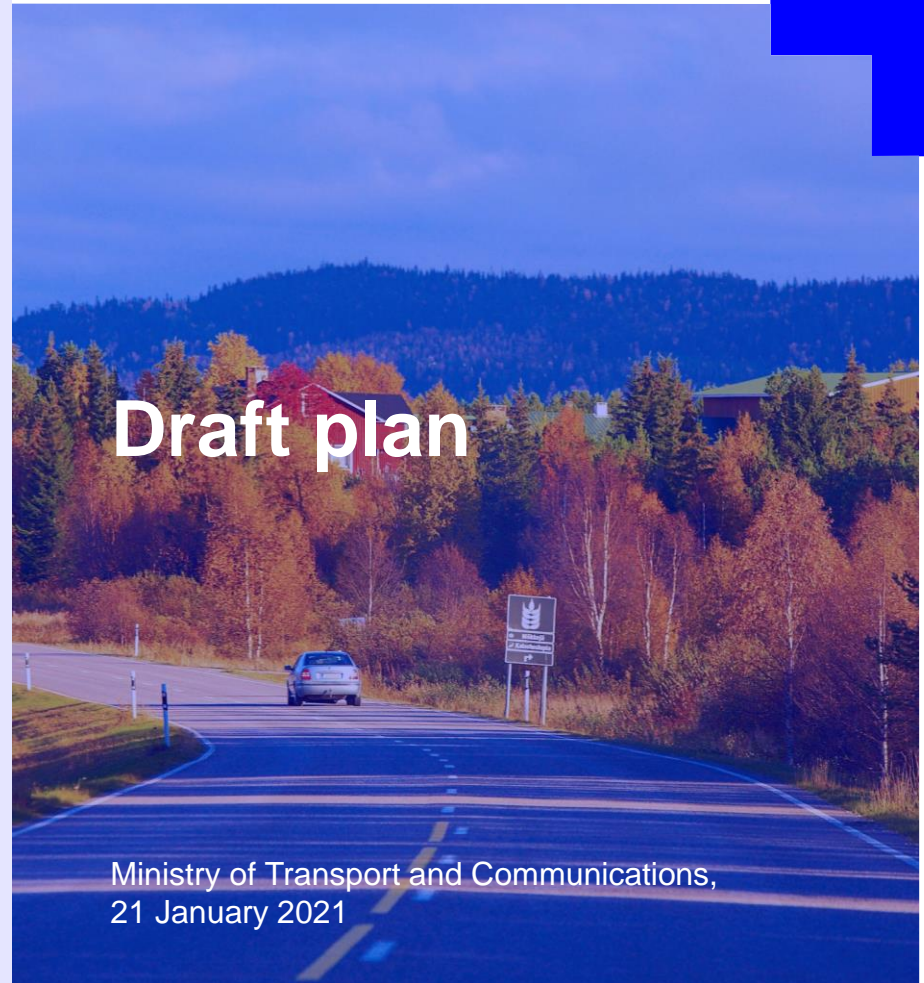


## TRAFFIC 12

The National  
Transport System Plan



# What is the National Transport System Plan?



- The first, comprehensive, long-term **strategic plan** for development of the transport system in Finland.
- The Plan will cover **all transport modes**, passenger and goods transport, transport networks, services and support measures for the transport system.
- The Plan is drawn up **for a period of 12 years** (2021–2032) and will be updated each Government term.
- The preparations are guided by a **parliamentary steering group**. The decision on the Plan will be made by the Government.
- The Ministry of Transport and Communications is responsible for the preparations — carried out **in close interaction** with stakeholders.
- The Plan creates a **shared situational picture** of the transport system’s development needs and solutions.
- **Impact assessment** is an essential part of planning — developing the knowledge base for decision-making.
- The Plan brings together **the measures taken by central and local government**.

# Preparatory material

- The current state of the transport system and the changes in its operating environment (Report of the Finnish Transport and Communications Agency Traficom)
- Strategic situational picture of the transport network
- Impact assessment and comparison alternative – what situation will be reached through measures already decided
- Regional transport system plans and strategies
- Other studies, research and ongoing projects
- Preparatory material shown on the Government project window:  
<https://valtioneuvosto.fi/hanke?tunnus=LVM018:00/2019>



# Objectives of the Plan



## Accessibility

The transport system will ensure access to the whole of Finland and will respond to the needs of businesses, working life and housing.



