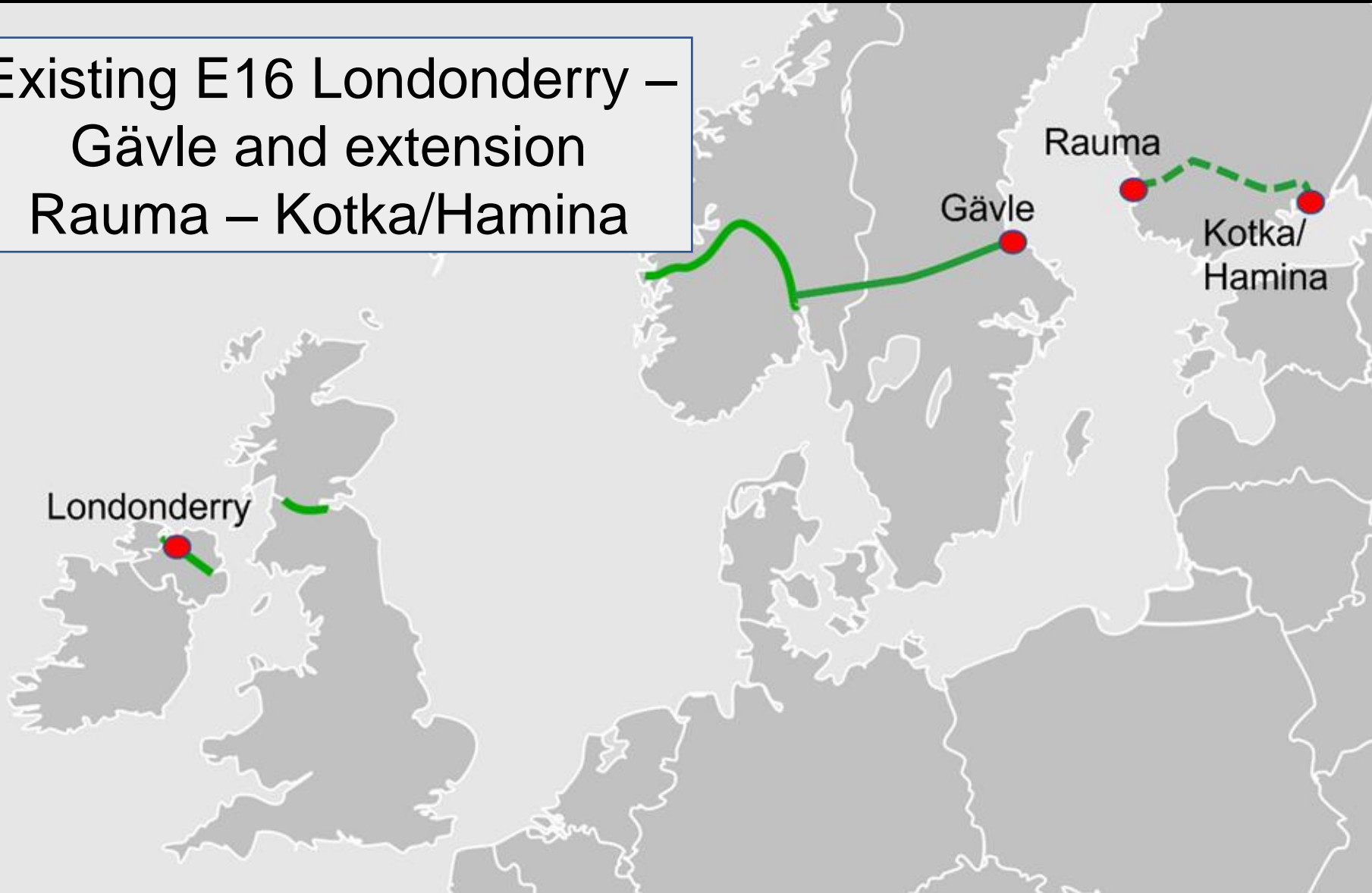




International E-road E16 extension in Finland – a feasibility study

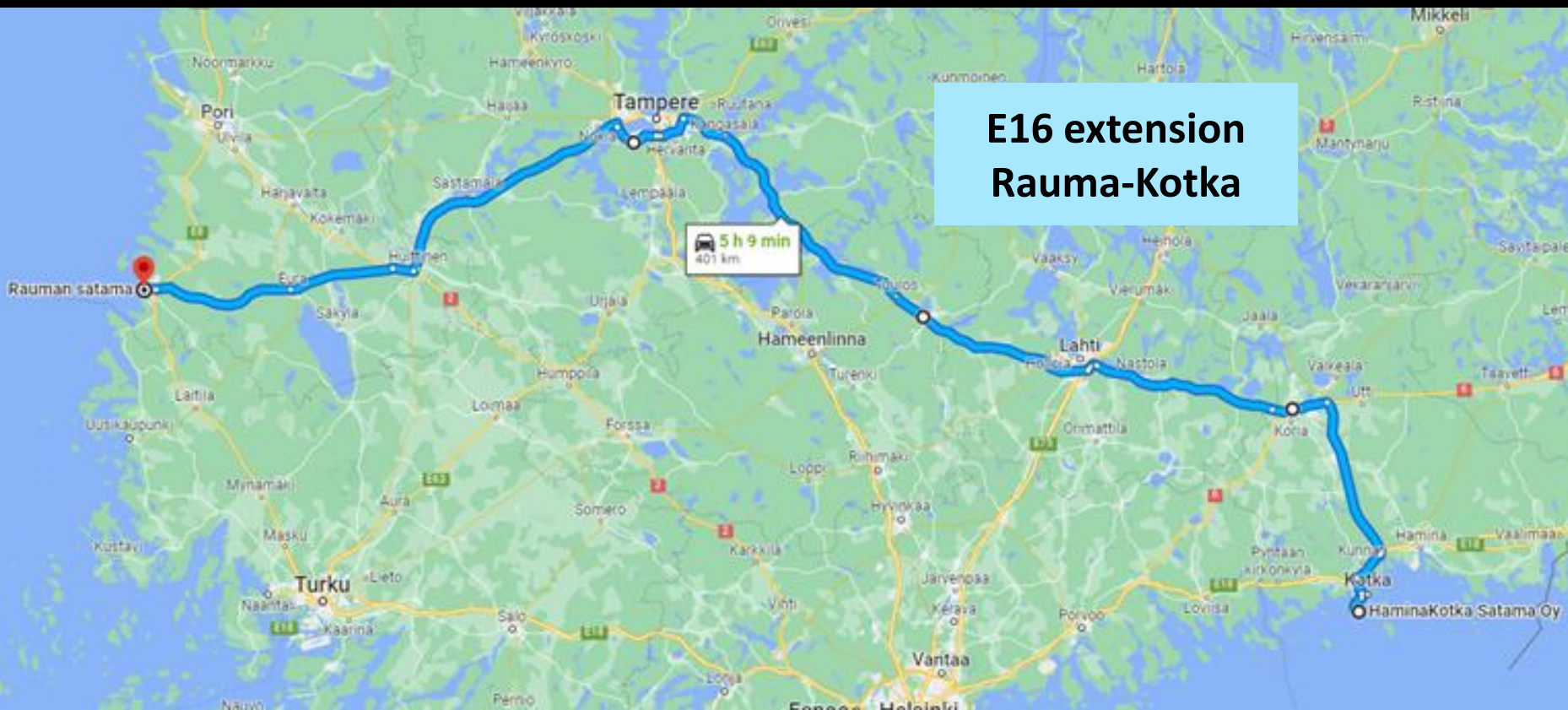
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Existing E16 Londonderry –
Gävle and extension
Rauma – Kotka/Hamina



E16 extension Rauma-Kotka

5 h 9 min
401 km



The Main Objectives of this Study was:

1. To find out how the proposed extension meets the AGR Agreement Annex II technical standards
2. To estimate roughly the signing costs
3. To find out the administrative process in Finland to add a new E-Road to AGR Agreement and Road and Traffic Administration's tentative opinion to the extension
4. To contact the Regional Councils and main Cities along the proposed extension and find out if they see this case useful and positive and are interested in further co-operation to promote this project

5. To find out the possible benefits to Rauma and other Regions and Cities alongside the whole proposed extension
6. To give Senior Advisor's evaluation if the project is feasible and realistic
7. If the result is positive find next steps how to finalise the proposed extension

