PORT OF NARVIK
Arctic-Hub

Narvik is a part of the CORE EU TEN-T rail, port and road Network.
Important for the region
Narvik’s location, in relation to the railway, road, sea and airport, makes the Port of Narvik a natural logistics intersection.

Rail
The port of Narvik operates as a hub for goods transported by rail (Ofotbanen) to this region. There are 19 cargo trains, in each direction (north/south), moving weekly between Oslo and Narvik. Transportation time 27 hours with the possibility of making connections to Stavanger and Bergen.

The heavy haul railway between Kiruna and Narvik transports 20 mt of iron ore per year (2015).

Road
The Narvik terminal is connected to the E6 north/south and the E10 east/west.

Sea/port
Ice-free, deep sea port which connects all other modes of transport and the main fairway for shipping.

Airport:
Harstad/Narvik Airport, Evenes is the largest airport in Northern Norway and is one of only two wide body airports north of Trondheim. Current driving time 1 hour, however when the Hålogaland Bridge opens in 2017, driving time will be reduced to 40 minutes.

There are several daily direct flights from Evenes to Oslo, Gardermoen.
Traffic load - 2015

- Iron ore: 20 mt/year, rising to 34 mt/year in 2020 – westbound
- Industrial minerals: 1 000 000 t/year - eastbound
- Consumer Goods: 100.000 TEU/Year, Fish: 200.000 t/year
- North- and Southbound
- General Cargo – East and Westbound
- Plans exist to supply LNG (liquid natural gas) to the regional market as well as for bunkering of ships.

Narvik opens up the opportunity of creating new corridors between continents

NEW, Northern East West Freight Corridor

New barriers are to be broken. One of these leaps of thought is called NEW Corridor and represents the fastest train service between Beijing and Scandinavia with Narvik as the last stop before the cargo can move on with ships on the Atlantic to the USA. Railway lines run from Beijing right through the vast land of China to Urumci in the Zinjang Province (three days ETA) before continuing through the ancient Silk Way’s route to Almaty in Kazakhstan (four days accumulated) to Moscow (seven days accumulated) to Oulu in Finland (nine days accumulated) to Narvik (ten days accumulated). The option to ship via the Suez Canal or the Cape of Good Hope is 40 to 60 days depending on overseas ports and feeder services.

North-East Passage/
The Northern Sea Route Services

The distance between North Europe and China is 40% less than through the Suez Canal and 60% shorter than via the Cape of Good Hope. This dramatically reduces transit time, fuel consumption and environmental impact. Ice volumes in the northern route is reduced by over 40% over the last thirty years. The development continues and the prospects for a major freight corridor in the north are increasing.

(Source: Erling Sæther, Director Industrial Politics - Norwegian Logistics and Freight Association)
THE MAIN TERMINALS

Port of Narvik consists of three terminals; LKAB’s dry bulk berths, deepwater intermodal terminal at Fagernes, and central harbour piers close to the city.

SERVICES PROVIDED BY PORT OF NARVIK

- Ice-free all year round
- 42 ton container crane
- Bunkering
- Tugboat services
- Sweeping terminals side etc.
- Gritting/snowploughing
- Cargo/goods handling
- Ro-Ro facilities
- Railway by the terminals side

FAGERNESKAIA

- Container, cruise, Ro-Ro, Dry bulk, General cargo, Offshore, Waiting berth
- Max. ship height (m) – unlimited
- Max. ship length up to 230 m.
- Construction year – 1970
- Terminal length – 270 m
- ISPS – terminal
- Max. point load: 4 ton/m2
- Fresh water capacity (50 m³/t)
- Land electricity: 220V, 50 Hz, 125 A, Phases 3

NORDKAIA

- General cargo
- Terminal length - 83 m
- Max. ship length up to 95 m.
- Depth 4 m.
- Bollard strength max. 100 ton
- ISPS – terminal
- Fresh water

SKARVENESKAIA

- Dry bulk
- Max. ship height (m) – unlimited
- Max. ship length up to 292 m.
- Construction year – 2013
- Terminal length - 150 m
- ISPS – terminal
- Fresh water capacity (50 m³/t)
- Land electricity: 2 x 220V, 50 Hz, 16 A, Phases 3
- Land electricity: 400V, 50 Hz, A - 32 A, Phases 3
- Land electricity: 400V, 50 Hz, A - 63 A, Phases 3

PIER 1

- Waiting berth, cruise
- Terminal length - 139 m
- Max. ship length up to 135 m.
- Depth 7 m.
- Bollard strength max. 100 ton
- Max. point load: 8 ton/m²
- Pillar terminal
- ISPS – terminal
- Fresh water
- Land electricity: 220V, 50 Hz, 80 A, Phases 3
- Land electricity: 220V, 50 Hz, 32 A, Phases 3