## Sustainability

Opportunities to choose more sustainable modes of mobility will improve, particularly in urban areas.




## Efficiency

The socio-economic efficiency of the transport system will improve.

The objectives are parallel and all strive to mitigate climate change.

# The action plan is part of the Transport System Plan

1. General starting points
2. Current state of the transport system and changes in the operating environment
3. Vision for transport system development up to the year 2050
4. Objectives and strategic guidelines of the Plan
- 5. Action plan (central and local government)**
6. Central government funding programme
7. Summary of the impact assessment
8. Suggestions and advice for the next round of planning



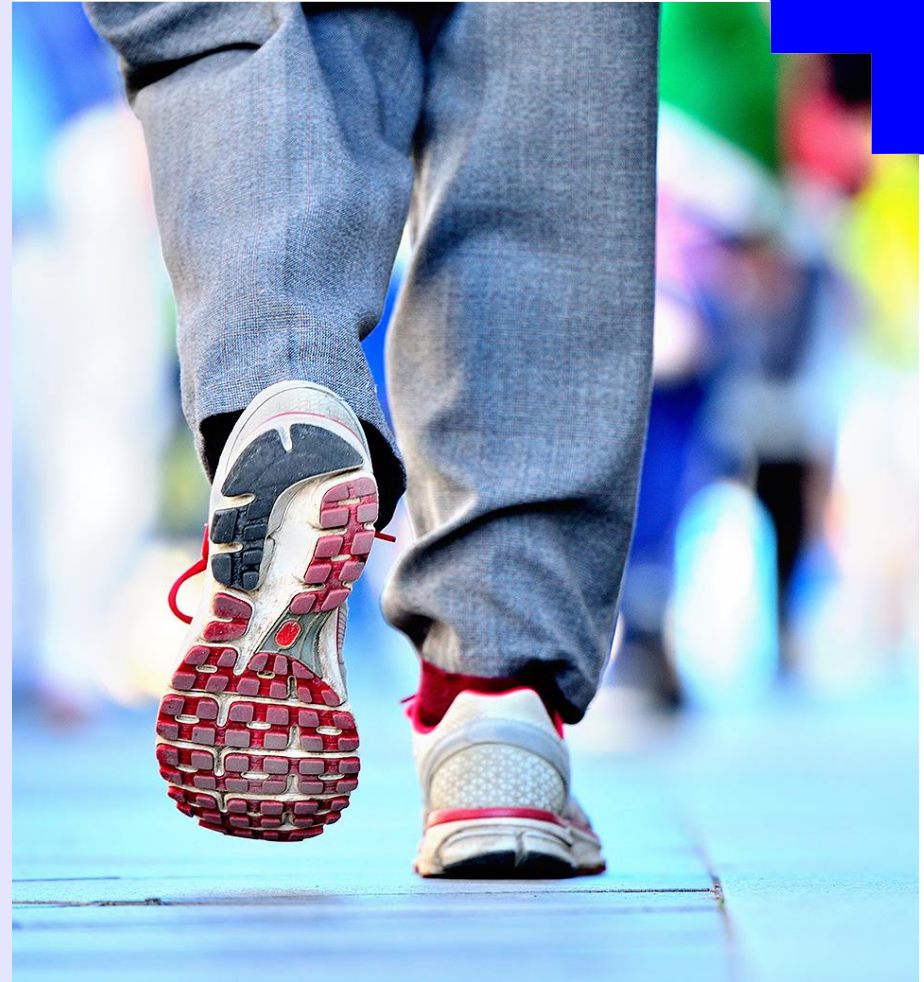
The action plan  
is part of the  
National Transport  
System Plan.

