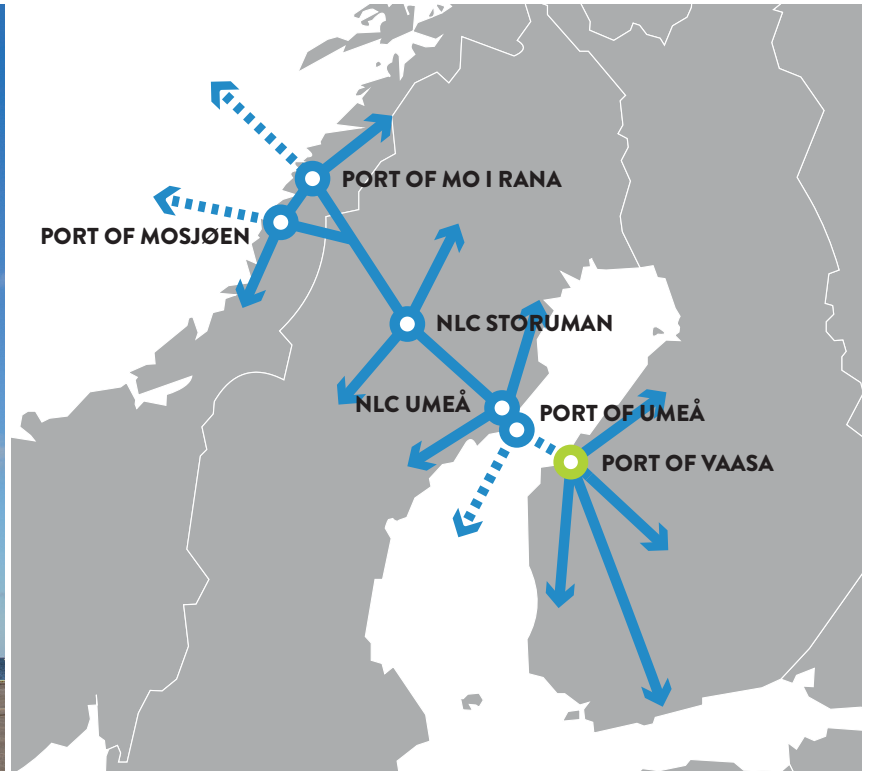


THE PORT OF VAASA



RICH IN RESOURCES AND EXPERTISE

Enjoying a highly strategic location, the Port of Vaasa is currently engaged primarily in the import and export of fuel, agricultural products and products from the chemical and timber industries. The port boasts expertise and resources for handling freight from the region's extensive energy and metal industries. Through its shipping route to Umeå, the Port of Vaasa offers the northernmost year-round passage over water between two nations, connecting the E12 European Highway all the way from Russia to the Norwegian Atlantic coast.

The port also forms a natural logistical focal point for the region's transport system. Among its greatest strengths is that the port is situated only 10 kilometres from the international airport, while motorway and rail links also lie in close proximity. Furthermore, a logistics

park is under construction at an advantageous central location at which the highway, railway and airport area converge. Covering an area of 400 hectares, the new facility is set to enable regional trade and industry to be far more competitive moving forward.

The realisation of the Nordic Logistics Corridor will provide a further boost. Nordic Logistics Corridor aims to become the green transport corridor stretching from Sweden, via Finland and Norway, on to Russia and out into Eastern Europe.

"Trade and industry is currently seeking growth through maritime export, for reasons both financial and environmental. The Port of Vaasa is a vital part of this, and major investment is being made to ensure that we are able to deliver", explains Port Director Teijo Seppelin.

FACTS

REGULAR SERVICES

Umeå, Härnösand, Bremerhaven

QUAY DEPTH

9 metres.

WATERWAY DEPTH

9 metres.

TIDAL WATER

No.

PORT SERVICES

24 hours a day.

TUGBOAT SERVICE

24 hours a day.

PILOTAGE

Yes.

CONTAINER HANDLING

Yes.

RORO BERTHS*

Yes.

RAILWAY LINE

Yes.

HEAVY LIFTING CAPACITY

200 tonnes.

WAREHOUSING

50,000 m².

OPEN-AIR STORAGE

150,000 m².

