

JOINT NORDIC STRATEGY FOR TRANSPORT SYSTEM PREPAREDNESS

Introduction

To enhance cooperation on transport system preparedness between the Nordic countries, a memorandum of understanding was signed between the transport authorities of the Nordic countries. The aim of this cooperation is to prevent, mitigate, and manage the potential consequences of major accidents, natural disasters and other societal crises, as well as to expand existing cooperation to include preparedness for situations beyond peacetime.

This framework of cooperation is called Nordic Transport Preparedness Cooperation (NTPC), and its objective is to provide authorities and other relevant actors with a shared Nordic forum for outlining strategic and operational measures to ensure functional transport routes across all modes of transport in all states of alert.

At the request of Nordic transport ministers, NTPC was tasked with developing a strategy for Nordic cooperation on cross-border connections regarding preparedness and resilience. This paper presents the Joint Nordic Strategy for Transport System Preparedness along with proposed actions and supporting explanatory appendices. The strategy is addressed to both the political level and the relevant transport authorities and agencies, providing a shared strategic direction for preparedness efforts.

The assignment also included preparing a common factual basis with relevant information from each Nordic country's actual transport infrastructure plans, as well as a description of challenges and bottlenecks related to security of supply and military mobility. To avoid duplication, ongoing work and relevant information from TEN-T, NORDEFECO, NATO and the EU (e.g. CER, NIS2, Military Mobility Package) is taken into account. This strategy report is based on the more comprehensive classified report, compiled from the information provided by the member countries, detailing several strategic scenarios, corridors, challenges and bottlenecks.

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1 Vision

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.

2 Objective of the Strategy

The key objective of the strategy is to strengthen Nordic transport system preparedness by improving cross-border connectivity, enhancing military mobility and supporting secure and resilient supply chains. To achieve this goal, the strategy focuses on:

- sharing information to create a joint Nordic situational picture
- strengthening cross-border infrastructure and transport system resilience
- minimising barriers to cross-border traffic
- fostering cooperation and coordination among relevant actors.

To support the objectives of the strategy, situational scenarios and prioritised transport corridors have been identified. These illustrate how different crisis situations may affect the Nordic transport system.

Recommended development measures are proposed in four subject areas: infrastructure, transport services, equipment, and regulation and practices. In addition, challenges related to common understanding and organisational collaboration have been identified.

The signatories of the NTPC Memorandum of Understanding are committed to the strategy. The proposed development activities will be integrated into the NTPC Masterplan.

3 Situational Scenarios

The emphasis placed on the use of prioritised transport corridors varies significantly depending on the geopolitical situation. Two primary scenarios can be identified concerning the navigability of the Baltic Sea in times of disturbance:

1. Maritime transport from the southern Baltic Sea and via the Danish Straits to the Gulf of Bothnia and the Gulf of Finland is possible, although traffic may be restricted.

In Scenario 1, the impacts on transport volumes and the direction of transport flows are minor. In particular, the transport costs of Finland's and to some degree Sweden's foreign trade may increase, as transport times could lengthen, reliability could deteriorate and restrictions may be imposed on the available vessels. This would affect the competitiveness of Finnish and Swedish exports and, consequently, transport volumes. However, a significant shift to alternative transport routes is unlikely at this stage, since the cost difference between existing connections and alternative routes is considerable.

In terms of allied reinforcements in a tense situation, military reinforcements are assumed to be transported by sea as close to their deployment area as possible. This would likely require transit through the Danish Straits into the Baltic Sea, with onward movement to the nearest suitable port(s) of disembarkation. In addition to maritime transport, a significant number of ports, roads, railways and aerodromes can be utilised.

2. Access from the southern Baltic Sea to the Gulf of Bothnia is severely restricted or blocked, and maritime traffic in the Gulf of Finland is severely restricted. Routes through the Åland archipelago and the Gulf of Bothnia are assumed to remain operational.

In Scenario 2, the impacts on transport costs and, consequently, on Finland's foreign trade are estimated to be significant. With the normal maritime transport routes restricted or unavailable, shipments must be redirected through Sweden. The most significant alternative transport routes will be those crossing the Archipelago Sea to Stockholm and Gävle, and from there further to Gothenburg, Trelleborg and the Øresund Fixed Link. The total transport volume is likely to decrease considerably from the current level. The most significant bottlenecks in Finland will be found in the affected ports.