## Structure of the action plan:

- Transport networks and hubs
- Passenger and goods transport services
- Support measures of the transport system
- Special regional issues
- Utilisation of EU funding and exerting influence internationally
- Development of transport system planning

## In addition:

- Financial provisions and compilations by topic



# Most significant changes compared to the present situation

- **To ensure accessibility**, adequate levels of maintenance and repair of highways, railways and waterways will be guaranteed **by increasing funding for route maintenance** and by directing more appropriations **to private roads**.
- **Investment** considerably greater than at present will be made **to promote sustainable mobility** especially in urban areas. Sustainable mobility is promoted by investing both in services and in transport networks.
- In addition to investments made in the maintenance of the existing route network and sustainable mobility, **the route network will be developed** according to customer needs at the current funding level.
- **Digitalisation and exploitation of data will be promoted** widely within the transport system. **Automation** will be promoted, among others, through pilot projects.
- The principles relating to **funding** of the infrastructure and to **partnerships** between the central government and various actors **will be clarified**.

# Condition of the transport network will be ensured



- The funding of transport networks will be directed to needs identified **in the transport network's strategic situational picture**.
- **Basic route maintenance** funding EUR 1.4 billion per year from 2025 + index increase
  - Highways 52%
  - Rail network 39%
  - Waterways 9%
- **The repair deficit** of the route network **will be reduced from** EUR 2.8 billion to EUR 2.2 billion. In reducing the repair deficit, **the main route network** will be prioritised and the needs of **businesses and working life** will be taken into account **for the lower route network**.
- The raised level of **highway** maintenance in winter and reduction of the repair deficit will be ensured. Funding for improvement will be added.
- Significant input to improvement and repair of **railways**.
- **On waterways**, attention will be paid to the appropriate condition of safety devices and the addition of intelligent safety devices to merchant shipping channels.
- Route operation will be developed further to ensure **efficient use of funding** and **to raise the productivity** of basic route operation.



# Development in all route modes according to need (1/2)

- **Development investment** funding at the level of previous years (about EUR 500 million per year)
- Total funding for the planning period **EUR 6.1 billion**, of which new measures EUR 3.26 billion
- Development investments by route mode throughout the planning period (incl. projects already decided):
  - Highways 45% (EUR 1.37 billion for new ones)
  - Rail network 51% (EUR 1.76 billion for new ones)
  - Waterways 4% (EUR 0.13 billion for new ones)
- Renewal of trains' ageing control system (**Digirail**) EUR 370 million during the planning period.
- A total of about EUR 1,760 million will be allocated to new measures for **rail network development** during the planning period.
  - the most critical and effective major targets in terms of network functionality and rail transport capacity (incl. basic renovations) EUR 900 million
  - measures to improve rail transport capacity between regional centres, taking into account transverse connections as well EUR 400 million
  - measures to promote the functionality of station areas and railway yards EUR 200 million
  - measures targeted at routes other than the main route network (incl. the little-trafficked rail network) EUR 200 million

# Development in all route modes according to need (2/2)

- For new measures of **road network development**, a total of about EUR 1,410 million will be allocated during the planning period.
  - For the main route network, improvement of the level of service in the most significant sites and in spots throughout Finland, taking into account the needs of businesses and road safety EUR 870 million
  - On the rest of the network, for bridge sites critical to businesses, building and planning sites of bridges to replace road ferries, port or terminal connections and other unexpected needs EUR 300 million
  - for local government business development and land use support other than land use, housing and transport (LHT) areas EUR 200 million
- **In the development of maritime routes**, significant new industrial investments and the associated increase in maritime transport will be facilitated. Central government costs for new measures during the planning period about EUR 130 million.
- For new contractual infrastructure projects and possible service development, **co-financed with land use, housing and transport (LHT) urban areas**, EUR 661 million during the planning period (EUR 22.8–100 million per year in the years 2024–2032), in addition to projects already decided.

# Other points concerning transport networks and nodes

- For railway lines of Trans-European Transport Network (TEN-T) core network corridors, a higher service level than in the Decree on the arterial roads and railways will be sought, such as 25 tonne axle pressures and higher speed limits.
- The preparatory situation of **project companies** is taken into account.
- The level of infrastructure funding for **walking and cycling** EUR 30 million per year (central government share for the street network) from 2025 onwards, for **park and ride** a total of EUR 30 million in the years 2025–27 (central government share for the street network).
- **Raise in grants for private roads** to EUR 25 million from 2023 onwards, for measures relating to the street network.
- Continuous maintenance of the strategic situational picture of the transport network
- Updating the **planning programme** in accordance with the Plan's guidelines and expanding project assessment
- Compilation of an **investment programme** for 6–8 years at a time, based on the **Plan's objectives and criteria** and the **strategic situational picture of the transport network**.

