



MINISTRY OF TRANSPORT
AND COMMUNICATIONS

The experience of Finland

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Changed operating environment in Finland

Russia's war of aggression against Ukraine and changed geopolitical situation

- Closure of the eastern border
- Hybrid influencing, including disruptions in the Baltic Sea
- NATO memberships of Finland and Sweden

Rapidly worsened international accessibility

- Challenges of the air transport
- Challenges in the Baltic Sea, including Russian Shadow fleet, GPS interference, cable damage, etc.

Completely new needs of preparedness

- Security of supply, military mobility

Remains of the Covid pandemic

Rapid inflation

The urgent need to balance the fiscal budget

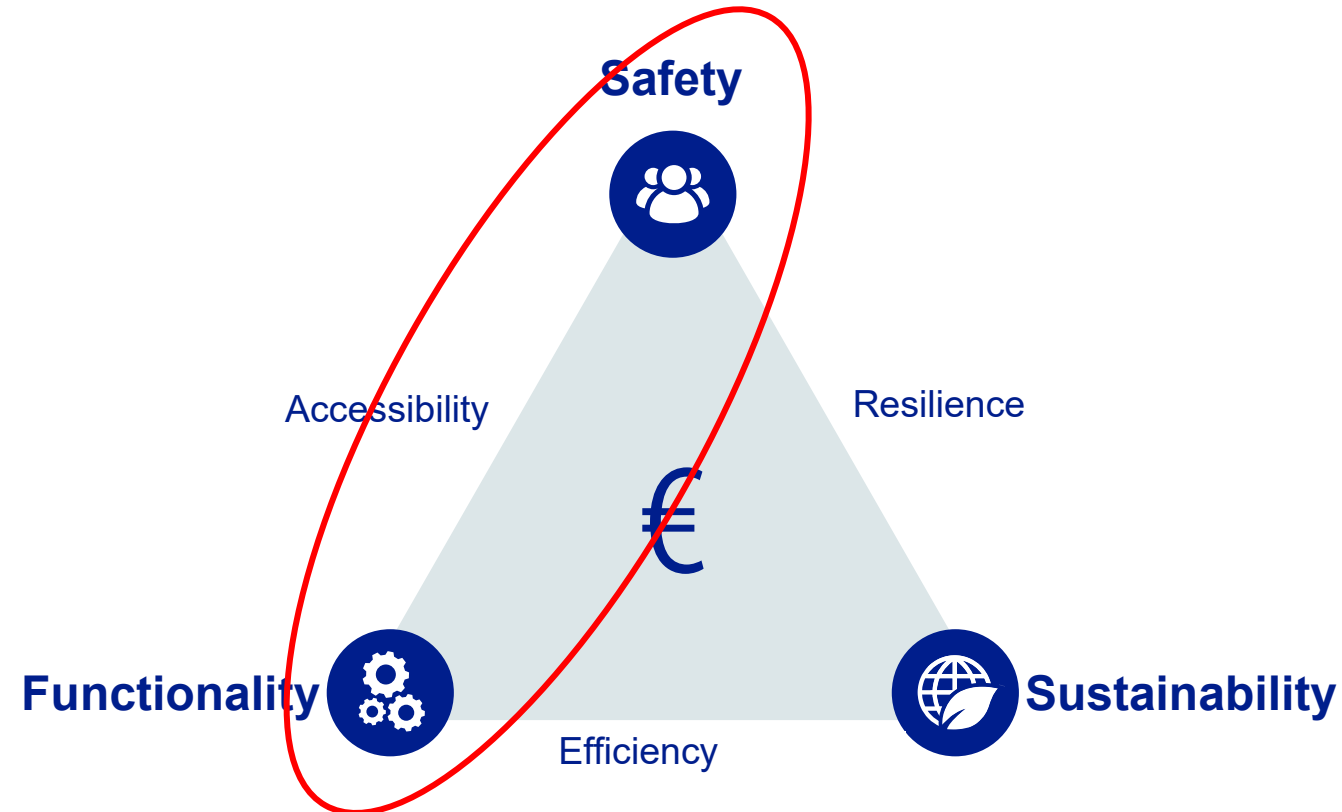


