NEW NORTH

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NEW NORTH

Transport, Logistics and Security of Supply

LAPIN LIITTO · KAINUUN LIITTO · Länsstyrelsen Västerbotten · Länsstyrelsen Norrbotten · Nordland FYLKESKOMMUNE · POHJOIS-KARJALA Maakuntaliitto · Troms fylkeskommune Romssa fylkkasuohkan Tromssan fylkinkomuuni · Finnmark fylkeskommune Finnmárkku fylkkagielda Finnmarkun fylkinkomuuni · KVARKENRÅDET MERENKURKUN NEUVOSTO · POHJOIS-POHJANMAA COUNCIL OF OULU REGION

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New North?

Finland, Sweden, and Norway join forces to develop the northern region and its transportation system. The European Union's Interreg Aurora program has granted substantial funding to the New North - Transport, Logistics, and Security of Supply project, which focuses on the development of the transportation and logistics system in the northern area. The objective is to also address the potential for future investments in the northern region and the possibilities of technological advancements in transportation and logistics. The Regional Council of Lapland acts as the lead partner in collaboration with regional stakeholders from Finland, Sweden and Norway.

The funding of approximately two million euros provided by the Interreg Aurora program strengthens cooperation in the northern region and enables fluent transport chains, security of supply, development of electric aviation, and the establishment of green transport corridors. The project covers the cooperation of Lapland, North Karelia, Kainuu, and Northern Ostrobothnia regions in Finland, the Kvarken Council of the Bothnian Sea area and the Västerbotten and Norrbotten regions in Sweden, as well as the Troms, Norland and Finnmark regions in Norway. The project also receives support from a broad cooperation group to ensure smooth information flow and interaction.

New North?

Funding: **Interreg Aurora**
Project time 1.9.2023-31.8.2026 (3 years)
Budget: 1 980 592 EUR

Partners:

Finland:

- Regional Council of Lapland (lead partner EU)
- Regional Council of Kainuu
- Council of Oulu Region
- Regional Council of North Karelia
- The Kvarken Council EGTC

Norway:

- Finnmark fylkeskommune (lead partner Norway)
- Troms fylkeskommune
- Nordland fylkeskommunen

Sweden:

- Länsstyrelsen i Norrbottens län,
- Länsstyrelsen i Västerbottens län

Joint Statement on cross border co-operation in transport systems planning

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Co-operation

After a meeting that took place in Luleå, 21th and 22nd of May 2024, the project partners of *New North – Transport, Logistics and Security of Supply* – project have issued the following statement.

We support the call for cross border transport systems planning initiated by the Nordic Transport Ministers after their meeting in Narvik April this year. The initiative aims to develop cross-border transport corridors in order to increase resilience and support military mobility. Finnish Minister of Transport and Communications, Lulu Ranne has since communicated on the Finnish government's view regarding the most important cross border transport corridors and their key development goals. We, the regional authorities of the North are waiting to also hear the views of Swedish and Norwegian governments regarding the matter.

In the past, The Northern regions have taken active role in cross border co-operation regarding transport systems planning, notably through Barents co-operation. The connections formed between regional governments of Northern-Eastern parts of Norway, Sweden and Finland are already established and still in place. Thus, the regional governments should be involved in the new national level co-operation the Transport Ministers have envisioned. The regions can support the minister's initiative for resilience and military mobility, by enhancing and enabling the transport system through dual use.

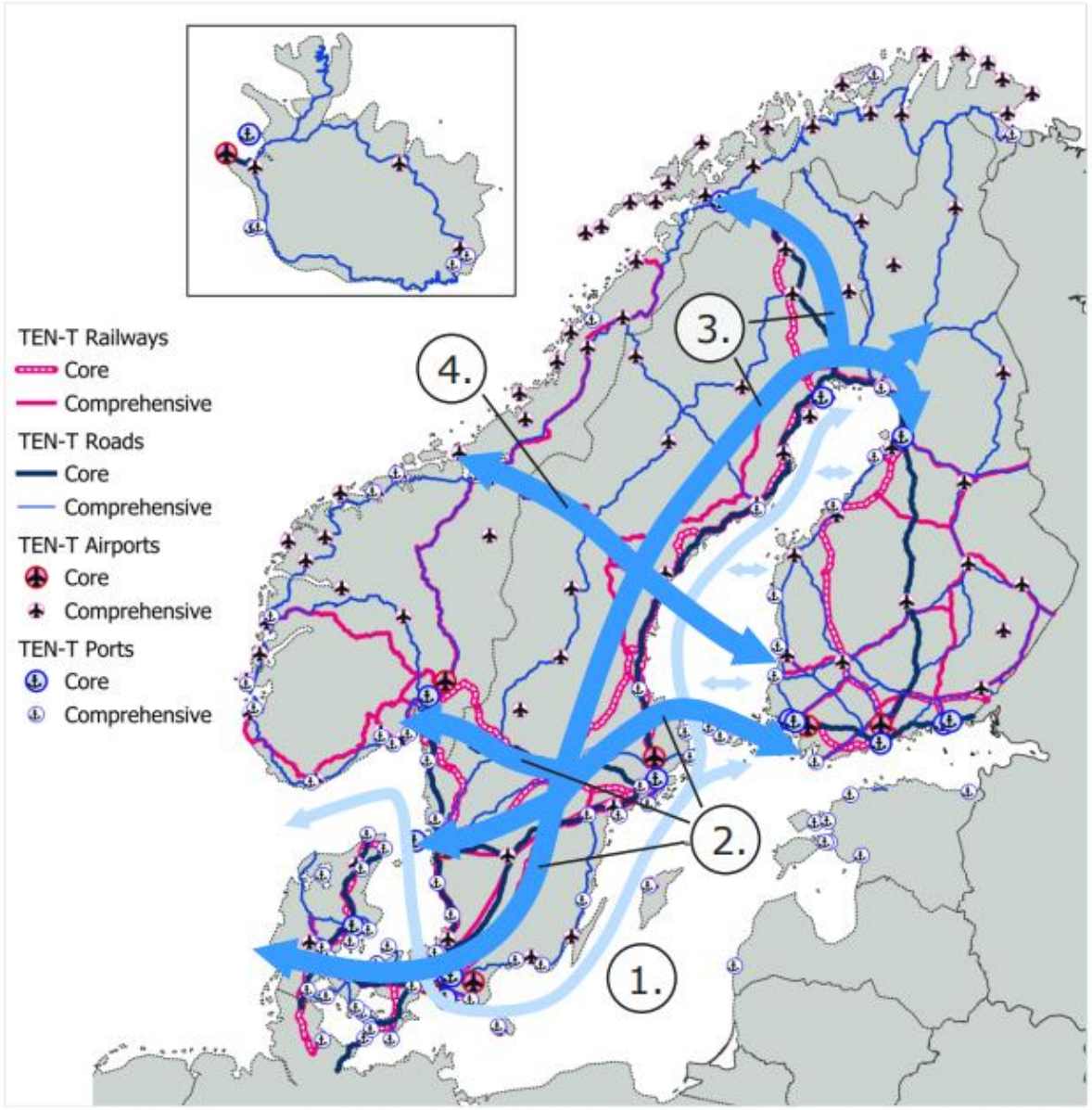
Currently, there are multiple coexisting initiatives and processes for cross border transport system planning. Regions wish to state there is a need for a joint mandate from the national governments for the regions to start working together on transport systems planning, and there is need for clarity on which co-operation platform is the one national and regional governments should join their forces on.

