



Request for information - Expansion of the New Port of Luleå

Financing, design and implementation of the port of Luleå's future adaptation

Introduction letter from Luleå Hamn AB

Luleå Hamn AB (The Company) invites a Request for Information (RFI) for the construction of the New Port of Luleå. We are requesting information on the construction of two all-weather terminals (AWT) including coil storage facilities (coil hotels) and expanded port operations, as well as the design, construction, financing, operation and maintenance of these operations.

In the coming years, Luleå municipality is expected to be at the centre of events for the green industrial transformation in Sweden and Europe. The announced investments in the production, among other things, of fossil-free steel, fertilizer and electro fuels are expected to contribute to a manifold increase in logistics flows and cargo volumes through the port of Luleå. The port of Luleå is therefore to be seen as a key enabler of the transition. To address this, the Company has been implementing the *Port of the Future* project for some time. This project has identified the needs of industry for the port and the infrastructure needed to accommodate future freight and logistics flows. The Company has identified a significant need for expansion at the Victoria Port, including the establishment of new bulk storage facilities, silos, AWTs and coil hotels. Furthermore, it has been identified that a major expansion of the port's rail facilities is required to handle the flow of goods to and from the port.

The Port of Luleå currently handles almost 600 calls per year, with the equivalent of about 8 million tonnes of cargo consisting mainly of steel scrap, iron ore pellets, bentonite, dolomite and limestone. According to a study carried out, it is expected that by 2030 the port will need to be able to handle both increased volumes of current cargo types and new cargo types, such as significant quantities of coils. By 2030, the port is expected to handle nearly 2,500 calls and around 25-30 million tonnes of cargo. With this volume, the port of Luleå will become Sweden's second largest port in terms of tonnes. In addition, the vision is for the port to host one of the world's largest coil hotel.

Through this RFI (RFI 1), the Company wishes to supplement the existing study documentation with in-depth knowledge of how the New Port of Luleå can be financed, designed and implemented. However, it should be noted that this RFI is one of two RFIs covering the construction of the New Port of Luleå. This RFI concerns the management, expansion and adaptation of the logistics activities in the port of Luleå and the second RFI (RFI 2) concerns the management, expansion and adaptation of the port's railway facilities. The market is now being asked to propose implementation solutions and financing models. The aim of the information gathering is to gather new perspectives from the private market and to deepen the knowledge on how the expansion can be realised. The RFIs are therefore not a procurement exercise, but aim to build relationships with market players and tap into their expertise. This is to prepare for a possible future procurement in 2023 and a future construction of the New Port of Luleå.

Large infrastructure projects traditionally have a significant climate impact. It is therefore in the interest of the Company that new innovative and climate-smart options are presented. In addition to the sustainability aspect, the timeframe and flexibility of implementation is critical. The handling of the first fossil-free cargoes and increased volumes is already planned for the fourth quarter of 2025. Innovative approaches are therefore encouraged to ensure both resource and time efficient implementation. In addition, it has been announced that the new establishment of operations by several companies will take place in Luleå in the latter part of the 2020s. This has resulted in further interest in a flexible expansion of the port to handle additional cargo types and volumes without disrupting existing operations.



Anders Dahl, CEO Luleå Hamn AB

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Background

Northern Sweden and the Norrbotten region have a long industrial tradition and account for 65% of Sweden's raw material exports. The region is now at the centre of a wave of green industrialisation, with a number of significant initiatives announced. In total, it is estimated that around SEK 1,100 billion will be invested in northern Sweden over the next 20 years. The significant investments mean that the population of Norrbotten and Västerbotten could increase by around 100,000 people over the next 15 years. The figure below (Figure 1) shows a number of examples of the significant investments that are currently taking place in northern Sweden.