FREIGHT VOLUME THROUGH QUAY

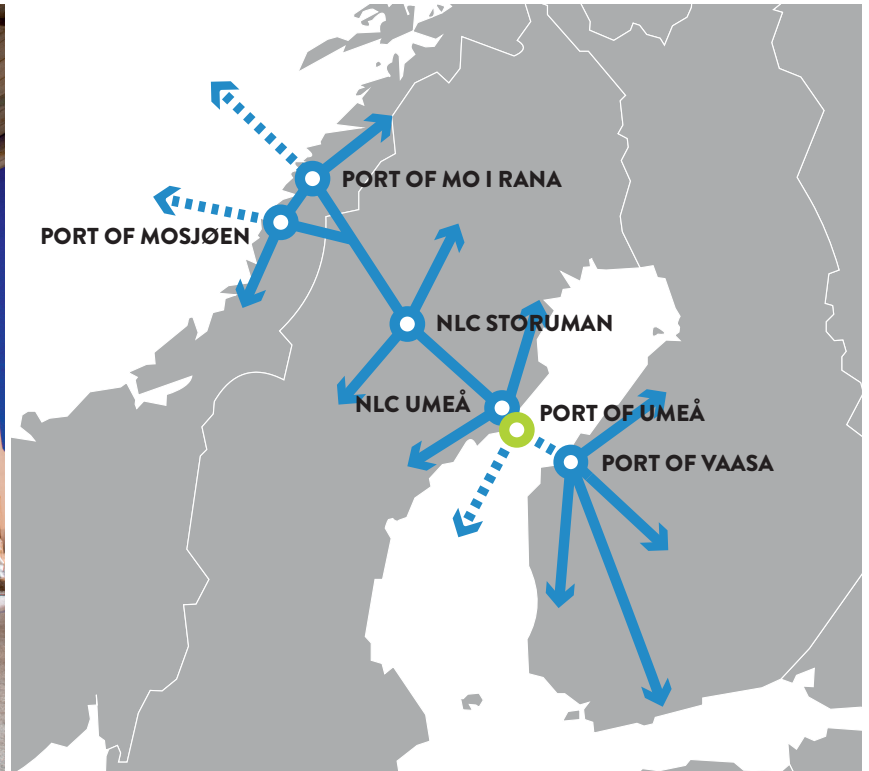
1,600,000 tonnes a year.

CALLS

Approx. 540 a year.

*Roll-on-roll-off. A designated area at which large/heavy vehicles can gain access to the quay.

THE PORT OF UMEÅ



A NORTHERN PORT WITH YEAR-ROUND ACCESS

The Port of Umeå is Sweden's northernmost port with year-round access, something which presents a wealth of opportunities. The port is strategically located to provide the shortest, most logical route over the Bothnian Sea. The port's location in the narrowest section of the Bothnian Bay, south of the Holmöarna islands, guarantees favourable ice conditions which give the port unique opportunities to handle traffic during the winter. Strategically positioned in the most expansive part of northern Sweden, the Port of Umeå lies in close proximity to the E4 and E12 European Highways in addition to rail connections serving the Northern Main Line (Norra Stambanan) and the Bothnia Line (Botniabanen).

Umeå is also Sweden's northernmost container port, with vessels departing and calling according to schedule. Umeå is called at more than any other northern port, and offers a growing number of services to and from the continent. Freight volumes are also on the rise – by around 2.5 per cent a year over the last few years. The Port of Umeå is a key component of the Nordic Logistic Corridor initiative,

primarily due to its status as the only port north of Stockholm offering ferry services which create an east-west corridor. The extensive port complex boasts excellent capacity, with the potential to handle increased volumes of traffic as well as new operations, while it also forms a logical focal point for maritime, rail and road transport. And, not least, the port is an integrated component of the Nordic Logistic Center, in Umeå.

In autumn 2012, NLC Ferry Oy, the municipal ferry operator, acquired a new ferry in order to meet the demand for increased transportation for both passengers and freight. Collaboration with the Port of Vaasa is central to the port's development, alongside investment totalling 2,600,000 Euros which is being channelled into the port complexes in both cities.

