



Competing transport connections between the EU and Russia

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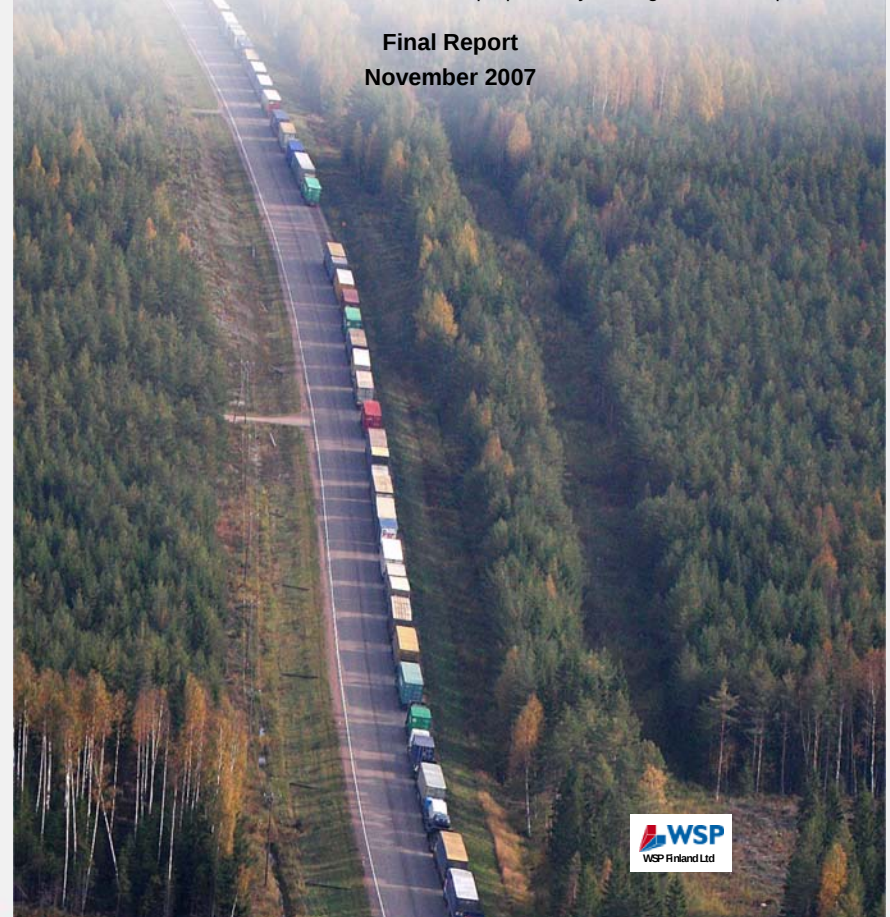
Background

European Commission
Directorate-General Energy and Transport

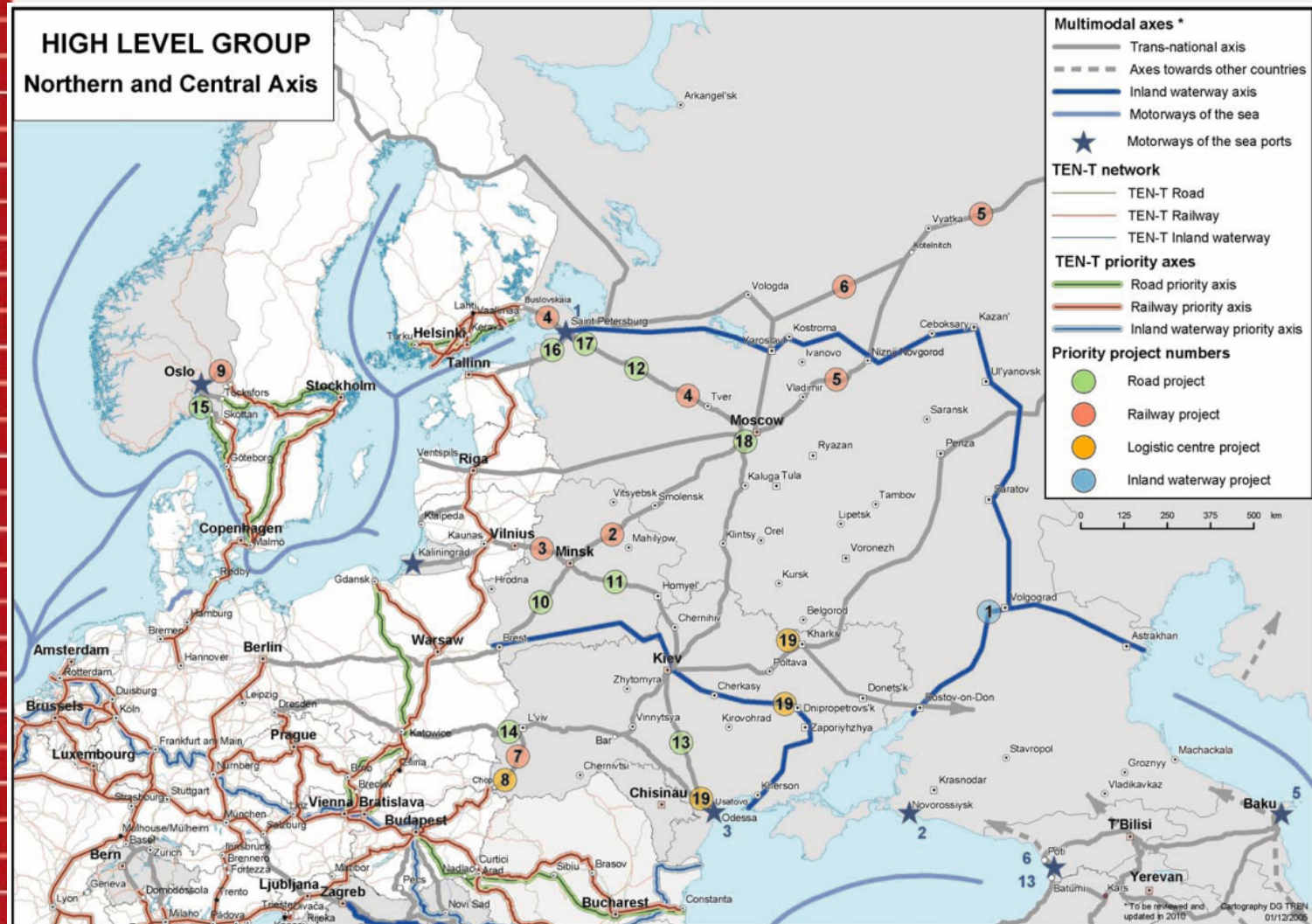
The Northern Transport Axis

Pilot for the analytical support framework to monitor the implementation of the infrastructure and “soft” measures proposed by the High Level Group

