

Strengthened collaboration through a joint long-term vision



E12 Atlantica Transport:

Strengthened collaboration through a joint long-term vision

The E12 Atlantica Transport cross-border project crossed the finishing line. The final report has been compiled, and the main part of the project activities were presented at the final conference in Vaasa 14–15 March 2018.

E12 Atlantica Transport is an Interreg project financed by the Botnia Atlantica programme. The project has created tools for future collaboration on transport and infrastructure development.

The purpose of the project was to remove boundaries, strengthen collaboration, and develop the E12 East-West transportation route, running from Ostrobothnia in Finland, through Västerbotten in Sweden, on to Nordland on the Atlantic coast in Norway.

The project was part of one of the most sophisticated cross-border collaborations in the Nordic countries. The project has promoted the productive cooperation between

the three countries, and we have many fine results to present. We present a joint vision and goals, and a description of how to reach them together. In addition, many interesting cases have been conducted in cooperation with the business and other sectors.

E12 Atlantica Transport contributes to creating the prerequisites for a thriving and attractive region.

In this brochure you can read more about the different activities that took place between 1 January 2016 and 31 May 2018.

A border-free transport system for everyone from East to West!

Kind regards
The Project Managers
Andreas, Pekka and Kristin

For more information, please visit:
kvarken.org

E12 Atlantica Transport contact persons

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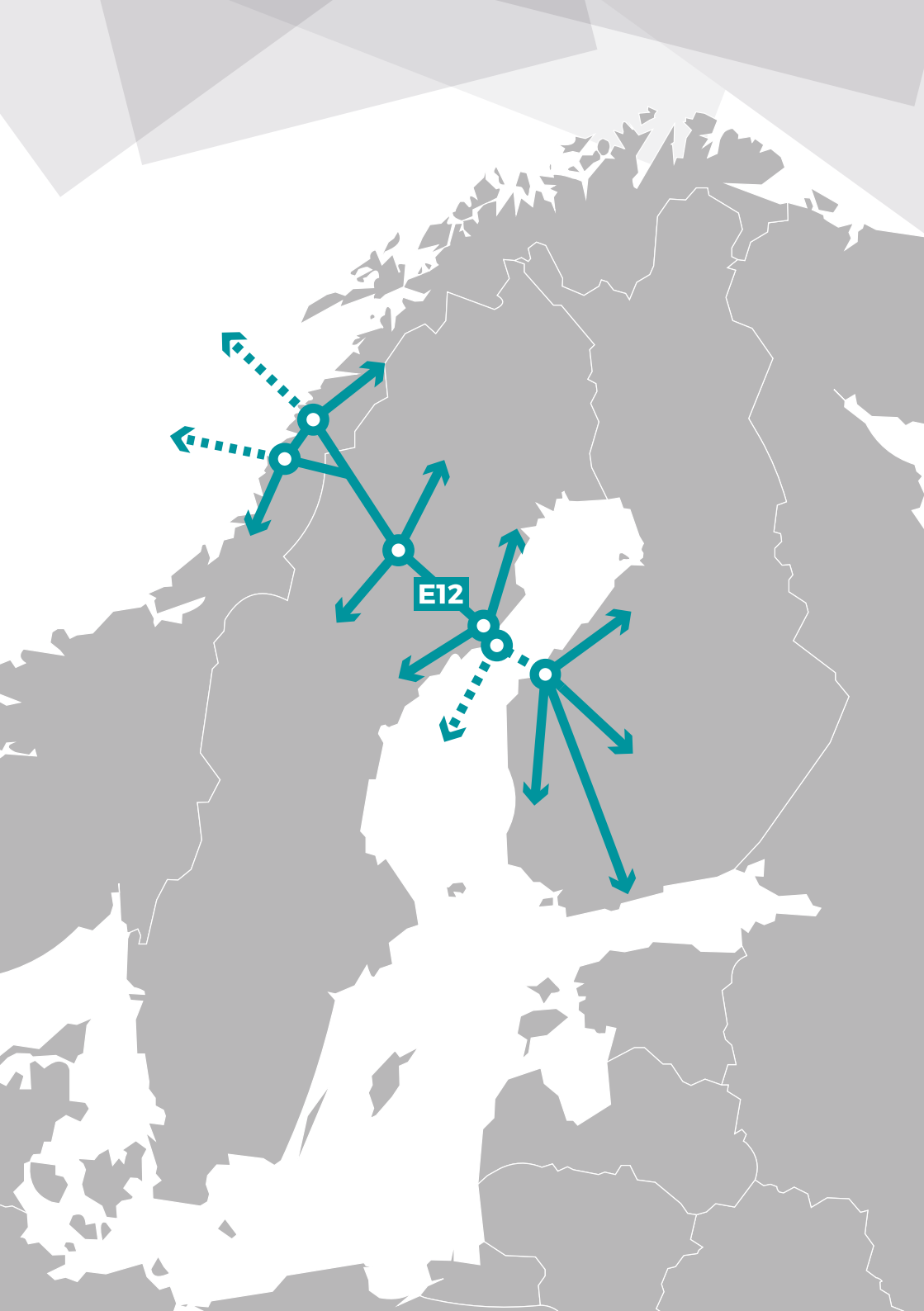
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E12 Atlantica Transport system analysis

