

Political Declaration on the Northern Dimension Policy

Helsinki Summit 2006

The European Union, the Republic of Iceland, the Kingdom of Norway, and the Russian Federation,

2. Confirm their desire to make the Northern Dimension policy a regional expression of the four EU – Russia common spaces with the full participation of Iceland and Norway also focusing on issues of specific relevance in the North, such as the fragile environment, health and social issues and indigenous peoples' issues;

EU-Russia Common Spaces

At the St. Petersburg Summit in May 2003, the EU and Russia agreed to reinforce their cooperation by creating in the long term four 'common spaces' in the framework of the Partnership and Cooperation Agreement and on the basis of common values and shared interests. These cover the following issues:

- 1.The [Common Economic Space](#), covering economic issues and the environment
- 2.The [Common Space of Freedom, Security and Justice](#);
- 3.The [Common Space of External Security](#), including crisis management and non-proliferation;
- 4.The [Common Space of Research and Education](#), Including cultural aspects.

The Moscow Summit in May 2005 agreed developed the instruments to put these common spaces into effect. These "road maps" set out specific objectives, and specify the actions required.

- [EU-Russia Common Spaces Progress Report 2009](#) [199 KB] 22/04/2010
- [EU-Russia Common Spaces Progress Report 2008](#) [180 KB] 24/04/2009
- [Common Spaces Roadmap](#) [546 KB] 2005
- [EU-Russia Common Spaces Progress Report 2007](#) [152 KB] , 11/04/2008

Read more about EU-Russia economic relations at:

<http://ec.europa.eu/trade/issues/bilateral/countries/russia>

7. Take note of a list of projects submitted by the Russian Federation for possible implementation under the Northern Dimension framework.

3. Confirm their readiness to contribute efforts to ensure that the Northern Dimension Policy provides concrete and pragmatic activities with the objective to achieve tangible results, taking into account the need to endeavour to ensure synergies with other regional programmes and initiatives;
4. Acknowledge the principle of co-financing by Northern Dimension partners and, when appropriate, from other sources, including the International Financing Institutions, as the general rule;
5. Confirm their readiness to cooperate with all international, regional, subregional and local organizations, institutions and other actors, including the business community and NGOs, that are ready to contribute to the development of the region;
6. Express their willingness to continue and further develop cooperation within the framework of the two existing ND partnerships – the Northern Dimension Environmental Partnership (NDEP) and the Northern Dimension Partnership in Public Health and Social Wellbeing (NDPHS) and to examine possibilities to apply the partnership model to other sectors. In this context, they will ask ND senior officials to examine the desirability of a Northern Dimension Partnership on Transport and Logistics, and to examine enhanced cooperation in the field of energy efficiency and renewable energy, inviting for this purpose also experts and international financing institutions."
8. Welcome the intention of various bodies and institutions to participate in the cooperation within the Northern Dimension framework, considering inter alia the proposed Northern Dimension Parliamentary Forum;

Adopt the Northern Dimension Policy Framework Document which will be the basis of practical implementation.

Northern Dimension Policy Framework Document

1. The Northern Dimension covers a broad geographic area from the European Arctic and Sub-Arctic areas to the southern shores of the Baltic Sea, including the countries in its vicinity and from North-West Russia in the east to Iceland and Greenland in the west.
2. The Northern Dimension focuses increasingly on North West Russia, the largest territory covered by this policy, with its specific challenges and opportunities for the whole Northern Dimension region.
3. The Baltic Sea, the Kaliningrad oblast with its opportunities for development given its particular geographical situation, as well as the extensive Arctic and Sub-arctic areas including the Barents Region, are priority areas for the Northern Dimension policy.
4. The present policy framework document is a joint achievement of the partners. The Northern Dimension partners recognize that their cooperation framework can only be driven by the spirit of partnership and based on shared confidence. The Northern Dimension policy is henceforward a common project and a common responsibility. It will help to ensure that no dividing lines are established in the North of Europe.

5. The Northern Dimension partners are the European Union, Iceland, Norway and the Russian Federation.
6. Other participants are:

A) The regional councils in the North:

- the Barents Euro-Arctic Council (BEAC),
- the Council of the Baltic Sea States (CBSS),
- the Nordic Council of Ministers (NCM),
- the Arctic Council (AC)

2 dalis Actors

All four Northern regional councils, with their different memberships, identify needs for development and cooperation in their respective areas and support project implementation in different ways.

B) The International Financing Institutions active in the North, notably the European Bank for Reconstruction and Development (EBRD), the European Investment Bank (EIB), the Nordic Investment Bank (NIB) and the World Bank (IBRD) which contribute to supporting the policy, and any other International Financing Institution that may in the future implement programmes in the area.

C) Other European Union institutions and bodies and those of the other Northern Dimension partners.

7. Other Northern Dimension actors are: the regional and sub-regional organizations and commissions in the Baltic and Barents area, the sub-national and local authorities, non-governmental organizations and other civil society organizations (including notably indigenous peoples' organizations), universities and research centres, business and trade union communities, etc.

3. Objectives

10. The Northern Dimension policy will aim at providing a **common framework** for the **promotion** of dialogue and concrete cooperation, strengthening **stability, wellbeing and intensified economic cooperation**, promotion of economic integration and competitiveness and sustainable development in Northern Europe.
11. The Northern Dimension policy will seek complementarity among its partners and participants. The Northern Dimension will enhance regional cooperation, improving synergies of regional organizations in the North of Europe while avoiding possible duplication and will facilitate people-to-people contacts. The Northern Dimension will maximize the use of the available human and financial resources in the region, ensuring that they are used in the most effective way. **Best practices** for solving issues and addressing challenges will be established as examples to follow.
12. The Northern Dimension policy framework will focus on areas of cooperation where a regional and sub-regional **emphasis brings added value**. Priority will be given to **result-oriented proposals, seeking support** from the **European Union and national financing instruments**, from international and private **financial institutions** as well as the **private sector**. **National and regional development programmes** will be respected and promoted: any new initiatives will complement the efforts deployed by national and regional authorities in the relevant areas.
13. The Northern Dimension policy will be characterised by transparency and openness towards all its actors and will take due regard of the **subsidiarity principle**. It will be based on the internationally recognized principles, such as good governance, transparency and participation, sustainable development, gender equality, the rights of persons belonging to minorities, cultural diversity, social cohesion, fair working conditions and corporate social responsibility, nondiscrimination, the protection of indigenous peoples and supports the further strengthening of civil society and democratic institutions.