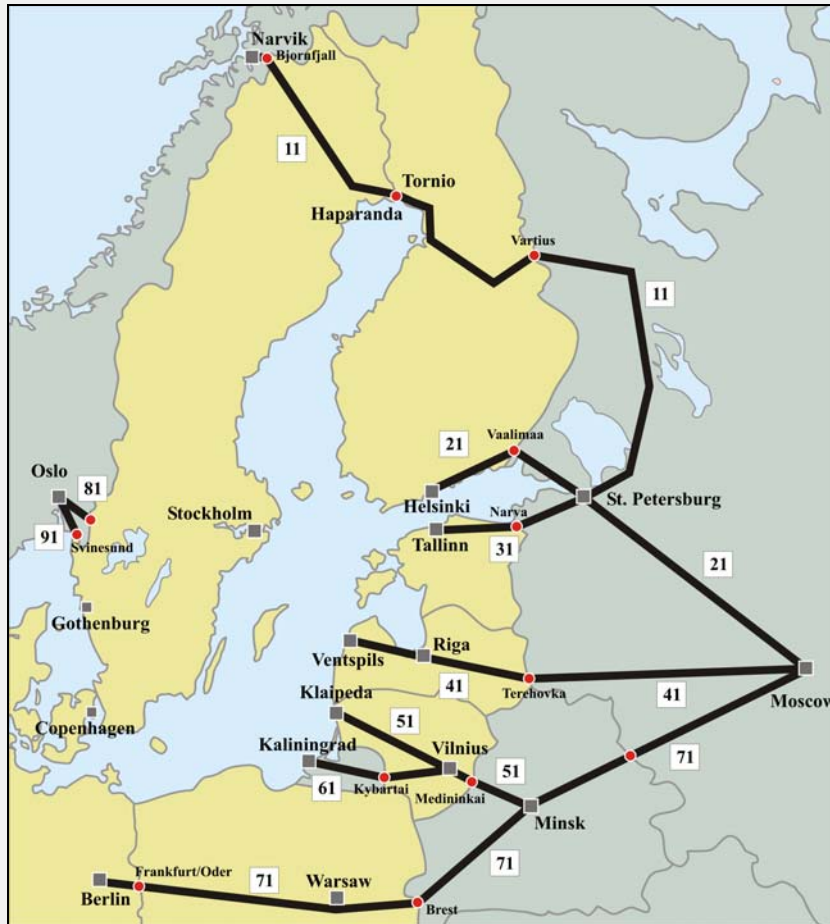
Final Report
November 2007



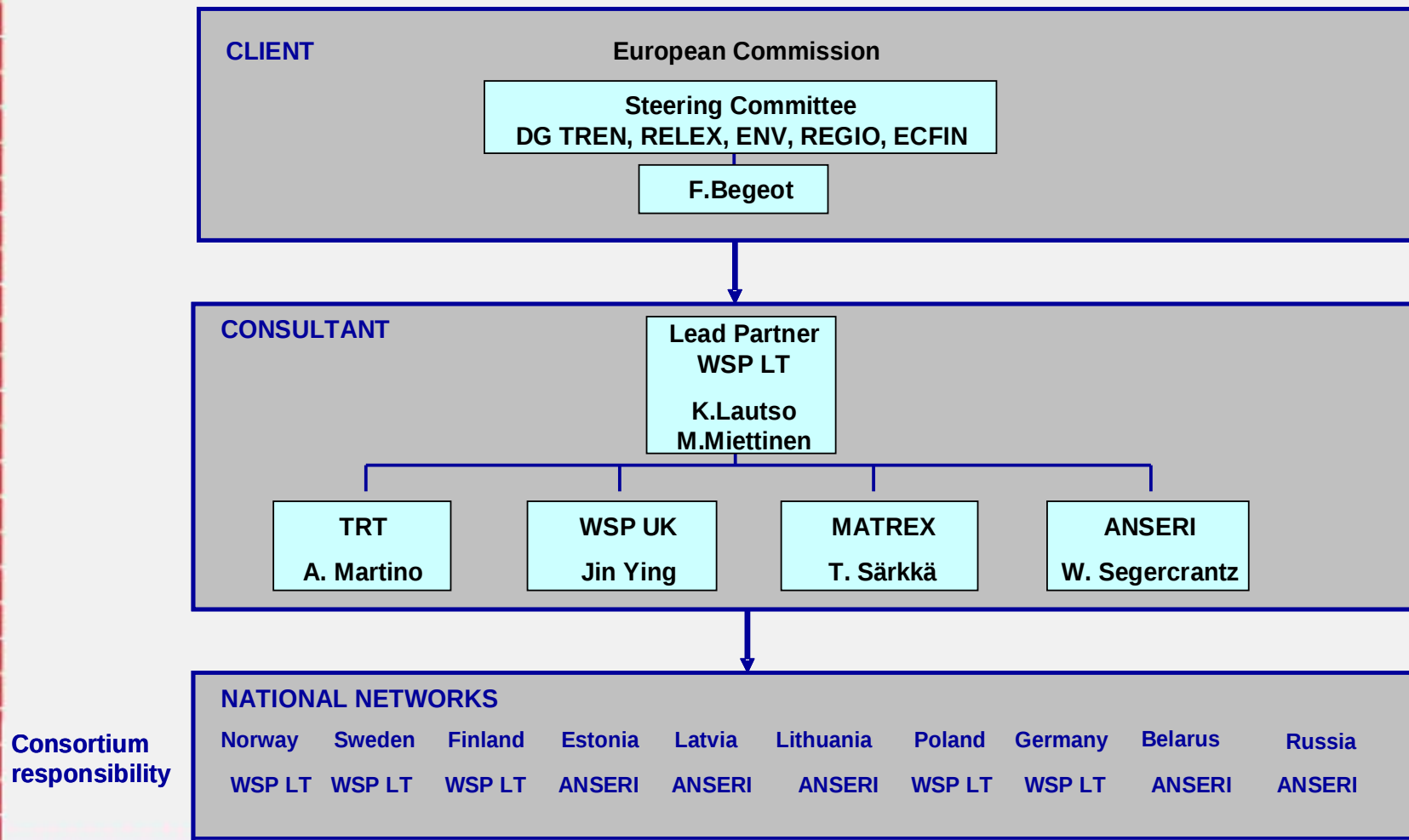
The Northern Axis



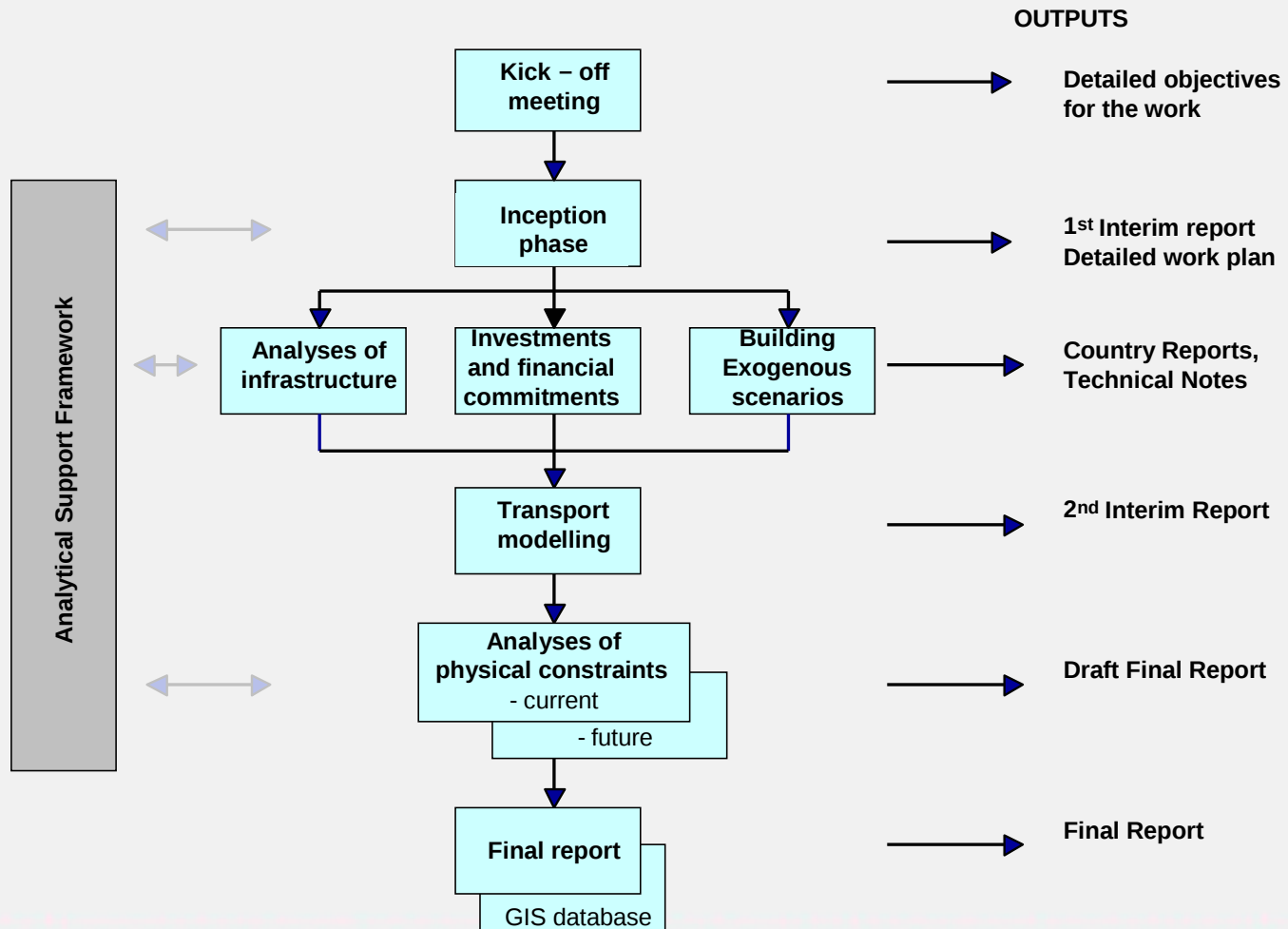
Road and rail networks of the Northern Axis