The E12 Atlantica Transport system analysis was one of the first measures taken within the project. The analysis was comprehensive and conducted in 2016 and 2017. It is a cornerstone for future studies of E12 Atlantica Transport.

The system analysis is a very early planning phase that aims at describing regional development, and the way that infrastructure and the transport system should be developed in order to support that.

The system analysis consisted of five main phases:

- A description of the current situation
- Defining goals
- Route and node analysis
- Limitation analysis
- Dialogue.

Results: A knowledge base, an early stage planning base for joint priorities

The system analysis increases the knowledge and provides a joint base of priorities in developing the regional transport system. By defining goals for the transport system and selecting actions that guide us towards these goals, we achieve a systematic approach that can be followed up by means of strategic indi-

cators. This way, the system analysis is a prerequisite for developing a cross-border traffic strategy, which aims at describing how the transport system must be developed in order to live up to the partnership's vision on social development.

A tool for the future!

The complete system analysis material, the report and an interactive map, will make a crucial starting point for data acquisition and planning for many years to come. There is also a lot of process experience that needs to be processed. The material is one of a kind, and there are many areas where the extensive material can be implemented. Issues such as the geographic limitations of the system analysis and the need for unified cross-border statistics are other areas where a need for improvement has been noted.

A big challenge for the partnership is the nationally oriented transport system, mainly the railway and airlines, as well as the nationally focused planning system.

The infrastructure is national and oriented in a North-South direction, which makes sense from a national perspective, but hinders the development of East-West communications.

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Vision: A border-free transport system for everyone from East to West

Portal goal: Strengthening the growth and competitiveness of the E12 region

Portal goal: Climate neutral transports in the region by 2014

Transport and infrastructure development

Cross-border infrastructure planning

Social sustainability

Goals

Goals

Goals

Actions

Actions

Actions

Traffic strategy of the E12 region

A border-free transport system for everyone from East to West. This is the vision of the partnership for developing the transport system by 2040.

The purpose of the strategy is to create joint priorities on how to develop the regional transport system in the short and long term. The strategy also makes the E12 region more competitive when applying for national and international funds.

The development of industry and business requires efficient transport routes for both goods and people. Therefore, it is important to keep the E12 region well connected with the environment. The transport infrastructure in the region is relatively advanced, but it has its limitations.

The operators in the E12 region are more forward-looking and have stronger ambitions compared to national organisations in Norway, Sweden and Finland. There is a potential for increased commerce towards the East along the New Silk Road and the Northeast Passage. This generates an increased demand for East-West

transports and thus for investments in new and improved infrastructure.

Joint priorities

With the help of a clear, joint vision, goals for the future and a joint view on strategic investments and actions, we create the prerequisites for a dialogue and negotiations with the authorities in the three countries.

The traffic strategy includes three areas of collaboration: transport and infrastructure development, cross-border infrastructure planning and social sustainability. The strategy presents the prioritized goals and actions in each area.

Implementation and follow-up

The traffic strategy is the property of the Kvarken Council, MidtSkandia and the Blue Highway. The implementation can begin once a decision has been made by these three organisations. The results of the strategy will be continuously followed up by means of different indicators.

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How investments in infrastructure can contribute to a sound society

The aim of the subproject was to increase the awareness on how equality and social sustainability can be integrated in infrastructure investments to achieve desired effects.

During the duration of the project, several seminars and workshops were held to increase the knowledge on how equality and social sustainability can be related to infrastructure investments. A research day was arranged to discuss issues related to commuting, an expanding employment market region, and equality integration in transport planning.

Research day

At the research day, Lena Levin from VTI, the Swedish National Road and Transport Research Institute, discussed gender neutral transportation, available to all. By focusing on social sustainability, we can comprehend the transport system better and see technology as an asset for enhancing availability and power.

