

CEF and the TEN-T from an Arctic perspective!

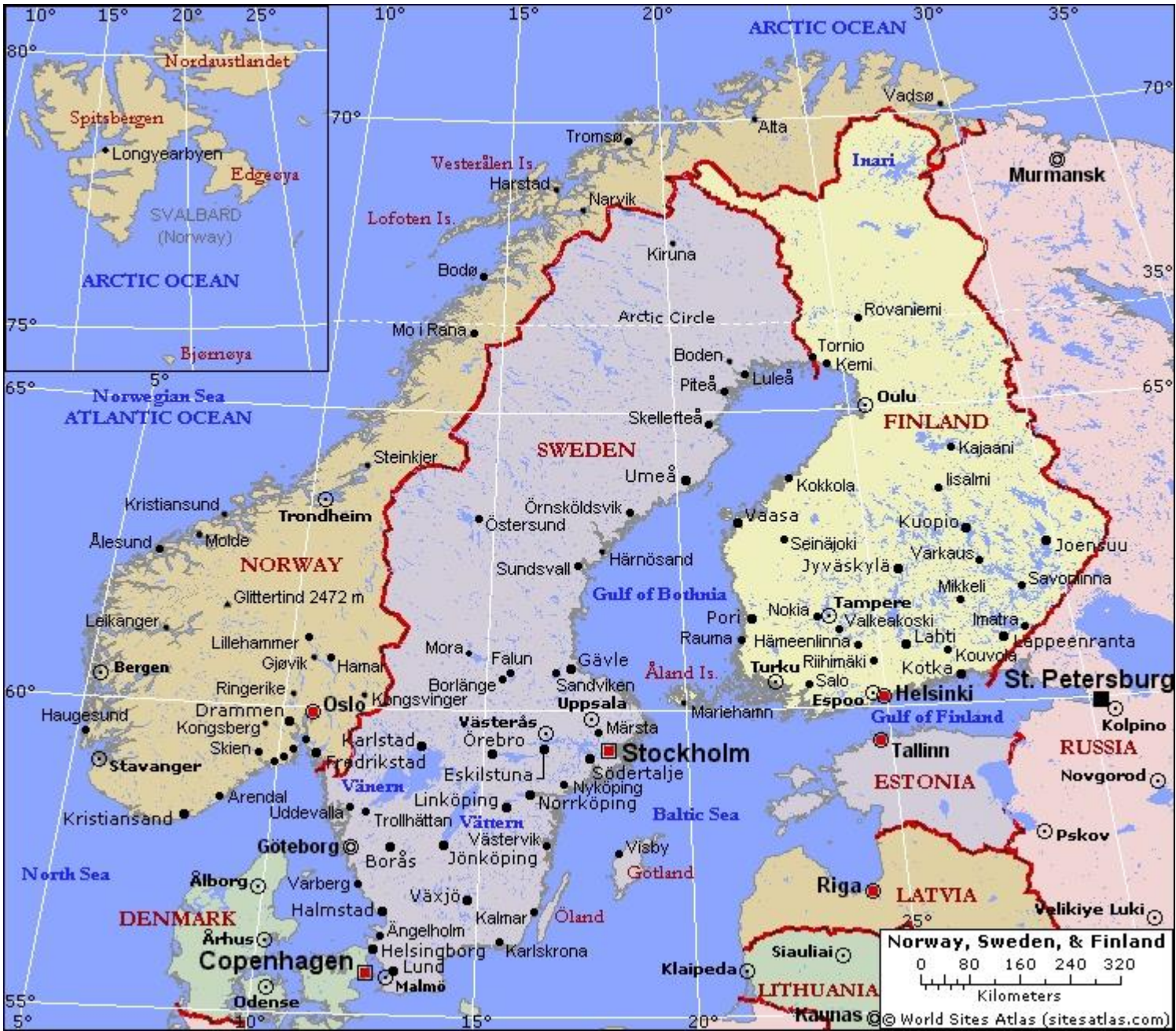
Logistics and economic possibilities in Northern Norway

Arne Langset - CEO/Head Of Secretariat at Indre Helgeland Region

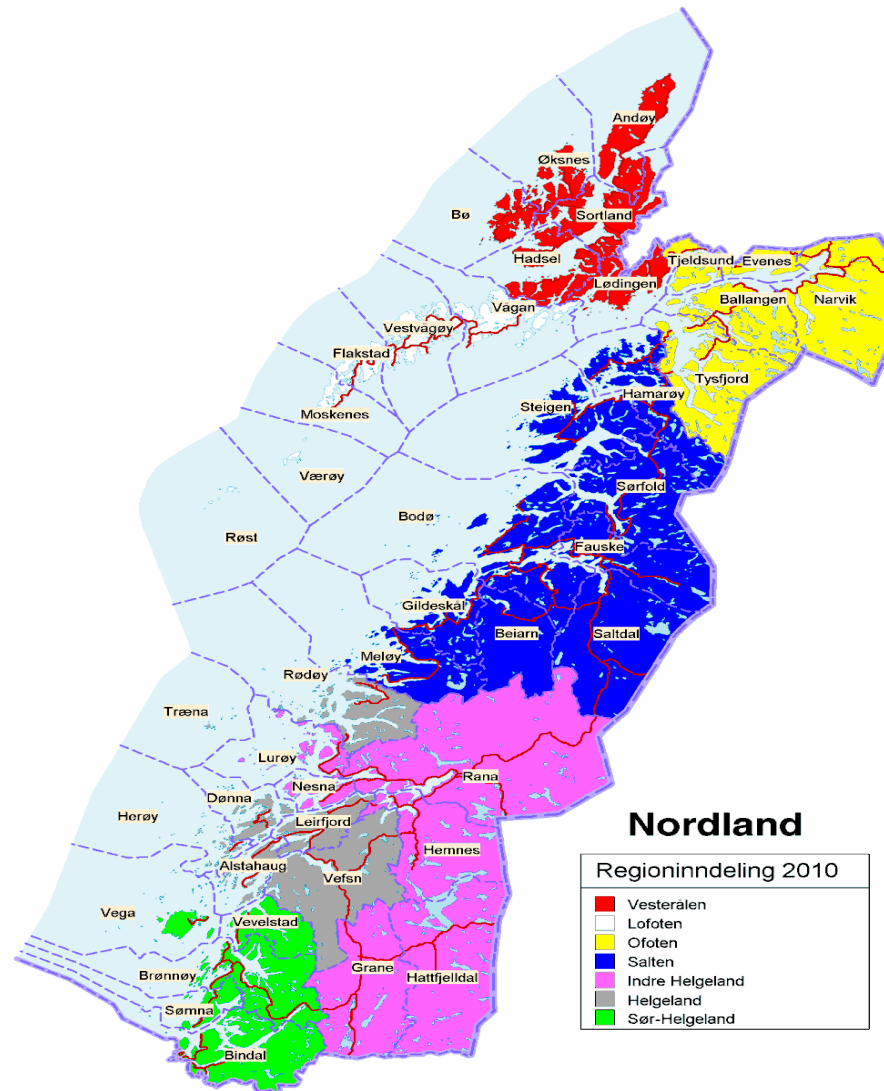
Brüssels, 11th of October 2018



Geography



- North Norway covers 107000 square km of Norway, 38% of mainland territory
- Holds 9,6% of the population, 465621 persons
- Density, 4,3 persons per square kilometer
- 3 Counties, Nordland, Troms and Finnmark



