



# Northern Maritime Corridor - Extending Motorways of the Seas to the High North

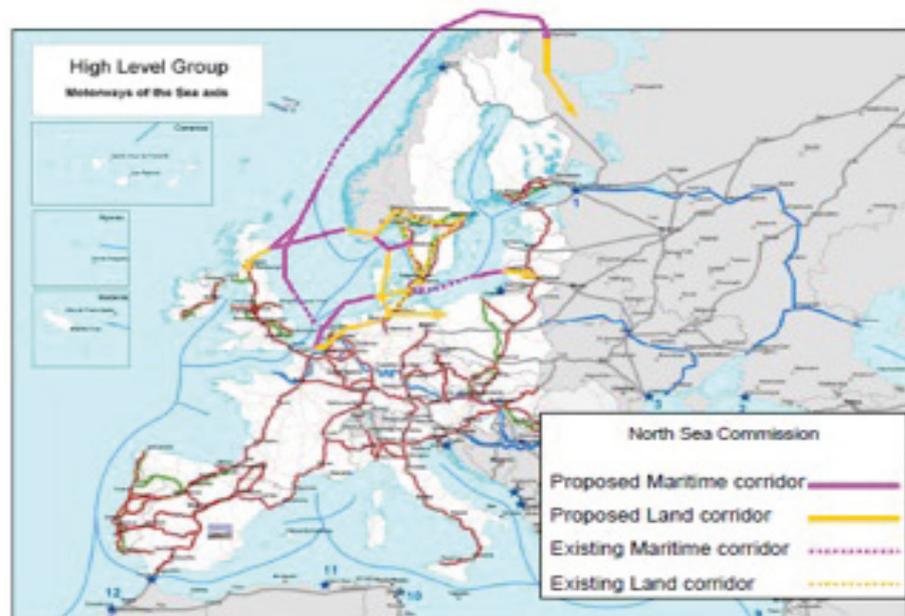
## StratMos Leaflet

The increased petroleum activities in the Barents Sea some ten years ago triggered a need to look at the logistics in this region. One initiative started in 2002 was the EU funded Interreg project “Northern Maritime Corridor” (NMC). The NMC concept was continued as an element of the current StratMos project.

Since the NMC idea was launched, the new concept of “Motorways of the Sea” (MoS) was introduced by the EU. This concept promotes the use of sea transport to reduce trucking on the road network and also aims to better serve peripheral areas.

Four MoS were defined. The so-called “High Level Group on Transport Axes to Neighbouring Countries” extended the Western Europe MoS northwards, implying that the MoS system should also have a connection to the north.

During the recent years Russian authorities and international logistics player have started again to look at the Northern Sea Route as an alternative sailing route during the summer between Asia and Europe, reducing the sailing time by almost half.



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## Background and challenges

The increased petroleum activity in the Barents Sea poses new challenges for the logistics industry. The need for more frequent and regular logistic services will become a pressing issue, and efficient ports and terminals will be required.

The Northern Maritime Corridor Project was a direct response to this challenge, but at the same time it was response to the need for improved general logistic services to peripheral areas of the North Sea Region in general. The vision of the NMC project and later the StratMoS project, has been:

*Efficient, safe and sustainable transportation, connecting coastal areas and enhancing regional development in the North Sea Region, extending to the Barents region.*

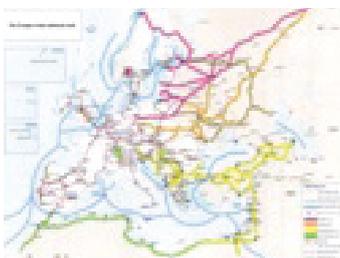
The new concept of Motorways of the Sea has two equally important objectives:

- Facilitate shift of cargo from road to sea and/or
- Improve cohesion/ accessibility to peripheral areas

