



MINISTRY OF TRANSPORT
AND COMMUNICATIONS

The European track gauge in Finland – Rail Nordica

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Changed operating environment in Finland

Russia's war of aggression against Ukraine and changed geopolitical situation

- Closure of the eastern border
- Hybrid influencing, including disruptions in the Baltic Sea
- NATO memberships of Finland and Sweden

Rapidly worsened international accessibility

- Challenges of the air transport
- Challenges in the Baltic Sea, including Russian Shadow fleet, GPS interference, cable damage, etc.

Completely new needs of preparedness

- Security of supply, military mobility

Remains of the Covid pandemic

Rapid inflation

The urgent need to balance the fiscal budget



National Transport System Plan 2026-2037

Vision for 2050

- In 2050, Finland's transport system will be effective, safe, sustainable and affordably accessible to all population groups and it supports the competitiveness and growth of Finnish business life.
- An economically sustainable and efficient transport system that strengthens Finland's comprehensive security supports the accessibility and development of the whole of Finland, taking into account the strengths of different regions, the needs of business life and the carrying capacity of nature.
- Finland will be easily and quickly accessible to and from the world, including digitally. Advanced innovations and new technologies will enable seamless mobility, regardless of the mode of transport throughout Finland.

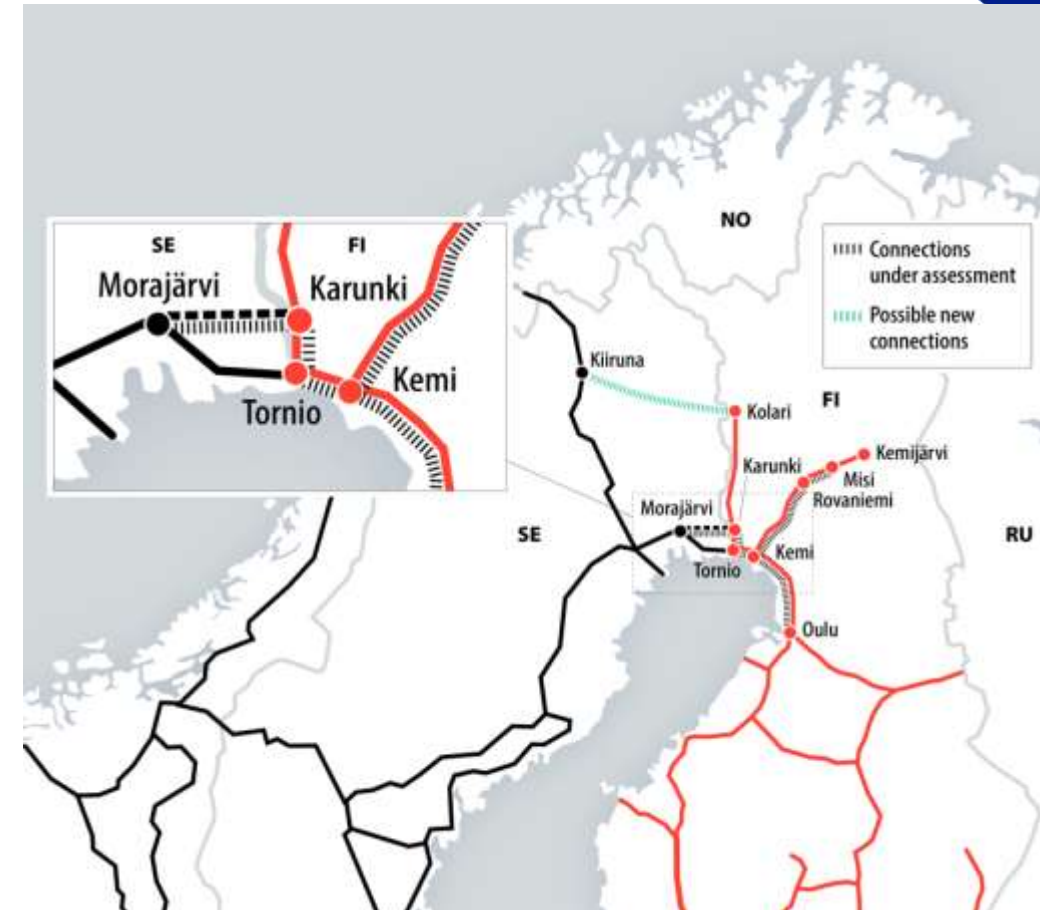
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Objectives