Jonas Westin, University of Umeå, pointed out that it became easier to travel during the 1950s–1980s, especially by car. Instead of walking to the local shops, people started travelling into the city centres. The importance of

infrastructure is that it redistributes assets. Being close to a major city or having good communications may affect small villages negatively.

Erika Sandow, University of Umeå, presented her research on how long-distance commuting affects the stress levels of people. Among heteronormative couples, long-distance commuting means that one person, usually the man, spends more time commuting, and less time with his family. The partner of the commuter, usually the woman, then has to bear the responsibility for the household, especially with children, which might force her to work less outside the home.

Results

The result of the subproject is implementing social sustainability as a special area of collaboration in the traffic strategy. According to the strategy, growth and competitiveness must be viewed from an equality perspective, which requires gendered statistics and analysing the gendered landscape of the route (a method developed by the municipality of Umeå), i.e. data on employment, economy, education, and family matters.

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Equality strategist | Comprehensive planning

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On-going evaluation

An on-going research assignment follows up and analyses processes with emphasis on contributing to process and project management while the project is still underway. The role of the researcher is therefore largely to act as a sounding board and to arrange seminars with participants from the processes studied. This way the researcher helps the team reflect on the processes and develop competence related to relevant research.

When the researchers are present during the entire process, they are able to observe, do interviews and strike up informal conversations with both the participants and project/process management.

The on-going research assignment on developing a joint traffic strategy consists of participating in project meetings, reports on observations and analyses to project management, as well as being a continuous support to the project management. Finally, the work is documented in a written report based on comprehensive research on strategic network cooperation and the organisation in order to facilitate the development of a joint vision, new structures, and innovative solutions.

The on-going research and model development is based on significant factors identified within network research. The analysis

model is based on the complex process of networking on the development of a joint traffic strategy. This process has been influenced by several external and internal factors. Structural factors, such as the composition of the group, financial resources, human and social resources, are central to the model, as are the roles and qualities of the project and process management when shaping and governing the process. The choice of forms of meeting, documentation and scheduling were identified as important factors in the process, as well as the influence they had on the participants' commitment to the process.

The model and the process show the connection between how the participants' commitment influenced the process, results and prerequisites for future cooperation. The model summarizes and analyses the collaboration process and relevant research, and can thus be used as a methodical support in other complex collaboration projects.

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Dialogue on cross-border planning of infrastructure

Background and purpose

The current collaboration between national traffic authorities in the Nordic countries is limited and runs the risk of creating or strengthening boundaries all over Europe. This applies to investments, but also to operation and maintenance. Infrastructural objects in border regions are also risking being continually down-prioritized in national decision-making processes. This is why the national planning and decision-making processes must be made transparent, analysed and documented, and the results communicated.

Do national infrastructure planning processes form a boundary?

Together with the E12 Atlantica BA3NET sister project, E12 Atlantica Transport has compiled a dialogue material which has been communicated to the national transport authorities in Norway, Sweden and Finland. This material is based on reports describing and assessing the national planning systems and infrastructure priorities from a cross-border perspective. In reality, the differences between the countries are small. Both Norway and Sweden for instance have continuous national transport plans for 12-year periods, the current period being 2018–2029. Finland is also considering implementing a similar model.

A key factor turns out to be financial solutions. Today, the planning base is insufficient, there are no alternative funds, nor cross-border arenas for discussion and negotiation. A clarified mission for the Nordic transport authorities is required to enable sufficient funds for planning and investments on a Nordic scale.

Towards cross-boundary infrastructure planning!

The knowledge gained from the subproject has been communicated to the national transport authorities, for the first time creating a unified opinion on the situation and the need to remedy the weak links in the current national structures. There is now a strong willingness to take concrete measures towards a cross-border oriented approach, thereby achieving more efficient infrastructure planning and investment.

