



Presentation of good practice

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1 Location of the good practice:

- Country: Finland /Sweden (Kvarken Region)
- NUTS 1: Finland: FI19/Sweden SE08
- NUTS 2: Finland: FI195/Sweden SE081
- City: Umeå, Vaasa (The Nordic Logistic Corridor stretches from Mo i Rana on Norway's Atlantic Coast to St Petersburg, Russia.)

- **Objectives:** What are the objectives?
- In order to prosper, regional economies must have access to cost-efficient, environmentally friendly transport solutions while at the same time being able reach bigger markets. The Nordic Logistic Corridor is a unique 3-country infrastructure cooperation project initiative involving Finland, Sweden and Norway. The project aims to create better east-west connections in the Northern Baltic region and Northern Norway. By combining the local and regional development strategies in Helgeland/Nordland, Region Västerbotten and Vaasa-Ostrobothnia, dynamic development is being created using the area of transport and logistics as the means. The ongoing shifts in transport patterns both within and outside this common region will require new solutions.

- **Origin of the action:**
- The Nordic Logistic Corridor makes it possible to transport goods and passengers across the Kvarken Strait instead of taking the longer road and rail around the Gulf of Bothnia. This reduces the transport route from more than 800 kilometres to less than 100 kilometres, which also saves several hours in transport time for transport operators and cargo owners. The Nordic Logistic Corridor is a strong intermodal gateway between the EU and the Russian markets, and the closest connection between Finland and several of the ice-free Atlantic ports in Norway.

Target:

- The Nordic Logistic Corridor is a strategic partnership of logistic centers, ports, railroads, highways and ferries, stretching over three countries. The corridor reaches from the ports on the Atlantic coast in Helgeland, via the E12 European highway and the Tvärbanan link in Sweden, and onward from the Port of Vaasa, by rail or on the E12, to the rest of Finland. This of course also creates attractive transport connections not only to Russia, but to the Baltic States and beyond.

Timescale:

- The Nordic Logistic Corridor project: 1.6.2011-1.6.2014. The actual transport corridor remains in working action after the end of the project.

Bodies involved:

- Previous experience has shown that in order to reach long-term sustainability, the management and operation of the corridor must be secured by public-private partnership, and by establishing a sound reliable ownership platform for the operation. Therefore, the Nordic Logistic Corridor is a strategic partnership of logistic centers, ports, railroads, highways and ferries, as well as local and regional authorities, stretching over three countries.



Legal framework:

- The Nordic Logistic Corridor was an existing transport corridor before the project. The project has strengthened the framework and the cooperation between the partners. The Corridor is a strategic partnership between private and public actors.



Process and detail content of the practice:

Financial framework:

The project is partly financed by the Botnia-Atlantica Interreg programme/ European Regional Development Fund, and partly financed by regional means from Finland, Sweden and Norway. The project has a total budget of 4 099 150 EUR.



● Possible demonstrated results:

- As a result of the Nordic Logistic Corridor projects the Municipality of Umeå and the City of Vaasa have established a joint shipping company to secure the important Kvarken Link, that is a crucial part of the corridor. The cities are also discussing a joint port company. The project proves that functioning cross border cooperation can result in permanent structures and economic growth for the whole region.

As a result of the project, there is also active cooperation between public and private stakeholders in the region with the common objective of securing and developing the Kvarken ferry link. The different stakeholders are working on a joint Motorways of the Seas project, "Midway Alignment of the Bothnian Corridor, The Kvarken Multimodal Link" in order to secure the Kvarken link on long-term basis. The MOS project is a Public Private Partnership and a good example of multi-level governance.

Large parts of the infrastructural network are already in place in the corridor, providing economic benefits. The project is working for establishing a long-term cross border structure for the future management of the Corridor (possibly an EGTC area), and for the infrastructure investments on national and international level to go hand in hand with the Corridor objectives.

- **Have the objectives been met or are they in the process of being met? Explain why.**
- The Nordic Logistic Corridor project is a success. The strategic partnership is functioning, a joint shipping company has been founded, the brand Nordic Logistic Corridor is known, a common marketing strategy has been implemented, infrastructure investments have been made etcetera.

Please explain why this practice is considered as good.

- The project is implementing EU-policies in cooperation between national, regional and local involvement, together with private stakeholders, which is a quite unique situation that further underlines the extensive commitment to the project.

The Nordic Logistic Corridor project also contribute to fulfilling several objectives of the EUs transport strategy, especially considering integration and accessibility.

There are also a lot of environmental benefits gained. The Nordic Logistic Corridor is an environmentally friendly multimodal transport alternative, largely based on rail and sea freight. The principle behind the NLC project is based on the EU's Green Corridors concept, which is about creating transport corridors in which modern technology is used to create energy-efficient transport solutions.



Success factors:

- The long history of previous cooperation in the Kvarken Region, especially within logistics and transports, and the experience of working together in cross border projects.