

A Barents Transport Strategy

Progress proposal



FOR THE BARENTS REGIONAL COMMITTEE
TROMSØ – JANUARY 26-2011

By Stig Nerdal
Transportutvikling AS

Who am I?

- Name: Stig Nerdal
- Born: 1959
- Citizen of and living in: Norway
- Education: Economy
- Profession/experience:
 - Running a private consultancy firm (Norway) since 1998
 - Focus areas: sea, rail and ports
 - Several project in the Barentsregion
 - Engaged by UIC, Paris, since 2001. UIC responsible for the development of international/intermodal corridors
 - Prior to 1998: Various positions (CEO, financial director etc) of a Norwegian coastal shipping line



Eng: Saithe or coalfish
French: Lieu noir
Spanish: Palero





PRESENTATION OUTLINE

BARENTS TRANSPORT STRATEGY

- Background and status
- Ideas for cooperation
- Goals and objectives
- Activities and project structure
- Organisation
- Progress proposal

BACKGROUND AND STATUS

- The Barents Regional Council has decided to develop a transport strategy for the Barents Region

- Formalities are completed and it is possible to start the work



- The STBR project (2003-2007) presented on February 2-2008 the document "Transport Strategy of the Barents Region"



STBR – Transport Strategy 2008

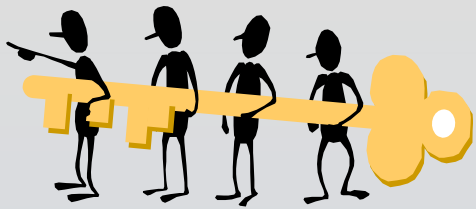
Several good ideas, but:

- Outdated already in 2008 as some of the information was 5 years old when the “strategy” was formulated
- Even more outdated in 2011, -even though many proposals are still valid
- No continuity; not followed up after 2008



STBR – Transport Strategy 2008

- Not really a strategy, but an extensive summary of all STBR-projects during several years work
 - To much for most of us?
- Aiming to create a common vision, but
 - no real focus areas of common interest
 - more or less everything had priority
- The “strategy” mainly focused on:
 - The separate transport modes, and the less the integrated systems
 - The Barents Region, less the regions international connections
 - Infrastructure, and less the operational systems
 - The political/administrative level, less the business level



STRATEGY REQUIRES IDEAS FOR COOPERATION

- Municipalities, counties and countries has been competing when it comes to new transport solutions and improved transport infrastructure
- We will probably have the same situation next year and the years after next year
- We have a long-term record killing each others ideas and visions
- A common transport strategy should be based on a few ideas for cooperation
- If we can not find any common areas for cooperation, why should we waste money on developing a strategy?

