



**Bestill  
Strøm  
til  
lavpris  
i dag**



Kemi

Kemijärvi

Kittilä

Kolari

Muonio

Pelkosenniemi

Pello

Posio

Rovaniemi



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Keskustelu24  Paikkakunnat  Lappi  Rovaniemi  Rautatieyhteys&Rovaniemi

## Rautatieyhteys&Rovaniemi



Mr.  
Helsinki  
24.3.2007 0:31

Arvoisat Lapin pääkaupungin asukkaat. Terveisiä täältä stadista.

Alkakaahan lobbaan tosissaan tätä rautatieyhteyttä. Venäjällä on paljon toimintaa barentsinmerellä heti rajan takana Nikkelikaivosta, öljyn ja kaasuntuotantoa. Petroskoi näyttää mahdollisesti vielä kasvukaupungilta.

Uusi rautatieyhteys suomeen,

<http://www.barentsobserver.com/index.php?id=433744&cat=16284&xforcedir=1&noredir=1>

The construction of a railway line from the Finnish city of Rovaniemi to Norwegian Kirkenes would open a new European transport link to the Barents Sea. Head of the Kirkenes port administration is confident that a Kirkenes-Rovaniemi railway could become a vital infrastructure measure in the development of offshore oil and gas resources in the Barents Sea.

In addition, a Norwegian-Finnish railway project would be of significant importance for the EU non-member Norway, which today actively searches for allies in its High North policy. A Finnish railway line stretching to Kirkenes and the Barents Sea coast would automatically bring the region far closer to Brussels.

At a seminar in Kirkenes this week, Mr. Oddgeir Danielsen, port director in Kirkenes, said that the railway line could open up a whole new set of opportunities. Huge oil and gas investments are in the pipeline both on the Norwegian and Russian side in the Barents Sea, and logistical challenges are abundant. A railway line through the

Salla

flat and forested areas in northern Finland to the Norwegian Barents Sea coast would provide a new perspective transport route for petroleum products, supplies and equipment.

Sodankylä

Also Finland, which has long traditions within shipbuilding and from trade cooperation with Russia, is likely to have major benefits from a railway line to Kirkenes and the Barents Sea. The line would not only open up a transport route for petroleum products, but could also become a new dear export channel for Finnish industrial goods. In addition, the railway line could also benefit the well-developed tourism industry in Finnish Lapland.

Tornio ja Haaparanta

Yleistä Lapista

Ylitornio

Also Swedish industrial interests could have major benefits from the railway.

Kirkenes, which is located about 550 km to the north of Rovaniemi, is situated on the coast of the Barents Sea about 40 km from the northern border of Finland and just few kilometres from the border to Russia. Finland, on the other hand, is landlocked in the north. Rovaniemi is northern end station of the Finnish railway grid, which stretches southwards with several branch lines going into Russia.

The Norwegian-Finnish railway idea would also give a new interesting dimension to the plans for the establishment of a Norwegian-Russian industrial and economic cooperation zone in the borderlands between the two countries. Adding a Finnish contribution to Norwegian-Russian cooperation along the Barents Sea would not only include an experienced trade partner to Russia, but also far more directly engage the European Union in the region.

Norway is today in a hectic search for allied support in the High North. A stronger and more self-confident Russia with major ambitions in the Barents Sea is increasingly viewed by Norway as a potential threat. Norway does not feel confident about NATO support in the region, and it does not make the situation any better that a 170,000 square km big sea area stuffed with oil and gas remains disputed Norwegian-Russian no-man's land. As non-member, Norway can also not expect heavy support from Brussels.

Industrial interests in Kirkenes have long lobbied the construction of a railway line to the Russian border town of Nikel. This, however, has been negatively assessed by authorities in Murmansk, which fear that a Russian railway extension into Norway would pose dangerous competition to port interests in Murmansk.

Mr. Danielsen believes a railway line south from Kirkenes to Rovaniemi is a far more interesting than a Kirkenes-Nikel railway, and potentially also far easier to implement. Russian red tape is believed to effectively stagger Norwegian-Russian railway plans, while Finnish partners are likely to be predictable. At the same time, the Kirkenes port administrator does not exclude that the Finnish-Norwegian line could also ship Russian goods, channelled northwards through Finnish-Russian border-crossings. In addition, also goods shipped along the Northern Sea Route could be handled in Kirkenes and from there transported southwards.