

INCREASED MULTIMODALITY IN A COMPETITIVE PASSAGE

A PROPOSAL FROM THE NDPTL PROJECT STUDY
NEW TERMINALS IN THE PORTS OF UMEÅ AND VAASA



INVESTMENTS FOR SUSTAINABLE TRANSPORT SOLUTIONS

The ports in Umeå and Vaasa, Kvarken Ports, have successively been developed to meet new demands from the market. An important step is to improve the railway infrastructure, in connection to the ferry terminals on both sides. New terminals in the respective ports have now been planned.

The terminal investments will facilitate intermodal transports and is an important part in the overall ambition to strengthen the east-west connection over the Kvarken Strait. The ports in Umeå and Vaasa are strategically important nodes along the east-west E12 transport route via Norway, Sweden and Finland, linked to the Bothnian Corridor in the EU Core network. The main objective of the project is to enable industry growth, by providing effective and environmental friendly transport solutions.

New terminals for efficient logistics in the Port of Umeå

Two intermodal railway terminals are planned in the port of Umeå. One terminal will be designed to suit the needs of the forest industry and the other terminal to serve the ferry traffic. Intermodal transport in this case refers to the combination of rail, road and sea freight. The electrified railway will facilitate the loading and un-loading of goods.





Four different alternatives for the new terminal in the Port of Vaasa

Presented below are four alternatives for the new train terminal in the Port of Vaasa. Alternative D has been chosen as the most advantageous alternative. The current terminal is in relatively poor condition and is divided between two areas.

A The current terminal area

- + Existing tracks (in need of repairs). Sufficient loading area.
- Outside of the port area, a valuable industrial plot, intersecting power lines and protected buildings.

B Lasse's quay

- + Existing tracks (in need of repairs), next to quay, within the port area.
- Requires more tracks, height differences, requires the demolition of warehouses for new tracks and loading area, disturbs other port operations.

C Rein's quay

- + Existing tracks (in need of repairs), next to quay, within the port area, planned expansion of quay.
- The quay is in need of reparation, requires demolition of warehouses for loading area, disturbs other port operations, mobile cranes must cross the ferry terminal area.

D Existing terminal – South

- + Existing tracks (in need of repairs), partly within the port area, sufficient loading area.
- Barely enough space for intermediate storage, height differences, loading area and tracks are not owned by the city.

More efficient waiting areas for the ferry's customers

The areas available today for goods and passengers adjacent to the ferry need to be more efficient. There is a proposal ready which involves the following improvements:

- The possibility to change the waiting area according to seasonal needs
- Passenger cars and trucks are separated
- Three lanes for approximately 130 passenger cars before check-in
- 15 lanes for approximately 220 passenger cars after check-in
- 15 parking spaces for queuing trucks and 15 parking spaces for trailers after check-in

The changes are based on an increase of freight and passengers by approximately two percent per year.

CROSS-BORDER COOPERATION FOR REGIONAL GROWTH

Österbotten and Västerbotten are two fast growing regions with a longstanding tradition of collaboration across the Kvarken archipelago. Several initiatives are running, all with the objective to strengthen the infrastructure for improved east-west connections. The development of the port infrastructure, with new terminals and electrified railway tracks, is an important part of this cross-boarder connection.

The successful cross-border cooperation has also resulted in that NLC Ferry AB OY, a jointly owned shipping company, purchased a new ferry in 2012. As well as the establishment of a new port company, Kvarken Ports Ltd, a merge of the ports in Umeå and Vaasa in 2015.

The EU project *Midway Alignment of the Bothnian Corridor*, is another joint project designed to expand the connections between strong, fast growing, and internationally important regions. The project will result in a secure, environmentally and economically sustainable transport system for goods and passengers traveling through the Bothnian Corridor.

What's next?

The construction phase of the first terminal in Umeå is planned to start in 2016. In Vaasa, the next step is to develop the chosen alternative in accordance with the Kvarken Ports strategy.



FOR MORE INFORMATION ABOUT THE NDPTL ACTIVITIES

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