

SEArica & The Maritime Dimension of the TEN-T

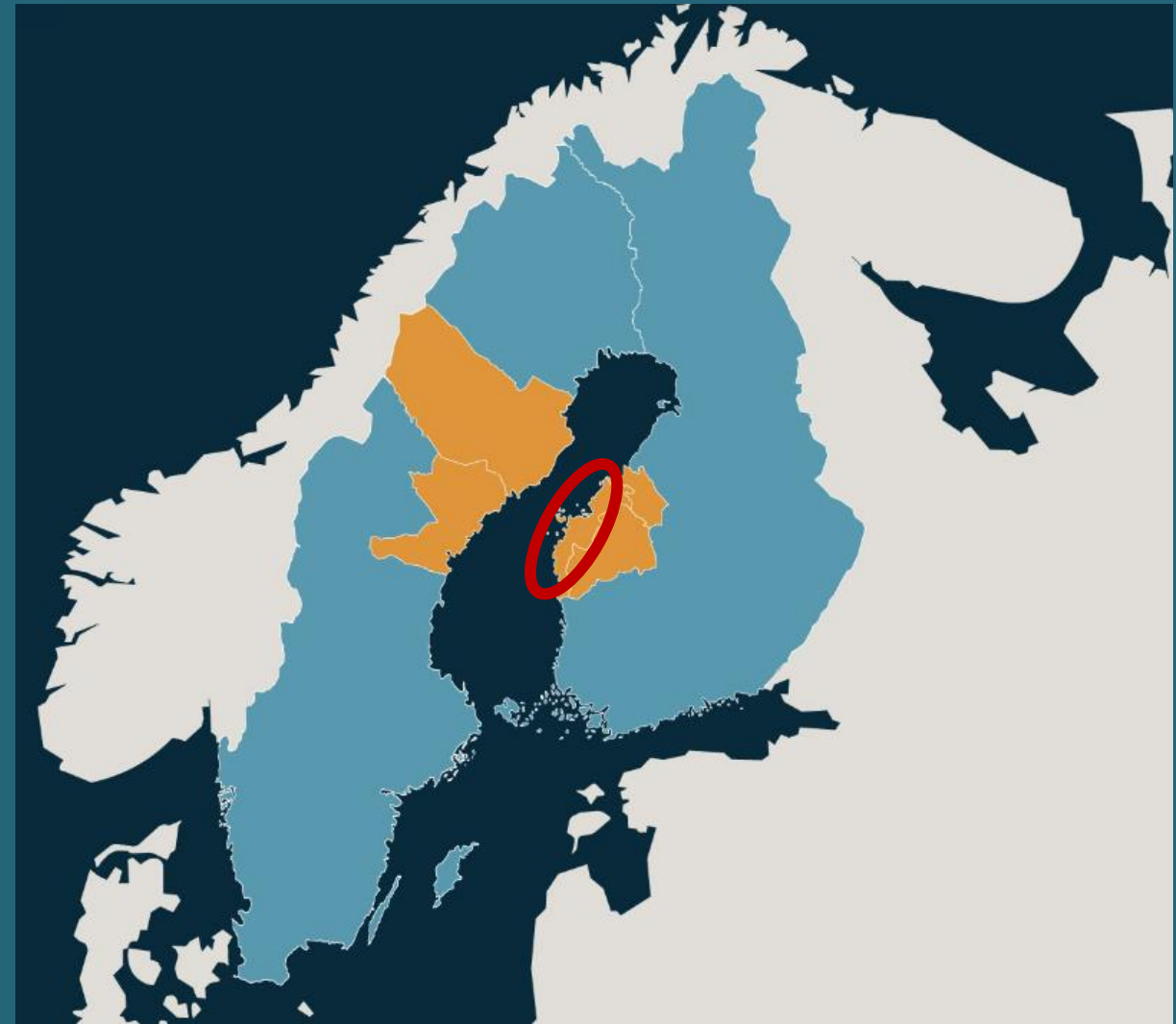
Regional Council of Ostrobothnia in co-operation with CPMR & Baltic Sea Commission
Regional Mayor Mats Brandt, September 8th 2022