# Airports and ports



Maintaining the **airport network** as it is now and exerting influence on behalf of the network principle in the EU

Development of **trip chains** to airports throughout the country

Development prospects for air traffic will be assessed and **the effects of the COVID-19 situation**, among other things, will be noted.

The central government will strive to assure that **the three-hour accessibility objective** is realised in areas where this is not achieved by rail transport. If necessary, securing of air traffic by separate decisions.

Government grants to aerodromes outside Finavia's network **will be maintained** at the present level.

**At ports**, EU funding will be utilised widely, among others things, in projects advancing digitalisation, automation and alternative driving power.

**Transport connections to important ports** will be developed, utilising project assessment data

**Co-financing** of fairway projects by the central government and ports where possible. Coherent practices and fair treatment between different actors.

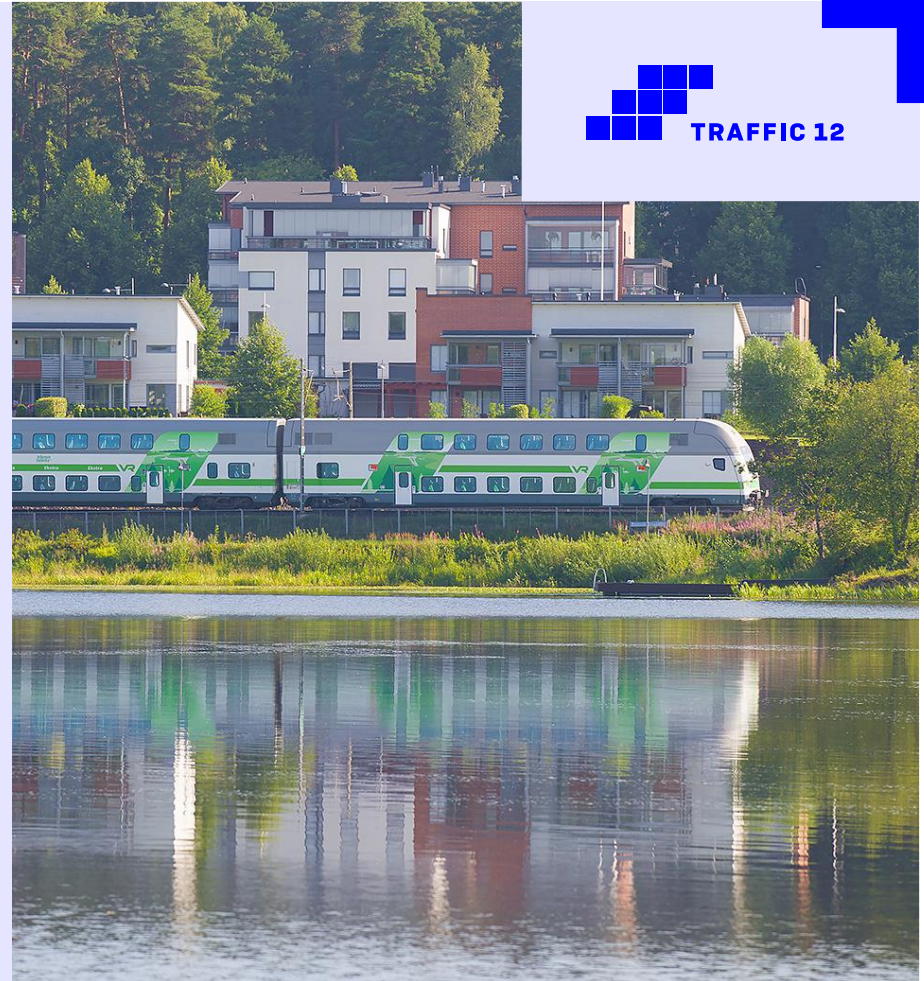
# Principles of the co-financing model

- The co-financing model will be utilised more comprehensively than at present when projects yield significant benefits to other parties in addition to the route operators (for instance, local governments).
- Central government's cost share, at most:
  - 30% in rail transport projects or other large public transport projects owned by local governments
  - 50% in projects improving the transport system of urban areas to be implemented on the central government's network
  - 50% park and ride, walking and cycling