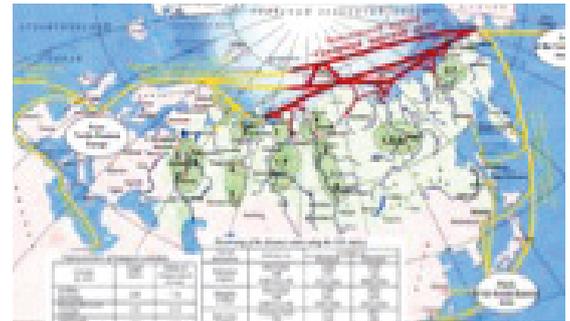
Of the four MoSs originally defined, two of them were related to the North Sea, the MoS for Western Region and the MoS for Baltic Region. But both ended as a “dead end connections” somewhere in the middle of the North Sea.



The so-called “High Level Group for Transport Axes to Neighbouring Countries” then took the MoS concept a bit further, and the Commission adopted an extension of the MoS for Western Europe up through the North Sea and up to half way along Norwegian coast, still ending without a clear destination.



At the time of the MoS concept launch and discussion transport axes to neighbouring countries, the petroleum exploration in the Barents Sea had not yet gained momentum. Furthermore, the focus on the Northern Sea Route (the North East Passage) as an alternative shipping route from Asia was not as evident then as now with the experience a reduced ice cap in the Arctic Ocean.



**Hence, the Northern Maritime Corridor as a Motorway of the Sea will serve both the internal European logistics need as well as being the link between the Northern Sea Route and Europe.**

## Objectives

The overall objective has been to establish Northern Maritime Corridor as a European Motorway of the Sea route within the MoS network defined by the EU.

The more concrete objective has been to establish and support maritime services between the Continent/UK and Norway/North West Russia.

## Work processes

Within the StratMoS project, the work with the Northern Maritime Corridor concept has been continued through one of the demonstration projects called “Northern Maritime Corridor – Barents Sea Intermodal Services”.

The activities have been three-fold:

- Maintaining and expanding the net work between European and Russian entities, both public sector and private sector
- Monitoring sailings between the Continent/UK and Norway/North West Russia
- Taking initiatives to seek funding for logistics project related to Northern Maritime Corridor

## Description of results

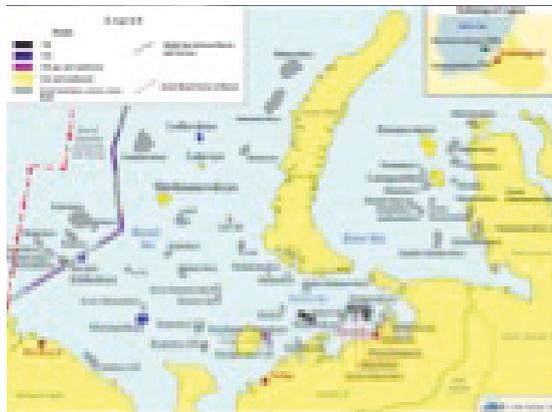
The results of this demonstration project may be categorized in four parts:

- Networking
- Monitoring of sailings
- Reports on logistic centres and cargo flow
- Funding initiative

### Networking

The original NMC project had a focus on establishing relationship between European and Russian entities, both in the public and private sector. This networking activity has continued, and both companies and individual in Europe and Russia have established relationships that will continue beyond the life of the StratMoS project. The networks have been maintained and enhanced through a series of workshops and conferences with discussions on logistic challenges.

An important achievement is that the term “Northern Maritime Corridor” now is well established in Northern Russia. Moreover, the Northern Maritime Corridor is acknowledged and referred to as the western link between the Northern Sea Route and Europe.



### Monitoring of sailings

The purpose of monitoring sailings between Europe and North West Russia was to get a realistic understanding of the challenges of operating sea services between Europe and North West Russia. Interviews were made with several shipping companies as well as with ports along the Northern Maritime Corridor. The shipping company Eimskip has established a service to Murmansk which has been enhanced and expanded to a 10 days frequency regular service, not least due to support from NMC and StratMoS. Sailings have been monitored, once by following the ship on its route from Velsen in the Netherlands via UK and Norwegian ports to Murmansk.