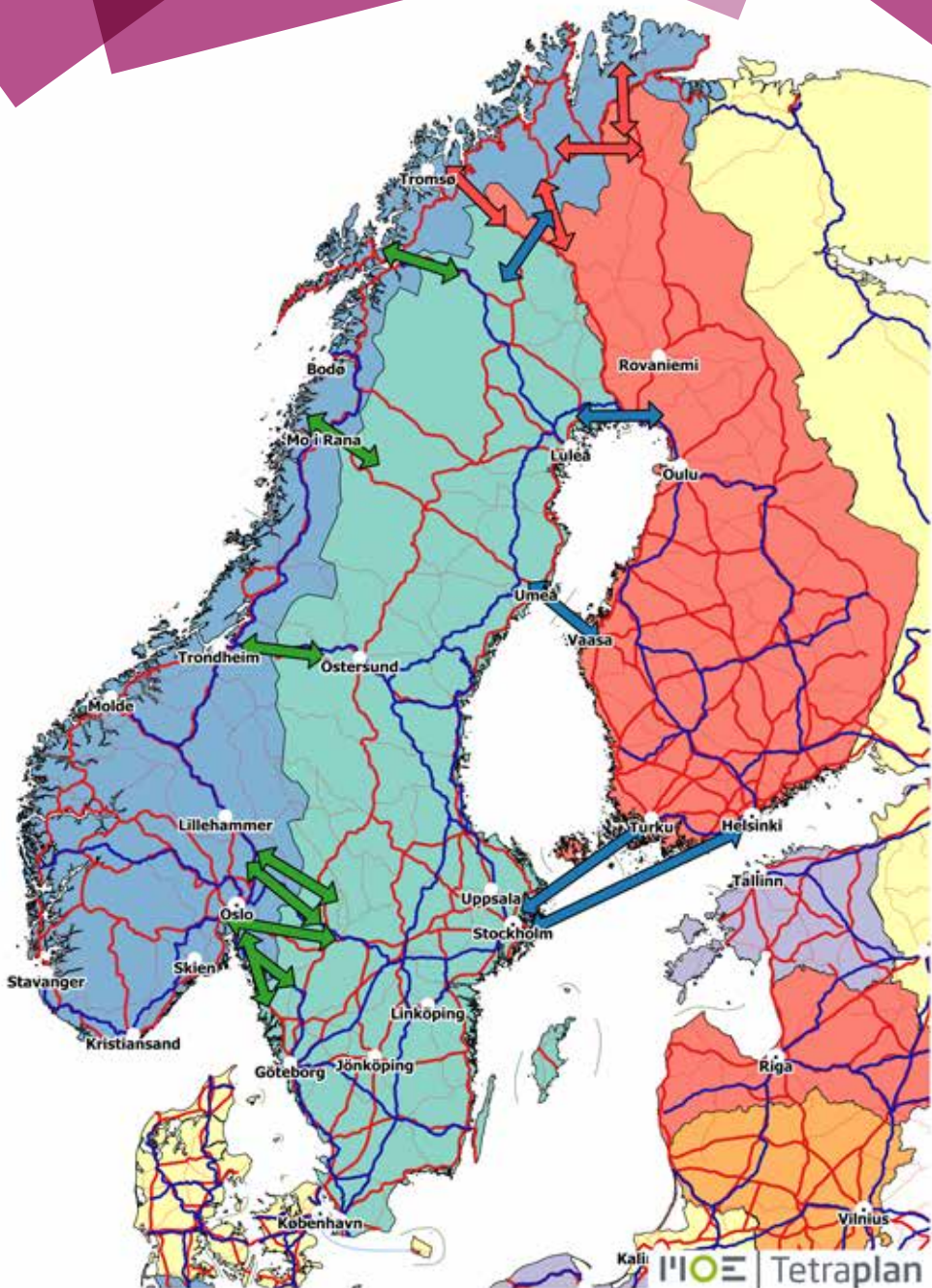
E12 Atlantica Transport in cooperation with E12 Atlantica BA3NET and the three universities of the BA region: University of Umeå, Vaasa and Nord

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Calculation models for cross-border transport projects in the Nordic countries

Conducted by the E12 Atlantica BA3NET sister project of E12 Atlantica Transport

This subproject investigates and analyses the possibilities for socio-economic and decision-making bases for infrastructure planning of cross-border transport projects in the Botnia Atlantica region. The subproject is conducted in cooperation with the traffic authorities and research environments concerned.

National focus

All three countries have their own guidelines for how socio-economic analyses of national transport system investments are to be conducted. The calculations are similarly constructed and based on similar values. The methods and models all have a strong focus on national transports and are thus not suitable for analysing how the effects of investments are divided between the countries. Therefore, these methods struggle with evaluating and balancing the effects of cross-border transport projects in comparison with national transport projects. Dif-

ferences in calculation methods also make direct comparisons and a comprehensive ranking of cross-border transport projects impossible.

