

The European Union's ENPI Regional East Action Programme

« Definition of the Core Transport Network in the Northern Dimension area »

DRAFT FINAL REPORT

Draft

13th June 2012

**Beneficiary: Northern Dimension Partnership on Transport and Logistics
(NDPTL)**

Project managed by the Delegation of the European Union to Russia



This project is funded by
the European Union

A Project Implemented by B&S Europe in collaboration
with WSP and Ramboll



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PREFACE

This document consists of a Final Report and its Annexes which includes the main outputs required for this assignment.

This sequence outlines:

- The concept behind the project, the background situation in relation to the core transport network definition in the Northern Dimension area.
- The Objectives of the assignment
- A description of how the activities were implemented

The following outputs can be found as annexes of the report

Annex 1 includes the Proposal for the NDPTL regional Transport Network and the Guidelines for its definition

Annex 2 presents the Socio Economic Study

Annex 3 presents the Maps of the NDPTL regional Transport Network

Annex 4 presents the Glossary of Terms

FINAL REPORT

I. INTRODUCTION

1.1 Contract

The contract for providing " Definition of the Core Transport Network in the Northern Dimension area " has been awarded to B&S Europe, Belgium in collaboration with its subcontractors WSP Finland and Ramböll. Consequently three Senior Experts have been in charge for the implementation: Mr Kari Lautso, Mr John McDaniel and Mr Serguey Artobolevsky together with Mr Rafael Comenge as Project Director. A backstopping team has also provided all administrative, logistical and financial support. The Contracting Authority for this project is the Delegation of the European Union (DEU) to Russia.

1.2 Background

The assignment has been conducted capitalizing all previous know how and guidelines documents such as *preparatory work of NDPTL* , the *Baltic Transport Outlook 2030 (BTO)* and the Communication from the Commission COM(2011) 415 final *The EU and its neighbouring regions: A renewed approach to transport cooperation*.

The Team has worked in close collaboration with the NDPTL Secretariat, the European Commission and all Country Member representatives from the partnership. The outcome of this assignment have been reached through an constructive ongoing process and should build the basis for consolidating the Partnership and future common collaboration among its Country Members.

1.3 Objective of the Assignment

1.3.1 Overall Objective:

Based on planning policies in the different NDPTL countries, the overall objective of this study is to outline and suggest to the NDPTL the Core Transport Network as an extension of the TEN-T Core Network in the neighbourhood countries, in particular Russia and Belorussia.

1.3.2 Specific objectives:

The specific objectives of this assignment are to analyse the multimodal transport system in the ND area and to map its main transport modes; to elaborate guidelines able to define the NDPTL Core Network and to propose the NDPTL Core Network.

II. SCOPE OF THE PROJECT

2.1 General

The scope of the project is clearly defined in the Terms of Reference and all activities are focused on the expected results as defined therein.

It is important to note that within the scope of this assignment the terminology has been redefined in order to have a common approach when defining the NDPTL transport network. It was commonly agreed by all parties in the Steering Committee of February 2012 in Helsinki that the transport network should be called **NDPTL Regional Transport Network**, not to be categorized as a "Core" and a "Comprehensive" network.

2.2 Production of main outputs:

The assignment has is expected to produce documents as follows:

1. A proposal of the NDPTL Regional transport network and the guidelines for its definition;
2. A socioeconomic analysis
3. Maps of the networks;
4. A bilingual Glossary of the relevant terms;

III. METHODOLOGY OF WORK

The ultimate goal, the definition of the NDPTL Regional Transport Network, has been defined as an iterative process based on interactive co-operation with the NDPTL, the DEU and NDPTL country representatives through several common and regional meetings. The methodology has combined (i) a **top down approach** to extract the main tendencies and problems in the transport development policy based on the main current strategic guidelines documents (ii) a **bottom up approach** where consultations are performed more at national level in order to identify more concrete mature actions, already identified as priority for political, economic or social reasons.

IV. PROJECT ACTIVITIES

4.1 To analyse the multimodal transport system in the ND area and to map its main transport nodes

- Task 1.1: Collection and review of relevant transport planning reports, National Programming strategies, Border Crossing strategies (top down approach)

The review has been based on previous reports and databases and concentrate on links and issues that are likely to be part of the core network or significantly affect its definition. In particular, the assignment is sustained on some of the outputs of the NORDIM and BTO 2030 reports, both the national Transport strategies in Russia and Belorussia, the strategies of socio economic development for all Russian Federal District and Official statistical publications with focus on Western Russia.

- Task 1.2: Analysis of main projects pipeline (bottom up approach)

A desk research of major projects has been conducted. The Regional meetings held in Berlin at the end of March 2012 helped counter checking **major projects of common interest between some of the Partnership Countries based on their maturity or future planning**. Those projects were strategically located on corridors that confirmed to be included as part of the NDPTL Regional Transport Network.