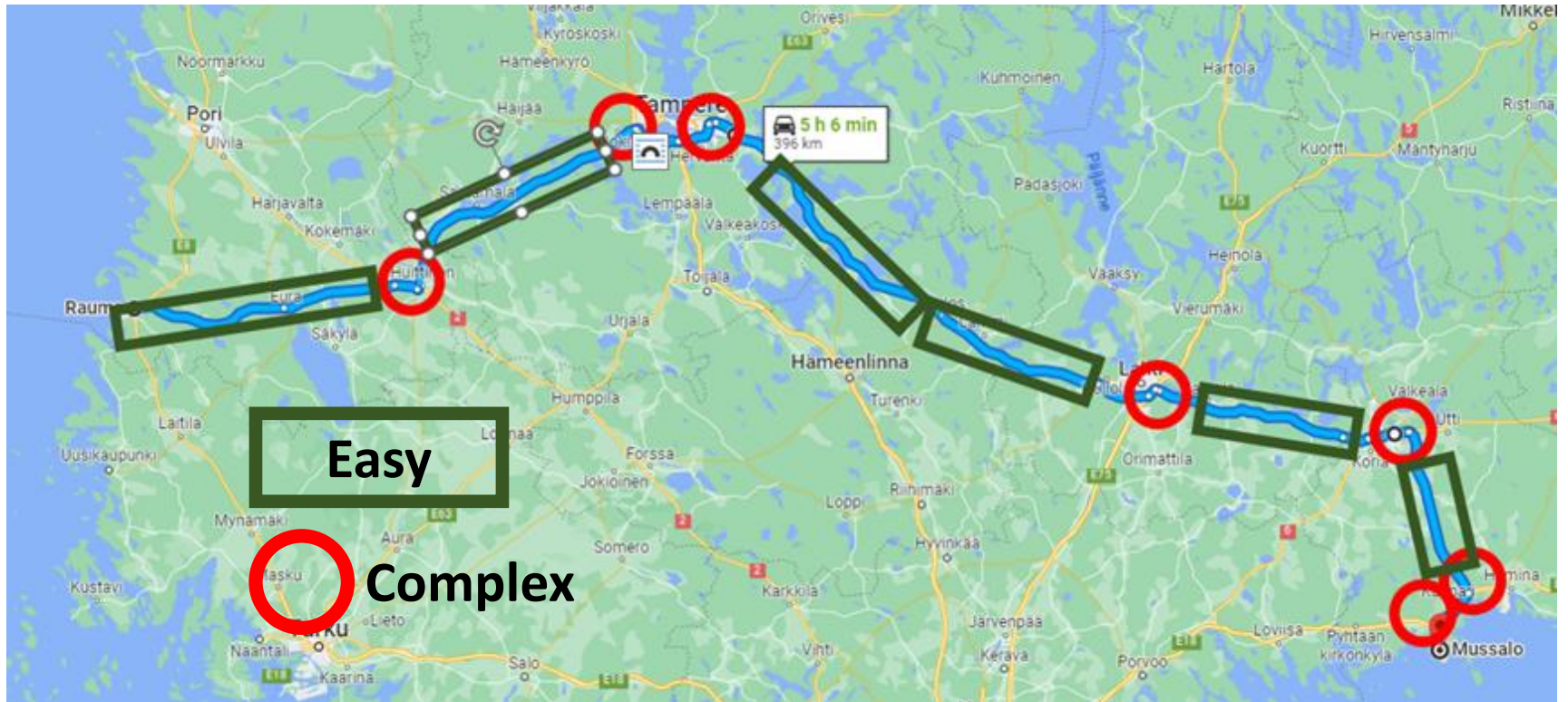
AGR Agreement (E Road Network)

