

Accessibility of North West Russia from a BSR perspective

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Achieving the BSR's potentials for economic integration

Previous speakers have highlighted the potentials for economic integration between BSR metropolises

Trade interactions are based on enhanced mobility of people, goods, resources and services

Transport, ICT and energy systems are the necessary *means* for achieving these potentials



Developing integrated BSR systems

What are the necessary preconditions?

1. Reliable and modern national systems
2. Inter-operability of transport systems across the borders
3. Complementarities between various types of transport networks
4. Enhanced co-operation and interactions between regional actors
5. Alleviation of institutional barriers



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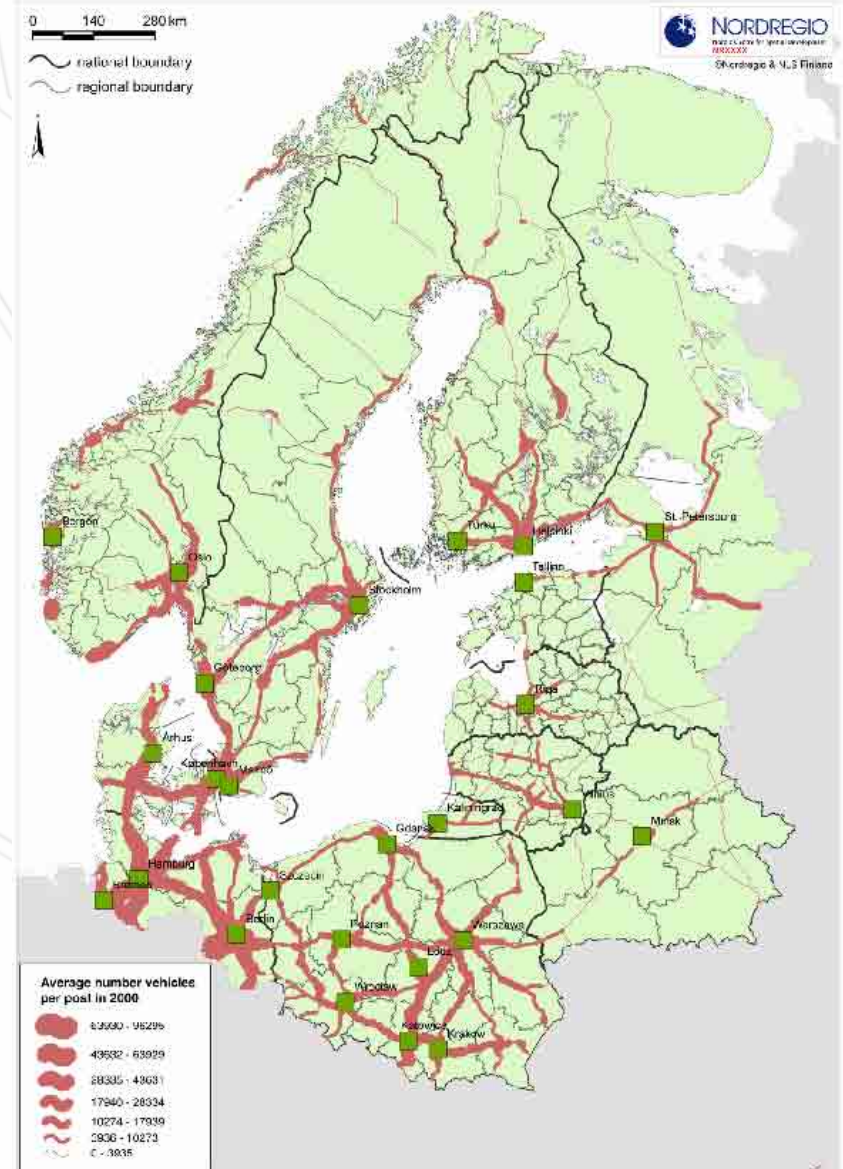
Fragmented road network