IDEAS FOR COOPERATION

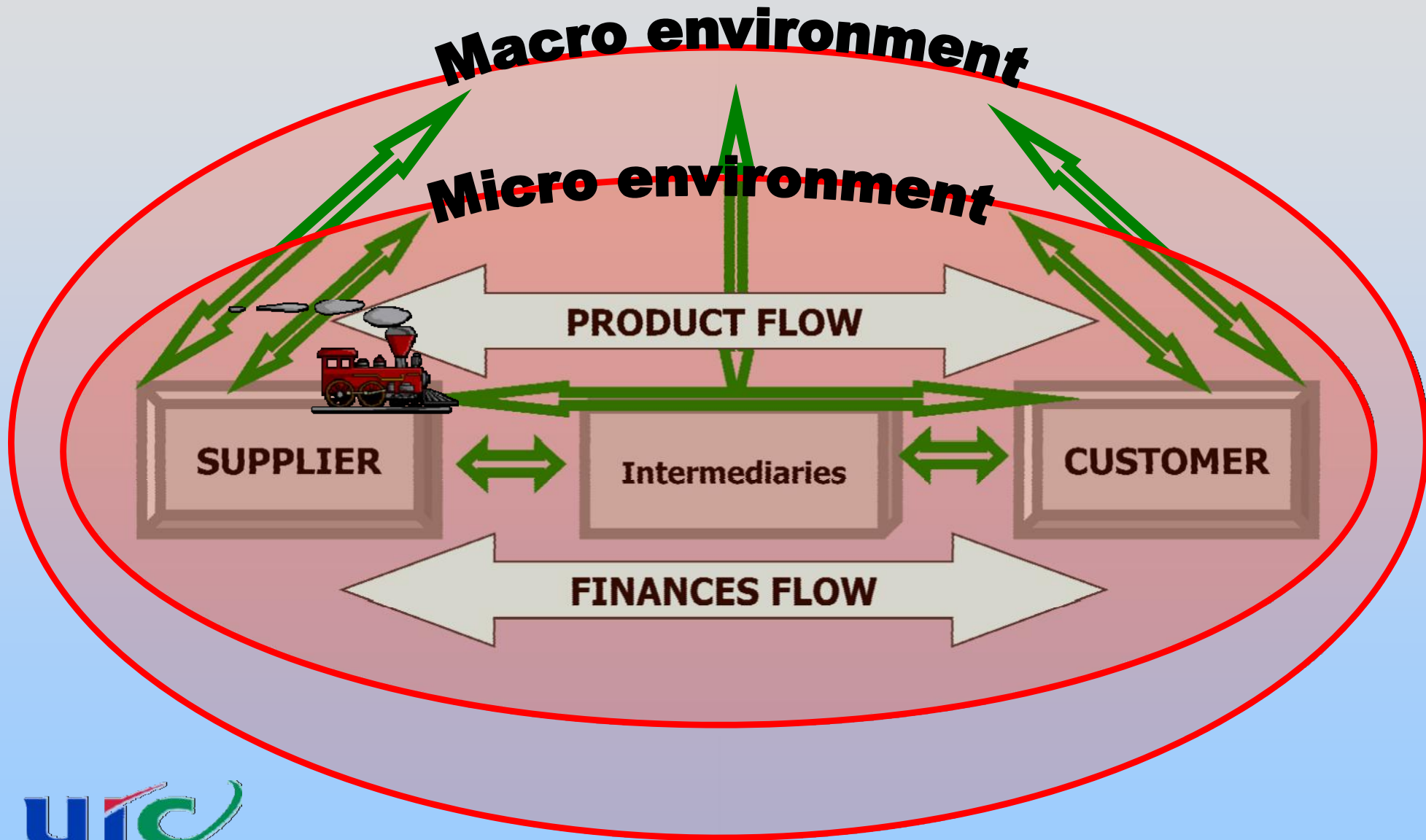
Within the
Barents Region

Between the Barents
Region and global
markets

A few examples ----->

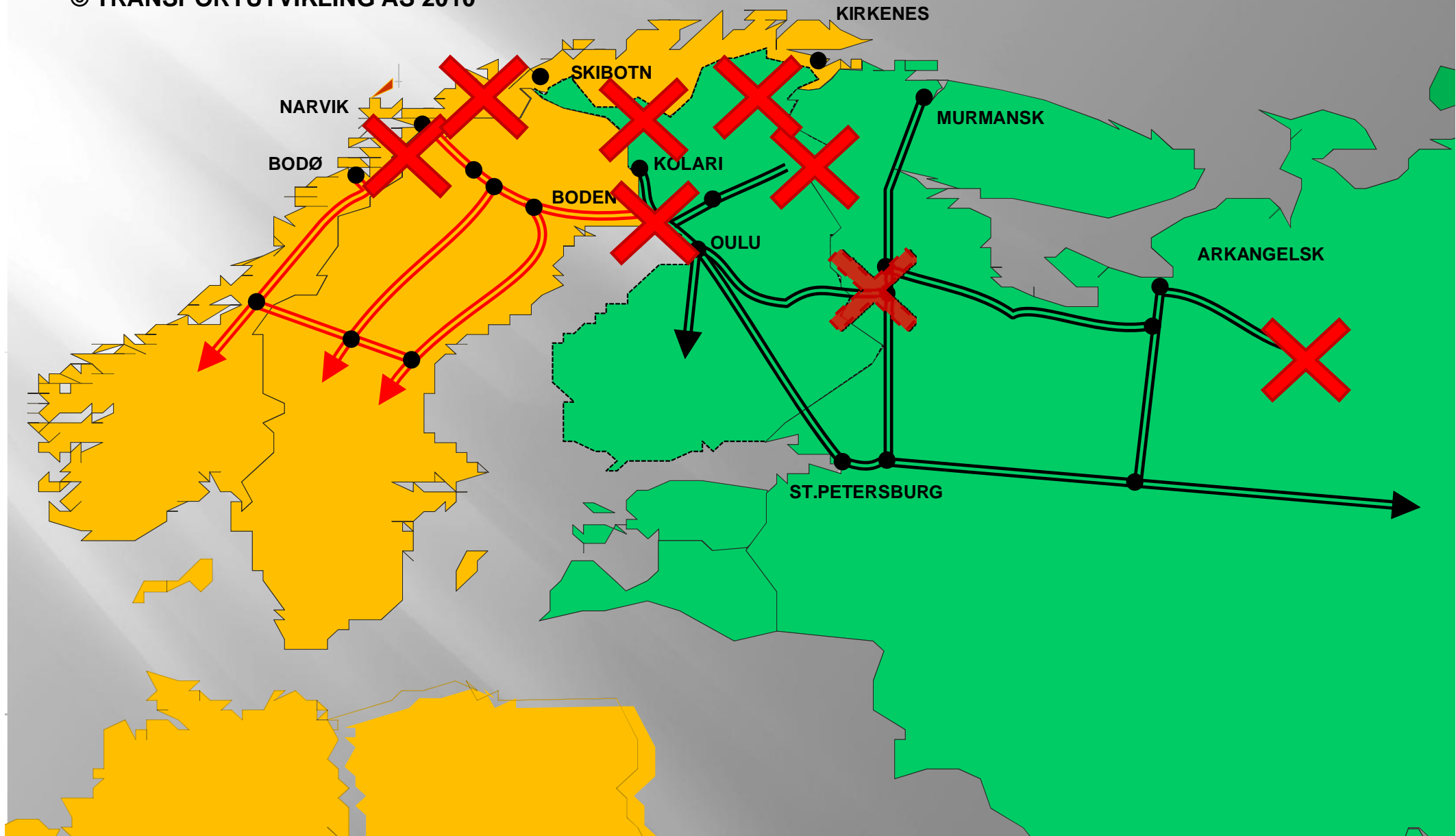
Transports is more than infrastructure

It is also BBB: Boxes, bits and bucks



