

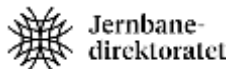
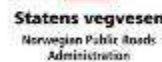


**NTPC** Nordic Transport  
Preparedness Cooperation

# Strategy of Transport System Preparedness

Platform North  
Luleå 18 March 2026  
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# Nordic Transport Preparedness Cooperation (NTPC)



# Introduction

- ▶ 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.
- ▶ 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.
- ▶ The 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.



# Structure and Content of the Strategy

- ▶ Introduction
  1. Vision
  2. Objective of the Strategy
  3. Situational Scenarios
  4. Prioritised Transport Corridors
  5. Strategic Objectives and Recommended Development Actions
- ▶ Appendix 1: Prioritised Transport Corridors
- ▶ Appendix 2: Infrastructure Development Projects
- ▶ Appendix 3: National Transport System Plans in the Nordic Countries

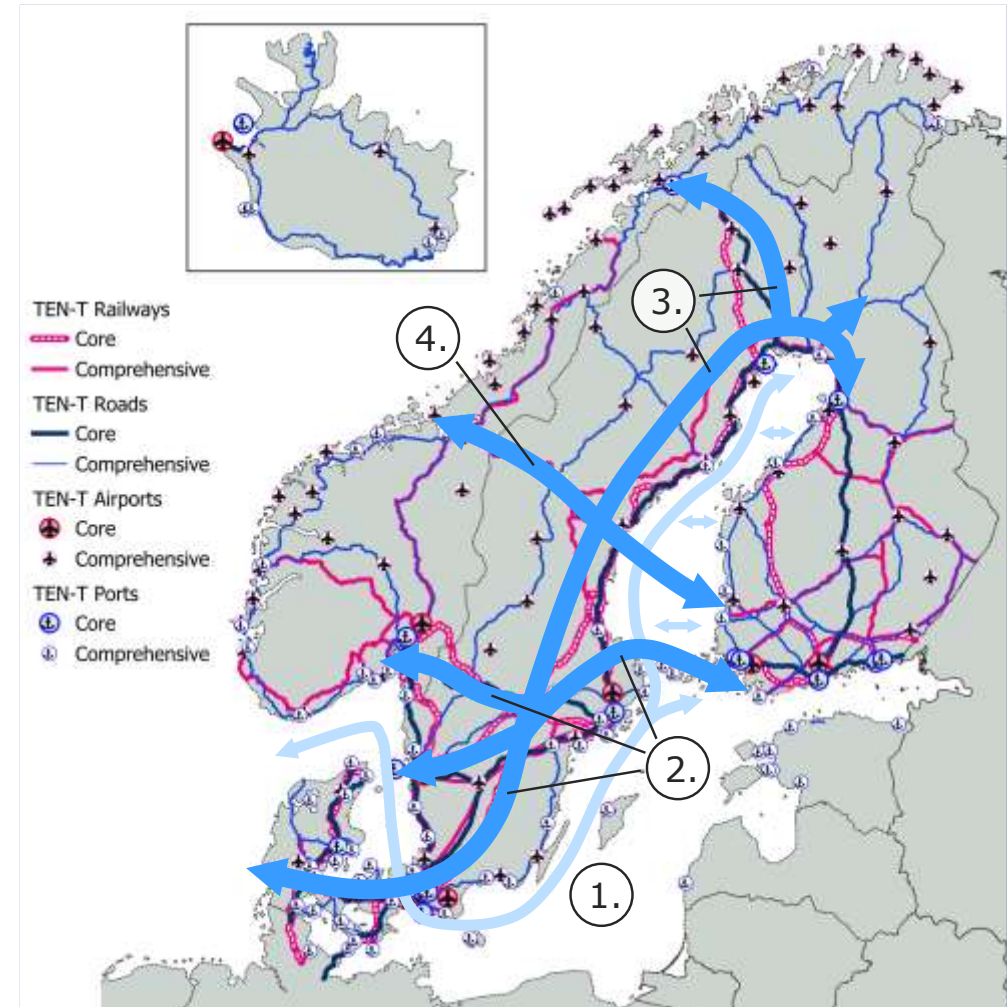
# Vision and Objective of the Strategy

- ▶ 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.
- ▶ The key objective is to strengthen Nordic transport system preparedness by improving cross-border connectivity, enhancing military mobility and supporting secure and resilient supply chains.
- ▶ *The outcome reflects compromises across national, sectoral, and regional priorities. Prioritization was based on a comprehensive understanding of the related aspects.*