14. The Northern Dimension will be a regional expression of the Common Spaces EU/Russia. Russia and the European Union will make the Northern Dimension 4 policy a cross-cutting topic and a tool where appropriate for the implementation of the road maps for the Common Spaces with full participation of Iceland and Norway in matters relevant to Northern Dimension. The Northern Dimension policy will continue to address some objectives of specific relevance in the North, i.e. its fragile environment, indigenous peoples' issues, cultural diversity, health and social well-being, etc.

15. Cross-border cooperation will be a cross-cutting theme producing added value at the sub-regional and transnational level, enhancing sustainable regional development, the involvement of civil society and people-to-people contacts keeping in mind progress made towards the objective of visa free travel as a longterm perspective between the European Union and Russia as stipulated in the St. Petersburg Summit of May 2003. Iceland and Norway associate themselves with this objective in their relations with Russia. The Northern Dimension policy will encourage municipal and regional authorities on both sides of land and sea borders to engage in concrete co-operation projects of mutual benefit.

16. The Northern Dimension policy will aim to improve the conditions for border crossing of people and goods. This will facilitate economic cooperation and people-to-people contacts.

4. Priority sectors

19. In line with paragraph 14, the following priority sectors of the Northern Dimension are agreed:

☐ *Economic cooperation*, including promotion of trade, investments, customs, SMEs, business, innovation, well-functioning labour markets, financial services, infrastructure, energy, agriculture, forestry, transport and logistics, telecommunications and information technology .

☐ *Freedom, Security and Justice*, including facilitation of people-to-people contacts, development of border management, good governance, efficiency of the judicial system and judicial cooperation in criminal and civil matters, fight against organized crime, trafficking in human beings, drugs trafficking, illegal immigration and other cross-border crime.

☐ *External security*: civil protection.

☐ *Research, education and culture*, including increased cooperation in research and education exchange programmes, youth policy, promotion of people-to-people contacts, links between cultural and economic life, visibility of regional and local cultural identity and heritage.

☐ *Environment, nuclear safety and natural resources*, including reduction of the risk of nuclear and other pollution, maritime safety, protection of the marine environment in the Baltic and Barents Seas, biodiversity, forests, fish stocks and protection of the Arctic ecosystems; cooperation in the field of water policy, climate change, environmental legislation and administrative capacity building¹.

☐ *Social welfare and health care*, including prevention of communicable diseases and life-style related diseases and promotion of cooperation between health and social services.

5. Institutional arrangements

20. Northern Dimension **Ministerial meetings** will take place with the participation of the **four partners at Foreign Minister** or equivalent level of the European Union Member States / Commission, Iceland, Norway and the Russian Federation. They will be held every two years at a location agreed by the partners. The partners can agree to call for an extraordinary Ministerial meeting at any time.

21. Northern Dimension **Senior Officials Meetings**, in a similar composition to the Ministerial level, will be held whenever necessary and at least every alternate year between Ministerial meetings.

22. Partners, observers and participants will be invited to both Ministerial and Senior Officials Meetings. Other actors may participate on the basis of a special invitation.

23. Ministerial meetings will provide policy guidance and monitoring to Northern Dimension implementation. The agendas of the meetings within the Northern Dimension framework will be prepared in full consultation between all Northern Dimension partners. Ministerial and Senior Officials Meetings may have a special theme for discussion agreed on their agenda

24. To provide continuity between the meetings referred to in paragraphs 20 and 21 a Steering Group, composed of representatives of the European Union, Iceland, Norway and the Russian Federation, will be established at expert level. It will meet normally **three times a year** at a location agreed by the partners and avoiding duplication with the Ministerial and Senior Officials meetings referred to above. Invitations for the meetings may be sent to other interested councils, organisms and organizations on the basis of agreement of all the Northern Dimension partners.

6. Project Implementation and Monitoring

25. The Northern Dimension partners favour the model of Partnerships, notably the Northern Dimension Environmental Partnership (NDEP), as an effective way to organise practical implementation of projects in the agreed priority sectors. Any new partnership should enjoy support from the Northern Dimension partners, be ensured appropriate funding from the start, be self-sustainable in terms of management and supplement the efforts of national authorities as described in paragraph 12.

26. Apart from the partnerships a realistic number of themes and concrete projects in the agreed priority sectors with detailed financial and operational parameters can be approved at a meeting of Foreign Ministers or Senior Officials. They will be implemented in the Northern Dimension framework on the principles of cofinancing provided they receive support from the Northern Dimension partners.

Involvement of International Financial Institutions and private funds would be most desirable.

27. The Steering Group shall keep itself informed of the implementation of agreed projects. This project monitoring will form a basis also for the reporting stipulated in paragraph 28.

7. Information tools

28. A permanent flow of information is a key element of the Northern Dimension policy. The Steering group will prepare an activity report before every Foreign Ministers' meeting.

29. Updated and harmonized information on projects implemented within the framework of the Northern Dimension will be accumulated in the Northern Dimension Information System established at the European Commission's "Relex" website on the basis of information sent by Northern Dimension partners.

Other participants may provide information to be displayed under their own authority unless a partner objects. Any additional material displayed at the site and presented as a common opinion by Northern Dimension partners needs to be approved by the Steering Group.

8. Financing

30. The principle of co-financing from Northern Dimension partners, as well as from international and private financial institutions where appropriate, will be the general rule. Northern Dimension activities are implemented by various actors and financed from different sources, including the existing and future European Union financing instruments and programmes, national budgets, international regional organizations, international financial institutions, regional and local public organizations, other public bodies, such as universities, and private sources, including civil society. The Northern Dimension will pay special attention to possible problems arising from the use of different financing instruments in regional and cross-border cooperation.

