



A fully integrated transport solution within the TEN-T network

MIDWAY ALIGNMENT OF THE BOTHNIAN CORRIDOR

Midway Alignment of the Bothnian Corridor is a vital, year-round transport connection between Sweden and Finland. The project includes a complete transport system for both goods and passengers and is initiated by the municipality of Umeå in Sweden and the municipality of Vaasa in Finland. Midway Alignment connects to three major roads classified by the UNECE as European roads of strategic importance – the E12, the E4 and the E8 – and to the Bothnian Corridor. It also supports and complements the Priority Projects and the Core and Comprehensive Network of the European Union.

The project is upgrading the transport route in order to fulfil national and international requirements for an environmentally and economically sustainable transport system with increased multi-modality and higher transport security.

THE UPGRADE AIMS TO:

- > **CONNECT** the North to other parts of Europe in an east-west direction
- > **CONTRIBUTE** to improved cohesion and regional growth
- > **COMPLEMENT** The Scandinavian-Mediterranean Corridor
- > **DEVELOP** and promote innovative solutions (technical, operational, environmental and safety related)
- > **DESIGN** and build a new, environmentally friendly ferry for the Kvarken strait
- > **IMPROVE** port operations and regional logistics systems (environmentally and economically)
- > **SECURE** long-term operational stability

PROJECT PHASES 2012 – 2018

PHASE 1: 2012 – 2015

- > Preparatory activities and feasibility studies
- > Concept development (improving the transport link and land/port infrastructure)
- > Design of the new ferry (incl. use of environmentally friendly alternative fuels and sufficient icebreaking capacity)
- > Budget: MEUR 20.7

PHASE 2: 2016 – 2018

- > Building of the ferry and the landbased infrastructure
- > Construction (incl. alternative fuels transportation and storage)
- > Implementation of the logistics system and operations
- > Reporting of results

Municipal, regional and national financiers from Finland and Sweden, private companies and European Union TEN-T funds finance the Midway Alignment of the Bothnian Corridor.



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Trans-European Transport Network (TEN-T)



A FULLY INTEGRATED TRANSPORT SOLUTION WITHIN THE TEN-T NETWORK

The maritime connection between Umeå and Vaasa is an important way of connecting the EU from west to east. As a spin-off effect, it also facilitates trade with markets such as Norway, the Baltic countries, Eastern Europe and Russia.

The northern regions of Sweden, Norway and Finland have centuries old strong historical and cultural bonds. The regions have shared leadership, trade, communications and culture. The family bonds across the borders are also strong. Ferry traffic between the countries has existed uninterruptedly for more than 50 years. The social exchange across Kvarken is of great importance as individuals are given the possibility to live, work, study or travel freely across the borders.

These parts of Sweden and Finland are areas with high growth rates, hosting several large, international companies. The regions of Umeå and Vaasa are among the most dynamic and fastest growing regions in their respective countries. The labour market and higher education availability on both sides of the Kvarken are good, but the development is directly linked to the growth in trade and industry. A reliable connection across Kvarken will emphasize the dynamic nature of the regions and further enhance cooperation, trade and expansion.

Mining, forest and steel industries all have their raw material reserves in northern Sweden and Finland. These industries create the primary transport demand and use the Bothnian Corridor network for transporting significant shares of industrial products to the EU markets. This is easy to comprehend as over 90 percent of the EU's iron ore mining takes place in northern Sweden. Furthermore, with 20 million hectares of forest area, the Finnish, Swedish

and Norwegian part of the Barents region accounts for approximately 14 percent of the total forest area of the EU. Thus a considerable amount of goods need to be transported in form of raw materials, paper and building materials.

The proposed action will help to shift the traffic from road to sea and rail by interconnecting two national rail networks and by bypassing more than 800 km of the existing road route. This also implies positive effects on service quality and safety. Operators, cargo owners and the general public all stand to gain. The time savings when using the Midway Alignment instead of the road around the Gulf of Bothnia increases the efficiency and the competitiveness in the transport sector. It also helps to save the environment. Fuel consumption and emissions reduce considerably when the trucks take the maritime route instead.

The ferry itself will be built for practically emission-free operation – a modern ship designed to meet the needs of both passengers and transport companies. Choosing LNG (liquefied natural gas) as fuel and constructing the vessel using new innovative materials and technologies allow for a lighter but stronger vessel, which is less energy intensive. This vessel will meet the IMO's MARPOL Annex IV requirements on Sulphur Emission Control Areas (SECA) in the Baltic Sea. One of the purposes of the project will be to effectively spread information about technical, operational, safety related, environmental solutions and financial aspects. All things learned will be a valuable common asset for decision makers of the future.

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Företagarna (Swedish Federation of Business Owners) Region Västerbotten | Västerbotten Chamber of Commerce | Ostrobothnia Chamber of Commerce | The Ostrobothnian Centre for Economic Development, Transport and the Environment | Vaasa Region Development Company | The Board of the Council of Ostrobothnia | The Mayors of the Municipalities of the Vaasa Region | The Regional Organisation of Enterprises in Coastal Ostrobothnia | Centre of Expertise Programme (OSKE) - Maritime Cluster, Western Finland | Nordland Fylke, Norway | MidtSkandia | CERUM, Umeå University | Vaasa Consortium of Higher Education | Gold of Lapland | Visit Hemavan | Tärnaby AB | Visit Umeå AB | Real Rail AB | Green Cargo | Hector Rail | Tourism Board of Västerbotten | Freja Transport and Logistics | Schenker Oy | Oy Aha Logistics Ltd | Blå Vägen | Gasum | Oy Backman-Trummer Ab | Ab Wasa Logistics Ltd Oy | The Swedish Transport Agency | The Swedish Transport Administration