Finland's and Sweden's foreign trade transports are likely to be increasingly routed through ports on the west coast of Sweden and in Norway, with Norway and Denmark as transit countries. The transport network in southern Sweden will be heavily congested, as it will be used both by Finnish transports and by Sweden's own rerouted shipments. The most significant bottlenecks will be found in rail transport and in the affected ports.

The impacts on Denmark's and Norway's foreign trade are likely to be smaller. However, rerouted transport flows for instance through the Jutland corridor will also put a strain on transport networks as well as the maritime connections between the countries. There, too, the most significant bottlenecks will be the railway network and ports.

Sea routes along the Norwegian coast, particularly in the north, as well as sea routes to Iceland could also come under pressure, reducing the overall capacity to transport goods via Norwegian ports.

The escalation of the geopolitical situation into a serious crisis or war would likely cause a temporary shock, during which foreign trade could come to a complete halt. At the same time, the transport system would likely be burdened by military transports and possibly civilian evacuations, which would further complicate the handling of foreign trade shipments. The increase in military transports will affect the transport system in multiple directions and evolve over time. However, routes west to east and south to north are estimated to be utilised the most.

If escalation occurs before deployment into the theatre of operations is possible, transporting reinforcements via the Baltic Sea would likely be deemed too risky. In such a case, the use of Norwegian ports, the ports in Oslo and further along the Swedish west coast, and the ports of Denmark would likely be the preferred option.

4 Prioritised Transport Corridors

The most important objective of preparedness efforts is to ensure the functionality of existing transport routes and corridors and to strengthen their resilience. However, redundancy is required if existing routes become unavailable.

The prioritised transport corridors should be suitable for dual use, supporting both civilian and military transport needs. Both infrastructure capacity and operational capacity should be sufficient for various transport volume scenarios, various modes of transport and various types of goods.

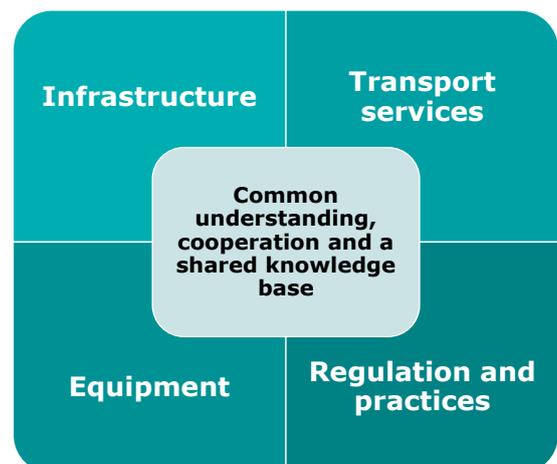
In total, eleven potential corridors have been identified in the comprehensive classified report, of which the following four are prioritised:

- 1. Preparedness-critical sea routes, especially routes closer to the Swedish coast**
- 2. Øresund Fixed Link/Trelleborg/Göteborg–Gävle/Stockholm–Hanko/Turku/Naantali, with extension from Oslo**
- 3. Göteborg–Hallsberg–Haparanda/Tornio–Oulu/Rovaniemi, with extension Boden–Fjord of Ofoten/Narvik**
- 4. Fjord of Trondheim–Sundsvall–Rauma/Pori**

The list of prioritised transport corridors proposed for further development is not intended to be exclusive, but to highlight those currently deemed most important. The sufficiency of network capacity and the availability of transport services must be analysed in more detail in following phases. Other corridors may also become relevant as needs evolve.

5 Strategic Objectives and Recommended Development Actions

The recommended measures are intended as guidance and as examples of potential areas for future Nordic cooperation. Their relevance and applicability may vary across the Nordic countries, and implementation should follow national priorities and available resources.



5.1 Infrastructure Development

The most important objective is to ensure the functionality of prioritised transport routes and corridors and to strengthen the capacity to repair and maintain them. Aviation infrastructure also plays an important role in enabling military mobility, and the availability and operational functionality of both aerodromes and air traffic control systems must be ensured. Cybersecurity must be considered in every stage of transport system planning and development.