Fakta Helgeland

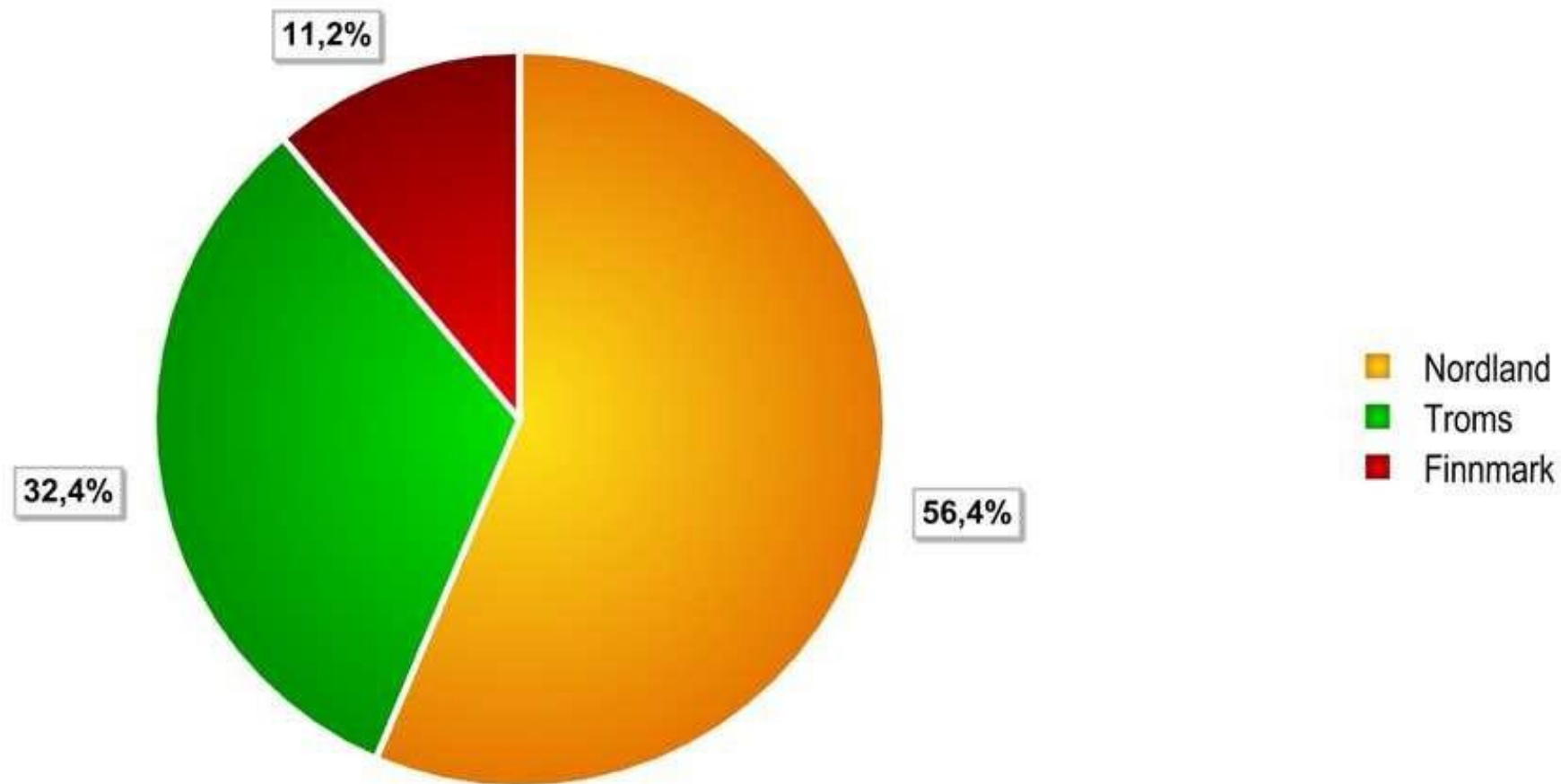
- 18 (16) municipalities
- 1/3 of the population
- one of the most important regions for the production of hydroelectric power
- National leading industrial cluster - metal industry
- One of the country's most important mineral and mining regions.
- Large oil and gas resources - development and production offshore
- leading region in the production of salmon
- Represents more than 60% of Northern Norway's total agricultural production
- National Potential for Development of Green Industries (Bioeconomics)

Nordland county, some highlights

- The highest economical growth in Norway
- Export, 26 billions. 6,5 % of all export from Norway, 70 % of all export from North of Norway. Fish, fishfarming, minerals, metal production and process industry
- The largest exporter of salmon in Norway
- Hydropower production, 16 TWh, surplus 5 TWh
- 10 % of Norwegian gas production

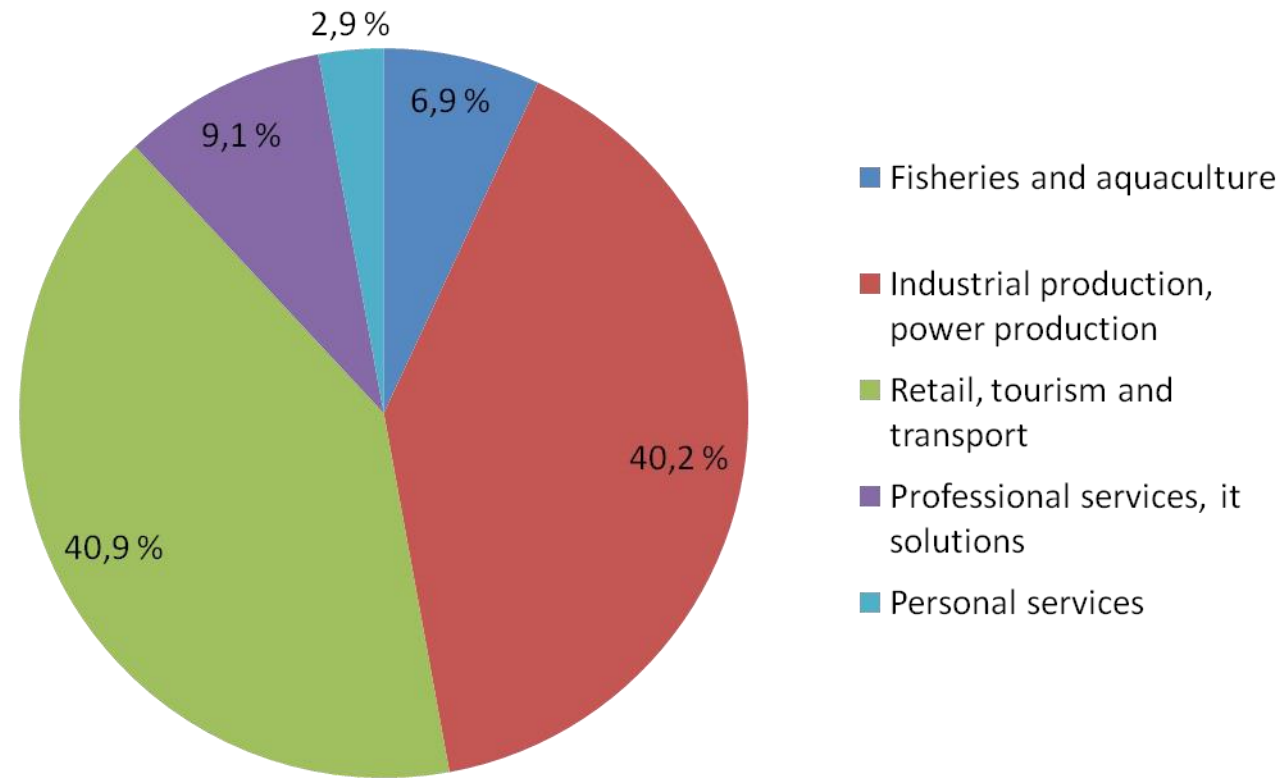


Relative size of private sector per county in North Norway



Finance and insurance excluded.

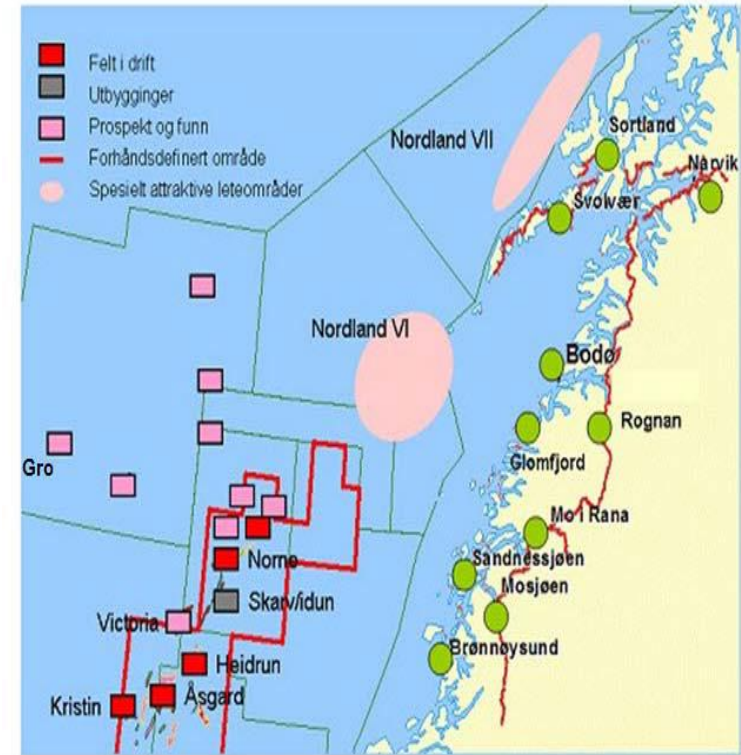
Turnover distribution across main sectors North Norway



Finance and insurance excluded.

