

Arctic railway – Proposed way forward

Objective:

Build railway between Finland and Kirkenes ASAP

The relevant authorities in Norway and Finland form a single and joint organization, now, to deliver the complete feasibility and business plan for a new railroad, **leveraging on excellent but fragmented work done to date**. A commercial and experienced lead in such a project is imperative to make the most efficient and result oriented Plan, at most value for money. A single cohesive and experienced commercial lead, to proactively manage and align all processes, parties and consultants involved; to avoid delays, matters falling in between chairs, and for differing motives to take foothold. A full time commercial leadership, reporting to a joint government Board, will bring better results, earlier, and at a lower cost.

Joint Finish – Norwegian Feasibility and Business Plan

1. A concept presentation for the Finish and Norwegian governments, seeking agreement for cooperation and funding for the joint Finish-Norwegian Feasibility and Business Plan (NBP). Cost of concept, say MNOK 1 (?), split 50/50 between primary beneficiary Finish and Norway towns:

2. Joint Railroad Board (Board) should be formed with authorized representatives from Finland and Norway
The governments of Finland and Norway to fund the Feasibility and Business Plan (FBP)

3. A commercial independent company “XYZ” selected by the Board to lead and drive through the completion of the joint FBP.

XYZ report to Board, obtain authorities and phased funding approval.

XYZ will outsource to 3rd parties as it finds best, to consultants and other experts.

The XYZ FBP includes developing all matters, including:

Routing of Line

Engineering Cost estimate of the Line

Plan for permitting the Line

Product, volume and revenue for the line & Operating Budget

Indirect, regional and other value creation of the line

Direct and indirect Rate of Return on investment

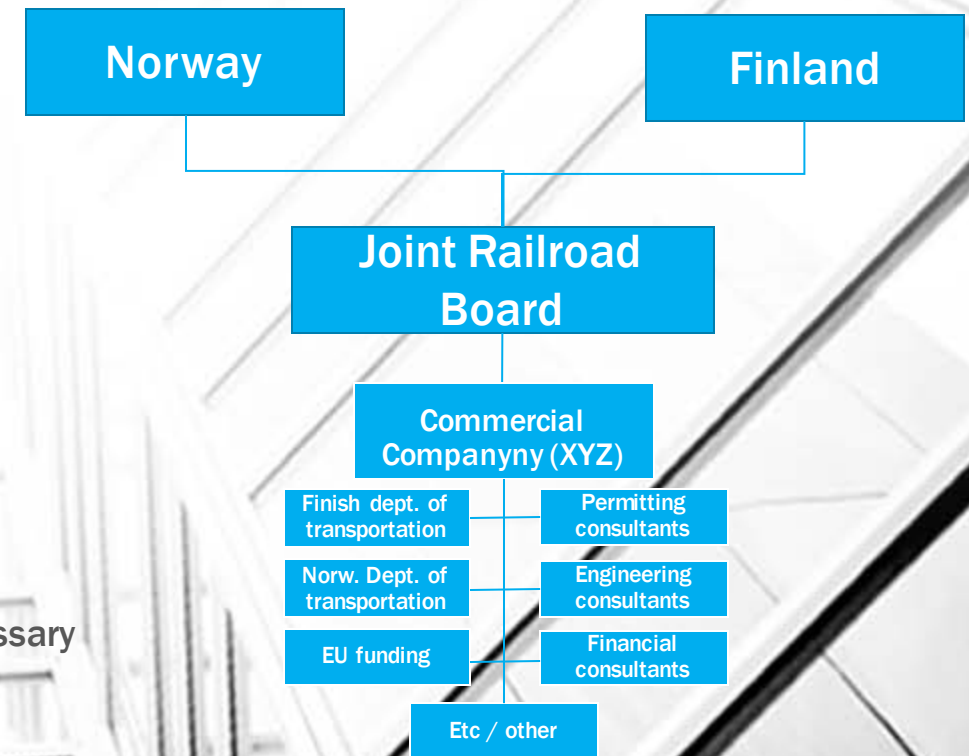
Propose Ownership structure

Debt and Equity Financing of the Line

Commitments needed by Governments, and proposed commitment sharing – if necessary

Timeline & Other

The FBN shall be presented to the Governments for approval underways or in final, as needed.



Much has been done – time to focus on process and objective

- Mulighetstudie for Kirkenes havn 2008
- Nordområde utredningen 2011
- Felles Barents transportplan 2013
- Gruvetransportens behov, Finske trafikkverket 2013
- Oppsummering Forstudier Jernbane Nikel-Kirkenes 2013
- Oppsummering Finnmark fylkeskommune, Barents freeway project, v/E. Selmer 2014
- Jernbaneverkets KVV uttalelse vedr. lokalisering av godsterminal Kirkenes, 2015
- Knutepunkt Kirkenes rapporten, Akvaplan Niva for Maritimt Forum 2016