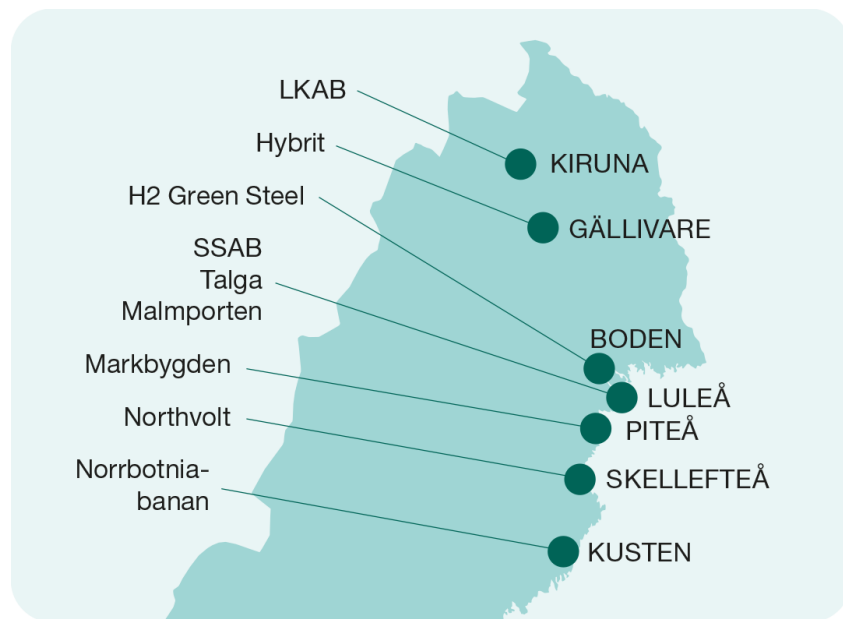


Figure 1. Examples of significant investments currently taking place in northern Sweden (Luleå Municipality, 2022)

Luleå municipality is a central city in Norrbotten with about 80,000 inhabitants and is well placed to become the centre of the green transition in Europe. In addition to the good supply of sustainable energy, it is home to one of Sweden's leading technical universities, an international airport, one of Sweden's largest ports, and rail and road connections. In addition, it affords good opportunities for a rich outdoor life, a creative and diversified cultural offer as well as good access to sports both on a general and elite level. The municipality has adopted a vision to be climate neutral by 2040.

To address current global climate challenges, a number of industries have announced several large investments in Luleå and the region. Luleå Municipality has worked proactively with existing and new companies to create conditions for new green industries. This work has led to the recent announcement of several major investments in Luleå and in the region. For example, Fertiberia, H2 Green Steel, LKAB (ReeMAP), SSAB and Talga have announced planned investments and a letter of intent has been signed between Uniper Sweden, Luleå Energi and the Company for the production of, among other things, environmentally friendly ship fuel. In addition to these major investments, there are some 80 existing and new companies in Luleå working on establishment and expansion linked to green transformation and growth. The establishments in and around Luleå are expected to contribute to the creation of tens of thousands of new jobs, strengthen Sweden's competitiveness in sustainable innovative technology and generate billions in export earnings. These establishments are therefore significant for the entire labour market region.

To enable the green transition, and for Luleå municipality to achieve its vision of being climate neutral by 2040, extensive investments are required in the coming years. The municipality, including the municipal companies, already has a large investment need and, to cope with the population increase of about 20,000 inhabitants needed over the next 17 years, the investment need will increase further. The realisation of the investments, both in terms of infrastructure and business start-ups, is expected to contribute to strengthening the local community and the whole of northern Sweden.

Port of Luleå

Since a large part of the freight flows to and from Norrbotten pass through the port of Luleå, this port is a priority and strategically important node in today's transport system, partly due to its link to the Malmbanan railway. Its national and European significance is demonstrated by the fact that the port of Luleå is designated as a CORE port in the Trans-European Transport Network TEN-T (EU policy for the establishment and development of a common European transport network). Two of the EU's nine freight corridors will also be linked in the municipality of Luleå: North Sea-Baltic and Scandinavian-Mediterranean. In addition, Luleå is becoming an increasingly important node for The Arctic Gateway, a collaboration and natural resource freight corridor linking the Arctic to the world. Figure 2 below shows an overview of the existing layout of the port followed by a description of the current facility.