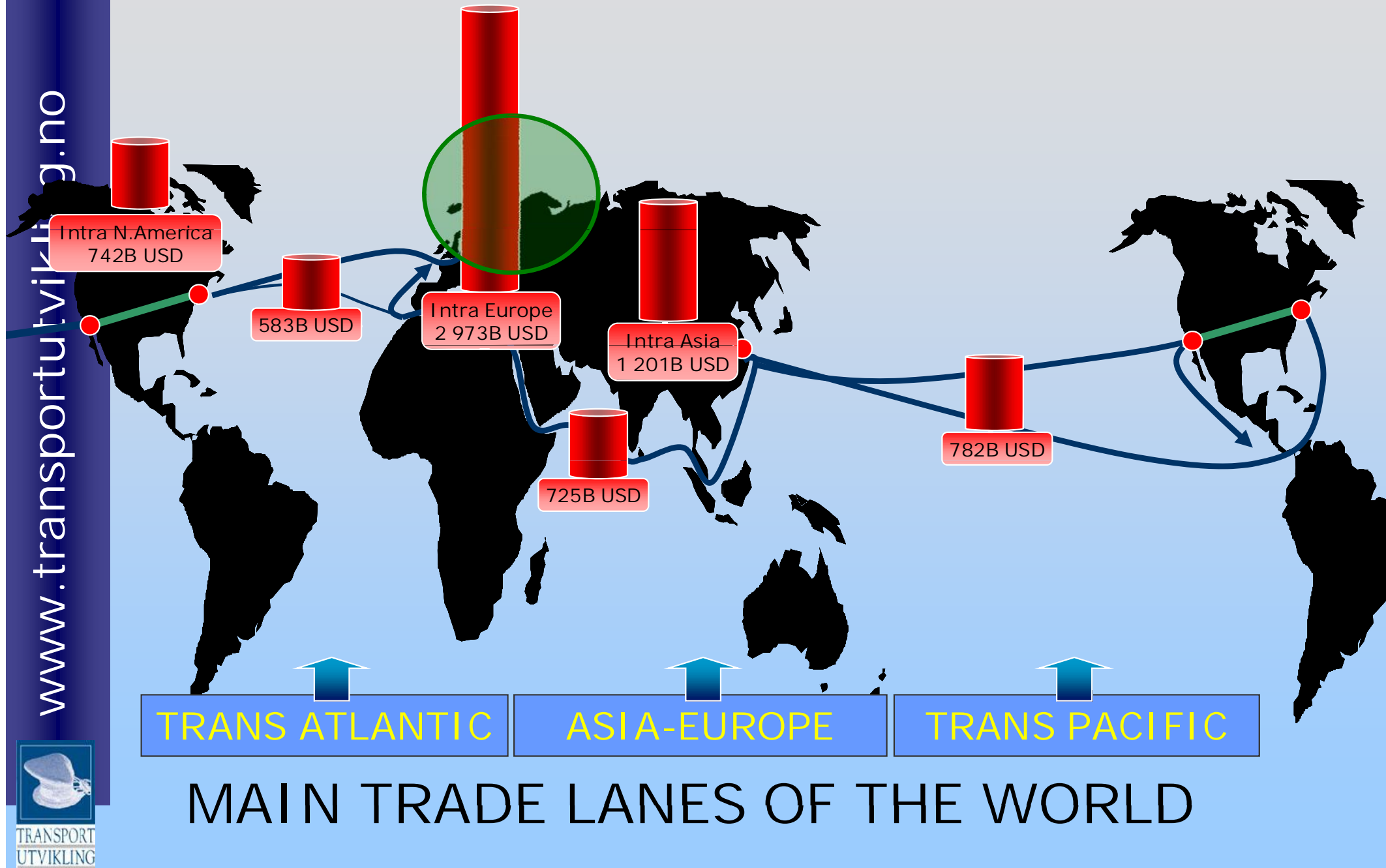
Standards

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Located between the major trade lanes of the world

Source: Transportutvikling AS



Matching distance:

Hamburg – Ho Chi Minh
(approx. 9.000 n.m.)

Hamburg-Hong Kong

Through Suez: 9.998 n.m.