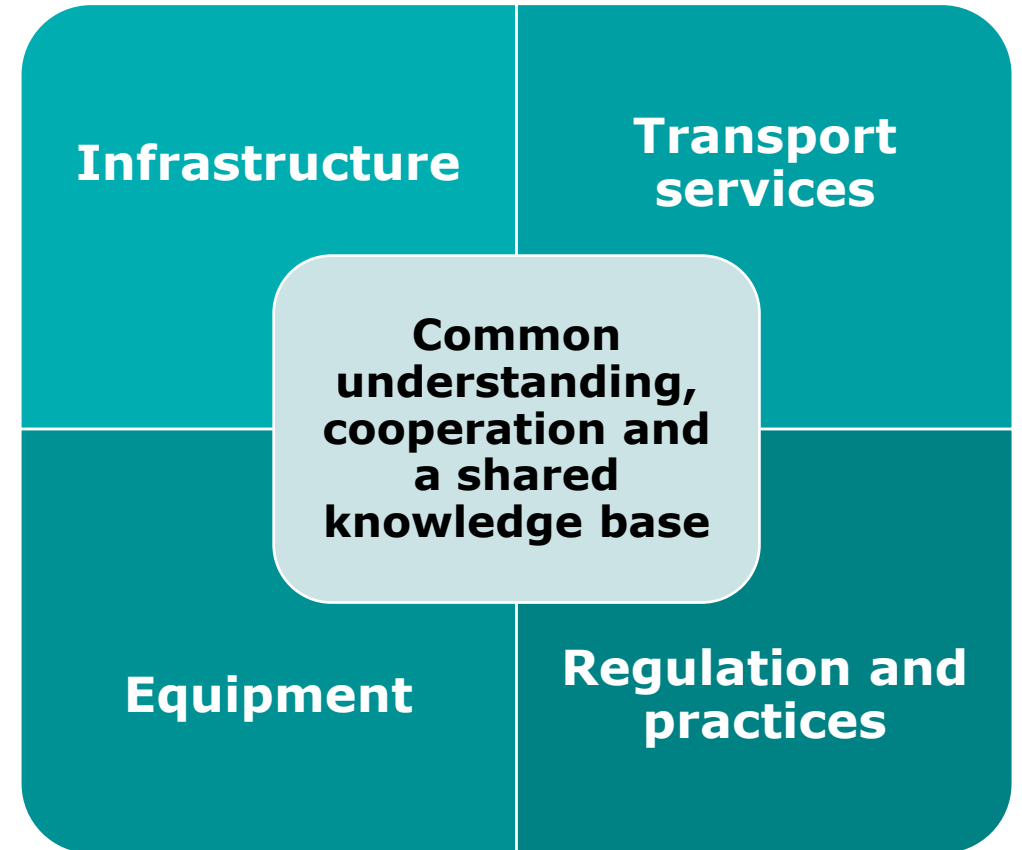
# Prioritised Transport Corridors

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 Boden–Fjord of Ofoten/Narvik
4. Fjord of Trondheim–Sundsvall–Rauma/Pori



# Strategic Objectives and Recommended Development Actions

- ▶ The recommended measures are intended as guidance and as examples of potential areas for future Nordic cooperation.
- ▶ Recommended development measures are proposed in four subject areas: infrastructure, equipment, regulation and practices, and transport services.
- ▶ Furthermore, challenges related to common understanding, cooperation and a shared knowledge base have also been identified. These cover all subject areas.



