

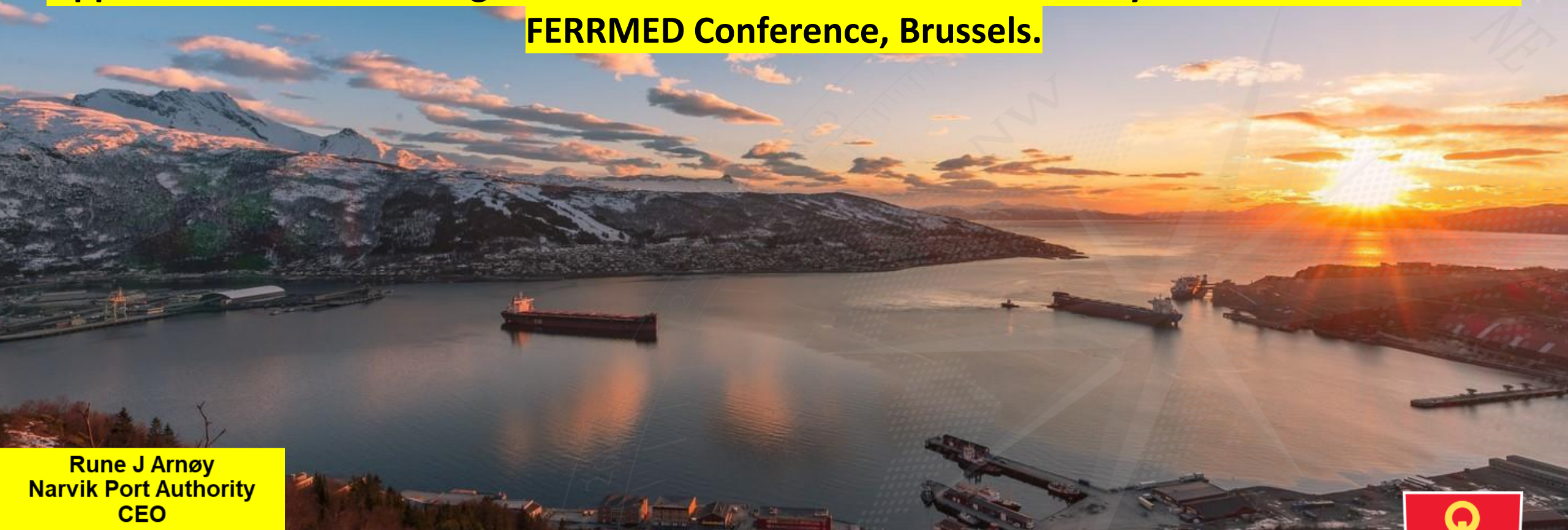
Welcome to the Port of Narvik – the Arctic HUB

INFRASTRUCTURE, TRANSPORTATION AND CONNECTIVITY – 2019

Ports & Terminals efficient involvement in the Global Supply Chain.

Opportunities and challenges in the framework of circular economy with Eurasian outlook.

FERRMED Conference, Brussels.



Rune J Arnøy
Narvik Port Authority
CEO



Ofoten Railway – Norway's «Suez Canal».



Swedish Iron-ore company LKAB has over the last 100 years utilised this unique stretch of railway to transport iron ore from the mines in Kiruna, Sweden, to the Port of Narvik. In later years import of consumer goods and export of fish using container transport on trains have grown significantly.



The Narvik Terminal – iron ore store

Theoretical capacity 210.000 tonn – with density 2,3.

Length: 141 meter – With: 64,8 meter – Hight: 23 meter – Total area: 9.165 m²





❖ **Operational procedures and action framework: “FERRMED study of traffic and modal shift optimisation in the EU”**

The proposed Action Plan will be prepared and pushed by the **FERRMED Multisectoral Working Groups** (Infrastructure, Operation and Rolling Stock) in close contact with the aforementioned key associations.