Organisation

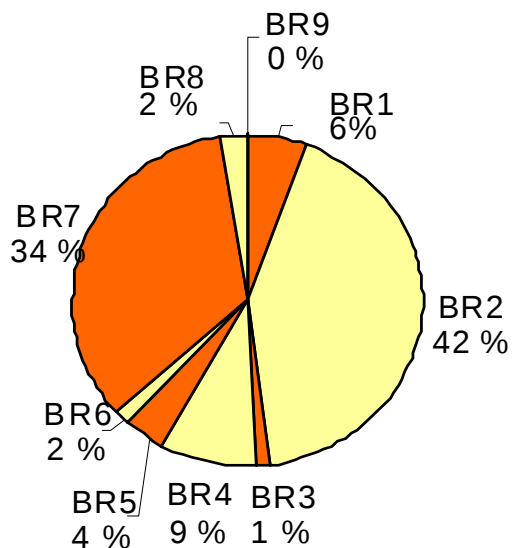


Work Packages



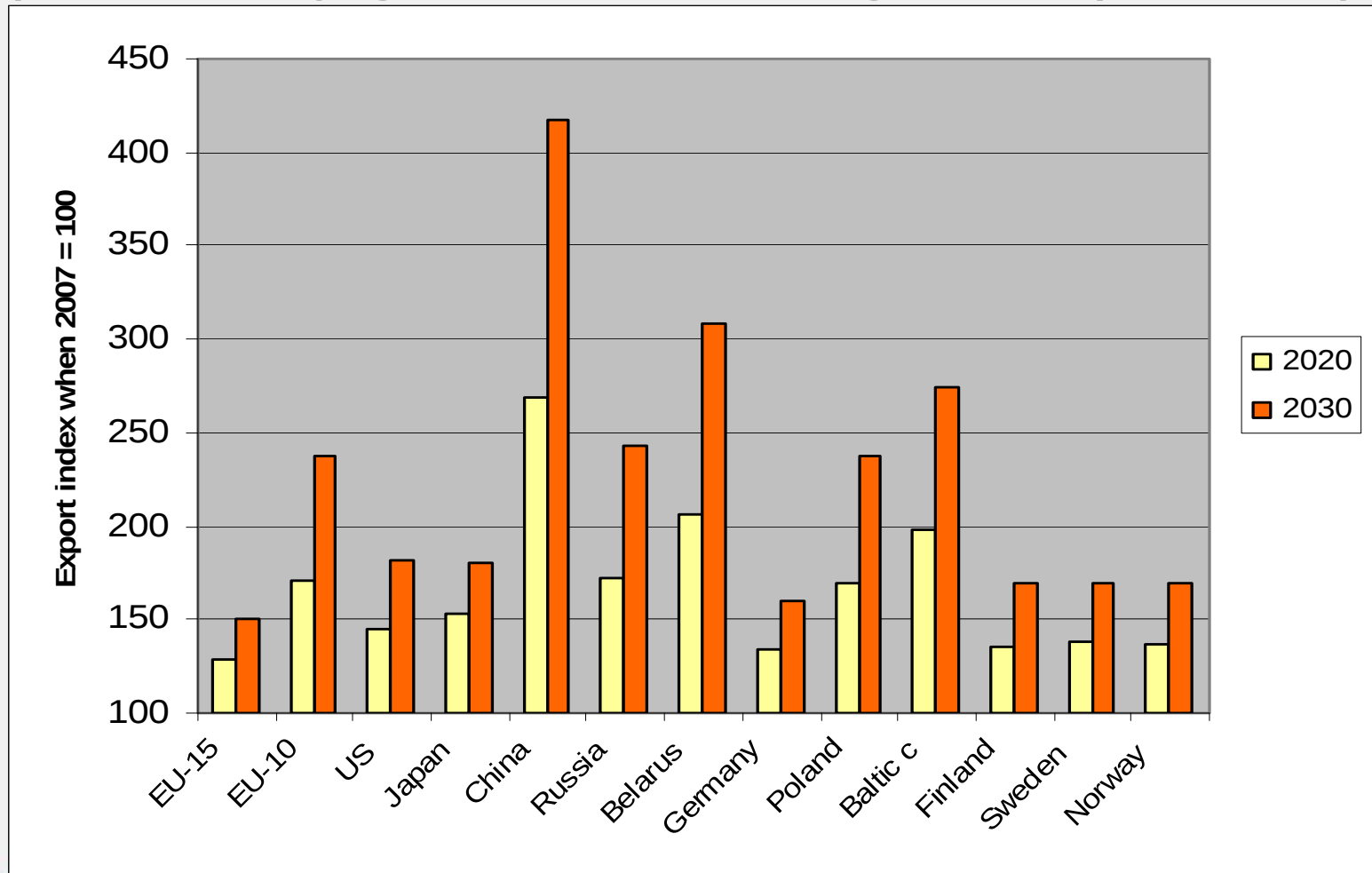
Planned investments

Investments by Branch (MEUR)



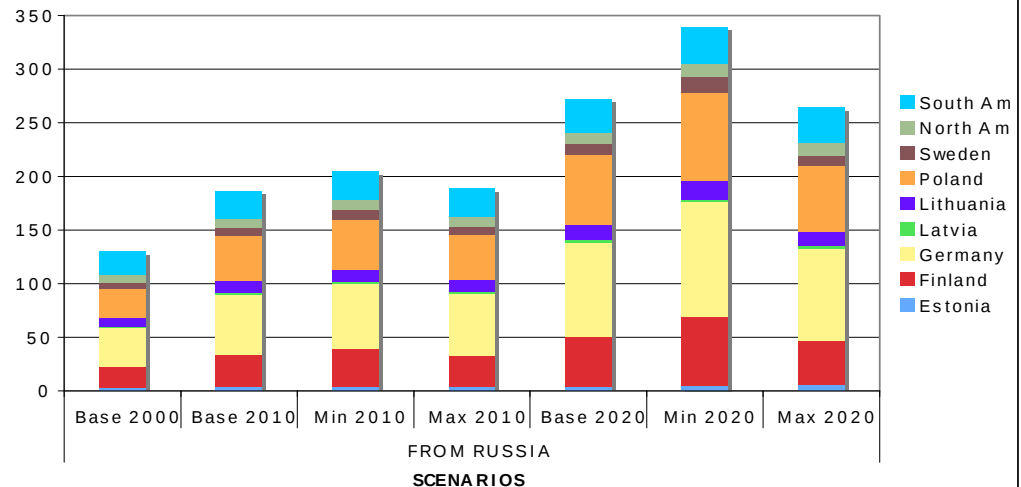
BRANCH	Total	Share
Br 1 Narvik-St. Petersburg	1259,2	5,8 %
Br 2 Helsinki-Moscow	9165,3	42,1 %
Br 3 Tallinn-St. Petersburg	300,3	1,4 %
Br 4 Ventspils/Riga-Moscow	1853,7	8,5 %
Br 5 Klaipeda/Vilnius-Moscow	853,0	3,9 %
Br 6 Kaliningrad-Kaunas	377,5	1,7 %
Br 7 Berlin-Warsaw-Moscow	7442,0	34,2 %
Br 8 Oslo-Stockholm	530,0	2,4 %
Br 9 Oslo-Copenhagen	0,0	0,0 %
TOTAL	21781,0	100,0 %