New North – transport, Logstics and Security of Supply, is financed by Interreg Aurora. The project is continuation of Barents collaboration in Joint Barents Transport Plan. In New North, Regions are in collaboration with each other and the national transport agencies of Sweden, Norway, and Finland to strengthen the collaboration and develop information regarding cross border freight transport on road and railways, regional clean aviation, and security of supply.

On behalf of New North project partners, 31.5.2024

Paula Qvick
Planning Director, Regional Council of Lapland

18.5.2026



JOINT NORDIC STRATEGY FOR TRANSPORT SYSTEM PREPAREDNESS

Prioritised Transport Corridors

1. Preparedness-critical sea routes, especially routes closer to the Swedish Coast

2. Øresund Fixed Link/Trelleborg/Göteborg–Gävle/Stockholm–Hanko/Turku/Naantali, with extension from Oslo

3. Göteborg–Hallsberg–Haparanda/Tornio–Oulu/Rovaniemi, with extension Boden–Fjord of Ofoten/Narvik

4. Fjord of Trondheim–Sundsvall–Rauma/Pori

Ongoing Projects on Prioritised Corridors (FIN)

Icebreaker investments

Rail Nordica – european railway gauge to Rovaniemi

Road E8 (Tornio – Kilpisjärvi) improvements

Cross-border bridges

LAPIN LIITTO

LAPLAND
Above Ordinary

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Platform North

The ambition of Platform North is to be an umbrella cooperation for exchange of information, to enhance a system perspective, and to coordinate and collaborate efforts for development, complementing the several on-going initiatives in specific geographies and issues, within the Northern Nordics. The Platform North serves as a network for a wide range of stakeholders.

The motivation behind the initiative is threefold:
•industrial investments in the north
•the green transition
•increased focus on military mobility

•Objective
•Adaptation of the infrastructure to the needs of infrastructure users, such as business life, citizens and the military
•Reduced barriers to seamless cross-border transport, both physical (infrastructure) and administrative (laws, regulations, systems, etc.)

Ten-T coordinators Pat Cox & Catherine Trautmann in 1st PFN Forum
Photo: Jeanette Åhl / Trafikverket

