

What about the future...?

Things are moving quite rapidly in many areas and that is good. Much more things are in motion meaning that they will happen in the near future. Other things will evolve as a result of things already completed or going to be completed in the near future.

We can't fight the future, resistance is futile. Things will change new discoveries, new technique, new innovations, and new cooperation. This will happen whether we want it, accept it or not.

"Generally, it is not the change in itself causing problems; it is how we handle the change that causes problems" [NECL II, Per-Åke Hultstedt]

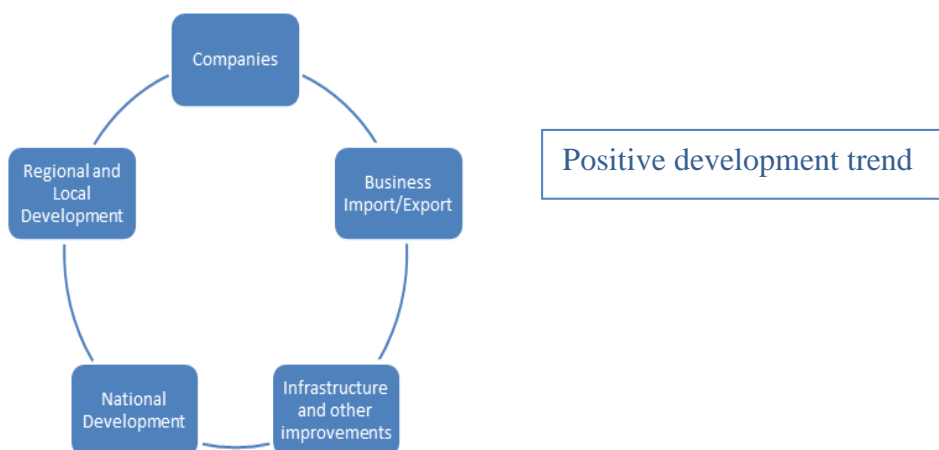
Following that thought we need to adapt and move on. It's the only way. It's the basic rule of survival. So through history humanity, societies have been in a constant mode of change in order to survive. The success factor has been and will always be the ability adapt to new conditions and new environments.

Filtering it down to last row...— Either you adapt or you are going down. Life it's that simple and that cruel... at the same time.

Is there a need of new projects and new cross border cooperation...?

To be able to answer the question we first need to answer the following five questions indicating IF we want to be a part of the future development or if we just accept things as they are...?

- Do we accept the fact that we need to continue to be in a constant mode of change?
- Do we accept that things around us will continue to change regardless what we do?
- Do we want to some extension be able to influence the future?
- Do we accept the fact that we can't solve things alone?
- Do we accept that the success factor is to cooperate with others?



There is neither right nor wrong...

There is no way of saying what everyone should or shouldn't do. It all depends of the situation, finances, resources, etc. The only thing that is for sure is that the world around us is a constant mode of change.

If we however want to be a part of the change we need to look at our own future. In the NECL II project (Midnordic Green Transport Corridor) we have stated that all things need to be evaluated on four different levels:

- Locally
- Regionally
- Nationally
- Internationally

If the suggested change doesn't apply and get a YES on all levels it really should be questioned in its very basic foundation. This goes pretty much for all development with one exception and that's security and safety. When it comes to save human lives the matter has a fast track of its own...

The bigger picture...

In what ways do we want to improve our current situation?

There are some simple questions you all can ask when it comes to need of improvement:

1. What is the problem?
2. What is the current situation?
3. What can be done about it?
4. Who will be affected?
5. Who do we need to cooperate with?
6. When do we need it to be done?

The right way, from our point of view in the project, is to start with the larger picture and break it down to smaller parts. It's like building a house. You need to start with making drawings of the whole building before you start to build in order to ensure that everything fits and everything is meeting expected standard.

Doing things the other way around you'll never be able to ensure the final result. This can somewhat also be applied looking at the future need of development. Important is to start in the right end with the larger picture and then break it down to smaller areas of development and then to projects...all fitting the bigger picture.

Example of future important development

We have been visiting Russia several times over the years and we can see positive changes both in Russia as well as in Finland, Sweden and Norway. We have from the projects side put a rather heavy pressure on many levels especially in Finland and Norway in order to get things moving.

Regarding the border issues between Finland and Russia they are slowly moving in a positive direction. A new motorway is under construction and discussions regarding border crossings are ongoing. However when we look at the present situation between Finland and Russia we can clearly see that the past, the history, is affecting the current situation.

In Norway the Parliament approved the National Transport Plan (NTP) leading to the fact that they also approved the electrification of the Meråkerline.