"The main thing is being able to deliver a ferry terminal equipped to meet both current and future demand. Moving forward, we are challenged with creating an east-west network which benefits tourism, trade and industry in the whole of Västerbotten," says Port Manager Curt Kristoffersson.

FACTS

REGULAR SERVICES

Rotterdam, Tilbury, Lübeck, Vaasa, Sundsvall.

QUAY DEPTH

7–11 metres.

QUAY BERTHS/ DRY CARGO BERTHS

4. One oil tanker quay (11 metres deep), three ferry berths (5.8–7.5 metres deep). 11 dry cargo berths with depths between 7 and 11 metres.

WATERWAY DEPTH

13 metres.

TIDAL WATER

No.

PORT SERVICES

24 hours a day.

TUGBOAT SERVICE

Yes.

PILOTAGE DISTANCE

Approx. 45 minutes.

CONTAINER HANDLING

Yes.

RORO BERTHS**

3. 7.5 to 11 metres deep, 18 to 30 meters wide.

RAILWAY LINE

Yes. 7,000 metres of track.

HEAVY LIFTING CAPACITY

100 tonnes.

WAREHOUSING

100,000 m².

OPEN-AIR STORAGE

920,000 m².

FREIGHT VOLUME THROUGH QUAY

1,900,000 tonnes a year.

CALLS

Approx. 800 a year.

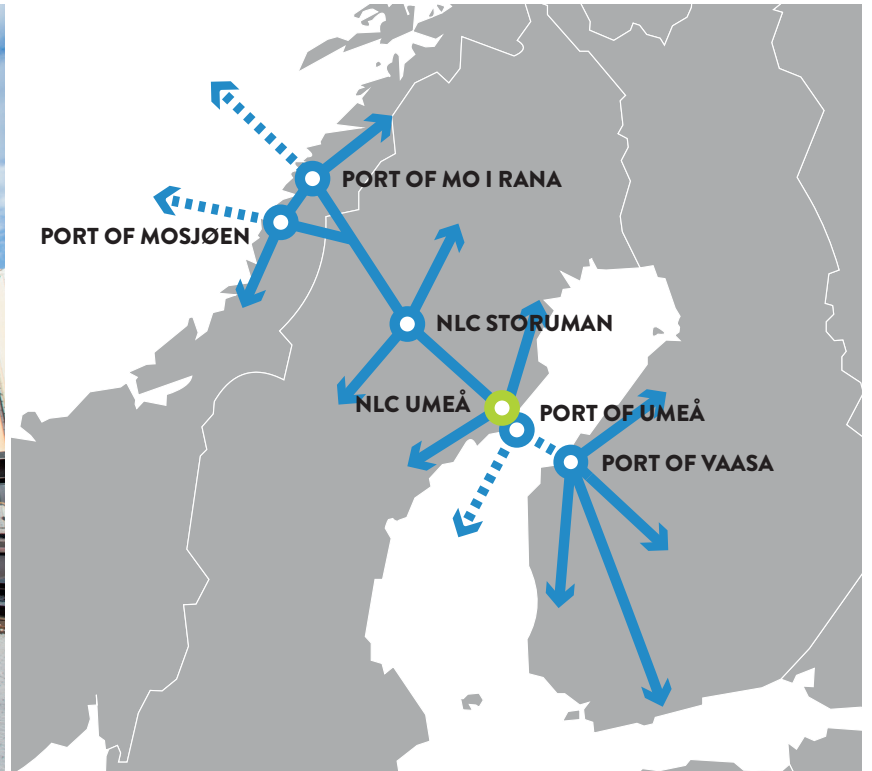
CONTAINER VOLUME

16,000 TEU* a year.

* Twenty-foot equivalent unit. A measurement referring to the number of 20-foot containers that can be loaded by a vessel, or which pass through a port. The normal length of a container is currently 40 feet (2 TEU).

** Roll-on-roll-off. A designated area at which large/heavy vehicles can gain access to the quay.

NLC UMEÅ



CREATING SEAMLESS LOGISTICS SOLUTIONS

NLC Park and NLC Terminal are two of the three strong pillars which form the Nordic Logistic Center concept – the Port of Umeå is the third. Major investment has been made to develop the port in partnership with regional trade and industry and the Swedish Transport Administration. Underpinned by a steadily increasing population, Umeå boasts a robust export sector, expansive trade and industry and two universities.

