



European
Commission

Connecting Europe Facility TRANSPORT

Member States involved:

Sweden

Implementation schedule

Start date: October 2015

End date: June 2019

Budget:

Estimated total cost of the action:

€21,000,000

Maximum EU contribution:

€10,500,000

Percentage of EU support: 50%

Beneficiary (ies):

Norrbotniabanan AB

www.norrbotniabanan.se

Trafikverket

www.trafikverket.se/norrbotniabanan

Additional information:

Coordinator's Report on
the Corridor

<http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors>

European Commission

<http://ec.europa.eu/transport>

Innovation and Networks Executive
Agency (INEA)

<http://ec.europa.eu/inea>

NORRBOTNIABANAN. Studies, railway plans and technical design. Phase 1: Umeå- Skellefteå

2014-SE-TM-0497-S



This Global Project is part of the North Bothnia Line and aims at developing and improving the railway traffic infrastructure by means of constructing a 270 km new railway line from Umeå to Luleå. The old line to the west (Stambanan – part of the comprehensive network) is predicted to be a bottleneck within a few years. For this reason, there is a growing need to significantly increase capacity to the Iron Ore Line and Haparanda Line through the Bothnia Line. If the railway infrastructure does not meet the needs of the future, there is a risk of breach for the value investment chain, and thus of transfer of investments from large companies to other regions. Growth of the regional economy could be strategically hurt. The railway line from Umeå to Luleå would alleviate the present Stambanan line, accommodating for the predicted increases in freight traffic resulting from the increasing raw material exploitation in northern Scandinavia.

The Action features the planning phase for the construction of the Umeå-Skellefteå railway line, which is part of the pre-identified other section of the Core Rail Network, namely the Sundsvall-Umeå-Luleå. It entails the preparation of the railway plans for the rail subsections along the Umeå and Skellefteå route, including the detailed technical design detailed planning processes for the first subsection between Umeå and Däva, and the assessment of the project's environmental impact. The outcome of the Action will be used as a decision-making tool for the construction phase.

Please note that the present document is for information purposes only. The content and conditions of the grant agreement always prevail on any different information which may be included in this document or elsewhere.

Update: September 2015

Innovation
and Networks
Executive Agency



Read more about
the project above.

Read more about
Norrbotniabanan.