9. Review

31. This Northern Dimension Policy Framework document will have a permanent nature. Nevertheless it will be subject to review as appropriate. All Northern Dimension actors should provide their assessment to the Northern Dimension Ministerial and Senior Officials Meetings in order to facilitate the reviews.

The partnership consists of Germany, Poland, Sweden, Finland, Denmark, Lithuania, Latvia, Estonia, Russia, Belorussia and Norway. During the November 2006 summit, these countries asked senior officials to examine the desirability of a Northern Dimension Partnership on Transport and Logistics.

After a series of intensive talks, the ministers of these countries **agreed in October 2008** to establish the partnership on the basis of the recommendations made by an ad hoc working group.

The ministers agreed to establish a Memorandum of Understanding (MoU) to govern the NDPTL.

The signature of the MoU took place in the margins of the TEN-T conference in **Naples on 21 October 2009**.

The steering committee of the NDPTL met for the first time on 8 December 2009 in Stockholm. It was decided at that occasion that **Lithuania will chair the** steering committee during the year 2010. Following the endorsement of the agreement on the NDPTL secretariat, the financing principles of such a secretariat will have to be set and agreed by the partners by the end of 2010.

Northern Dimension Partnership for Transport and Logistics

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The kick-off meeting was held in Brussels on 3.9.2009. The background and goals of the project, as well as the work programme were thoroughly discussed. The project has also been presented to the Preparatory Committee of the Northern Dimension Partnership on Transport and Logistics (NDPTL) in Brussels on 23.9.2009 and in Naples on 21.10.2009, as well as to the newly established Steering Committee of NDPTL in Stockholm on 8.12.2009, in Vilnius on 4.3.2010 and in Brussels on 28.4.2010.

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The **main goal** of the Partnership – to improve (in compliance with ecological needs of the region) the major transport **connections** and **logistics** in the Northern Dimension region **to stimulate** sustainable economic growth at the local/regional and global level by focusing on **limited number of priorities** that reflect both regional and national priorities in balanced way.

With the general aim of promoting international trade, the **specific aims** of the NDPTL are to assist in:

- Improving the major transnational **connections** between the **parties** with a view of stimulating sustainable **economic growth** at the local/regional and global levels;
- Accelerating** the implementation of transport and logistics **infrastructure projects** along the **major transnational connections** and facilitating the **approval of projects of mutual interest**;
- Accelerating the **removal of non-infrastructure** related bottlenecks, affecting the flow of transport in and across the region, and facilitating the **improvement of logistics** in international supply chains;
- Providing effective **structures to monitor** the implementation of the proposed **projects and measures**.

**Memorandum of Understanding
setting out the modalities of establishing
the Northern Dimension Partnership on
Transport and Logistics**

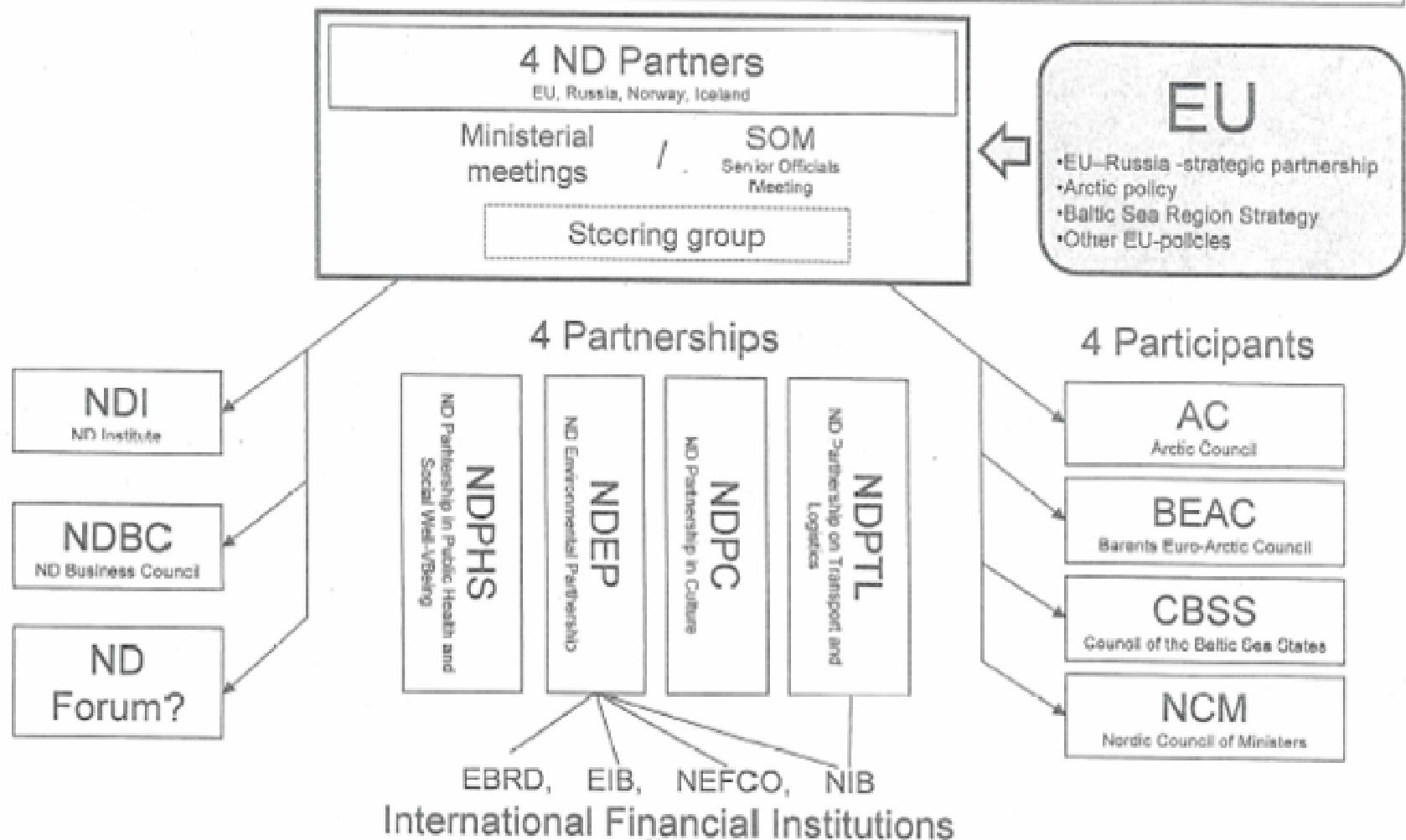
The signature of the MoU took place in the margins of the TEN-T conference in Naples on 21 October 2009.