Exogenous scenarios: Growth of export by country (based on population, labor and productivity growth and change of export rate)

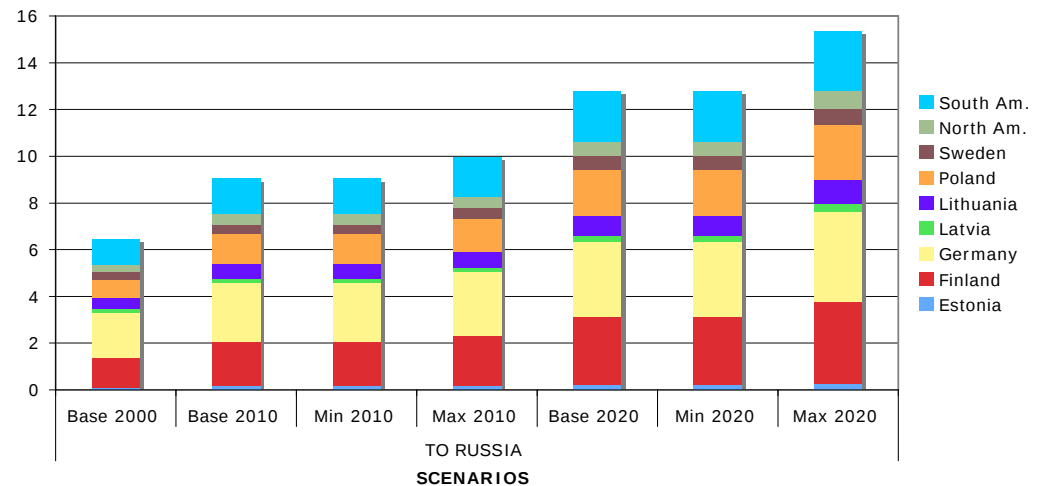


Scenarios for Russian export and import

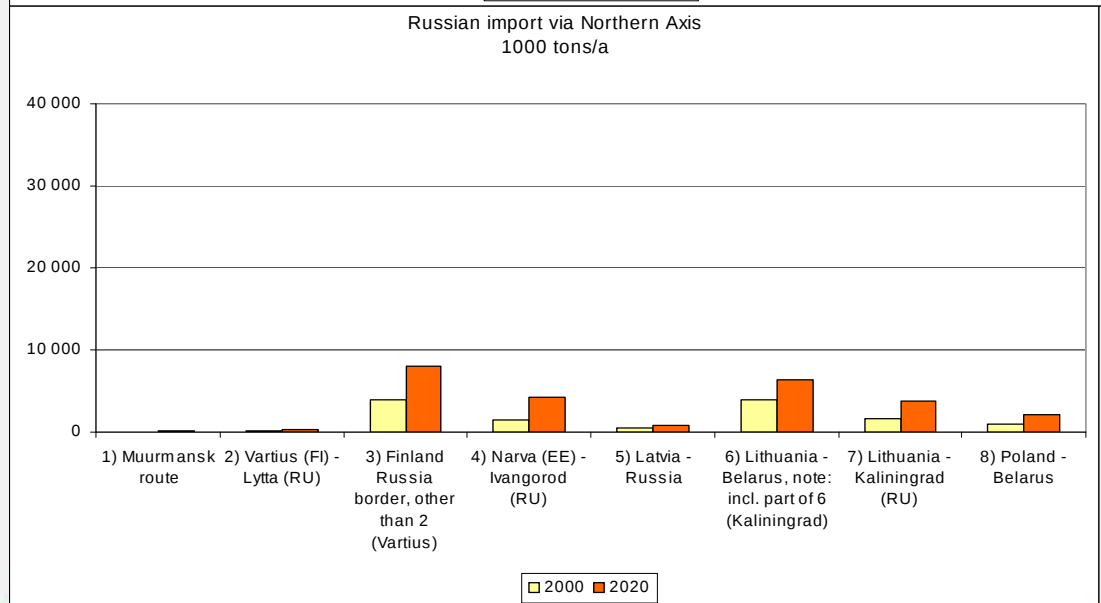
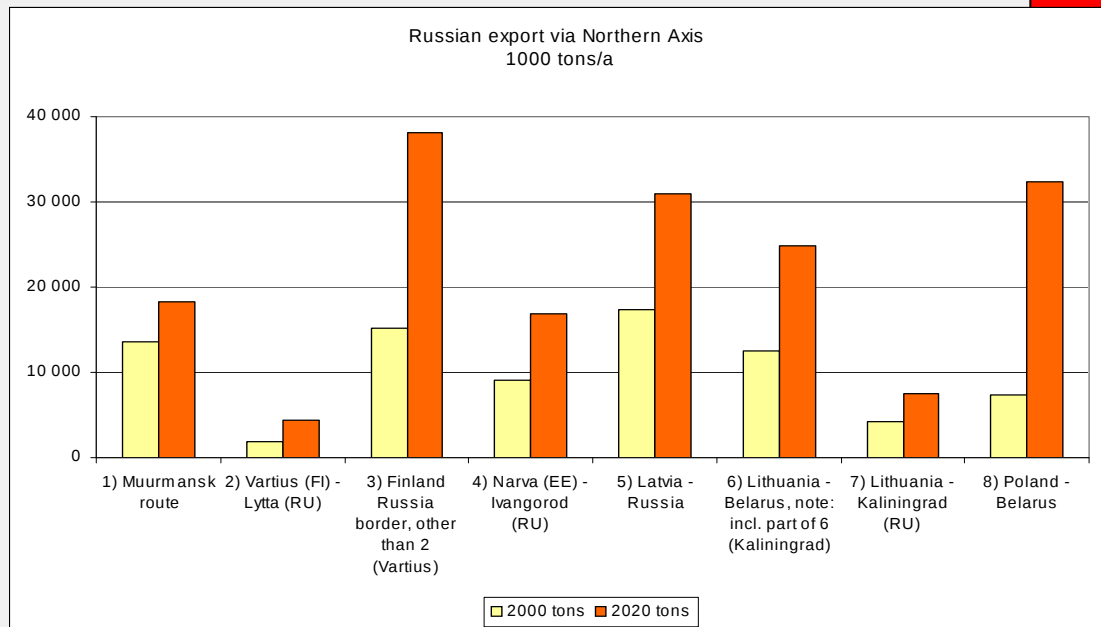
**RUSSIAN EXPORT FORECASTS TO NORTHERN AXIS COUNTRIES
AND NORTH AND SOUTH AMERICA**