18.5.2026

Kuva: Lapin materiaalipankki / Petri Teppo

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WORKPACKAGE 1

Seamless freight transports chains of the future

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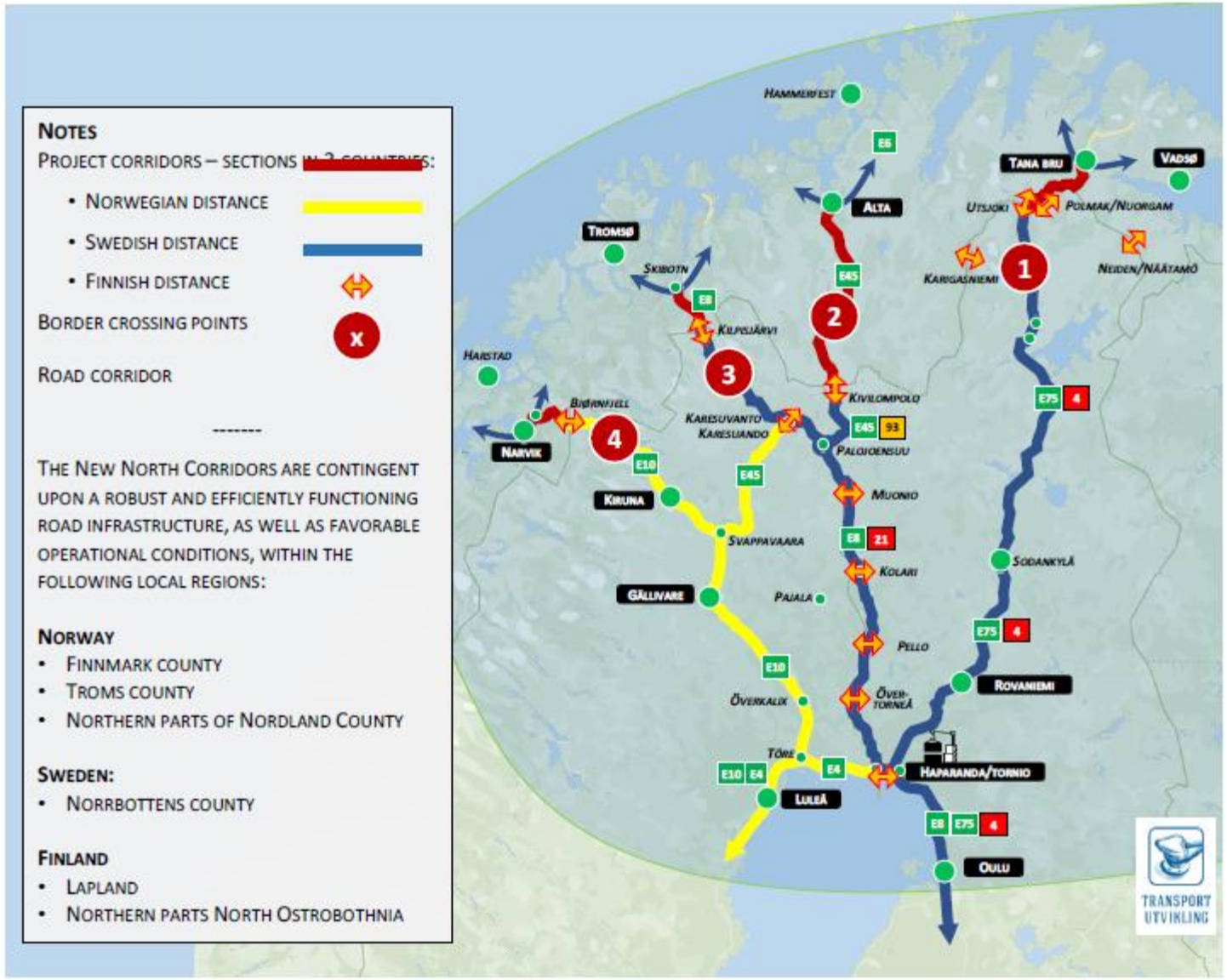


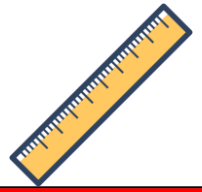
The challenges and opportunities of freight traffic flows and future sustainable, efficient and safe freight transport are being investigated, as well as the region's potential for transshipment from truck to train or ship.

18.5.2026

METHOD AND DATA COLLECTION

- **Primary information (interviews)**
  - more than 100 companies
- **Secondary (road traffic) information:**
  - Statens Vegvesen (Norway)
  - Trafikverket (Sweden)
  - Vayla/Digitraffic (Finland)

"Try to find comparable AADT-figures for the heaviest vehicles"



Norway	Sweden	Finland
Published by: Lenght	**Published by: Weight**	**Published by: Vehicle category**
• <5,6 m	• Leight vehicles (lätta)	1. Passenger car or van
• >= 5,6 m	• Heavy (tunga)	2. Truck without trailer
• 5,6 m – 7,6 m	- Medium heavy (medeltunga)	3. Buses and coaches
• 7,6 m – 12,5 m	- Very heavy (mycket tunga)	4. Truck and semi-trailer
• 12,5 m – 16,0 m		5. Truck and trailer
• >= 16,0 m		6. Passenger car and trailer
• 16,0 m – 24,0 m		7. Passenger car and caravan
• >=24,0 m		8. MC
		9. High-Capacity Truck (>76 tons)
Detection system		
Means of inductive loops/sensors in the road surface	*Hose sensors in the road surface*	*Electromagnetic induction loops embedded in the roads*