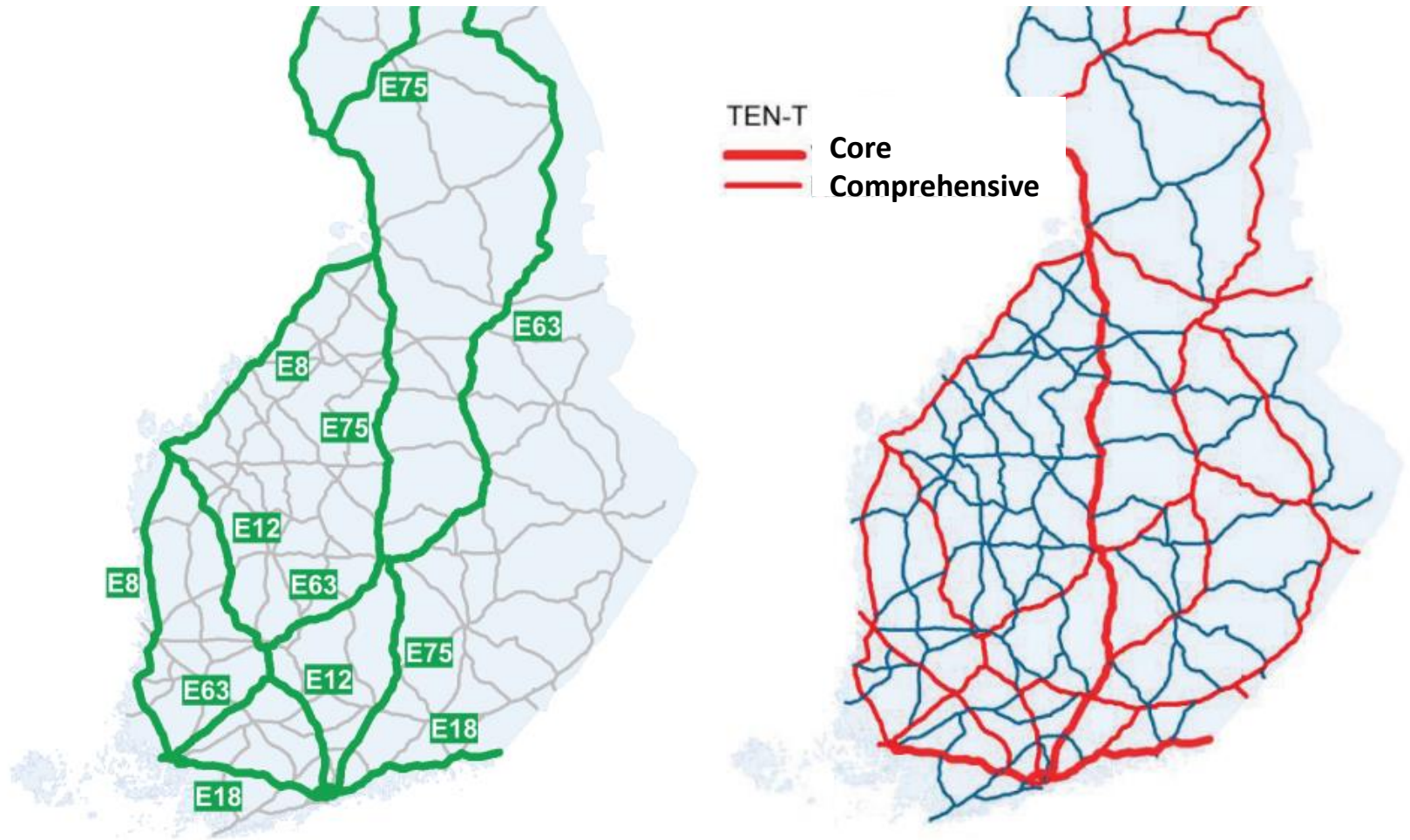
- European Agreement on Main International Traffic Arteries
 - An Agreement between States which either are Members of the United Nations Economic Commission for Europe or in consultation process
- Annex I
 - International E-road network
- Annex II
 - Conditions to which the main international traffic arteries should conform
- Annex III
 - Identification and signing of E-roads

E 16 extension vs. the AGR Agreement Annex I technical standards

- There are three different classifications of road network in Finland: E-Roads, EU TEN-T Core and Comprehensive and National Main Road network
- An important one is the National Classification of Service Levels as well
- Part of the extension belongs to TEN-T Comprehensive network but most of it is outside. The new Commission proposal 2023 includes most of the missing part (Rauma-Tampere-Tuulos)
- The whole extension is included in National Main Road Network
- Almost the whole extension is classified Service Level 1 only a minor part Service Level 2
- **The proposed extension meets very well all Annex II requirements**