In a first approach the “Backbone rail network” (approx. 6,000 kms of most crowded EU Core Network Corridors) will be considered.

The “Backbone rail network” includes the following corridors:

- North Sea-Baltic (partially), from North Sea to Polish Border with Belarus.
- Rhine-Alpine (complete).
- North Sea-Mediterranean (partially), from Benelux to Marseille.
- Mediterranean (partially), from Milan to Lyon, Marseille, Barcelona and Valencia, with international track gauge till Murcia - Almeria – Málaga - Algeciras.

To confirm the 1st phase “Backbone rail network” and its extension till reaching at least 60 % of the EU Core network traffic, FERRMED, with the acquaintance of the European Commission, is launching the “FERRMED study of traffic and modal shift optimisation in the EU”. The study aims to facilitate the prioritisation of action in every EU member state, as well as to be a fundamental tool in the modification of the TEN-T Regulation planned by the European Commission for 2021.

The Study will provide details of **traffic flows**, both globally and by mode of transport, section by section, of the 9 corridors of the EU Core Network. It will define the measures to be taken to optimise modal distribution in the most congested areas, country by country, and propose the actions to be carried out in the railway network to achieve the objectives of the White Paper of the European Commission) in the sections of the corridors with the highest traffic.





❖ Operational procedures and access to the rail network and shift optimisation in the EU

The proposed Action Plan will be prepared by the **Groups** (Infrastructure, Operation and Maintenance) and the **associations**.

In a first approach the “Backbone rail Corridors) will be considered.

The “Backbone rail network” includes:

- North Sea-Baltic (partially)
- Rhine-Alpine (complete).
- North Sea-Mediterranean
- Mediterranean (partially) international track gauge

To confirm the 1st phase “Backbone Core network traffic, FERRMED will carry out a “FERRMED study of traffic and capacity” and a prioritisation of action in order to modify the TEN-T Regulation.

The Study will provide detailed information on the modal distribution in the corridors carried out in the railway sector (European Commission) in the section

Where is the Ofotenbanen Railway and the Malmbanan Railway??
Look at next picture...



Narvik – a freight hub/transit port



What do we have?

- Electric-, heavy haul- and up to date railway
- Natural harbour, sheltered, ice-free with deep water quays
- On-dock rail

Development plans

Port of Narvik:

- Terminal, logistics and business areas

Norwegian Rail Administration:

- Railway capacity, double track



Extention ScanMed



A GLOBAL TRADING ROUTE – LA ROUTE DU COMMERCIAL MONDIAL N.E.W. THE NORTHERN EAST WEST (N.E.W.) FREIGHT CORRIDOR



Example of Shipline Services

There is a potential for direct calls to the Port of Narvik

The basic industries in Northern Sweden (LKAB, SSAB, Boliden and Sveaskog) are considering using Narvik as a supplement to the port of Gothenburg

Port of Narvik - Free capacity/not congested

INTERNATIONAL COORDINATING COUNCIL ON TRANSIBERIAN TRANSPORTATION
St. Gallen / Moscow
Международный Координирующий Совет по Транссибирскому Перевозу
Ст. Галлен / Москва

CERTIFICATE

№ CH – 320.6.042.148-5/150

HAS BEEN AWARDED TO

“Port Narvik”

TO CERTIFY THEIR MEMBERSHIP AS ASSOCIATED MEMBER OF THE INTERNATIONAL COORDINATING COUNCIL ON TRANSIBERIAN TRANSPORTATION