Through NE Passage: 8.200

Hamburg-Yokohama
through North-East passage
6.600 n.m.

YOKOHAMA

Vostochny

Shanghai

Tianjin

Beijing

Hong Kong

Shenzhen

HO CHI MINH

Lanzhou

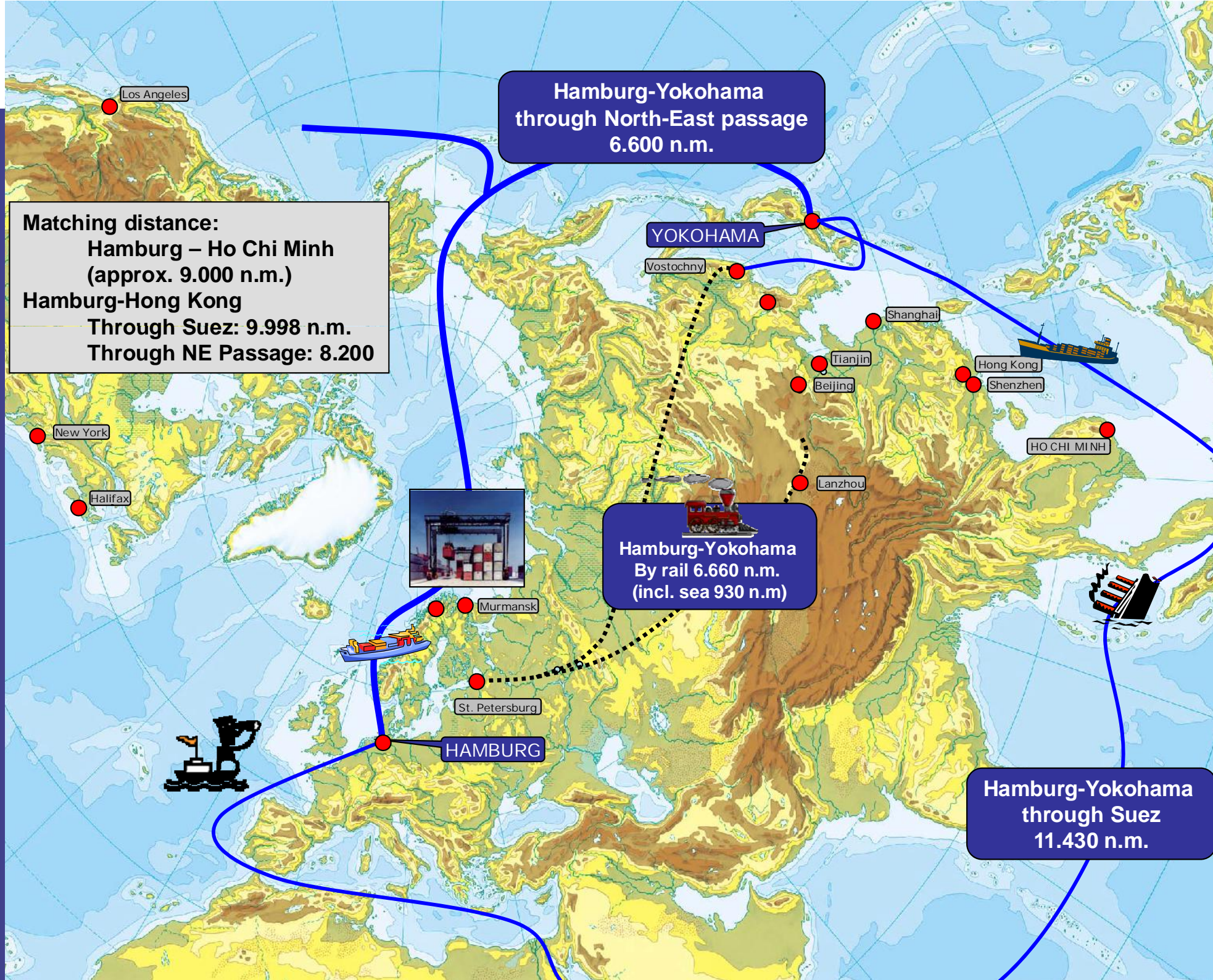
Hamburg-Yokohama
By rail 6.660 n.m.
(incl. sea 930 n.m.)

