 - Iron Ore Line



NARVIK HAS AN ELECTRIFIED, END ENVIRONMENTAL FRIENDLY, RAILWAY CONNECTION TO THE EAST EXCEPT A FEW KILOMETERS BETWEEN TORNIO AND LAURILA IN FINLAND

IN JUNE 2019 THE FINNISH GOVERNMENT CONFIRMED ELECTRIFICATION OF THE "MISSING LINK" BETWEEN TORNIO AND LAURILA

THE CONSEQUENCES ARE:

- 100% ENVIRONMENTAL TRANSPORTATION BETWEEN NARVIK AND EASTERN MARKETS (FINLAND, RUSSIA, EUROPE AND ASIA)
- LOWER TRANSPORTATION COSTS DUE TO NO NEED TO CHANGE OF TRACTION IN TORNIO
- INCREASED COMPETITIVE STRENGTH OF THE NARVIK CORRIDOR (NEW)

Sea connections to NAEC

Sea connections to Europe

Sea connections to the Far-East, through the Bering Strait

Electrified railway

Connections to Norway (south) and Europe

Connections to Europe

Connections to Europe/Baltics

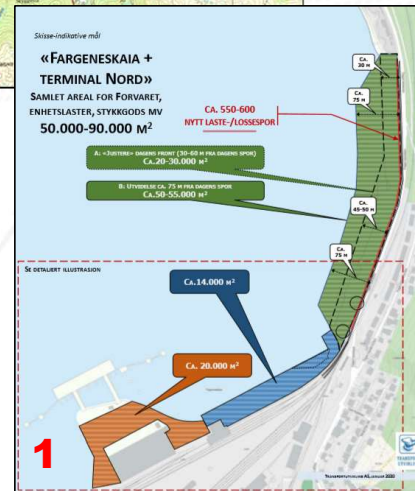
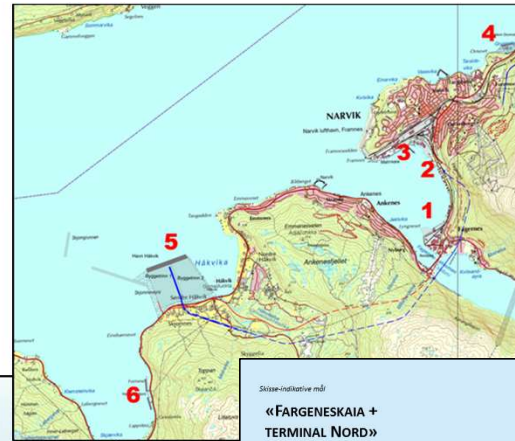
Connections to Russia and Asia



©Transportutvikling AS 2019



Port of Narvik - Terminals



Existing terminals:

1. Narvik Terminal
Container/general cargo and bulk
2. Cental port (Indre havn)
Passengers, cruise and cargo

Privately owned terminals:

3. LKAB terminal
Iron ore and mineral terminal

Planned terminals:

4. Grunstadvika
Bulk og mineral terminal
5. Skjomnes
Container terminal, logistics areas
6. Grindjord
Bulk og mineral terminal
7. Terminal North



Single tracks vs double tracks



Capacity in each direction - Ofotbanen

Single track, capacity improvements

- 2014: 20 trains
- 2016: 24 trains
- 2019: 26 trains
- Increased axle load: 30 – 32,5 t

Single track

- 2019: Free capacity 6-8 trains

Single track with partly (9 km) double track

- 40 trains

Double track

- More than 90 trains



Double tracks - Advantages



In addition to **increased capacity** and **improved revenue possibilities**, the advantages of double track will be:

Improved operational safety

Less problems with service interruption on one track

Flexibility

Double track provides great flexibility regarding to train length

Improved punctuality

Reduced driving time:

2020: Narvik – Luleå, 7h 10 min

Double track: Narvik – Luleå, about 5 h*

Improved maintenance

The railway will have the capacity to carry out effective maintenance

*Passenger and container-/cargo trains: 100 km/h



Multimodal transports

Today's traffic

- Iron ore
- Industrial minerals
- Merchandise north
- Fish and seafood south
- Supply chains for the Nordic defences