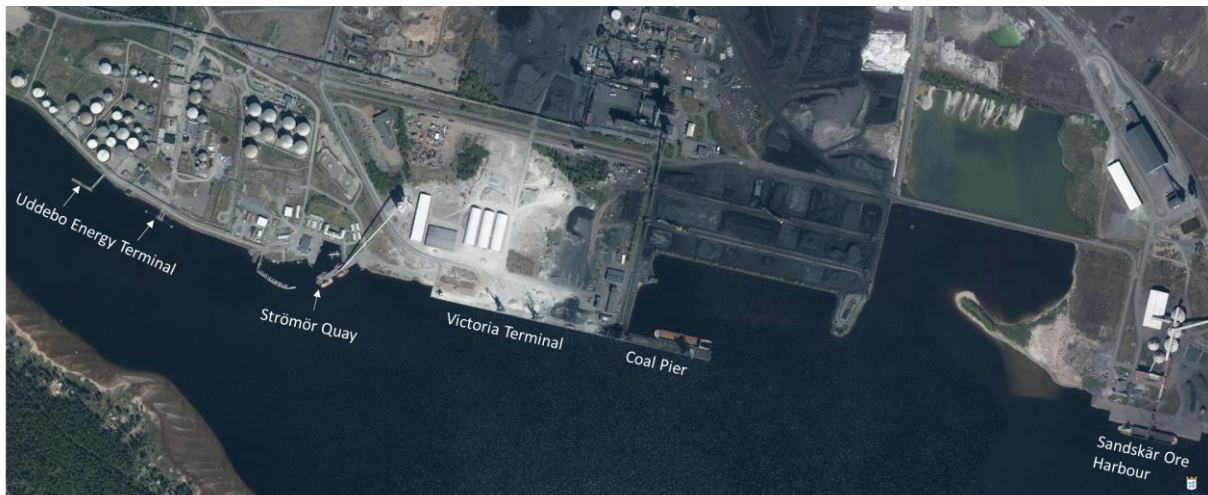


Figure 2. Overview of the port of Luleå and its piers

The port of Luleå currently consists of six piers:

- Cement pier - used for unloading cement (out of picture to the west),
- Svartö Pier - pier for the state icebreakers (outside the picture to the west),
- Uddebo Energy Port - handles about 380 thousand tons of liquid energy products annually,
- *Strömören* - pier for the port's service boats, pilot and tugboats, and rescue and coastguard boats. Adjacent to *Strömören* is the Maritime House with offices for the Company and the Swedish Maritime Administration. Nordkalk AB has a storage and production facility with a fixed connection for unloading limestone from *Strömören* Pier,
- Victoria Terminal - the port of Luleå's general bulk cargo pier. It mainly handles bulk goods for Norrbotten's mining and steel industries. The pier currently handles about 2.5 million tonnes annually, of which 2 million tonnes are inbound and 0.5 million tonnes outbound. The main products are coal, coke, limestone and bentonite. There are four loading/unloading cranes in the Victoria Terminal, one of which is specific to the unloading of coal at the easternmost coal pier in the Victoria Terminal. The total length of the pier is 765 metres including the coal pier and there is a railway track running parallel to the pier. Adjacent to the pier are four storage tents and a warehouse

building which is part of a concession agreement with Shorelink AB that runs until 31st of March 2026.

- Sandskär - LKAB's ore port for the unloading of iron ore products. The annual volume of goods is about 5 million tonnes. The pier currently handles only outgoing cargo.

New Port of Luleå

The port's location and infrastructure connections mean that the port of Luleå's function is a prerequisite for the region's emerging green industry's transport and logistics needs. This is because a large part of the flow of cargo in the green wave of industrialisation is expected to pass through the port. Furthermore, most of the investments announced in Luleå are located in the Luleå Industrial Park, a business cluster for green industrial transformation, which is adjacent to the port.

In quantitative terms, the additional cargo flows mean that the total annual cargo volume that needs to be handled via the port of Luleå will increase from about 8 million tonnes in 2020 to about 30 million tonnes in 2030. At the same time, the number of vessel calls will increase from just under 600 per year in 2020 to between 2,200 and 2,500 in 2030. The additional cargo flows consist of both an increased volume of existing cargo types (e.g. steel scrap, iron ore pellets, bentonite, dolomite and limestone) and new cargo types (e.g. steel coils, HBI, minerals and fertilisers, gypsum, ammonia, hydrofluoric acid, sulphuric acid, hydrogen and electro fuels).

Overall, the increased demand means that the existing port facilities in the port of Luleå are not sufficient. To cope with the additional cargo flows, the port will need to undergo significant expansion, including the construction of new warehousing and terminal facilities and an expanded rail facility. Some of the additional cargo types are also weather-sensitive and therefore require special storage and terminal solutions, AWTs.