Results

The subproject emphasizes the importance of Nordic guidelines and methods for planning and evaluating cross-border transport projects. The subproject also creates bases for continued development of national calculation models and methods in order to improve the investment analyses and evaluation of cross-border transport projects.

Conducted by the E12 Atlantica BA3NET project

University of Umeå

Centre of Regional science
(CERUM)



E12 – border-free collaboration

The partnership's vision for regional development

Based on a common history and a long cooperation we are creating new possibilities and an innovative region spanning three countries. We collaborate for growth, prosperity and quality of life in our region, so that everyone will feel at home.

Through cross-border collaboration, we place the region on the map, nationally and internationally. The E12 transport corridor connects the region, enabling cutting-edge business, tourism, education and healthcare. We provide endless possibilities – in the city and the countryside, at sea and in our arctic hills.

EGTC

The European Grouping of Territorial Cooperation (EGTC) is a firm framework for cooperation through an accomplished concept. This long-term collaboration model is a statutory organisation, providing plenty of options for action. Therefore, the cooperation is less dependent on a few strong-minded, active persons in the region itself.

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Greens across the Kvarken strait

During the subproject, farmers and producers in Ostrobothnia and Västerbotten have been contacted. The aim was for the producers to gain better insight into each other's needs and operations, and then for everyone to implement and develop these insights to gain their own practices. A cornerstone of the cooperation was to make the operations grow and/or become more productive thanks to a more efficient exchange of contacts and products.

Results of the subproject

Last year, the commerce of Grönsaksfabriken in Ostrobothnia increased significantly, a trend which is on-going. Today, 100% of certain produce is imported from Ostrobothnia, and many of our customers are interested in our processed selection. We have decided to work closely with a partner in Finland to further promote our exchange of contacts and products.

Our next step is to develop the transports, since more frequent transports is likely to also increase the volumes transported. To achieve functional and competitive fresh produce commerce, a regular and relatively frequent flow of goods is imperative.



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Sustainable logistics

Maxmoduler Produktion AB is a company that manufactures sheds and modules in Lycksele, Sweden. Today, the company has 70 employees, and produces some 1150 sheds a year. Maxmoduler in Lycksele currently transports all modules and sheds by road, but wanted to test drive a shipment of sheds from Lycksele to customers in Stockholm and Gothenburg by railway. The subproject started in November–December 2016.

Purpose

The purpose of the subproject was to find sustainable logistic solutions to transport the end-product of the company in a more environmental friendly manner from the E12 Atlantica region to customers in Stockholm and Gothenburg with surrounding areas.

The pilot subproject lasted 6 months including preplanning and two railway transports in spring 2017.

Results

The results were encouraging, but to achieve a long-term solution, an agreement should be signed with an established railway carrier for a longer period, so that railroad cars can

be ordered and added to regular schedules. The test shows that the difference in transportation costs between Stockholm and Gothenburg is only 25%, while the distance is considerably longer. The longer the distance, the more cost-efficient the transports.

The railway sector is rather cohesive. Becoming part of the system and purchasing transports is not done overnight. There is therefore a great risk that potential customers give up and go back to road transports before the solution is ready.

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Digital Transport Management System (TMS)



TMS is a transport management system especially designed for time and business critical, high-value transports.

The system is used to track goods, for photo verification and predictive alerts during all stages of transport, improving reliability and preparedness.

The system tracks the status and transport stage of individual products. Proactive alerts are used to keep all players up-to-date. The system can track pallets, trailers, crates or individual products. A big advantage compared to traditional systems is that all players concerned can access the data, not just the carrier.

The system is cloud-based and in the field, smart phones are used to track goods. The photo verification of the status of the goods can be requested during all stages of transport. Should the transport be delayed or the goods damaged, the details are available to the sender, the recipient, and the carrier. Automatic alerts are sent by e-mail or text message to predefined recipients.

Results of the subproject

The subproject has conducted a pilot study including two transports containing combined cross-border transport (truck and ferry). The players involved were happy with the result and recognised the advantages of the system.

Flexibility

The solution can be integrated with existing systems, so that it is easier to receive data from the sender, and to log data on the goods, for instance in the storage management system of the recipient.

Tracking and photo verification make it easier to manage damaged transports, and since the system also manages reclamations, the entire transport lifecycle is covered.

The system can also be used to stop counterfeit, fake or stolen goods from coming into circulation. Anti-fake and illicit trade is estimated at a cost of BEUR 3000, i.e. the same cost as for the actual logistics.

