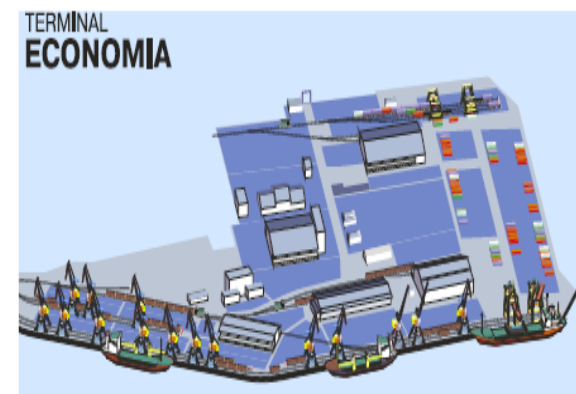




Northern Maritime Corridor Stockholm January 25 -2011





The Barents Region

- 13 regions
- 5.5 million people





The world from a new angle



Main objective is to shift transport of cargo from road to sea.



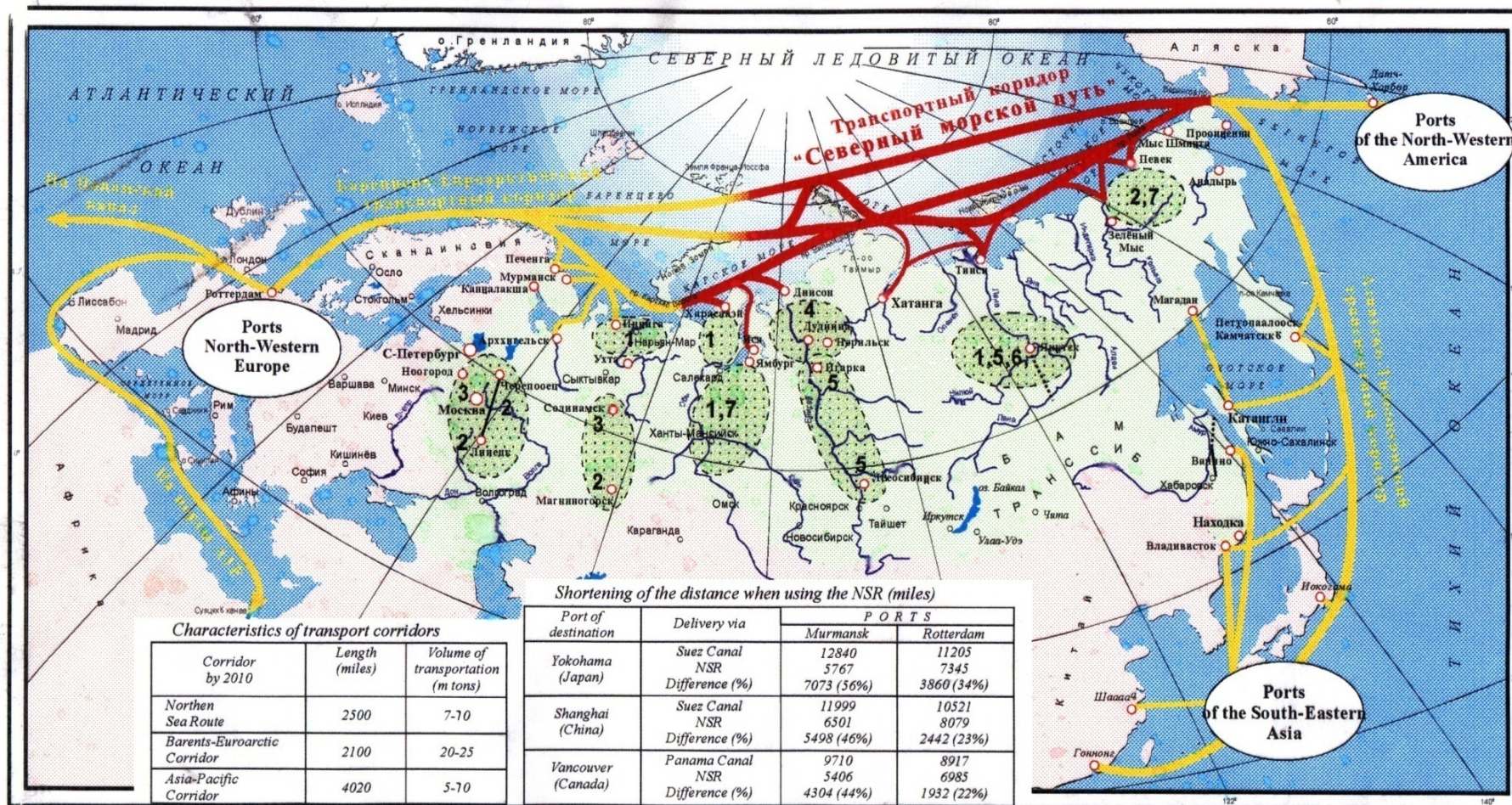


Locations





RUSSIAN TRANSPORT CORRIDOR "NORTHERN SEA ROUTE" within the system of international transport corridors West-East-West



Symbols:

Export: 1 - hydrocarbons, 2 - metals, 3 - mineral fertilizers, 4 - products of the Norilsk Mining and Metallurgical Integrated Works, 5 - timber, 6 - coal.
Import: 7 - products (goods).

- Sea transport corridor
- Railways.
- Railways to be constructed.



River shipping lines.

Area of the formation of cargo
Sources for the Northern Sea Route.



МТ
1999 г.



Demonstration Project 1: Northern Maritime Corridor – BASIS

The Interreg IVB
North Sea Region
Programme



Tasks

Conduct workshop on relation building, exchange of info and knowledge

Arrange working meetings and B2B

Prepare/carry out test consignments/sailings in the NMC-corridor

Analysis studies and reports



RESULTS?



Conferences and Networking





Cooperation with NSR



Logistic Center Development in Murmansk & Arkhangelsk



Ship Calls in the NMC- Experience

Regular foreign shipping to border zone fjord

2010-06-14

The Norwegian cargo ship "Svartfoss" recently sailed to the Pechenga Bay delivering production equipment for the local salmon farming in the area that until recently was strictly military closed.

The ship "Svartfoss" is owned by the shipping company Eimskip CTG and operates within the frames of the Northern Maritime Corridor (NMC) project, an EU-supported initiative on the facilitation of shipping between Europe and ports in Northwest Russia.

This is the third time Eimskip CTG calls up the Pechenga Bay, which is part of the militarized Russian border zone on the Kola Peninsula, some few kilometers from the border to Norway.