Potential traffic

- Industrial goods, paper, steel, building materials, machinery, electronics
- A supplement to Swedish and Finnish ports as an ice-free and deep water Atlantic port
- New Silk Road
- A future Hub for the Northern Sea Route





NUMBER OF SEAFOOD CONTAINERS BY ROAD CROSSING E10 BJØRNFJELL

- ✓ 13.300 TRUCKS IN BOTH DIRECTIONS
- ✓ APPROXIMATELY 133.000 TONS OUT OF NORWAY
- ✓ MARKET VALUE (1. HAND) 2019: CA. NOK 8 BILLIONS (CORRESPONDING TO EUR 810 MILL.)
- ✓ POTENTIAL FOR RAIL FREIGHT ?

SOURCE:
TRANSPORTUTVIKLING AS
2019



TRANSPORT
UTVIKLING



Base industries in the north: Increased competitiveness requires increased accessibility

Necessary measures in three perspectives:

In the short term:

- **An extension to double tracks between Kiruna and Narvik**
- As well as construction of the North Bothnia Line in its entire length
- **Port of Narvik a supplement to Gothenburg**

In the medium term,
Capacity increase

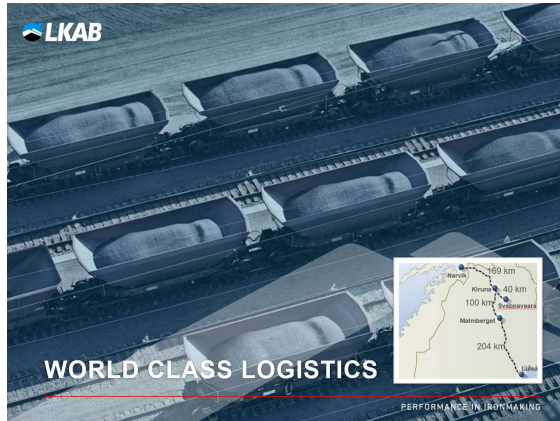
- Of the Iron Ore Line between Kiruna and Luleå
- And modernization of the Northern main line

In the longer term

- To establish a northern east / west rail link between Svappavara and Kolari



A VALUE OF NOK 22 BILLIONS IS CROSSING THE BORDER BY RAIL – AND THE PORT OF NARVIK



PRESENT VOLUMES (2020):

- LKAB: 20 MILLION TONS
- KAUNIS IRON: 2 MILLION TONS (INCREASING TO 5 MILLION TONS)