Murmansk

St. Petersburg

HAMBURG

Hamburg-Yokohama
through Suez
11.430 n.m.



THE DEVELOPMENT IN MURMANSK MAY BE A BENEFIT FOR ALL

The Northern Intermodal Corridor of Europe – through Murmansk

Legends:

Railway 1520/24 m.m.

Railway 1435 m.m.

Sea connections:

Break of gauge:

Missing link:

Important market area for NICE:

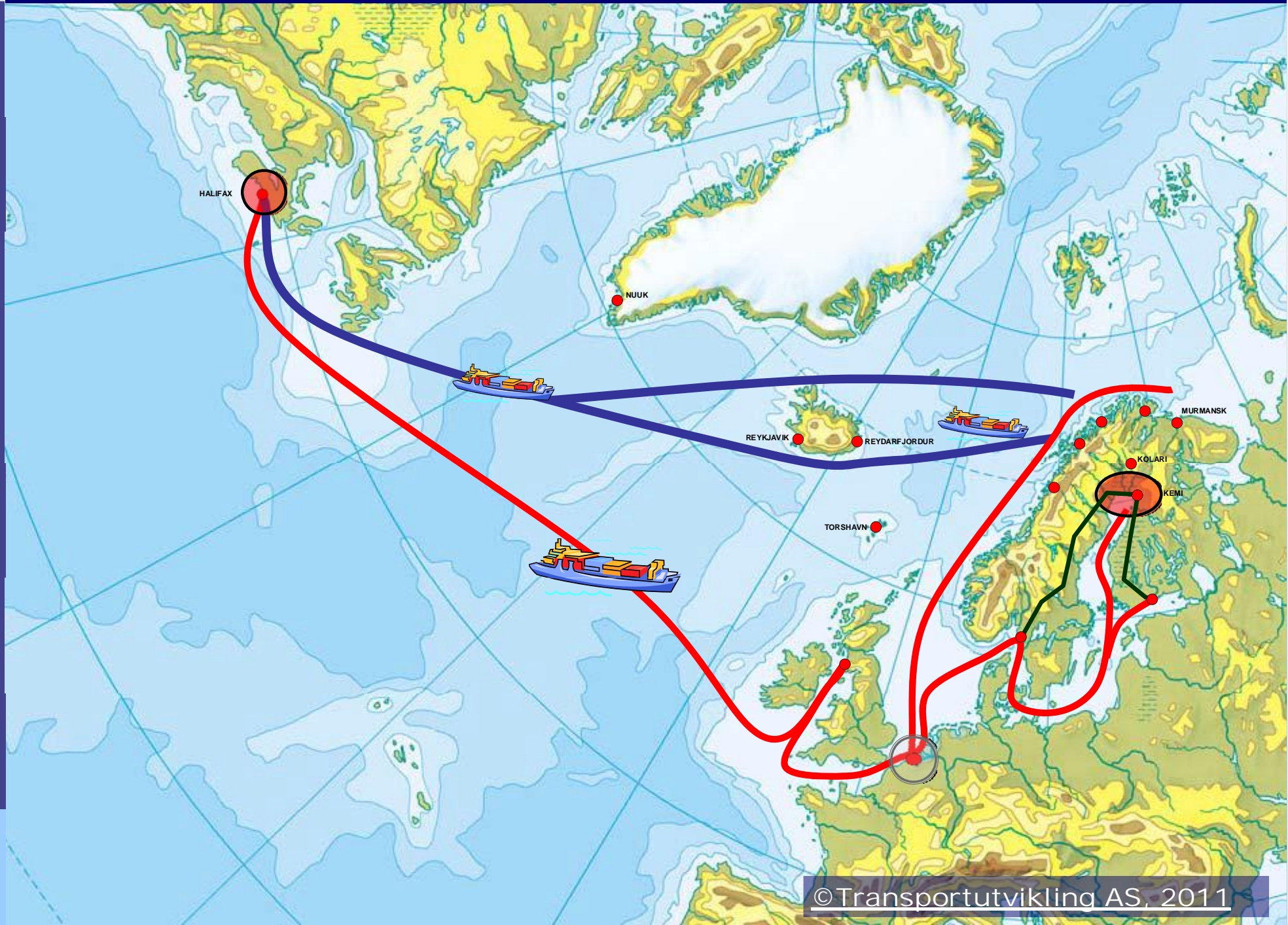


DEVIATION – the cost of living outside Rotterdam is common for most business units in the Barents region

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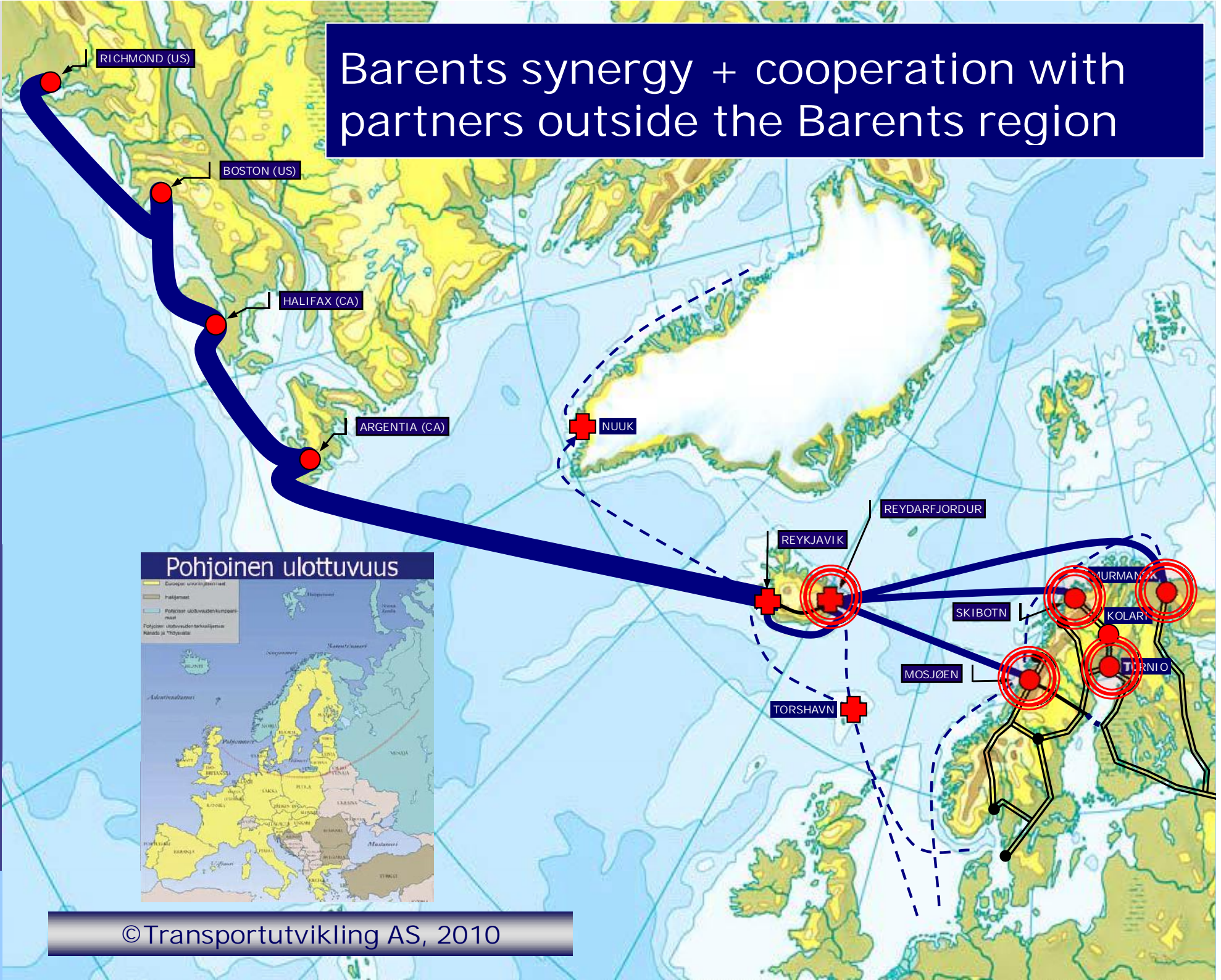
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Barents synergy + cooperation with partners outside the Barents region