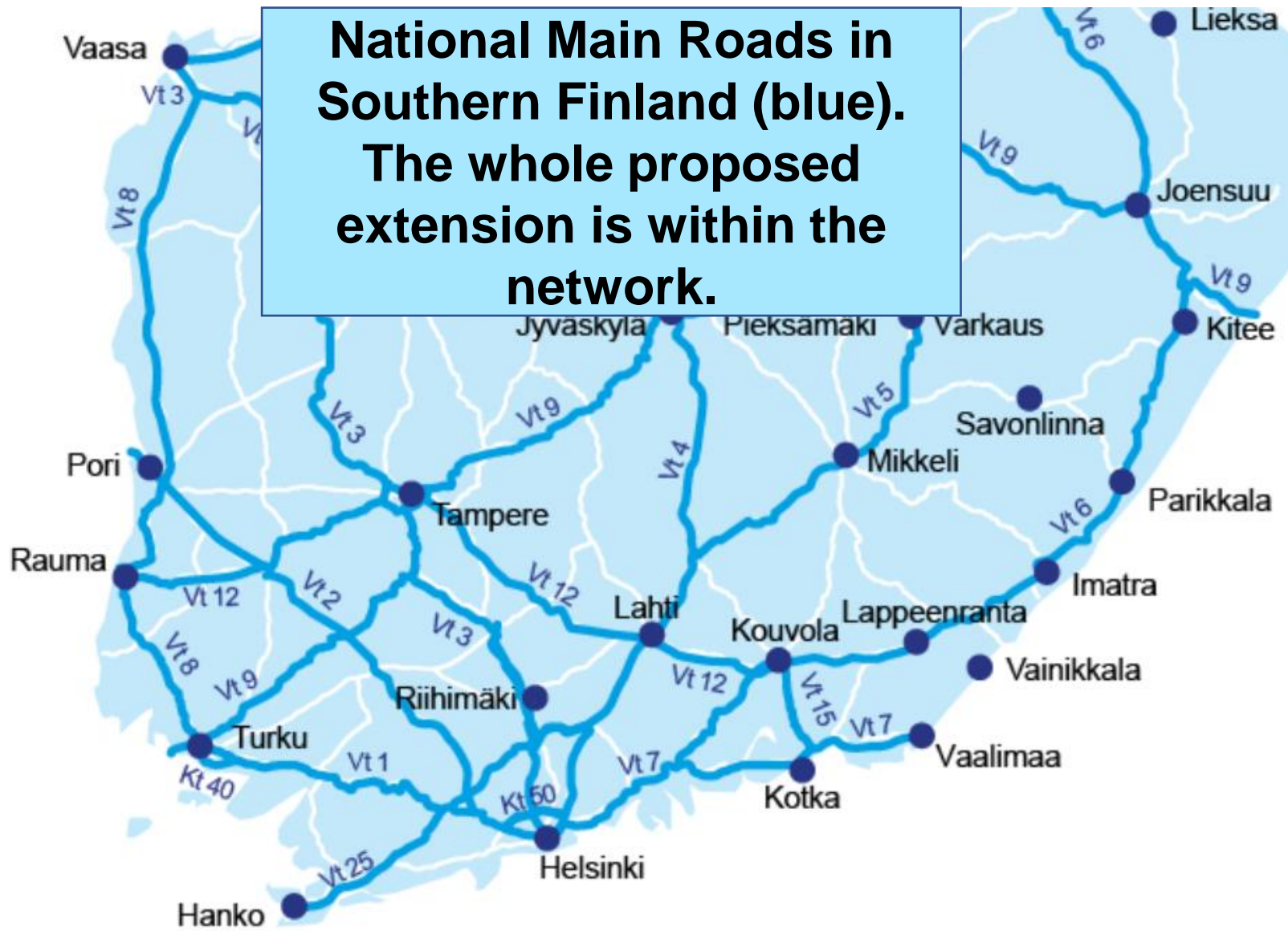
Complexity of Signing the E 16 extension in Finland