Österbottens förbund
Pohjanmaan liitto

Introduction

- › Who am I
 - › Mr. Mats Brandt, Regional Mayor, Dr Administrative Sciences
- › The Region of **Ostrobothnia**
 - › 176 000 inhabitants, a multilingual region with 14 municipalities
 - › One of Finland's most export oriented regions
 - › *Exports ~21000 €/capita and export rate of manufacturing industries 68 %*
 - › Very R&D intensive
 - › *3,3 % of regional GDP goes to R&D, 80 % ~230 million €/year is Business driven*
 - › Strong focus on energy technology
 - › ***The energy cluster in Vaasa region*** comprises 160 companies; an annual turnover of 5 billion €, out of which 80 % is exports; 12000 employees
 - › *Multinationals such as Wärtsilä, ABB, Danfoss, Hitachi Energy, etc*
- › Two of our ports that have been included in TEN-T are now omitted from the Commission's proposal
 - › Jakobstad–Pietarsaari and Kaskinen–Kaskö
- › Our expectation was in fact to add Vaasa
 - › the Finnish part of the **joint port Kvarkenports** (where the part in Umeå on the Swedish side of the border is already included in the TEN-T)



Ostrobothnia is a NUTS3 region in Finland with a long history of cross border co-operation over the Gulf of Bothnia with the Nordics. The Kvarken region is a European Grouping for Territorial Co-operation since 2021.

The blue economy meets the green transition

- The marine industry needs to go through a massive decarbonization transformation during coming years and decades
- Sea transportation is the most environmentally friendly way to transport goods today and also in the future
- Port infrastructure and network development are essential and should support overall economical, innovation and environmental investments and targets
 - *An important improvement to the maritime dimension of the TEN-T is the possibility of 2 ports from the comprehensive network to develop CEF projects.*
- Must also take into account value added in total ecosystem and high tech import/export and not only focus on tonnage
- Sea transportation with ice class vessels during winter ice conditions must be taken into account
 - *The ice period in the Bay of Bothnia lasts around 100-200 days per year; ice thickness varies from 30 cm to 70 cm or even more.*
 - *Bay of Bothnia and the arctic areas are in middle of an investment boom and are providing a growing number of essential raw materials*
 - *Arctic maritime operations is not only important to Nordic areas but also our partners in the Central Europe with whom we are building resilient and efficient logistics chains.*



Aurora Botnia is the most environmentally friendly RoPax ferry and [Wasaline](#) is the northernmost year-round ferry line (Vaasa-Umeå) in the world, in a region where we have ice winters every year. The ferry is also an [R&D –collaboration for sustainable maritime fuels and technology with among others Wärtsilä.](#)

Views on behalf of Ostrobothnia

- We stress the views of the [Finnish government stated on Februari 17th 2022](#):
 - Further preparations should take into account the special characteristics in Finland that arise from
 - low traffic volumes, long distances, maritime winter conditions, and low population density.
 - For a country like Finland, ports and other export infrastructure are of utmost importance. It is essential that
 - the **current comprehensive network ports retain their status**
 - that the core network and comprehensive network should be expanded rather than reduced.
- The Finnish Parliament has in addition stressed
 - the need to ensure **security of supply and security preparedness**
(note: about 80 percent of the Finnish foreign trade takes place by sea)
- The security developments in the world further underline **the need for a more strategic approach of the TEN-T** (and not a focus on statistics)
 - The network **must remain as stable as possible and ensure a sufficient level of legal certainty for parties involved.**
 - **Where the established quantitative thresholds are no longer met, the Commission, shall take into account qualitative indicators and any cyclical factors which may explain the decline in infrastructure traffic before excluding the infrastructure from the network**
- We welcome the support of [Baltic Sea Commission \(Position Paper March 2022\)](#):
 - All maritime ports that are currently part of the TEN-T should remain in the new version of the Regulation: the ports of Pietarsaari and Kaskinen in Finland should be reintegrated into the network.
 - The port and the railway of Vaasa should become part of the comprehensive network. These new parts of the transport network should be considered as a complementary connection of the North Sea - Baltic and Scandinavian – Mediterranean core corridors. The port and railway of Vaasa fulfil and make the transport network a functional entity which unites different parts of Northern Europe strengthening the energy and battery industry based economic area.
- **We also fully endorse the views of [CPMR \(policy position of June 2022\)](#)**

Thank you!
Tack! Kiitos!

Mats Brandt

Regional Mayor

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The lighthouse from 1846 at Norrskär – an island part of the Unesco world heritage site Kvarken Archipelago