The pace of growth has brought with it an increased flow of goods, highlighting the need for a highly developed, intermodal transport system including effective logistical hubs and intermodal terminals nationwide.

With the NLC Park and NLC Terminal logistics areas, its strategic location and close proximity to the Bothnia Line, Northern Main Line, E4 and E12 highways, airport, Port of Umeå and ferry services over Kvarken, Umeå enjoys a wealth of advantages and forms a natural hub within the transport system.

Set up in 2010 in conjunction with the introduction of the Bothnia Line, the NLC Terminal offers loading and unloading services as well as access to a service centre and parking area for carriers. The terminal has nine railway lines and its new freight station spans 5.8 hectares – a threefold increase on

its previous capacity. In partnership with INAB (Infrastruktur i Umeå AB), the Swedish Transport Administration has invested MSEK 900 in the new terminal complex. As an intermodal facility, the terminal harnesses and combines different modes of transport to provide effective freight handling solutions with minimal impact on the environment. The objective is to increase the volume of rail and sea-based services while reducing reliance on road transport.

The terminal is not affected by competition, which means it is always open to any rail operator on non-competitive lines.

Spanning almost 40 hectares, NLC Park is located alongside the new terminal earmarked by the Municipality of Umeå to offer seamless logistics solutions. Enterprises large and small are invited to set up here and create rational logistics solutions tailored to their individual requirements.

"With the introduction of NLC Terminal, Sweden's most modern freight handling facility, Umeå has cemented its status as the foremost logistical hub serving northern Scandinavia. The Nordic Logistic Corridor is set to be a key factor in our future development," says Bertil Hammarstedt, CEO at INAB (Infrastruktur i Umeå AB).

FACTS

FREIGHT HANDLING
Freight carriers and containers.

LENGTH OF TRACK
3,220 metres.

ON SITE
110 tonne reach stacker*, semi-trailer tractors, wheel loaders.

TERMINAL CAPACITY
Service terminal: 100,000 m²,
Freight terminal: 150,000 m²,
Available space: 440,000 m².

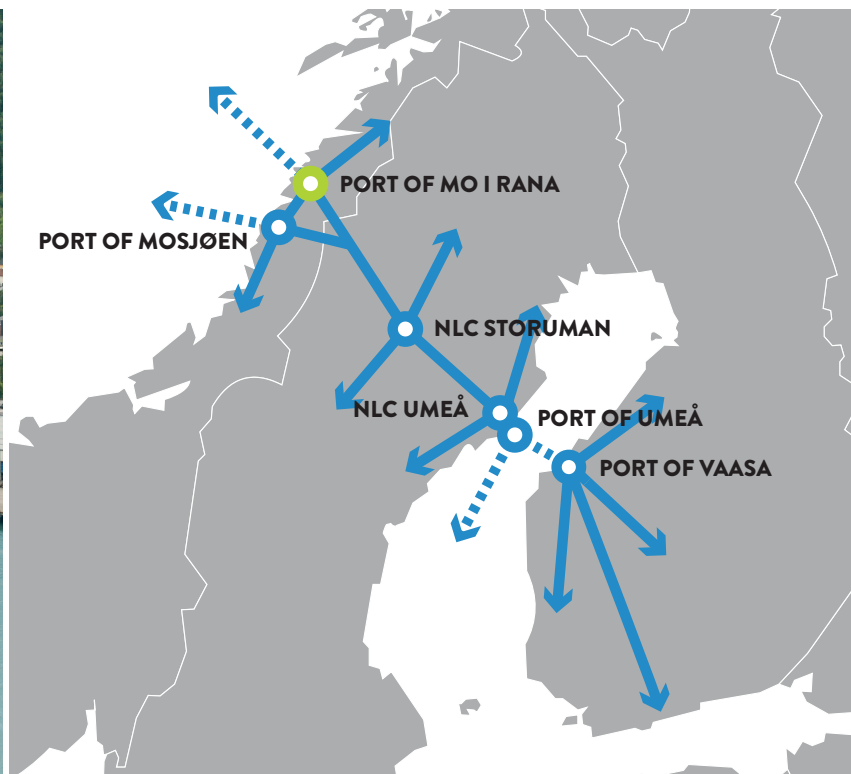
OTHER INFORMATION
Non-competitive facility, nine railway tracks, rail maintenance centre for Norrtåg.