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Transports from Mo i Rana to Umeå with reloading in Storuman

The E12 is operated daily by a large number of long-distance trailer transports. Some of these transports consist of uniform goods transported on a more or less regular basis. The purpose of “Case Storuman” of the E12 Atlantica project is to create an attractive mode of transport combining truck and railway. The reloading terminal in Storuman plays a central part in this transport system, enabling utilization of the multimodal capacity and potential of the system.

During the period of the subproject, three meetings were held with different interested parties: the first meeting at Umeå Energi, the second in Storuman and, finally, a third meeting with interested parties in Mo i Rana and Mosjøen.

Results

The subproject resulted in a base for future discussion and an estimated comparison of the costs. A platform has also been created for the different interested parties to meet. A few

instances were noted where further discussion on business cooperation has been held as a direct result of the subproject. In addition, further volumes suitable for the transport mode have been identified.

Future prospects

The results of “Case Storuman” form a valuable base for further cooperation. The team agreed that the goals of the subproject are of interest and realistic. The railway infrastructure is gradually developed, and so are the modes of transport on offer. Many new infrastructure investments are being planned along the E12 route, all affecting the possibilities of the subproject to some extent. Among these are a new ferry across the Kvarken strait, including investments in the ports on both sides, the railway electrification of Tvärbanan Hällnäs-Storuman as well as the expansion of the Norrbotniabanen with a railway terminal at Dåva waste management centre.

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High-speed railway connection from Saint Petersburg via Helsinki to Tampere and Vaasa / the Kvarken region (the so-called Allegro line)

In cooperation with City of Tampere, E12 Atlantica Transport has conducted a survey of a high-speed railway connection (an extension of the so-called Allegro line) from Saint Petersburg via Helsinki to Vasa. The survey gives some concrete suggestions on how to develop the Russian connections, shows the potential the E12 region has to offer a high-speed railway connection and the effects this might have on the E12 region and the route's Russian connections.

The results of the survey

According to the survey, there is a demand for a high-speed, direct railway connection to Saint Petersburg both among Russian and Finnish passengers. The survey has been completed and the final result is analysed in spring 2018.

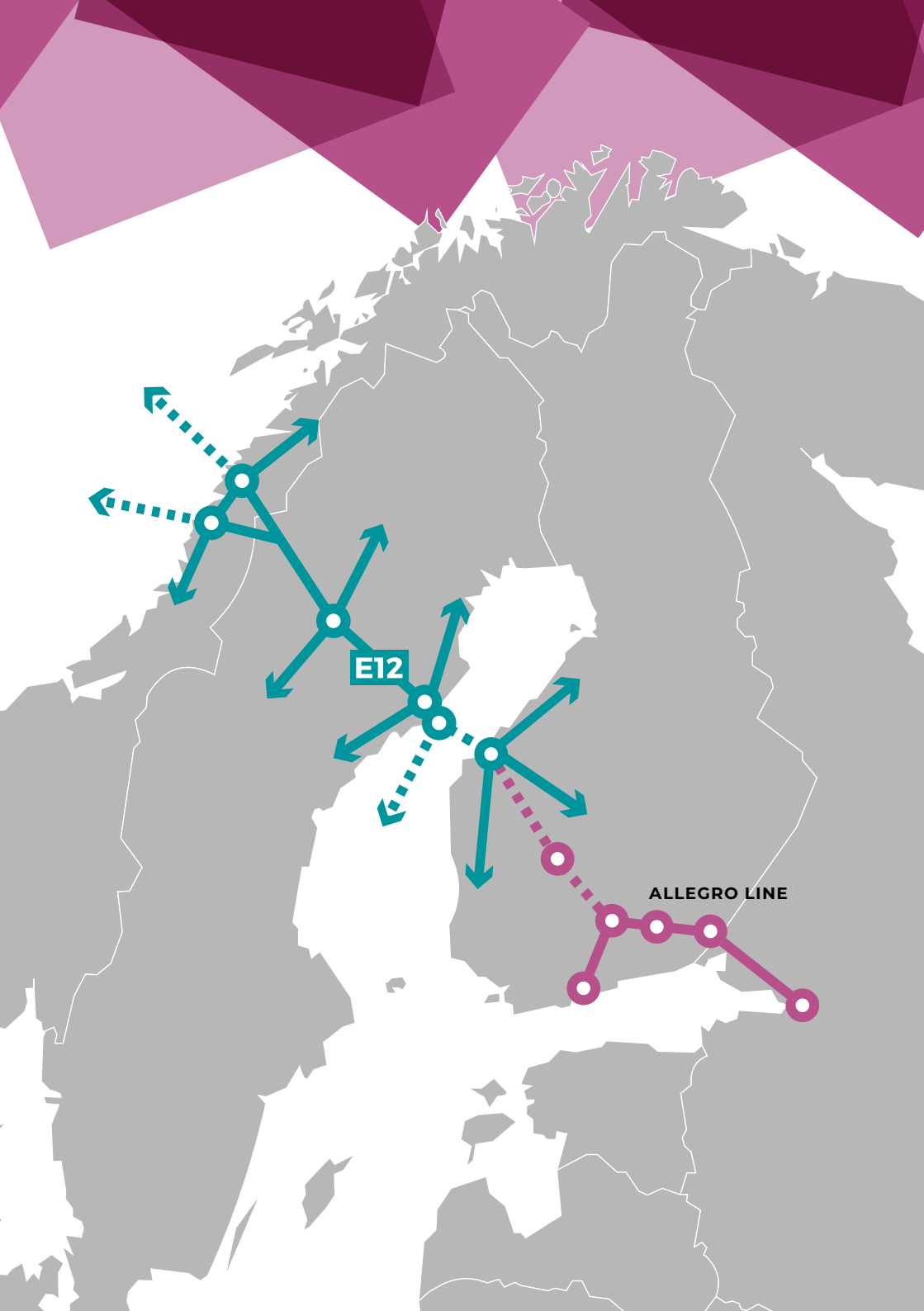
The survey was conducted by Tutkimus- ja Analysointikeskus TAK Oy in cooperation with A-Zeta Consulting.