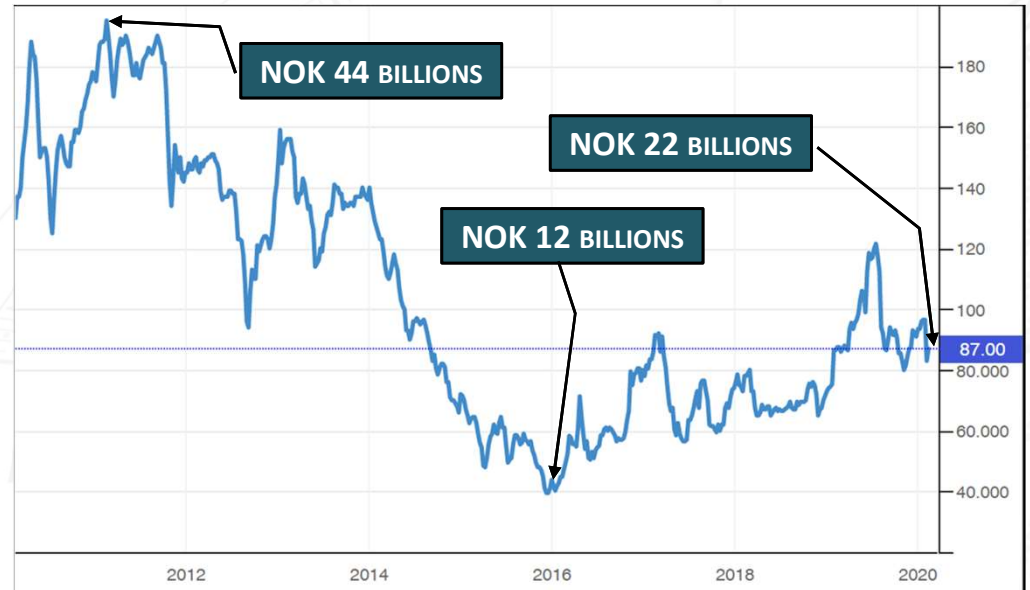


FIGURE: IRON-ORE PRICE LEVEL DURING THE LAST 10 YEARS

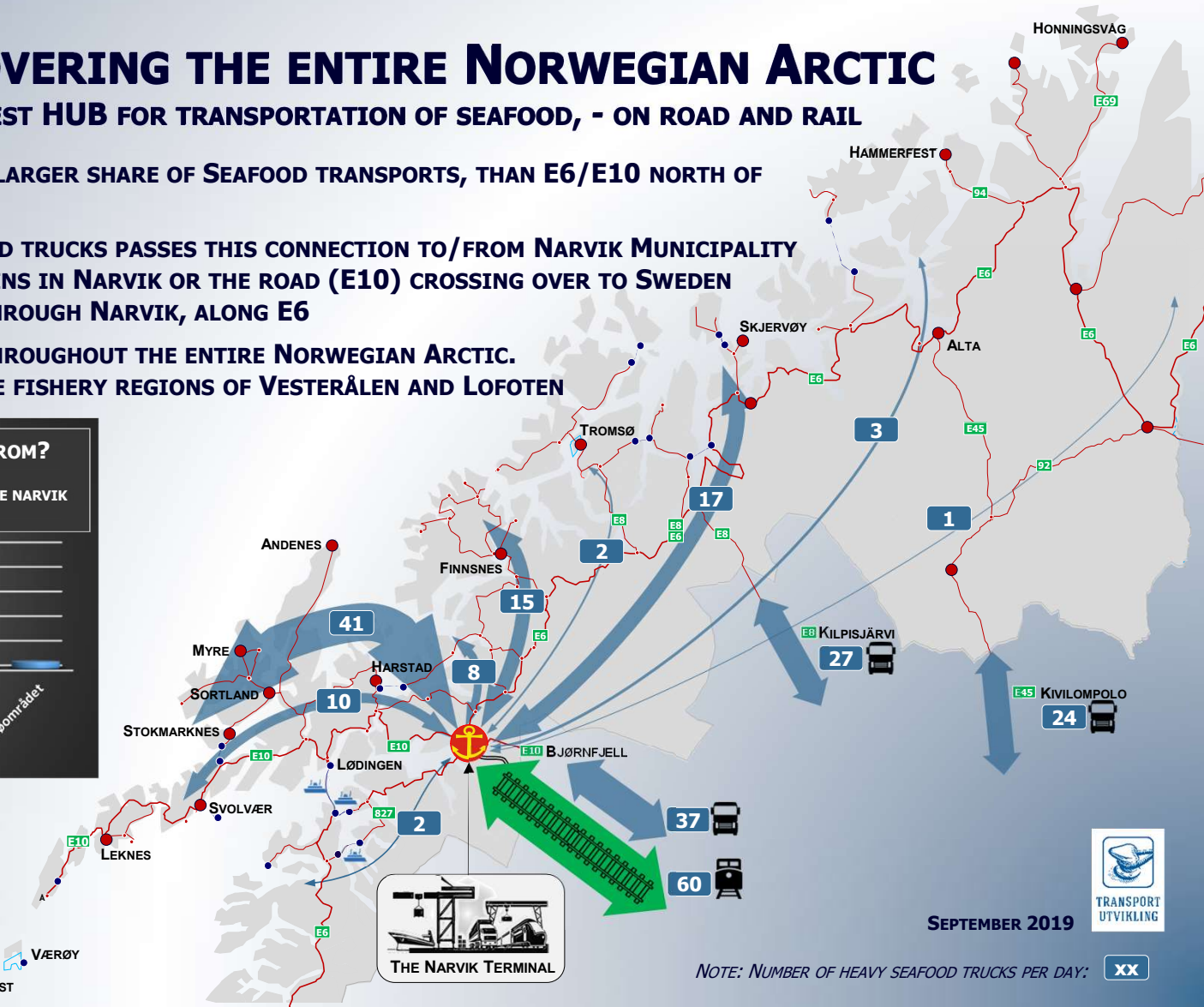
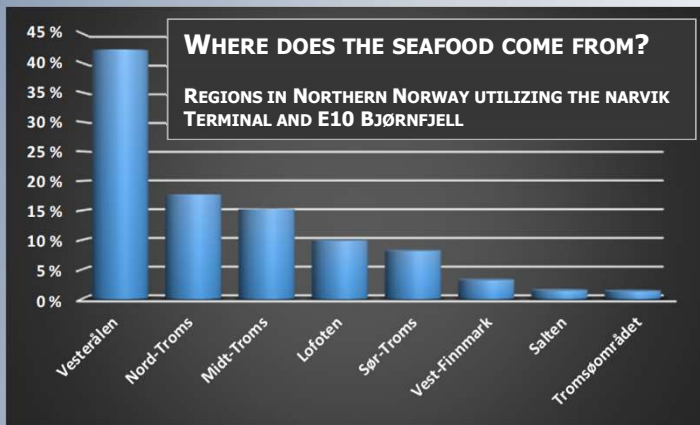
SOURCE: TRANSPORTUTVIKLING AS, FEBRUARY 2020