- **Examine measures to ensure shipping in the Baltic Sea as far as possible in a crisis or war. Identify alternative ports that can increase the capability to maintain maritime transport and identify specific needs to increase preparedness in these strategically important ports, including possible transshipment to other categories of ships or other transport modes.**
- **Prioritise the maintenance of existing transport routes and corridors and prevent excessive maintenance backlogs that could compromise operational capability. Assess the adequacy of the capacity to repair and restore damaged infrastructure rapidly and prepare a plan to strengthen it where necessary.**
- **Prepare estimates of transport volumes for different situational scenarios. Analyse the most prioritised transport flows and set target levels for the capacity (incl. maximum weights and dimensions, special transports¹) required of each corridor.**
- **Assess the development needs and prioritisation of the transport corridors. Identify vulnerabilities in the transport network (e.g., crossings of large rivers) and plan sufficient resilience.**
- **Assess developing and maintaining dual-use aviation infrastructure as well as securing air traffic control systems and services to enable sufficient airlift capacity across the Nordic countries.**

5.2 Transport Services

The efficiency of the transport system, including traffic management and transport service markets, should be ensured under all circumstances. This requires cooperation between civilian and military authorities as well as businesses, and strengthening the preparedness and resilience of companies. In the most northern regions, adequate winter maintenance capacity should be ensured. For Finland and Sweden, ensuring sufficient and efficiently managed icebreaking services is also critical.

- **Encourage the development of preparedness and resilience strategies for transport-related companies. The active inclusion of the private sector is critical.**
- **Assess the adequacy of icebreaking services as well as winter maintenance capacity on northern road and rail connections and aerodromes.**

5.3 Equipment

Ability to repair and maintain transport routes and corridors requires sufficient storages of critical components. The efficiency of the transport system requires ensuring adequate redundancy in critical transport fleets, which is unlikely to emerge solely through market mechanisms.

- **Assess the feasibility of building shared decentralised storages of critical components (both for civil and military needs) and the availability of reserve bridging capacity.**

¹ Special transport (or abnormal transport) is a road transport operation that exceeds the permitted maximum dimensions (width, length, height) or weight limits. In this text special transports include also explosives & DG.

- **Assess the availability of critical transport fleets (vessels, vehicles, rolling stock, aircraft) as well as personnel, maintenance capacity (including spare parts), and energy resources in situations where existing transport routes or assets are unavailable. Consider conducting joint procurements between countries.**

5.4 Regulation and Practices

An important objective is to minimise barriers to cross-border traffic by simplifying and harmonising legislation, procedures and customs between different countries. This applies, in particular, to special transports, which military transports mainly are.

In a crisis or war, a pre-defined process may be required to manage and prioritise transport at all levels of the transport system in order to use the system efficiently and maintain critical supply chains.

- **Review existing legislation and administrative procedures related to cross-border traffic among the Nordic countries in order to coordinate and harmonise with EU regulations and initiatives.**
- **Review each country's emergency powers legislation and its interface with defence and civilian authorities to clarify responsibilities and cooperation processes.**
- **Review and, if necessary, strengthen mechanisms ensuring insurance coverage for cargo, personnel and all means of transport in a crisis or war.**
- **Examine alternative mechanisms to manage and prioritise transport. Design mechanisms e.g. to direct transport flows of certain types of goods to certain ports and to allocate railway capacity between military and civilian transport.**

5.5 Common Understanding, Cooperation and a Shared Knowledge Base

It is highly important to enhance cooperation and foster mutual trust between civil and military authorities, not only in the transport sector but across society as a whole.

National transport system planning processes in different countries progress on different timelines. The harmonisation of timelines and cooperation could be improved, and military mobility and resilience should be more integrated into planning processes and national transport plans.

- **Strengthen cooperation and sharing of best practices between countries and administrations. Identify and document collaboration partners and cooperation points across all relevant domains. Address challenges caused by different organisational structures.**
- **Clarify how the Nordic Transport Preparedness Strategy aligns with national transport system plans, infrastructure development programmes, state budgets and financing instruments.**
- **Review solutions to enable the safe exchange of sensitive and classified information between actors within and across the Nordic countries.**

