



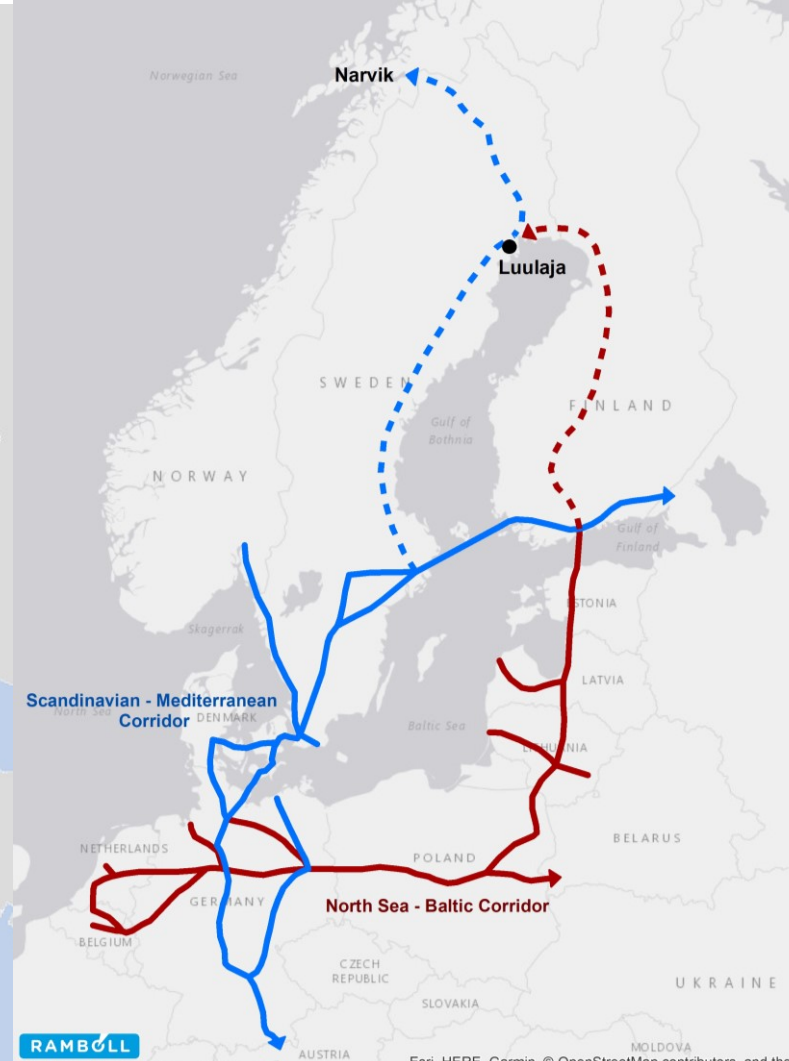
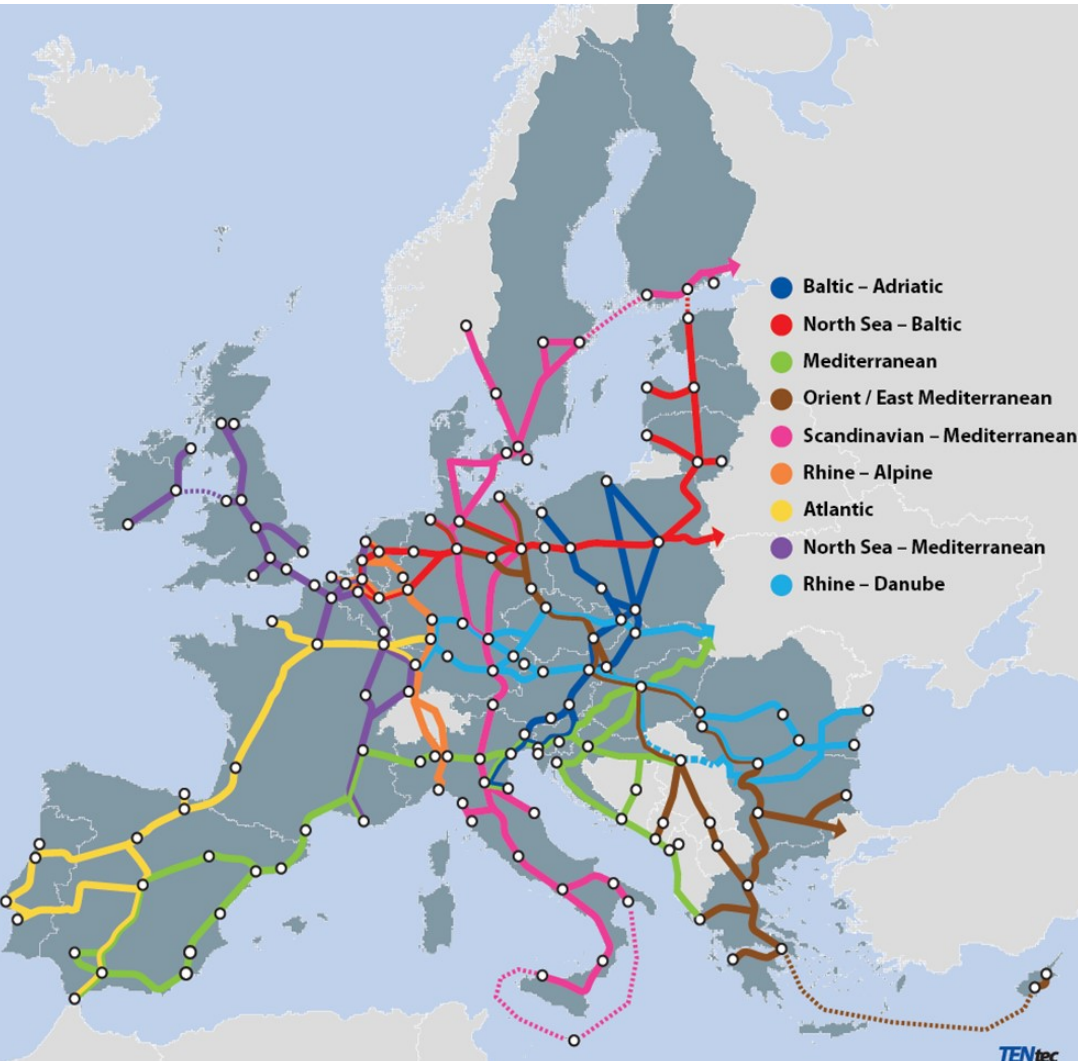
TRAFICOM