Mo i Rana – Helgeland Region - Northern Norway

- A region with large surplus of hydroelectric power
- some of the major oil and gas fields off the coast.
- the leading industrial development zone in Northern Norway.

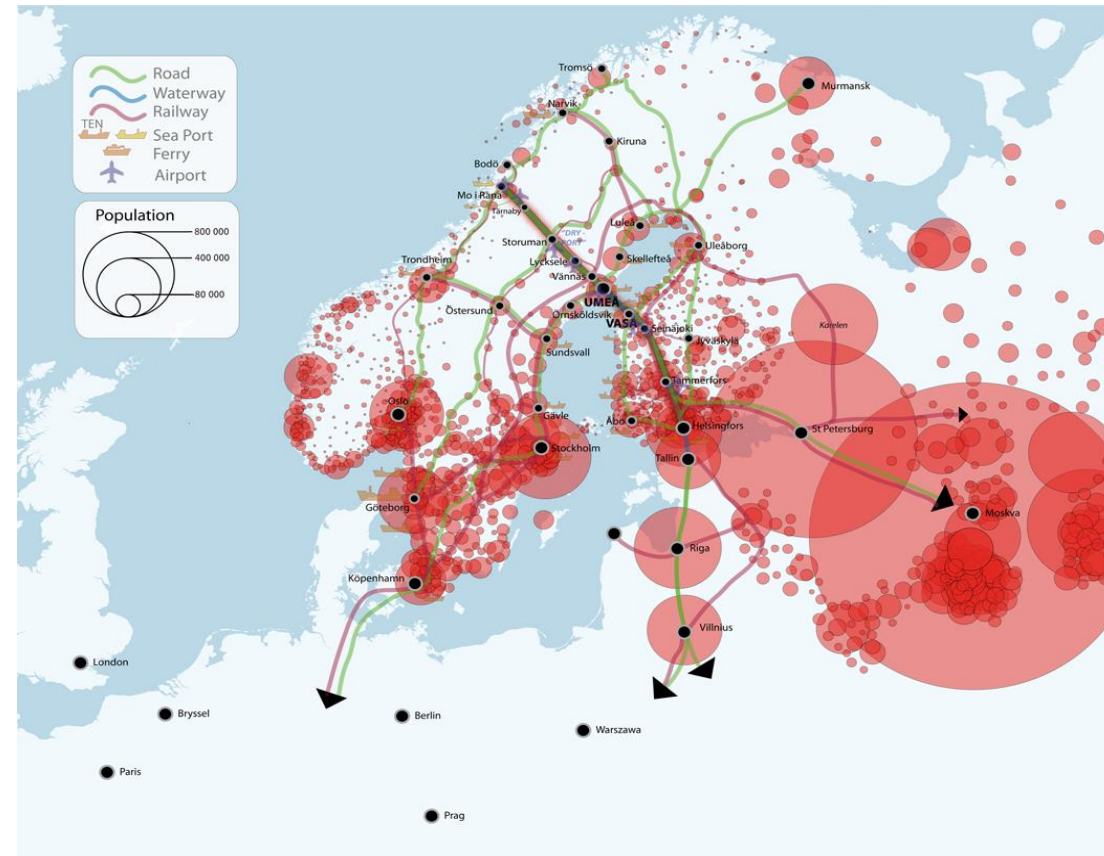


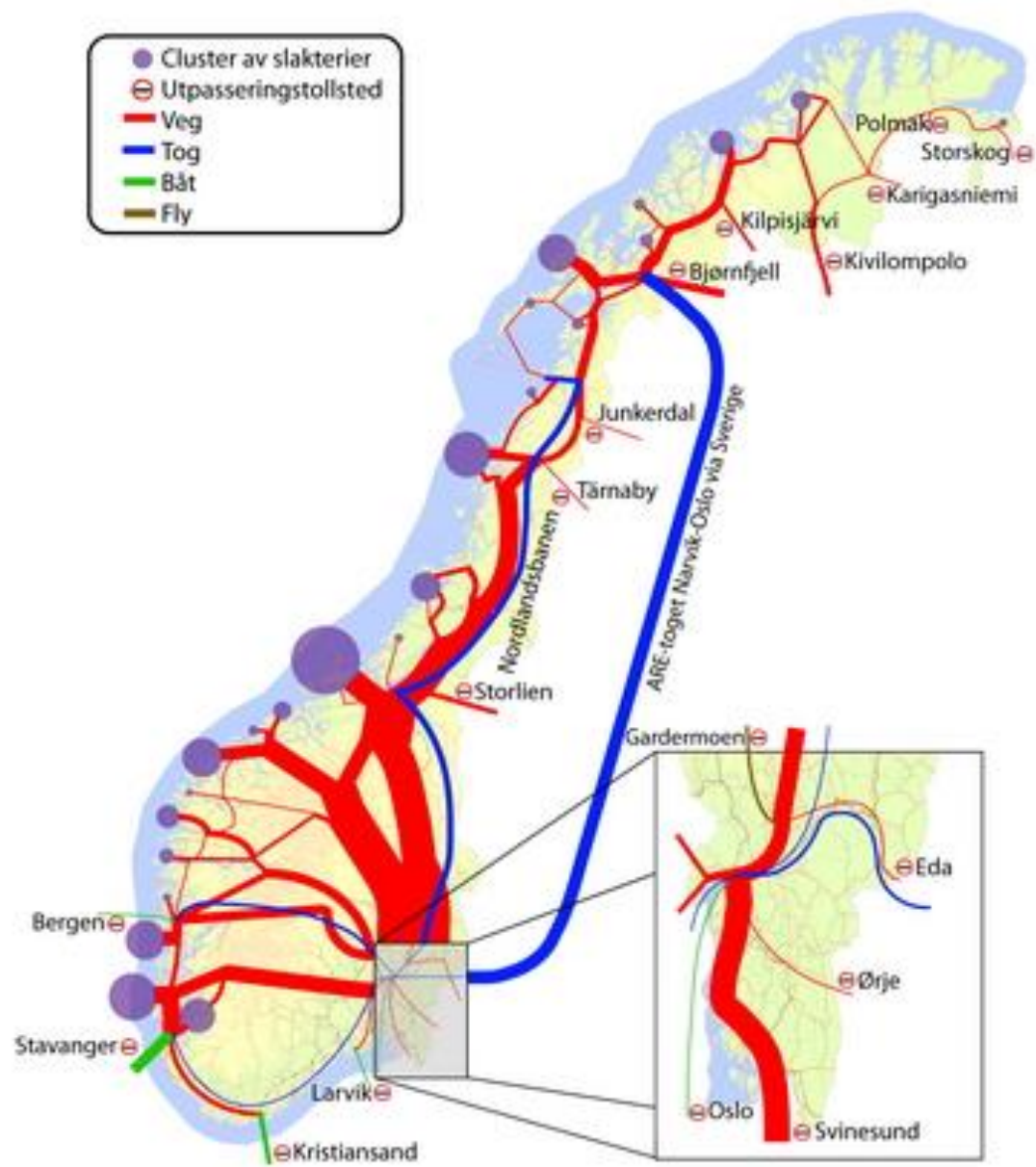
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HELGELAND

The increasing level of activity in various industries requires good transportation systems to our markets.





- As one of the most important industrial regions in Norway, and has also had significantly activity offshore in the past decade.
- Aquaculture is an important industry for Helgeland and tourism is a rapidly growing industry.