ANNUAL FREIGHT HANDLING VOLUME
approx. 35,000 TEU**

* A telescopic boom truck used for transferring and stacking containers.

** Twenty-foot equivalent unit. A measurement referring to the number of 20-foot containers that can be loaded by a vessel, or which pass through a port. The normal length of a container is currently 40 feet (2 TEU).

THE PORT OF MO I RANA



A NATURAL FOCAL POINT

Norway's sixth largest port for freight handling, The Port of Mo i Rana is a point of intersection for sea, rail and road-based transportation, connecting to the E6 and E12 highways towards Sweden, Finland and Russia. Mo i Rana is therefore a natural focal point for transportation from heavy industry in northern Norway and services out towards the rest of Europe. Handling 56 per cent of the region of Helgelands total freight volume, the port is the main transport hub in the area.

Major investment has been channelled into the port over the last few years, making it into one of Norway's most modern, intermodal terminals. Mo i Rana's freight volumes have increased steadily, from 1.9 million tonnes in 1989 to almost 4 million tonnes in 2012.

Mo i Rana KF is a municipal enterprise with a municipal executive board as its highest decision making body. It is assigned with driving the development of the Port of Mo i Rana through a port authority. The objectives of the municipal enterprise include working towards the

improvement of the road network in Mo i Rana and the surrounding area, as well as ensuring the E12 becomes the main highway. Moreover, it shall act to secure the status of the Nordic Logistic Corridor as the principal east-west transport corridor connecting Norway, Sweden, Finland and Russia.

In order to further increase capacity at the Port of Mo i Rana, plans are underway to establish a Cargo Net terminal, while Toranes Quay is set to be extended westwards to a depth of 23 metres.

"This presents new possibilities for the engineering industry as well as businesses engaged on offshore markets. The area has enjoyed a period of really positive development over the last few years – despite many being affected by the global economic downturn.

"The establishment of an effective east-west corridor will be highly significant for the region, providing both financial and environmental benefit," says Herman Breiland, Mo i Rana Havn KF.

FACTS

REGULAR SERVICES

Rotterdam, Murmansk, Göteborg, Skuru, Immingham, Ljmuiden, Bremen, Duisburg, Dunkirk among others.

QUAY DEPTH

12 metres.

WATERWAY DEPTH

Unlimited.

PORT SERVICES

24 hours a day.

TUGBOAT SERVICE

24 hours a day.

PILOTAGE

Yes.

CONTAINER HANDLING

Yes.

RORO* BERTHS

Yes.

RAILWAY LINE

Yes.

LIFTING CAPACITY

Max 52 tonnes.

WAREHOUSING

Yes.

OPEN-AIR STORAGE

Yes.