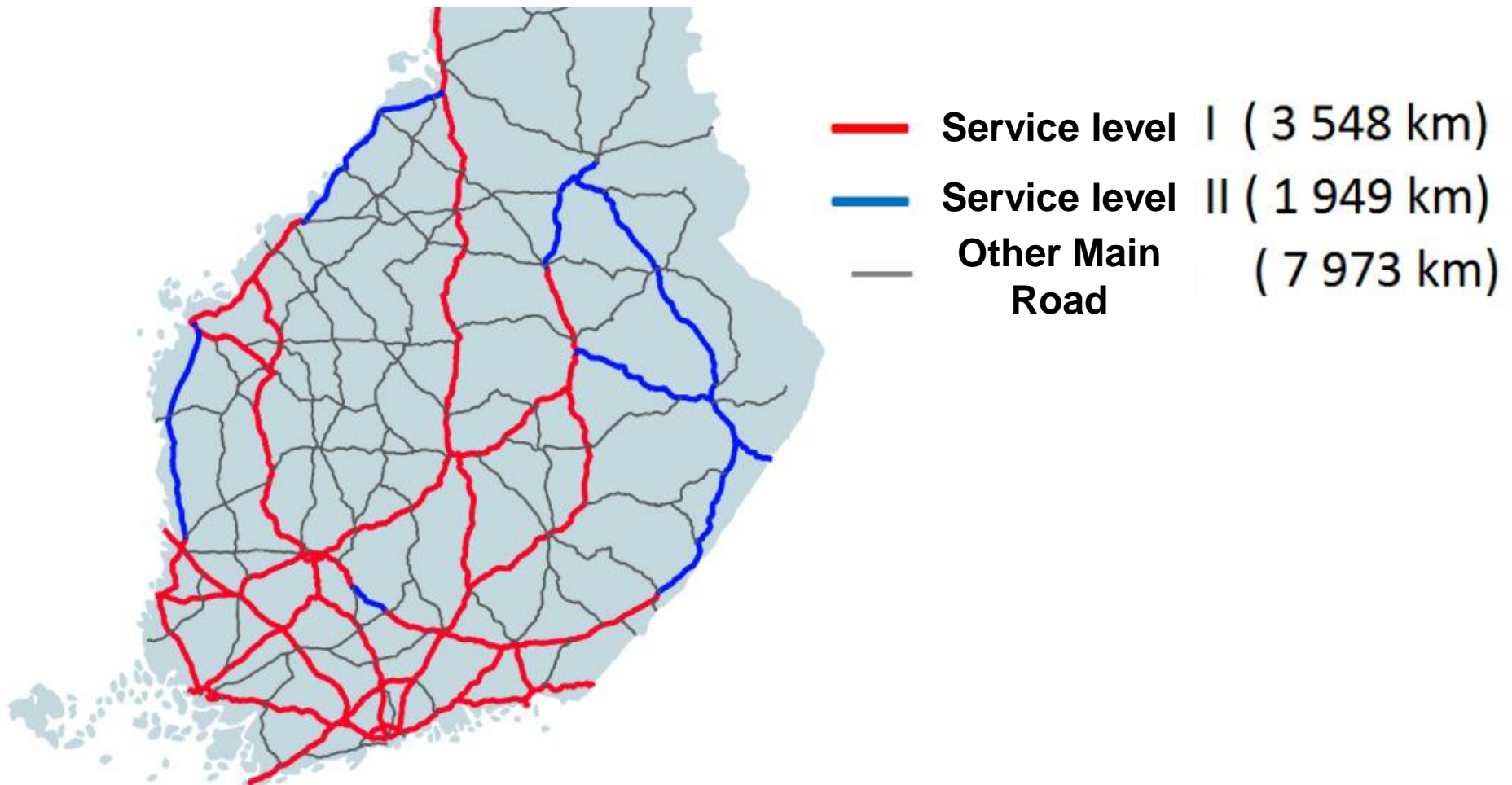


E-Road and TEN-T networks in Finland

**National Main Roads in Southern Finland (blue).
The whole proposed extension is within the network.**



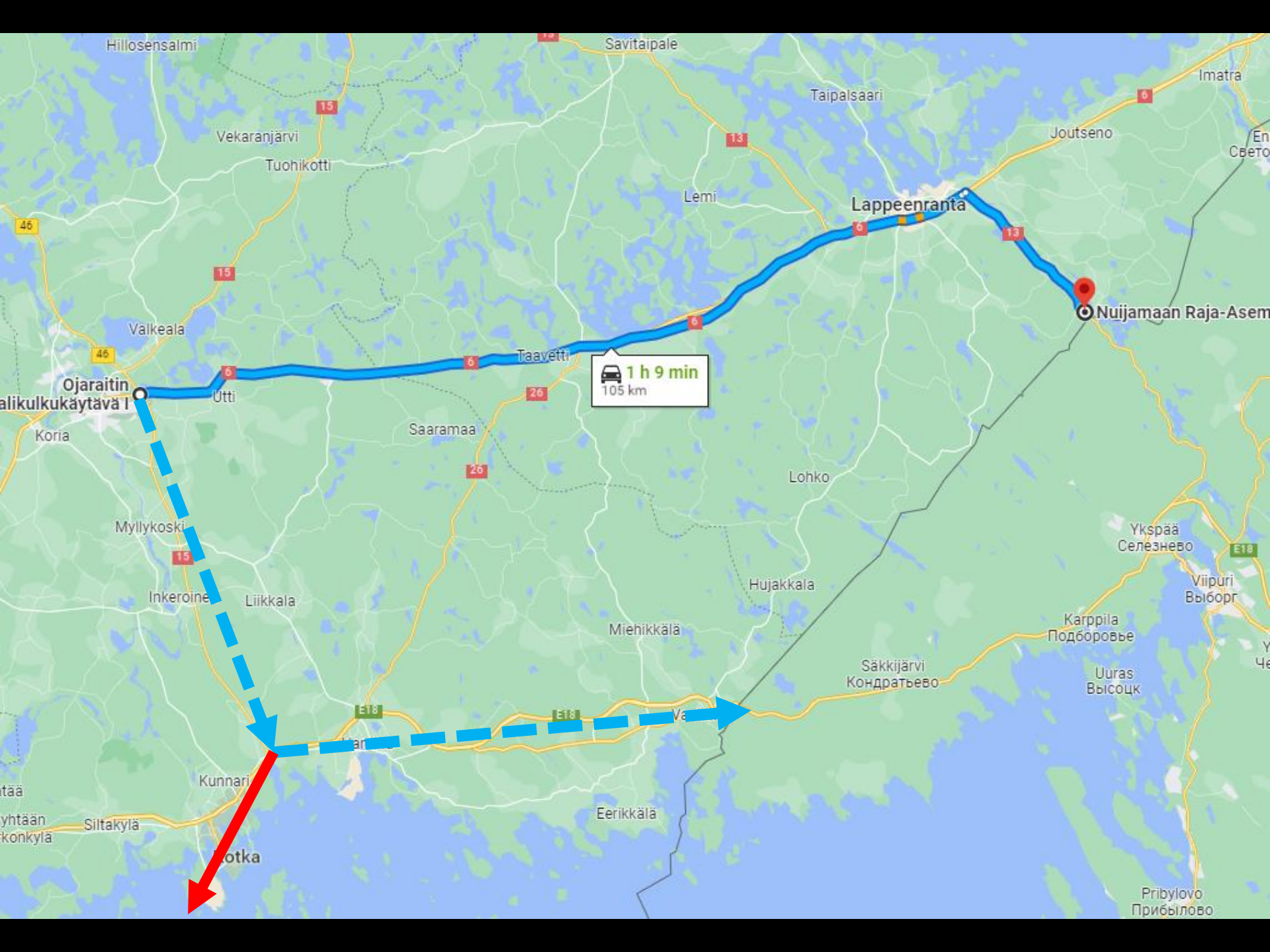
Finnish Road Network Service Levels 2022