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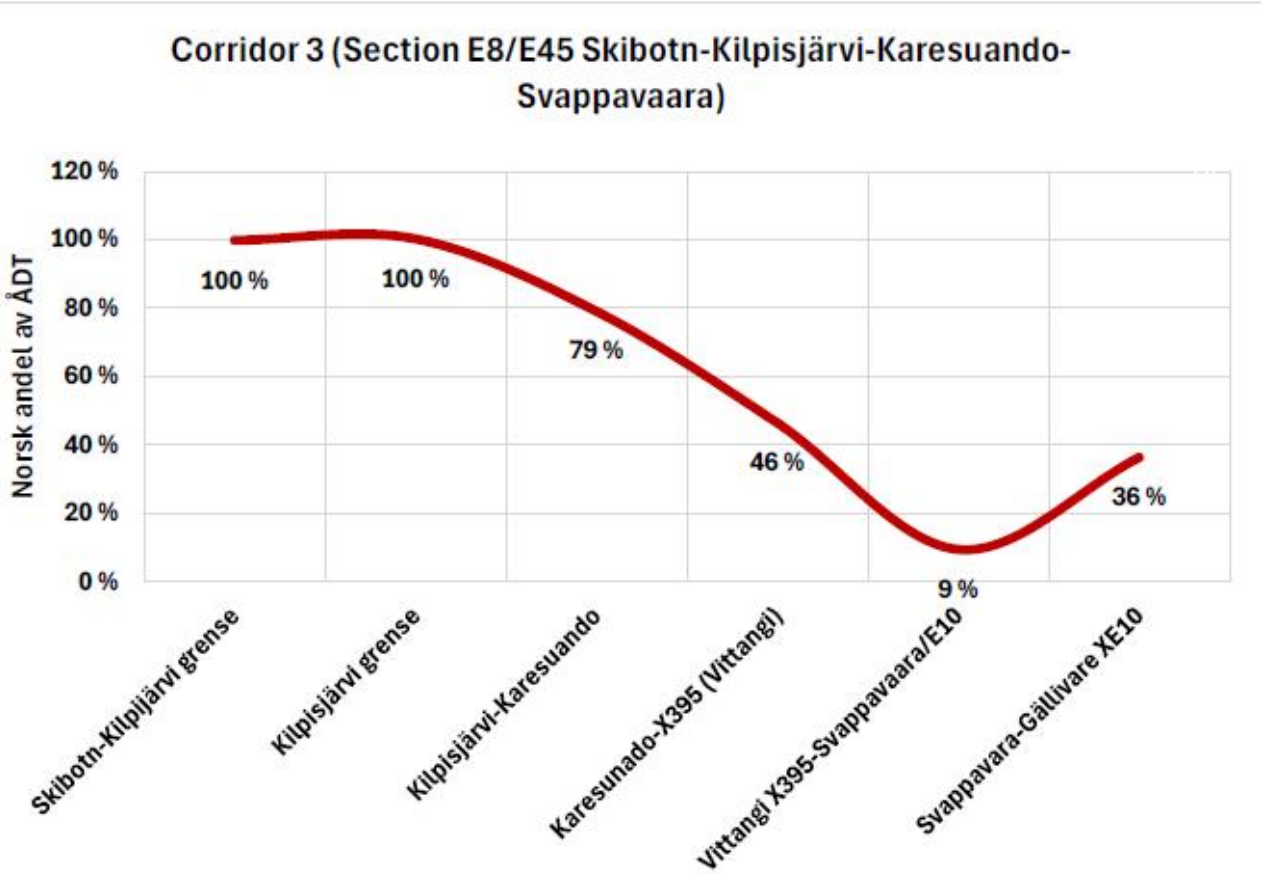
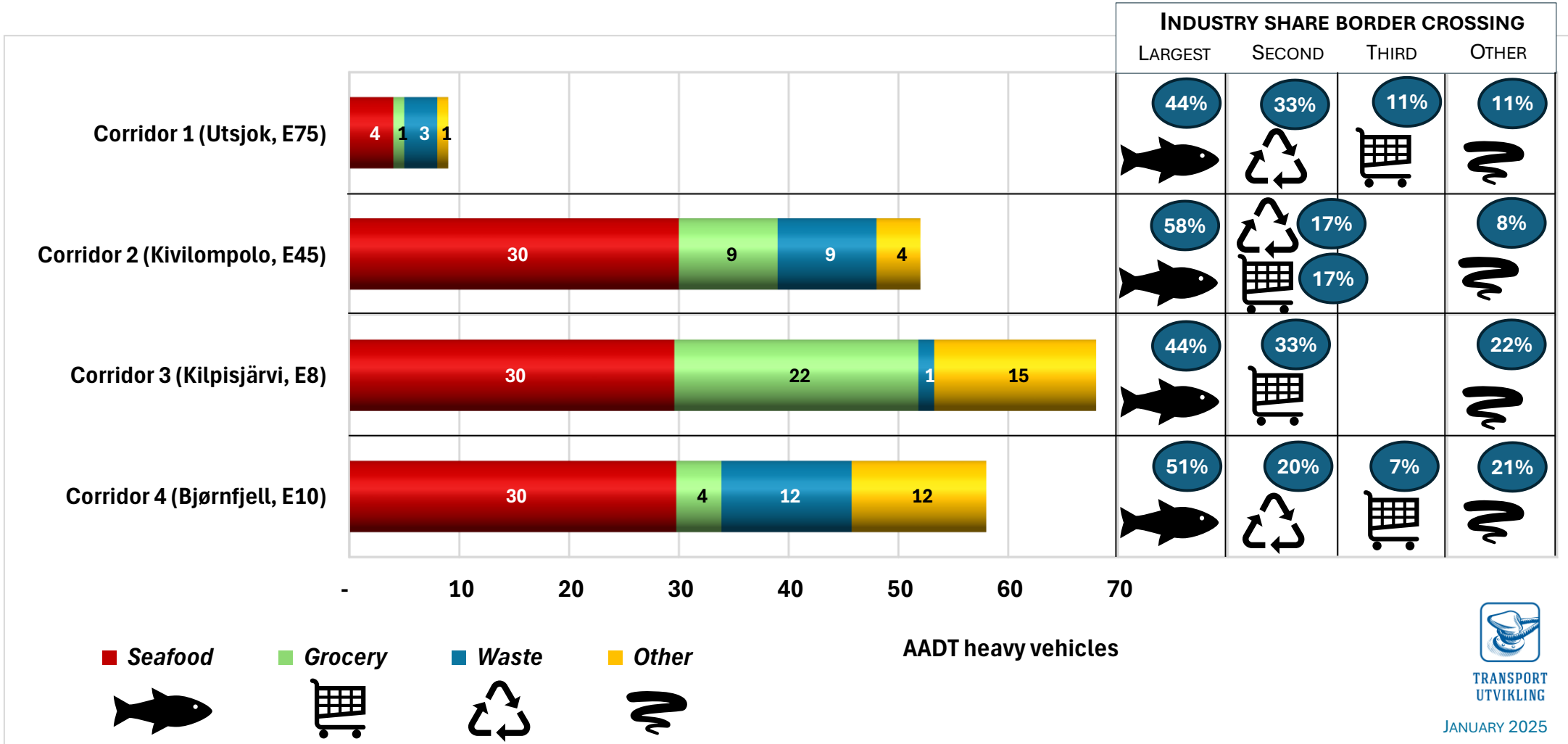
EXAMPLE NORWEGIAN SHARE E8/E45/E10



