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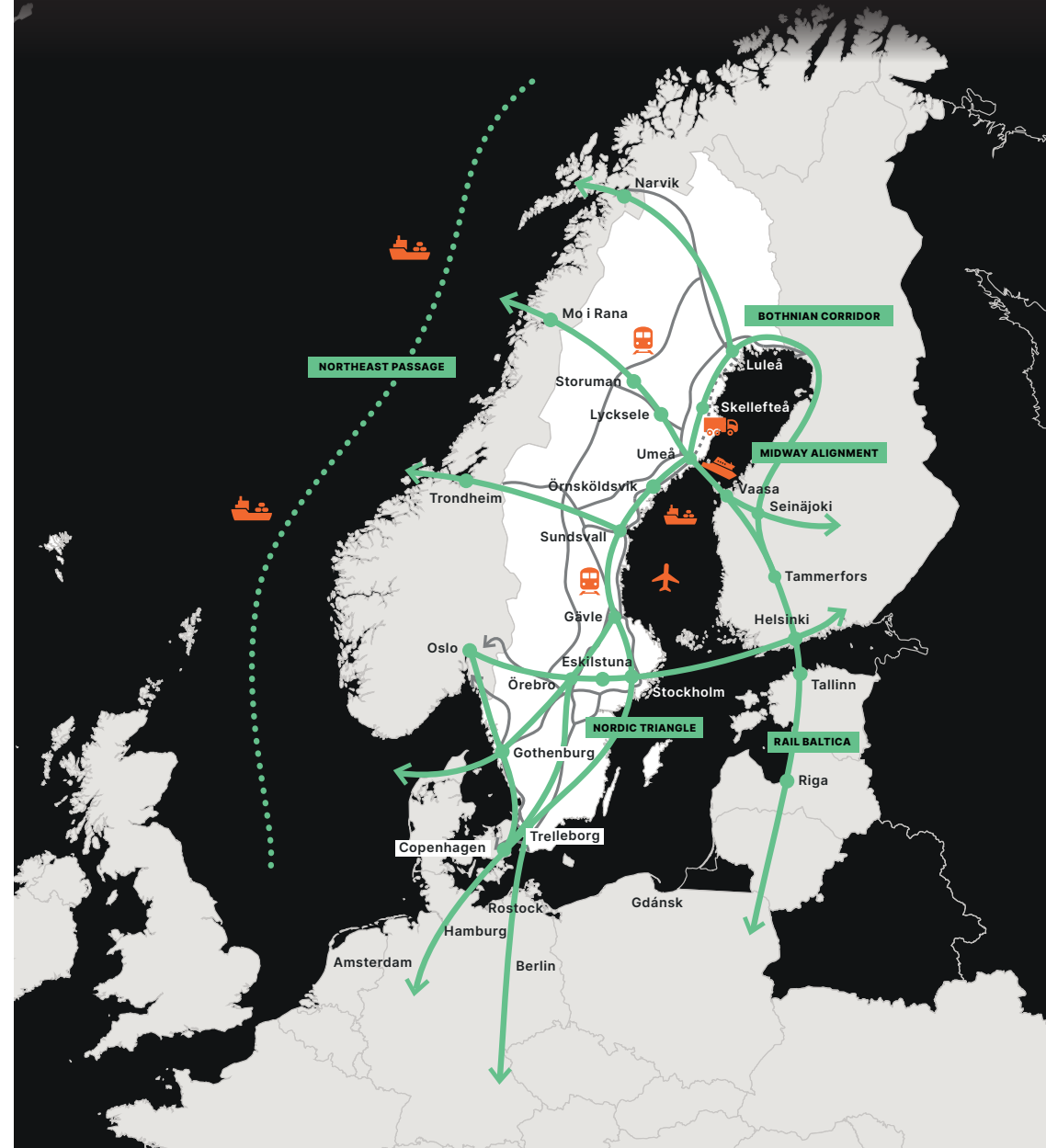
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The E12 corridor – an important supply route in times of crisis and war



Position paper for the E12 corridor

Strategic East-West Supply Corridor in the Nordic Region and the Arctic

The parties intend, through this position paper, to ensure the significance of the E12 corridor through Norway, Sweden and Finland, for regional development as well as its role as a supply corridor for total defence and during crisis.

The strong interregional cooperation between regions and municipalities in Nordland, Västerbotten and Österbotten has, with the new geopolitical situation and the current challenges regarding the climate, become highly significant for the security of supply across the Nordic region. After decades of integration and globalization, global conflicts have increased, and a more multipolar world is emerging. Security policy issues are high on the agenda, and we are living in a time of major and rapid change. The goal for the actors along the E12 corridor is, based on the current global situation, to improve the conditions for a functioning supply corridor that benefits business, civil society and defence both in peacetime and in times of crisis or war.

This position paper is based on the summit between Norway, Sweden and Finland held on 20 June 2024 in Bodö. Prime Minister Jonas Gahr Støre, Prime Minister Ulf Kristersson and President Alexander Stubb discussed cross-border transport corridors in the north. The parties are very positive about the cooperation at the national level and wish to contribute to the continued work.

The E12 corridor through Norway, Sweden and Finland plays an important role in meeting the requirements of NATO membership under Article 3 of the North Atlantic Treaty. This includes building resilience and robustness, as well as the ability to provide mutual assistance and develop both collective and individual capabilities to withstand armed attacks. To meet the seven baseline requirements currently in place, the corridor needs to be strengthened. It also needs to be brought to the attention of actors at local, regional and national levels.

The existing E12 route through Norway, Sweden and Finland is already an important logistics and supply corridor between the countries. Mo i Rana has an ice-free, intermodal Atlantic port and the daily ferry connection between Umeå and Vaasa has in recent years been enhanced with the world's most environmentally friendly ferry. The E12 road and the ports in Mo i Rana and Umeå are included in the EU's strategic network Ten-T and the port of Vaasa is working to become part of the Ten-E and Ten-T network. The port of Vaasa has been designated as a central port from both a supply preparedness and military perspective by the Finnish and Norwegian defence forces.

Additionally, the airports in Mo i Rana, Hemavan, Lycksele, Umeå and Vaasa and the intermodal rail terminal in Umeå are part of the EU's strategic network. Several of the parties are members of the Kvarken Council EGTC.

Cooperation along the corridor has in recent years led to several ongoing investments and improvements:

- Completion of a new major airport in Mo i Rana
- Expansion of the deep-water quay in Mo i Rana and major investments in the ports of Umeå and Vaasa
- Feasibility study of the port of Mo i Rana as NATO reception port

There are now several projects aimed at further developing of infrastructure to elevate the corridor's position in national and military infrastructure planning;

- Expanded cooperation between the ports of Mo i Rana, Umeå and Vaasa
- Planning of upgrading, reinforcement and electrification of the Hällnäs-Storuman railway "Tvärbanan"
- Planning for the upgrade of the E12 road
- Development of a concept and business model for regional electric/hybrid aviation in the Kvarken region
- Feasibility study of railway infrastructure between Storuman and Helgeland/Mo i Rana
- Feasibility study of a fixed link across the Kvarken

The parties behind this position paper are working together to have the E12 corridor designated as a military mobility corridor with a special function as a supply route that connects Norway's ice-free ports with Finland's inland and southern regions. Such a designation would complement the already identified mobility corridors by NATO and the defence forces: Trondheim–Sundsvall and Luleå–Narvik. This would simultaneously bring great benefits to the population, the business community and visitors along the corridor.