FREIGHT VOLUME THROUGH QUAY

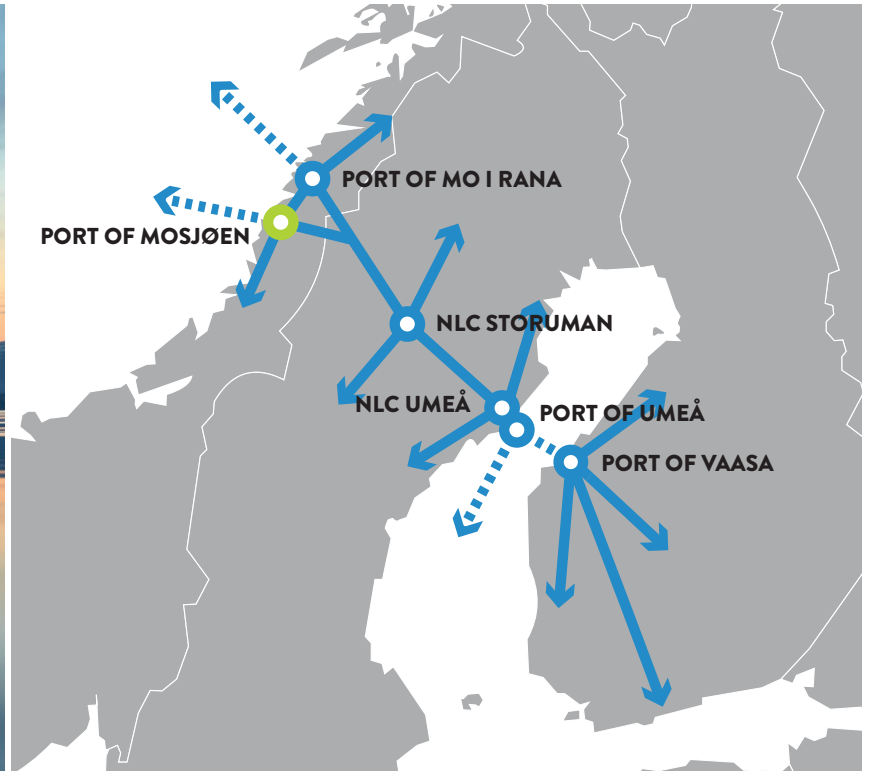
4,150,000 tonnes a year.

CALLS

Approx. 1100 a year.

*Roll-on-roll-off. A designated area at which large/heavy vehicles can gain access to the quay.

THE PORT OF MOSJØEN



FOREVER MOVING FORWARD

The Port of Mosjøen is centrally situated in the Helgeland region, in the heart of Norway. The port's central location and excellent transportation possibilities make it a key player in trade and industry, offering accessibility and close proximity to European Highway 6, Fylkesvåg 78 (Sandnessjøen), Fylkesvåg 76 (Brønnøysund), Riksväg 73 (Sweden) in addition to rail and air links. The regular sea-based freight shipments to and from Iceland and Rotterdam (where freight is forwarded on to America and other parts of the world) are a key factor underpinning the port's operations. The second largest container port in the north of Norway, the Port of Mosjøen is steadily expanding, while its development is likely to gain additional impetus from the growth of the Nordic Logistic Corridor. This development is taking place in close cooperation with Mosjøen Industrial Terminal, ensuring that the port can provide a broad spectrum of services.

The combination of publicly and privately operated quays makes Mosjøen a modern

freight terminal with excellent capacity. Municipal enterprise Mosjøen Hamn KF plays a key role in the port's development. Its primary task is the administration and letting of land and buildings as well as creating the best conditions for freight traffic through logistics and transport solutions. Underpinned by flexibility and efficiency, the port shall be a key contributor to regional trade and industry. It's a case of exploiting the capacity of the port area as effectively as possible.

"In the short term, it's crucial for us to adapt in order to take advantage of American aluminium giant Alcoa's new shipping routes from Iceland and Rotterdam, carrying containers and other freight to our east-west region.

"I can see major potential when it comes to container shipments as well as transport of LNG (liquefied natural gas) and forest timber. The Nordic Logistic Corridor project is highly concrete and realistic, and offers something we can really benefit from," explains Kurt Jessen Johansson, Port Manager.

FACTS

REGULAR SERVICES

America, Iceland and Europe.

QUAY DEPTH

8 metres.

WATERWAY DEPTH

Unlimited.

HANDLING OF LNG (LIQUEFIED NATURAL GAS)

Yes.

TUGBOAT SERVICE

24 hours a day.

PILOTAGE

Yes.

CONTAINER HANDLING

Yes.

RORO** BERTHS

No.

RAILWAY LINE

Yes.

WAREHOUSING

5,000 m².

OPEN-AIR STORAGE

approx 80,000 m².

FREIGHT VOLUME THROUGH QUAY

1,200,000 tonnes a year.

CALLS

Approx. 650 a year.