Important for regional and cross-border interactions, based on daily services

National road systems centred on capital regions and metropolises

Still high waiting times at the borders

Outside metropolitan regions some secondary roads bear high traffic volumes



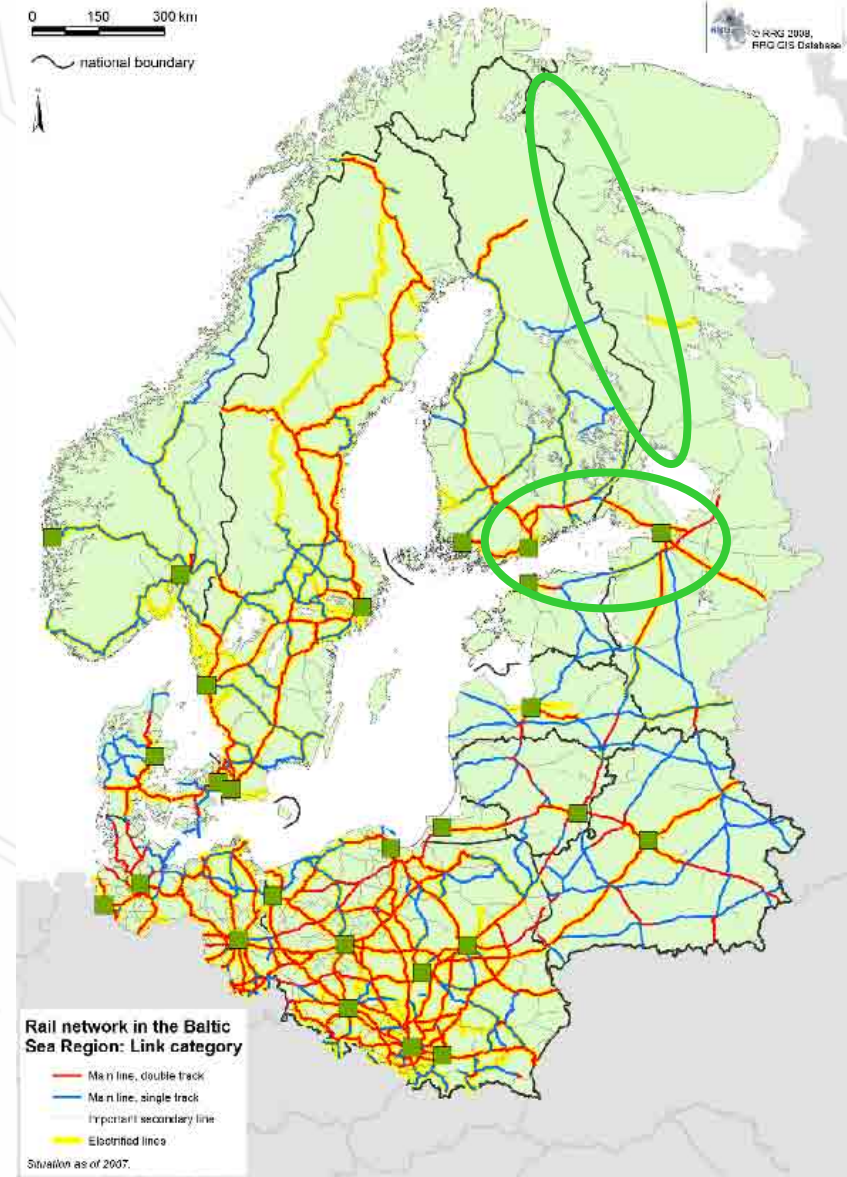
BSR rail networks

Different gauge standards
between Russian (1520mm)
and European (1435mm)