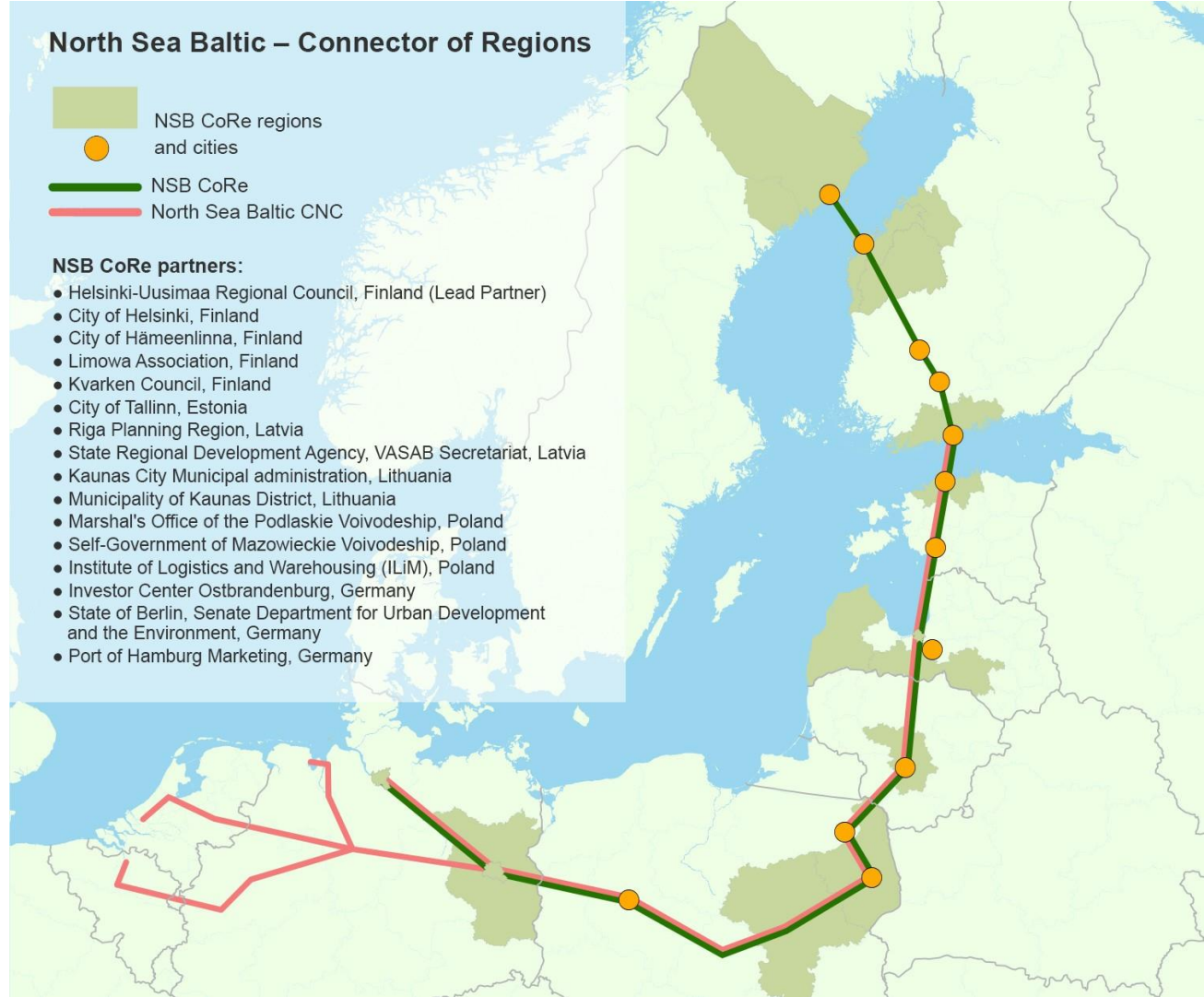


North Sea Baltic – Connector of Regions

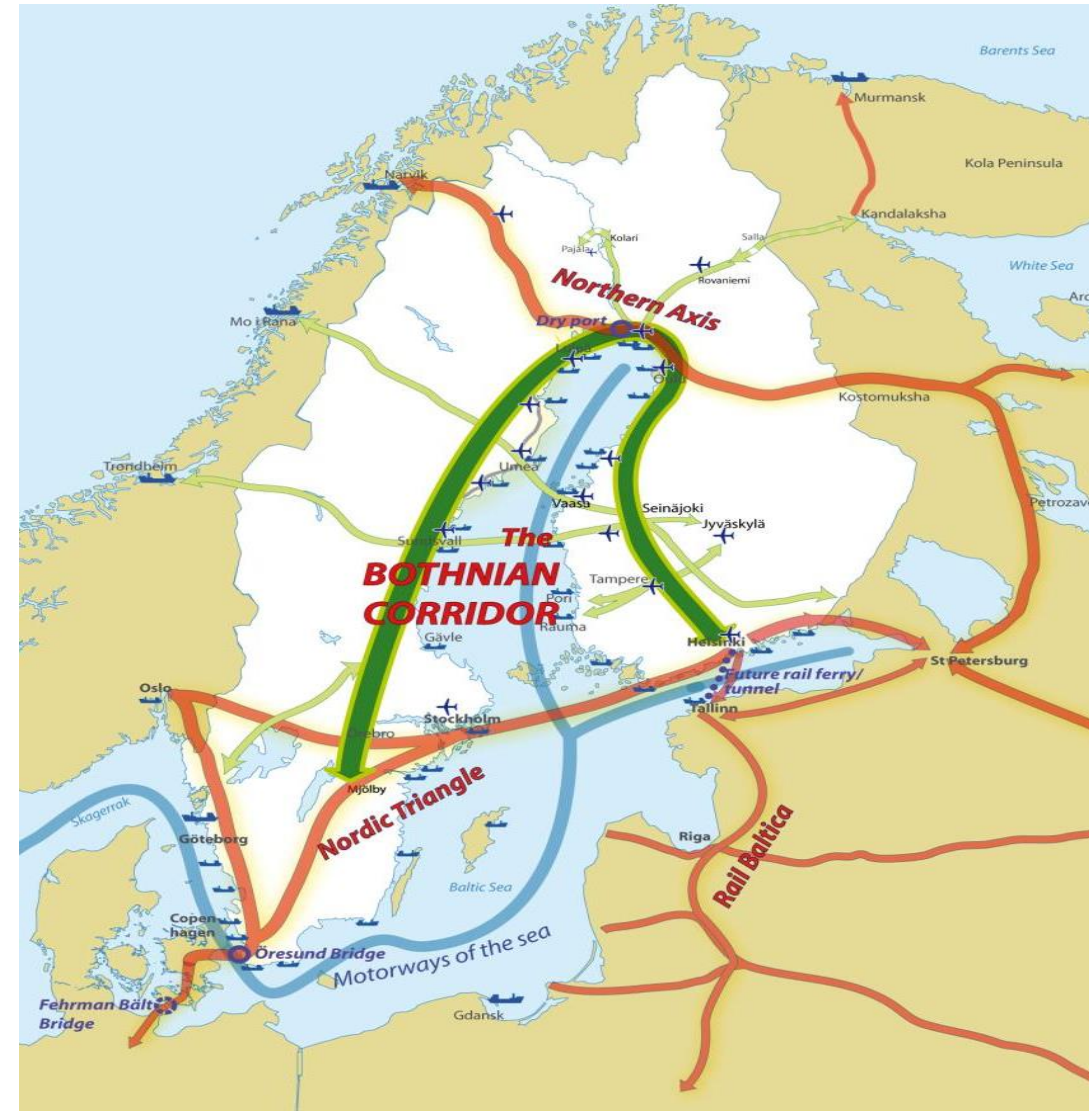
-  NSB CoRe regions and cities
-  NSB CoRe
-  NSB CoRe
-  North Sea Baltic CNC

NSB CoRe partners:

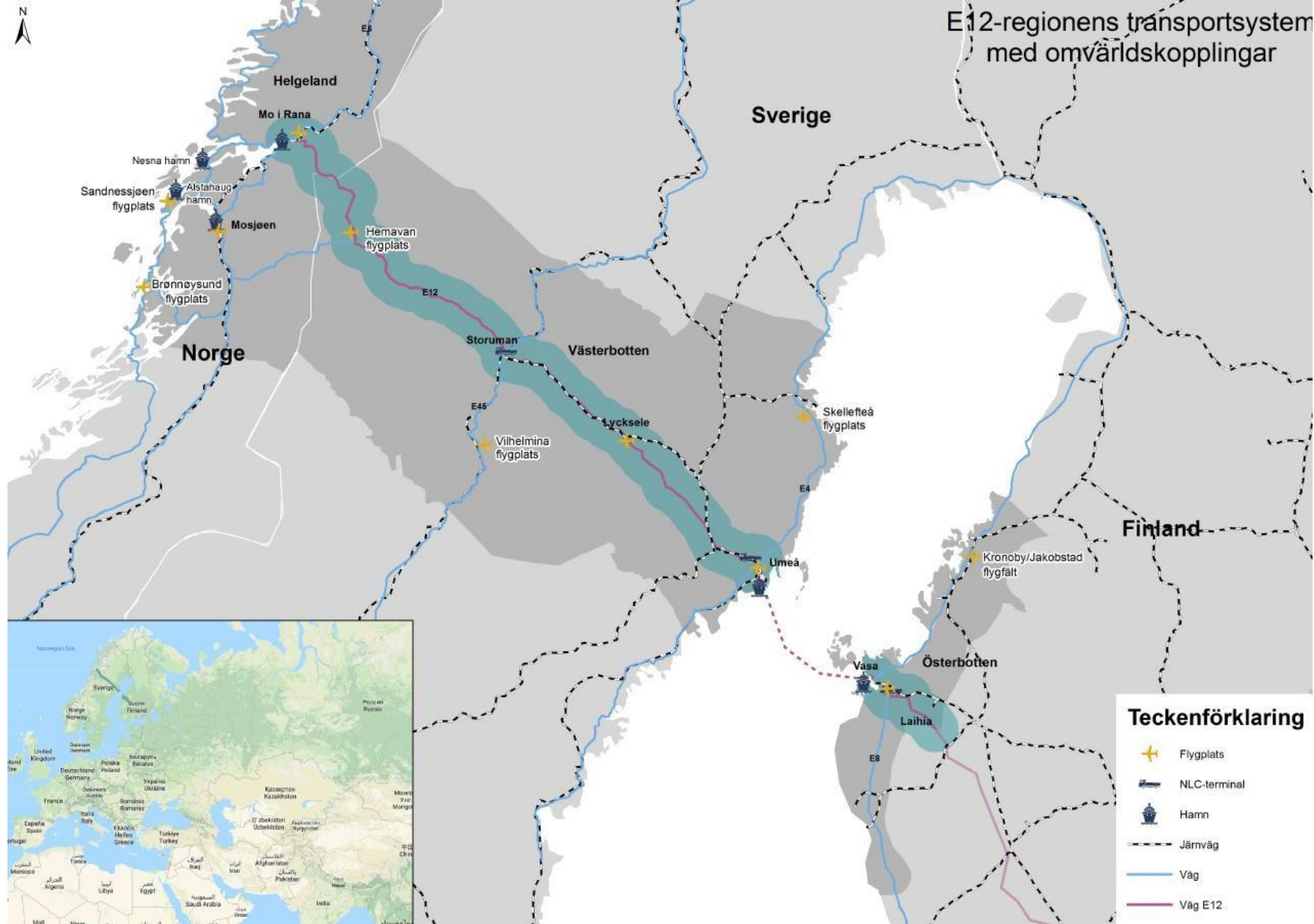
- Helsinki-Uusimaa Regional Council, Finland (Lead Partner)
- City of Helsinki, Finland
- City of Hämeenlinna, Finland
- Limowa Association, Finland
- Kvarken Council, Finland
- City of Tallinn, Estonia
- Riga Planning Region, Latvia
- State Regional Development Agency, VASAB Secretariat, Latvia
- Kaunas City Municipal administration, Lithuania
- Municipality of Kaunas District, Lithuania
- Marshal's Office of the Podlaskie Voivodeship, Poland
- Self-Government of Mazowieckie Voivodeship, Poland
- Institute of Logistics and Warehousing (ILiM), Poland
- Investor Center Ostbrandenburg, Germany
- State of Berlin, Senate Department for Urban Development and the Environment, Germany
- Port of Hamburg Marketing, Germany



Primary industry of Northern Europe
European economy
Growth and potential growth
Lack of capacity a great threat



E12-regionens transportsystem med omvärldskopplingar

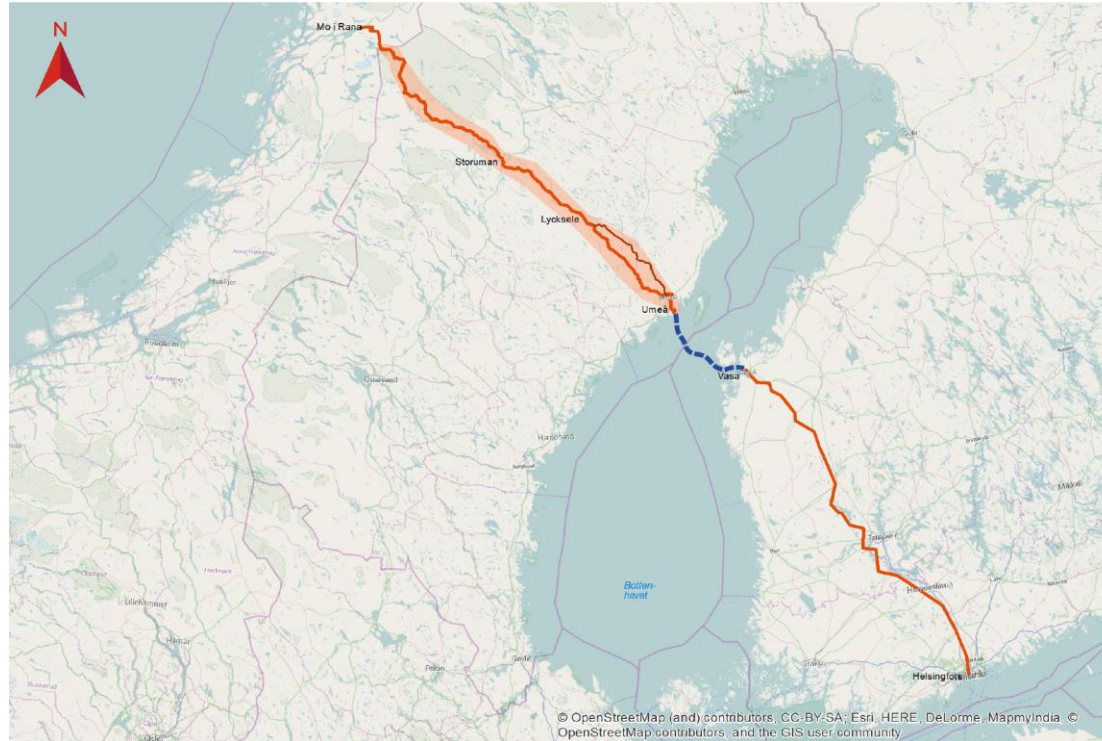
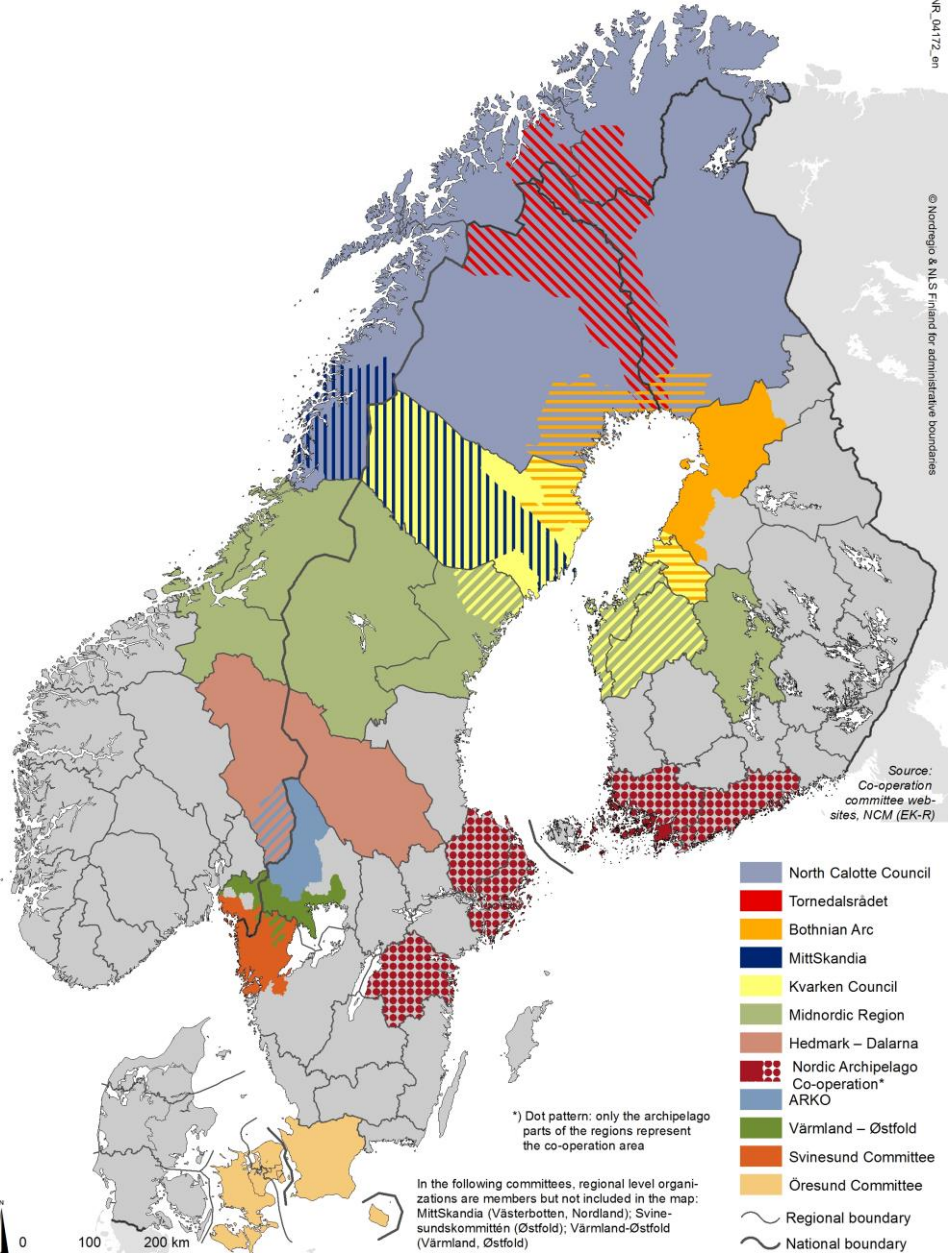


