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The white-paper "European Transport Policy for 2010" emphasize the need to change the transport situation of today within EU into a more long run sustainable development. By increased intermodality, improved security in traffic, intensified cohesion with random-areas and to eliminate congestion and removal of bottlenecks are some of the working-areas that will be prioritised in TEN-T in the future trans-European networks.

We, the North East Link Alliance, NECLA, a non-profitable organisation, representing the Midnordic enterprises, see according to the White-paper many needs and potential developments for new intermodal solutions for the transport-infrastructure in east-west direction in our region.

By intermodal statings to approve the transport system, road, sea, train and air-transports in east/west directions may be integrated in the region, which will relive the pressure on the traffic-system in Eastern-Europe and above all in the Baltic countries and Poland.

By that means, an intermodal and environmentally friendly system of transports and sustainable logistic-solutions for the industry and trade in the region will be achieved. Furthermore an alternate to the transports which at the moment passing trough Denmark and Northern Germany with extensive costs for the transport sector in form of long time lags.

It is in all interests in the long run to eliminate bottlenecks and to create an infrastructure way of transports, which will be able to solve the problem with increasing volumes of goods and personal transports in the future.

In order to solve those problems it is necessary to have intermodal way of transports even in east/west directions.

The main purpose of the NECLA-activities is to create alternative transport-solutions for the industry in the region. Solutions, which also will solve the reducement of large flow of goods, which today are, transported trough Russia, the Baltic countries to the European market and other parts of the world.

In parallel to the improvement of the east/west infrastructure, increased volumes of goods will be able to be transported along an axel connecting Russia, Finland, Sweden, Norway and England and also the continent.

By the work which now is going to be done, in accordance with the actual approved Interreg III B project NECL, new intermodal transport solutions will be presented for the goods which will be transported from North Russia, Leningrad county and middle of Finland.

The work that the high level group within DG Transport has done was presented in 2003-06-30.

One of the main tasks for the group was to present a couple of priority projects within the network of transports in the extensive of EU.

Those projects and earlier closed TEN-T-projects have in marginal extent been given to the Mid-Nordic area.

According to the classification of TEN, NECLA will point at two infrastructure objects, the road E14 and the railway, Mittbanan, between Sundsvall in Sweden and Trondheim in Norway. Those objects are of the greatest importance for the business in the region as well as for actual and potential actors in Finland and Russia.

The Mid-Nordic transport-corridor which passing through Norway, Sweden and Finland, is TEN-classified what's about the Swedish part but not in Norway and Finland.

Therefore it is of uttermost importance that the corridor will remain as a TEN-T-corridor, even in future for actual roads and railways in respective country.

Northern Europe has long way of transports and at the most no alternatives, which will make our industry more vulnerable concerning transport-disturbances than companies in Central Europe, which will have alternative way of transports.

In order to make sustainable development in the whole union it is of uttermost importance to consolidate the Mid-Nordic area with the rest of Europe by developing intermodal alternate transport-solutions in east-west directions.

Nordic enterprises need, of alternate intermodal transport solutions in east/west directions through the Mid-Nordic corridor, is the main issue in the activity of NECLA.

The approved INTERREG-project NECL, is in our mind an important indication from the EU that new alternate intermodal transport-solutions of goods will be aimed at and developed at least in our region. The east-west perspective is in our mind an expression of a Nordic dimension in the development of Nordic enterprises and transports.

Our long-term goal is that the whole corridor will be developed to an official TEN-T-project.

North East Cargo Link Alliance

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2003-09-01

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