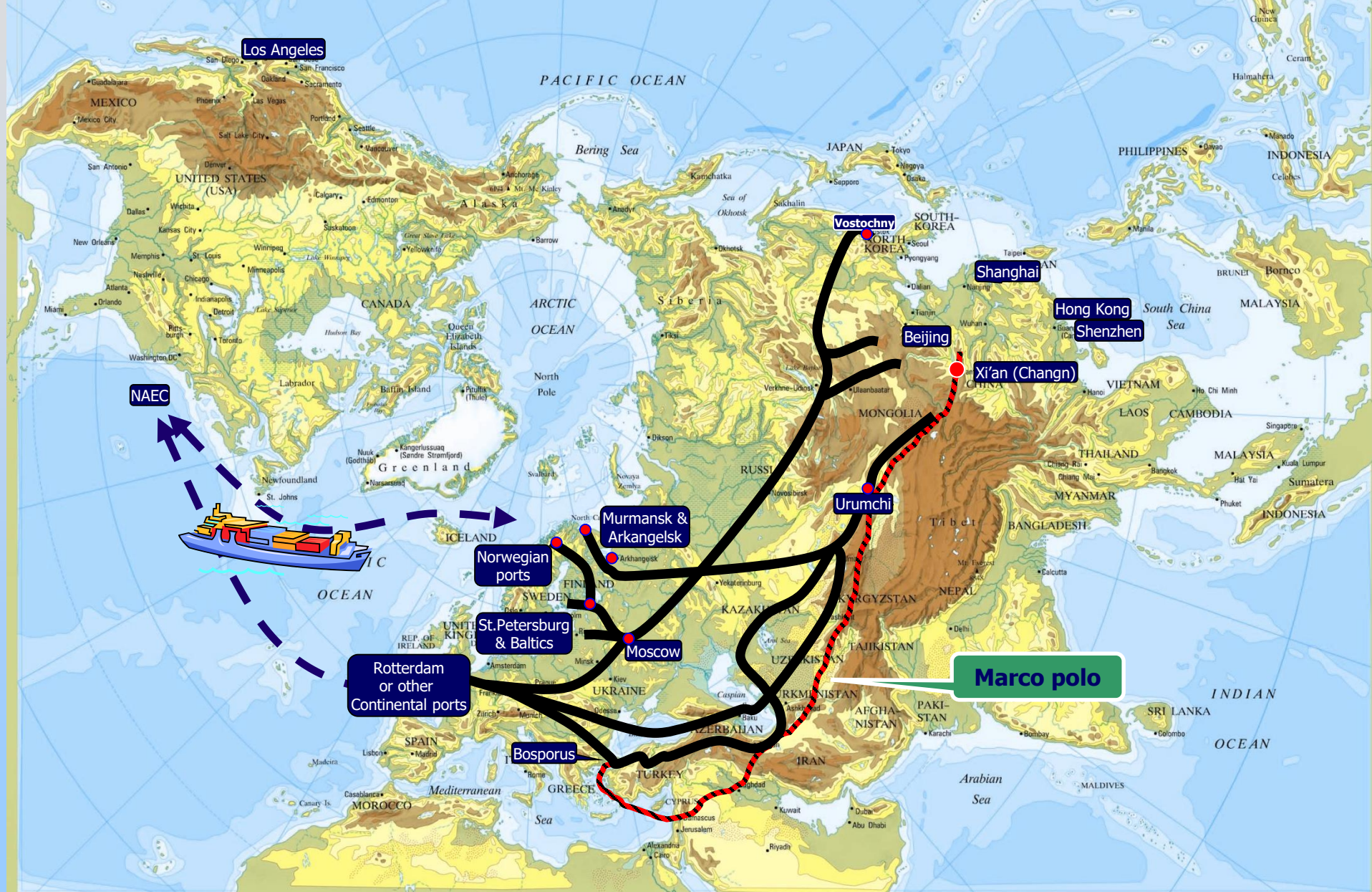
V.I. Yakutin
October 27, 2005

Basindustrierna i norr:
Stärkt konkurrensförmåga kräver ökad tillgänglighet

SVEASKOG LKAB BOLIDEN SSAB



Main EurAsian Railway Connections -global trade lanes



www.transportutvikling.no



Om ett år kan togene rulle fra Kina til Narvik



Høytidelig og formelt: På vegne av Narvik havn og Futurum signerte havnedirektør Rune avtalen med Xi'an og viseadministrerende direktør i Xi'an International Inland Port Multimodal Transportation, Dan Liu. Foto: Privat

Av Terje Næsje

08. juni 2018, kl. 15:13

Her signerer havnedirektør Rune Arnøy avtalen som kan gi enorme ringvirkninger for Ofoftbanen, havna i Narvik – og Norge.