SEAFOOD TERMINAL COVERING THE ENTIRE NORWEGIAN ARCTIC

NARVIK IS NORTHERN NORWAY'S LARGEST HUB FOR TRANSPORTATION OF SEAFOOD, - ON ROAD AND RAIL

- ✓ **NO ROADS IN NORTHERN NORWAY HAS A LARGER SHARE OF SEAFOOD TRANSPORTS, THAN E6/E10 NORTH OF NARVIK**
 - EVERY DAY MORE THAN 100 SEAFOOD TRUCKS PASSES THIS CONNECTION TO/FROM NARVIK MUNICIPALITY
 - 95% OF THE TRUCKS USES THE TRAINS IN NARVIK OR THE ROAD (E10) CROSSING OVER TO SWEDEN
 - THE REMAINING 5% IS PASSING THROUGH NARVIK, ALONG E6
- ✓ **THE SEAFOOD TRANSPORTS ORIGINATES THROUGHOUT THE ENTIRE NORWEGIAN ARCTIC. MORE THAN 50% COMES FROM THE LARGE FISHERY REGIONS OF VESTERÅLEN AND LOFOTEN**



SEPTEMBER 2019



NOTE: NUMBER OF HEAVY SEAFOOD TRUCKS PER DAY: XX

80 000

NUMBER OF CONTAINER UNITS BY RAIL TO/FROM THE NARVIK TERMINAL

- ✓ **APPROXIMATELY 70.000 TEU IN 2019**
- ✓ **TOTAL COMMODITY VALUE: NOK 25 BILLIONS (*)**
- ✓ **100 HEAVY TRUCKS EVERY DAY IN/OUT OF THE TERMINAL**
- ✓ **GROWTH SINCE 1994**
 - ✓ **TOTAL (ALL COMMODITIES) : + 760 %**
 - ✓ **FISH PRODUCTS: + 1.350 %**

70 000

60 000

50 000

40 000

30 000

20 000

10 000

0

(*) Based on an estimated ratio of FCL/empty containers and an average commodity price 17% lower than fresh salmon

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

SOURCE:
TRANSPORTUTVIKLING AS
2019



STRATEGIC AGREEMENT PORT OF NARVIK – THE NORWEGIAN DEFENCE



Inngår beredskapsavtale med Narvik havn

Forsvaret har inngått en strategisk beredskapsavtale om bruk av Narvik havn i fred, krise og krig.