# Public transport

- Preparations are made for **stimulative support** of public transport **as a budgetary increase**, incl. air traffic acquisitions for regional aerodromes
- Development of cooperation as well as clarification of the service level of market-based and publicly supported transport (incl. **taxi transport**).
- Service level objectives for long-distance transport
- Supplementary acquisitions of market-based long-distance passenger transport as well as **increases in public transport support** to urban areas and sparsely populated areas from 2025 onwards. Development of **digital aviation**.



# Trip chains to be made smoother by means of data, merging and accessibility



- **Timetable and route data** will be collected nationally. Support for the development of the passenger information of trip nodes (EUR 6 million).
- Pilot projects on the interoperability of **ticketing and payment systems** (EUR 2 million) and on the introduction of real-time passenger information in sparsely populated areas.
- Promotion of **mobility services** (incl. mobility as a service) and merging with other services throughout the country.
- Development of trip nodes in passenger transport **to become sustainable mobility centres**.
- Acceleration of **merging** passenger transports by means of pilot projects (EUR 9 million).
- Investment in **accessible** trip chains.

# Efficiency to logistics from digitalisation and new technologies

- Utilisation of **data and digitalisation** will bring more efficient transport chains.
  - Improvement of the availability and interoperability of digital data
  - Intermediary platforms and shared principles promoting the exchange of data
  - Development of the compilation of statistics
- Adoption of new technologies through pilot projects on **urban logistics**.
- **Studies** on emission reduction possibilities, combined transport and on transit traffic.





# Directing demand to sustainable transport and road safety



- Promotion of low-carbon and resource-efficient community development and sustainable mobility by means of **land use**. Attention to the National Transport System Plan in regulation concerning land use.
- A long-term **development picture** of the **regional structure** will be compiled.
- Advancement of the construction of the distribution network for **alternative driving powers**.
- Widening of the **direction of mobility** and raising funding to EUR 2.5 million per year from 2025 onwards.
- **Parking policy** to be integrated into transport system work.
- Commitment to a **zero vision of road safety** by 2050 and compilation of a road safety strategy.

# Data and digitalisation

- **Legislative framework** for the utilisation of data
- Bringing together the **basic services of digital business** (Traffic Management Finland Group, EUR 25 million)
- Promoting the utilisation of **automation** and data by means of pilot projects (EUR 86 million).



# Other vital support functions

- Efficiency to the present transport infrastructure capacity and real-time data in all transport modes by means of **traffic control**.
- **Communications networks** support development of the transport system.
- The transport system's **preparedness** and **security of supply**, incl. dependence on communications, telecommunications and the energy sector and the effects of climate change. Consideration of security of supply and **national defence** needs in developing the transport system.
- Enabling the **sustainable growth of companies** in the transport sector.



# Special regional issues

- The background data of **project companies** in large **railway projects**, descriptions of connection intervals and land use planning situation as well as impacts on the transport system.
- **Inland waterway transport** as an enabler of emission reductions and support to piloting.
- Reform of the organisation model for **commuter vessel transport**. Assuring **ferry transport** according to the procurement strategy. Implementation of the necessary **legislative amendments**. Replacement of ferries with **bridges**.
- Smoothness of **border traffic**
- **Transport support** in Eastern and Northern Finland.



# Strengthening and clarifying partnerships

- The Plan and the funding programme it includes act for the central government's part as **the starting point for handling transport issues in different types of agreements**.
- The main emphasis in agreements between the central government and urban areas is **sustainable mobility** and **accessibility**. Topics of discussion are, among others, development of public transport and trip chains, promotion of walking and cycling, and regional issues in developing rail transport.
- The allocation of development investments for the central government's route network as well as appropriations for basic route operation are outlined in the National Transport System Plan.
- Development of the transport system is seen as a **regional** entity in urban area agreements, not as support for projects of individual cities.
- The central government participates on a co-funding and agreement basis also in business development and land use support for local governments **other than in the case of land use, housing and transport (LHT) areas** (funding provision EUR 200 million/development of the highway network).
- In other agreements, **support for sustainable growth** and **the availability of labour** are emphasised.