The importance of the port of Luleå and the need for increased volumes was already foreseen in the 2010s, which is why work on widening and deepening the fairways into the port has been underway for a few years now. The project is called *Malmporten* (the Ore Port) and includes not only the widening and deepening of the fairways but also a new deep-water harbour with new infrastructure in the form of a 1,068-metre-long pier and completely new land areas for the storage and handling of goods. This project will enable the port of Luleå to receive larger and heavier loaded vessels in the future, which will increase the efficiency of maritime transport, reduce environmental impact and strengthen competitiveness. The new deep harbour and pier will be created from recycled dredged material and will create new logistics space of approximately 750,000 square metres adjacent to the pier (see below in Figure 3). The Malmporten project is scheduled for completion and opening in 2028.



Figure 3. The Malmporten Project - infill areas and the new deep harbour

In addition to the fact that the port needs to be expanded and requires significant investment, time is a critical factor. The first additional flows are expected to take place as early as the second half of 2025 and some parts of the port expansion will therefore need to be completed by then.

The consensus behind the implementation of the infrastructure investments in the port of Luleå is broad and includes local politicians as well as stakeholders who have expressed interest in the use of logistics and warehousing in the port. The municipality has approved a guarantee commitment on market conditions for infrastructure investments in the port linked to the Malmporten Project and has expressed positive views on the development of the New Port of Luleå.

The short time available until the first additional cargo flows arrive at the port and the competition for the limited public funds, has led the Company to now investigate the position of the market on the construction of the New Port of Luleå. The Company thus wishes the market to illustrate the options available for designing, building, financing, operating and maintaining the New the Port of Luleå. The New Port of Luleå is intended to potentially be procured in 2023 and the Company therefore wishes, through this RFI, to gather the market's perspective to create good conditions for a successful procurement.

This RFI is, as mentioned earlier, one of two RFIs covering the construction of the New Port of Luleå. This RFI concerns the management, expansion and adaptation of the logistics operations at the port of Luleå and RFI 2 concerns the management, expansion and adaptation of the port's railway facilities.

Project description

Based on dialogues with existing industry in and around Luleå, together with the establishment of the new industrial operations announced in the area, the amount of cargo to be handled via the port of Luleå is forecast to increase from today's 8 million tonnes per year to 30 million tonnes per year in 2030. The increase is due to both an increase in the volume of existing types of goods (e.g. steel scrap, iron ore pellets, bentonite, dolomite and limestone) and new types of goods (e.g. coils, HBI (sponge iron), mineral and artificial fertilisers, gypsum, ammonia, acids, hydrogen and electro fuels).

To handle the considerable additional volume of cargo, the port will need to be significantly expanded. The expansion covers the entire port operation, from transport infrastructure such as fairways, piers, railways and roads, to the development of logistics facilities and cargo handling equipment. The weather-sensitive nature of some types of cargo also requires AWTs that allow weather-protected reloading from rail to ship.

This RFI includes the extensive measures required to adapt the port of Luleå's logistics facility to the new needs. The measures relate to the construction of logistics buildings and port equipment and the operation of logistics activities in large parts of the port of Luleå. The area covered by this RFI is shown below in Figure 4.



Figure 4. Overview of the geographical area (green highlight) covered by this RFI.

The geographical area currently contains a number of buildings and businesses, most of which will have to be relocated or closed down as a result of the port expansion. An overview of the existing buildings and activities is presented in Figure 5 below.



Figure 5. Existing buildings and activities in the area concerned

The expansion is divided into two stages (Stage 1 and Stage 2), with the possibility of further expansion (Stage 3). The stages of development are defined as follows:

Stage 1: Expansion of Victoria Port, AWT 1 with associated Coil Hotel and New Pier east of Uddebo Energy Port, Q4 2025

During Stage 1, the port of Luleå's logistics facilities will need to be expanded to handle additional cargo flows. Stage 1 also includes an AWT with associated coil hotel for handling weather-sensitive cargo and a new pier east of Uddebo Energy Port. The logistics buildings, AWT and coil hotel in Stage 1 should be completed by the fourth quarter of 2025 and the new pier should be completed in 2026. In order to cope with the volumes, it is assumed that port operations need to be able to be carried out around the clock. Stage 1 includes:

- AWT 1 with associated coil hotel:
 - an AWT (AWT 1) with a vessel berth for vessel sizes up to Handy Size (25,000 tonnes). The AWT must be able to handle the loading and unloading of coils with a maximum weight of 40 tonnes. The operation must be able to cope with the Arctic climate and needs to have a system that prevents ice formation inside and adjacent to the AWT,
 - a coil hotel with a total storage capacity of 150,000 tonnes. The coil hotel should be located directly adjacent to AWT 1 to allow for weather protected transport between the coil hotel and the AWT. The coil hotel will be connected to the railway network and unloading from trains will take place inside the coil hotel. The coil hotel must be able to be kept at a controlled temperature and humidity,
 - necessary logistics equipment for unloading (from trains), storage and loading (to ships) of coils and connection to future customers' logistics and business systems. Automated materials handling is sought to the greatest extent possible between train unloading, warehouse management and ship unloading,
 - infrastructure for the supply of shore power and fresh water to ships, and
 - control room.
- Warehouse with associated technical facilities to handle the following volumes:

- Scrap yard for up to 100,000 tonnes of scrap of 10 different types to be kept separate. The handling is expected to meet noise requirements. There must be a scale with an associated radioactivity detector adjacent to the facility,
- up to 35,000 tonnes of HBI,
- up to 20,000 tonnes of slag,
- storage for up to 100,000 tonnes of pellets, and
- two bulk silos of 19,000 and 31,000 tonnes respectively.
- Necessary logistics equipment for loading/unloading from rail and truck, warehouse management and loading/unloading from ship. The logistics equipment must be able to handle weighing, material controls, radioactivity control and storage systems.
- Necessary electricity, water & sewage and IT infrastructure required to operate and integrate with the Company's existing systems.
- Staff building and other buildings necessary for operations.
- New pier east of Uddebo Energy Port (to be completed in 2026):
 - A new pier with a ship berth for vessel sizes up to Coaster class (15,000 DWT). The pier will mainly handle bulk products where some unloading needs to take place protected from the weather. The construction of the new pier will require dredging of approximately 20,000 m² of seabed,
 - the pier must be equipped with a crane capable of handling the entire loading/unloading of the vessel without the need to move the vessel and must accommodate the loading/unloading station (conveyor belts and mobile pockets). The pier must be able to handle self-unloading vessels and have an access route for cranes and other heavy traffic, and
 - the necessary electrical, water & sewage and IT infrastructure required to handle and support incoming vessels. Including ship supply of shore power and fresh water.



Figure 6 Proposed layout of the port of Luleå after Stage 1

Stage 2: AWT 2 and further development, 2027

Additional volumes are expected in 2027, requiring further expansion of port operations. Stage 2 will be ready to handle goods in 2027 and includes:

- AWT 2 and tent camp:
 - An AWT (AWT 2) with a vessel berth for vessel sizes up to Handy Size (25,000 tonnes). The AWT must be capable of handling coils of up to 40 tonnes and include the necessary

- logistics equipment for unloading and loading coils to and from ships. The operation must be able to cope with the Arctic climate and needs to have a system that prevents ice formation inside and adjacent to the AWT. The AWT must be equipped with the necessary logistics equipment for loading and unloading coils from and to ships, trains and rubber wheel transports,
 - temporary tented warehouse with a storage capacity of up to 70,000 tonnes for the temporary handling of coils. This warehouse must include necessary logistics equipment for indoor loading of coils to trains and rubber wheel transport of coils between the tent warehouse and the AWT,
 - control rooms and systems with connectivity to future customers' logistics and business systems, and
 - infrastructure for ship services of shore power and fresh water.
- Necessary additional logistics equipment for loading/unloading from rail, warehouse management and loading/unloading from ships. The logistics equipment must be able to handle weighing, material controls, radioactivity control and storage systems.
- Necessary electricity, water and IT infrastructure required to operate and integrate with the Company's existing systems.



Figure 7. Proposed layout of the port of Luleå after Stage 2

Possible further expansion, Stage 3: Expansion and Expansion of AWT 1, 2030

As large parts of the logistics facilities are located on the project's infill at the *Skvampen* deep harbour, it is estimated that additional freight flows will occur in 2030. However, there are still major uncertainties for the need and Stage 3 is dependent on the completion of the *Malmporten* project. Taken together, this means that Stage 3 is not included at this time but is included as a possible further expansion in this RFI. However, the respondents should take Stage 3 into account in their responses and may include suggestions for this stage as well.