National Transport System Plan 2026-2037

Vision for 2050

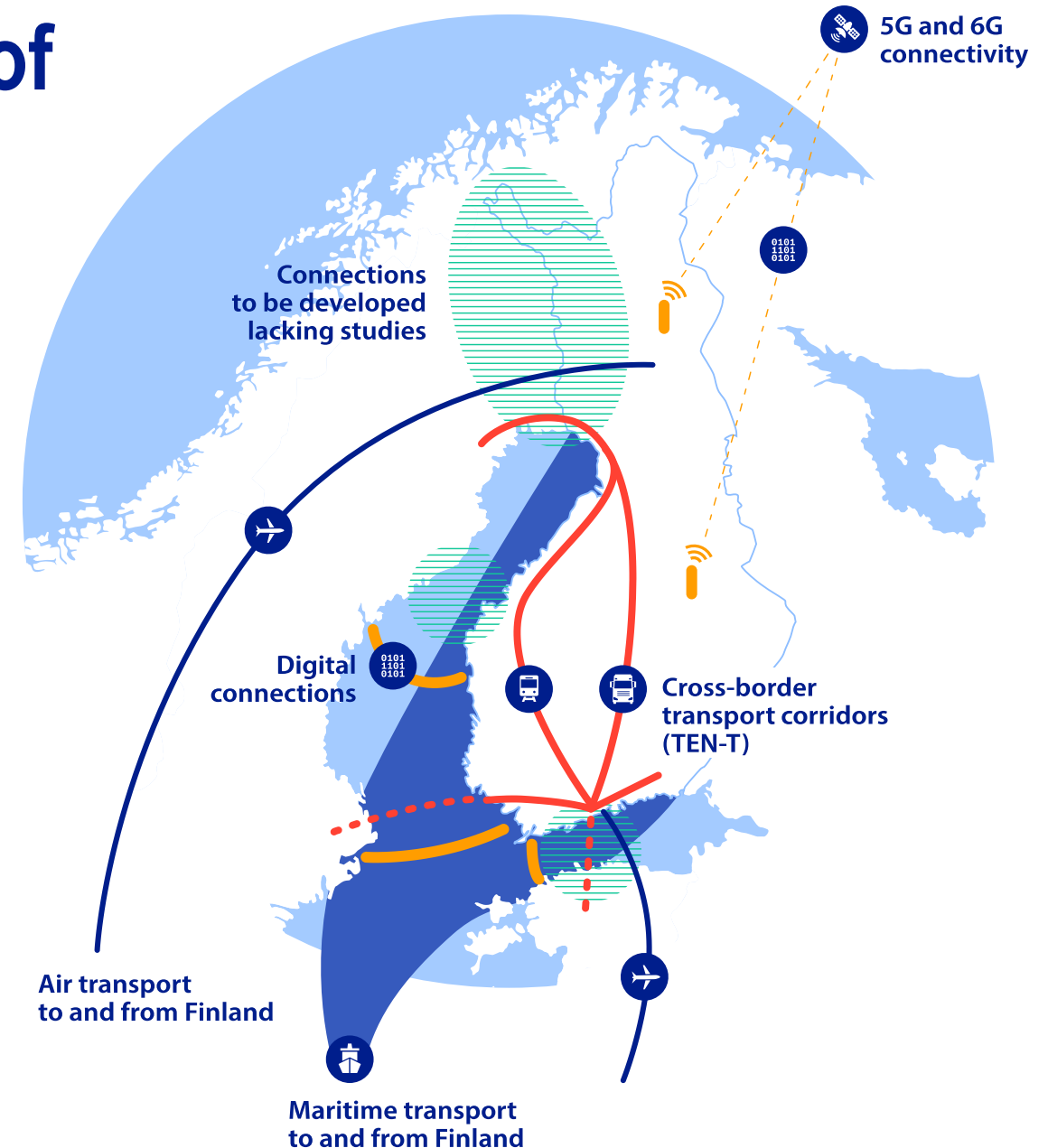
- In 2050, Finland's transport system will be effective, safe, sustainable and affordably accessible to all population groups and it supports the competitiveness and growth of Finnish business life.
- An economically sustainable and efficient transport system that strengthens Finland's comprehensive security supports the accessibility and development of the whole of Finland, taking into account the strengths of different regions, the needs of business life and the carrying capacity of nature.
- Finland will be easily and quickly accessible to and from the world, including digitally. Advanced innovations and new technologies will enable seamless mobility, regardless of the mode of transport throughout Finland.