Different levels of quality
across the borders

- Double track
- Electrified lines

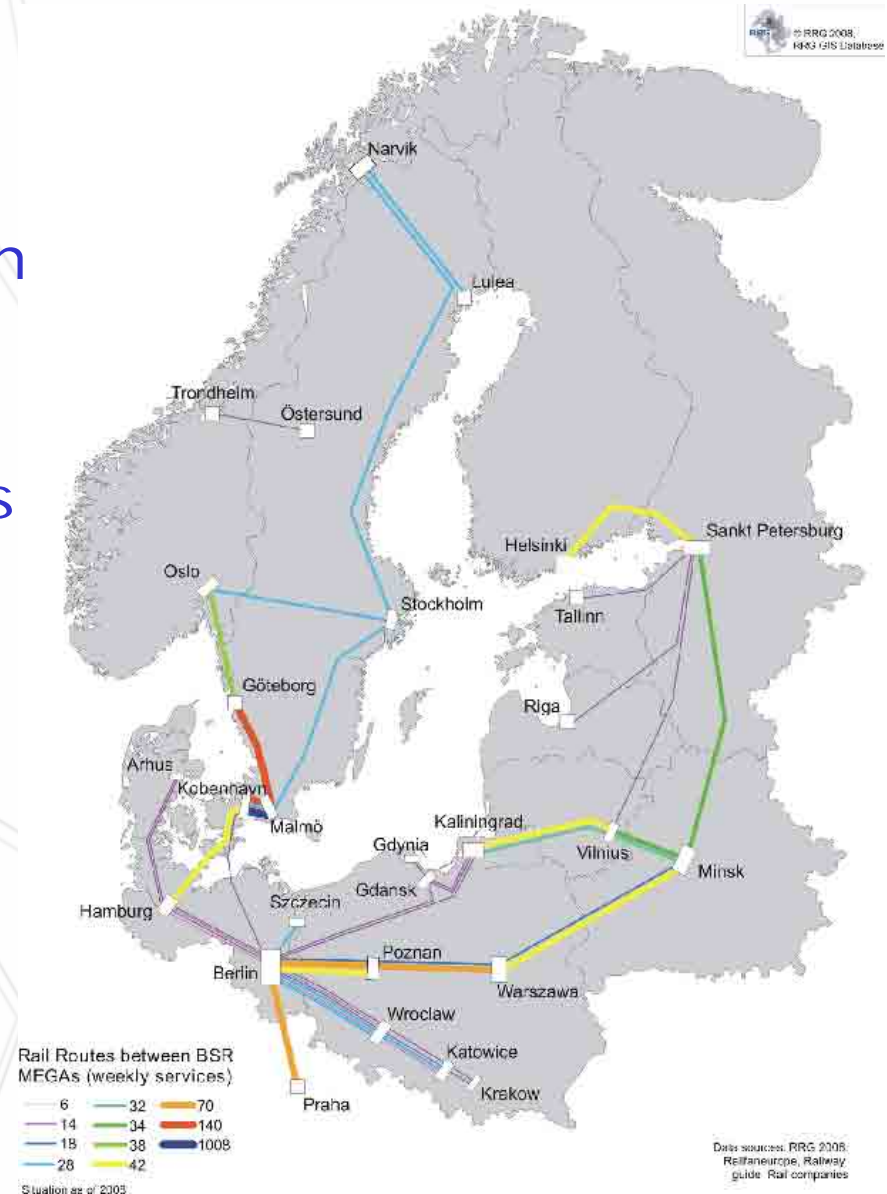
Few connections apart
from St. Petersburg and
Kaliningrad



Transnational rail services

Lack of reliable infrastructure
result in few connections on
Eastern shore of the BSR

Impossibility to operate trains
across the border result in
longer travel times for
passengers