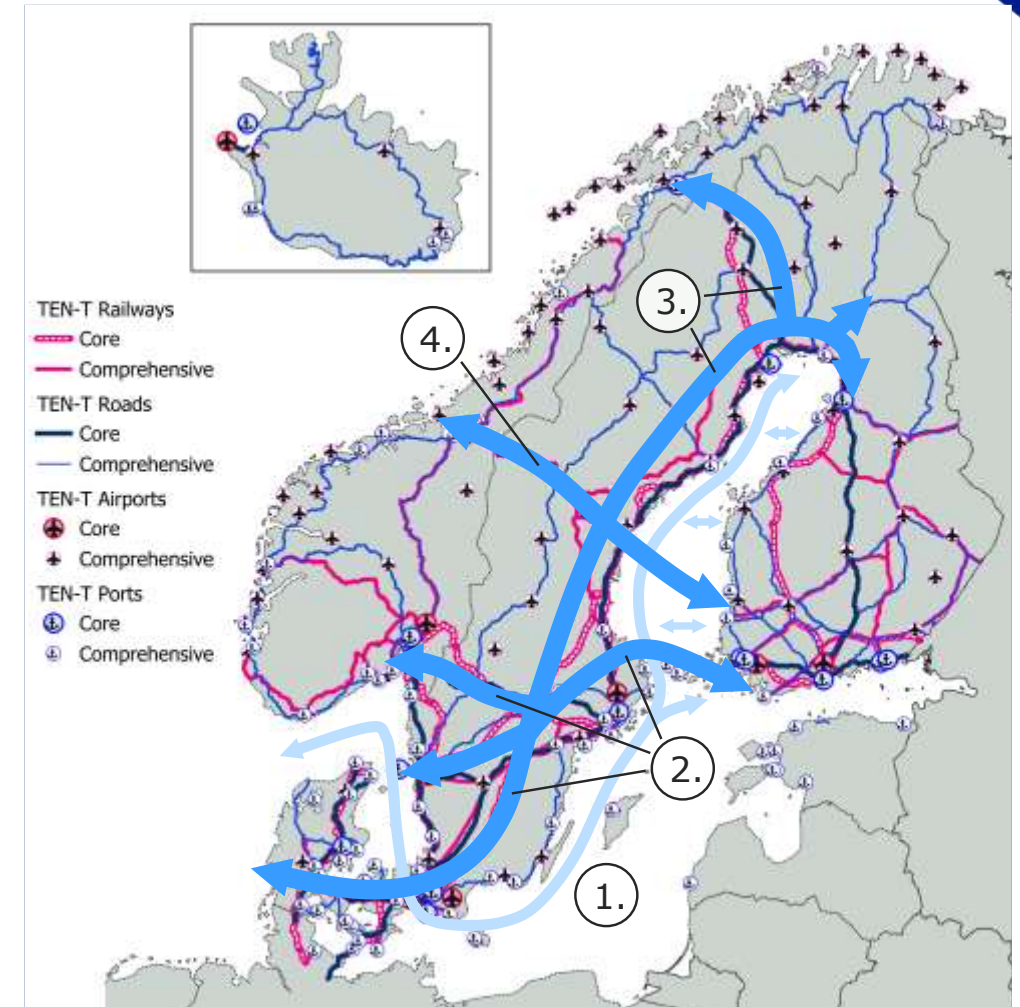
Rail Nordica

- In April 2025, the Finnish Government decided to launch **the planning of the European track gauge between the Port of Kemi and the border crossing point of Tornio-Haparanda**. MEUR 20 have been granted for this. The planning started immediately. It has been estimated that the construction can begin in phases from 2028 onwards in the Tornio region.
- Decisions to extend the planning further can be expected. Estimated construction costs from the SE-FI border to Kemi, Oulu and Rovaniemi would be 1,5 billion euros.
- The project prioritized especially from the **military mobility** point of view – potential for commercial demand has been assessed to be rather low
- Finland is making assessments according to TEN-T Regulation
- **Knowledge and impact based approach** - long term enablement of the extension of the European track gauge
 - Securing the flow of forces, equipment and supplies
 - European gauge helps to prevent congestion in Tornio
 - Securing connection(s) required in the area



Connectivity and interoperability have to be ensured

- Maritime Transport is a **lifeline for Finland**
 - Baltic Sea and Bothnian Sea
 - Ports on the west and south/west coast
- Hinterland connections have to be **interoperable and functional**. Sufficient capacity has to be ensured on our current network.
- Functional and unified rail network in other parts of Finland is a basic requirement for military logistics and military mobility
- Short- and medium-term focus is in the northern Finland, in other parts assessments and preparations for the long-term change without hampering current transport corridors





LIIKENNE- JA VIESTINTÄMINISTERIÖ
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Thank you