The Northern Dimension Structure

Non-governmental level

Governmental Level

Participants



[illegible]

- Road project
- +—+—+— Rail project
- - - - - Seaway project
- Road or railway border station project
- Capital
- Major city



Figure 3.1 Proposed preliminary projects

List of preliminary projects as proposed by the countries

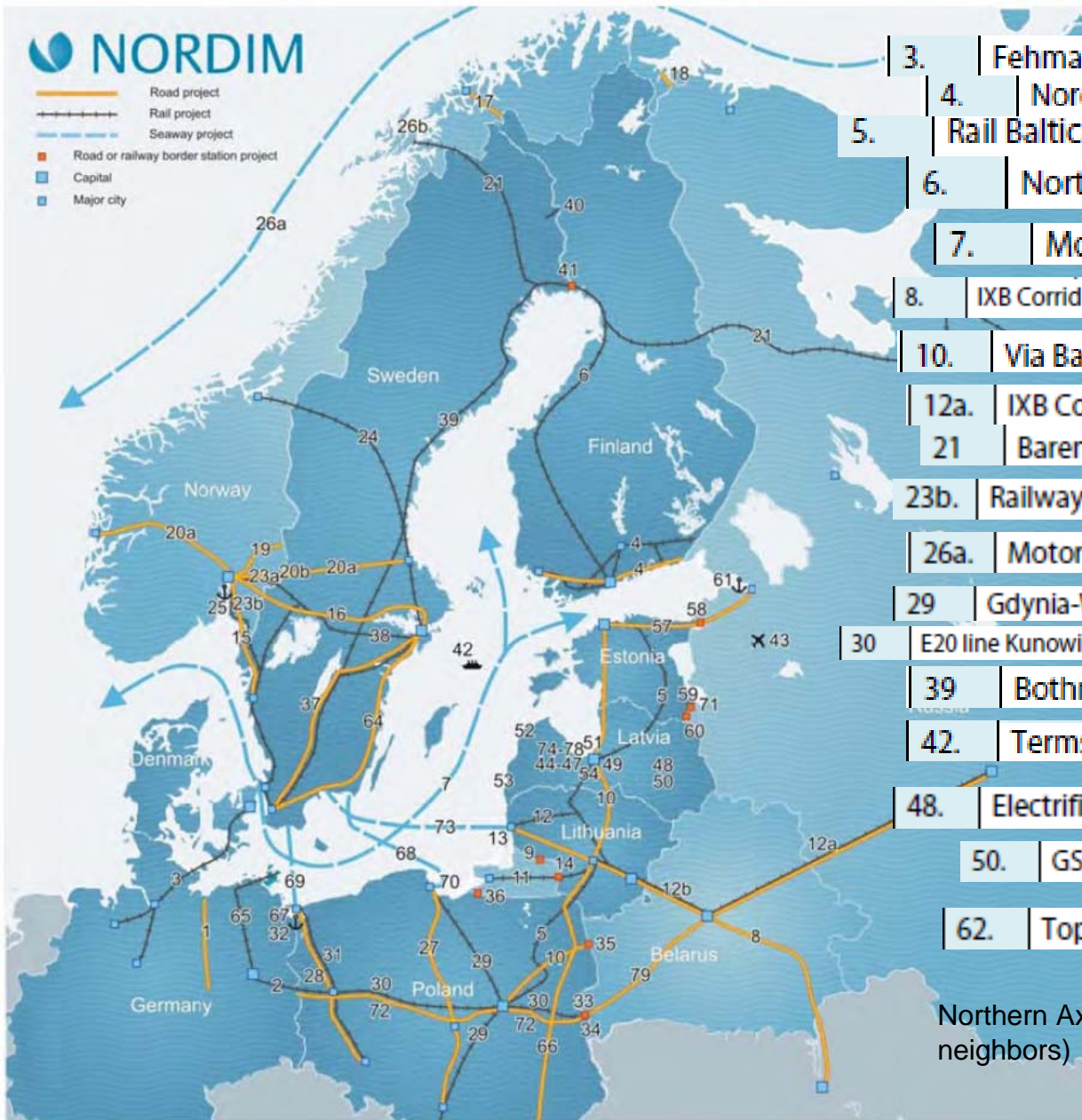
No.	NAME
	INFRASTRUCTURE PROJECTS
1.	A 14 Wismar - Magdeburg
2.	Berlin - Frankfurt (Oder)
3.	Fehmarnbelt: German railway hinterland connections
4.	Nordic Triangle (Finland)
5.	Rail Baltica (Estonia, Finland, Lithuania, Latvia, Poland)
6.	Northern Arc (Bothnian Corridor) (Finland)
7.	Motorways of the Seas (Estonia, Finland, Latvia, Lithuania)
8.	IXB Corridor (Kiev)-Minsk-Vilnius-Klaipeda
9.	Road bridge to Sovetsk (Kaliningrad)
10.	Via Baltica, including NE Poland (Lithuania, Poland)
11.	IXD Rail Corridor Kaunas - Kaliningrad
12a.	IXB Corridor Klaipeda-Vilnius-Minsk-Moscow (/Kiev)
12b.	Organising speedy railway Minsk-Vilnius
13	Modernization and construction of Klaipeda deepwater seaport
14	Kybartai (LT) / Ēmų šķērsotne (RU, Kaliningrad)
15	E6 (Oslo - Gothenburg)
16	E18 (Oslo - Stockholm)
17	E8 Tromsø - Finnish border
18	E105 Kirkenes - Russian border
19	Road 2 Kjøfota - Kongsvinger - Swedish border
20a	E16 Bergen - Oslo - Gävle
20b.	E16 Kongsvinger - Torsby
21	Barents (rail) Link
23a.	Oslo - Swedish border
23b.	Railway Oslo - Gothenburg (- Copenhagen)
24	Trondheim - Stockholm upgrades
25	Port of Oslo
26a.	Motorway of the Barents Sea
26b.	Norway's northern ports