27. juni 2017 signerte sjef for Forsvarets logistikkorganisasjon, Petter Jansen, og havnedirektor Rune J. Arney en strategisk beredskapsavtale om bruk av Narvik havn i fred, krise og krig. Forsvarsminister Ine Sæviide Eriksen og ordfører i Narvik, Rune Edvardsen var til stede og overvar signeringen.

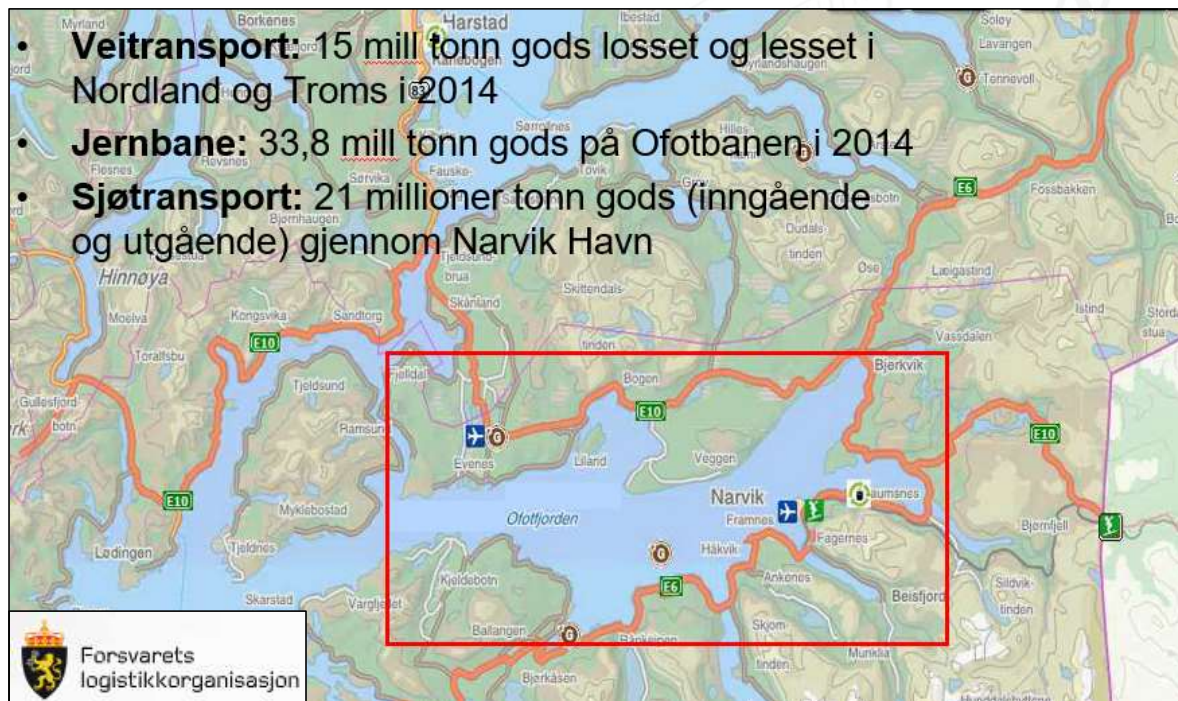
Avtalen gir Forsvaret og allierte styrker tilgang på kajanlegg med betydelig laste- og lossekapasitet av materiell og personell (se fakta om Forsvarets strategiske beredskapsavtaler under).

STRATEGISK Plassering

Narvik havn er valgt av Forsvaret som strategisk partner på grunn av sin beliggenhet i Ofoten-regionen. Havnen ligger sentralt til med gode kommunikasjonslinjer til Håberens igjennomfart i Indre Troms, og har nærhet til Evenes, som er valgt som hovedbase for maritime overvåkingsfly og fremskudd kampflybase.