# Influencing Trans-European Transport Network (TEN-T) reform

- Exertion of influence so that the Regulation would promote the Plan's objectives and measures as well as possible. In exerting influence, attention is paid, for instance, to the Decree on the arterial roads and railways, and to promoting fossil-free transport and digitalisation of the transport system.
- It is noted that the Regulation serves as the base in considering the scope of application of other EU legislation – a **critical attitude to expansions** with regard to **highways**.
- Inspection of whether the core network of highways meets the criteria in 2024 – application for exception if necessary.
- Exertion of influence so that the Regulation on guidelines would support **sustainable mobility** and would enable compacting of the community structure in the larger urban areas.
- Exertion of influence on development of the **motorways of sea** concept so that projects could widely improve the connections of Finnish businesses to central market areas. In addition, assessment of the need to change the classification of **ports** and **aerodromes**.

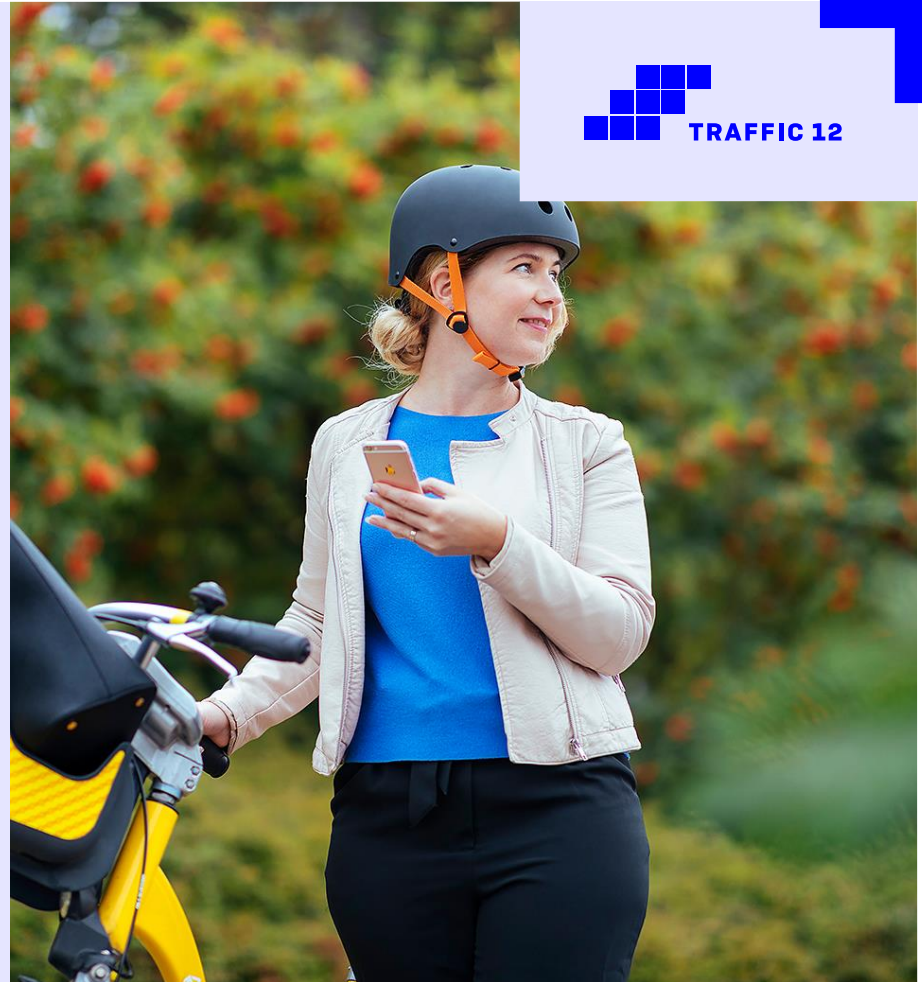
# Utilisation of EU funding

- **Recovery and Resilience Facility (RRF)** of the EU
- **Interconnected European networks** (Connecting European Facility CEF):
  - The objective is to increase acquisition
  - The main emphasis of the coming CEF funding period is on **railway projects of core network corridors** and their planning
  - In addition, **project companies** and **Digirail**
  - Railway projects in urban areas, promotion of fossil-free transport and digitalisation as well as military mobility
  - Active exertion of influence on the Commission's working programmes