Appendix 1: Prioritised Transport Corridors

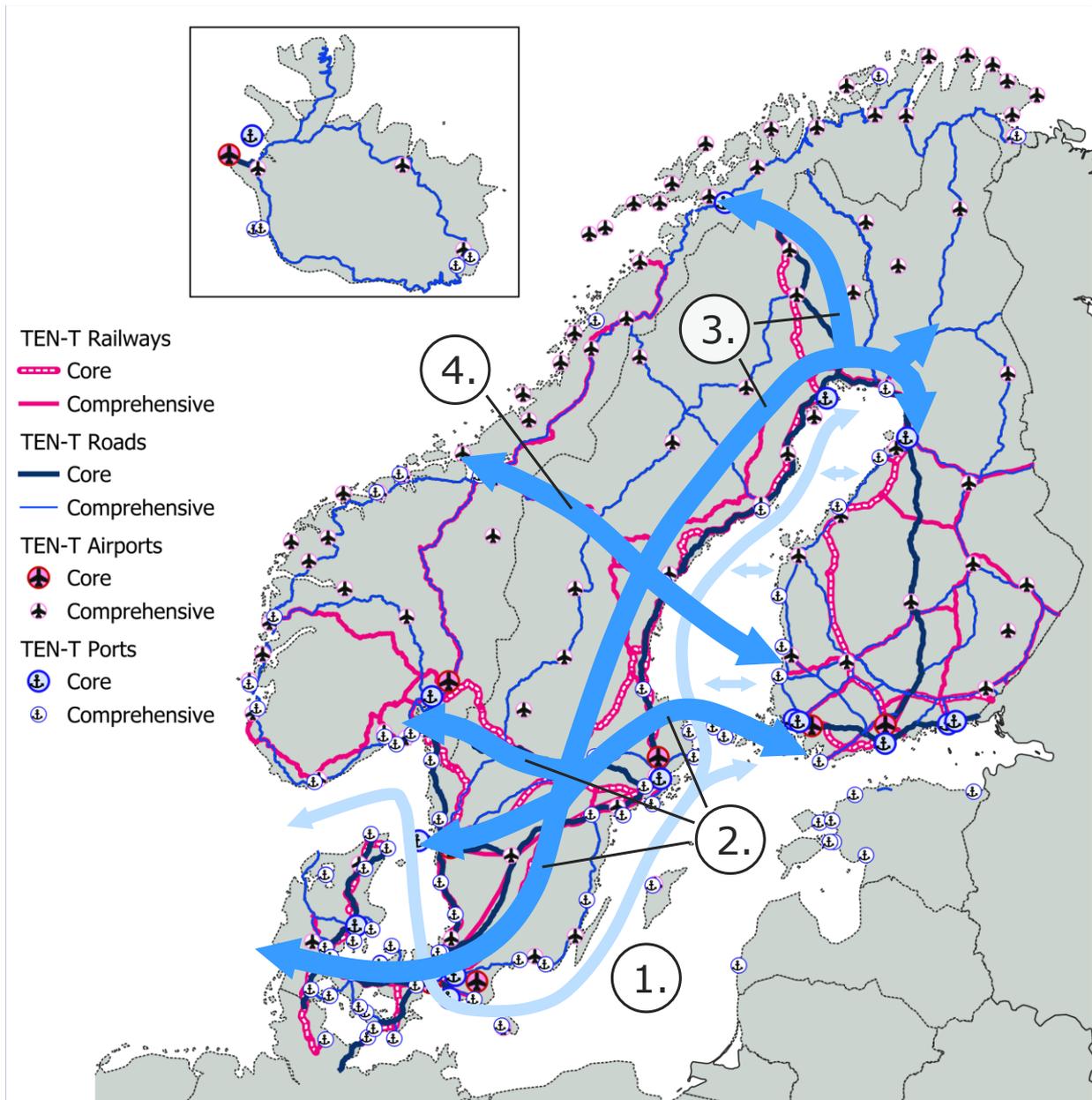


Figure 1. *Prioritised Transport Corridors.*

1. Preparedness-critical sea routes, especially routes closer to the Swedish coast
2. Øresund Fixed Link/Trelleborg/Göteborg-Gävle/Stockholm-Hanko/Turku/Naantali, with extension from Oslo
3. Göteborg-Hallsberg-Haparanda/Tornio-Oulu/Rovaniemi, with extension Bodén-Fjord of Ofoten/Narvik
4. Fjord of Trondheim-Sundsvall-Rauma/Pori

Appendix 2: Infrastructure Development Projects

The following table presents an overview of ongoing, financed and planned transport infrastructure projects on the prioritised transport corridors, according to the National Transport System Plans (NTP). The table does not include investments by ports and other private stakeholders; however, state-funded investments on fairways are included.

