



## Regional enlargement

The Norrland coast is the part of the country that has the greatest potential for regional enlargement. The cities and towns of northern Sweden lie like a string of pearls along the coast, at ideal distances for rail transportation. They are relatively large communities which, with the North Bothnia Line, can share their labour markets. Express trains will make it possible to commute since travel times will be halved. This will make it easier for companies to recruit and give people greater freedom of choice. For example, the journey from Skellefteå to Umeå at present takes an hour and half; an express train on the North Bothnia Line will shorten this to 45 minutes.

- ▶ You can reach one of the universities in Umeå or Luleå in 45 minutes from anywhere on the North Bothnia Line.
- ▶ The North Bothnia Line also gives greater accessibility to neighbouring regions in Finland and south of Umeå.



## The North Bothnia Line

- ▶ is **profitable**.
- ▶ will make Swedish primary industry more **competitive**.
- ▶ will enable **environmentally friendly** passenger and freight traffic.
- ▶ will be a central **transportation artery** in the EU.
- ▶ will shorten commuting times to **work and studies**.

### FACTS ABOUT THE NORTH BOTHNIA LINE

Length: Umeå-Luleå 280 km.  
Estimated cost: SEK 18-20 billion, Jan. 2007 price levels.  
Socio-economic profitability, May 2007, 1.05-1.45.

### FINANCIERS OF THE NORTH BOTHNIA LINE PROJECT

The municipalities of Umeå, Robertsfors, Skellefteå, Piteå, Luleå, Boden, Kalix and Haparanda. The County Councils and County Administrative Boards of Norrbotten and Västerbotten, trade and industry and the EU.

*Investing in your future*



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Development Fund

**norrbotnia**  
BANAN

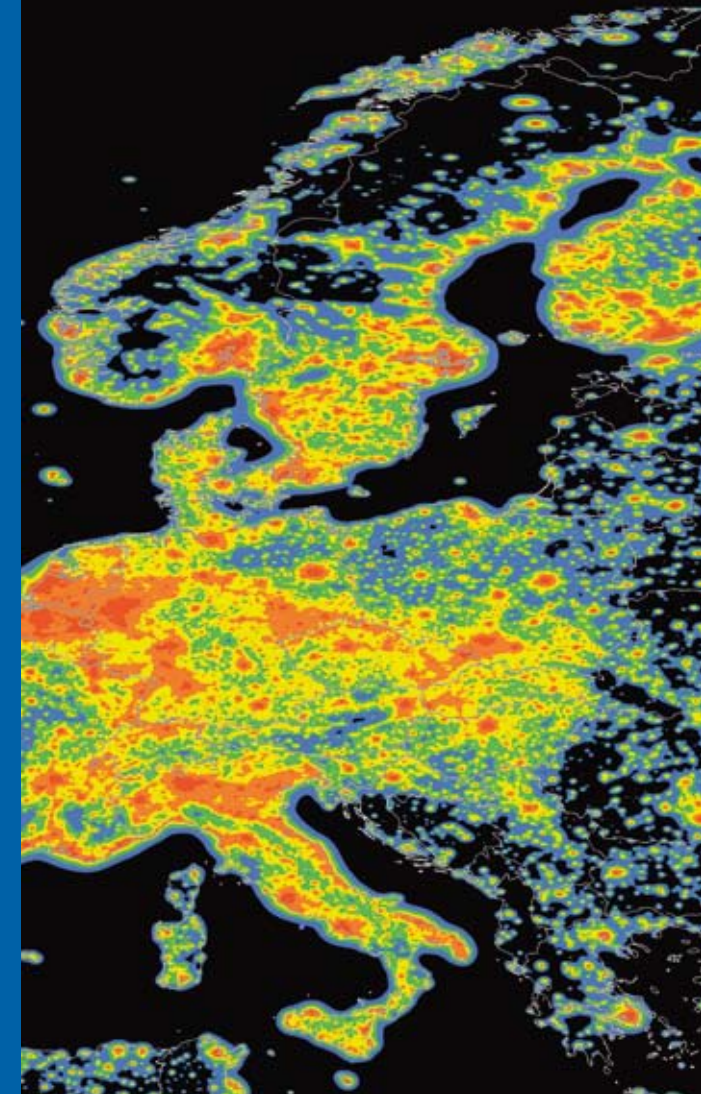
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## The North Bothnia Line

– for the EU, Sweden and the region



## Freight traffic for Swedish competitiveness

Industry along the Norrland coast is internationally competitive and accounts for a large share of Sweden's production and export value. The counties of Norrbotten and Västerbotten are alive with economic growth. Decisions for record investments have been made in the mining, forestry and energy sectors. The towns and cities are experiencing a building boom and not least the effects of Ikea's store in Haparanda are being felt throughout the region. Primary industry is the backbone of Sweden's trade and industry. Much of it is based in the north. Norrland accounts for all of 60 percent of the country's rail transportation effort and the present railway system is inadequate.



## Environmentally sustainable development

Fossil fuel based passenger travel and goods transport contribute to global warming. Trains are an environmentally friendly mode of transport. Banverket has estimated that the North Bothnia Line will enable a reduction in carbon dioxide emissions of 100,000 tonnes a year.

- ▶ The North Bothnia Line contributes to sustainable development of the economy, society and the environment.
- ▶ The North Bothnia Line is in line with the EU's intentions as regards transportation systems that are sustainable in the long term.



The North Bothnia Line will be of the utmost importance for industry's heavy freight transport. It will shorten distances and increase capacity and speed, which will reduce transportation costs by about 30 percent.

## Profitability

The North Bothnia Line is economically profitable for Sweden. According to Banverket, the return on investment is up to SEK 1.45 for 1 invested.

The cost of building the North Bothnia Line is equivalent to the value of 13 weeks' production in the two northernmost counties, and the railway will provide revenue and social utility for generations to come.

## International freight

Many industries in continental Europe are dependent on rapid, reliable transport of products from northern Sweden. The North Bothnia Line is part of the Bothnian corridor, one of Europe's major transport corridors.

The North Bothnia Line will also be a link to the east-west exchange in the NEW corridor, between the North American east coast and the Far East.

The border between Sweden and Finland is a gateway to great opportunities. Northwestern Russia has enormous resources in the form of timber, ore and minerals. Sweden has a chance to join in this growth by providing an efficient infrastructure for trade with Russia, while Swedish companies stand to benefit from being able to upgrade the raw materials.