INDICATION OF INDUSTRY SHARES (CHAPTER 6.2)



TRANSPORT UTVIKLING

JANUARY 2025

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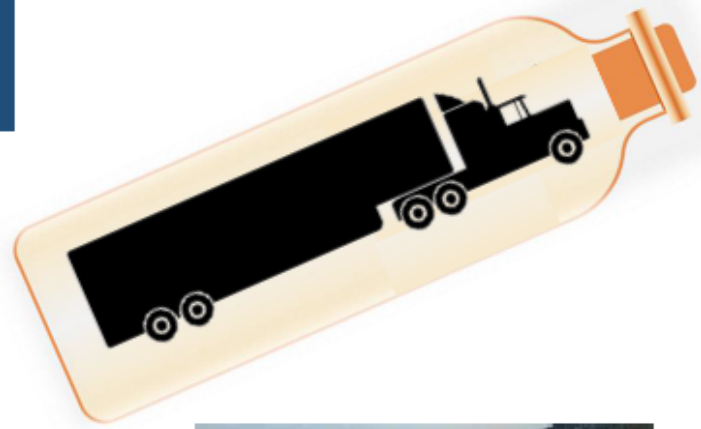
AMBITIONS PHASE II – SELECTED BOTTLENECKS



- **Several bottlenecks will be discussed, - focus on a few selected bottlenecks/challenges for heavy vehicles**

1. **Winter conditions (Mobility, closed roads, convoys etc**

2. **Border crossings' (opening hours and other challenges/regulations)**

3. **Missing or inappropriate rest areas along the corridors**

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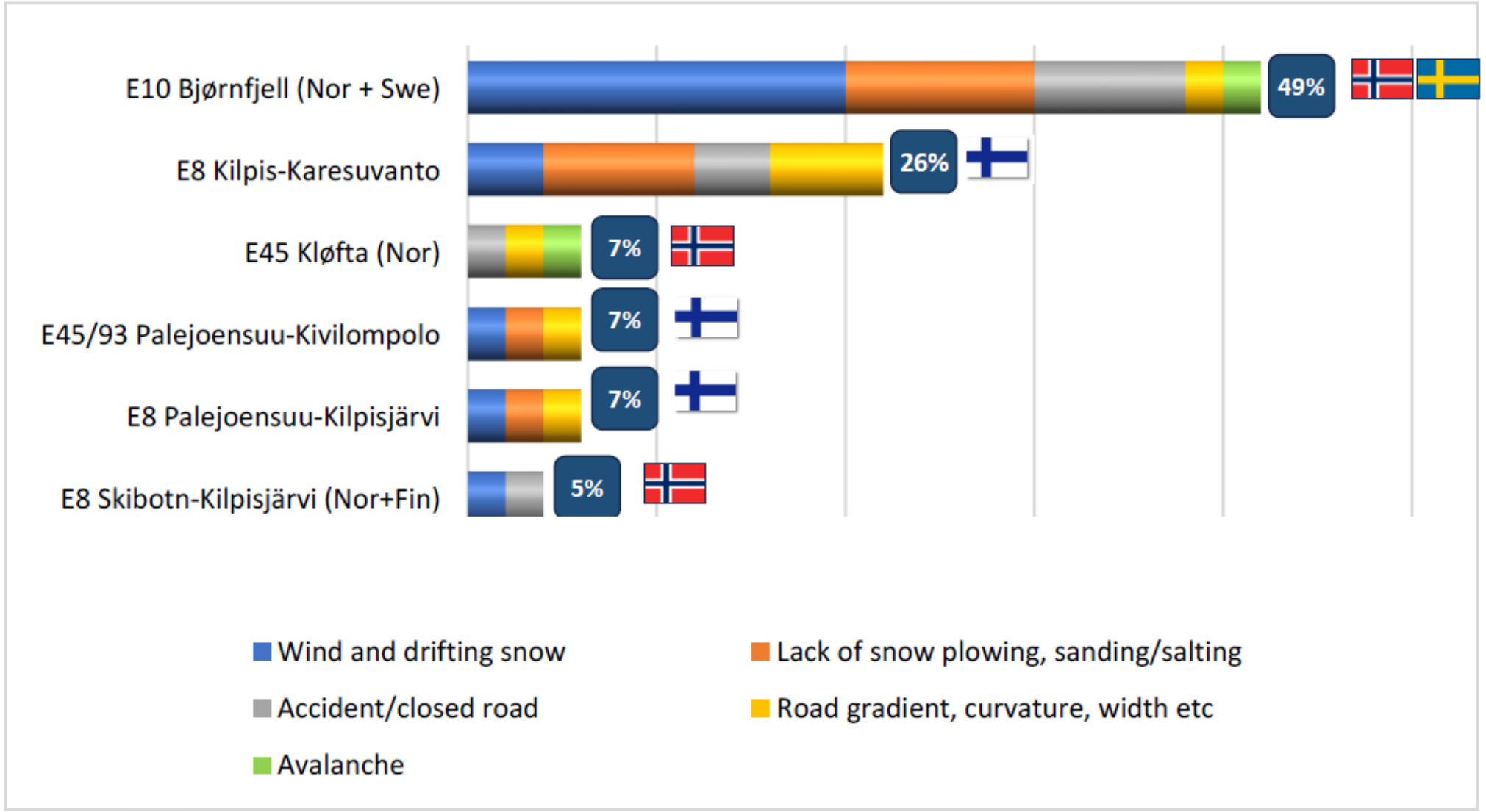
LAPIN LIITTO POHJOIS-KARJALA Maakuntaliitto POHJOIS-POHJANMAA KAINUUN LIITTO KVARKENRÅDET MERENKURKUN NEUVOSTO Länsstyrelsen Västerbotten Länsstyrelsen Norrbotten Finnmark fylkeskommune Finnmárkku fylkkagielda Finmarkun fylkinkomuuni Troms fylkeskommune Romssa fylkkasuohkan Tromssan fylkinkomuuni Nordland FYLKESKOMMUNE