The learning from these activities is that the maritime services to North West Russia,

but is very vulnerable to small mistakes in paper work or other handling issues. In particular, the customs procedures can be difficult and presently unforeseeable problems.



Skogfoss in Murmansk, in the north end of the NMC.

### Reports on logistic centres and cargo flow

A report “Organizational and Cooperative Challenges and Opportunities of Logistics Center Development in Murmansk and Arkhangelsk” has been prepared. The main aim of this report is to summarize all of the findings and research results concerning logistics centre development in the Murmansk and Arkhangelsk regions of North-West Russia. The report concludes that despite some differences between the two hubs, both are currently in their development stage, have not yet reached reach the networking or physical Logistics Centre stage, but are rather transport clusters. They can, however, they can become virtual Logistics Centres due to good internal communication and information exchange.

A cargo flow analysis is underway, clarifying the present cargo flows as a basis for assessing any future increase in cargo flows.

### Funding initiatives

EU, Russia, Norway and Iceland have established a funding mechanism “Northern Dimension”, and under that umbrella a “Partnership for logistics and transport” has been established. The StratMoS project has looked for good ideas for utilizing this funding mechanism as a pilot project, and has initiated the project idea “Logistics Hubs in the High North”.



## Taking the results forward

The Northern Maritime Corridor concept has been promoted through a series of workshops and conferences both in Russia and in StratMoS partner countries. Some of these events have been arranged by StratMoS, and a number of events have been external events arranged by either the Russian government at national and regional level, other Interreg projects, North Sea Commission or CPMR.

The proposal to define the Northern Maritime Corridor as an extension of MoS for Western Europe has been presented to the North Sea Commission who supports the proposal. The proposal has also been presented to the CPMR TEN-T Group to a positive response.

The project idea "Logistics Hubs in the High North" has been presented to Ministry of Transport in Russia and to Ministry of Foreign Affairs (the Russian entities that are dealing with Northern Dimension" at national level). The project initiative is also being discussed with Murmansk, Archangels and Nenets regional authorities in Russia as well as the Port of Kirkenes.

After the end of the StratMoS project Norwegian partners will take necessary initiatives to maintain the network with Russia to the benefit of interested StratMoS partners.

**It is the intention to pursue a formalisation of an extension of the MoS for Western Europe to the Barents Region in line with the perspective of the Northern Maritime Corridor connecting Europe's MoS network to the High North and to the Northern Sea Route.**



## The StratMos Project

The full name of the project is "Strategic Demonstration Project for Motorways of the Sea". The name signals that the project seeks to be strategic and policy oriented, but at the same time seek concrete and tangible results.

The core aim and idea of the StratMoS project is to promote and facilitate a shift of cargo from road to sea based intermodal transport as well as to improve accessibility within the North Sea Region by supporting the implementation of Motorway of the Sea (MoS) and related transport networks into an integrated logistical chain.

The StratMoS project is funded by EU and the Norwegian government through the Interreg IV B North Sea Region Programme. The project comprises for the time being 29 partners, covering the North Sea Region from Flanders in the south to Finnmark in Northern Norway. The Murmansk, Arkhangelsk and Nenets regions in Russia are associated partners.

The StratMoS project was approved in December 2007, and the first formal International Management Group meeting was held in April 2008. It will end on 30 September 2011.

## Partners Involved

- The Norwegian Barents Secretariat
- Aberdeenshire Council
- Aberdeen City Council
- Port of Amsterdam
- FDT – Association of Danish Transport and Logistics Centres
- Rogaland County Council
- Troms County Council
- Finnmark County Council
- Telemark County Council
- Marlo AS
- Port of Narvik

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