# Development of transport system work

- Create the framework for **continuous cooperation** between different levels of planning and different actors
- Enable coherent planning at all levels:
  - development and utilisation of a shared situational picture (transport system analysis/ Finnish Transport and Communications Agency)
  - transmission of data between different bodies
  - uniform impact assessment methods
  - stakeholder engagement





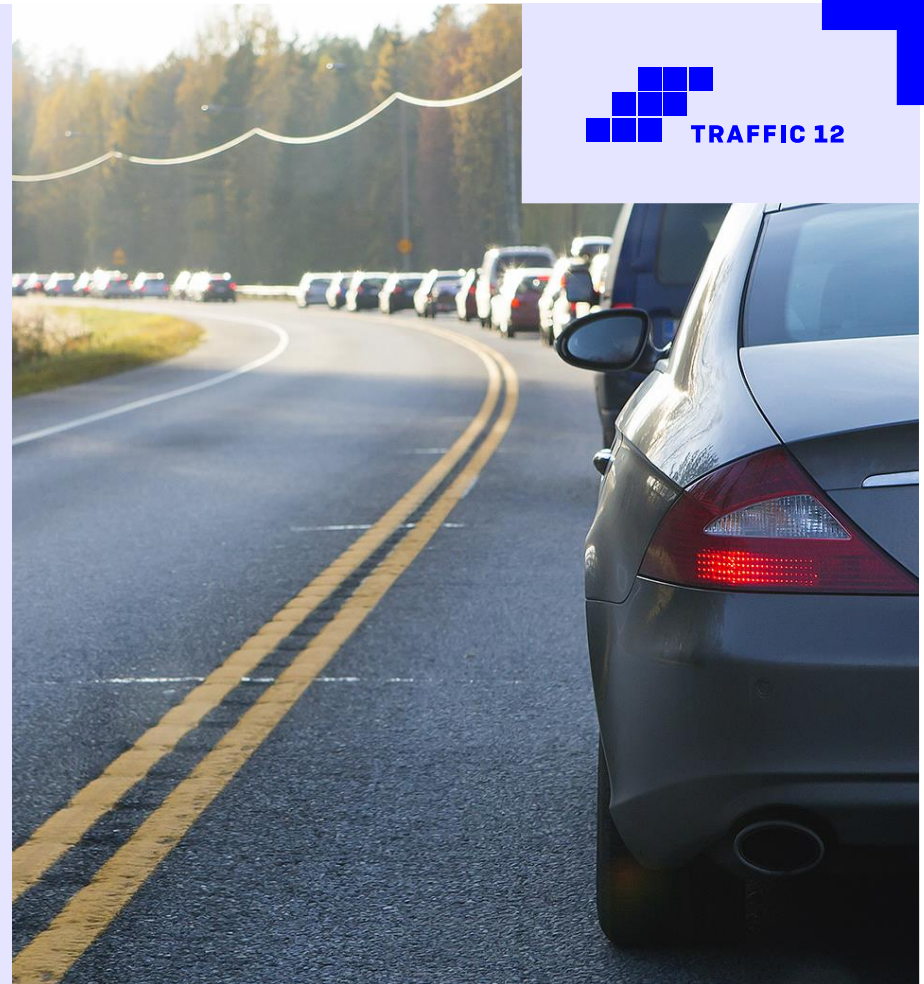
# Transport system analysis

- The Finnish Transport and Communications Agency analyses **transport system development** and foresees the future. Transport system analysis provides data on the development and current state of the transport system at the national and regional level, and compiles **preliminary data** on changes in the operating environment.
- The regularly updated transport system analysis contains, among others:
  - **Strategic situational picture of the transport network**
  - **Model for monitoring** the Traffic 12 plan



# Strategic situational picture of the transport network

- Contains the central government's route network and other transport network as well as transport nodes.
- **Updated in December 2020** (Finnish Transport and Communications Agency in cooperation with the Finnish Transport Infrastructure Agency).
- In the future, the strategic situational picture of the transport network will be updated twice a year.



