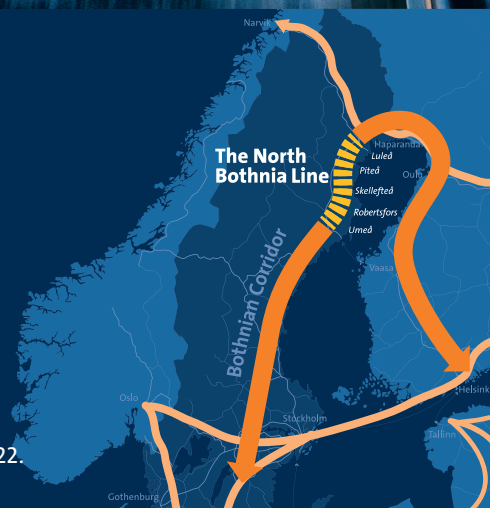


# ABOUT THE NORTH BOTHNIA LINE

- New 270 km railway.
- Will only use renewable electricity.
- Constructed for both freight and passenger traffic.
- Halves the travelling times between the cities.

## Current status

- Construction started 2018 for the first 12 kilometers.
- The railway plans between Umeå and Skellefteå will be completed in 2021/2022.



The infrastructure has for a long time been neglected in the area and the EU has pointed out the lack of a railway link between Umeå and Luleå as a significant bottleneck in the European core railway network.

## REGIONALLY

### Densely populated region

In spite of the fact that more than 60 % of the county's population reside along the coast between Umeå and Luleå **there is currently not a single railway line between the cities**. The coastal strip between Umeå and Luleå is the most densely populated region outside of the large metropolitan areas.

#### The most densely populated region\* outside the major cities.

Stockholm County	304 Inh/km <sup>2</sup>
Skåne County	110 Inh/km <sup>2</sup>
Umeå–Luleå	65 Inh/km <sup>2</sup>
Västra Götaland County	65 Inh/km <sup>2</sup>

\* Twenty kilometers coastal strip between Umeå–Luleå.

Source: Trivector 2017.



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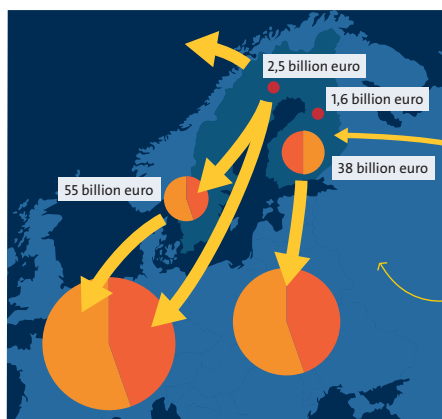


## EUROPE

# Important link in the ScanMed Corridor

The North Bothnia Line and the entire Bothnian corridor is included in the core network corridor Scandinavia-Mediterranean, also called ScanMed. The corridor previously ended in Stockholm but was extended north in 2021 to Kiruna-Narvik and Haparanda-Oulu.

The extension means a continued opportunity for co-financing from the EU in railway construction in Sweden.



## NATIONALLY

The development of a large scale and environmentally friendly basic industry is dependent on the continued expansion of the railway capacity.

Therefore the companies LKAB, SSAB, Boliden and Sveaskog in a letter to the Government and the Swedish Transport Administration, have lobbied extra hard to emphasize the urgency in the continued expansion of the railway capacity in the north with a modern coastal railway and in the slightly longer term, a northern east/west railway link.

The North Bothnia Line facilitates and expands the capacity for the transport of goods through creating a double-track link together with the main line through Upper Norrland, something that has long been demanded by the basic industry and business in general.

Through The North Bothnia Line it will be possible to redirect traffic to another electrified line in the event of disruptions to traffic. The volume of goods can increase while it will be possible for more companies to transport goods by rail, which will safeguard the further processing in southern Sweden. However, the line is also needed to meet the supply of expertise in the north. It creates an attractive labour market and business region with opportunities for the greater exchange of skills with Swedish basic and process industries.

The national production of goods is concentrated to northern Sweden, Västra Götaland county and along the coast of Norrland. At the same time the basic industries in the north are central in the work to reduce carbon dioxide emissions.

More than 90 per cent of the EU's iron ore is mined in Norrbotten to a value of 2,5 billion euro.

This ore is further processed in Sweden to a value of 55 billion euro. Further processing then continues in Europe to a value of an additional 38 billion euro.



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