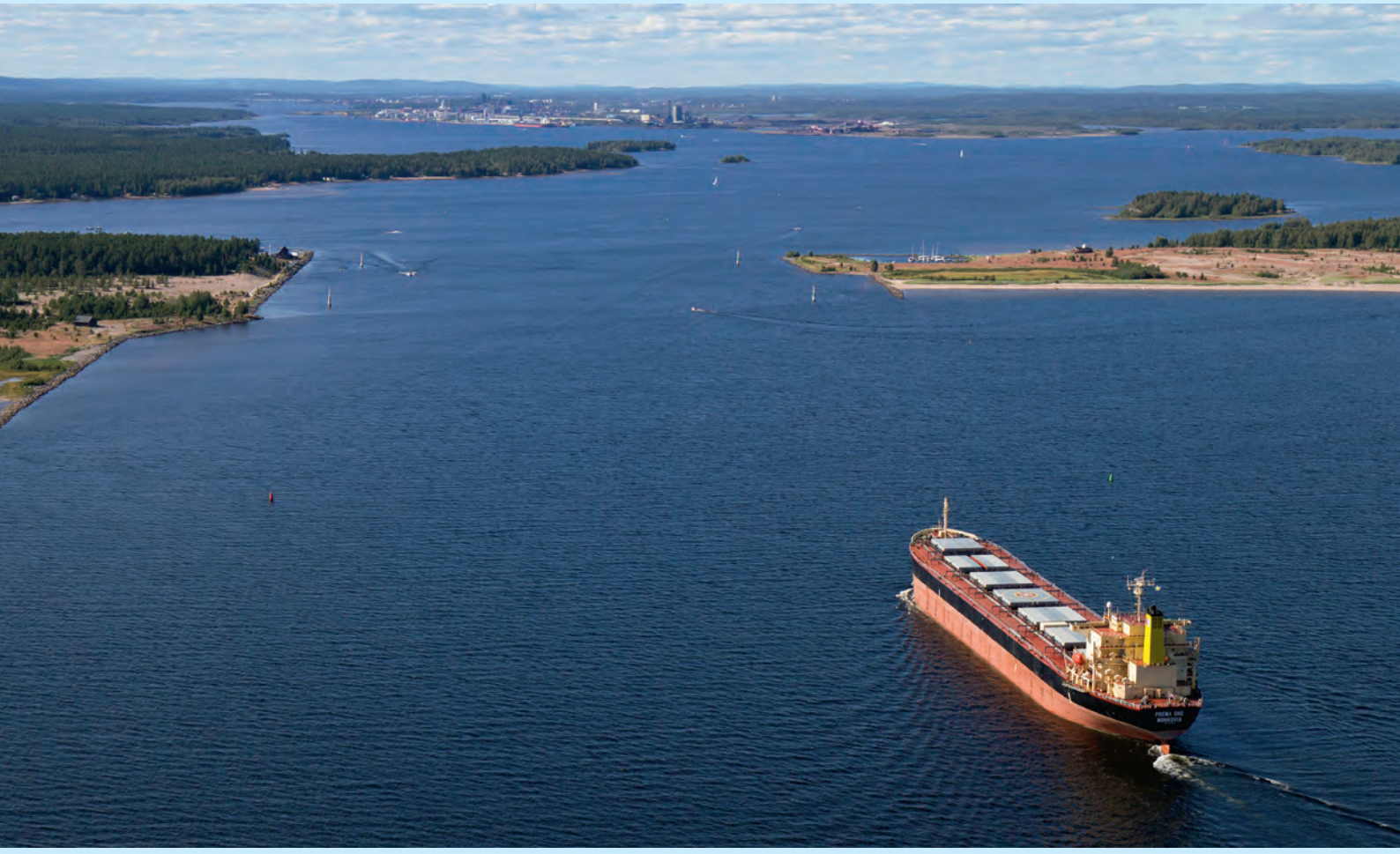
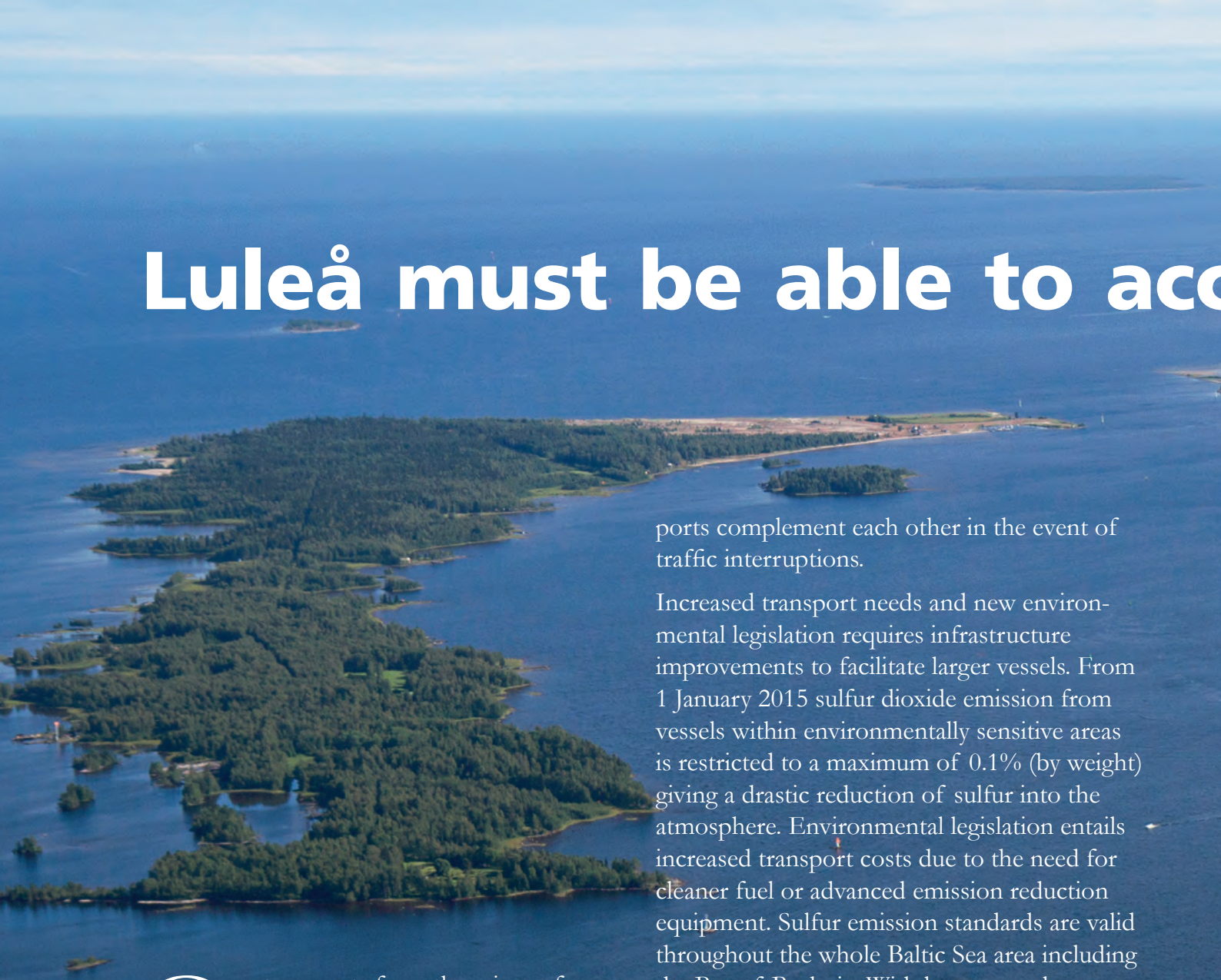
Project **Malmporten** in Luleå