Table 1. Ongoing, financed and planned transport infrastructure projects on the prioritised transport corridors.

Norway		
Ongoing/financed	Corridor 2	<p>Rail:</p> <ul style="list-style-type: none"> Increased capacity on Kongsvingerbanen. Several new or extended crossing loops under construction/planned to enable increased length and higher frequency for freight trains. Ongoing projects on the corridor include crossing loops on Galterud, Bodung, Seterstøa and Rånåsfoss.
	Corridor 3	<p>Rail:</p> <ul style="list-style-type: none"> Increased capacity on Ofotbanen, improvements on Narvik station and Narvik Terminal.
	Corridor 4	<p>Rail:</p> <ul style="list-style-type: none"> Electrification of Meråkerbanen. Increased efficiency for traffic with long and heavy trains. However, there are currently no crossing loops allowing trains > 390 m to pass each other on the Norwegian part of the line.
Planned (not financed)	Corridor 2	<p>Rail:</p> <ul style="list-style-type: none"> New/longer crossing loops on Kongsvingerbanen planned (Sander, Granli, Åbogen, Skotterud, Magnor).
	Corridor 3	<p>Rail:</p> <ul style="list-style-type: none"> New/longer crossing loops/tracks on Ofotbanen (Søsterbekk, Horisontalen, Katterat). Capacity will increase by 50%, from 44 to 66 trains per day. <p>Road:</p> <ul style="list-style-type: none"> Road projects planned on the E10 Trædal–Bjørnfjell.
	Corridor 4	<p>Rail/Road</p> <ul style="list-style-type: none"> No specific NTP-related rail projects planned on Meråkerbanen. Road improvement projects planned on the E14 Stjørdal–Storlien.
Denmark		
Ongoing/financed	Corridor 2	<p>Rail:</p> <ul style="list-style-type: none"> A new double-tracked railway between Odense and Middelfart on Funen Upgrading of the railway between Ringsted (Zealand) and Odense (Funen) to higher maximum speed An extra railway track between Tinglev and Padborg in Jutland Expansion of the railway at Copenhagen Airport <p>Road:</p> <ul style="list-style-type: none"> Expansion of three sections of Motorway E20 between Øresund and Kolding (Jutland) with two extra lanes.

Sweden		
Ongoing/financed	Corridor 1	<p>Maritime:</p> <ul style="list-style-type: none"> • Upgraded icebreaker fleet. Sufficient icebreaking capacity is one of the key requirements to ensure fluent and efficient flow of vessel traffic to Swedish ports during wintertime • Capacity measures for fairways to Port of Gothenburg. The enlargement can enable direct shipping to other continents for the largest ocean-going cargo ships. • Capacity measures for fairways leading to the Bay of Bothnia and the Port of Luleå. Deepening the fairway increases the capacity and efficiency of iron ore shipping from Luleå. Improved maritime access to the Bay of Bothnia is also estimated to benefit other Swedish and Finnish ports in the region.
	Corridor 2	<p>Rail:</p> <ul style="list-style-type: none"> • Capacity-increasing measures for Borlänge–Falun and Storvik–Frövi. Several new overtaking sidings and other capacity-increasing measures on the Western Main Line (Stockholm–Hallsberg–Gothenburg) as well as tunnel renovations Flemingsberg–Järna. • Double-track section on the freight line south from Hallsberg to Åsbro. New double-track line Järna–Linköping (The East Link). New overtaking sidings (in both directions) at Älmhult and Hässleholm on the Southern main line and four track expansion Hässleholm–Lund. • Expansion of Malmö freight yard and a short double-track expansion from Malmö C to Östervärn. • Measures (new and elongated crossing loops and overtaking sidings) for longer freight trains (750 m) on the following routes: <ul style="list-style-type: none"> ○ Gävle/Stockholm–Göteborg/Danmark/Trelleborg/Oslo ○ Gävle–Hallsberg ○ Gävle–Kil–Göteborg <p>Road:</p> <ul style="list-style-type: none"> • The national trunk road Lundbyleden in Göteborg connecting Port of Gothenburg eastward is being improved. • On the shortest route between Göteborg and Gävle, there are several projects for median separation: 2+2 road E20 Götene – east of Mariestad (37 km) and 2+1 road Rv 56 Sala–Heby (13 km). The E20 projects also benefit the Göteborg–Stockholm route, where also a new interchange at Hovsjö (near Stockholm) will increase capacity. • Also close to Stockholm, local capacity improvements are planned on E4/E20 that will benefit routes both to Göteborg and Malmö. For Stockholm–Oslo, there will be capacity improvements on E4/E18 Hjulsta–Jakobsberg. • E4 Bypass Stockholm (21 km) is a new motorway tunnel that will increase capacity and robustness for all north–south-routes through Stockholm. Capacity improvements are also planned for an important interchange in Jönköping, benefitting both Stockholm–Göteborg and Stockholm–Malmö.