*The Norwegian cargo vessel Svartfoss.
Image from EIMSKIP-CTG*

Despite harsh weather conditions in this area and military border restrictions, Eimskip CTG continue their shipping operations, as a natural part of their weekly call on Murmansk. The main customer in the Pechenga Bay is Russian Salmon, a company which produces salmon for the domestic Russian market, estimated to 20 000 ton annual.

Representative of Eimskip, Trond Lorentzen, says to BarentsObserver that the northern regions and specially Northwest Russia is the most exiting area present time.

"Northwest Russia's economic development and the increase of the spending powers, attracts more and more consumer goods to this area, which is good for our export industry," says Lorentzen.

"Our ambition two years ago was to call up Murmansk every third week. Now we have ship arrivals weekly and we are so far the only western company, which run this service on regular basis", he says.

Project leader in the Stratmos project Northern Maritime Corridor, Harald Sørensen from the Norwegian Barents Secretariat, praises Eimskip CTG for still manage to get regular ship calls in Northwest Russia.

"I'm surprised that no other companies see the opportunity to get into the Russian marked via Murmansk. Eimskip has got good cross-border competence in the Russian High North, and now it seems that they also will sail regular to Pechenga. I hope also other companies will follow," Harald Sørensen says.



Project Idea

Logistics Hubs of the
High North

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Идея проекта

создание транспортно-
логистических узлов на
Крайнем Севере



First step: Small scale investments:

- More efficient use of existing infrastructure
- Establishing compatible ICT solutions

Первый шаг: Небольшие инвестиции:

- Более рациональное использование существующей инфраструктуры
- Создание совместимых ИКТ-решений



Thank you!



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