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E12

ALLEGRO LINE

Profiling

**Energetic
logistics**

**Multimodal
link**

**Route to Nordics
as a service**

"Must haves"

**Road transports and terminal operations
Onsite support functions and services**

Profiling and development plan for the NLC Vaasa logistics site

The Vaasa region logistics site, NLC Vaasa, is located south of Vaasa in the immediate vicinity of the airport and the main road connections.

The aim of the subproject was to update the concept of the NLC Vaasa logistics centre according to the current market situation. The developed concept supports the future marketing, sales and implementation of the logistics site.

The concept connects the logistics site with the international E12 corridor (NLC Corridor). It also takes into consideration cooperation and synergy opportunities, in particular with Kvarken Ports, NLC Umeå, NLC Storuman, and the ports of Mo i Rana and Mosjö.

The subproject also helped to identify the key players and partners for conceptualizing

the site. The future implementation of the site was also planned.

Improved appeal

The success factors of the logistics centre can be evaluated from two perspectives: that of logistic functions or that of the companies choosing where to establish themselves. The logistics site can be made much more attractive by developing its functions, services and brand.

The plans were made in April–August 2016 in cooperation with Ramboll.

The report has been used to conceptualize NLC Vaasa, and has been assigned to the port and terminal team.

The profile consists of three cornerstones and the enabling infrastructure and services.

Vaasa Region Development Company VASEK

Logistics expert

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Cooperation opportunities between North-western Russian companies and Kvarken Ports

Ms Oxana Petrova's Master's Thesis from University of Vaasa studies the opportunities for cooperation between North-western Russian companies and Kvarken Ports, the port company jointly owned by the cities of Umeå and Vaasa. Petrova contacted North-western Russian companies operating mainly within the forest machinery and mechanical engineering industries. She mapped their interest in cooperating with Kvarken Ports and studied how the companies viewed their opportunities of transporting their exports over the Kvarken strait and along the E12 route.

Her thesis revealed that the Vaasa region and its transport alternatives were relatively unknown in North-western Russia, but that there was interest in the transport route and that the route was viewed as competitive.

In addition to studying industries that were interesting in the E12 route, Ms Petrova also compiled a list of valuable contacts in

the companies that she surveyed. Her work is summarized in a list of ten important activities that are designed to increase interest in the E12 route and Kvarken Ports in the Russian market.

The interviews revealed that there are several parties who are interested in further discussing the cooperation opportunities and even visiting Vaasa in order to establish personal contacts.

Ms Petrova presented her Master's Thesis for several actors within the logistics industry, among them Kvarken Ports, NLC Vaasa, Vasek and the Kvarken Council. Her thesis is written within the frame of the Logistics Development Forum Devlog, which e.g. brings promising talents together with the logistics sector. The Kvarken Council and Vasek commissioned the work via the Interreg financed Botnia Atlantica project E12 Atlantica Transport.