Objectives



The international accessibility of Finland

- Maritime Transport is **a lifeline for Finland**
 - Baltic Sea and Bothnian Sea
 - Ports on the west and south/west coast
- **Nordic transport preparedness cooperation will be deepened** in transportation system planning, focusing especially on the needs of military mobility, logistics, and security of supply
- The state will **develop the knowledge base of the needs** for the development of international connections and the risks associated with them.
- Hinterland connections of the ports have to be **interoperable and functional**. The maintenance of the current transport network is essential.
- **The development of land connections** in the northern Finland, especially west - east cross-border connections, – access to Swedish and Norwegian ports



The importance of towage for the resilient transport system

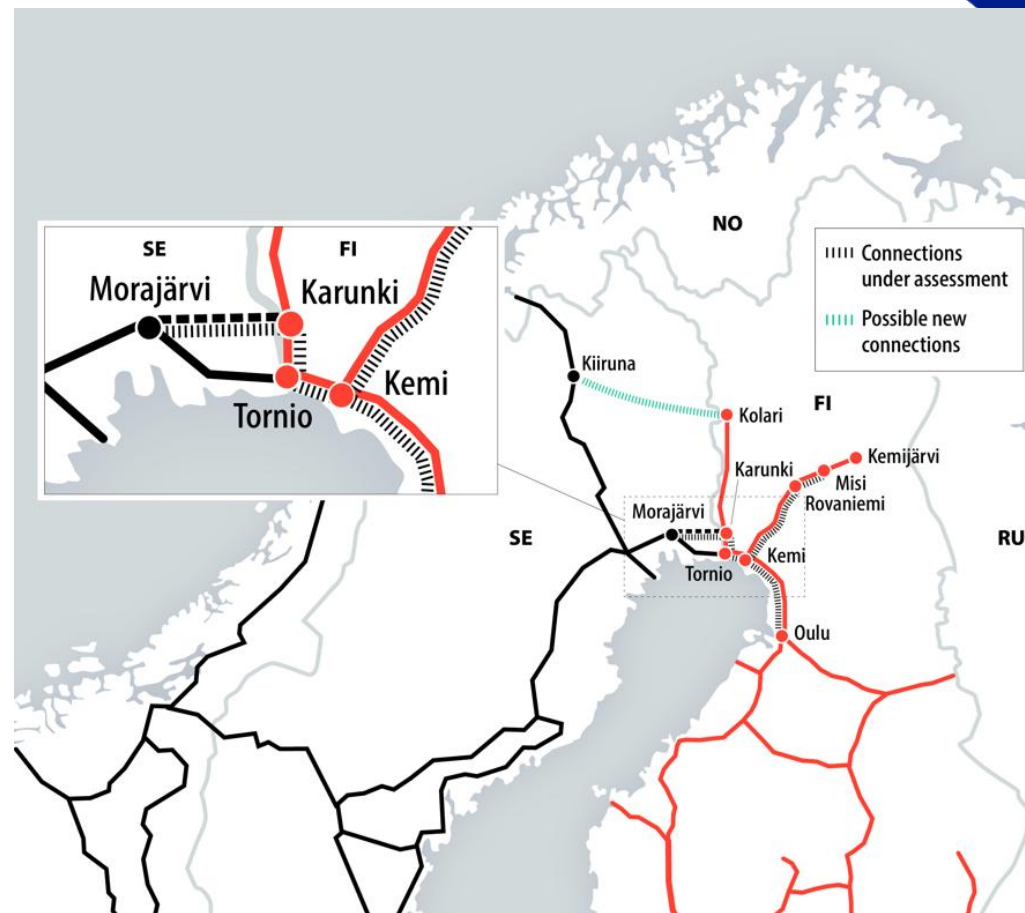
- The Finnish archipelago is challenging, as well as our shoaly waters and narrow sea routes
- Crucial for the security of supply of Finland
 - Towage of vessels loaded with dangerous goods
 - Towage of icebreakers
 - GNSS disturbances
- Icebreaking of harbour basins, inland waterways etc.
- In emergency conditions, tugboats ensure the access of vessels to foreign ports