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DO NOT UNDERSTIMATE THE IMPORTANCE OF TECHNICAL INNOVATIONS



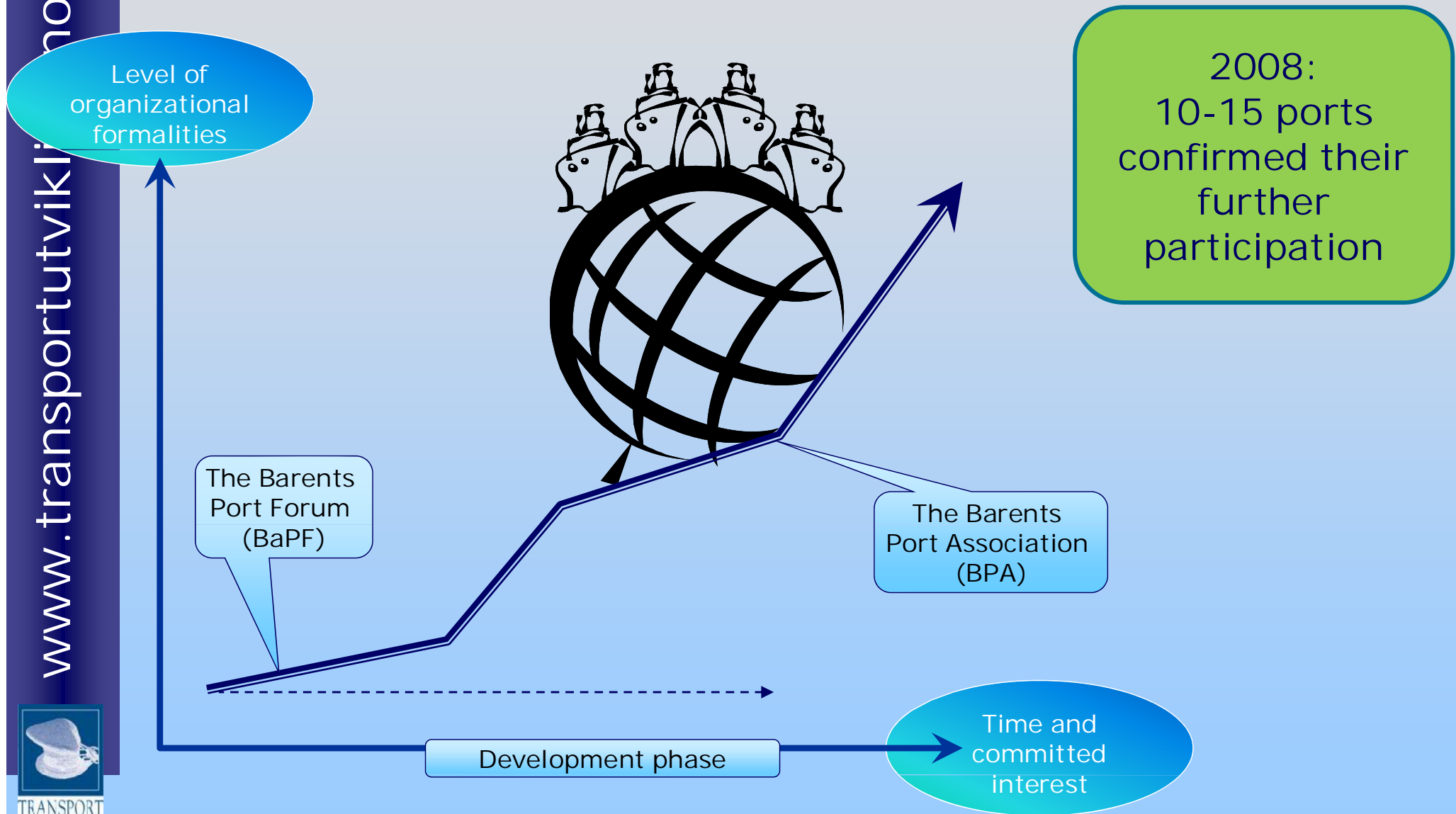
US land Bridge:

A single action allowed US rails to take a 70% plus market share away from the ships and the trucks.