ACCORDING TO THE DRIVERS, -WHERE DO MOST CHALLENGES OCCUR, - AND WHY



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E10 Lofoten (Nor)
E6 Baddereidet (Nor)

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WORKPACKAGE 2

Security of Supply and co-operation

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Planning systems in Finland, Sweden and Norway

- Across all three countries, the transport planning process is characterized by a structured sequence of strategic national and regional planning, detailed project development, and implementation.
- Each phase involves collaboration between national, regional, and local actors, ensuring that infrastructure projects are aligned with broader policy goals and regional needs.
- Environmental sustainability, public engagement, and long-term vision are integral to the planning systems in Finland, Sweden, and Norway.
- In Finland and Norway there are legally binding regional zoning plans with which more detailed infrastructure plans must be aligned. Sweden differs in this and does not have a similar level of planning.

Country	Level	Authority	Type	Main Responsibilities in Transport Planning	Mandate / Decision-Making Role
ALL	National	Ministry of Transport	Government ministry	Sets national transport policy, goals, and funding. Drafts the long-term national transport plans and approves them.	Final political decision-maker. Sets the budget nationally.
FINLAND	National	Traficom	Regulator & planner	Supports planning via data and scenarios, ensures system functionality, sustainability, and coordination across modes.	Approves plans. Does not decide on investments but influences strategy.
		Väylävirasto (FTIA)	National infrastructure agency	Plans and delivers state road/rail/water infra, supports national plan implementation.	Makes investment, planning, and operational decisions.
	Regional	Economic development centres (Former ELY-centres)	Regional state authorities	Implement state transport plans at regional level; manage regional roads and mobility services.	Operational and planning authority at regional level.
		Regional Councils (Maakuntaliitot)	Regional cooperation and planning body	Prepare regional land use and transport strategies, coordinate EU regional development funding.	Planning and advisory mandate. No direct implementation or investment authority.
SWEDEN	National	Trafikverket	National infrastructure agency	Leads transport system planning (all modes), prepares national plan, delivers road/rail infra, allocates rail capacity.	Makes investment, planning, and operational decisions.
		Transportstyrelsen	Regulator	Sets safety, licensing, and traffic rules; allocates rail capacity framework.	Regulatory role. Limited input to strategic planning.
	Regional	County Administrative Boards (Länsstyrelser)	Regional state authority	Coordinate national interests (e.g. environment, safety) in municipal and regional planning; review transport plans.	Supervisory and coordinating role. No decision-making power in investment.
		Regions (Regioner)	Regional cooperation and planning body	Lead regional transport system planning, public transport provision, regional development strategies.	Mandate for regional transport, land use planning and public transport. Makes investment plans for regional roads and co-finances national infrastructure.
NORWAY	National	Statens vegvesen (SVV)	National infrastructure agency	Leads road planning and delivery, contributes to NTP, manages technical design and road operations.	Makes investment, planning, and operational decisions.
		Jernbanedirektoratet	Rail planning agency	Leads strategic rail system planning, develops service plans, coordinates rail actors.	Strategic rail planning authority. Contracts services, does not build infra.
		Nye Veier	Government owned company	Activities include planning, construction, operation and maintenance of major highways.	Activities on those roads which they have assumed responsibility by agreement with the Norwegian State.
		Bane NOR	Infra delivery company	Implements and maintains railway infrastructure based on NTP plans.	Operational role. Executes, does not plan strategy.
	Regional	Fylkeskommuner	Elected regional government	Plan and fund public transport, manage county roads, prepare regional transport plans.	Strong mandate in regional transport. Significant funding and planning responsibilities.
		State Administrator (Statsforvalteren)	Regional state authority	Ensure national regulations and environmental interests are upheld in regional planning processes.	Coordinating/supervisory role. No investment power or mandates to make decisions.