Rail Nordica



- In April 2025, the Finnish Government decided to launch **the planning of the European track gauge between the Port of Kemi and the border crossing point of Tornio-Haparanda.**
- **MEUR 61** have been granted for this altogether. It has been estimated that the construction can begin in phases from 2028 onwards in the Tornio region.
- Decisions to extend the planning further can be expected. Estimated construction costs from the SE-FI border to Kemi, Oulu and Rovaniemi would be **1,5 billion euros.**
- The project prioritized especially from the **military mobility** point of view – potential for commercial demand has been assessed to be rather low.
- The aim is to **improve the reloading capacity** of the cross-border section of Sweden and Finland – improved access to the ports of Sweden and Norway

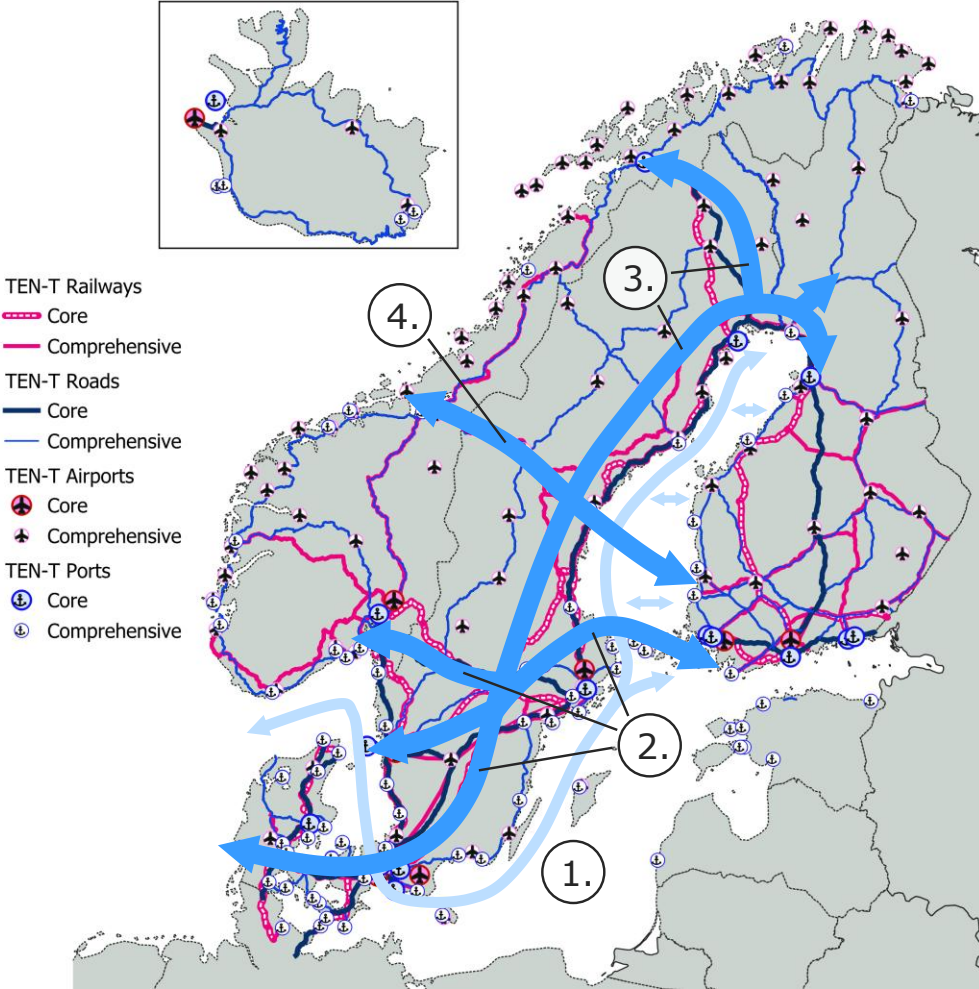