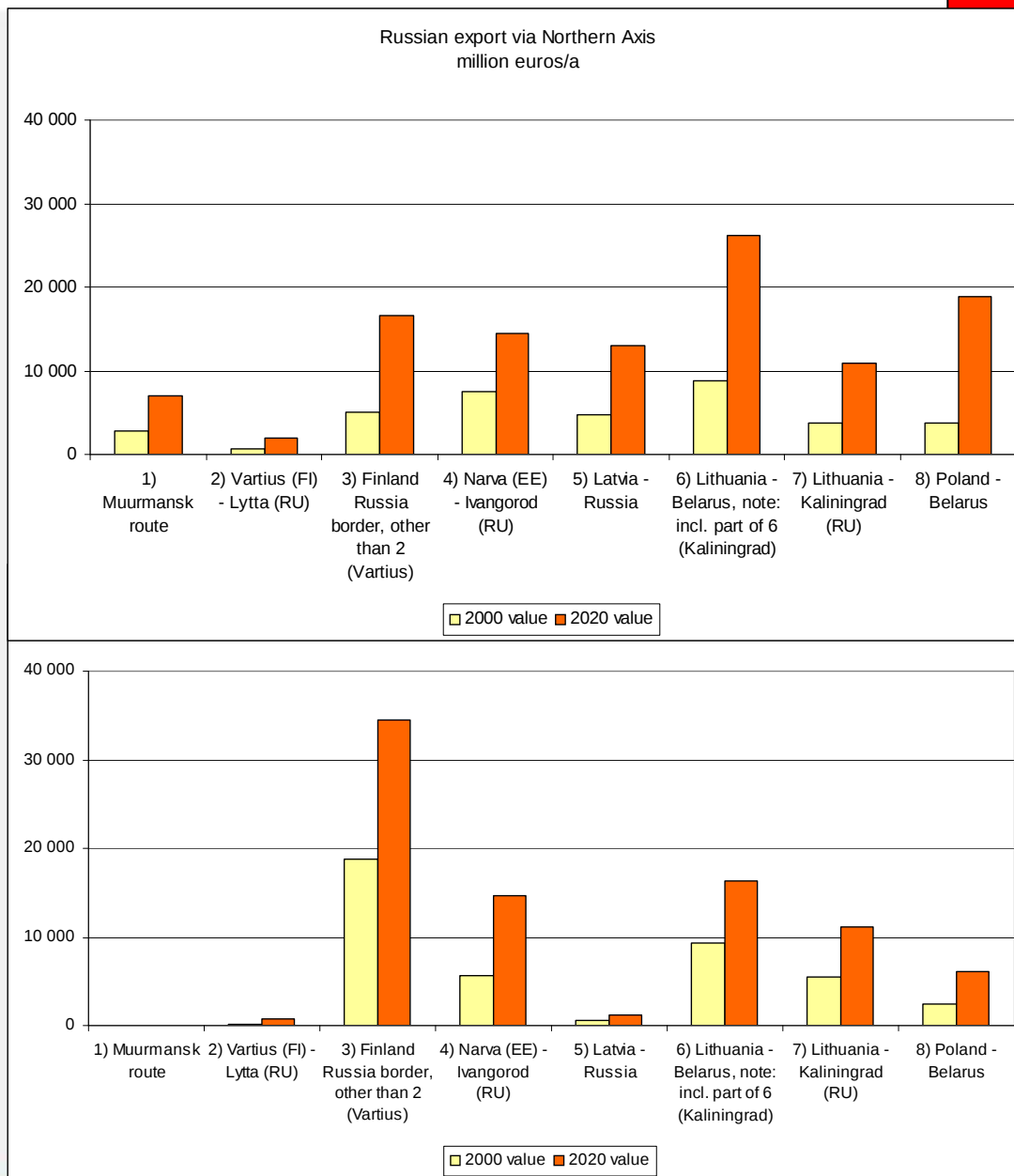
**RUSSIAN IMPORT FORECASTS FROM NORTHERN AXIS COUNTRIES
AND NORTH AND SOUTH AMERICA**



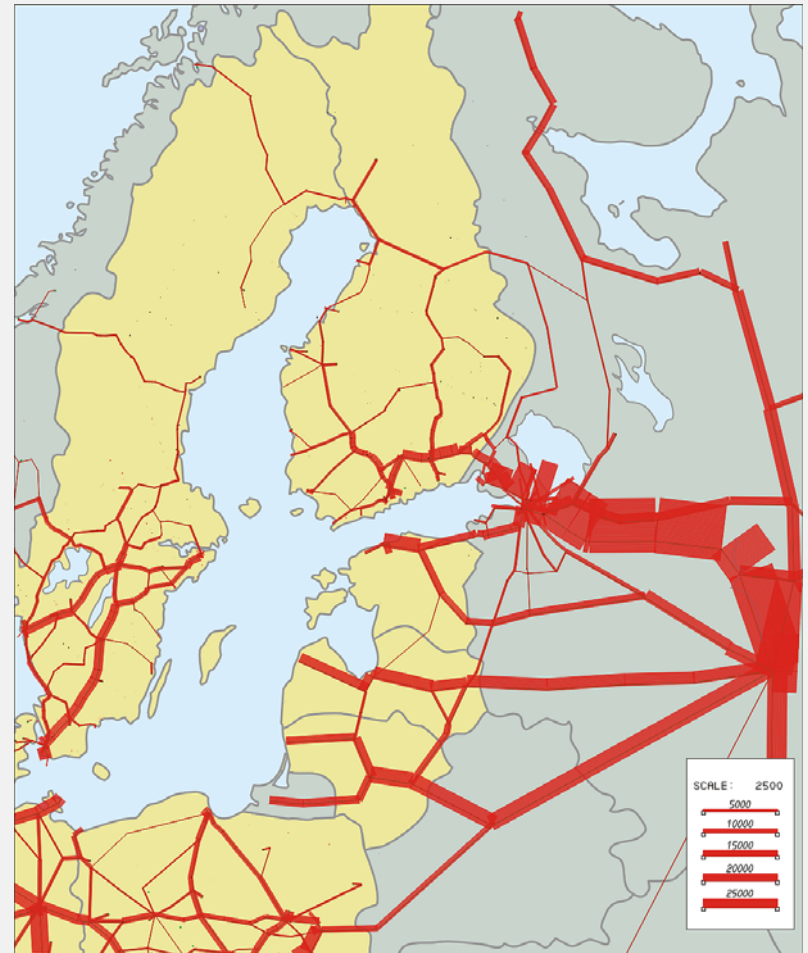
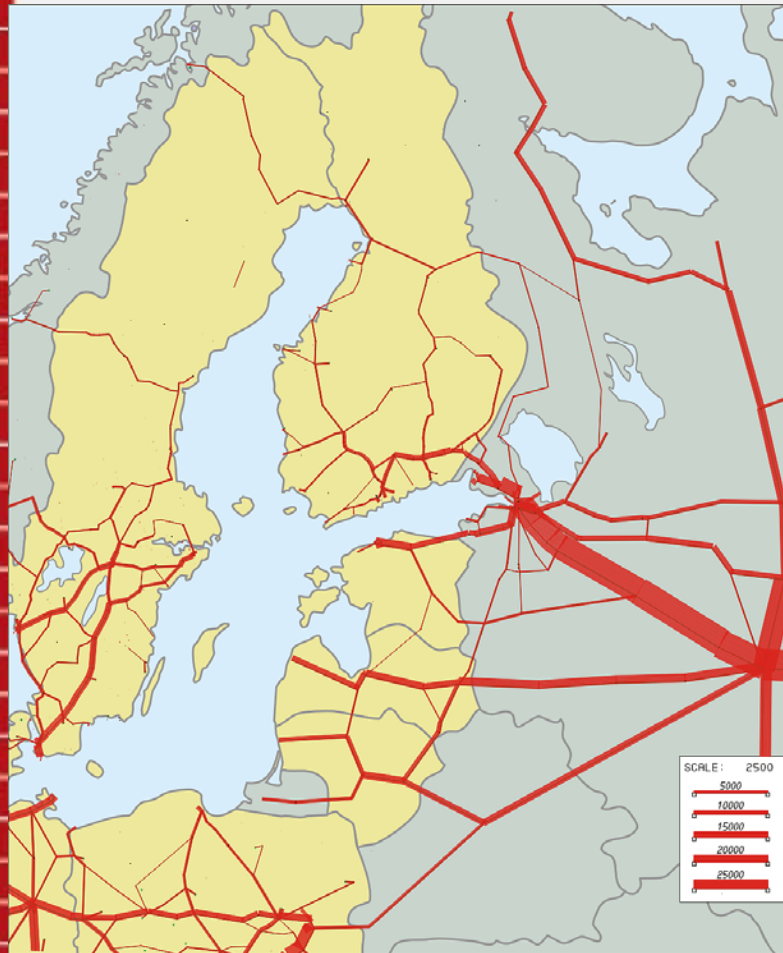
Russian export and import in tons in 2020