Administrative process in Finland and Road and Traffic Administration's tentative opinion to the extension

- A proposal should be carefully prepared before delivering it to Ministry of Traffic and Communications. A benefit analysis should be done as well.
- An official statement from Sweden is required
- It is also positive if the proposal has been prepared by a large group of Finnish stakeholders
- If Ministry is positive the proposal is sent to National Roads Administration for further preparation and actions
- The proposal should be left to the Ministry by the end of August this year and will be probably taken on Agenda of the UN ECE Traffic meeting in October 2024
- If everything went well the E16 extension could be signed in 2025-26

- Some comments have been received from Roads Administration
- Should the end point of the extension be Lappeenranta – Nuijamaa instead of Kotka? Later on RA said: No new connections to Russia.
- It's important to have a ferry connection if E-Road goes across the sea.
- The stakeholders have to keep in mind that the possible new E-road in Finland does not automatically launch any new investments
- My Remarks:
 - Is Nuijamaa and direct connection to Russia a benefit or disadvantage just now? Definetly not!
 - Cities of Kouvola and Kotka are strongly against other end points than Port of Kotka
 - There has never been a ferry between Edinburg and Bergen



1 h 9 min
105 km

Ojaraitin Alikulkukäytävä 1

Lappeenranta

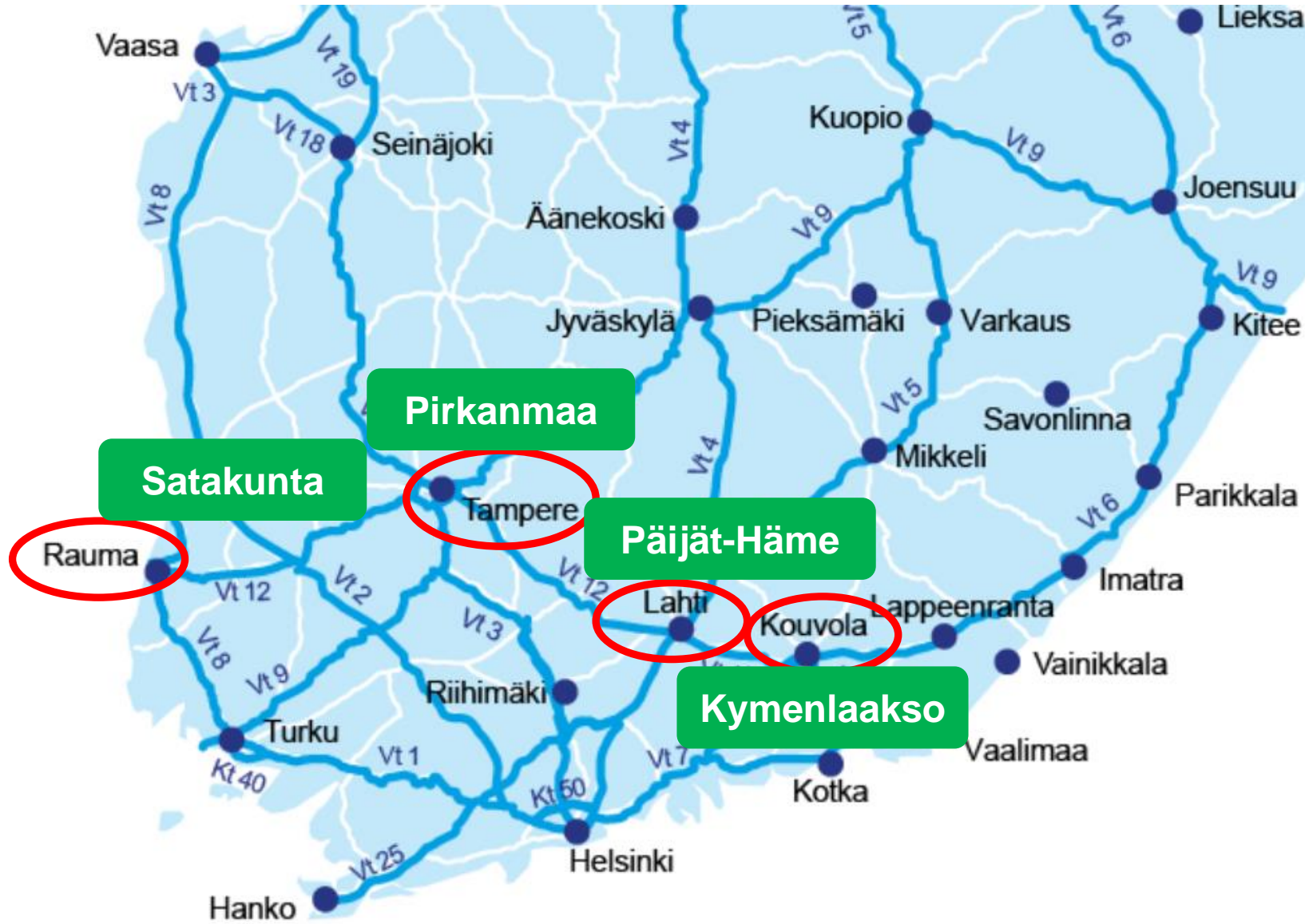
Nuijamaan Raja-Asemat

Kotka

Opinion of Regional Councils and Cities

- Four Regional Councils and Three Cities were contacted
- All see that the proposed extension is positive in respect of their own strategic targets and promotion of interests

Stakeholder	How the stakeholder sees the proposed extension	Is stakeholder willing to participate further preparation if organized
Satakunta Regional Council	Positive	Yes
Pirkanmaa Regional Council	Positive	Yes
Päijät-Häme Regional Council	Positive	Yes
Kymenlaakso Regional Council	Positive	Yes
Tampere	Positive	Yes
Lahti	Positive	Yes
Kouvola	Positive	Yes



Benefits to Rauma and other Regions and Cities

- **Rauma**

- Good connections are one of the base elements to run existing and attempt new industry an business to region. E16 will in long run change the classification of roads upwards and thus get easier investments to the infrastructure
- Common E-Road means new tools to co-operation between Rauma and Gävle (and E16 Partnerskap)
- Port of Rauma benefits better hinterland connections. E16 across the Gulf of Bothnia enables new financial instruments to start the new ferry connection between Rauma and Gävle.

- **Other Cities and Regional Councils**

- Because of the aggression of Russia one should look strongly towards West