PIER 2

- General cargo, passenger, fishing vessels
- Terminal length - 60 m
- Depth 4 m.
- Bollard strength max. 100 ton
- Max. point load: 8 ton/m²
- Pillar terminal
- ISPS – terminal
- Fresh water
- Land electricity: 220V, 50 Hz, 80 A, Phases 3
- Land electricity: 220V, 50 Hz, 32 A, Phases 3

WASTE HANDLING

- Food waste
- Garbage
- Plastic
- Waste oil
- Sludge
- Sewage
- Bilge water
- Cargo related waste
- Cargo remains

Barents Watch
An overview of our terminals

Narvik Havn KF
Rail | Road | Sea | Air
The Port of Narvik has initiated plans to establish new terminals for cargo-/containers and terminals for ore-/minerals. These terminals will be constructed with capacity for future growth.

### Existing terminals

**EXISTING TERMINALS**

1. Narvik terminal – container/general cargo and iron ore/minerals
2. Central harbour – passenger/cruise and cargo
3. LKAB – ore/mineral terminal

**TERMINALS BEING PLANNED**

4. Grunstadvika – mineral/ore terminal
5. Håkvik/Skjomnes – container/general cargo terminal
6. Grindjord – mineral/ore terminal

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### The Port of Narvik

- No draft restrictions
- Sheltered waters
- Ice-free all year round
- Close proximity to main coastal fairway
- Bulk Terminals
- Container Terminal
- Gantry crane, 42 ton
- Ro-Ro facility
- On dock Rail
- Loading/Unloading, 24/7/365

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### The Hålogaland Bridge

- No draft restrictions
- Sheltered waters
- Ice-free all year round
- Close proximity to main coastal fairway
- Bulk Terminals
- Container Terminal
- Gantry crane, 42 ton
- Ro-Ro facility
- On dock Rail
- Loading/Unloading, 24/7/365

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### Norwegian Public Roads Administration invests in the region:

- The Hålogaland Bridge, 3 billion NOK. The bridge will be completed in 2017, E6 will be 18 kilometers shorter and travel time to and from Narvik will be reduced by 20 minutes.
- The Hålogaland Road. Upgrading of the road standard, elimination of climbs, reduced transport time, shortened transport distances and reduced distance costs have been the trigger for the project.
SINGLE TRACK CAPACITY IN EACH DIRECTION

• 2014: 20 trains
• 2016: 24 trains
• 2020: 27 trains

DOUBLE TRACK PROSPECT

• Approx. 90 trains in each direction
• Increased axle load: 30–40 t

TRAFFIC LOAD 2015

Iron ore Narvik - Kiruna
LKAB-MTAS 11 trains per direction/day L= 750 m

General Cargo Oslo- Narvik
Arctic Rail Express (ARE) 10 trains per direction/week L=520 m
North Rail Express (NRE) 7 trains per direction/week L=600 m
Wagon loads 2 trains per direction/week L<500 m

General Cargo Luleå - Narvik
SJ night-/region trains 2 trains per direction/day L<350 m
**AIR**

**RUNWAY:**
- Width 45 m
- Strength PCN – 65 F/A/W/U

**RWY 17/35**
- Take off runway available (TORA) 2808 m / 2808 m
- Accelerate stop distance available (ASDA) 2808 m / 2808 m
- Take off distance available (TODA) 3090 m / 3046 m
- Landing distance available (LDA) 2716 m / 2750 m

**DIRECT FLIGHTS FROM HARSTAD/NARVIK AIRPORT, EVENES**

**Domestic**
- Andenes
- Bodø
- Oslo
- Tromsø
- Trondheim

**International**
- Gran Canaria

**Charter**
- Antalya
- Chania
- Gran Canaria
- Krakow

**TRAFFIC DEVELOPMENT AND FORECAST:**
- 2004: 445,853 pax
- 2013: 654,972 pax
- 2024: 1,000,000 pax

**Cruise the Arctic region and enjoy our unique seasons.**
Experience the Midnight Sun or the Northern Lights for the duration of your cruise.

With a wide selection of excursions, ranging from high capacity tours to boutique experiences, Narvik offers everything you need for a regular cruise call or a turnaround operation.

**The New Logistics Center of the North**

If you ship your wares inland, the railway is the way to go. At Kiruna Railyard (KIA), Kiruna Cargo can re-distribute or store them for your convenience. Whether you have large containers, bags, or trailers, we will take care of your cargo and make sure it gets to where it needs to go.

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VI TILBYR:

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• Hjullaster  
• Snørydding samt av/på lasting  
• Spesialtransport  
  Kranbiler og maskinhengere

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