27.	A1 Motorway completion from Gdansk
28.	S3 Swinoujscie-Szczecin-Wroclaw road
29.	Gdynia-Warsaw/Bydgoszcz-Katowice (Brno/Bratislava-Wien)
30.	E20 line Kunowice-Warsaw-Terespol (Minsk-Moscow-Niznyi Novograd)
31.	E59 line: Malmö-Ystad/Swinoujscie-Rzepin-Wroclaw (Bohumin-Ostrava)
32.	Marine Inland Waterway Szczecin - Odra Estuary
33.	Kukuryki (PL) / Kozłowiczi (BY)
34.	Terespol (PL) / Brest (BY)
35.	Kuznica (OL) / Grodno (BY)
36.	Braniewo (PL) / Mamonovo (RU Kaliningrad)
37.	Nordic Triangle road upgrades (Sweden)
38.	Nordic Triangle railway upgrades (Sweden)
39.	Bothnian Corridor (Sweden)
40.	Pajala - Kolari rail connection
41.	Tornio / Haparanda railway border
44.	Riga - Senita
45.	Riga bypass
46.	Kekava bypass
47.	Riga City: Riga Northern Transport Corridor
49.	Riga bypass for rail cargo transport
51a.	Riga Port: Infrastructure and access roads development
51b.	Riga Port: Ship navigation safety system improvement
51c.	Riga Port: Terminal development (RoPax, cruising, container complex Kundzinsala)
52a.	Ventspils Port: Infrastructure and access roads development
52b.	Ventspils Port: Improvement navigation safety and infrastructure maintenance
52c.	Ventspils Port: Development of the Northern Port
53.	Liepaja Port development
54.	Riga Airport development

55a.	Belkomur railway: Yazel-Solikamsk and Karpogori-Vendiga
55b.	Belkomur railway: Reconstruction of Archangelsk-Syktyvkar-Perm line
56.	Archangelsk Sea Port: Deep-water area "Severniy"
57.	Tallinn – St Petersburg road reconstruction
58.	New Narva Border Crossing: Infrastructure construction and improvements
59.	Koidula/ Pechory Border Crossing: Infrastructure construction and improvements
60.	Luhamaa/ Sumilkino Border Crossing: Upgrading roads
61.	"Bronka" Sea trans-shipping complex
64.	E22: (a) Stockholm-Malmö
65.	Berlin-Rostock-Sassnitz
66.	S19 (Via Capatia)
67.	Police - Szczecin port Complex
68.	Motorway of the Sea: Gdynia - Karlskrona
69.	Motorway of the Sea: Swinoujscie - Ystad
70.	Motorway of the Sea: Gdansk - Rotterdam
71.	Koidula railway border
72.	A2 Motorway completion Swiecko-Warszawa-Kukuryki

73.	Klaipeda-Karlshamn link
74.	E22/A10 section Priedaine-Kameri reconstruction
76.	Section of road E67/A5 from the junction with road
77.	Eastern entrance in Riga (E22)
78.	A9 Riga (Skulte)-Liepaja, section km 0,0-38,2
79.	II Corridor (Moscow) Minsk - Warsaw - Berlin
	OTHER PRELIMINARY PROJECTS
42.	Terms of icebreaking in the Baltic Sea
43.	Regional aviation
48.	Electrification of main rail cargo transport corridors
50.	GSM-R wireless connection system
62.	Topology of high speed running (road and railway)
63.	Container shipping Kouvola-Perm-Kouvola

- Road project
- Rail project
- Seaway project
- Road or railway border station project
- Capital
- Major city



- Fehmarnbelt: German railway hinterland connections
- Nordic Triangle
- Rail Baltica (Estonia, Finland, Lithuania, Latvia, Poland)
- Northern Arc (Bothnian Corridor) (Finland)
- Motorways of the Seas
- IXB Corridor (Kiev)-Minsk-Vilnius-Klaipeda
- Via Baltica, including NE Poland (Lithuania, Poland)
- IXB Corridor Klaipeda-Vilnius-Minsk-Moscow (/Kiev)
- Barents (rail) Link
- Railway Oslo - Gothenburg (- Copenhagen)
- Motorway of the Barents Sea
- Gdynia-Warsaw/Bydgoszcz-Katowice (Brno/Bratislava-Wien)
- E20 line Kunowice-Warsaw-Terspol (Minsk-Moscow-Niznyi Novograd)
- Bothnian Corridor
- Terms of icebreaking in the Baltic Sea
- Electrification of main rail cargo transport corridors
- GSM-R wireless connection system
- Topology of high speed running (road and railway)

Northern Axis (East-West connections to neighbors)

Figure 3.1 Proposed preliminary projects

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| 79. | II Corridor (Moscow) Minsk - Warsaw - Berlin |
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Denmark - process, started by building a Oresund bridge



3. Fehmarnbelt: German railway hinterland connections



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| 5. | Rail Baltica (Estonia, Finland, Lithuania, Latvia, Poland) |
| 57. | Tallinn – St Petersburg road reconstruction |
| 58. | New Narva Border Crossing: Infrastructure construction and improvements |
| 59. | Koidula/ Pechory Border Crossing: Infrastructure construction and improvements |
| 60. | Luhamaa/ Sumilkino Border Crossing: Upgrading roads |
| 71. | Koidula railway border |



