

Past corridor projects. Lessons learned on long-term use of the outcomes

Bothnian Green Logistic Corridor

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Project Bothnian Green Logistic Corridor (BGLC)

- Period 2011-2014
- Co- Financed by the EU:s Baltic Sea Region Programme
- 12 partners from five countries. Region Västerbotten leadpartner.
- Total budget 4,8 mEuro

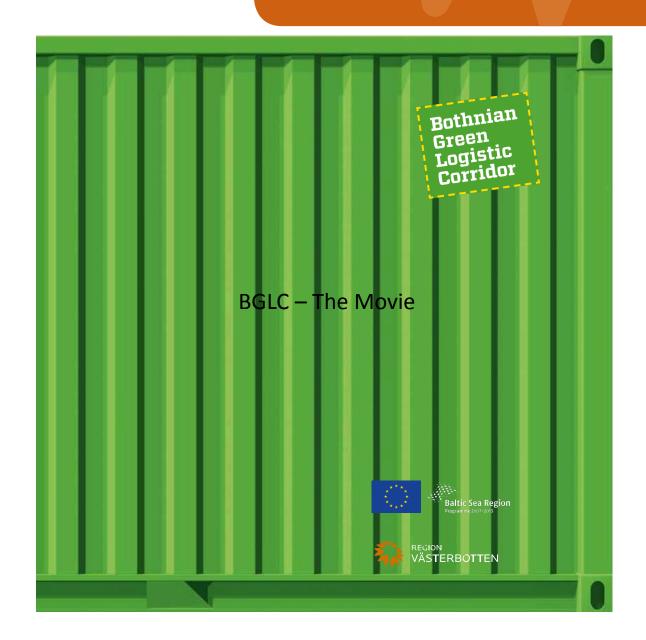


Vision

 By year 2030, the BGLC will be a fully developed green corridor, an integral part of the TEN-T core network corridors, providing efficient and green logistics solutions for the industrial chains originating from the north of Sweden, Finland and Norway stretching along the Swedish and Finnish sides of the Bothnian Gulf.

Key strategic areas of development:

- Integrated multimodal network
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- Open and inclusive
- Smart and efficient
- Arena for stakeholder involvement
- In connection
- Transport corridor as a catalyst
- Combining European priorities with regional interests



What is the experiences?

- Complicated to have so many partner
- Region Västerbotten should have used permanent staff as project-leader to ensure to keep the knowledge and contacts
- The project has been an important piece in the puzzle to endorse the Bothnian Corridor both in Sweden and in Finland
- We now have a proposal to extend the two EU TEN T Core Transport Corridors Scandinavian-Mediterranean and North See-Baltic
- It is not easy to create a specific arena for the BGLC. Especially when it becomes an part of a much bigger context.
- Hard so say if new logistic chains has it roots in the project or is ordinary
- The partnership that a project of this size builds up is useful as it comes to other projects and activities on other arenas (EU, CPMR...)