Fornøyd: Havnedirektør Rune Arnøy og forretningsutvikler Ragnar Krogstad med den signerte avtalen. Foto: Privat

西安国际陆港投资发展集团有限公司
Xi'an International Inland Port Investment
& Development Group Co., Ltd.
美卓集团
Futurum A/S Narvik / Narvik Havn KF
战略合作框架协议
Strategic Cooperation Framework
Agreement

2018年6月8日

June 8, 2018

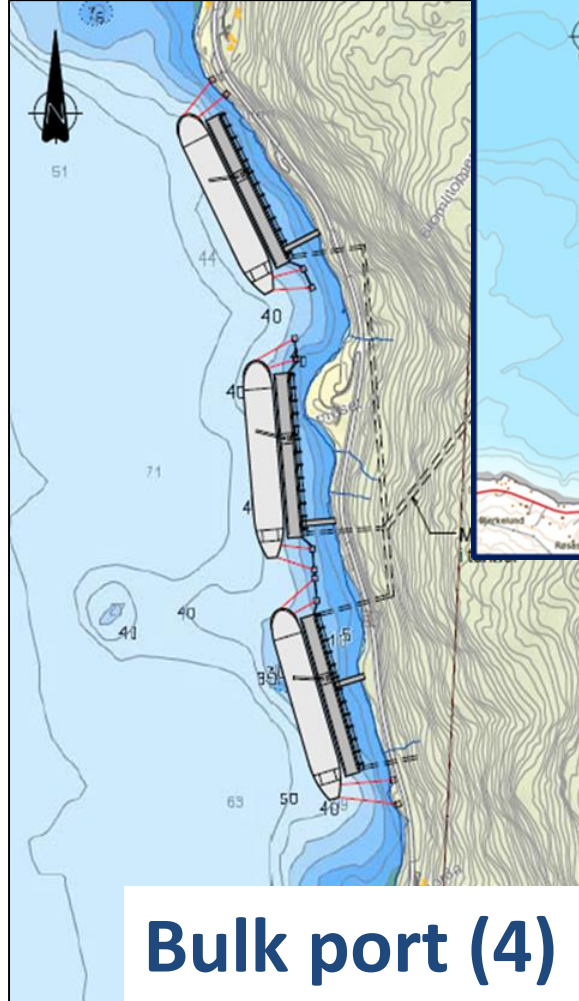
Agreement and cooperation between Xi'an and Narvik after the conference Railgate Finland China Express in Helsinki



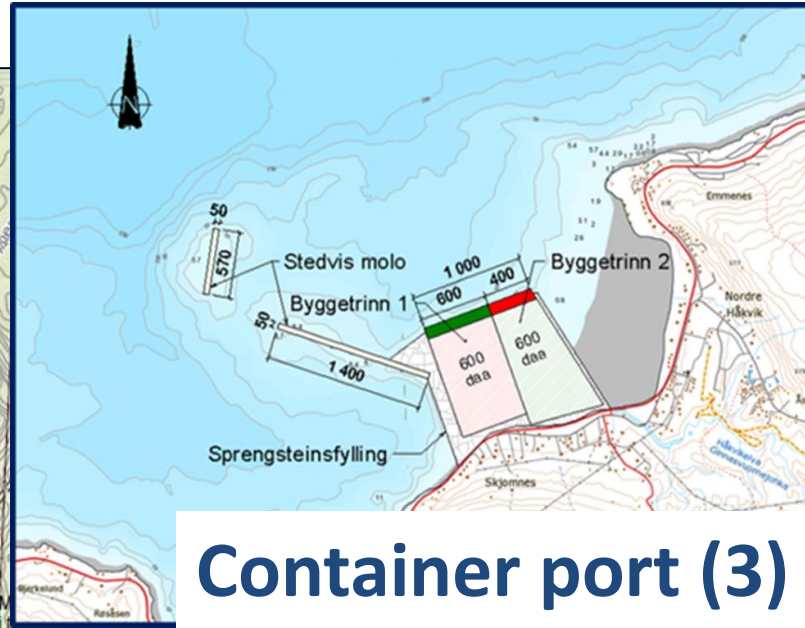
NEW Silk Road – «One Belt One Road»