	<p>Corridor 3</p>	<p>Rail:</p> <ul style="list-style-type: none"> • Longer crossing-loops in 6 locations on the Iron Ore Line. • New crossing-loop and partial double track Sävastklinten–Norra Sunderbyn. • 32.5-ton axle load Kiruna–Riksgränsen and Kiruna–Svappavaara. • Improved platform and capacity at Luleå C. • New single-track railway between Umeå and Luleå. • New loop track between Bothnian line and Ådalsbanan in Västerasby. • Partial double track on the East Coast Line Sundsvall–Kubikenborg. • Measures (new and elongated crossing loops) for longer freight trains (750 m) on the sections Tornio–Boden–Narvik/Hallsberg/Göteborg. • The rail improvements to corridor 2 (see above) also overlap with and benefit corridor 3 on the sections Gävle–Hallsberg–Göteborg. <p>Road:</p> <ul style="list-style-type: none"> • New alignment (2+1) with median barrier on E10 Avakko–Lappesuando and Morjärv–Svartbyn. • E4, new road passing Skellefteå, and E4 2+1 road with median barrier on several sections between Umeå and Skellefteå. • New road section on E45 Rengsjön–Älvros in Jämtland Härjedalen. • New alignment (2+1) for E4 with median barrier on a section Gävle–Sundsvall.
	<p>Corridor 4</p>	<p>Rail:</p> <ul style="list-style-type: none"> • Sundsvall–Östersund, measures for increased capacity and speed. Östersund–Storlien, measures for increased speed.
<p>Planned (not financed)</p>	<p>Corridor 2</p>	<p>Rail:</p> <ul style="list-style-type: none"> • Four-track section (Olskroken–Partille) on the Western Main Line near Gothenburg. • Four new crossing loops on the Värmland Line, Kil–Charlottenberg, benefitting Stockholm–Oslo. • New crossing-loop Kil–Skälebol on the Norway/Vänern line to increase capacity on the West of Vänern route for Gävle–Göteborg. <p>Road:</p> <ul style="list-style-type: none"> • Capacity improvements on E4 northbound and E4/E20 east- and southbound near Stockholm. Improved interchanges near Jönköping for E4 (Stockholm–Göteborg/Malmö) and Rv40 (Stockholm–Göteborg). • Capacity improvements for E6 north of Malmö benefitting the route to Stockholm.
	<p>Corridor 3</p>	<p>Rail:</p> <ul style="list-style-type: none"> • Partial double track along the Coastal railway between Umeå C–Umeå Ö. • (See corridor 2 for the sections Gävle–Hallsberg–Göteborg.)