An electrification of the Norwegian Meråkerline — which in Sweden continues as Mittbanan — has been on the agenda for many years, but funding has not been undertaken. The Midnordic region has demanded that the money needed must be put in the coming Norwegian National transport plan for the period 2013-2024.

Linking the Swedish and Norwegian railway network together through electrification of the Meråkerline has been on the Court list for years, but has so far floundered due to a lack of commitments from the Norwegian side.

The electrification between Storlien in Sweden and Trondheim in Norway enables higher speed limits and lower impact on the environment. It is a link of great importance for the Midnordic region. Iron-, timber- and energy transport from the ports in Norway to the ports in Sweden and further on to Finland and Russia will be affected.

Calculations shows that freight transports will rise from 400 000 to 1.3 million tons in the year 2020. At the same time, public transport will increase to over 3 million passengers. A proposal from the Norwegian Government was made in April 2013, and later the Norwegian Parliament voted on its National Transport Plan in June 2013. Electrification of the Meråkerline has now been decided for realization in the National Transport plan (NTP). The Norwegian government invests NOK 3,9 billion in the project which will be prioritized during 2014–2022.

However a hick-up...

Recently a major problem has occurred. Sweden seems to have gambled with improvements needed along the railway on the Swedish side. Recently a part of the railway called “Big Hell” (which is a passage with a high railway embankment near Storlien in Sweden) has started to slide leading to immediate stop of all traffic ‘till the problem is solved. This can take months to solve. The worst thing isn’t the fact that this happens. The big problem is the attitude. This has been a known issue for a long period. We are talking years... And the attitude among authorities is that *“we have solved the issue with bus transports regarding travellers but we have no idea how the cargo is solving it...Possibly by trucks”*. Where is the bigger picture and commitment to ensure companies that they will not risk to be put out of business just because someone’s poor judgement regarding finances and

prioritises? This is an international fiasco since it's not just affecting Swedish interests. One can just imagine the catastrophic impact if a company, actually from any country, had started a new business set-up with large investments totally depending on the functionality of the railway system all the way to Trondheim and the access to the around the year ice-free ports. Suddenly this isn't just a Swedish problem just affecting Swedish customers and companies. This is an international matter needed to be handled domestically and within the international community e.g. EU, Nordic Council, Mid Nordic Committee, etc. as well as together with transport authorities in all of the Nordic countries.

This actual situation exemplifies in a very hands-on way that infrastructure is NOT just a national matter any longer. Infrastructure is in fact a web connecting countries globally and by that it is an international matter and could very well be affecting companies from various countries e.g. Asia, Russia, Finland, etc.

Norway (Middle area)

In the outer part of the Trondheim fiord there are 4 ports: Orkanger, Trondheim, Muruvik and Stjørdal. Inside the fiord, there are, among other places, ports in Skogn and Verdal. Today's logistics hub in Trondheim has a rail freight terminal, a container port and 3 of the large agents are based here. 50% of the freight to and from Trondheim passes through this hub. The terminal will soon have reached the limit of its capacity and there are small possibilities for development since the town has overflowed into the port area. If growth continues, the limit will have been reached by 2020. Work is now going on to find a new location for a terminal with good infrastructure that can handle all transport modes.

There is no designated national port between Bergen and Tromsø today. The Port of Trondheim is working to be a designated port. A good infrastructure base would benefit the Port of Trondheim and give it competitive advantages, allowing it in the long term to grow into an even more important and stronger export/import port, which is estimated to have a positive impact on development in the entire region.

Concerning route length, the Midnordic route via Trondheim to St. Petersburg is the shortest in maritime-land transport from New York. From Shanghai, the differences in transport routes between these compared routes are small. As well as this, in terms of transport times, the Midnordic route could, at its best, be quicker than the Baltic Sea routes, even though the impact of cargo handling both at Swedish and Finnish ports would have to be taken into account. However, in practice, the major challenge for the Midnordic route is the lack of a regular liner traffic connection between the ports of Trondheim and North American destinations. Another challenge is the thin transport flows between Trondheim and central Sweden.

There is a need for a new and modern freight terminal in the Trondheim area and the concept assessment made by the Norwegian National Rail Administration (Jernbaneverket, JBV) shows that both options in the south and east of Trondheim are still relevant. Regardless location a modern freight terminal in the Trondheim area needs to be able to combine road, railway and sea transports in an efficient process oriented way.

Finland

In Finland **Saima - Ladoga Logistic Centre in Parikkala** is currently under development. The business cluster has real potential to be an important player on the international arena especially looking at the Nordic and Russian market. The business cluster has capacity to handle both road and railway transports between Finland and Russia however it would require that the missing railroad link between both countries is restored.