- Maybe in long run a connection to Russia as well
- A new West-East E16-road creates a new business corridor where cities, councils and private partners can make together projects concerning sustainability new businesses, tourism etc.
- West -East connection to develop NATO partnership
- E-status helps lobbying infrastructure investments
- E-status means easier way to TEN-T Core and Comprehensive network and opens EU CEF financing instruments.
- Kotka is interested in future project to extend the E16 to Estonia. Across the Gulf of Finland to Sillamäe and further South.

Senior Advisor's evaluation

- The Proposed E16 Extension is realistic and possible to put into practice
- An excellent benefit is that the existing road fulfills all AGR Annex II requirements so any immediate infrastructure investments are unnecessary. Only E-signing is required which is rather small investment.
- It's positive that all the parties alongside the extension are in favor and ready to join the further preparation process. Existing E16 ends in Gävle Sweden and The E16 Partnerskap is ready to promote the project and to ask Swedish Road Administration to co-operate
- The possible risk is an older E14 extension to Finland. E14 Pori - Tampere and from Tampere onwards the same route. The project started 2015 and has been buried somewhere by the Ministry of Transport. Does it wake up again?

Next steps 1-5

1. City of Rauma sends the final report to the cooperation partners and requests support for the application.
2. Stakeholders make the necessary decisions to support the project.
3. The final report should be translated into Swedish and then one should ask the Norwegian-Swedish E16 group and Swedish Transport Administration to deliver an official letter of support for the project
4. The final E 16 report is presented to the Ministry of Transport and Communications and the Finnish Highways Agency. Based on the comments received, the attached document is finalized
5. The application to extend the E16 route to the Finnish side is submitted to the Ministry of Transport and Communications

Next steps 6-10

6. The Ministry either decides to take the E16 extension on European Economic Council's Agenda or the ministry decides not to promote the project.
7. If positive the Finnish Transport Agency prepares the project documents and delivers them to the European Economic Council in the spring of 2024.
8. The project will be approved at the Economic Council meeting in October 2024.
9. After approval, the project will continue with the necessary administrative procedures and will then return to the Ministry of Transport and Communications.
10. The Ministry gives the Finnish Transport Agency a task to sign the E16 on the Finnish side