This was the technology (and the science) that did it



The Barents Port Forum (2007)



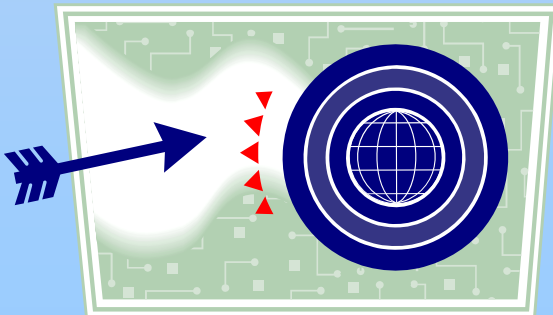
STRATEGY GOALS AND OBJECTIVES



According to military planning strategy is choosing the battlefield, not focusing on all the options we may have

Since the Barents Region is not governed by a supranational Government, we should:

- Target our recourses and try to find some specific areas of cooperation within the field of transportation



ACTIVITIES AND PROJECT STRUCTURE



Two phases (1 and 2)

- Phase 1: 1 year/max 1,5 years (pre-study and updates)
- Phase 2: Longer period (realizing specific priorities)



The outcome of phase 1 decides if we are entering into phase 2

- Lowering the risk
- Do not waste money on a phase 2, if we do not believe in it



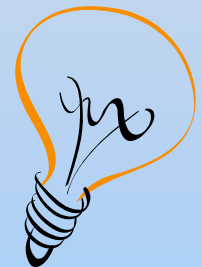
PHASE 1

■ Collecting updated information

- Updating the relevant issues of the STBR Transport Strategy of 2008
- Identifying present projects of regional and national priority

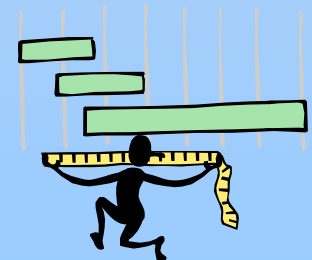


■ Propose and evaluate areas where it is possible to cooperate, and leave out areas where we know conflict will terminate the future work

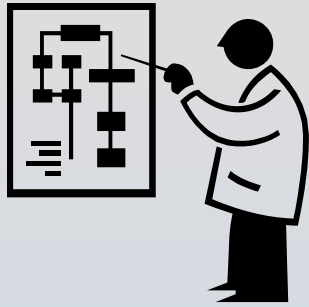


- *"A bird in the hand"*
- Draft a plan for continuity/phase 2 (how, who, when etc)

- If it is decided to continue



- TO BE DECIDED, BUT
 - Operational/practical focus on a few major projects
 - Realize some common projects where we believe it is possible succeed
 - Specific goals and objectives
 - Not forgetting the visions and longer term perspective for the Barents region



HOW TO ORGANIZATION PHASE 1

THE PRE-STUDY

- The pre-study can be conducted by Transportutvikling AS and the work can start immediately.
 - Project manager: Stig Nerdal
- Assistance required from regional authorities, during the information collecting phase
 - Contact persons to be identified in each country
- Include 1-2 workshops where the ambition is to identify viable projects of common interest

PROGRESS PROPOSAL PHASE 1

THE PRE-STUDY

- Could start immediately (a project plan can be drafted within one week)
- Project to be completed within 12 months





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STRUCTURE: STBR – Transport Strategy 2008

- Chapter 1
 - Project information and participants
- Chapter 2
 - Defining transport strategy as a summary of previous result and that the aim is a common vision
- Chapter 3
 - Recommendations for Authorities and decision makers
 - GENERAL DEVELOPMENT (VARIOUS CORRIDORS)
 - RAILWAYS
 - REGIONAL AVIATION
 - MARITIME TRANSPORT
 - ROAD TRANSPORT
 - BORDER CROSSING
- References (to previous reports)
- Appendix 1 (Background for the project)
- Appendix 2 (General information about the Barents region)
- Appendix 3 (Objectives for the transport system)