

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.

The project is closing in September this year and there are no decisions made to continue at this stage. We have been talking about it however nothing concrete has surfaced so far. In August 21–22 we are having our final conference in Sweden (Sundsvall) and we have decided to process the matter (about a new project) on a more hands-on level in order to see if we can filter out new project opportunities.

We have pretty much decided to have a new project name if we start a new project however nothing is decided yet at any official level so this is very much still an open question. However, IF we start a new project, from where I'm standing, we should stop all endless talks about what we want to do and instead just do it...! Focus on things that actually make a difference on a hands-on level and make them happen.

IF we get a new project running we should of cause have a closer cooperation with Russia. From my point of view a natural step in the east-west cooperation.

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. However in order to ensure the development the pressure needs to be kept high also in the future.

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 Meråker railway line — 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 Meråker Line 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 transports from the ports in Norway to the ports in Sweden and transports 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 Meråker Line 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.

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 groupage 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 (Middle area)

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 and Syväoro 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 and road connections. On top of this there is an airport in the vicinity contributing 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 harbours in Ostrobothnia (Pietarsaari, Vaasa, Kaskinen and Kristiinankaupunki) need to regenerate future cooperation, 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 (Middle area)

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 domestic 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, using an efficient and environmentally sound transportation method. 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.

So what about the 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"

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...?

To be able to answer that we first need to answer the following five questions...

- 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?

These five questions indicate **IF** we want to be a part of the future or if we just accept things as they are...?

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 project 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 develop our current situation?

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

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, 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.

Finally...

- As homework preparations for the final conference in Sundsvall (day two) you all can evaluate your own situation and your need of development in your area or region.
- You don't need to think about different programs, founding etc. at this point. Just focus on the need of development.
- Follow the 6 steps for each new problem area and you will for sure find lots of areas needed to develop for different reasons and you will be able to find future projects.

IF we then decide to go for a new project there is lots and lots of work to be done. We believe it will take somewhere between 1-1, 5 year to get a new EU project (same size as NECL II) approved by EU. This means a costs for one person during that time and additional costs for travel and accommodation. On partner level there must be people with time to work somewhat but we believe that will be possible to handle within normal work (everyday business).

Possible costs:

Salary: **112 000** euro including taxes etc. for one person (12 months)

Travel & Accommodation:

- 2 trips per month á 1 000 euro = 2 000 euro per month → **24 000** euro (12 months)
- 4 hotel nights á 150 euro = 600 euro per month → **7 200** euro (12 months)

Expenses: **5 000** euro

Total: Approx. **150 000** euro (148 200)

These costs needs to be handled together among partners interested to participate in new projects.

Härnösand 2013-08-08

Regards/Mvh

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