If decided, Stage 3 will be completed by 2030 and include the following extensions:

- expansion of AWT 1 with an additional vessel berth for the Handy size up to 25,000 tonnes and 25,000 tonnes of increased train unloading and ship loading capacity. A RoRo ramp will be established in the AWT to enable RoRo handling,
- expanded coil hotel with an automated storage capacity of up to 100,000 tonnes directly adjacent to the coil hotel (see Stage 1),
- expansion of the scrap yard (see Stage 1) from 100,000 tonnes to 200,000 tonnes of scrap,
- expansion of slag storage (see Stage 1) from 20,000 to 30,000 tonnes,

- silos for up to 200,000 tonnes of pellets at *Skvampen* deep harbour,
- dry storage warehouse for up to 10,000 tonnes at the *Skvampen* deep harbour,
- decommissioning of HBI warehouse (see Stage 1),
- permanent warehouse adjacent to AWT 2 with storage capacity up to 70,000 tonnes for handling coils. This warehouse will include the necessary logistics equipment for indoor loading of coils to trains and rubber wheel transport of coils between the tented warehouse and the AWT,
- necessary additional logistics equipment for loading/unloading from rail, warehouse management and loading/unloading from ships. The logistics equipment must be capable of handling weighing, materials controls, radioactivity controls and storage systems, and
- the necessary electrical, water and sewage and IT infrastructure required to operate and integrate with the Company's existing systems.

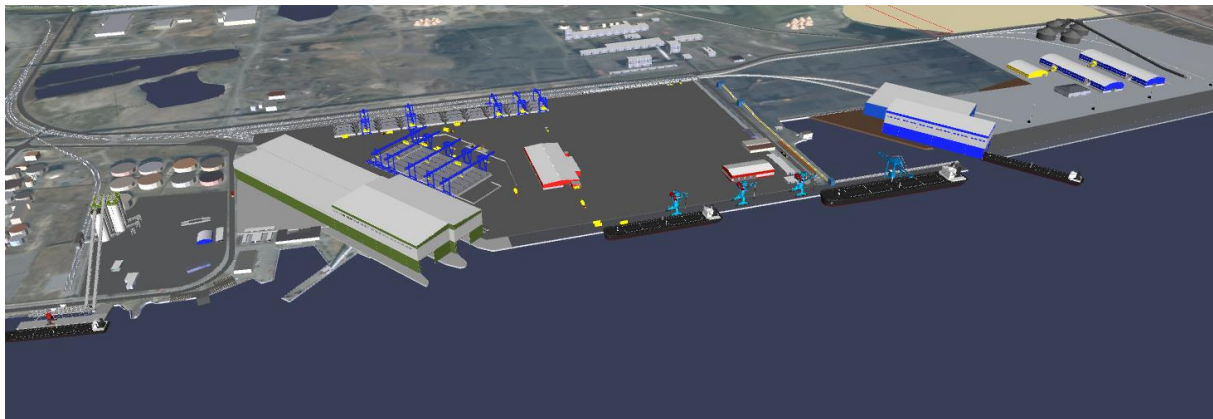


Figure 8. Proposed layout for the port of Luleå after Stage 3

Prerequisites

The existing port operations must be able to continue without significant impact during the construction period and current and additional cargo flows (see Cargo volumes and flows) at Luleå Malmgård should be able to continue without significant disruption. This applies to all stages of the expansion.

The recognized strategic importance of the port of Luleå as a designated CORE-port in the Trans-European Transport Network means that there may be opportunity of partial financing through EU grants. An investigation is underway regarding the possibility of receiving such funding.

Cargo volumes and flows

The following sections present the volumes and flows of goods covered by the activities that are the subject of this RFI. The volumes presented are based on the Company's current best estimate and knowledge. Cargo volumes are presented by year as annual tonnage inwards and annual tonnage outwards to give as clear a picture as possible of the volumes to be handled and when they will be added. The total volumes of the activities subject to this RFI are presented below in Figure 9, followed by a breakdown by category of goods.