Planned upgrades of BSR rail network

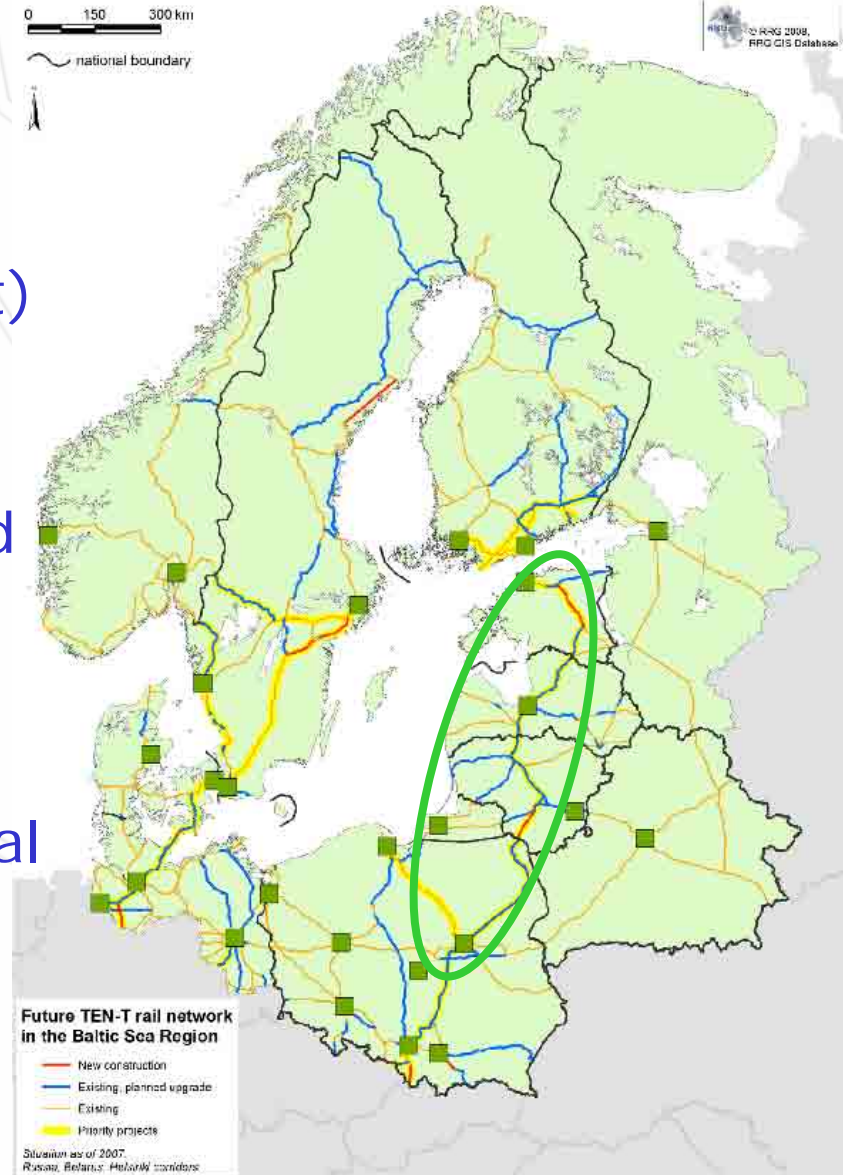
EU TEN-T priorities

- Rail Baltica
- Nordic Triangle (Finnish part)

Upgrade of St. Petersburg –
Helsinki route for high speed

Upgrade of St. Petersburg –
Tallinn route would better
connect NW Russia to Central
European markets

And Kaliningrad?