Nordic cross-border co-operation committees
with funding from Nordic Council of Ministers in 2015



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Mo i Rana – Helgeland Region - Northern Norway



The City

- The biggest industrial city in northern Norway
- Regional center and transport hub

The port

- Mo i Rana harbor is one of the largest in northern Norway



The Arctic region has potential to become an integral part of the European competitiveness and to offer new access routes to the global market.

Efficient connections to the Arctic region are encouraged by the logistics hubs at the Baltic Sea.

Ships are cataloged by how environmentally friendly they are (ESI- Environmental ship Index)
Ports can give discounts to how they score on ESI .

Port of Mo i Rana

- No. 1 Break-Bulk Port in Norway



Mo i Rana – Helgeland Region - Northern Norway

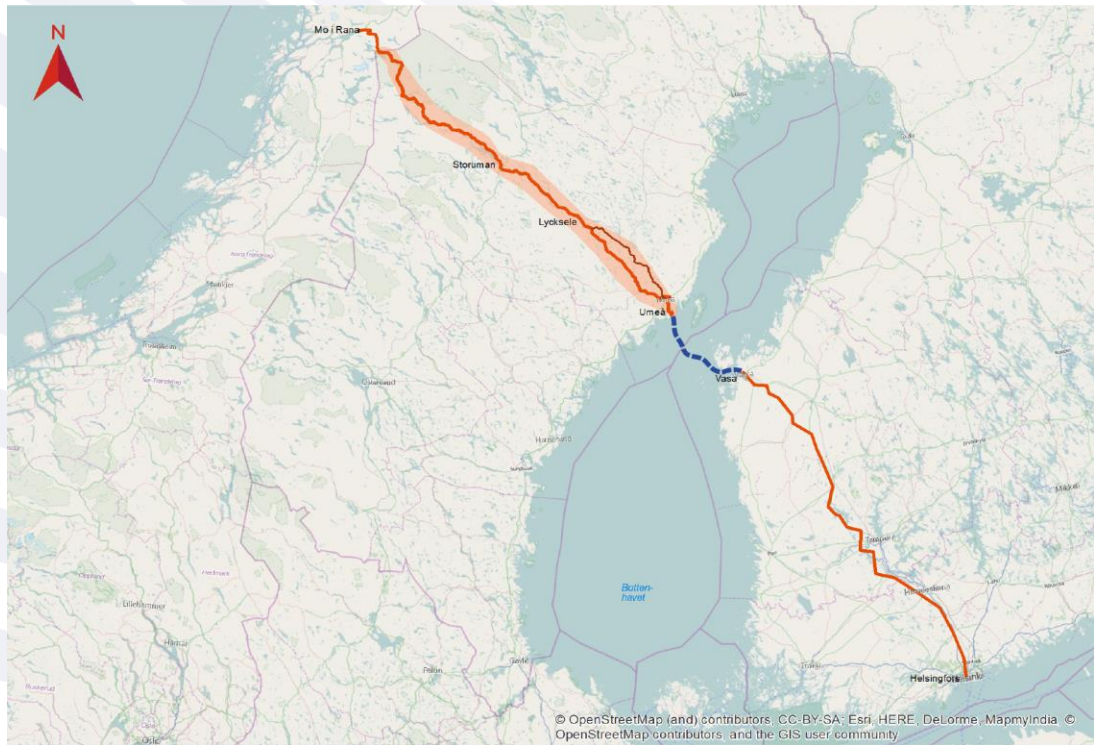
Linking both "Scandinavian-Mediterranean Corridor" that goes to Stockholm, and "North Sea-Baltic Corridor" that go to Tallin.

E12 and the port of Mo i Rana is one important link to the North Atlantic.