Finnish Transport and Communications Agency

Finnish perspective on the TEN-T Core Network Corridors Extension

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TEN-T CORE NETWORK EXTENSION IN FINLAND



- ▶ North Sea–Baltic Corridor from Helsinki to Tornio and further to Luleå
- ▶ Scandinavian–Mediterranean Corridor from Stockholm via Luleå to Narvik and Oulu.

TEN-T Core Network



TEN-T CORE NETWORK IN FINLAND

TEN-T Core Network Includes:

- ▶ Roads E18 Turku–Vaalimaa, Main roads 4 and 29 Helsinki–Tornio–border
- ▶ Track sections Turku–Helsinki–Lahti–Kouvola–Kotka/Vainikkala and Helsinki–Tampere–Oulu–Tornio–border
- ▶ Saimaa inland waterways
- ▶ Airports of Helsinki and Turku
- ▶ Ports of HaminaKotka, Helsingin, Turku and Naantali
- ▶ Kouvola RRT
- ▶ Urban nodes of Helsinki and Turku

TEN-T Core Network Coverage:

- ▶ Core network road and railway network length is approx. 2 460 km
- ▶ Length of Saimaa area deep channel is approx. 780 km

The National Transport System Plan

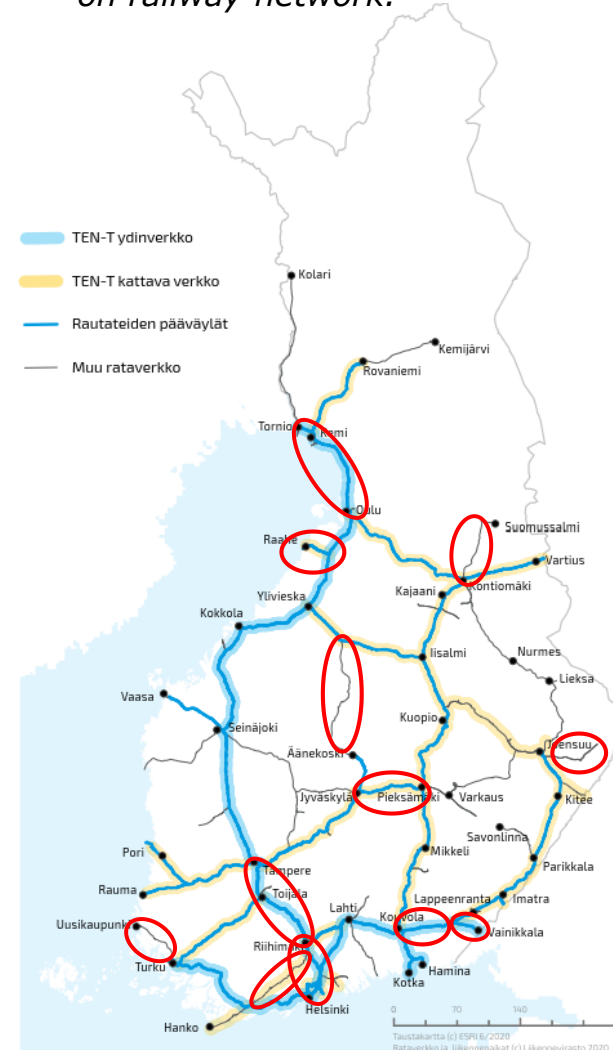
- ▶ The first, **comprehensive, long-term strategic plan** for development of the transport system in Finland.
- ▶ The Plan will cover all transport modes, passenger and goods transport, transport networks, services and support measures for the transport system.