	MEASURE	MORE INFORMATION
1.	Malmbanan/Ofotbanen (incl. Haparandabanan)	The Malmbanan/Ofotbanen partial double track and triangle track of Haparandabanan in Boden.
2.	Narvik Port	Development of terminals.
3.	Haparanda-Tornio terminals, track gauge and regular rail traffic	Starting regular passenger and freight rail service between Haparanda and Tornio, European track gauge and new transfer loading area in Tornio (more specific in measure 12) and second cross-border bridge north of Tornio.
4.	Mo i Rana port	Continuing capacity improvements of Mo i Rana port (intermodal loading bay facilities)
5.	Mo i Rana – Storuman – Umeå rail connection	New rail connection between Mo i Rana and Storuman as a long term goal. Storuman - Umeå rail electrification and track replacements.
6.	Umeå – Vaasa shipping capacity and fixed transport link	Improvements in shipping capacity between Umeå and Vaasa. The consideration of a long-term new Kvarken fixed connection.
7.	Inlandsbanan	Keeping the track in operational condition in first phase. As a long-term measures enabling higher speeds and increasing capacity.
8.	Kemijärvi-Sodankylä-Kolari-Svappavaara road and rail connections	In first phase upgrading east-west road connections from Finland to Sweden (vt 5 Kemijärvi-Sodankylä, kt 80 Sodankylä-Kittilä-Kolari and partly roads 395 and 403 in Sweden) and the consideration of a long-term new Kemijärvi-Sodankylä-Kolari-Svappavaara rail connection.
9.	E8 Tornio-Kilpisjärvi-Tromsø and E45 to Alta	Improving of the road E8 Tornio-Kilpisjärvi-Tromsø and road E45 to Alta.
10.	Tornio-Oulu-Raahe and Laurila-Rovaniemi European track gauge	European track gauge from Tornio to Oulu and Raahe and from Tornio to Rovaniemi.
11.-12.	Transfer loading areas	Oulu (restarting commercial intermodal operations, pilot in the first phase, 11) and Tornio (construction of new transfer loading area, 12).
13.	Norrbotniabanan	New coastal railway between Umeå and Luleå.
14.	Oulu-Kontiomäki-Joensuu rail connection	Electrification and capacity improvement between Kontiomäki and Joensuu.

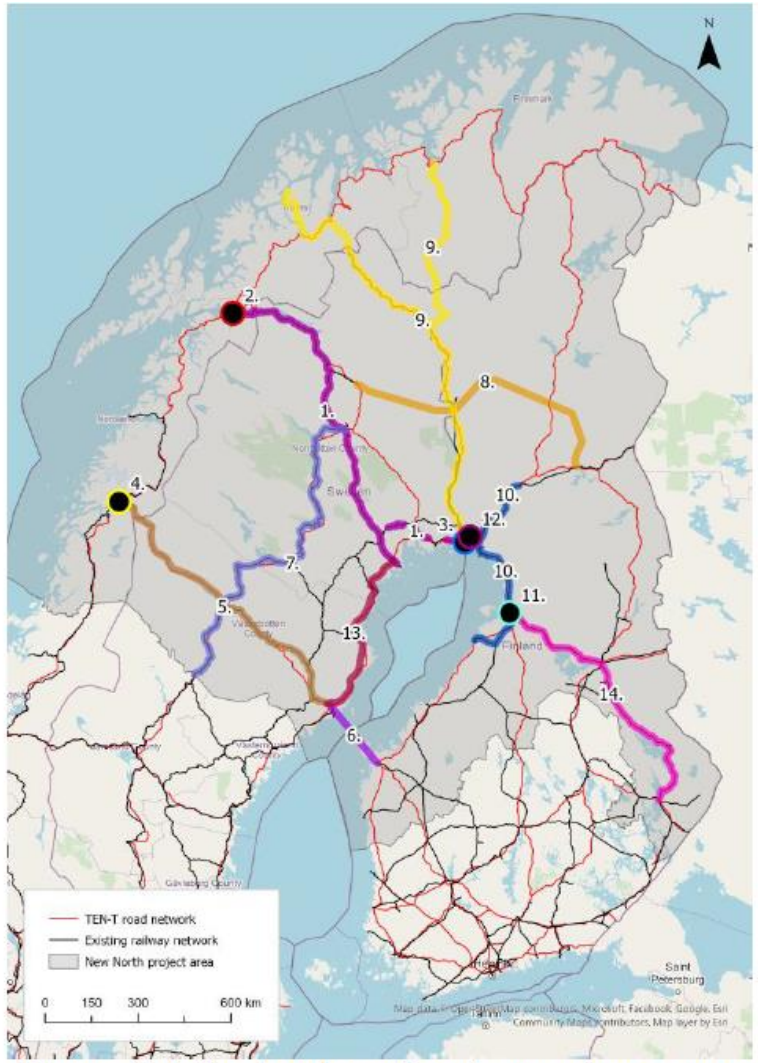

Figure 4. Infrastructure development measures examined in the study.