Air and Maritime Transportation

'Bridging' the Baltic Sea

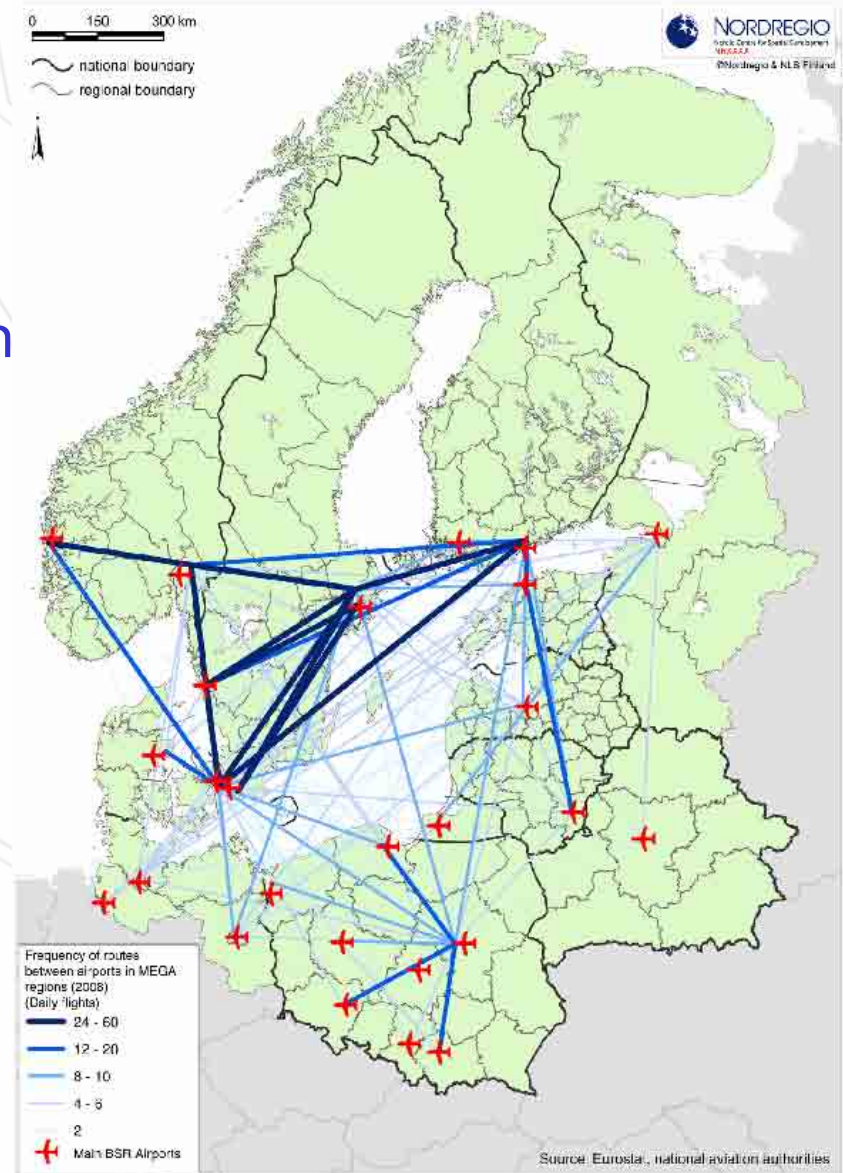
Air connections crucial in modern economies based on trade and services