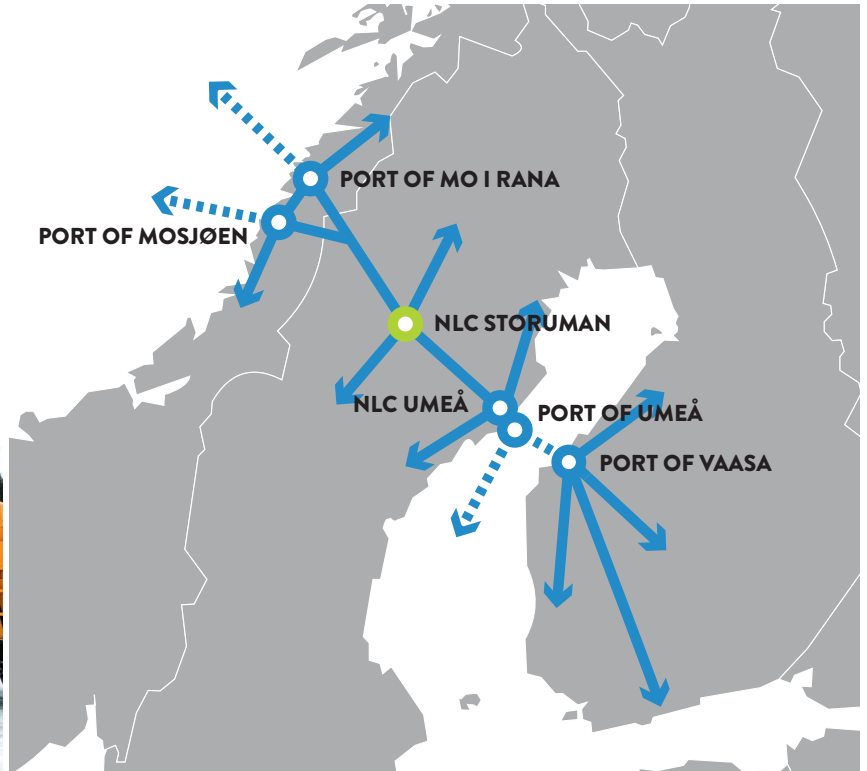
CONTAINER*

24,000 TEU

* Twenty-foot equivalent unit. A measurement referring to the number of 20-foot containers that can be loaded by a vessel, or which pass through a port. The normal length of a container is currently 40 feet (2 TEU).

** Roll-on-roll-off. A designated area at which large/heavy vehicles can gain access to the quay.

NLC STORUMAN



A STRATEGIC RESOURCE FOR THE ENTIRE REGION

The NLC Storuman transshipment terminal was inaugurated on 15 August 2012. Located in a high growth area, the terminal is a transport hub intersected by two European highways and rail links in three directions. The terminal is a key component of Nordic Logistic Corridor, the green transport route connecting Norway, Sweden, Finland and Russia.

Due its location, the Storuman terminal represents an optimal dry port between Mosjøen, Mo i Rana, Umeå, Holmsund and Vaasa, and therefore a strategic resource for the region as a whole. The terminal offers loading, unloading and transshipment of goods to the most appropriate mode of transport taking into account environmental factors, public welfare, financial considerations and traffic safety.

The E12 and E45 highways intersect at the point where Inlandsbanan and Tvärbanan meet to form a railway junction. Factors such as close proximity to forest timber, the ongoing expansion of mining operations and the development of bioenergy and wind farm construction underline the importance of seamless, logistical transport solutions for the continued growth of domestic and international trade.

The terminal's future plans include the further expansion of a triangular rail link towards Inlandsbanan, a new terminal area, interim storage solutions for the mining industry and unloading/warehousing services for the wind energy sector. NLC Biopark, providing research, training and forest timber processing is also under development.

FACTS

THREE INDUSTRIAL TRACKS

TRACK 1

686 metres of barrier-free track (loading tracks).

TRACK 2

820 metres in total from the infrastructure boundary (transit tracks).

TRACK 3

300 metres of barrier-free track (loading tracks).

OTHER INFORMATION:

Freight departures to Östersund and Umeå: eastwards on Tvärbanan (the Crossways Line) and northwards and southwards on Inlandsbanan (the Inland Line).

Non-competitive terminal. This means the terminal is open to any rail operator under equal conditions.

Botnia-Atlantica



Gränsöverskridande samarbete över fjäll och hav
Meret, vuoret ja rajat ylittävä yhteistyö
Grenseoverskridende samarbeid over fjell og hav
Cross-border cooperation over mountain and sea