# Highlights of objectives and development actions

## Infrastructure

- ▶ Joint effort to strengthen the prioritized corridors related critical infrastructure
- ▶ Continue with joint analyse/modelling with the most prioritized transport flows

## Transport Services

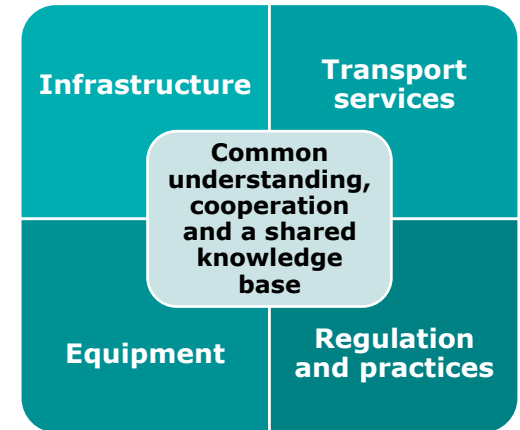
- ▶ Actively include private sector and regions to develop transport services
- ▶ Ensure critical winter maintenance capability e.g icebreaking services and winter maintenance

## Equipment

- ▶ Building shared decentralised storages of critical components e.g reserve bridge
- ▶ Availability of critical transport fleets

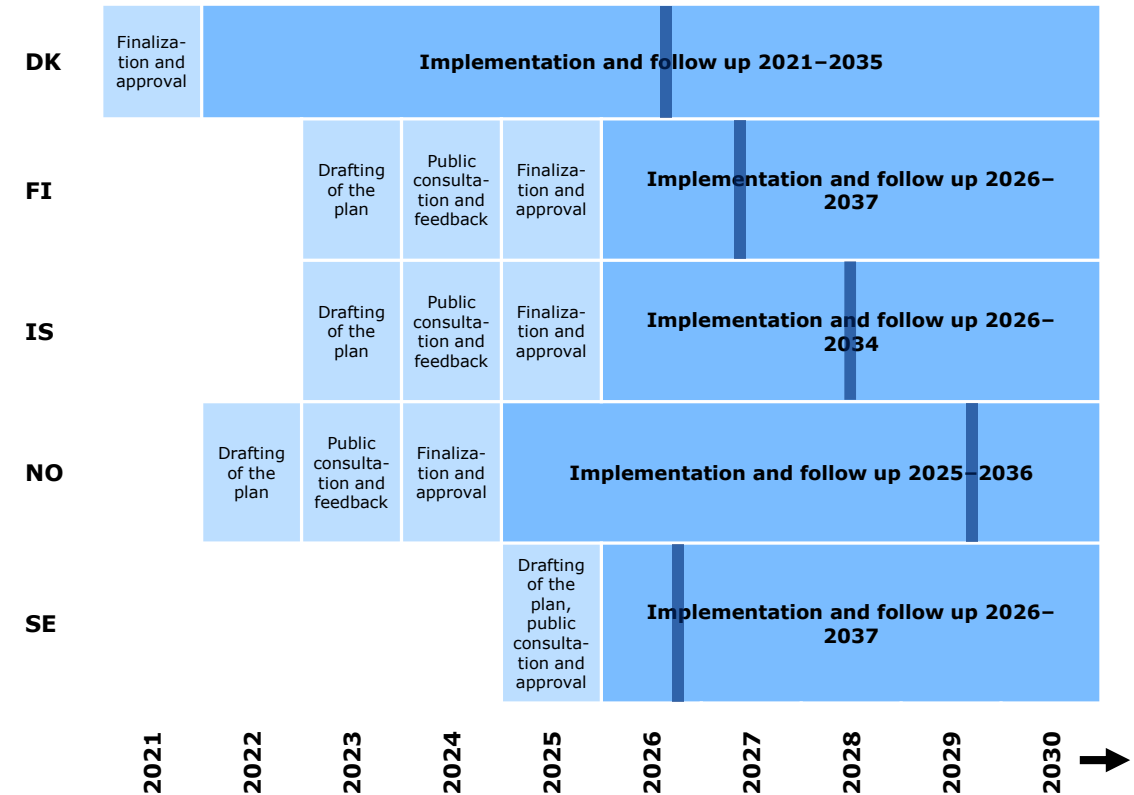
## Regulation and Practices

- ▶ EU regulations and initiatives e.g EU Military mobility package
- ▶ Mechanisms to manage and prioritise transport



# National Transport System Plans in the Nordic Countries

- ▶ The Nordic countries show many similarities in transport policy and planning processes largely align.
- ▶ Although cross-border transport is mentioned, national plans mainly prioritise domestic transport issues.
- ▶ Responsibilities lie with transport ministries and national authorities, though in Denmark and Norway these authorities are less independent than in other Nordic countries..





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