-> enhanced need for interactions

Two main clusters

- Nordic metropolises
- Helsinki – Baltic States

Few intra-BSR routes from St. Petersburg and Kaliningrad



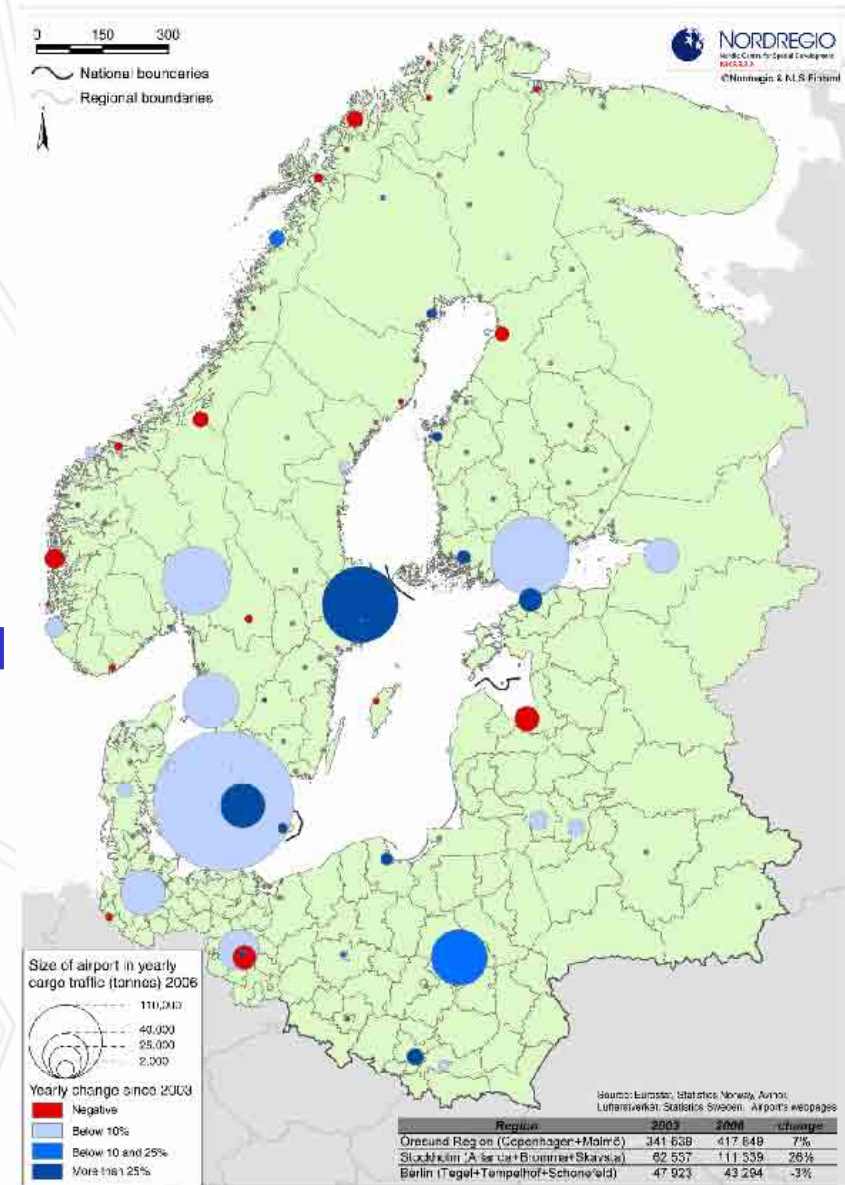
Air and Maritime Transportation

'Bridging' the Baltic Sea

St. Petersburg and Kaliningrad airports belong to the fastest growing in the BSR for passenger traffic