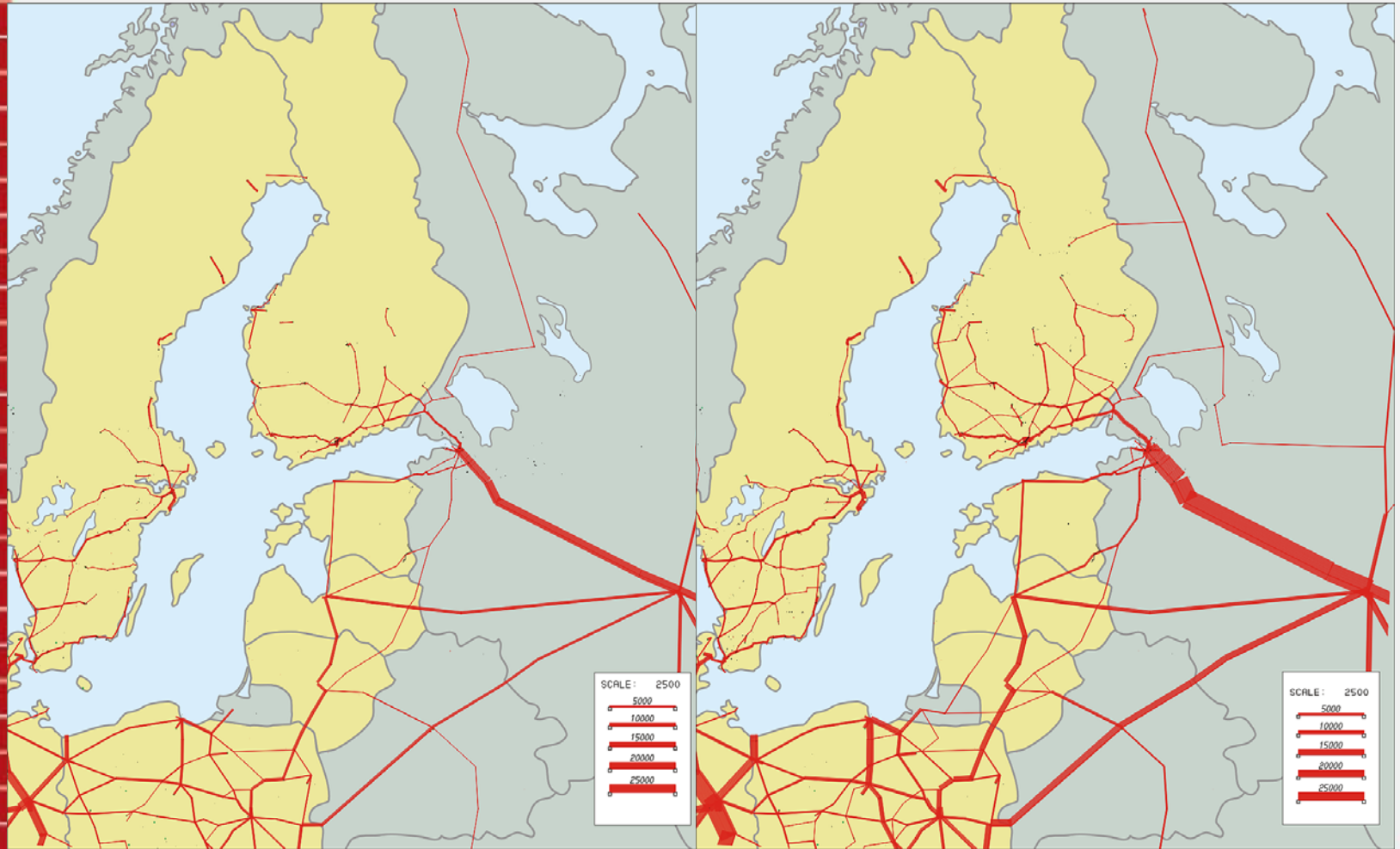
Russian export and import in euros in 2020