Others		<p>Maritime:</p> <ul style="list-style-type: none"> • Minor investments for improved fairways in Umeå and Sundsvall. <p>Rail:</p> <ul style="list-style-type: none"> • Enhanced railway maintenance • Continued recovery of deferred maintenance on the four designated corridors: Stockholm–Gothenburg, Stockholm/Hallsberg–Malmö/Copenhagen, Hallsberg–Luleå, and Luleå–Narvik. • Minor investments that enable higher speeds and enhanced capacity. <p>Road:</p> <ul style="list-style-type: none"> • Deferred road maintenance will be restored nation-wide by 2037 • Expansion of the highest load-bearing standard will be accelerated and allow heavier vehicles • Increased funding for climate adaptation
Finland		
Ongoing/financed	Corridor 1	<p>Maritime:</p> <ul style="list-style-type: none"> • Replacing the oldest icebreaker with a newbuilding (B+): Newbuilding is replacing the oldest over 70-year-old icebreaker Voima. This will ensure sufficient icebreaking capacity to assist vessel traffic to Finnish ports during wintertime in the near future. Sufficient icebreaking capacity is one of the key requirements to ensure fluent and efficient flow of vessel traffic to Finnish ports during wintertime.
	Corridor 2	<p>Road:</p> <ul style="list-style-type: none"> • E18 Turku ring road, construction: Significant improvement of capacity, several at-grade junctions will be replaced with grade-separated interchanges
	Corridor 3	<p>Rail:</p> <ul style="list-style-type: none"> • Planning of European gauge rail connections Haaparanta–Tornio–Kemi: Significant improvement of capacity. Solution is partly a dual-gauge gauntlet track and partly a parallel track. The throughput capacity of the track is theoretically doubled (1.5 times higher in practice) in the parallel track implementation. <p>Road:</p> <ul style="list-style-type: none"> • E8 Planning and construction: Capacity will improve mainly from the perspective of military mobility and traffic safety

Planned (not financed)	Corridor 1	<p>Maritime:</p> <ul style="list-style-type: none"> • Deepening the sea lane in Kvarken (with Sweden), construction design: Deepening increases maximum vessel draught from 14 m to 15 m, which increases vessel capacity approx. 25-30%. In the short term, the deepening will increase the capacity and efficiency of iron ore shippings from Luleå Port, but in the long term it will guarantee development possibilities for all ports in the Bay of Bothnia. • Long-term replacement programme / investment plan for renewing the Finnish icebreaker fleet (2026–2040): After replacing the oldest icebreaker Voima with the ongoing newbuild, the oldest two icebreakers will be over 50 years old. In order to guarantee sufficient long-term icebreaking capacity for vessel traffic, a systematic programme and investment plan is essential, and preparation of this plan is currently underway. The realisation of this investment plan will ensure sufficient long-term icebreaking capacity for future needs. • Widening/deepening sea lines to seaports on the southwestern and western coast: Widening of certain sea lines enables the use of the newest generation of ro-ro vessels in these ports and increases vessel capacity by approx. 20%. Deepening of certain sea lines increases the vessel capacity 20–40% and improves the efficiency of vessel transport 15–25% in certain ports.
	Corridor 3	<p>Rail:</p> <ul style="list-style-type: none"> • Upgrade to European gauge. Railroad from Tornio to Oulu and Rovaniemi: Significant improvement of capacity. Solution is mainly a parallel track, but partly a dual-gauge gauntlet track. The throughput capacity of the track is theoretically doubled (1.5 times higher in practice) in the parallel track implementation. <p>Rail/road:</p> <ul style="list-style-type: none"> • Developing resilience in cross-border connections (e.g. cross-border bridges) and capacity (Rail and Road): Capacity will improve from the perspective of special transports and military mobility and security. <p>Road:</p> <ul style="list-style-type: none"> • E8 Road Tornio–Kilpisjärvi Capacity will improve from the perspective of military mobility and traffic safety.
	Corridors 2, 3, 4	<p>Road:</p> <ul style="list-style-type: none"> • Development of a network for special transports: Capacity will improve mainly from the perspective of special transports • The increase of temporary contingency bridge capability • Highway strip improvements: Capacity will improve mainly from the perspective of military mobility and security
Iceland		
Planned (not financed)		Long-term upgrades of critical sections of the road network, particularly the Ring Road (Route 1), addressing bottlenecks, bridge replacements, climate-related vulnerabilities and the reliability of year-round services
Others		Planned developments include capacity, safety and resilience improvements at critical port and airport nodes for civilian security, emergency response and military mobility. These measures aim to strengthen redundancy, reduce single points of failure and improve overall resilience.

Appendix 3: National Transport System Plans in the Nordic Countries

The Nordic countries show many similarities in transport policy, focusing on efficiency, accessibility, sustainability and safety, though with different emphases. Their planning periods largely align, which supports cross-border transport planning. Although Nordic cross-border transport is mentioned, national plans mainly prioritise domestic transport issues. All countries use step-by-step, formalised processes with impact assessments, fostering potential collaboration. Responsibilities lie with transport ministries and national authorities, though in Denmark and Norway these authorities are less independent than in the other Nordic countries. Transport agencies are typically responsible for preparing the plans, but in Finland and Denmark the process is under stronger political guidance and is led by the competent ministry.