Air connections more targeted to the rest of Russian Federation and CIS

Cargo traffic growing but still small compared to other BSR metropolises



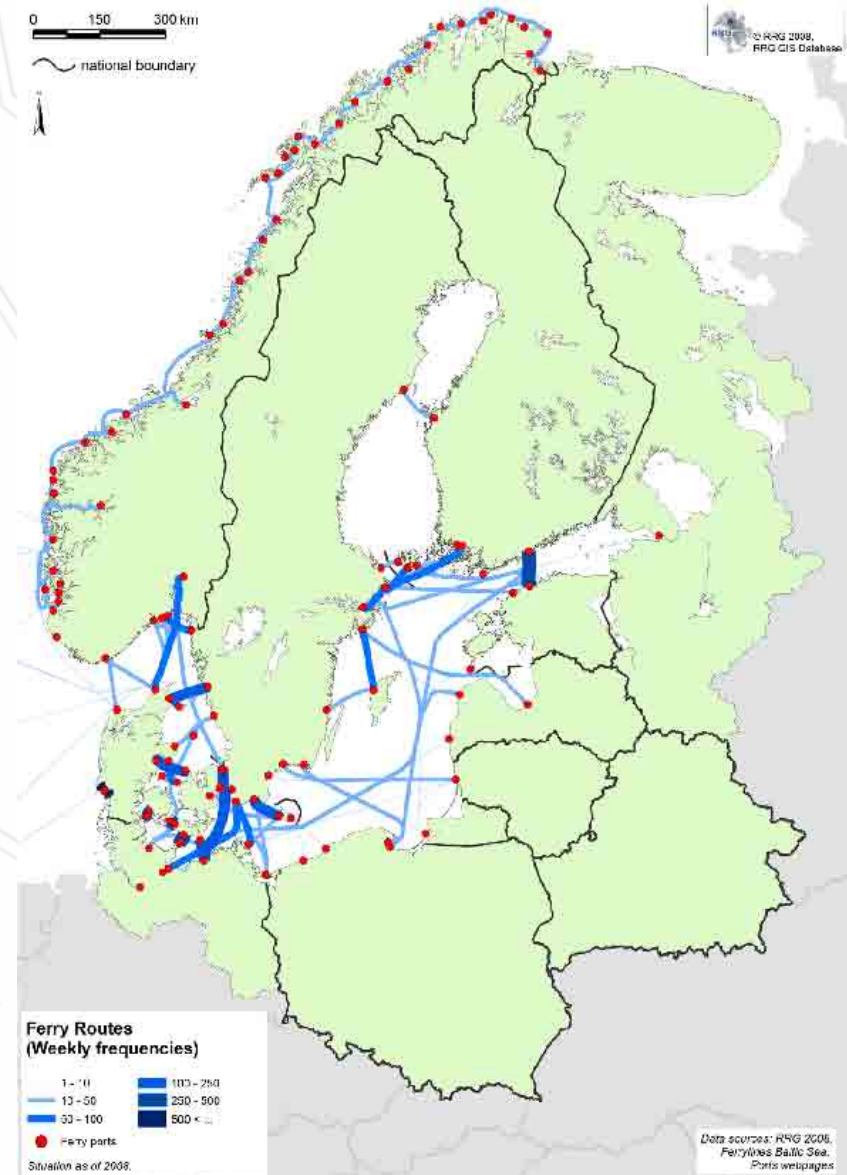
Air and Maritime Transportation

'Bridging' the Baltic Sea

Few regular maritime services from Russian BSR seaports

Seaports important for transportation of goods and raw material

St. Petersburg (3rd) and Kaliningrad (18th) cargo seaports growing steadily

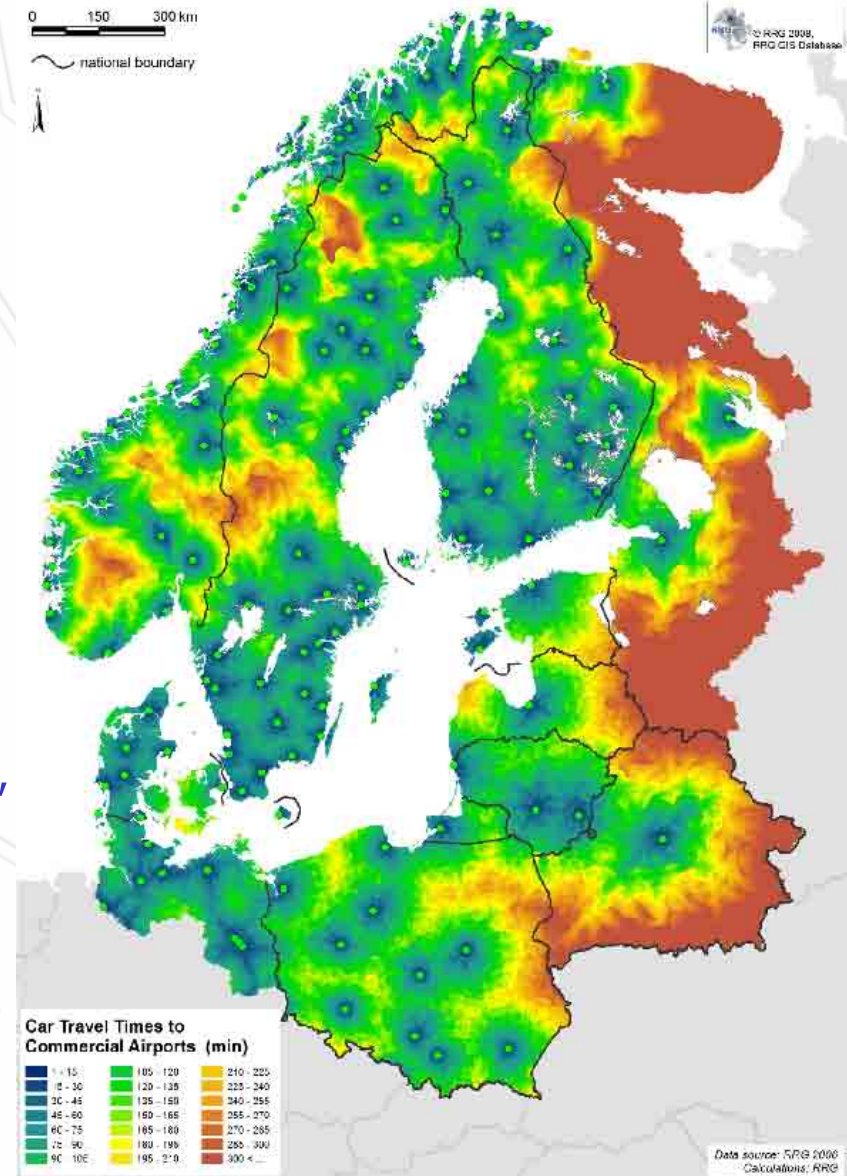


Local access to transport 'hubs'

