

Expression of opinion

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European Commission
Directorate-General for Energy and Transport
TEN-T Revision
Office: DM 24 7/16
Contact person: Martine Genoux-Stawiarski
B – 1049 Brussels
Belgium

NORTHERN FINLAND AND BOTHNIAN ARC NEED MOTORWAY OF THE SEA AS A PART OF BOTHNIAN CORRIDOR

The undersigned organisations, City of Kemi, Port of Kemi and Oy Bothnia Logistic Centre Ltd, want to emphasize the importance of sea connections for the economic development of Northern Scandinavian and Barents area in Russia. Therefore it is important to recognize and approve the **Bothnian Corridor** to be included in TEN-network and in EU strategies. The motorway of the Baltic Sea must come up to the northernmost top of Gulf of Bothnia, the Bothnian Arc.

The city of Kemi is a part of Kemi-Tornio region, which is the most important industrial centralisation in Finnish Lapland generating 7 percentage of Finnish GNP. Several multinational companies have plants in the region, e.g. Stora Enso and Avesta Polarit. And their production is growing rapidly. The traffic volume of goods via the Finnish ports located in the northern half of Gulf of Bothnia was 17 million tonnes (2002), representing 18 percentage of all Finnish goods traffic. Adding Swedish ports Luleå, Piteå and Skellefteå the total volume rises up as high as 27 million tonnes. The significance of high level logistics infrastructure, icebreaking, smooth and efficient goods flow is vital for the area and industry in the Bothnian Arc.

In addition the Kemi-Tornio region is the most important logistics node in Northern Finland. All transport modes are available in the region: Within 25 kilometres air,

road, sea and rail roads are connected with each others, in two countries, Finland and Sweden. Not to mention the future importance as the main connection between Continental Europe and Barents Euro-Arctic Transport Area (BEATA). The importance of BEATA is increasing within next 5 years due to huge investment programmes concerning NW Russian natural resources, gas, oil, wood and metals. Certainly the transportation flows will increase via the Bothnian Corridor and its Russian extension, the Barents Corridor (see the pictures attached).

All these grounds mentioned above give justification for incorporation of the Bothnian Corridor to the priority projects of the trans-European transport network. At the latest 2010 the infrastructure of Bothnian and Barents Corridors needs to be on higher level in order to meet the challenges of increased transportation volumes.

Kalervo Ukkola
Mayor, City of Kemi

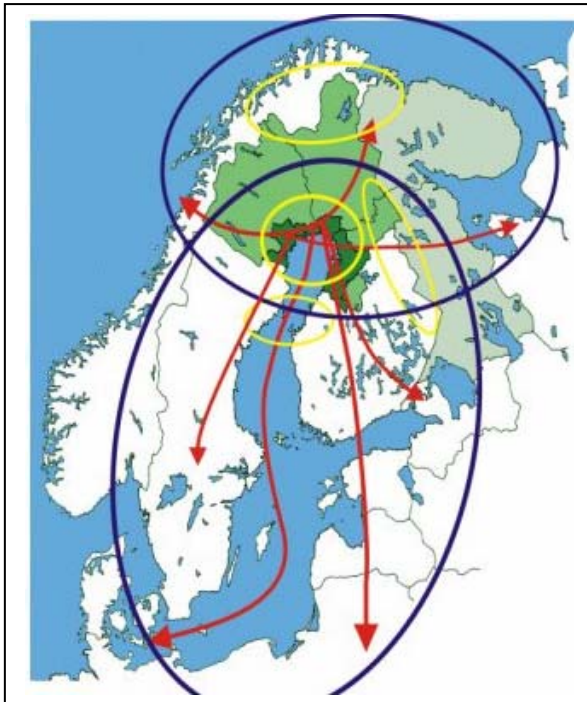
Reijo Viitala
Port manager, Port of Kemi

OY BOTHNIA LOGISTIC CENTRE LTD

Hannu Tikkala
Managing director



Attachments pictures



The Bothnian Arc region is linked to Continental Europe by Bothnian Corridor and to Barents Euro-Arctic Transport Area by Barents Corridor.

Present day major transport nodes in Kemi-Tornio region. Motorways of the Baltic Sea has growing importance for industry and for transit goods flow with regions outside the EU. It helps in alleviating road traffic congestion.