Regional councils and organisations are responsible for preparing more detailed regional development strategies and plans, and they are frequently involved in public transportation. Municipalities are responsible for local planning but may also have other tasks relating to transport infrastructure, such as streets, local public transport, ports and aerodromes.

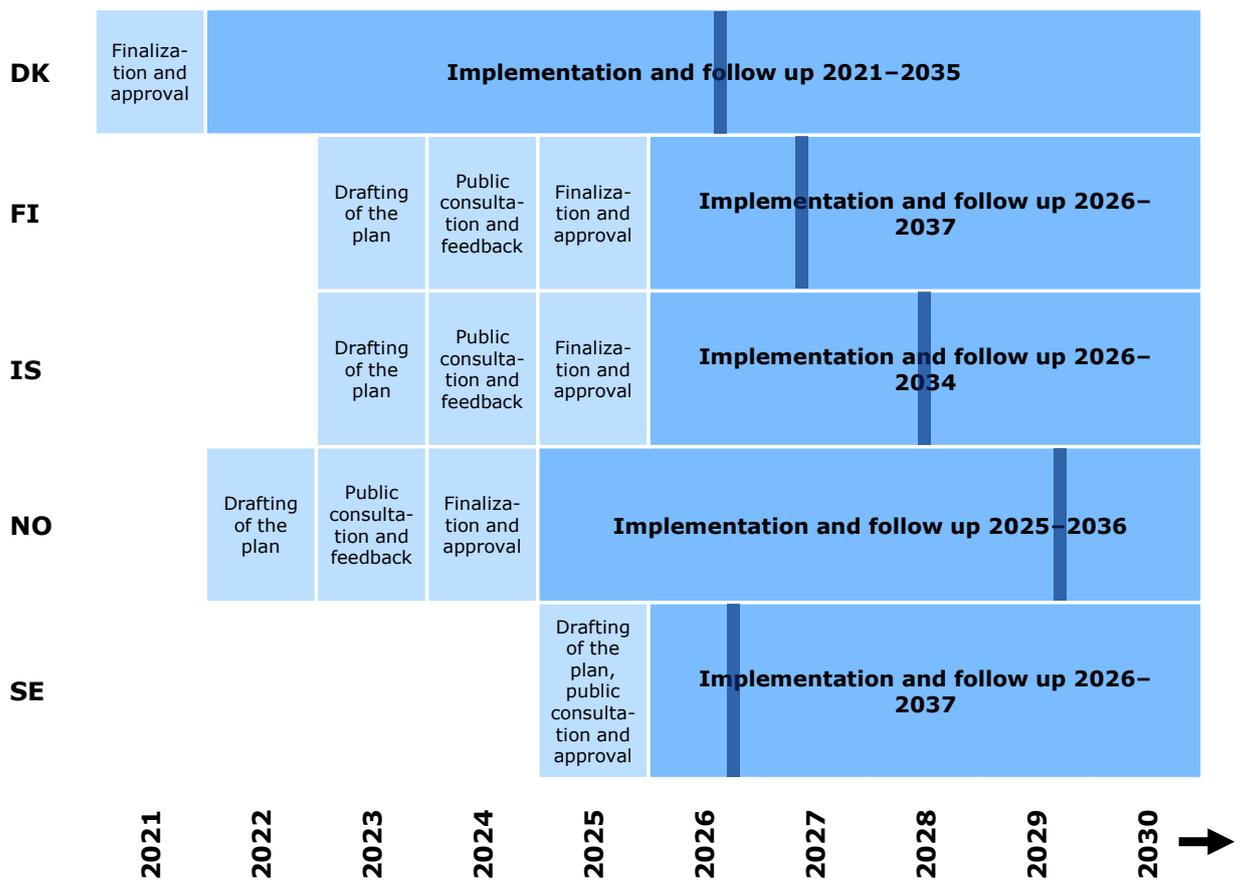


Figure 2. Timelines and main stages of transport system planning in the Nordic countries. The timing of the next parliamentary elections is also indicated.