- ▶ The Plan is drawn up for a **period of 12 years** (2021–2032) and will be updated each Government term.
- ▶ The preparations are **guided by a parliamentary steering group**. The decision on the Plan will be made by the Government.
- ▶ **According to the Plan**, the TEN-T Corridors, reform of the TEN-T Guidelines and CEF funding are important and Finland wants to influence and utilise them.
 - ▶ The emphasis is on railways.



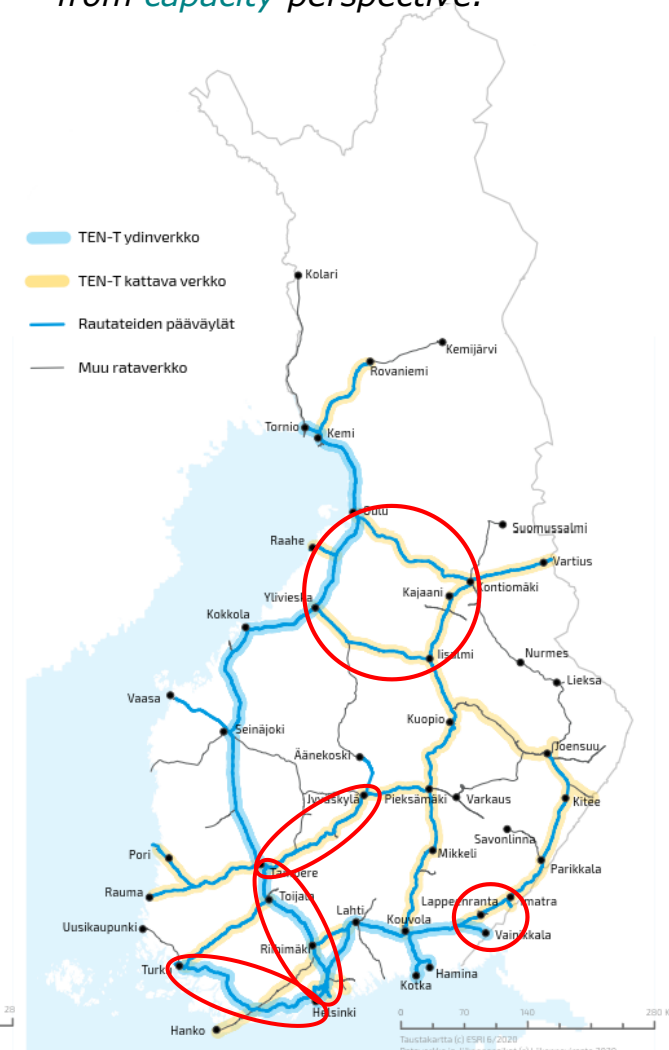
Challenges on the railway network and TEN-T criteria

- ▶ The extension is **very welcomed** and creates new **possibilities** to **improve international and regional accessibility** as well as to **increase the modal shift** to more sustainable transport modes.
- ▶ **Deficiencies** related to TEN-T criteria on **railway network** (NSB)
 - ▶ Electrification: Rail line Laurila–border.
 - ▶ Speed limit: In some points e.g. meeting places.
 - ▶ ERTMS: Whole railway network.
- ▶ **Deficiencies** related to TEN-T criteria on **road network** (NSB).
 - ▶ Motorways or express roads: about 40% meets the requirements.

The most critical **renovation** needs on railway network.



The most challenging rail sections from **capacity** perspective.