NEW NORTH

Planning
Construction
Proposed transport and logistics services in operation

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Corridor	Timeline	0-5 y	5-10 y	Over 10 y
1. Malmbanan-Ofotbanen	Small capacity improvements in Malmbanan/ Ofotbanen in next five years. Planning of partial double track and triangle track in Boden should be started in next five years			
2. Narvik Port	There is no funding for further development of Narvik terminal, terminal North and bulk terminal.			
3. Haparanda-Tornio terminals, track gauge and regular rail traffic	Regular passenger traffic in 2026. Detailed planning of European track gauge Tornio-Kemi starting in 2026, construction in five to ten years. Planning and construction of the expansion of Tornio transfer loading area in the same timeline.			
4. Mo i Rana port	The completion of deeper fairway outside Toranes Terminal and the deepwater quay at Langneset is scheduled for 2026. Development of intermodal loading bay facilities has not moved forward.			
5. Mo i Rana –Storuman – Umeå rail connection	Detailed planning of Storuman-Umeå electrification should be started in next five years. Preplanning of Mo I Rana-Storuman rail connection in five to ten years.			
6. Umeå-Vaasa shipping capacity and fixed transport link	Shipping capacity improvements to be considered in next few years. Next planning phases of fixed connection should be decided in next five years.			
7. Inlandsbanan	No decisions about improvements, keeping the track in operational condition in first phase.			
8. Kemijärvi-Sodankylä-Kolari-Svappavaara	No decisions about improvements. Priority will be given to improving the road section between Sodankylä and Kittilä followed by section between Kittilä and Kolari. Kt 80 Sodankylä-Kittilä-Kolari-preplanning is starting. Any potential railway investment would be implemented at a later phase, subject to a seperate decision. Regional development affects project implementation, and mining investments increase the likelihood of future railway projects.			
9. E8 Tornio-Kilpisjärvi-Tromsø and E45 to Alta	Estimated implementation timeline two to five years. Construction of Ailakkalahti-Kilpisjärvi section was completed at the end of 2025. Palojoensuu-Jatuni is under construction, completion in 2028. Planning of Ropinsalmi-Ailakkalahti is starting. The contractor for E45 Klofta has been selected for the construction of a new road and preparatory work.			
10. Haparanda-Oulu-Raahe and Laurila-Rovaniemi	Implementation of Oulu-Liminka double track is likely to begin in the end of 2026. European track Tornio-Kemi-Oulu, planning in one to five years, construction Tornio-Kemi in five to ten years			
11.-12. Transfer loading areas	Oulu: Operational by 2030 (within five years). Tornio: Operational by 2035 (within ten years), will be planned in Tornio-Kemi-project (10).			
13. Norrbotniabanan	Under construction to Skellefteå. The goal is to have the section open for traffic in 2032. Planning between Skellefteå and Luleå is underway. Construction is possible to start in 2032.			
14. Oulu-Kontiomäki-Joensuu	Functionality and capacity improvements between Joensuu and Nurmes, electrification of Vuokatti-Kontiomäki. If the Digirail-project is implemented, capacity is expected to improve, but this will take at least 10-15 years.			

ELECTRIC AVIATION

A SHARED PATH FOR THE NORTHERN NORDICS

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Common vision

In the northern Nordics, aviation secures accessibility, cohesion, and opportunities. Electric aviation technologies offer a chance to align essential air connectivity with climate ambitions and continued development.

We aim to take an active role in guiding how sustainable aviation develops and is applied in our context, ensuring that the northern Nordics become a place where new aviation solutions are integrated in ways that reinforce regional wellbeing and competitiveness.

18.5.2026

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ELECTRIC AVIATION

A SHARED PATH FOR THE NORTHERN NORDICS

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Learnings

Technology development and possible benefits

- Getting electric aircraft to market has taken longer time than initially expected but the development is underway and will happen given enough time. Being an early mover can have advantages.
- Adoption of electric aviation can offer one or more of the following; climate benefit through transition of existing routes, increased accessibility through stimulating new routes and regional branding by being an early adopter or contributor, e.g. by any of the above or establishing a testing arena.

Regional conditions and suitability

- The first generation of electric aviation will only be competitive where ground-based transport options are very sparse or non-existing. Longer trips will not be able to compete due to stopovers.
- Characterized by natural barriers with seas and mountains, as well as access to green energy, the region is uniquely positioned for early implementation.

Economic realities and demand

- Technical capabilities are only one side of the equation. On the demand side practically no regional air route in the region could survive without governmental subsidies – with few exceptions. One such exception is the route Umeå-Vaasa that in earlier studies have shown commercial potential, supported by the fact that it has come and gone historically and that it will become part of a route to and from Helsinki reestablished by spring 2026.
- Cross-border procurement of air routes is non-existent in the region – all are national. The regional cross-border routes that do exist or have existed tend to be rooted in long-standing and deeply integrated connections between people and businesses.
- State-owned airport operators remain reserved regarding infrastructural adaptations until clear technological pathways and sustained demand are confirmed.

18.5.2026

State-owned airport operators are reluctant

- For airport operators to initiate large-scale preparations:
  - ✓ demonstrable technological progress and readiness from airlines and aircraft manufacturers.
  - ✓ established technical and safety standards.
  - ✓ clear and sustained demand from the market.
- Belief that it will take considerable time.
- There are no compilation of expected requirements.
- **State airport operators won't be early movers.**

Example of charging/refueling

- 1st generation CTOL BE – 300-1000 kWh.
- Similar turn-around as conventional small aircraft in short-haul operation (30 min).
- Requires 1-2 MW chargers – scales with multiple simultaneous aircraft.

- 80-seater hydrogen turboprop – 600 kg (gas) or 8400 liters (liquid).
- Gas fuel rate low (160 min) – need to be increased.
- Liquid would need to be 282 liters/min – currently no accepted fueling protocol.

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Completed Reports

WP 1: Seamless freight transports chains of the future

https://www.lapinliitto.fi/wp-content/uploads/2025/06/Rapport-NEW-NORTH_WP1_-Market_Final-April-2025.pdf

WP 2: Security of supply and co-operation

https://www.lapinliitto.fi/wp-content/uploads/2025/09/NN_WP2_Final_20250828-1.pdf

WP 3: Electric aviation

https://www.lapinliitto.fi/wp-content/uploads/2025/10/Technical-review-Development-of-electric-aircraft-capabilities-New-North-WP3-report-1.pdf

https://www.lapinliitto.fi/wp-content/uploads/2025/10/System-analysis-of-sustainable-avitation-in-the-New-North-region-New-North-WP3-report-2.pdf

https://www.lapinliitto.fi/wp-content/uploads/2025/10/Airport-readiness-for-electric-aviation-in-the-New-North-New-North-WP3-report-3.pdf

WP 4: Green transport corridors

https://www.lapinliitto.fi/wp-content/uploads/2024/10/New_North_WP4_Rail_Freight_Report_1.pdf

https://www.lapinliitto.fi/wp-content/uploads/2025/06/NN-report-2025-05-27.pdf

Final Seminar

27.-28.5. Rovaniemi

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