4. Nordic Triangle (Finland)

6. Northern Arc (Bothnian Corridor) (Finland)

21 Barents (rail) Link

40 Pajala - Kolari rail connection

41. Tornio / Haparanda railway border



- 1. | A 14 Wismar - Magdeburg
- 2. | Berlin - Frankfurt (Oder)
- 3. | Fehmarnbelt: German railway hinterland connections
- 32 | Marine Inland Waterway Szczecin - Odra Estuary
- 65. | Berlin-Rostock-Sassnitz



21 | Barents (rail) Link

26b. | Norway's northern ports

41. | Tórniö / Haparanda railway border



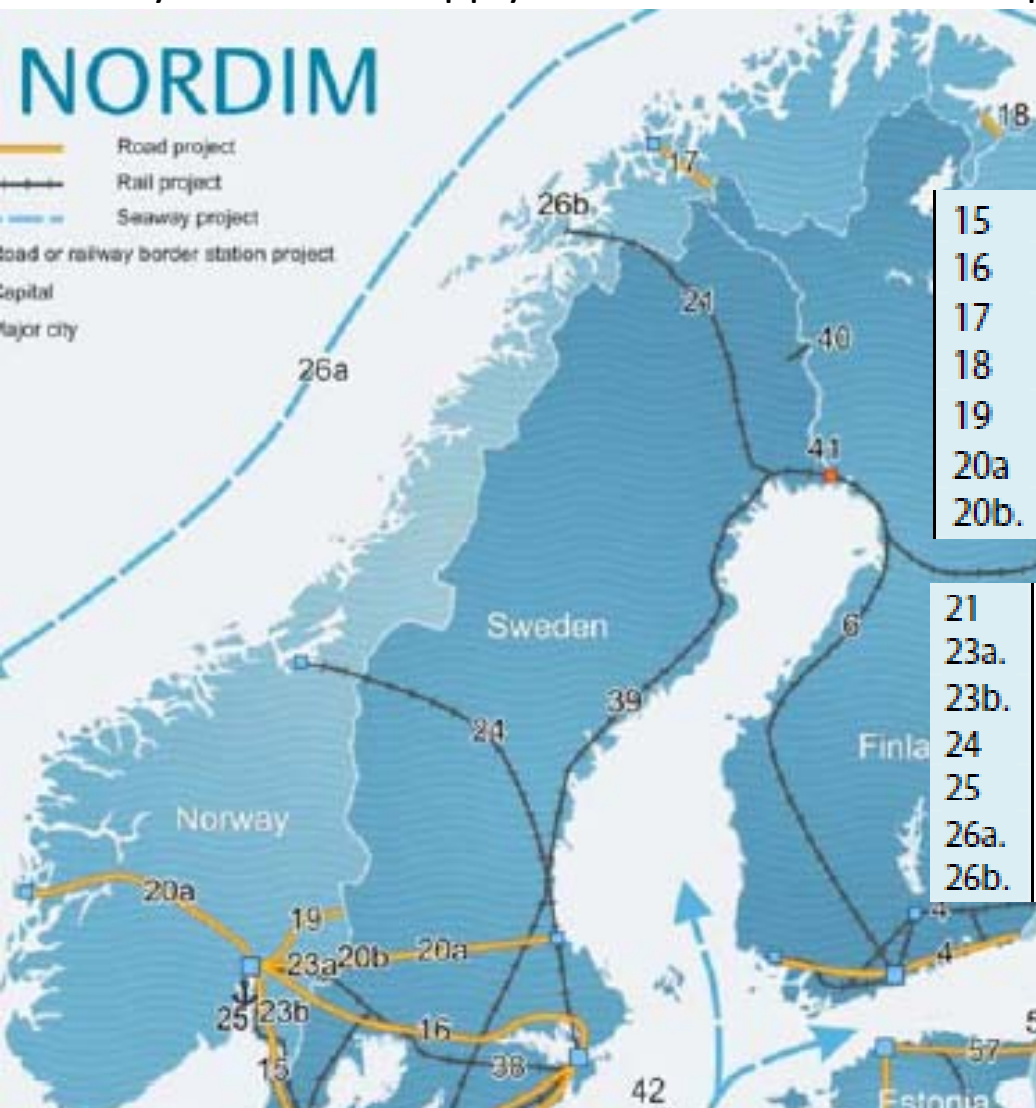
10. | Via Baltica, including NE Poland (Lithuania, Poland)

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| 44. | Riga - Senite |
| 45. | Riga bypass |
| 46. | Kekava bypass |
| 47. | Riga City: Riga Northern Transport Corridor |
| 49. | Riga bypass for rail cargo transport |
| 51a. | Riga Port: Infrastructure and access roads development |
| 51b. | Riga Port: Ship navigation safety system improvement |
| 51c. | Riga Port: Terminal development (RoPax, cruising, container complex Kundzinsala) |
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| 74. | E22/A10 section Priedaine-Kemeri reconstruction |
| 76. | Section of road E67/A5 from the junction with road |
| 77. | Eastern entrance in Riga (E22) |
| 78. | A9 Riga (Skulte)-Liepaja, section km 0,0-38,2 |



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| 9. | Road bridge to Sovetsk (Kaliningrad) |
| 10. | Via Baltica, including NE Poland (Lithuania, Poland) |
| 12a. | IXB Corridor Klaipeda-Vilnius-Minsk-Moscow (/Kiev) |
| 12b. | Organising speedy railway Minsk-Vilnius |
| 13 | Modernization and construction of Klaipeda deepwater seaport |
| 14 | Kybartai (LT) / Ėrnyševskoje (RU, Kaliningrad) |
| 73. | Klaipeda-Karlskrona link |

Norway – effective supply chain to Russia and Europe for raw materials, sea products