Regions with long travel times to transport hubs face a comparative disadvantage

Outside of reach of modern logistics

Large disparities between metropolitan and 'peripheral' areas



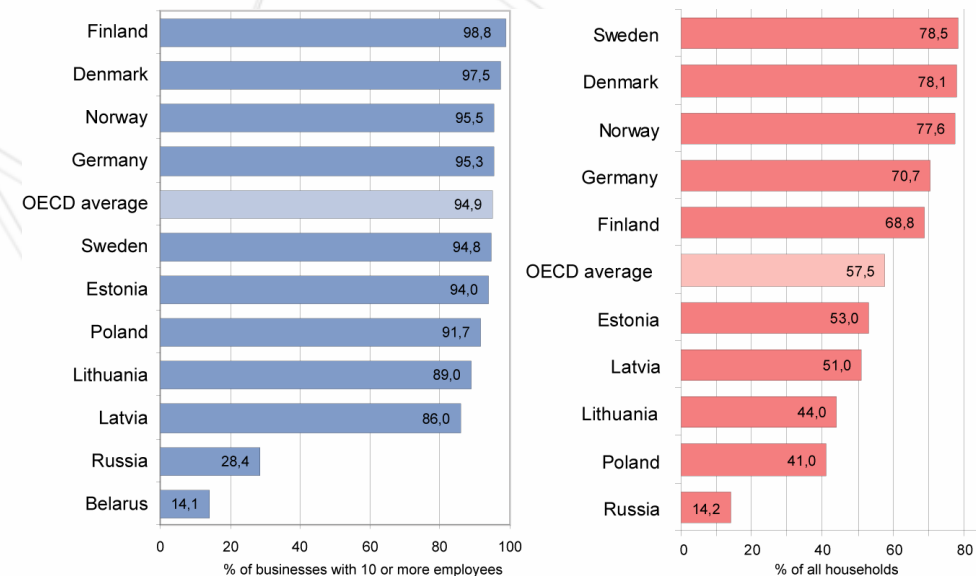
Role of ICT for integration

ICT is not a substitute to
'physical' mobility

ICT is an essential basis in
modern economies for
trading services to
individuals and
businesses

Yet, it can be used in order
to 'disenclave' peripheral
territories

*Access to internet for households and enterprises
(more than 10 employees) in 2007*



Conclusions and tentative recommendations

Rail

- The Rail Baltica section of the TEN-T network should be prioritised for rapid completion as it is the backbone for the integration of railway systems in the East BSR;
- Plans for upgrading the Tallinn-Saint Petersburg and Kaliningrad-Kaunas sections are needed in order to secure a good connectivity between the TEN-T and Russian networks;
- East-West routes in the Barents region would enhance the integration of Northern NW Russia into the BSR, in co-operation with regional authorities and actors;



Conclusions and tentative recommendations

Road

- BSR countries should complete their motorway network for connecting the BSR metropolises and capital regions;
- Necessity to upgrade the road infrastructure in some key cross-border regions: Narva (Estonia), Kaliningrad-Gdansk (Poland), Vyborg-Imatra (Finland), Murmansk-Kirkenes (Norway).

Air

- More connections between the main NW Russian airports and other main BSR hubs is highly needed to improve their connectivity to BSR and European markets;
- Increase the capacity for cargo transit of the NW Russian airports, especially regarding high value-added goods;



Conclusions and tentative recommendations

Maritime

- New maritime routes from St. Petersburg should be promoted, in light of the high tourism potential of the region;
- Inter-modality between seaports and inland transport networks (rail and road) should be improved in St. Petersburg and Kaliningrad

ICT

- Integrated transport-ICT strategies would be efficient to disenclave the most peripheral parts of BSR and NW Russia