Improvement of the Luleå approaches to meet future transport requirements

Luleå must be able to acc



Ore transports from the mines of northern Sweden and Finland to customers around the world are reaching their maximum capacity. The railway to Narvik is already overloaded and Luleå port must be made able to accommodate larger vessels if the industry it is to remain competitive. Increased production in existing mines together with the establishment of new enterprises means that improvement of the Luleå approaches is becoming urgent. For that reason the Malmporten project has been initiated.

As Luleå is one of the ports chosen by EU as being of strategic importance the project has also received financial support from EU.

Ore mined in the region is shipped out from Narvik and Luleå to European steelworks. Improved capacity for export via Luleå is the only realistic alternative to accommodate the increased production of the ore fields. The two ports complement each other in the event of traffic interruptions.

Increased transport needs and new environmental legislation requires infrastructure improvements to facilitate larger vessels. From 1 January 2015 sulfur dioxide emission from vessels within environmentally sensitive areas is restricted to a maximum of 0.1% (by weight) giving a drastic reduction of sulfur into the atmosphere. Environmental legislation entails increased transport costs due to the need for cleaner fuel or advanced emission reduction equipment. Sulfur emission standards are valid throughout the whole Baltic Sea area including the Bay of Bothnia. With larger vessels enabling more efficient transport the conditions for competition improve.

Larger vessels also benefit the environment through lower fuel consumption and lower emissions per ton transported goods. The suggested improvements also benefit safety at sea as the proposed measures upgrade the approaches to meet the standards recommended by both the Swedish Transport Administration and international recommendations regarding buoyage and safety margins.

The Luleå project would mean an increase in the summer capacity to vessels carrying 160 000 tons as compared to today's maximum of 55 000 tons. Considering that ore is a low grade product it is easy to understand the importance of a high load capacity. This is also relevant for coal transport to the Luleå steelworks.

commodate larger vessels

For five to six months per year ice conditions are prevalent in the Bay of Bothnia. Therefore the approach nearest the Swedish coast will be improved as this is the best alternative wintertime being faster with less need for ice-breaker assistance.

The major dredging operation will be in the fairway to Luleå with a smaller amount in the North Quark which, at present, restricts the size vessel to the ports in northern Sweden and Finland. Completion of the Luleå project would mean that during the ice-free period the port would be able to accommodate vessels of Baltic Maximun size, 15m draft. The project would also give the Port of Luleå an increased export capacity and more efficient goods handling.

Photo FREDRIK BROMAN

Year round increased capacity

Photo SJÖFARTSVERKET

SJÖFARTSVERKET

TRAFIKVERKET

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LULEÅ KOMMUN

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