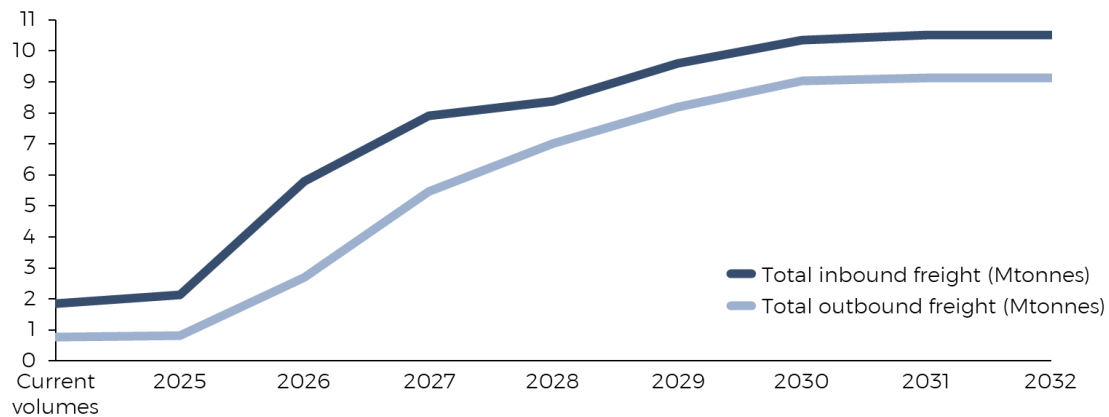


Figure 9. Total volumes shipped in and shipped out

Annual tonnage - Shipments in (thousands of tonnes)				
Goods category	Existing volumes	2025 - 2027	2027 - 2030	2030 ->
Coils		0	50	100
Scrap		0 - 1,500	3,000 - 5,500	5,500 - 6,000
Bulk	1,900	1,500 - 5,000	4,000 - 5,500	4,500 - 5,500
Total shipment in	1,900	2,000 - 6,000	7,500 - 10,000	10,000 - 11,000

Annual tonnage - Shipments out (thousands of tonnes)				
Goods category	Existing volumes	2025 - 2027	2027 - 2030	2030 ->
Coils		0 - 1,500	3,000 - 6,500	7,000 - 7,500
Bulk	500	400 - 1,500	1,500 - 2,500	1,500 - 2,000
Steel blanks	200	200	70	0
Total shipments out	700	500 - 3,000	4,500 - 9,000	8,500 - 9,500

Each category of goods consists of the following products:

- Coils - includes all types of coils.
- Scrap - includes all types of scrap.
- Bulk - bentonite, dolomite/potassium sulphate, potassium salts, lime products, pellets, alloy, cement, coal, injection carbon, coke, coke breeze, slag, LD slag, shale, HBI, fertiliser.
- Steel blanks - steel blanks and pig iron.

The flows of goods in the port are based on the proposed port locations as shown in the tables below. Where pier locations have been left empty, this is because the product type has either been phased out or moved to a pier location outside the area concerned. The Uddebo Pier in the tables below refers to the silo park planned in the area concerned between Victoria Harbour and Uddebo Energy Harbour.

Pier locations for shipments in:

Product	Pier location 2025 - 2030	Pier location 2030 ->
Bentonite	Victoria	
Coils	AWT	AWT
Dolomite/calcium sulphate	Victoria	Skvampen

HBI/Pig iron	Victoria	Victoria
Injection carbon	Uddebo	Uddebo
Potassium sulfate	Victoria	Skvampen
Lime	Victoria/Uddebo	Uddebo
Coal	Coal pier	
Coal needs	Coal pier	Coal pier
Alloys	Victoria	Victoria
Pellets	Victoria	Skvampen
Scrap	Victoria	Victoria/Skvampen

Pier locations for shipping out:

Product	Pier location 2025 - 2030	Pier location 2030 ->
Coils	AWT/Train/Rubber wheels	AWT/Train/Rubber wheels
Fertiliser	Victoria	Skvampen
HBI	Victoria	Victoria
ACBFS (air-cooled blast furnace slag)	Victoria	
Coke	Victoria	
Coke breeze	Victoria	
Slag	Victoria	Victoria
Steel blanks (Emergency)	Victoria	
Pig-iron	Victoria	
Tar	Victoria	

Estimated costs

This section presents total estimated investment costs and operating costs for each stage of the expansion. The figures are based on the Company's current best estimate and knowledge, based on the material flows, buildings and activities included in each stage. Costs are expressed in millions of SEK at 2023 prices.