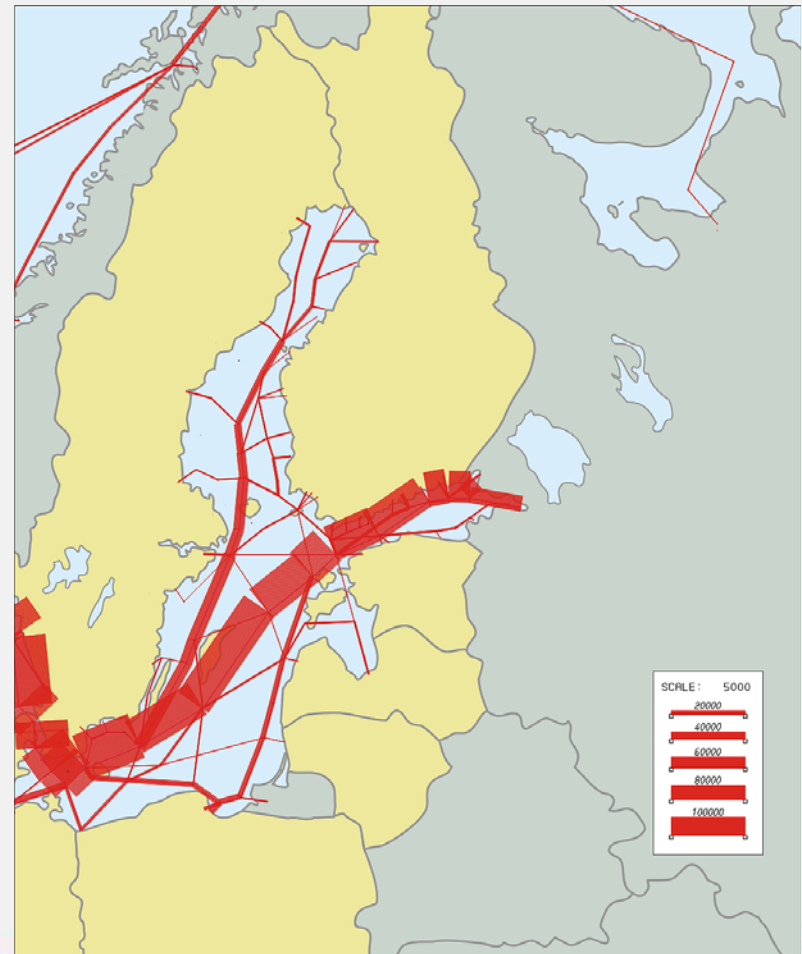


Railway traffic forecast

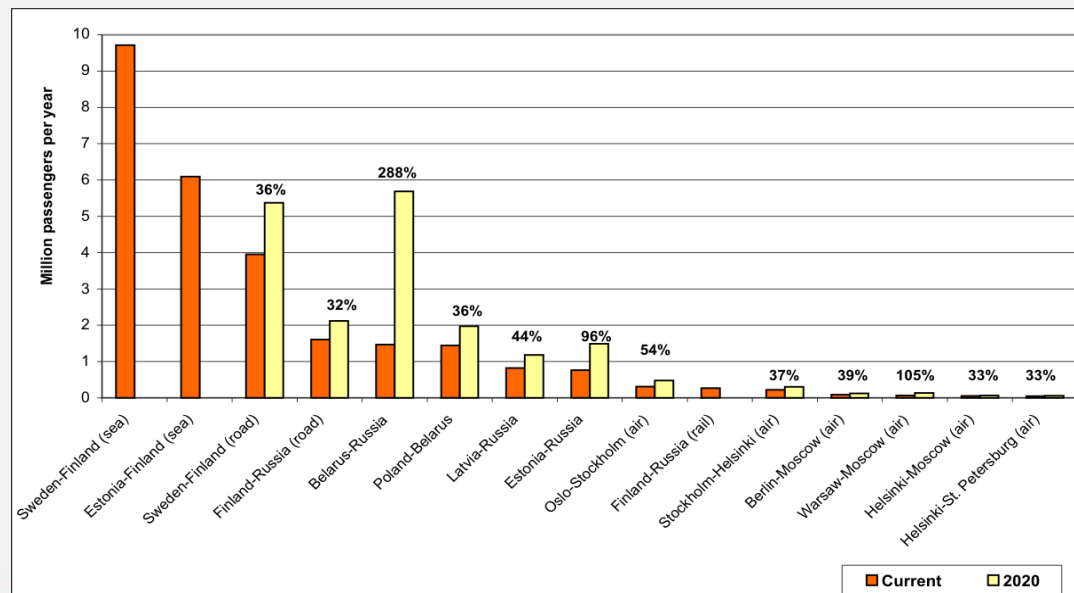
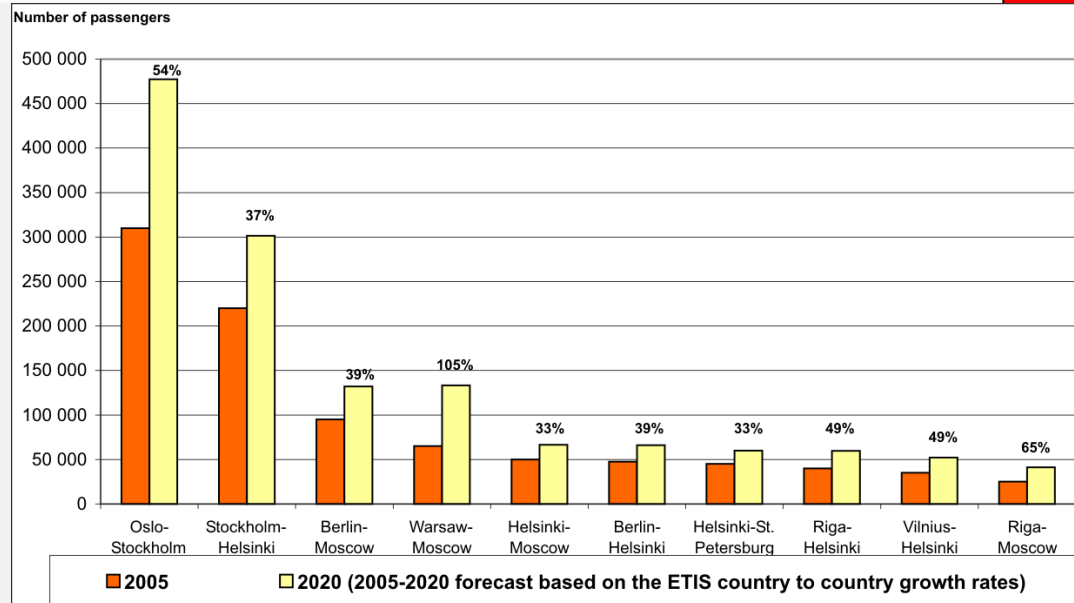


Road traffic forecast

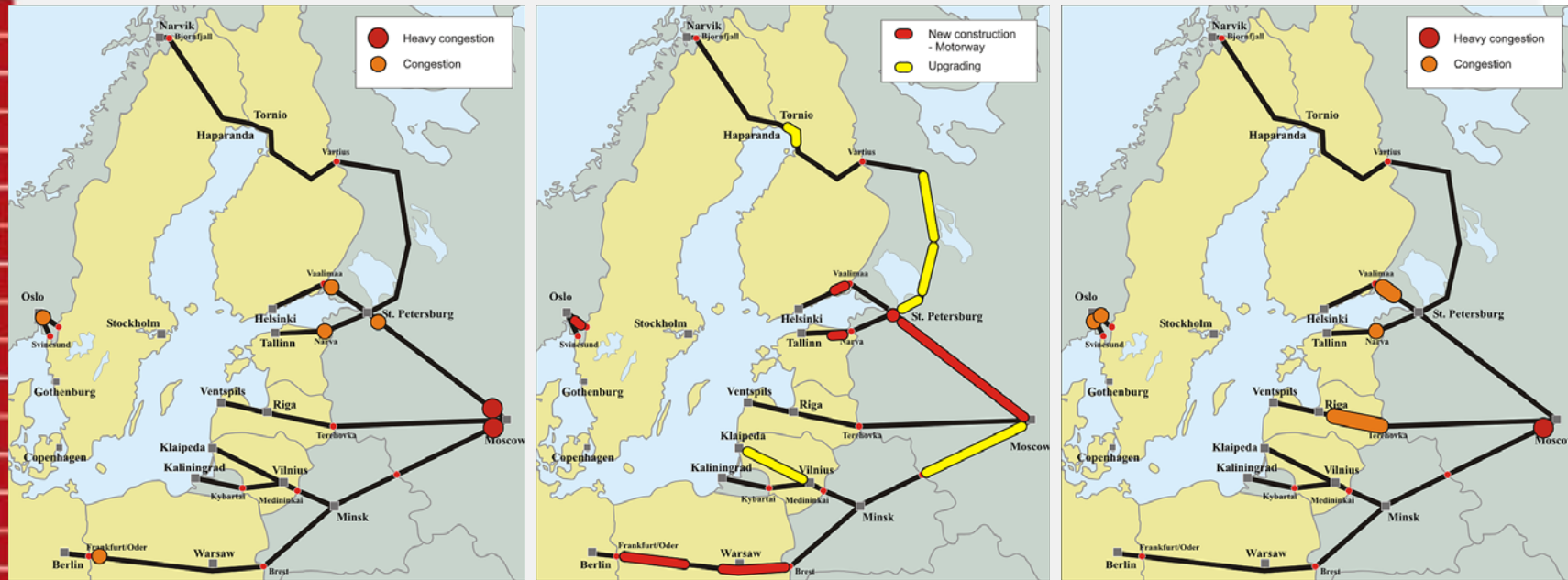




International air traffic and passenger traffic at border stations



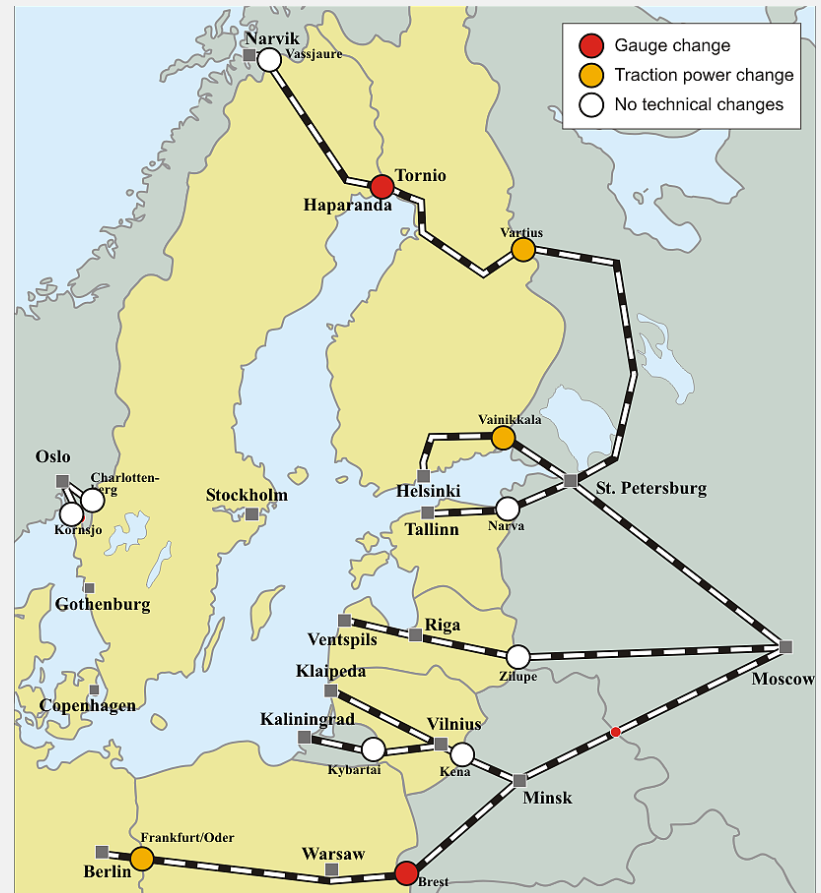
Current bottlenecks – investments – future bottlenecks on the road network