# Strengthening of cooperation



## Continuous cooperation

Continuation and development of the current cooperation



## Transport system forum

Convened regularly to discuss topical issues and the situation of the transport network



## Annual discussions

With regional actors in accordance with regions, based on inter-regional transport system work

1

Eastern Finland

2

Western Finland

3

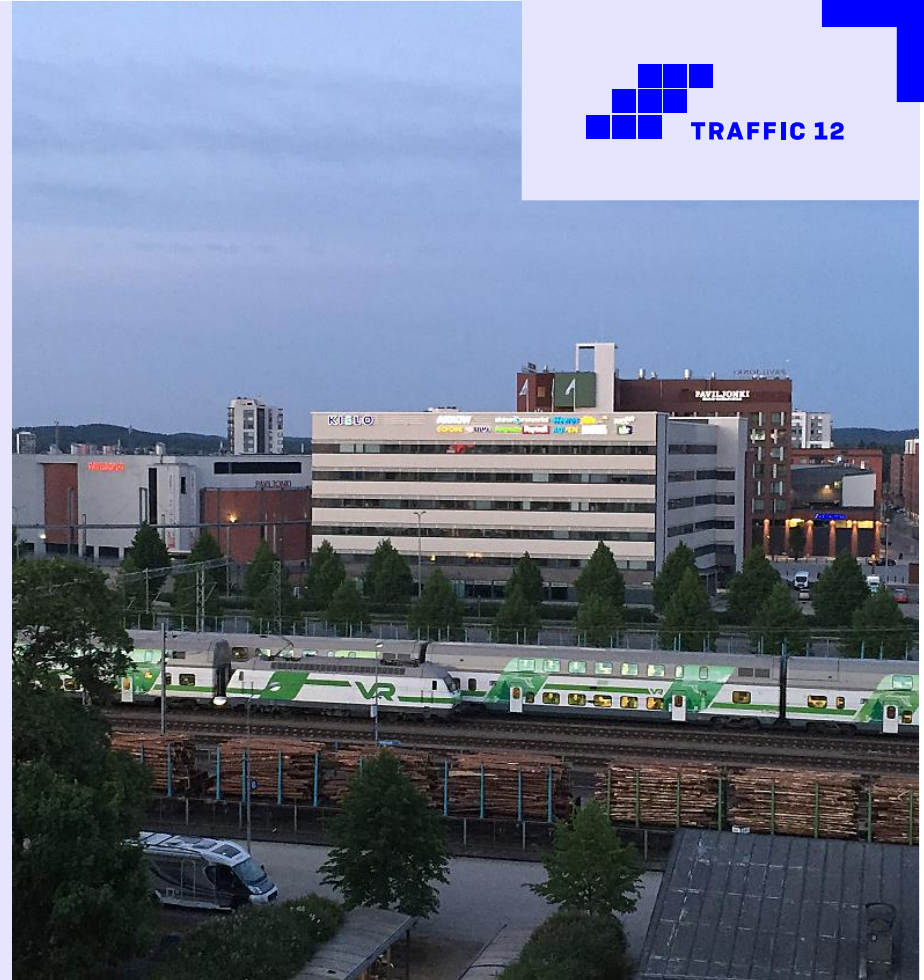
Northern Finland

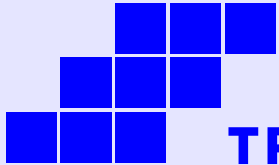
4

Southern Finland

# Round for comments and completion of the Plan

- **Deadline** for comments **23 February 2021**
- After the round for comments, completion in the parliamentary steering group on the basis of the feedback given in the comments
- Government report to the Finnish Parliament in the spring of 2021 and, after that, decision by the Government





## TRAFFIC 12

The National  
Transport System Plan