Costs (MSEK)	Stage 1 (2025)	Stage 2 (2027)	Stage 3 (2030)
Capital expenditure (CAPEX)	2,500 (± 500)	1,500 (± 500)	2,500 (± 500)
Operating expenses (OPEX)	200 (± 50)	250 (± 50)	450 (± 100)

Business model

The Company expects a business model where the operator of the operation, through a concession or similar, is entitled to charge customers for handling and storing the goods passing through the area subject to this RFI. The revenue generated is expected to cover the investment cost as well as the running costs of the business over time. In their RFI responses, respondents are welcome to suggest business model(s) that they consider appropriate. The Company also welcomes proposals for appropriate business models that could include the activities of RFI 2. Respondents' suggestions for business model(s) will be taken into account but may be modified at a later stage.

Examples of fees that could be charged include:

- fee for unloading and loading of goods,

- storage fee,
- fee for boatmen arrival/departure,
- standby charge, and
- charge for shore power and fresh water.

RFI Description

In order to prepare the project for a possible future procurement, the Company is seeking the market's views on how the New Port of Luleå can be built, financed and operated. The Company believes that such a project may include different models. These can range from a model that includes all or part of this RFI to a larger structure that includes both RFI 2 and this RFI, or an even larger or smaller structure. The idea on the part of the Company is that the business model could be built according to a DBFOM model (design-build-finance-operate-maintain) or a similar model for financing, implementation, operation and maintenance.

The Company accepts that respondents provide answers according to different scopes depending on the expertise and interests of the respondent. As mentioned above, the Company is supportive of a business model that encompasses both RFI 1 and RFI 2, therefore responses that encompass all or part of the total scope of both RFIs are accepted and welcomed. The Company foresees that future project implementation may include multiple stakeholders and therefore also offers the possibility for respondents to provide joint responses.

For example, the Company wishes to receive information on:

- the layout and design of the port expansion,
- possible project implementation and management,
- proposed business model(s) and implications of different options for the activities in this RFI, and possible combination with the activities in RFI 2,
- the distribution of risks and the consequences of different options,
- financing arrangements and consequences of different options, and
- recommendations on requirements, process, evaluation models, contractual conditions and the like for the procurement.

In addition to project-specific information, the Company would like the respondent to include in its RFI response:

- general company descriptions,
- relevant knowledge in the areas covered (e.g. financing, construction, contracting, operation), and
- relevant experience from similar projects and project designs. The Company also welcomes experience from similar projects involving the management of security-protected objects.

Administrative information

Following the publication of this RFI, a market day will be held where the RFI will be presented to interested companies who will have the opportunity to ask questions. The market day will be held on 22 March 2023 in Luleå, with a welcome dinner on 21 March 2023. Further information and an agenda will be sent out on 14 March 2023 to those who have expressed an interest in attending. Registration for the market day should be sent to rfi@portlulea.com by 28 February 2023.

Questions related to the RFI are to be submitted via the *Kommersannon*s portal by 4 April 2023.

Respondents' written replies to this RFI should be sent to rfi@portlulea.com by 14 April 2023. Responses should be written in Swedish or English and submitted in digital format, preferably in Word, PowerPoint or PDF.

Interested companies may be given the opportunity to present and discuss their proposals and be part of the continued work to realize the development of the New Port of Luleå. More information will be provided during the market day on 22 March 2023.

Following the RFI, the information gathered by the Company during the process will contribute to a basis for a possible procurement in 2023.

Overall timetable

Activity	Date
Publication of RFI	2023-02-13
Deadline for registration for market day	2023-02-28
Market Day	2023-03-22
Deadline for questions	2023-04-04
Deadline for responses	2023-04-14
Company presentations	Start week 18 in Stockholm

Handling of responses

Responses received can be used for:

- to demonstrate interest in the implementation and construction of the New Port of Luleå,
- to demonstrate alternative financing and implementation models, and
- the formulation of a basis for a possible procurement.

The responses received, or parts of the responses, may be used in public contexts in connection with the work on the New Port of Luleå.

Confidentiality

The Company is a municipally owned company subject to the Swedish principle of public access to official documents. This means that confidentiality cannot be guaranteed but will be considered on a case-by-case basis. It is possible to request confidentiality for information on specific business or commercial operating conditions if disclosure of this information may result in damage or harm to the respondent.

Further information

Further information on the development of the port of Luleå and its surrounding area:

- <https://portlulea.com/en>
- <https://malmporten.se/en>
- <https://www.luleaindustripark.se/en/home/>