From an international point of view the business cluster, once it's operational, will contribute substantially to the cross border development and opportunities for various players e.g. road transports and transport companies, supporting companies, combined business, academic research and training, etc.

Once the border between Parikkala (Finland) and Syväoro (Russia) is opened and rated as an INTERNATIONAL BORDER CROSSING the route will contribute substantially to international trade and enterprise.

Innoroad Park in Jyväskylä The business park provides companies with an ecologically sustainable infrastructure, premises and business environment. Particularly to companies in the road transport and vehicle industry, the park offers a competitive location with excellent traffic connections. The business park aims to be an international cluster of road transport and vehicle companies and supporting companies, combining business, academic research and training and this development is really interesting to follow.

The development of the **Nordic Logistic City in Seinäjoki** to a modern and green intermodal center is important not only for Seinäjoki but for the east-west transports in general. The location in Finland gives Seinäjoki an importance looking at railway, road connections. On top of this there is an airport that contributes to the future development. In Seinäjoki the plans are to expand the area business area from the current 300 hectares to over 600 hectares and will by that become a significant logistics center in Finland.

Specialization of ports (in Ostrobothnia) regarding sea transport and port capacity has great meaning not only to the region of Ostrobothnia in Finland but for all sea transports to and from Finland. The four deep-water harbors in Ostrobothnia (Pietarsaari, Vaasa, Kaskinen and Kristiinankaupunki) need to regenerate future cooperation and specialization between these ports as well as the sea and land connections, both road and railroad connections. The target should be that all goods from and to Ostrobothnia are transported through one of Ostrobothnia's own ports depending on the ports specialization as well as the destination of the cargo.



Sweden

The **Intermodal terminal in Ånge** is today operative in a small scale. However since the market for forest products are already an important base for the terminal volumes from the start the long-term goal is to, step by step, develop more complex services. The Municipality vision is a fully functional intermodal terminal in Ånge with capacity to handle various cargos. This requires hard work, qualified partners and additional funding. With its exceptional strategic location Ånge is important for both east-west transports as well as for the main routes going in north-south direction.

In Östersund an intermodal terminal is a priority for the municipality and the region. The terminal must be able to offer the market an opportunity for transporting goods on alternative road and rail, to both efficiency and environmentally sound transportation. The establishment of an intermodal terminal is often a major financial investment. It is also difficult to predict the future market potential. Therefore a public commitment both financially and practically is necessary. The public interest in encouraging combined transport is large, especially given the potential of opening for business development in general, but also because transports can be more environmentally friendly, when goods go on rail instead of road. Today there isn't an official decision on municipality level to establish a new intermodal terminal in Östersund. Nevertheless a new terminal is important and would support in many ways domestic transport but what is even more important is the possibility to support transports to and from the middle of Norway.

Finally...

We have created a pretty straight fwd. Transnational Marketing Plan. The plan can be used to read just for fun. It can also be used as a creative "mind opener" but most important...It can be used among stakeholders to create a baseline when discussing future needs of improvement. The Transnational Marketing Plan is available in Swedish and English including a folder and a PowerPoint presentation.

The material is possible to download at our website among other interesting material.

English:

[http://www.midnordictc.net/newsevents/newsarchive/transnationalmarketingplanforthemi
dnordicgreentransportcorridor.5.144a61d140e3e8fd22249e.html](http://www.midnordictc.net/newsevents/newsarchive/transnationalmarketingplanforthemi
dnordicgreentransportcorridor.5.144a61d140e3e8fd22249e.html)

Swedish:

[http://www.midnordictc.net/svenska/nyheterevenemang/nyhetsarkiv/transnationellmarkna
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The basic idea with the Transnational Marketing Plan is to create some legacy after the project has ended. Another important part is to actually give a hands-on tool to use when discussing infrastructure development, improvement, investments, locations and perhaps business set-up's etc. among different stakeholders in different countries. Since it's

transnational it has not only a helicopter view. I would say it has a satellite in orbit view meaning it covers a large area in constant motion.

From the Midnordic Green Transport Corridor's perspective too many important decisions are made just looking stakeholders own courtyard leading to narrow sighted solutions. We need to start to look at infrastructure (regardless type of infrastructure) as something important to solve from an international point of view...

Unless we are planning to turn back the clock and have most products locally produced and locally consumed we need to focus on **Transnational Cooperation and Cross border Solutions** first of all. After that we can adapt the national infrastructure and regulations so it fits the international glove. Doing things the other way around will as it many times proven in history end up with domestic contra productive solutions affecting the whole international community. Time to start planning from the right end...

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//Per-Åke Hultstedt (Project Manager)