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| 15 | E6 (Oslo - Gothenburg) |
| 16 | E18 (Oslo - Stockholm) |
| 17 | E8 Tromsø - Finnish border |
| 18 | E105 Kirkenes - Russian border |
| 19 | Road 2 Kløfta - Kongsvinger - Swedish border |
| 20a | E16 Bergen - Oslo - Gävle |
| 20b | E16 Kongsvinger - Torsby |
| 21 | Barents (rail) Link |
| 23a | Oslo - Swedish border |
| 23b | Railway Oslo - Gothenburg (- Copenhagen) |
| 24 | Trondheim - Stockholm upgrades |
| 25 | Port of Oslo |
| 26a | Motorway of the Barents Sea |
| 26b | Norway's northern ports |



5. | Rail Baltica (Estonia, Finland, Lithuania, Latvia, Poland)

10. | Via Baltica, including NE Poland (Lithuania, Poland)

- 27 | A1 Motorway completion from Gdansk
- 28 | S3 Swinoujscie-Szczecin-Wroclaw road
- 29 | Gdynia-Warsaw/Bydgoszcz-Katowice (Brno/Bratislava-Wien)
- 30 | E20 line Kunowice-Warsaw-Terspol (Minsk-Moscow-Niznyi Novograd)
- 31 | E59 line: Malmö-Ystad/Swinoujscie-Rzepin-Wroclaw (Bohumin-Ostrava)
- 32 | Marine Inland Waterway Szczecin - Odra Estuary
- 33 | Kukuryki (PL) / Kozlowiczi (BY)
- 34 | Terespol (PL) / Brest (BY)
- 35 | Kuznica (OL) / Grodno (BY)
- 36 | Braniewo (PL) / Mamonovo (RU Kaliningrad)

- 67. | Police - Szczecin port Complex
- 68. | Motorway of the Sea: Gdynia - Karlskrona
- 69. | Motorway of the Sea: Swinoujscie - Ystad
- 70. | Motorway of the Sea: Gdansk - Rotterdam



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| 4. | Nordic Triangle (Finland) |
| 11. | IXD Rail Corridor Kaunas - Kaliningrad |
| 12a. | IXB Corridor Klaipeda-Vilnius-Minsk-Moscow (/Kiev) |
| 14 | Kybartai (LT) / Ėrnyševskoje (RU, Kaliningrad) |
| 18 | E105 Kirkenes - Russian border |
| 21 | Barents (rail) Link |
| 36 | Braniewo (PL) / Mamonovo (RU Kaliningrad) |
| 43. | Regional aviation |
| 55a. | Belkomur railway: Yazel-Solikamsk and Karpogori-Vendiga |
| 55b. | Belkomur railway: Reconstruction of Archangelsk-Syktvykar-Perm line |
| 56. | Archangelsk Sea Port: Deep-water area "Severnii" |
| 57. | Tallinn – St Petersburg road reconstruction |
| 58. | New Narva Border Crossing: Infrastructure construction and improvements |
| 59. | Koidula/ Pechory Border Crossing: Infrastructure construction and improvements |
| 60. | Luhamaa/ Sumilkino Border Crossing: Upgrading roads |
| 61. | "Bronka" Sea trans-shipping complex |
| 71. | Koidula railway border |



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| 15 | E6 (Oslo Gothenburg) |
| 16 | E18 (Oslo Stockholm) |
| 17 | E8 Tromsø Finnish border |
| 19 | Road 2 Kløfta Kongsvinger - Swedish border |
| 20a | E16 Bergen - Oslo - Gävle |
| 20b. | E16 Kongsvinger - Torsby |
| 21 | Barents (rail) Link |
| 23a. | Oslo - Swedish border |
| 23b. | Railway Oslo - Gothenburg (- Copenhagen) |
| 24 | Trondheim - Stockholm upgrades |
| 37 | Nordic Triangle road upgrades (Sweden) |
| 38 | Nordic Triangle railway upgrades (Sweden) |
| 40 | Pajala - Kolari rail connection |
| 41. | Tornio / Haparanda railway border |
| 64. | E22: (a) Stockholm-Malmö |
| 68. | Motorway of the Sea: Gdynia - Karlskrona |
| 69. | Motorway of the Sea: Swinoujscie - Ystad |
| 73. | Klaipeda-Karlshamn link |

