

Webinar: European core network corridors going global

Norwegian perspective; Border crossing infrastructure for business development in the north

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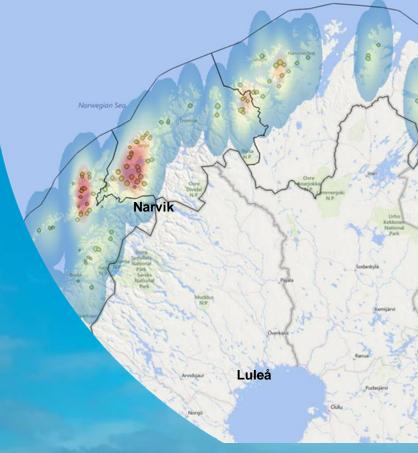






Statens Vegvesen









No rail capacity left!

- Transport of iron Ore, Kiruna Narvik:
 - LKAB
 - Year: 2021: 21 mill tons: 11-12 slots per day. 10-11 train per day
 - Indicated increase to approx. 30 mt per year. Requires 16-17 slots per day
 - Kaunis Iron
 - Year 2021: 2 mill tons: 3 slots per day. Average 2 trains per day
 - Indicated increase to approx. 4 mt. Requires 4-5 slots per day
- Transport of groceries, cars and other gods from Oslo to Narvik via Sweden
 - Arctic Rail Express (ARE, CargoNet) 2-3 slots per day. 11 trains per week (weekdays)
 - North Rail Express (NRE, DB Schenker) 1-2 slots per day. 6 trains per week (weekdays)
- Transport of seafood from Narvik to European marked
 - ARE and NRE trains; 4-5 slots per day. 17 trains per week (weekdays), >200.000 tons
 - Increasing to 1.000.000 tons; 15 trains per day (weekdays), 16-17 slots per day
- Passenger transport:
 - Vy; 3-4 slots per day. 3 trains per day
 - Arctic Train; 2 trains per day. Extra trains to be filled in (so far only on Norwegian side)
 - Future tourist transport are expected to double; estimated 10 trains per day. 12 slots
- Lack of terminal capacity in Narvik today!

Railway capacity today:

- 26 slots available
- 26 slots in use;
 - iron ore transport: 15 slots
 - cargo transport: 5 slots
 - passenger transport: 6 slots

Required future capacity;

- Steadily increasing to >50 slots;
 - iron ore transport: 22 slots
 - cargo transport: 17 slots
 - passenger transport:12 slots
 - New businesses
 - access to ice free port
 - "silk road" to China

Required future capacity: + 100% from today!