KLAR FOR STORDVELSE

Personell fra Narvik havn vil øve og trene sammen med Forsvaret, og den første store testen for samarbeidet vil bli under NATO-øvelsen Trident Juncture i 2018.



- **Veitransport:** 15 mill tonn gods losset og lesset i Nordland og Troms i 2014
- **Jernbane:** 33,8 mill tonn gods på Ofotbanen i 2014
- **Sjøtransport:** 21 millioner tonn gods (inngående og utgående) gjennom Narvik Havn

Forsvarets logistikkorganisasjon

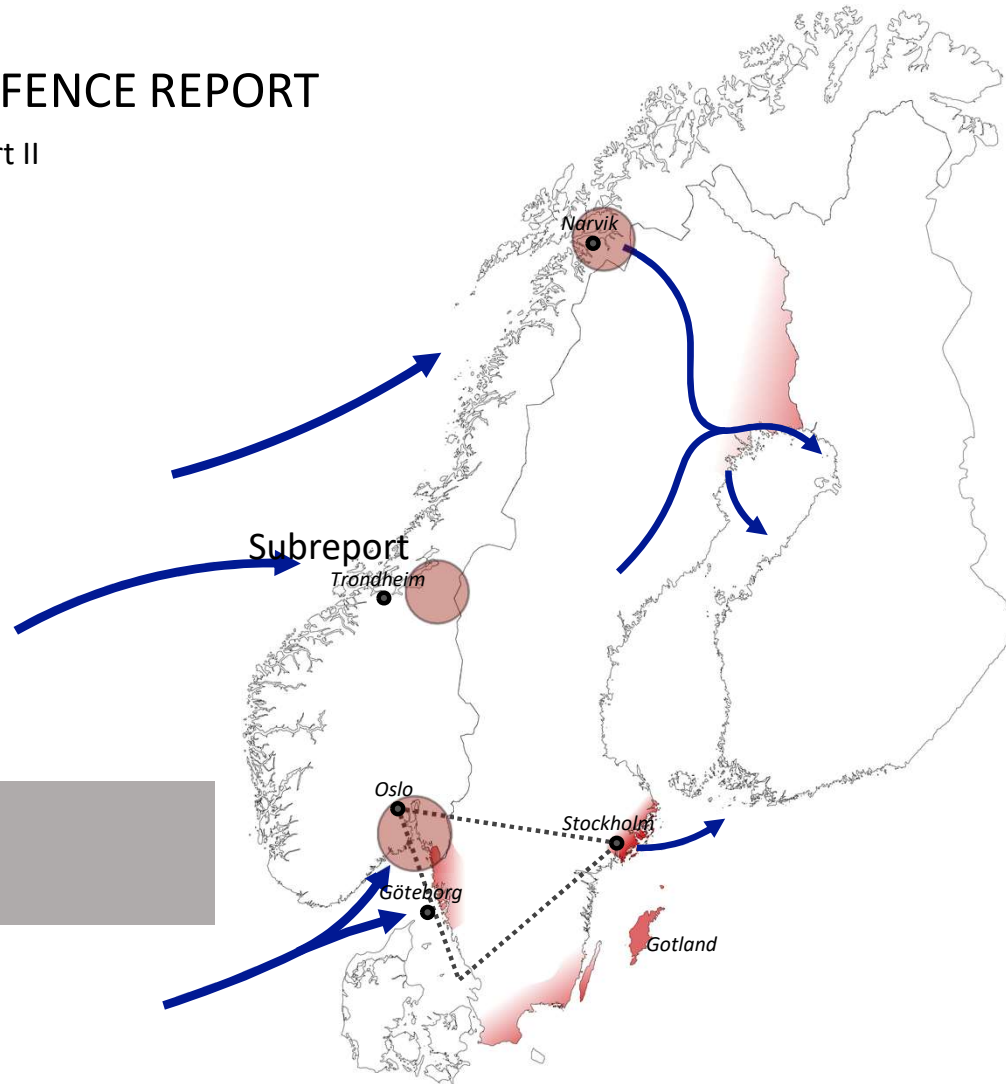
Forsvarets logistikkorganisasjon (FLO) fornyer, forenkler og forbedrer Forsvarets logistikk – det gir Forsvaret raske reaksjonsevne, høyere ...





