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NECL-II, Preparatory report 3.6

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Railway terminal in port of Kaskinen, Improvement repair of Kaskinen – Seinäjoki railway and bio goods terminals along the railway line.

1. Background:

The railway repair project was already included in the NECL-project which was finished in 2006 and it has continued to be a part of the NECL-II project since.

In 2010 the Finnish transport agency ordered a work plan from the consulting company Pöyry Oy regarding renovation of the Kaskinen – Seinäjoki railway. This plan cost 1,6 milj. € and was finished in 2011.



Kaskinen – Seinäjoki railway



Port of Kaskinen railway yard

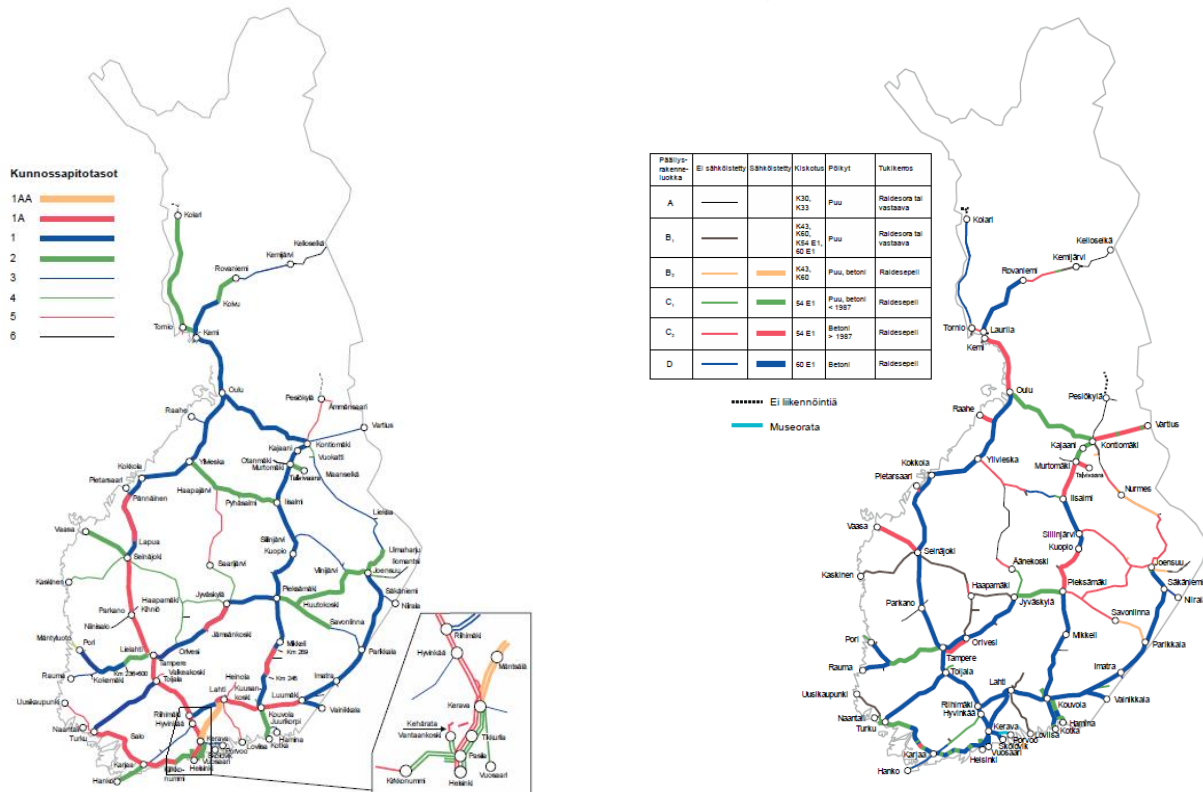
The transport agency's original plan was to begin renovation works in 2011. However on 21 of March 2012 the agency aborted the process of this planning because of lack of operational basis, and ordered a project evaluation report from Ramboll Oy, in which it was stated that a repair would not be economical and that dissolution of the railway would not have serious effects in the region. This was a complete and unexpected turn-around action from the agency.