Current bottlenecks – investments – future bottlenecks on the railway network



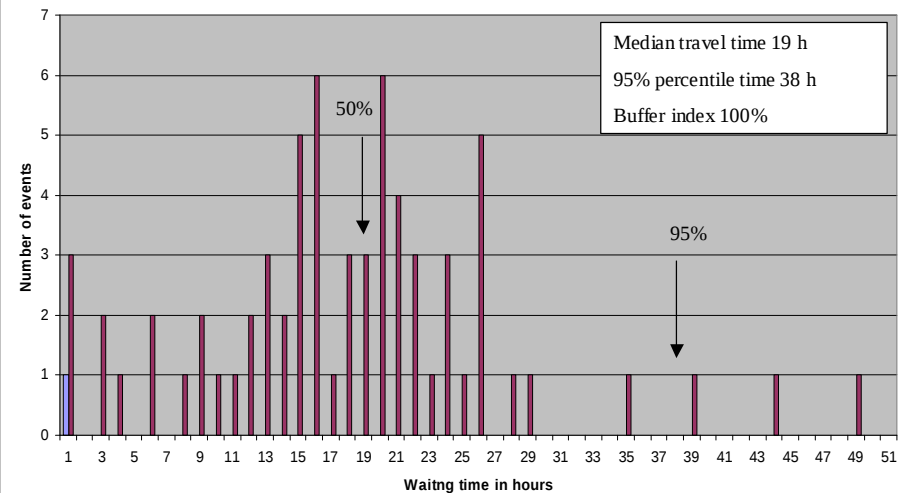
Problems at border stations and railway interoperability problems



Waiting times and queue lengths at Vaalimaa border

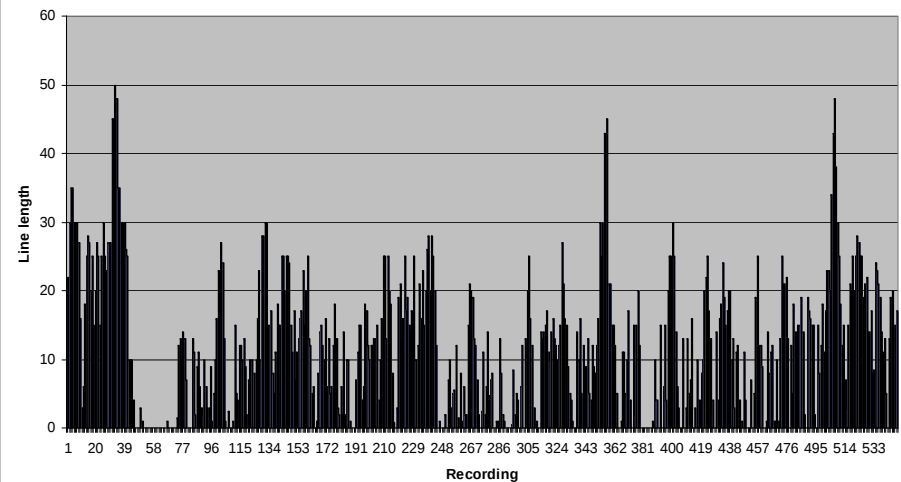
Waiting Times at Vaalimaa Border (FIN=>RUS)

May 15 - June 5, 2007

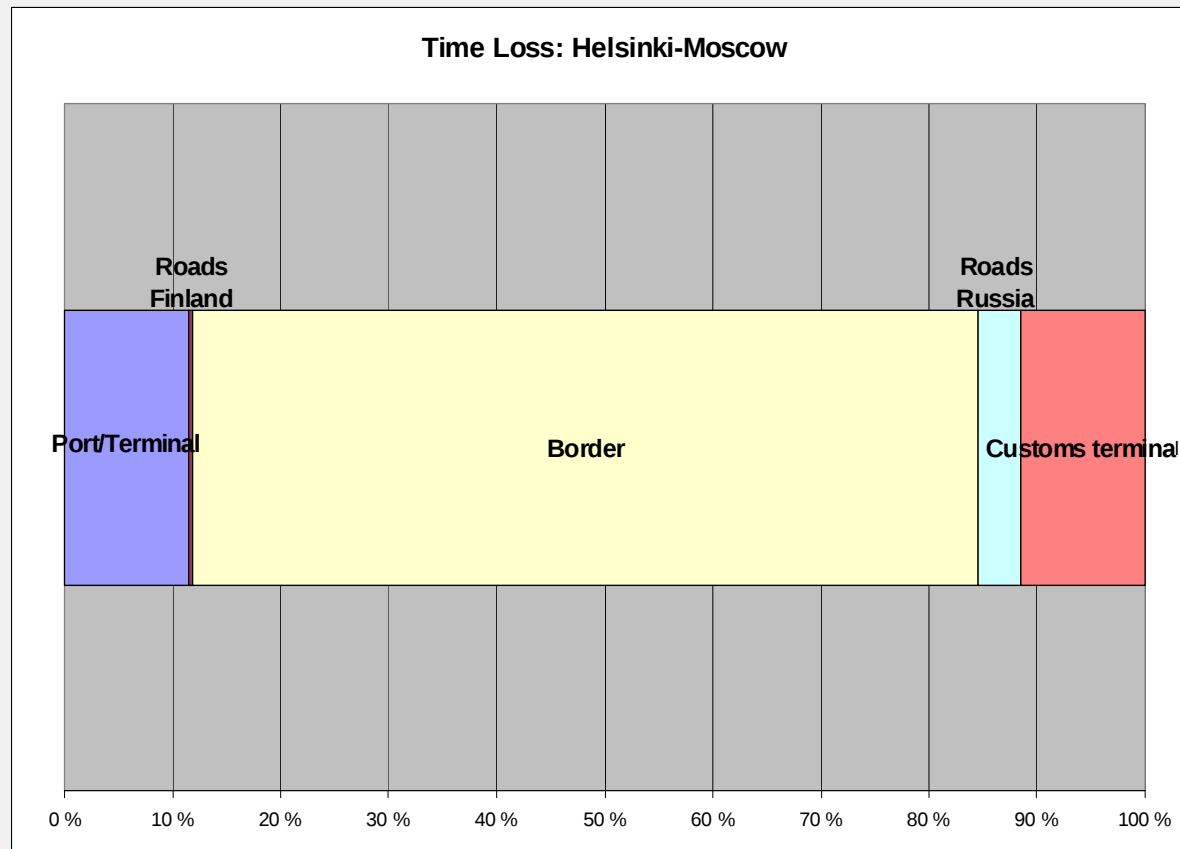


Line lengths at Vaalimaa (FIN=>RUS)

Dec 15 2006 - Jun 05 2007



Potential for time savings on the transport chain between Helsinki and Moscow



Conclusions

- The route Helsinki - Moscow will maintain its important role in trade between the EU and Russia
- Goods transport at the Finnish border will almost double by the year 2020
- The planned investments in the road and rail network of the Northern Axis are about 22 billion € (roads 65%, Russian share 46%, Helsinki – Moscow 42%)
- The tonkilometres of international goods transports grow even faster than the number of tons because of increasing average transport lengths and congestion
- Emission, safety and other problems grow relative to mileage growth
- Almost any investment in the operability of border stations would be profitable
- Decoupling of international transport from the general GNP growth will not succeed without special actions
- The methods developed for data collection, for building the database and for preliminary analysis of the results were found good and are currently adopted for studies covering all the other transport axes as well as for the TRACECA corridor



Thank you for your
attention!

Kari Lautso