The SWEDISH DEFENCE REPORT

Strategic Priorities – Report II



Common challenges:
- Supply chains
- Storage capacity



NORWEGIAN ARMED FORCES
NORWEGIAN DEFENCE LOGISTICS ORGANISATION

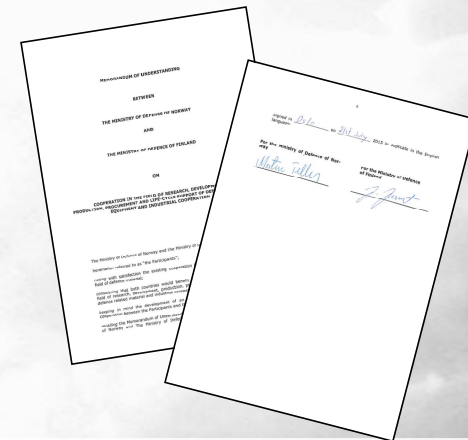


Puolustusvoimien logistiikkalaitos

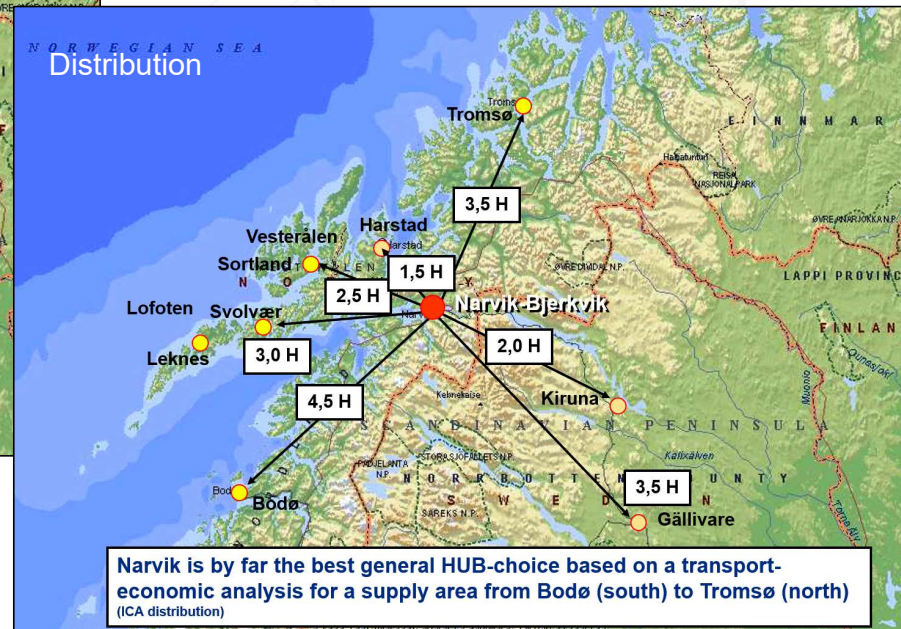
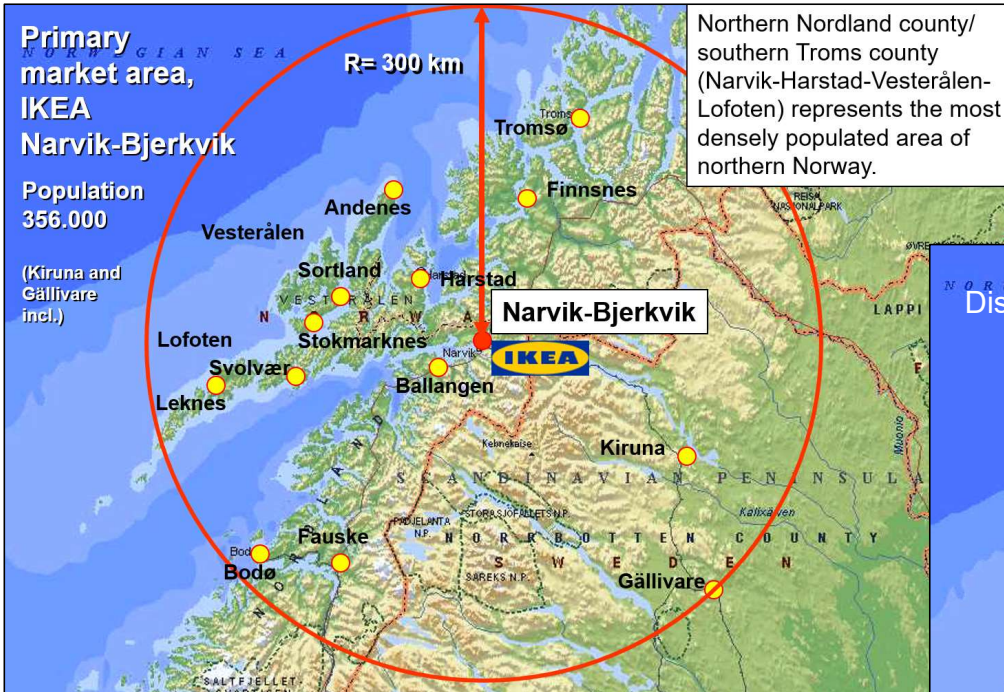
Norwegian-Finnish cooperation in Logistics

