

## Development Plan for a better Access to Core Network Corridor Hubs

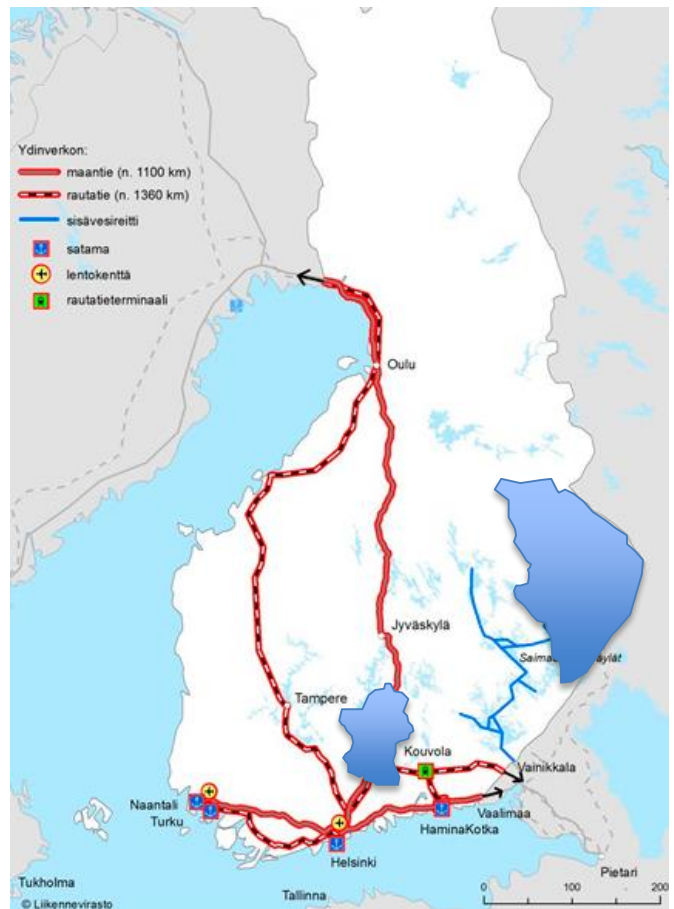
The development plan responds to the negative growth tendencies in Päijät-Häme and North Karelia whose economic performances has suffered from the geopolitical and conjuncture tendencies. In effect, both regions face falling business confidence, low investment rate in manufacturing and service industries, low sales and dropping employment.

Both regions have included transport interoperability and infrastructure in their development strategies, considering transport as a pillar for sustainable growth. However, not being part of the TEN-T core network corridors (CNC), they cannot use the corridor forums for influencing the CNC implementation process towards favourable investments.

The mismatch between supply and demand causes high transport costs for business activities, making it difficult for local companies to recruit new staff, expand activities and enter global supply chains while discouraging possible new investors to settle down in the case area.

Aim of the development plan is to improve information exchange and knowledge of the CNC implications in Päijät-Häme and North Karelia regions. By involving public and private stakeholders it is ought to work out proposals for investments in the regional infrastructure that would better connect the case area to the global markets via the CNC port/airport hubs.

The development plan intends to steer the public (local/regional level) support for strengthening the business confidence, stimulating private investments and providing market opportunities in Päijät-Häme and North Karelia.



### Work out solutions for:

- Better road/rail/air interoperability and infrastructural connections
- Enlarged regional labour markets
- Technological and system innovations in transport and logistics to reduce carbon footprint, cut transport costs and attract new businesses

## North Karelia Intends to be Carbon Neutral Region

North Karelia intends to become a Carbon Neutral region in the future. Carbon dioxide emissions resulting from traffic are a major problem for the environment as well as the region's brand "Fossil Oil Free North Karelia".

The North Karelian railway, highway 6 and the Saimaa deep fairway are the main routes for export and import transport. A strategy paper will be prepared within TENTacle in order to reduce emissions on these transport routes. The strategy paper will guide development together with ongoing work to prepare the long-term regional land use plan of the North Karelia region (until 2040).



## Stakeholder Involvement

Among project tasks a stakeholder interaction process is planned (interviews, seminars, idea laboratories) to allow knowledge transfer on the CNC implementation process and its benefits for the local and regional growth as well as to develop proposals for new soft and hard investments. In that respect, benchmarking and interaction with other parallel pilot cases is envisaged (e.g. with Vidzeme which represents a similar economic profile as the North Karelia area).

The purpose is to encourage actors from public and private sectors in Päijät-Häme and North Karelia region to cooperate across administrative silos and sectors (e.g. transport, regional/local planning, environment, land use). As identified in the preparatory stage of the project, stakeholders in this specific case area so far lack capacity to start bottom-up actions to attract European and national transport infrastructure investments.

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