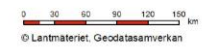




TEN-t and MoS

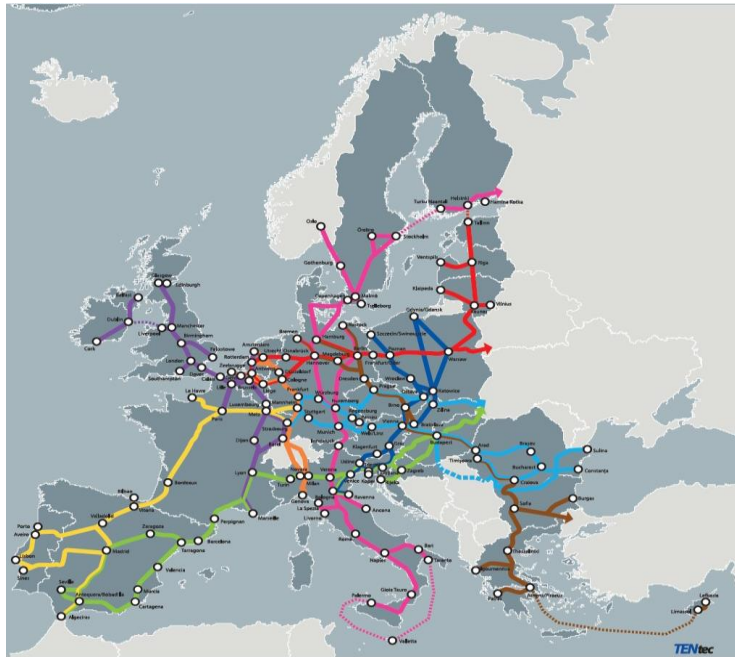


E12 Översikt

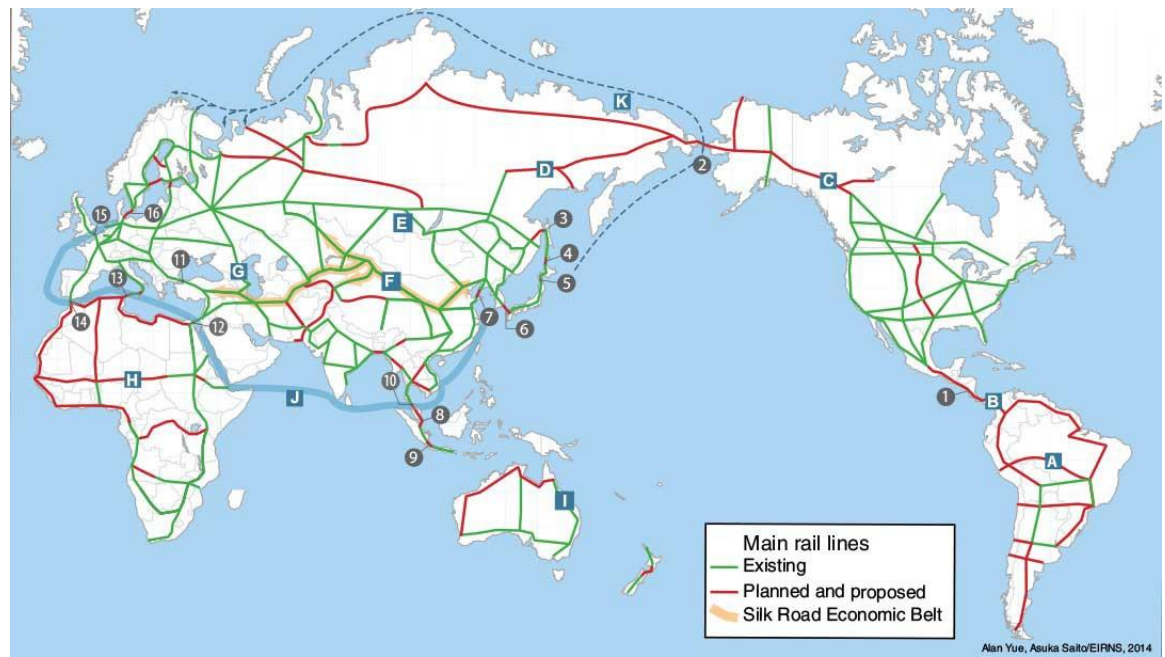


- Färja
- E12:an
- Väg 383 och 699
- Geografisk avgränsning

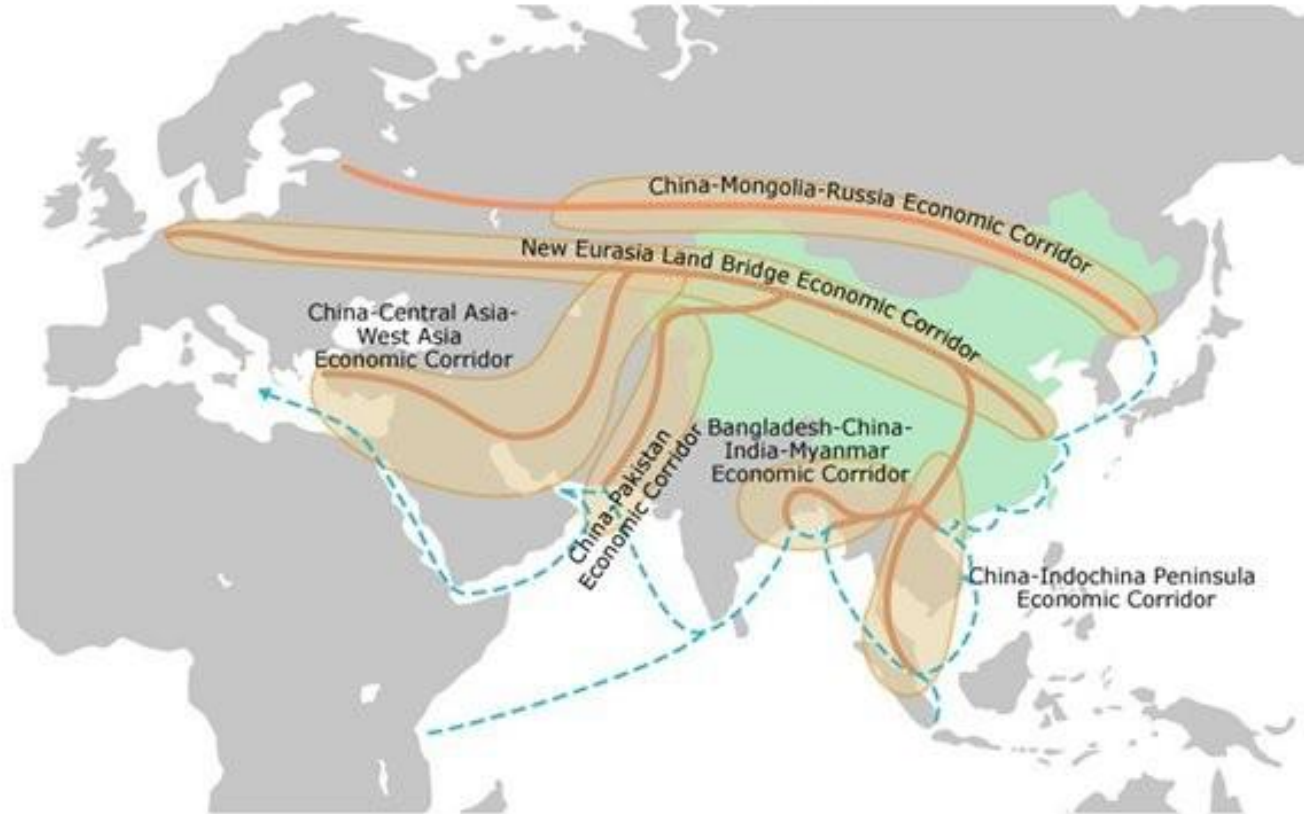
➤➤ EU

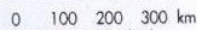
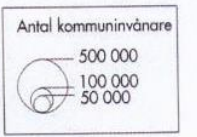
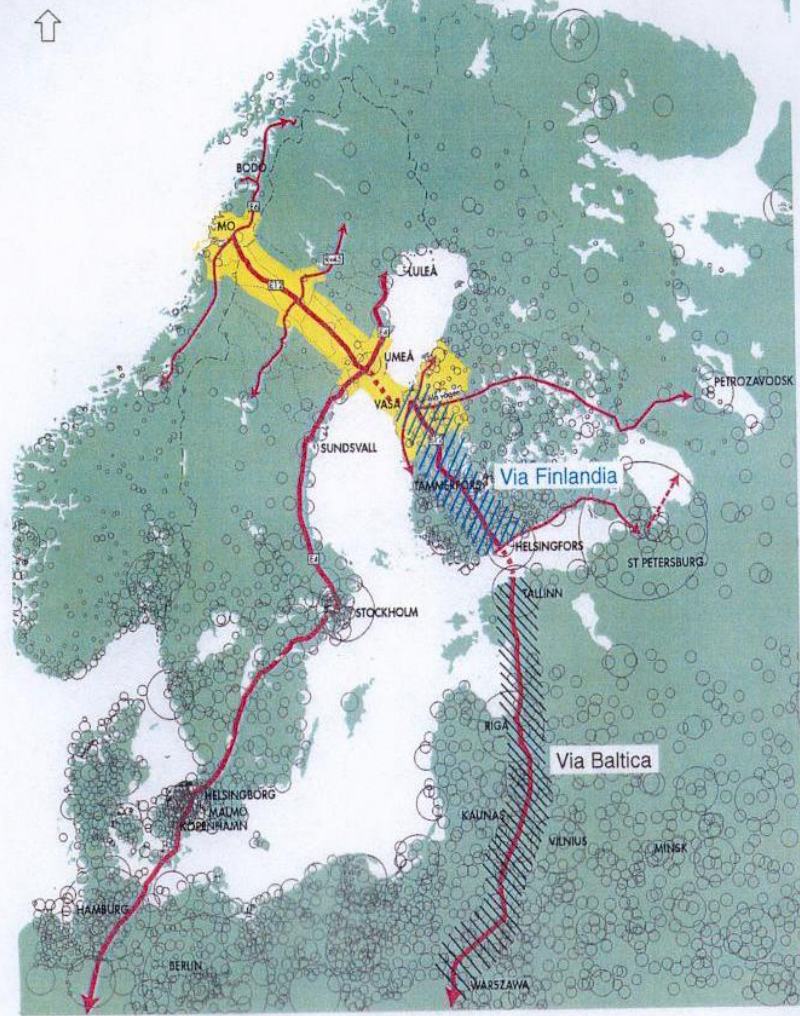


➤➤ Kina



The Belt and Road Initiative: Six Economic Corridors Spanning Asia, Europe and Africa





- Utvecklingszon E12, Blå vägen
- Utvecklingszon Via Finlandia
- Utvecklingszon Via Baltica



Figur 2. Nya Sidenvägen.

Beyond EU Motorways of the Sea

- Europe is one of the major world trading partners and most of its trade exchanges are carried by maritime transport. More than 80% of world trade is carried by sea
- Northern Sea Route (NSR) known as the shortest sea route between Northern Europe and East Asia
- Economic growth in the Arctic is an opportunity for the Baltic- and North-Sea Region.