Immediately hereafter the NECL-II project group including all stakeholder groups within the project held a meeting in Seinäjoki on March 2, 2012. At this meeting it was decided that regular meetings were to be held by this work group with the purpose to get the repair of the railway track back in process.

The agency's work plan for the renovation is however still up-to-date and can be put into operation whenever the financial situation improves.

1.2 The Minister of Transport and Communications visits Kaskinen

On September 11, 2012 the Minister of Transport Merja Kyllönen paid a visit at port of Kaskinen where the Minister was handed a preservation statement for the railway from all the stakeholder groups along the railway. The Minister stated that the railway would not at least be closed down during this governmental period – which in other words meant effective maintenance for the railway for the time being.



Railway maintenance levels in Finland and Railway paving and traffic type in Finland (Transport agency)

1.3 SITO – report and seminar

In September 2012 the work group decided to order a study from the consultant bureau SITO (26.11.2012 report), regarding the effects on the region from a repair of the railway, which was ready in November 2012. A railway seminar and a press conference with 70 delegates, including politicians and media, about the report was held in Seinäjoki at 26.11. The SITO report was ordered by the city of Kaskinen. The report was handed over to the Minister of Transport and Communications in March 2013 in Helsinki.

1.4 Petition in favor of the railway

The work group held another meeting in January 2013 where it was decided to put out a public petition on the Internet, in favor of preserving and repairing the track (www.adressit.com). The petition was launched on the 1.2.2013 by the port of Kaskinen. Later in the spring in 2013 a paper-version petition was also distributed in different public places in all communities along the track. The whole petition will be handed to the Transport and Communication Ministry in the spring 2014. The targeted amount of signatures on the petition is around 30.000-40.000.

1.5 Etelä-Pohjanmaan liikenneseminaari (traffic seminar for the South of Ostrobothnia)

A seminar about the traffic arrangements in South Ostrobothnia was held in Seinäjoki 4.2.2013. The council of South Ostrobothnia was the host of the seminar.

2. Railway terminal in port of Kaskinen

A 1.2 km long perfectly working double track in the port of Kaskinen allows smooth efficient loading and discharging of railway cars. The port terminal is also equipped with a covered Hopper-car discharging system. The terminal enables reception of full train sets carrying e.g. sawn wood products, pellets, fertilizers and grain from Russia and Finland.



Hopper railway cars in Port of Kaskinen

2.1 Forest BTL biofuel factory

Forest BTL is planning a bio fuel factory close to the port of Kaskinen. The EIA process for this factory starts in the summer of 2013 and takes about one year to finish, and at the same time the area planning for the factory area is being performed. The factory – when operative – will increase the load factor on the railway three times and make the railway repair decision inevitable. The bio fuel factory requires around 2 million m³ of raw wood material a year.



Forest BTL biodiesel factory in the city of Kemi

2.2 Bio goods terminals along the railway

The only functioning loading terminal is in Teuva. The terminal will at least be in function for the time being according to held negotiations between NECL, VR and Metsäkeskus. When the railway repair project starts the terminal in Teuva will be renovated and there is also a possibility to re-open the terminal loading places in Kauhajoki and Kurikka.

Reference reports:

- Seinäjoen maakunnallinen logistiikka-alue, EP logistics 13.3.2012
- Seinäjoen seudun yhdistetyt kuljetukset, Tarveselvitys 15.11.2010
- Suomen rautatietilasto 2010. Liikennevirasto
- Seinäjoki-Kaskinen perusparannushankkeen suunnittelu, Pöyry Oy / Liikennevirasto 2011
- Seinäjoki-Kaskinen perusparannuksen hankearvioni, Ramboll / Liikennevirasto 2011
- Rataverkon raakpuun terminaali- ja kuormauspaikkaverkon kehittäminen, Liikennevirasto 2011
- Suomen ulkomaankaupan logistinen kilpailukyky ja kehittämistarpeet, Liikenne- ja viestintäministeriö 2012
- Etelä-Pohjanmaan liikennejärjestelmäsuunnitelma, SITO 2012
- Keski-Pohjolan kuljetus selvitys, EP-Logistics 2013
- Seinäjoki-Kaskinen- rataosuuden parantamisen auleellisten vaikutusten ja vaiheittain toteuttamisen selvitys, SITO 2012