RECOMMENDED SITES - NEW NARVIK HARBOUR



Bulk port (4)



Container port (3)

Municipal Planning process

The Municipality of Narvik will decide where to locate the new port in February this year



Narvik harbour



Cruiseport opens October 15th. 2019 with Queen Elisabeth



Organizational Structure of SRIG

省铁投集团的核心子集团



International Trade



蓉欧快铁
全长9826公里
运行时间13天
今年7月，
蓉欧快铁延伸至波兰，
辐射欧洲市场。
今年，
还将延伸至国内更多城市。

Chengdu-Europe Express Railway

With the development of Chengdu-Europe express railway, we vigorously carries out import and export trading with countries along the express railway as an active practitioner of the "One Belt & One Road" initiative. And we strive to become the mainstream importer & exporter along the Chengdu-Europe express railway.

四川广润集团通过蓉欧铁路积极与一带一路沿线国家践行进出口贸易业务

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国际贸易业务



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Chengdu-Europe Express Railway

蓉欧铁路 Europe Express Railway starts from Chengdu, through Kazakhstan, Russia, Belarus and other countries directly to Lodz, Poland, with a total length of 9,826 kilometers.

蓉欧铁路从成都通往波兰罗兹，全长9826公里

On February 12, 2018, Chengdu-Europe Express Railway extended its line direct to Tilburg, the Netherlands. It takes less than 20 days to transport goods from Chengdu to Tilburg.

2018年2月，蓉欧铁路延伸到荷兰蒂尔堡

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GLOBAL NETWORK of SRIG

省铁投集团的全球网络

Project Companies and Offices

海外公司与办事处



Our Importing Products- Food Products

Frozen Meat 冻肉制品

Pork 猪肉
Beef 牛肉
Poultry 禽类



Crops

粮食

Soybean 大豆



Seafood

海鲜

- Salmon 三文鱼
- Brown Crab 蟹类
- Shrimp 虾类



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Extra Question: What is your charge in the Port Authority?

Answer: Our cost are low and reasonable.



Port Dues compeared to other ports throughout the world

Cape Size bulk vessels only for 2009 and 2014.

The table shows that the Port of Narvik have by far the lowest cost in arriving the port compeared to other ports througout the world.

Port Dues	Narvik	Sept IIs	PdM	Port Hedland	Rotterdam
per ton (usd)	Norge	Canada	Brasil	Australia	Nederland
2009	0,61	0,74	0,70	NA	NA
2014	0,58	0,86	0,88	1,09	1,02
Change %	-4	16	26	NA	NA



Port Dues compared to other ports throughout the world

What kind of cost do the port dues contain of;

As you can see from the table it is PILOT, TUG, AGENT AND PORT AUTHORITY DUES.

Compearing 2009 with 2014 the total Port Dues have been reduced by 4%. Looking closer you will find that the PILOT and the PORT AUTHORITY DUES have been reduced by 26% and 20%.

Port Dues	Narvik per ton (usd)		Change %
	jun.2009	okt.2014	Endring i %
Pilot	0,189	0,141	-26
Tug	0,246	0,293	19
Agency	0,028	0,031	11
Port Dues	0,143	0,115	-20
	0,606	0,580	-4

And since 2014 the PORT AUTHORITY DUES HAVE BEEN REDUCED FURTHER.



Thank you for your attention