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Trade and transfer opportunities between Russia and the Botnia Atlantica region along the E12, with a focus on Kvarken Ports.

www.tritonia.fi/download/gradu/7168

Traffic measurement

The purpose of the subproject is to investigate how traffic measurements are taken along the E12 route, and how the collection of data – in particular across the borders – affects the infrastructure decision-making in Norway, Sweden and Finland. It is of utmost importance to analyse how the needs for easy access related to commuting, transport of goods and tourism can be promoted by means of correct measuring methods from an infrastructure priority perspective.

Contents of the subproject

The assignment entails describing and analysing the traffic flow along the E12 corridor based on traffic measurements from E12 and connected roads. The assignment is summarized in a report including:

- A brief introduction on how traffic measurements have been taken in the national road network in Norway and Sweden, and on the traffic measurements now available (i.e. official statistics).
- An analysis of the traffic measurement methods in Norway and Sweden (realtime measurements versus annual average daily traffic etc.), and how their differences may affect decision-making related to infrastructure planning/priorities.
- An in-depth analysis of how different seasonal variations affect the result of traffic measurements in connection to the chosen method and how the measured value is categorised in the action plan. This section should be based on in-depth statistical analysis and data simulations.



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Action planning E12 Vännäs-Lycksele

Action planning is the first phase an improved transport system. The subproject is based on earlier studies of the entire E12.

So far, one of the two workshops have been arranged. Representatives of the municipalities, the region, public transport, the transport companies, and the villages concerned took part in the workshop.

Focus on traffic safety and accessibility

The meeting participants agreed that one of the main problems is the poor accessibility of the road and some weak points in traffic safety. The road is narrow, has many sharp turns, and runs through several villages where the speed limits are low. There are conflicts between the locals and the needs of the transit traffic. Other problems include that there are no pavements or bicycle paths in the villages, that it is difficult to access the bus stops, that the bus stops are lacking in design, and that travelling by bus takes too long.

There are many 70/90 km/h roads in the region, where the risk for accidents is recognized as greater than on other roads. The traffic safety situation along the E12 has been analysed based on available accident statistics from STRADA (Swedish Traffic Accident

Data Acquisition). STRADA is a data system on damages and accidents in the entire road transport system.

From 2000 to 2017, 184 accidents including personal injury have been reported along the route. Three of these were fatal and 16 serious accidents. The most common type of accident is the single-car accident, which stands for more than half of all accidents. Many drivers have skidded or lost control over their car in the turns or when passing another vehicle.

Results of the subproject

The result of the subproject is a report enlightening the weak points and possible courses of action. The subproject also includes a comprehensive efficacy assessment to assess the socio-economic benefits.

The course of action study will be completed in 2018. The study is expected to become a base for future planning of actions along the road.

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The need for transport of goods in the municipality of Vindeln

The purpose of the subproject is to gather data on volumes of goods to and from companies in the municipality of Vindeln in order to estimate how large volumes and which types of goods that are and could be transported along the E12 route across the Kvarken strait.

The survey includes data on type and value of goods, volumes, mode of transport, transport routes, wherefrom the input is coming, and whereto the finished products are sent.

The data is presented in tables and on maps and summarized in a memo.



Partners

Rototilt, Cranab, Indexator, Hällnäs handelsträdgård, Vimek, Tegsnässkidan, Protab, Bäckströms åkeri, Fahlgrens, Br. Larssons snickeri Åmsele, Bussgods/DHL

The partnership

The E12 Atlantica Transport project is based on cross-border cooperation between parties along the E12 route in Finland, Sweden and Norway.

Partners

Kvarken Council (leadpart, FI), MidtSkandia (NO), Blå Vägen (SE) Region Västerbotten (SE), Regional Council of Ostrobothnia (FI), Nordland fylkeskommune (NO) Vaasa Regional Development Company VASEK (FI), Umeå Municipality (SE), Vännäs Municipality (SE), Vindeln Municipality (SE), Lycksele Municipality (SE), Storuman Municipality (SE), Infrastruktur i Umeå AB INAB (SE), Rana Utviklingsselskap AS (NO), Rana Municipality (NO), Polarsirkelen Lufthavnutvikling (NO), Port of Mo i Rana (NO), Mo Industripark AS (NO), Alstahaug havnevesen KF (NO), Helgeland Havn IKS (NO)



EUROPEAN UNION

Interreg
Botnia-Atlantica

European Regional Development Fund



KVARKENRÅDET
MERENKURKUN
NEUVOSTO