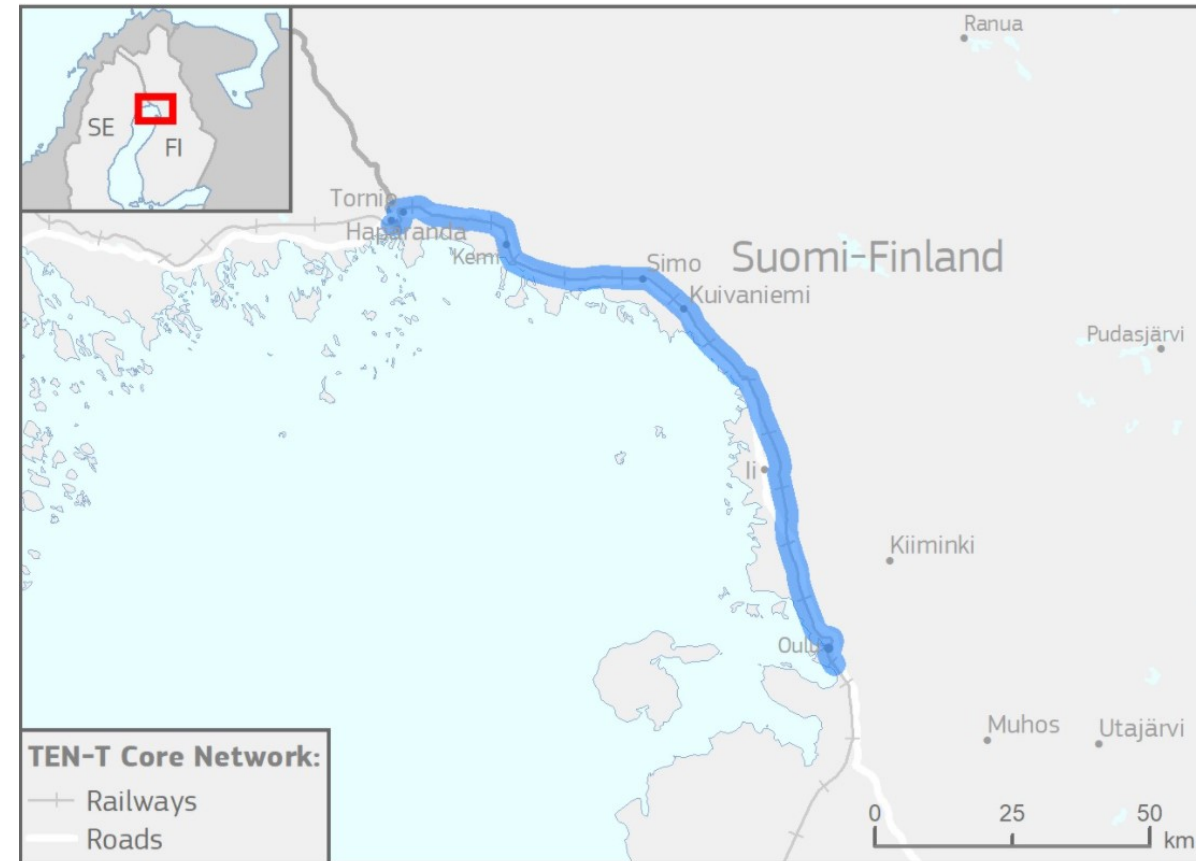
Railway connection to Sweden

- ▶ Current challenges
 - ▶ Lack of electrification on the rail Laurila–Tornio/Haparanda (about 22 km).
 - ▶ Different rail gauge and electrification systems.
 - ▶ Very low transport demand / high investment needs.
 - ▶ Potential passenger traffic would require subsidies.
- ▶ Electrification of the Laurila–Haparanda line is mentioned in the government programme.
 - ▶ The budget of the project is estimated to be 10 M€ → actual costs are much higher.
 - ▶ More detailed planning is needed and so far the project has not received to construction budget.



Railway connection to Sweden

- ▶ More detailed planning is ongoing to develop the rail line Oulu–Haparanda.
 - ▶ needs analysis to identify development needs and specify measures to be planned.
 - ▶ plans for removing bottlenecks of the Oulu–Kemi–Laurila railway section.
 - ▶ plans for the electrification of the Laurila–Tornio–Haparanda railway section.
 - ▶ plans for improving the level crossing safety.
- ▶ The planning project has received CEF funding 1.6 M€ (TENtec number 2019-FI-TM-0257-S).



Action: 2019-FI-TM-0257-S

Source: INEA



Thank you for your attention!

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