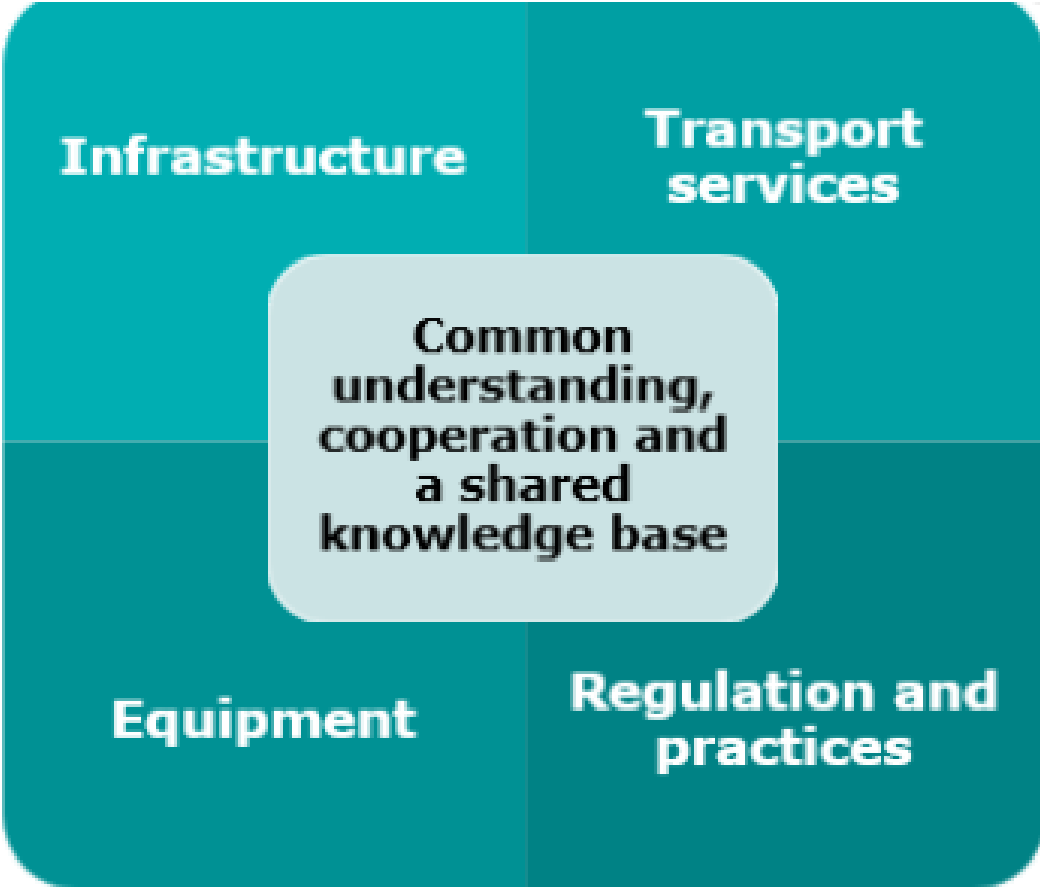


Joint Nordic Strategy of Transport System Preparedness - Vision and Objective of the Strategy

- ▶ The vision of the strategy is a robust, well-connected and resilient Nordic transport system that supports both civilian and military needs and remains operational under all security situations, including wartime.
- ▶ The key objective is to strengthen Nordic transport system preparedness by improving cross-border connectivity, enhancing military mobility and supporting secure and resilient supply chains.
- ▶ *The outcome reflects compromises across national, sectoral, and regional priorities. Prioritization was based on a comprehensive understanding of the related aspects.*



Joint Nordic Strategy of Transport System Preparedness





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Thank you