Luleå – The Iron Ore Port

LULEÅ HAMN
PORT OF LULEÅ · SWEDEN

TRAFIKVERKET

SJÖFARTSVERKET

Samfinansierat av EU
Transeuropeiska transportnätet (TEN-T)

LULEÅ KOMMUN

Increasing need for ore and mineral transport.

Ore railway to Narvik very busy – redundance and added capacity.

Socio-economic gains.

Improved safety and capacity.

Lulea is as a Ten-Core- port. 50% EU contribution for analysis and environment impact report.

Luleå, important centre for transport from mine to customer.

Environmental demand, SOx and NOx.

Increased efficiency with larger vessels.

Two fairways, reduced need for ice-breaking and towage.

Deepening and widening of the fairway through the Bay of Bothnia and the Kvarken straits.

Approx 20 million cubic meters.

Estimated 2000 cubic in NQ

More efficient transportation – reduced environmental impact.

Increased depth to Baltic Sea Max, 15 m.

Possible max cargo 200 000 tonnes

Max cargo today , 55 000 tonnes.

The winter fairway improved to 13.5 m. permitting loads of 80 000 tons.

Luleå port today

10.9 m.

600-700 calls/year

8-9 million tonnes/year.

Max 55 000 tonnes load.

Turnover approx. 100 million Swedish crowns.

Luleå port 2020

New deep water berths.

New port area.

Ore railway connection.

Increased loading and storage capacity.

The Lake Mälar project

Samfinansierat av EU
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Increased capacity in the fairways to the ports in lake Mälaren

DELFIN

Improved capacity

Capacity today:

- **Length 124**
- **Beam 18**
- **Draught 6,5**

Capacity in the new fairways

- **Length 160**
- **Beam 23**
- **Draught 7**

The main measures

- New and larger lock in Södertälje
- Dredging and widening of the fairways
- Hjulstabron (bridge)has to be rebuilt for passage of larger vessels.

NO SMOKING

FUNDING (in million euro)

• State grant	123
• Swedish Maritime Administration	23
• Västmanlands county	11
• The town of Västerås	8
• The municipality of Köping	2
• Mälar Energi	0,2
• Application for co-funding from TEN-T	
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SJÖFARTSVERKET

WINMOS
WINTER NAVIGATION
MOTORWAYS OF THE SEA

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7 activities and a total budget of 139 million euro

Contribution from EU, 29,6 million euro

1. Study on future demand for icebreaking capacity
2. Concept study on next generation icebreaker
3. Improvement of Environmental performance
4. Deployment of next generation IB-Net
5. Human element and training facilities
6. Upgrading and life extension of old icebreakers
7. Building of a new icebreaker

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