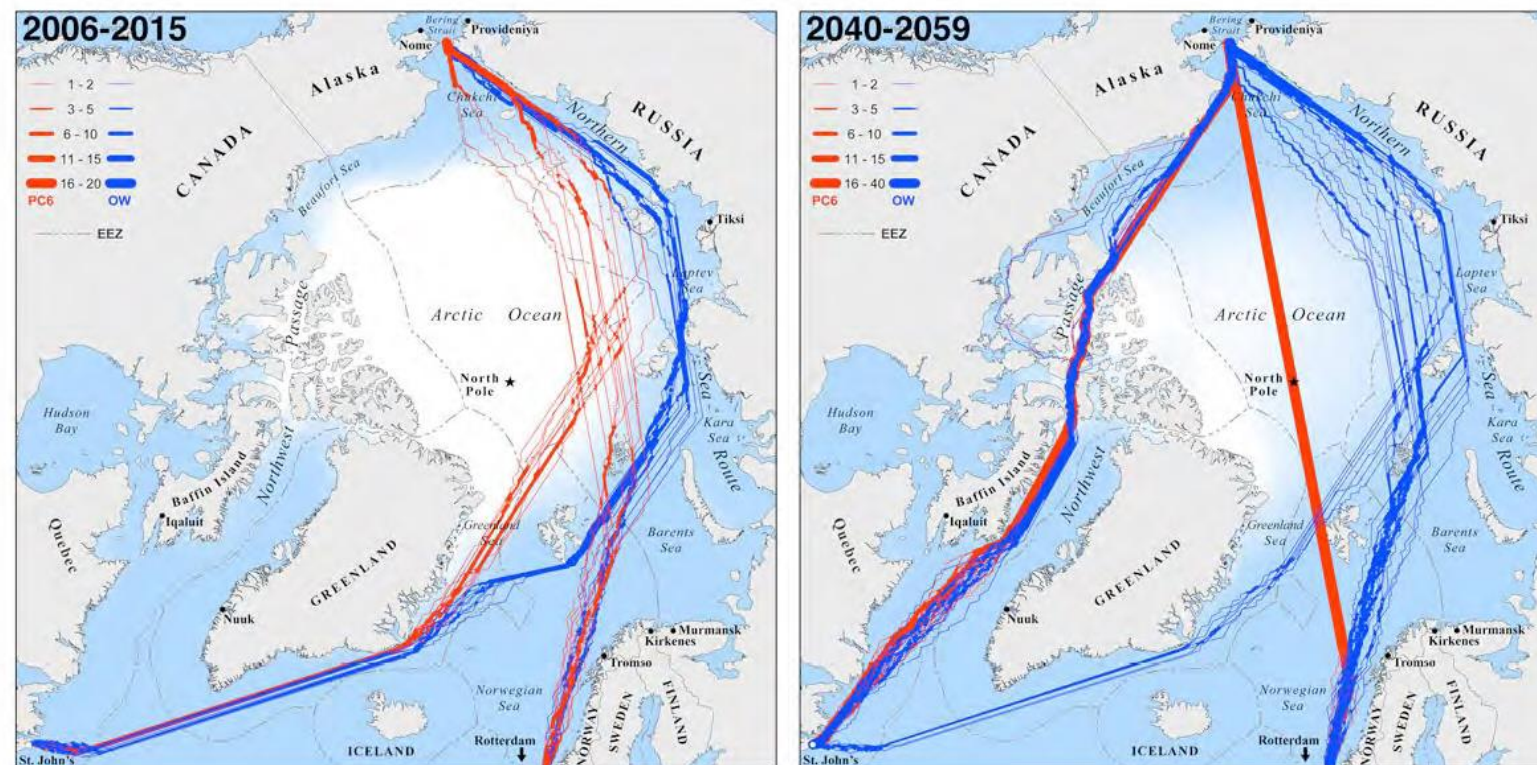


Ports in Norway may be important for EU

TEN-t and MoS is important for us.



Global climate change is offering new opportunities for international transportation networks



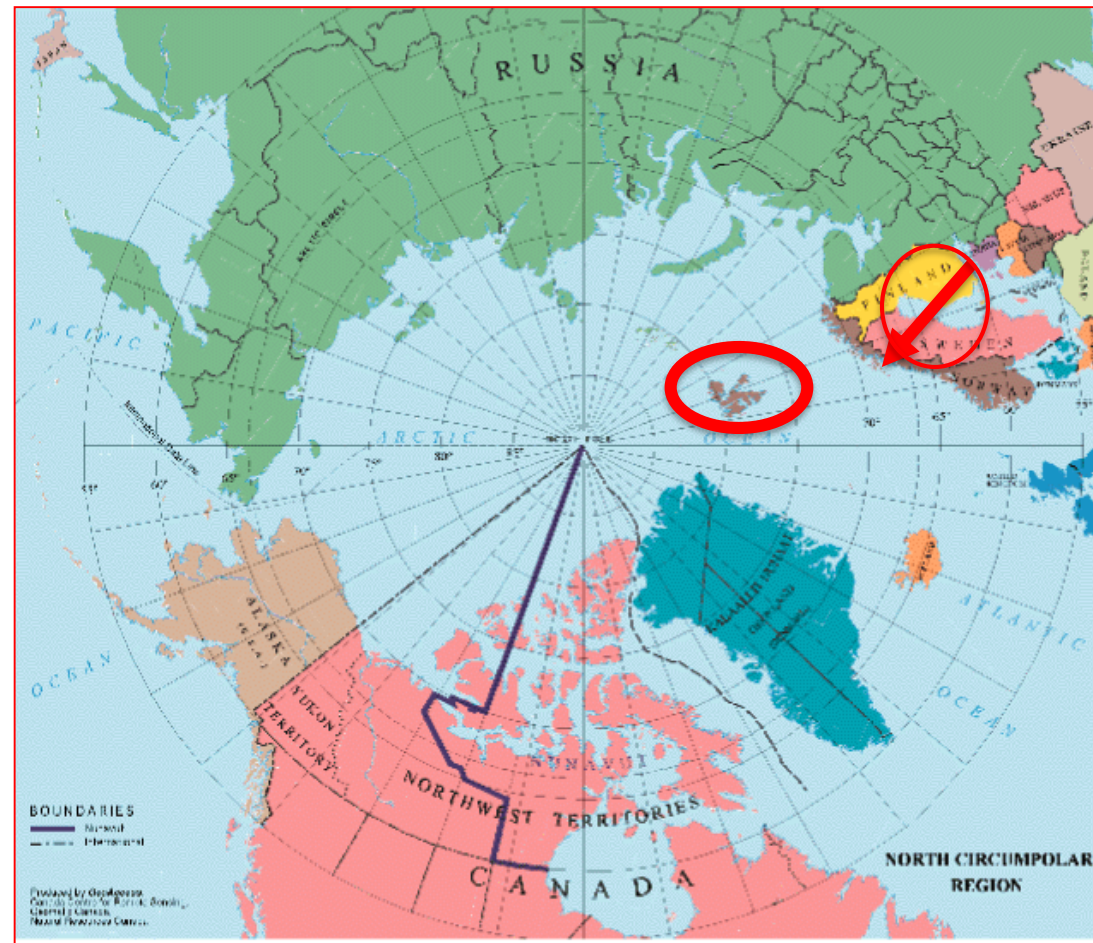
Norway has long traditions of shipping in the High North, and the Norwegian maritime industry has extensive knowledge of the specific conditions and challenges prevailing in the Arctic.

Mo i Rana – Helgeland Region - Northern Norway

- Maritime safety
- Maritime security

ACGF (Arctic Coast Guard Forum)

- Norway, Canada, Russia, US, Iceland, Denmark, Finland and Sweden





Mo i Rana – Helgeland Region - Northern Norway

The Commission's aim is to promote mobility that is efficient, safe, secure and environmentally friendly, serving the needs of citizens and businesses.

The Nordic countries face major challenges as a result of changes in global transport flows!

New markets and new technology are increasingly demanding transport time and new environmentally friendly solutions. . The EU, Russia, China and Japan are launching major transport systems to meet their plans for growth and development.

The Nordic countries can be a focal point between these transport systems - or we can be bypassed. It is up to us!



- Thank you for your attention!





Norsk næringstransport langs NLC- muligheter og utfordringer!



Indre Helgeland Regionråd



Mo i Rana – Helgeland Region - Northern Norway