- Bilateral MOU Norway – Finland signed July 2015
- Formalization of Annex 3 on Logistics in 2017
Signed by Morten Tiller and Raimo Jyväsjärvi
- Underlying documents signed at Defence Force level in 2017
Signed by Petter Jansen and Timo Rotonen
- Main focus areas
 1. Improvement of security of supplies dealing with spare parts and ammunition
 2. Cost effectiveness on maintenance
 3. Interoperability and/or compatibility of the logistics systems
- K9 cooperation represent interesting possibilities for both countries

COOPERATION IN THE FIELD OF RESEARCH, DEVELOPMENT, PRODUCTION, PROCUREMENT AND LIFE CYCLE SUPPORT OF DEFENCE RELATED EQUIPMENT AND INDUSTRIAL COOPERATION



Location and market



New Silk Road - Extension to the north



Railgate Norway

NARVIK



Railgate Sweden

HAPARANDA



Railgate Finland

KOUVOLA



SHORTER DISTANCE THROUGH THE NORTH 穿越北部地区的距离更近



GLOBAL TRANSPORTS:

- THE EARTH IS A GLOBE, AND "NARROWER" AROUND THE POLES
- THE SHORTEST DISTANCE FOR EAST-WEST TRANSPORTS, IS CROSSING THROUGH THE NORTHERN AREAS

全球运输：

- ✓ 地球是球体，两极“变窄”
- ✓ 东西向运输的最短距离是穿越北部地区



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■ 116. ÅRGANG
■ LØSSALG KR. 35

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Tlf. 47 50 84 05 - Anst. Narvik

Tidligere svensk statsminister om dobbeltspor mellom Narvik og Luleå:

- Det kan bli stort



TENKER STORT: Göran Persson, er overbevist om at dobbeltspor på Ofotbanen og Malmbanen vil få store ringvirkninger. - Jeg har vært med på å sette i gang infrastrukturprosjekter som nesten alle mente ville være ulønnsomme. Og de tok feil. **SIDENE 2 OG 3**

On Wednesday January 22.nd, we met the Trafik Minister of Finland Mr. Timo Harakka

Timo Harakka



Minister of Transport and Communications

Incumbent



Thank you for your attention



NARVIK HAVN KF

Rail | Road | Sea | Air