- Task 1.3. Analysis of socio economic situation having an impact on the region,

A detailed socio economic Study has been carried out. Main significant variations such as population, employment and car-ownership increases and declines in the South and East of the Region have been considered. The socio-economic study can be used as a tool for consolidating the NDPTL Regional Transport Network. The Socio Economic Study is presented in Annex 2 of the report.

- Task 1.4: Drafting the Inception Report:

The Inception report has been drafted according to the requirements of the TORs and approved on 24/01/12.

- Task 1.5: Mapping of different transport modes (road, railways, air, maritime and sea, logistic platforms, inter/multimodal transport,)

The mapping includes the main networks for all modes such as road transport, railways and sea. The focus has been made on a) the Western Russian and Belarus areas b) the borders between these countries and the EU and c) “missing” networks specifically in the Barents region in northern Scandinavia and future access/export to/from Russia in Murmansk. Norway has been added to the maps. The maps have been defined in ArcGIS system taking into account major other existing and updated databasesystem including information relating to the BTO project, NORDIM and TRANSTOOLS databases owned by the EU including includes road, rail passenger, rail freight, ferries, roro services and air passengers. The different maps produced can be found in Annex 3 Maps of the networks

- Task 1.6: Projections of future scenarios for freight and passenger traffic flows

Simple projections of transport scenarios have been processed covering the NDPTL Region specifically. Similar tools for the *TransBaltic forecasts and scenarios for BSR Corridor flows* have been used. Relevant traffic data have been also updated through TENTec information system. The analysis can be found in one of the chapter of the Socio Economic Study (Annex 2)

4.2 To elaborate guidelines able to define the NDPTL Regional Transport Network

- Task 2.1: First set definition of criterias to define the NDPTL Regional Transport Network

The analysis and the methodology conducted for defining the NDPTL Regional Transport Network can be found in Annex 1. Guidelines and criteria have been defined taking into account the special features of the NDPTL area and by focusing on the coections between the EU and non EU countries where the NDPTL cooperation is mostlu needed and more productive. A first discussion took place in Helsinky in February 2012 with the Infrastructure Working Group (IWG).

- Task 2.2: Interviews and field visits with key strategic decision makers at regional meetings

Next discussions took place by email based on the several drafts produced. In addition, hypothesis and preliminary conclusions were discussed in detail during the Regional meetings which took place in Berlin by the end of March 2012. Three Regional meetings gathered countries with projects of common interest: and were established as follow: 1st Working Group (Russia, Norway, Sweden and Finland), 2nd Group (Russia, Finland, Estonia, Latvia and Belarus), and 3rd Group (Germany, Poland, Denmark, Lithuania and Belarus). The meetings helped discussing: (i) the main principles of the proposed draft criteria the core network, (ii) their concrete application for drafting the ND network, (iii) relevant projects supporting the network by country and the related questionnaire.

- Task 2.3: Validation of selection criteria with main stakeholders

Main guidelines criteria and maps were presented and discussed at the main stakeholders seminar held in Berlin by the end of March 2012.

- Task 2.4: Development of guidelines to define the Core Network

The guidelines have been finally set up based on the continuous on going exercise for defining the NDPTL Regional Transport network. The process has been based on a consultation approach and main comments received so far by the Partnership Countries. Feebback has been always provided.

4.3 Proposal of the NDPTL Regional Transport network

- Task 3.1: First proposal for the NDPTL Regional Transport Network

The proposal for the NDPTL Regional Transport Network has resulted from the feedback of the criteria defined and validated at all the meetings conducted since the beginning of the Project. Initially, the NORDIM report was taken as a basis for discussion in the first meeting held in Helsinki in February 2012. Preliminary proposals for new nodes and for relevant already identified ones took place during the month of February and March. Comments received by email were also included.

- Task 3.2: Developing the NDPTL Regional Transport Network proposal

The final proposal has been presented in Berlin by the end of March and received comments from the NDPTL, the DEU in Russia and some of the Partnership Country representatives. Previously, 3 regional meetings took place as mentioned in Task 2.2. Also in March, the Team had some field interviews in Russia in order to better analyse the National Programming and the main priorities defined. The final proposal might also include open questions required to be answered in future coordination sessions.

- Task 3.3: Glossary of relevant terms

The glossary has been produced at the end based on the terminology used during the Study. It is expected to help in the comprehension and definition of the NDPTL Regional Transport Network. The Glossary has been also translated in Russian Language as defined in the TORs.

- Task 3.4: Drafting the Final Report:

The Final report has been drafted based on the requirements of the TORs and includes as annexes the required deliverables from the contract.

V. MILESTONES

Attached are presented the main milestones in terms of outputs and reporting requirements:

Outputs	
22/05/2012	Maps of NDPTL Regional Transport Network
22/05/2012	Guidelines for the NDPTL Core Network
13/06/2012	Socio Economic Study
13/06/2012	Glossary of Terms

Reporting	
24/01/2012	Approval of Inception Report
13/06/2012	Draft Final Report