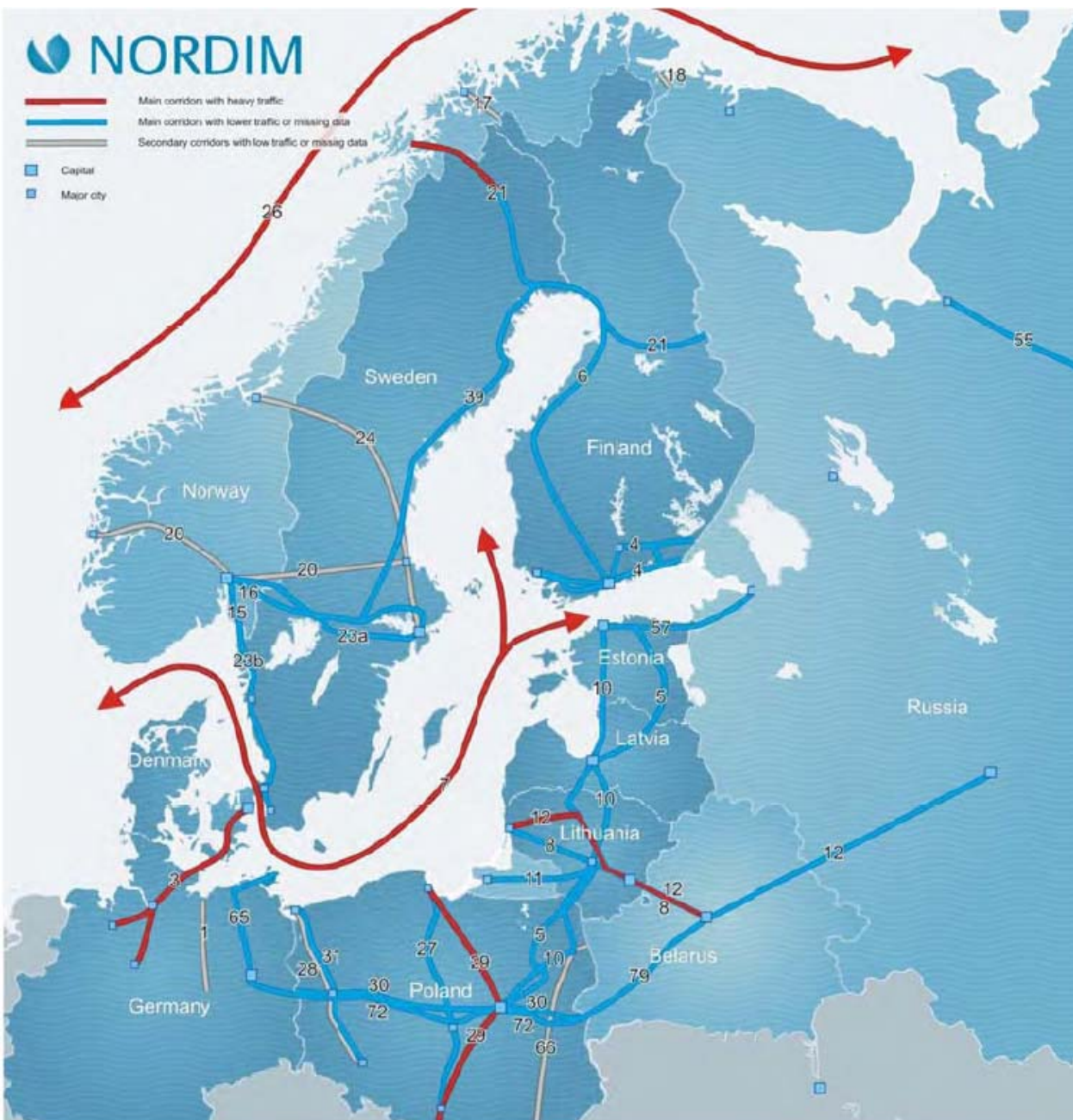


Figure 3.2 Map of corridors based on their rating

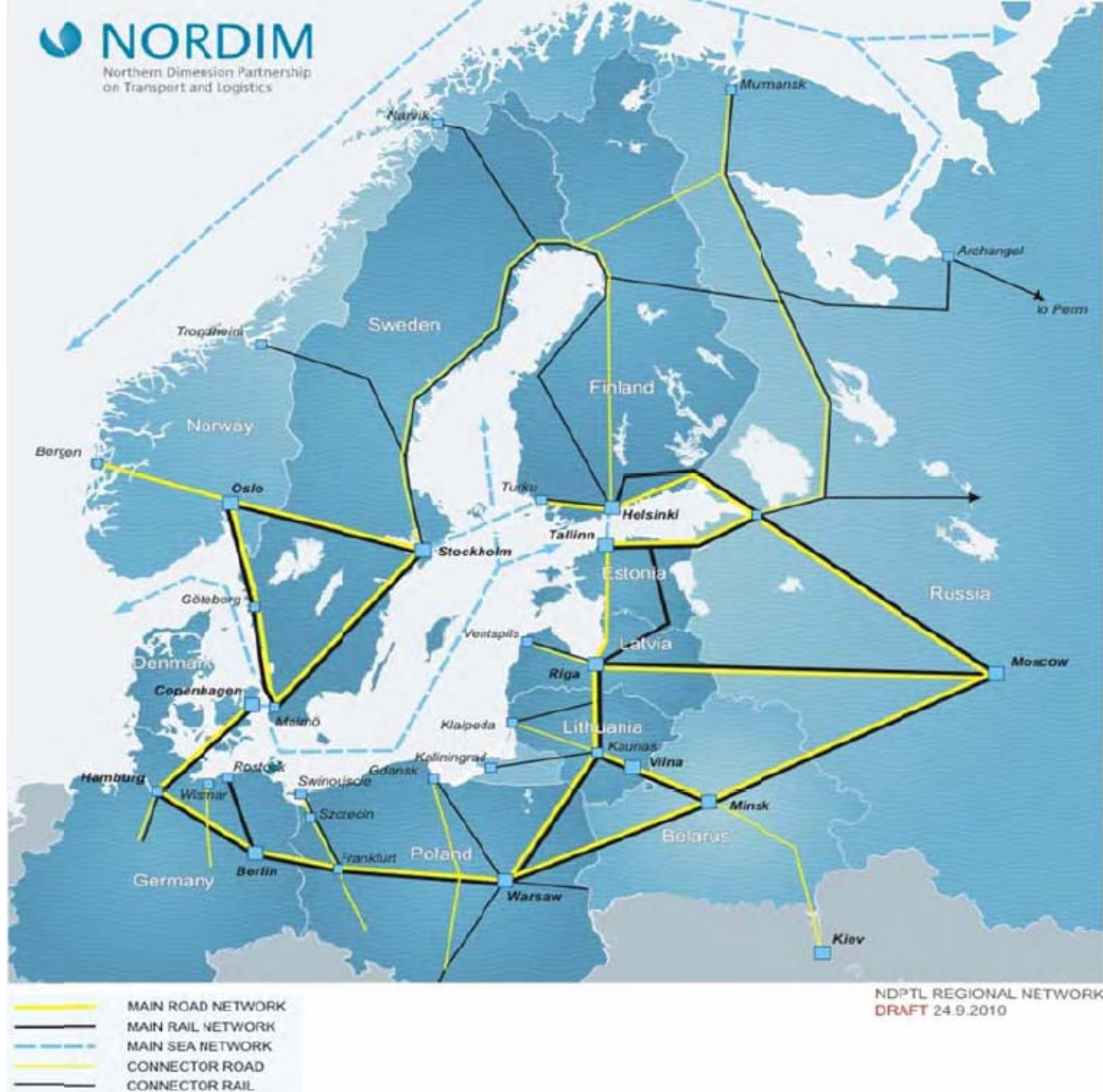


Figure 5.6 NDPTL Regional Network (Draft), Roads, Railways and Sea connections