

## FINAL

### The Haparanda Declaration

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The Ministers and High Level Representatives of Sweden, Iceland, Norway, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Denmark, Russia and China

GATHERED under the midnight sun in Haparanda on 16 and 17 June 2010.

WELCOMING the establishment of the Northern Dimension Partnership on Transport and Logistics and the recent signing of an Agreement on the Secretariat of this Partnership; NOTING that Parties to the Partnership are the European Commission, Ministries responsible for transport, infrastructure and logistics of Norway, Russia, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden and Belarus; WISHING to contribute to the work on the revision of the TEN-T guidelines,

DISCUSSING the new EU 2020 strategy and TAKING NOTE of the obvious links between this strategy and the EU Strategy for the Baltic Sea Region; EXPRESSING their view that the Baltic Sea Region has a unique opportunity to link national growth initiatives and European endeavours in a regional context and thereby improve the economic growth opportunities to all citizens as well as trade and industry,

STRESSING the fact that the Baltic Sea Region today accounts for significant parts of Europe's natural resources and HIGHLIGHTING the importance of an integrated, sustainable, efficient and environmentally sound network of transport infrastructure in the Baltic Sea Region to bring these resources to a wider European and Global market

TAKING NOTE of the Baltic Sea Strategy as a recognition of the importance of cooperation across borders, i.a. in the field of transport to address the specific challenges and possibilities of this part of Europe, and WELCOMING the Baltic Transport Outlook study that will

provide a joint analysis on how to strengthen the cross border cooperation on accessibility and infrastructure planning in the entire Baltic Sea Region,

EMPHASIZING how the political changes around the Baltic Sea, coupled with the enlargement of the European Union, have led to significant growth in the trade flows in the region as well as new trade patterns.

TAKING NOTE of the Presidency conclusions in December 2009 from the Swedish Presidency regarding the Future European Transport Policy.

STRESSING the need of transport accessibility in the region and NOTICING the still existing bottlenecks, which affect negatively the efficiency of the transport system.

DISCUSSING the challenges for the EU Member States regarding the need for a well functioning transport system within the Union as well as in and with its neighbours, in order to ensure a positive development for trade and industry EU wide; TAKING NOTE of the importance of the TEN network in this regard;

EXPRESSING their joint support for the future TEN-T as a dual layer structure consisting of a comprehensive network and a core network;

WELCOMING the Chinese initiative to set up a Working group exploring the possibilities for freight traffic by rail between East Asia and the Baltic Sea Region and the first Working group meeting successfully held in China in January 2010, WELCOMING Russia's offer to host the next meeting in the Working group in the autumn of 2010 and ENCOURAGING the European Commission as well as the whole Baltic Sea Region to get involved in this cooperation.

The Ministers and High Level Representatives of the participating countries DECLARED

1. to commit to continued cooperation in the field of transport and infrastructure in order to contribute to improved competitiveness of the Baltic Sea Region and the European Union.
2. to commit to the existing TEN-T Priority Projects in the region, which are seen as an essential part of the future TEN-T core network.
3. that progress on Green Corridors must stay high on the agenda for both the Baltic transport area and the entire EU in a streamlined process and with a focus on structural reform of regulations and management so that results can be delivered in practice. Required ingredients for success include coordinated political support and stakeholder involvement.

4. the need to support the development of better connections between the Baltic Sea Region and other regions within the European Union, bearing in mind the particular importance of high-capacity multimodal ports and efficient hinterland connections.

5. the need to further discuss how the Baltic Sea Region can strengthen cooperation with East Asia and how the region can serve as a gateway between the European Union and East Asia.